



Public Information Meeting Urban Structure Review

Trafalgar Room
May 30, 2017

Presentation Agenda

1. Study Overview
2. Study Findings
3. Policy Directions and Draft Amendments
4. Next Steps

What is the importance of urban structure?

- Urban structure is the pattern of built and unbuilt areas
- It is important since it establishes where we live, work and play is a determinant of livability and sustainability
- It is also important because it determines location, timing and capacity of infrastructure to support development
- A comprehensive urban structure will also ensure that community infrastructure and public service facilities are available for the long term while addressing environmental concerns and cost effectiveness

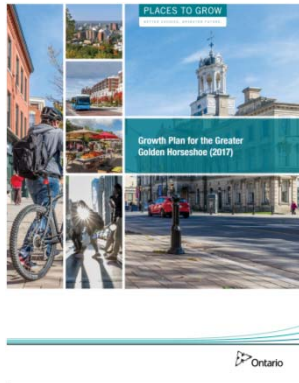
Urban Structure Review



The Study goal is to:

“Develop an urban structure for Oakville which accommodates transition and change, reflects the identity of the town and is environmentally sustainable while allowing for environmental protection, the provision of a full range of infrastructure and community service facilities, and is fiscally sustainable.”

Planning for Growth



- **Growth Plan for the Greater Golden Horseshoe, 2017**



- **Halton Region Official Plan, 2009**



- **Livable Oakville Official Plan, 2009**
- **North Oakville Secondary Plans**

Why is the study important?



- The town must consider how to accommodate required growth given that development in all areas of the town is underway or planned.
- Instead of developing outward, the town needs to determine the best approach for managing development within the town's existing boundaries.
- Oakville's Urban Structure Review is looking at the town's urban structure — including natural heritage and open space, as well as residential, commercial, employment and mixed-use areas — to see if changes are necessary to accommodate growth.
- The *Urban Structure Review* is a key study in the town's on-going comprehensive Official Plan Review that will provide the basis for the policies in the Official Plan and the framework for making planning decisions.

What do we have to build on?

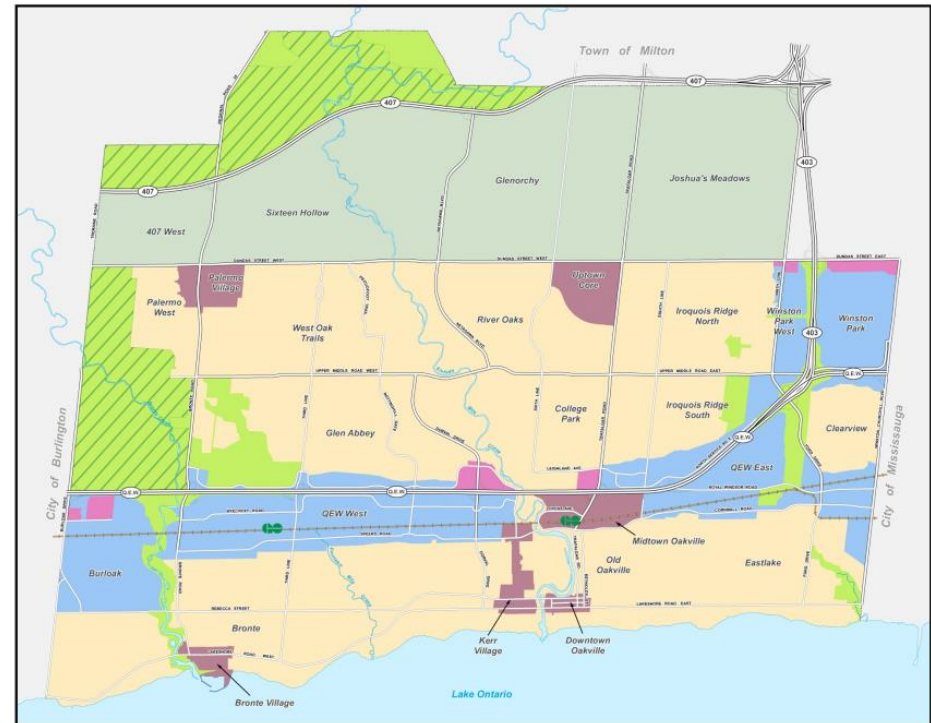
North Oakville East Secondary Plan



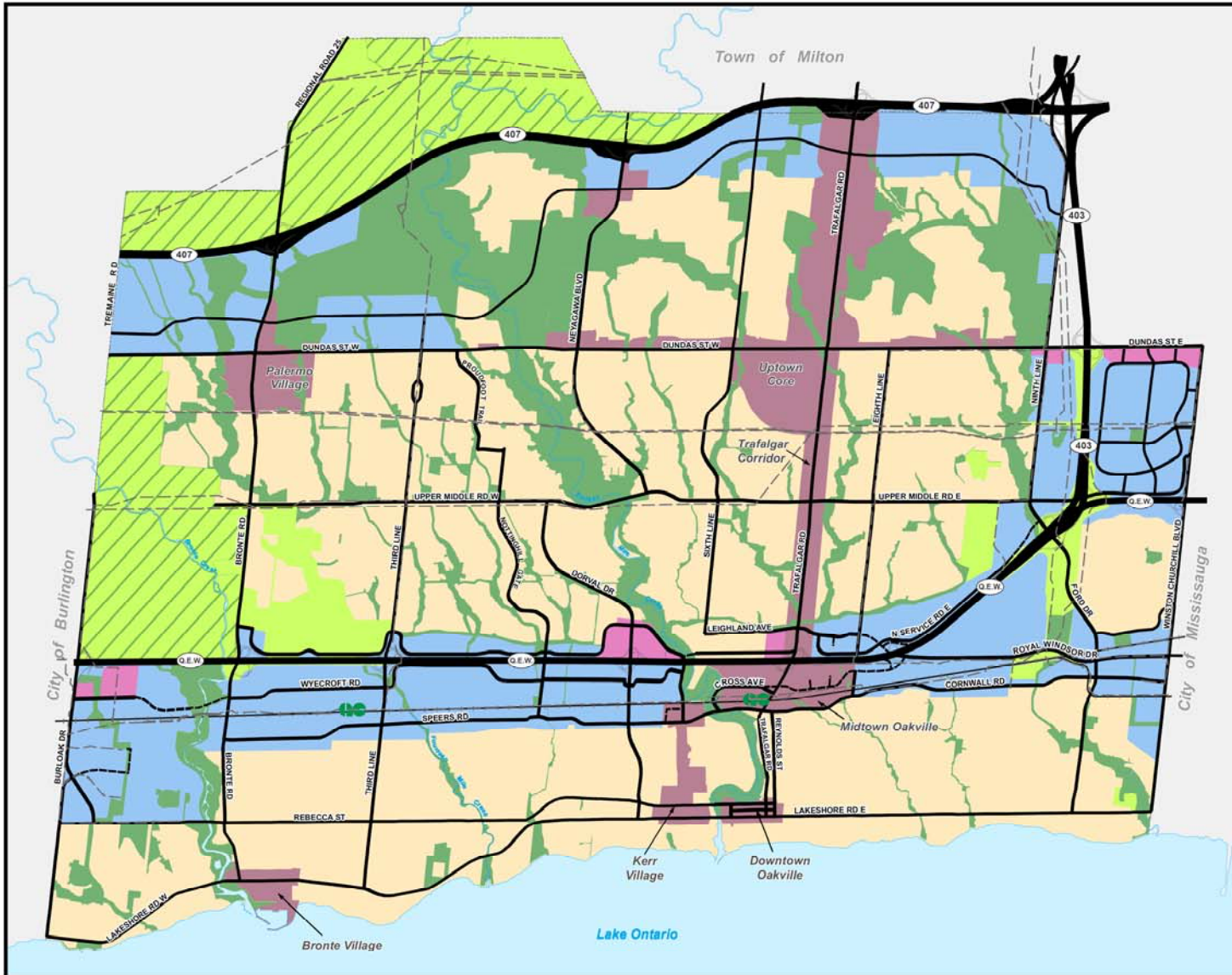
North Oakville West Secondary Plan



Livable Oakville Plan



Current Urban Structure



**MAP 1
CURRENT URBAN
STRUCTURE**

LEGEND¹

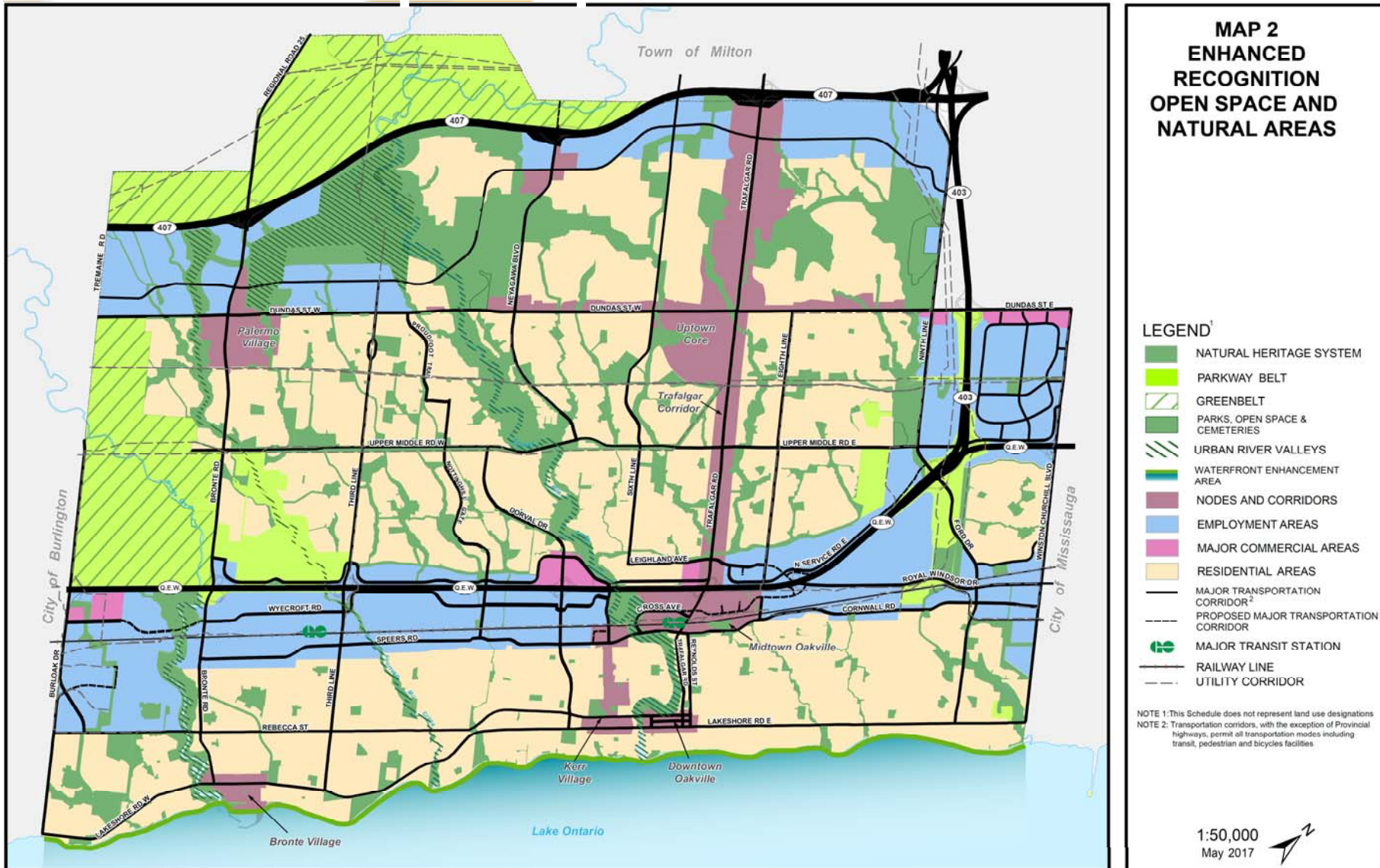
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAJOR TRANSPORTATION CORRIDOR²
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- RAILWAY LINE
- UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations
 NOTE 2: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

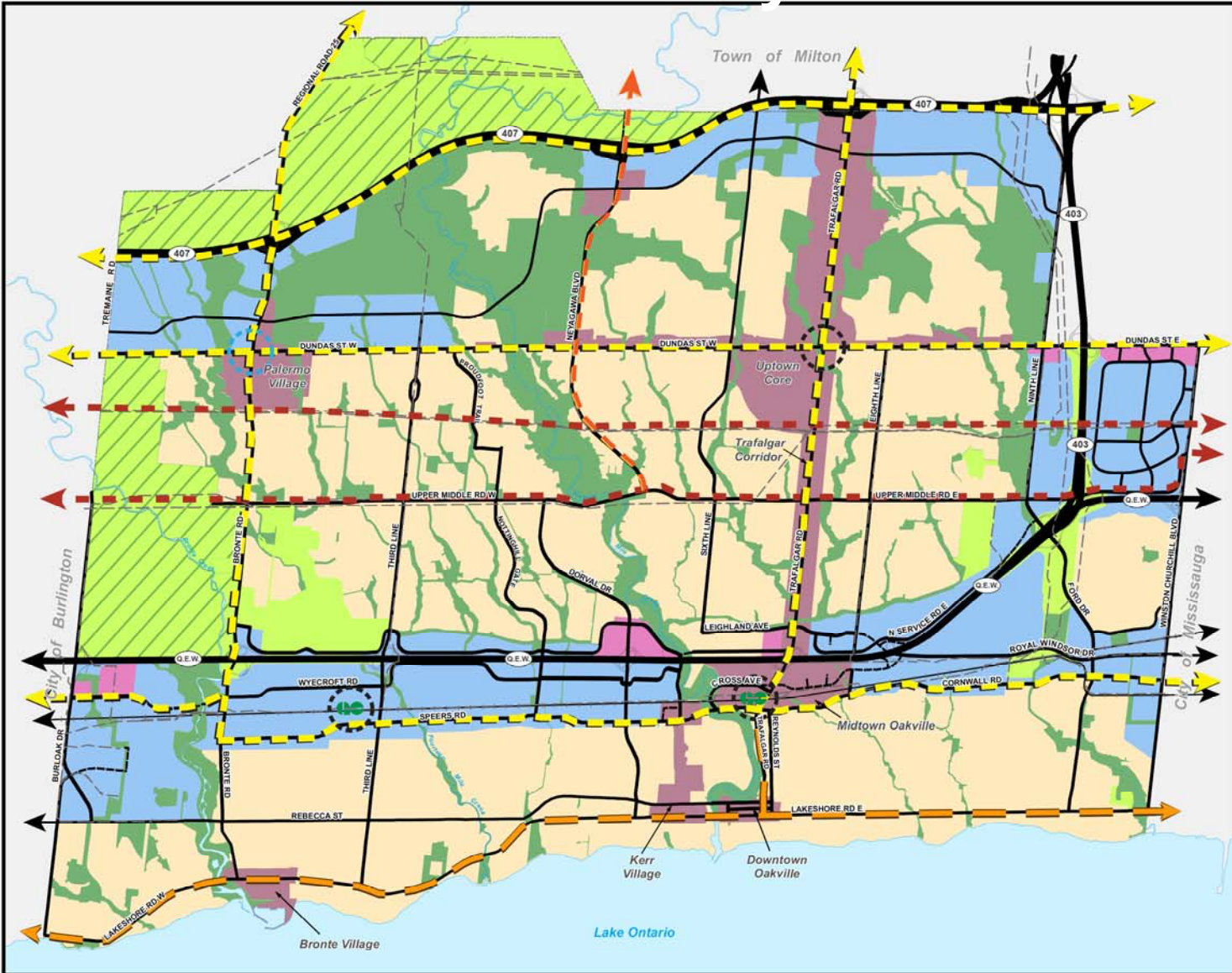
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Enhanced Open Space and Natural Areas



Enhanced Connectivity



**MAP 3
ENHANCED
CONNECTIVITY**

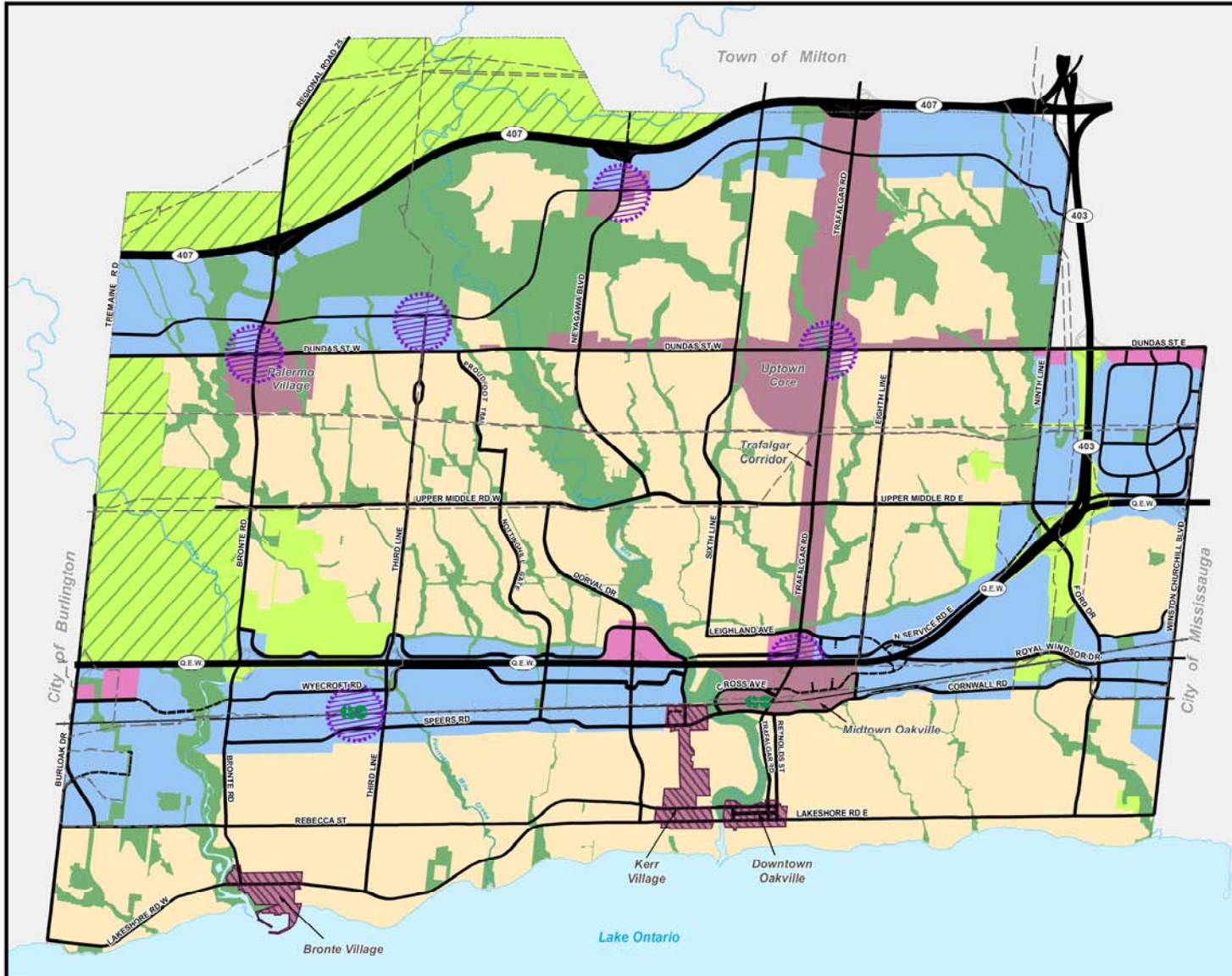
LEGEND¹

- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- TRANSIT PRIORITY CORRIDOR
- TRANSIT PRIORITY CORRIDOR - MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- MAJOR TRANSPORTATION CORRIDOR²
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- RAILWAY LINE
- UTILITY CORRIDOR

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Nodes and Corridors



**MAP 4
NODES AND
CORRIDOR
(GROWTH AREAS)**

LEGEND¹

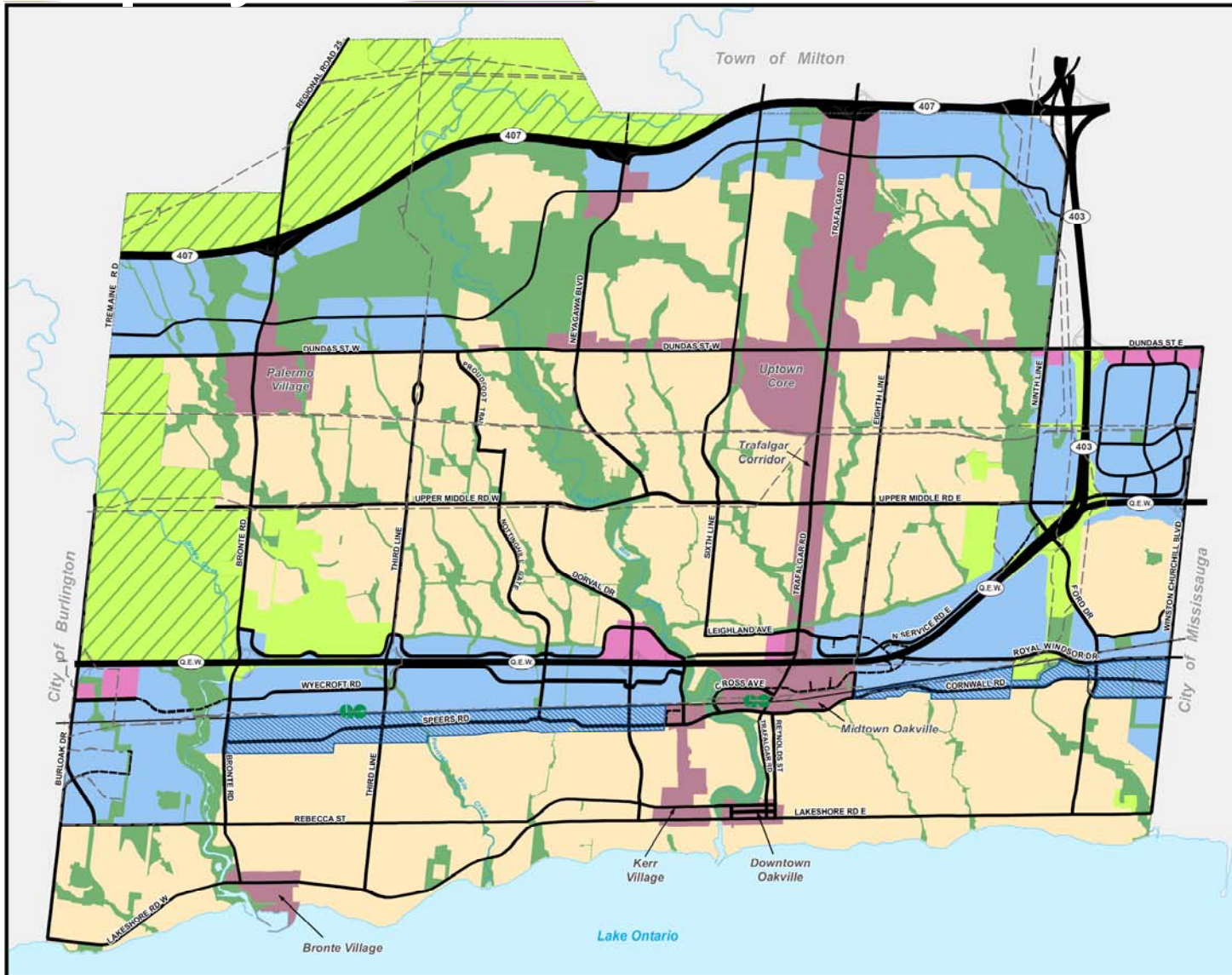
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- NODES AND CORRIDORS
- ADDITIONAL/EXPANDED NODES AND CORRIDORS²
- MAIN STREET AREA
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- RAILWAY LINE
- UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations
 NOTE 2: The south side of Dundas Street is recognized as having the potential for intensification subject to further study to more precisely delineate the extent of such areas
 NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

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Employment Mixed Use Corridor



**MAP 5
EMPLOYMENT
AREAS**

LEGEND¹

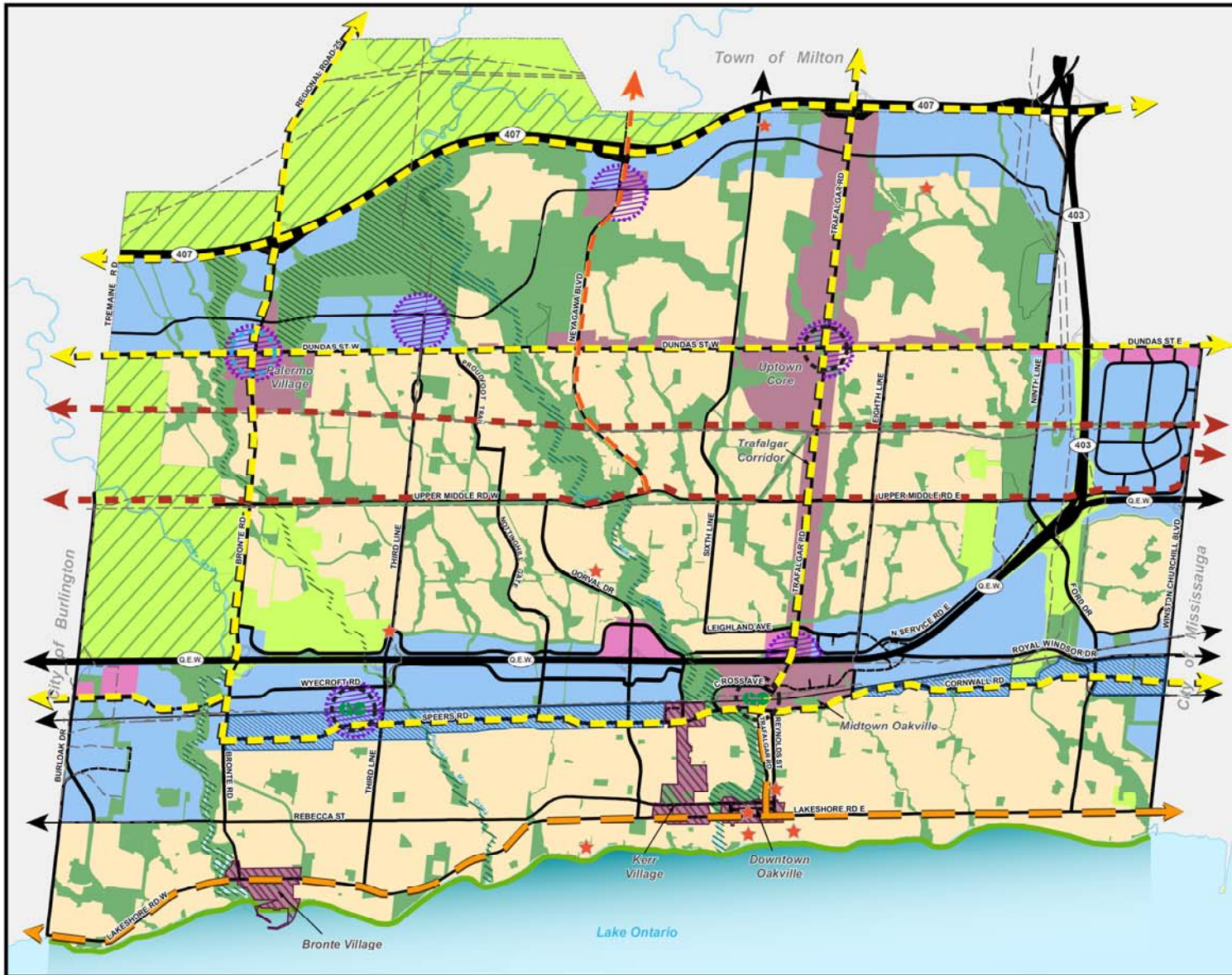
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- EMPLOYMENT MIXED USE CORRIDOR
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAJOR TRANSPORTATION CORRIDOR²
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- RAILWAY LINE
- UTILITY CORRIDOR

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PROPOSED URBAN STRUCTURE



**MAP 6
PROPOSED URBAN
STRUCTURE**

LEGEND¹

- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- PARKS, OPEN SPACE & CEMETERIES
- URBAN RIVER VALLEYS
- WATERFRONT ENHANCEMENT AREA
- NODES AND CORRIDORS
- ADDITIONAL/EXPANDED NODES AND CORRIDORS²
- MAIN STREET AREA
- EMPLOYMENT AREAS
- EMPLOYMENT MIXED USE CORRIDOR
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- TRANSIT PRIORITY CORRIDOR
- TRANSIT PRIORITY CORRIDOR - MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
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- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- RAILWAY LINE
- UTILITY CORRIDOR
- HERITAGE CONSERVATION DISTRICTS/ CULTURAL HERITAGE LANDSCAPES⁴

NOTE 1: This Schedule does not represent land use designations
 NOTE 2: The south side of Dundas Street is recognized as having the potential for intensification subject to further study to more precisely delineate the extent of such areas.
 NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities
 NOTE 4: Heritage Conservation Districts and Cultural Heritage Landscapes are elements of the Urban Structure. Additional Districts and Landscapes will be added to the Urban Structure Schedule as they are recognized by Council

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Policy Directions

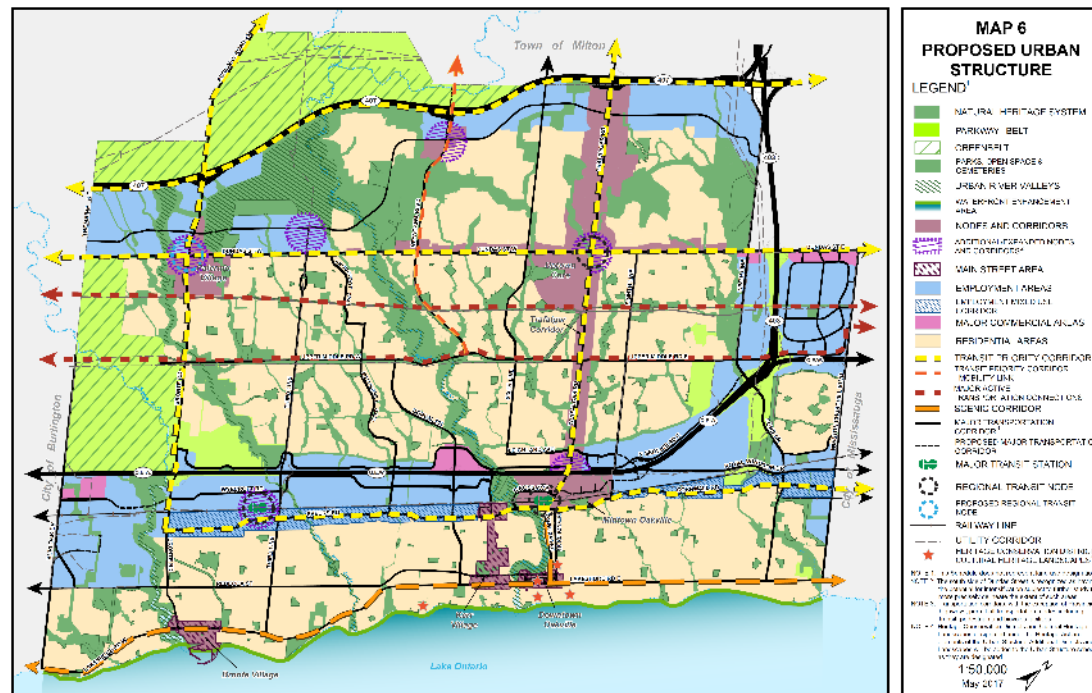
1. Replacing Section 3, Urban Structure of the Livable Oakville Plan with a new Section 3 outlining a town-wide comprehensive urban structure for Oakville identifying the purpose of the urban structure and describing each of the major elements

The Town's urban structure:

- **Protects** natural heritage, open space and cultural heritage
- **Maintains** the character of residential areas
- **Directs** growth to an identified system of nodes & corridors

Policy Directions

2. Replacing Schedule A1, Urban Structure of the Livable Oakville Plan with a new schedule consistent with the purpose and descriptions of the urban structure in the new Section 3



Policy Directions

3. New section to Part F, Implementation consisting of criteria for protecting urban structure and evaluating site-specific Official Plan Amendments:
 - Changes through *Municipal Comprehensive Review*
 - Down-designating not permitted
 - Site-specific applications do not undermine urban structure in terms of planned functions of other elements including nodes, corridors, NHS, *character* of residential areas, fiscal impacts etc.
4. Undertaking revisions to the North Oakville Plans to align them with the changes to the Livable Oakville Plan

Next Steps & Timeline

Urban Structure Review

- Statutory Public Meeting: June 12, 2017
Planning and Development Council
- Decision Meeting before Council on the
Official Plan Amendments: Fall 2017

More Information

www.oakville.ca/planoakville/urban-structure-review.html

Official Plan Review

