



PLANNING JUSTIFICATION REPORT

December 2023

OFFICIAL PLAN AMENDMENT,
DRAFT PLAN OF SUBDIVISION &
ZONING BY-LAW AMENDMENT

Part of Lot 20, Concession 2, NDS
Town of Oakville

PREPARED FOR:
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TABLE OF CONTENTS

1.0 INTRODUCTION.....	2
1.1 PURPOSE OF THE REPORT	2
1.2 SITE DESCRIPTION & CONTEXT	3
2.0 PROPOSED DEVELOPMENT	6
3.0 POLICY FRAMEWORK.....	10
3.1 PLANNING ACT, R.S.O, 1990, c.P.13.....	10
3.2 PROVINCIAL POLICY STATEMENT, 2020	12
3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HOESHOE (2020 OFFICE CONSOLIDATION)	13
3.4 REGION OF HALTON OFFICIAL PLAN	14
3.5 LIVABLE OAKVILLE PLAN.....	18
3.6 NEYAGAWA URBAN CORE REVIEW	20
3.7 NORTH OAKVILLE EAST SECONDARY PLAN.....	22
4.0 PUBLIC CONSULTATION	31
5.0 OFFICIAL PLAN AMENDMENT	33
6.0 ZONING.....	35
6.1 EXISTING ZONING.....	35
6.2 PROPOSED ZONING	35
7.0 PLANNING OPINION	37

LIST OF FIGURES

FIGURE 1: AERIAL PHOTO

FIGURE 2: CONTEXT PHOTO

FIGURE 3: DRAFT PLAN OF SUBDIVISION

FIGURE 4: PRELIMINARY CONCEPT PLAN

FIGURE 5: A PLACE TO GROW CONCEPT

FIGURE 6: REGION OF HALTON MAP 1 - REGIONAL STRUCTURE

FIGURE 7: REGION OF HALTON MAP 1H - REGIONAL URBAN STRUCTURE

FIGURE 8: REGION OF HALTON MAP 3 - FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES

FIGURE 9: LIVABLE OAKVILLE PLAN - SCHEDULE A1 - URBAN STRUCTURE

FIGURE 10: NOE 1 - COMMUNITY STRUCTURE

FIGURE 11: NOE 2 - LAND USE PLAN

FIGURE 12: APPENDIX 7.3 - NORTH OAKVILLE MASTER PLAN

FIGURE 13: NOE 4 - TRANSPORTATION PLAN

FIGURE 14: MAP 3 – FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES

FIGURE 15: 407 TRANSITWAY PLATE 29

LIST OF APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX III: DRAFT OFFICIAL PLAN AMENDMENT

APPENDIX IV: DRAFT ZONING BY-LAW AMENDMENT



1.0

INTRODUCTION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Argo Neyagawa Corporation to prepare this Planning Justification Report in support of official plan amendment, draft plan of subdivision and zoning by-law amendment applications required for the proposed development of its lands located in the Town of Oakville's Neyagawa Urban Core Study Area on the north side of Burnhamthorpe Road West, south of Highway 407, between Fourth Line and Neyagawa Boulevard.

The following plans and reports have been prepared under separate cover in support of the proposed official plan amendment, draft plan of subdivision and rezoning applications:

- Legal Survey
- Draft Plan of Subdivision
- Pedestrian Circulation Plan
- Density Plan
- Area Design Plan
- Preliminary On-Street Parking Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Urban Design Brief
- Arborist Report
- Functional Servicing & Stormwater Management Report
- Environmental Impact Report
- Transportation Impact Study
- Stage 1-2 Archaeological Assessment
- Noise Study
- Geotechnical Report
- Phase 1 and 2 Environmental Site Assessments
- RPE
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- NAK Design Strategies
- Beacon Environmental
- Trafalgar Engineering
- Jennifer Lawrence and Associates Inc., Trafalgar Engineering, GEO Morphix, Beacon Environmental, R.J. Burnside, DS Consultants and Korsiak Urban Planning
- CGH Transportation
- Archaeological Assessments Ltd.
- Valcoustics Canada Ltd.
- DS Consultants Ltd.
- DS Consultants Ltd.

Our opinions rely on the conclusions of the aforementioned materials prepared by the specialized consultants.

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed official plan amendment, draft plan of subdivision and zoning by-law amendment and to evaluate the development proposal in the context

of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, and the Town of Oakville Official Plan.

1.2 SITE DESCRIPTION AND CONTEXT

The subject lands are located within the Town of Oakville's Neyagawa Urban Core Study Area with an area of approximately 11.28 hectares (*Figure 1 – Aerial Photo*), legally referred to as Part of Lot 20, Concession 2, NDS. The property is rectangular in shape, with an irregular northern border following the Highway 407 ramp. The subject lands have frontage on Fourth Line, Burnhamthorpe Road West (Future William Halton Parkway) and Neyagawa Boulevard. Existing watermains and sanitary sewers are located along Burnhamthorpe Road West and Neyagawa

Boulevard, with bike lanes and multi-use pathways available on both roads.

The subject lands are bound by the following existing features (*Figure 2 - Context Photo*):

- North: Highway 407 Exit Ramp and Highway 407
- South: Burnhamthorpe Road West (future William Halton Parkway Extension), King's Christian Collegiate and townhouse dwellings
- East: Neyagawa Boulevard and vacant lands
- West: Fourth Line, a few detached residences and vacant land



FIGURE 1 - Aerial Photo



FIGURE 2 - Context Plan



2.0
PROPOSED
DEVELOPMENT

2.0 PROPOSED DEVELOPMENT

Argo Neyagawa Corporation seeks to amend the Livable Oakville and North Oakville East Secondary Plan (NOESP) to redesignate the subject lands to Neyagawa Urban Core with site-specific policies to facilitate the creation of a compact mixed-use community which supports existing and planned transit services, including the 407 Transitway. Currently the subject lands are designated Employment District which does not permit residential uses and the proposed amendment will allow the subject lands to develop with a mix and range of residential uses, with potential for commercial uses in a mixed-use format.

The proposed OPA is consistent with the OPA drafted by the Town of Oakville following their preliminary Neyagawa Urban Core Review. The proposal would facilitate the removal of the employment overlay for the subject lands, permitting the development of a high-density mixed-use community that will support higher order transit services.

The proposed development is broken down into four medium density residential blocks and one mixed-use block separated by two new local roads (Street A and B, with right-in/right-out access to Burnhamthorpe Road West and Neyagawa Boulevard respectively, and a full-moves intersections at Fourth Line). The Urban Design Brief prepared by NAK Design Strategies

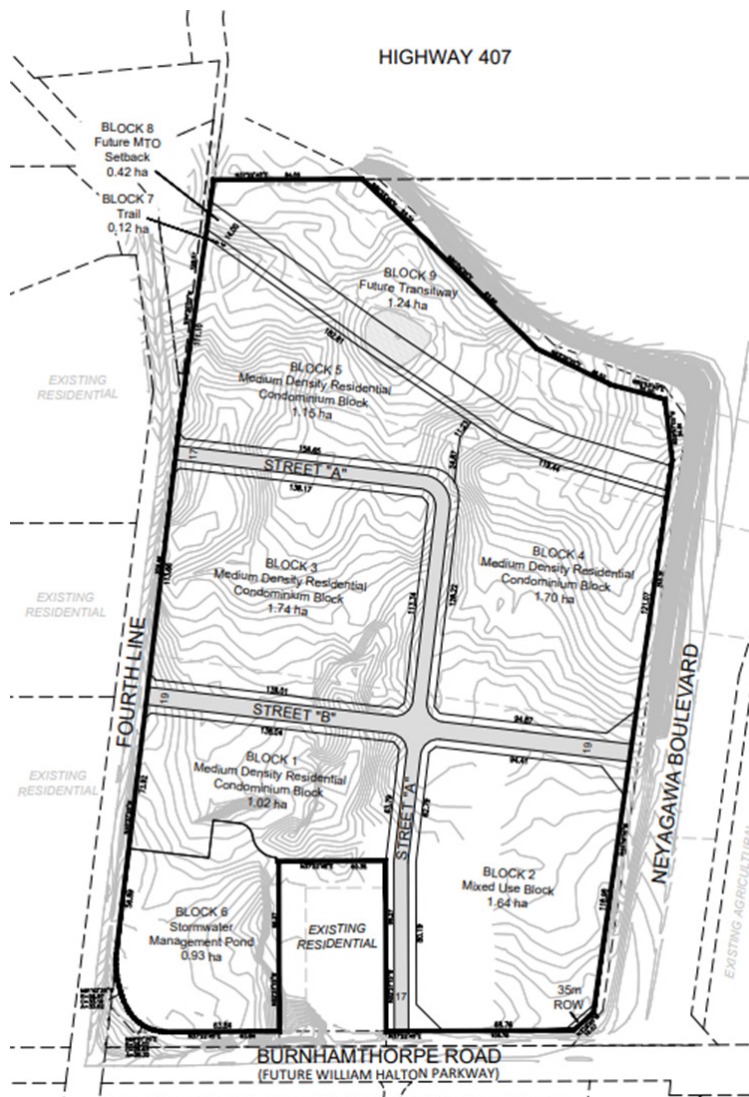


FIGURE 3 - Draft Plan of Subdivision

includes a preliminary tree canopy coverage calculation that estimates the canopy coverage will be 37% over the local roads, exceeding the Town’s 20% requirement. Additional blocks provide stormwater management, lands for the future 407 Transitway, as well as necessary buffers, and a trail (Figure 3 – Draft Plan).

Argo Neyagawa Corporation has provided a preliminary concept plan (Figure 4) to illustrate the potential for a complete, mixed-use community. It should be noted that this plan is conceptual, and Argo Neyagawa Corporation will submit future site plan applications to detail the built form and private road networks within the development blocks.

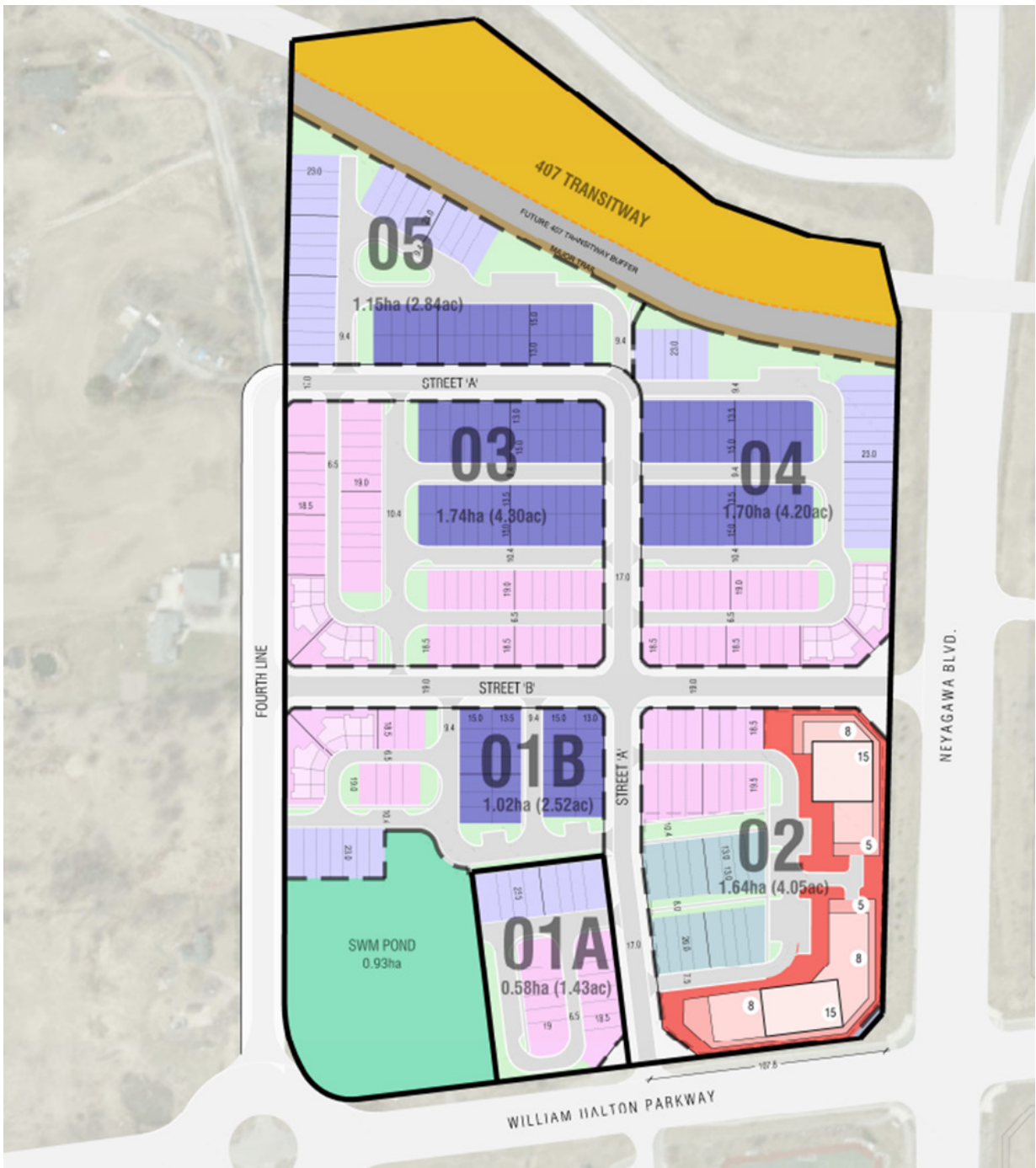


FIGURE 4 - Preliminary Concept Plan

The concept demonstrates how the subject lands can be developed efficiently and confirms its capacity to meet transit-supportive densities, while protecting the development potential of the non-participating property at 501 Burnhamthorpe Road West.

The proposed blocks, housing mixes and unit numbers are conceptual at this stage and will be refined during the future Site Plan process. The proposal consists of a mix of apartment dwellings, laneway townhouses, back-to-back townhouses and dual frontage townhouses. Argo Neyagawa Corporation is proposing to develop the subject lands as a mixed-use community with approximately 982 residential units.

The proposal includes approximately 1,248 parking spaces, provided in private garages, driveways, on private roads, and underground.

The Functional Servicing Report prepared by Trafalgar Engineering confirms the daily water demand and peak wastewater flow estimated for the development can be accommodated in the existing municipal water and wastewater infrastructure, and that the SWM pond has been designed to store post development peak flows and discharge to a future extension of the Fourth Line storm sewer.

The Transportation Impact Study prepared by CGH Transportation expects the impact of the proposed development on the road network, with all recommended network upgrades implemented, to be minor relative to other developments in the area. These upgrades include the completion of the William Halton Parkway extension which will widen the existing 2-lane Burnhamthorpe Road West to four lanes and construction of the roundabout at Fourth Line and future William Halton Parkway by 2028. The study concludes no over-capacity movements anticipated in the 2028 future total traffic volumes, however, any increase and future growth beyond that will have to be accommodated by modes other than personal vehicles. The site will be well-connected to

transit routes and the active transportation network including cycling infrastructure on William Halton Parkway and Neyagawa Boulevard.

The concept has been designed with the greatest heights adjacent to the intersection of Neyagawa Boulevard and Burnhamthorpe Road West (future William Halton Parkway), where two 15 storey apartment towers are proposed, with an 8-storey podium that transitions down to 5 storeys. A transition is provided to medium density development to the north and west, where various townhouse forms are proposed.

The Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. in support of the proposed development analyzed transportation noise sources from Highway 407, Burnhamthorpe Road (future William Halton Parkway), Neyagawa Boulevard and Fourth Line. In order to meet Ministry of the Environment, Conservation and Parks (MECP) guideline limits, the two mixed-use apartment buildings at the Neyagawa/Burnhamthorpe intersection and the three medium-density residential blocks north of Street B would require mandatory air conditioning. The report further proposes remaining dwellings be designed to allow for the installation of central air conditioning at the owner's discretion and Sound Transmission Class ratings for exterior walls and windows to meet indoor noise criteria.

At the southwest corner of the subject lands, a 0.93-hectare pond is proposed. To the north, a 1.24-hectare block has been provided along Highway 407 for the future 407 Transitway. In addition, a 14-meter transitway setback has been provided along the 407 Transitway block, followed by a trail block, which is a Major Trail in the North Oakville Trails Plan.

The development phasing will be coordinated with the availability of the stormwater management facility, as connections can be made to water and wastewater services already in place, and market demand. . The

grid road network will maintain the development potential and construction access for each block through buildout.



3.0
POLICY
FRAMEWORK

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The Planning Act is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the Planning Act is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plans, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

PROVINCIAL INTEREST:

Part I, Section 2 of the Planning Act establishes matters of Provincial interest which decision makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the Act. Section 2 of the Planning Act states:

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(a) the protection of ecological systems, including natural areas, features and functions;

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the supply, efficient use and conservation of energy and water;

(f) the adequate provision and efficient use

of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) the adequate provision of a full range of housing, including affordable housing;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;

(o) the protection of public health and safety;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

The proposal has regard to the matters of Provincial interest under the Planning Act for the following reasons:

- The proposed amendment directs growth to a Settlement Area, Designated Greenfield Area and Strategic Growth Area, an appropriate location for growth and development;
- The proposed development will provide a mix of residential densities and opportunity for commercial uses in a mixed-use format, which make efficient use of existing and planned services;
- The proposal adds to the range of housing options available in the Town of Oakville to serve households of different sizes, ages and incomes;
- The proposed development connects to existing and planned roads with transit and cycling infrastructure; and
- The proposed development will provide a high-quality urban form that promotes a sense of place.

Zoning By-law Amendment s.34

A Zoning By-law Amendment is being requested pursuant to Section 34 of the Planning Act, which sets the legislative basis for Zoning By-laws and amendments. The proposed draft amending zoning by-law is an amendment to Town of Oakville Zoning By-law 2009-189 and is discussed in Section 6 of this report.

Plan of Subdivision s. 51

A Draft Plan of Subdivision is being applied for under

Section 51 of the Planning Act.

Section 51 (24) of the Planning Act, states that:

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

(d) the suitability of the land for the purposes for which it is to be subdivided;

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

(f) the dimensions and shapes of the proposed lots;

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

(h) conservation of natural resources and flood control;

(i) the adequacy of utilities and municipal

services;

(j) the adequacy of school sites;

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed draft plan of subdivision was evaluated under Section 51(24) of the Planning Act and addresses the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, facilitating a range of housing options, providing transit supportive densities and promoting a well designed built form;
- The proposal is not premature as it located within a Settlement Area and Strategic Growth Area that is identified for growth;
- The proposal connects to the existing road network and facilitates the development of the planned road network;
- The proposal facilitates the development of a stormwater management (SWM) pond with appropriate stormwater control;

- The proposal provides the dimensions, locations, uses and shapes of the proposed roads and blocks;
- The proposal does not develop upon any natural features; and
- The proposal makes efficient use of land and existing and planned infrastructure and services.

3.2 PROVINCIAL POLICY STATEMENT

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build healthier, safer, and more affordable communities. The PPS 2020 contains new policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

The PPS contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians.

PPS policies applicable to the proposal are described in Appendix I, including Section 1.1 for 'Managing and Directing Land Use to Achieve Resilient Development and Land Use Patterns' and 'Settlement Areas'; Section 1.3 for 'Employment'; Section 1.4 for 'Housing'; Section 1.5 for 'Public Spaces, Recreation, Parks, Trails and Open Space'; Section 1.7 for 'Long-Term Economic Prosperity'; and Section 1.8 for 'Energy Conservation,

Air Quality and Climate Change

The proposal is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development provides a range of dwelling types and medium- and high-density residential uses that achieve transit supportive densities in a Strategic Growth Area;
- The proposal will achieve cost effective development that minimizes land consumption; and
- The proposal makes use of land that is in a transit supportive location and will promote active transportation.

3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') came into full force and effect on May 16, 2019. This plan provides the framework for implementing Ontario's vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe Region. The Growth Plan establishes a long-term structure for where and how the Region will achieve complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity, and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the 'Settlement Area' and 'Designated Greenfield Area' as shown on

Figure 5 - A Place to Grow Concept.

The Growth Plan policies that apply are further described in Appendix I, which includes: Section 1.2.1 for 'Guiding Principles'; Section 2.2.1 for 'Managing Growth'; and Section 2.2.7 for 'Designated Greenfield Areas'.

The proposed development conforms to these policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposal directs growth to a Settlement Area, Designated Greenfield Area and identified Strategic Growth Area with planned transit services and municipal water and wastewater systems;
- The proposal provides a range and mix of housing options to serve households of different sizes, ages and incomes;
- The proposed development helps to achieve the minimum density target within the Region of Halton; and,
- The proposed development is supportive of active transportation and the use of transit services, by facilitating the creation of a compact mixed-use environment surrounded by cycling infrastructure, recreational trails, and transit corridors.

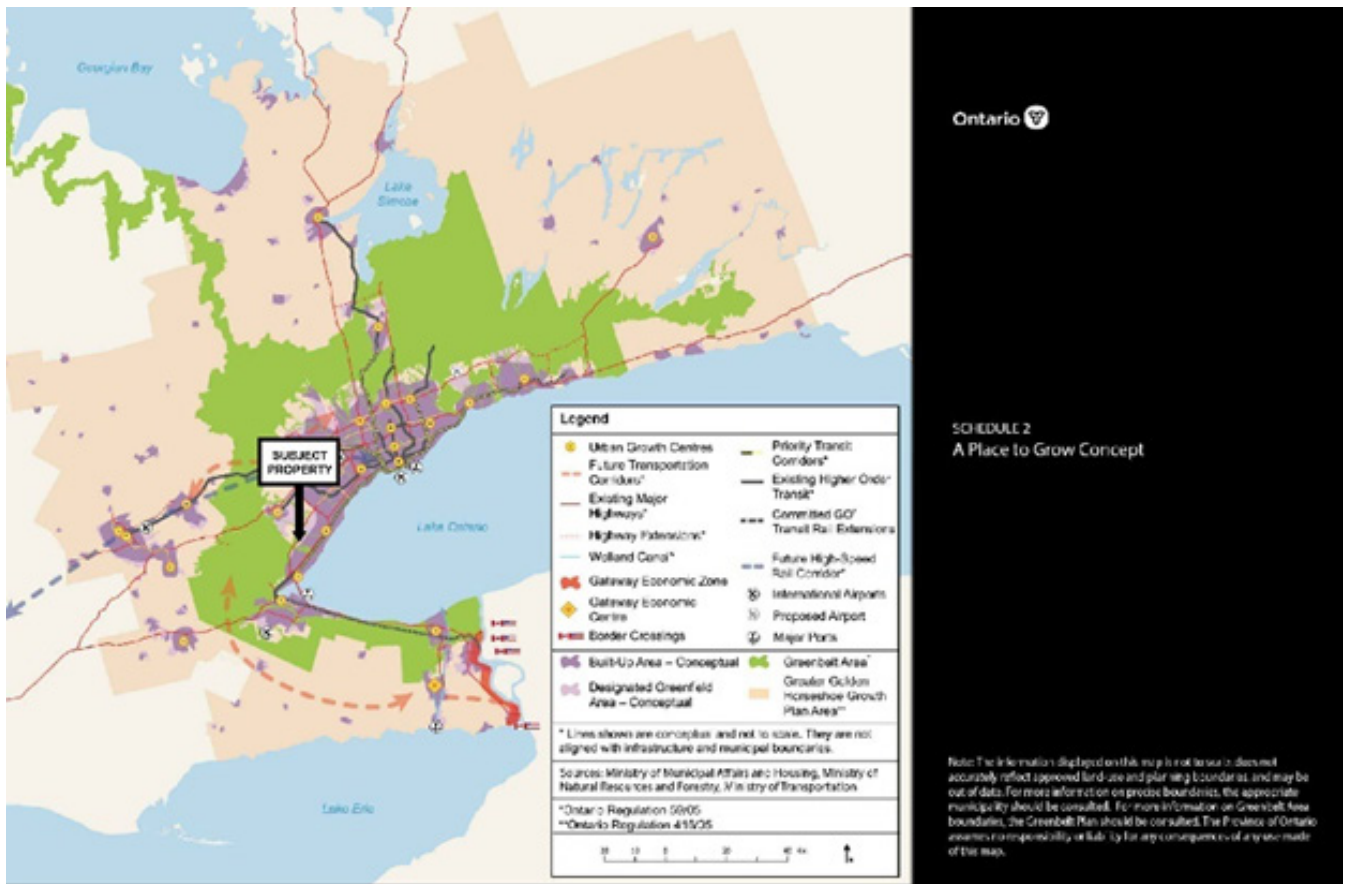


FIGURE 5 - A Place to Grow Concept

3.4 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and future residents. The Plan outlines a long-term vision for Halton’s physical form and community character by setting out goals and objectives and by providing policies to be followed to achieve an urban structure that will accommodate future growth effectively.

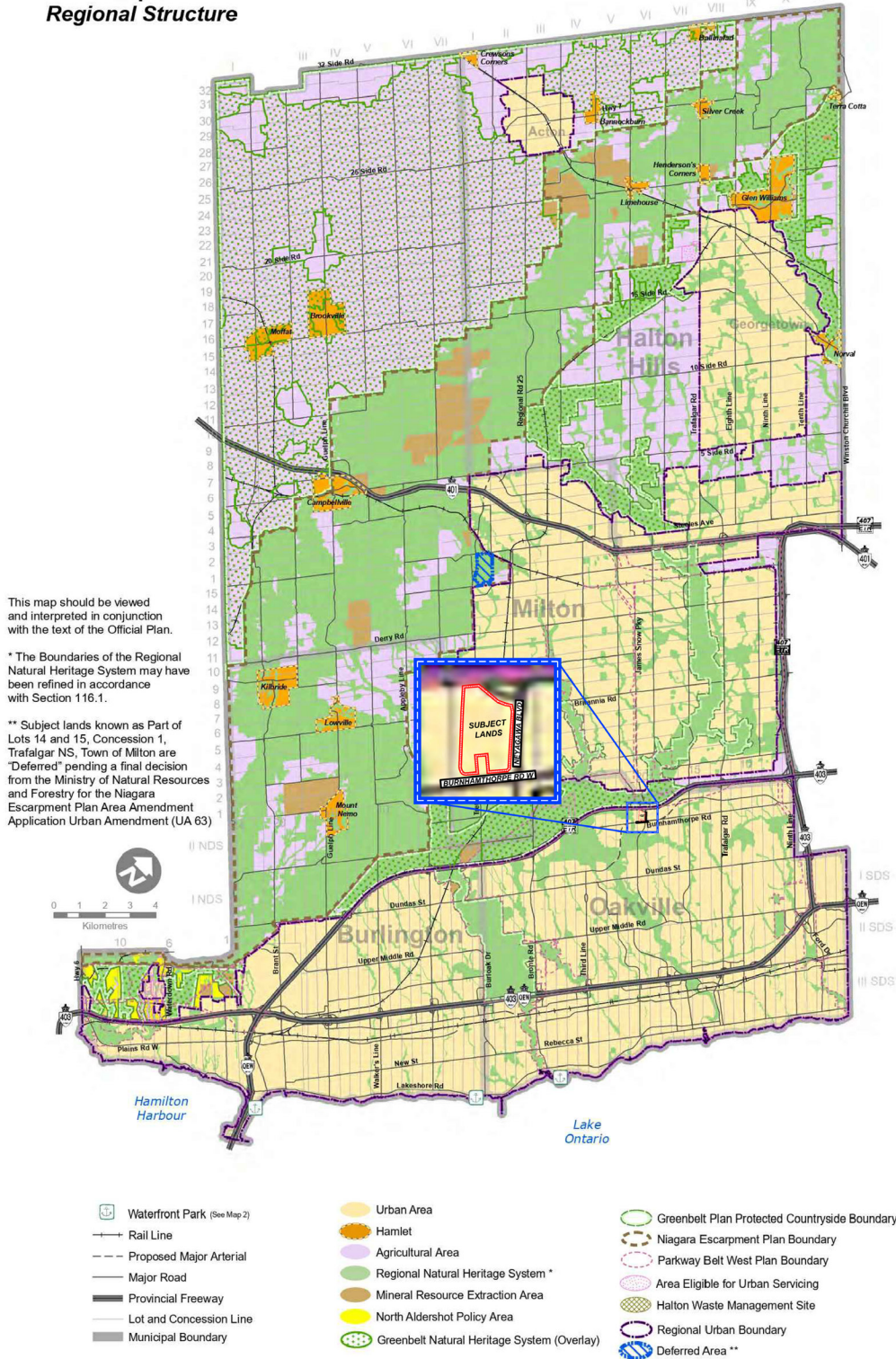
To implement Provincial policy directions, the Region of Halton completed a 2-step Regional Official Plan Review. The first step was Regional Official Plan Amendment 48 (ROPA 48) which defined the urban structure and identified the boundaries of Strategic Growth Areas, Urban Growth Centres and Major Transit Station Areas. ROPA 49 was part of step two and implemented the Region’s Integrated

Growth Management Strategy, which considers how to accommodate growth in Halton to the year 2051 planning horizon. ROPA 49 was adopted by Regional Council on June 15, 2022 and approved with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022.

As per Map 1- Regional Structure (Figure 6) the subject site is designated ‘Urban Area’. Map 1H - Regional Urban Structure (Figure 7), identifies the subject site within a ‘Strategic Growth Area’ and ‘Primary Regional Node’. Map 3 - Functional Plan of Major Transportation Facilities (Figure 8), identifies Highway 407 as a Higher Order Transit Corridor.

It is important to note that ROPA 49 removed the ‘Employment Area’ overlay from the subject lands. The intent was to allow this area to be developed with a mix of uses at transit supportive densities to take advantage of the Strategic Growth Area designation.

Map 1 Regional Structure



November 4, 2022

FIGURE 6 - Regional Structure

Map 1h Regional Urban Structure

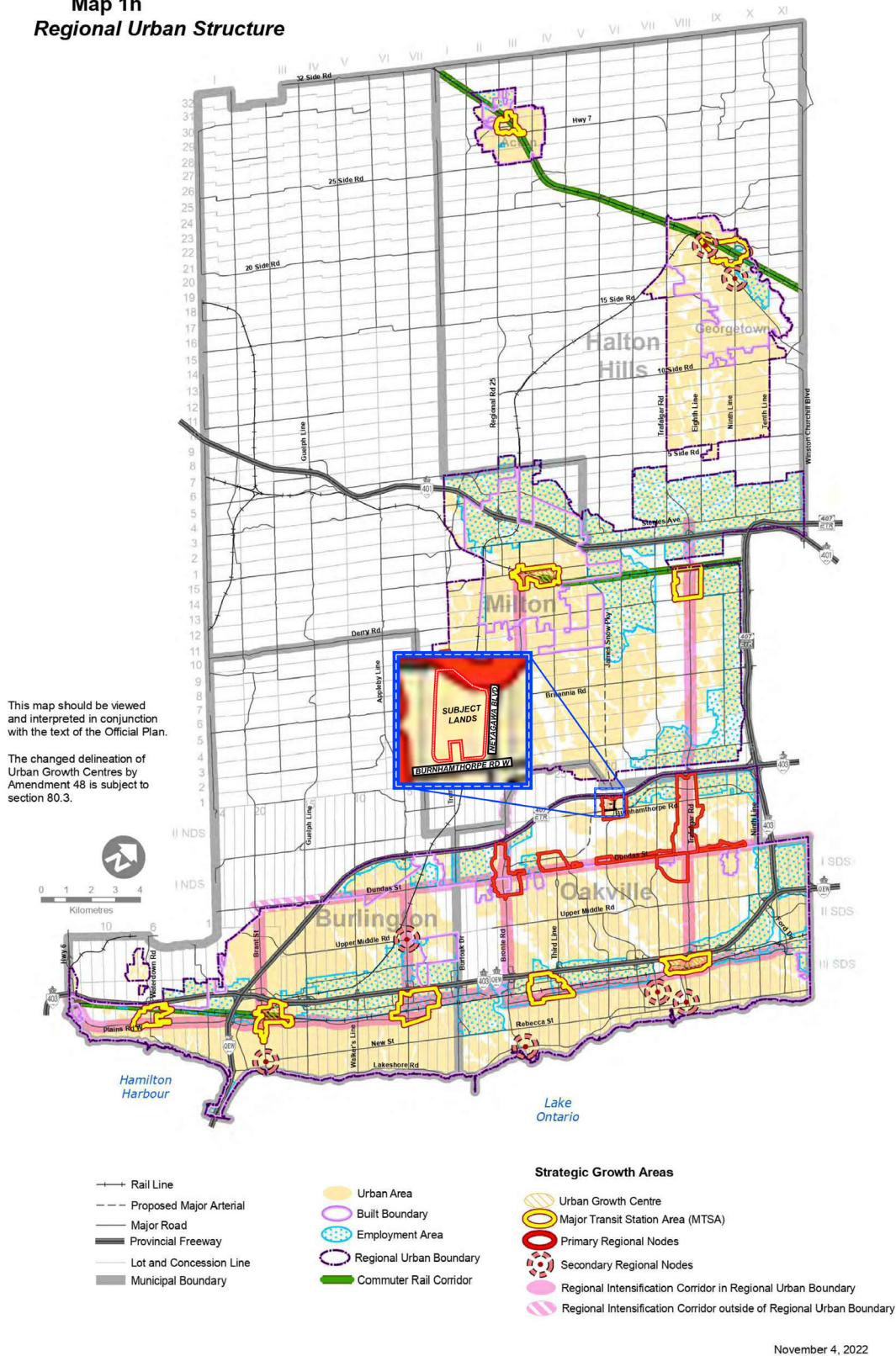


FIGURE 7 - Regional Urban Structure

Map 3 Functional Plan of Major Transportation Facilities

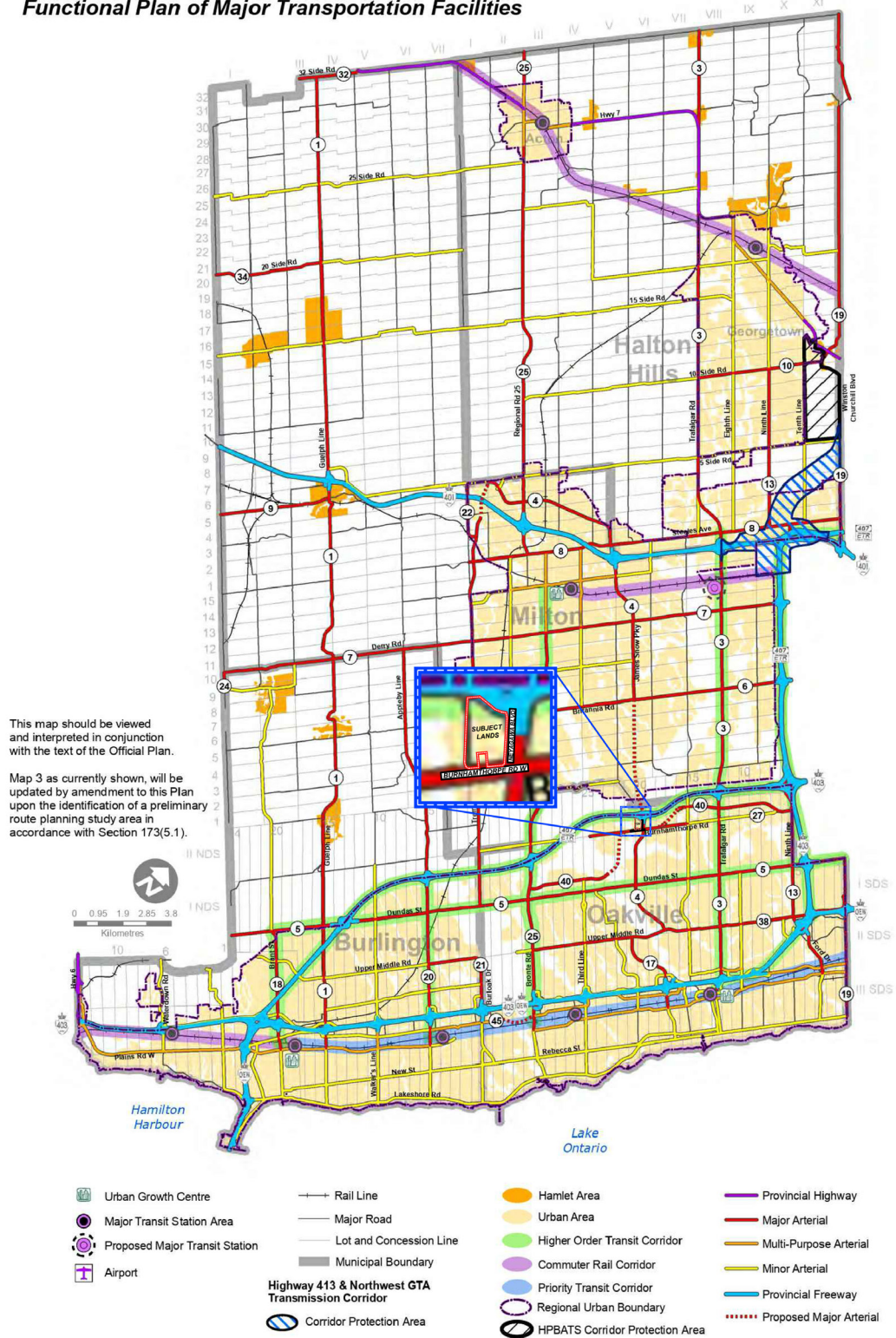


FIGURE 8 - Major Transportation Facilities

In addition, it's noted that current 407 Transitway plans (see Figure 14) do not include a station at Neyagawa Boulevard and Highway 407. The proposed development reflects no station being included but protects for the 407 Transitway corridor and an accompanying MTO setback.

The ROP policies applicable to this proposal are further described in Appendix II, which include: 'Halton's Regional Structure' (Sections 51, 55); 'Urban Area Designation' (Sections 72, 74, 77); 'Regional Urban Structure' (Section 78), 'Strategic Growth Areas' and 'Regional Nodes' (Section 79, 82), 'Housing' (Section 86); and 'Transportation' (Section 172).

The proposed development conforms to the policies of the Region of Halton Official Plan for the following reasons:

- The proposed development provides a mix and range of uses within the Urban Area and a Strategic Growth Area, where urban services are planned to accommodate future development;
- The proposed development provides land for residential, ground-floor commercial, and SWM uses, which contribute to the creation of healthy communities;
- The proposal facilitates the creation of a compact, transit-supportive mixed-use community that improves connectivity and makes efficient use of land and services;
- The proposed development facilitates the creation of a trail system along the future 407 Transitway that connects to the overarching Town of Oakville trail system, thereby promoting active transportation and providing opportunities for passive recreation; and,
- Residential development will be in the form of a range of various townhouse typologies and multi-

storey buildings, thereby contributing to the Region's housing target.

3.5 LIVABLE OAKVILLE PLAN

The Town of Oakville is currently undergoing an Official Plan Review to bring the Official Plan into conformity with current Provincial land use legislation. Part of this Official Plan Review process included an Urban Structure Review, which resulted in Official Plan Amendment 15 (OPA 15), which established a town-wide urban structure. On April 26, 2018, the Region of Halton approved OPA 15 with modifications, establishing a town-wide urban structure connecting the North Oakville East and West Secondary Plans to Section 3 of the Livable Oakville Plan. The approval of OPA 15 was appealed to the Local Planning Appeal Tribunal (LPAT), however this appeal was withdrawn in July 2021 and as a result, the urban structure is now in full force and effect. Under the Livable Oakville Plan (Consolidated August 31, 2021), Schedule A1 – Urban Structure (Figure 9), the subject lands are identified as an 'Employment Area', with a 'Nodes and Corridors for Further Study' overlay.

Within the Livable Oakville Plan, there are a number of policies that pertain to this proposal, including:

2.2 GUIDING PRINCIPLES

2.2.1 Preserving and creating a livable community in order to:

- a) Preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;
- b) Direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and
- c) Achieve long term economic security within

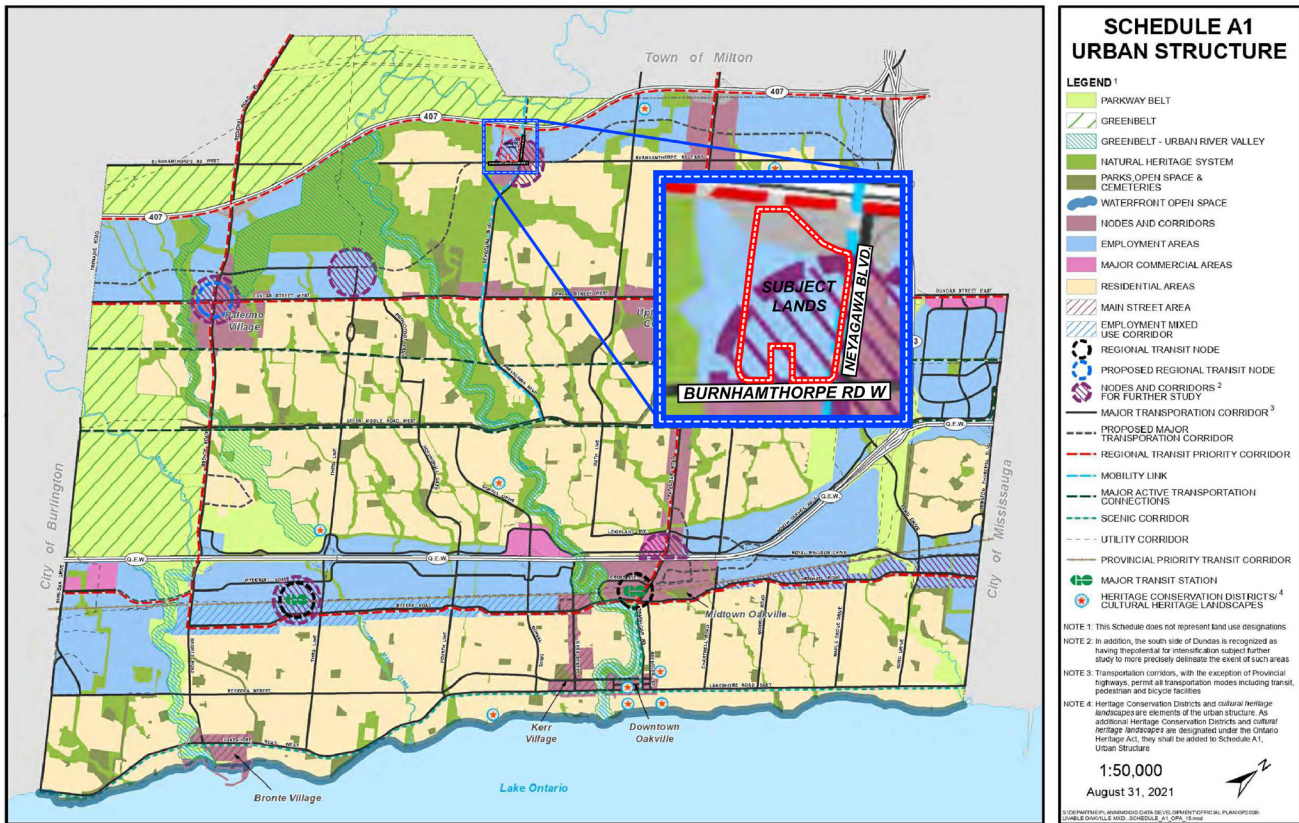


FIGURE 9 - Urban Structure

an environment that offers a diverse range of employment opportunities for residents.

2.2.2 Providing choice throughout the Town in order to:

- a) Enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life; and
- b) Provides choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails.

3 URBAN STRUCTURE

3.6 Nodes and Corridors

Nodes and Corridors are key areas of the Town identified as the focus for mixed-use

development and intensification.

Nodes and Corridors are identified in the North Oakville Plans as the Health Oriented Mixed-Use Node as well as urban core areas and include Trafalgar Urban Core Area, Dundas Urban Core Area and Neyagawa Urban Core Area.

The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the Town’s strategic growth areas as that term is defined in the Growth Plan, 2017.

For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.

3.12 Regional Transit Priority Corridors and Mobility Links

Regional transit priority corridors and mobility links are identified in a Town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations includes nodes, mobility hubs, major transit station areas and Employment Areas.

4.0 MANAGING GROWTH AND CHANGE

4.5 Greenfield Areas

Greenfield areas will be planned at a development density that will assist the Region in achieving a minimum density target of not less than 50 residents and jobs combined per gross hectare, measured over the entire greenfield area throughout the Region.

Greenfield areas are intended to be developed in a way that contributes to creating complete communities. They are to be developed with a mix of land uses, including residential and employment uses, at transit-supportive densities, and with a road pattern that supports walking, cycling and the early integration and sustained viability of transit. They are to be developed so as to create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

The proposed development conforms to the policies of the Livable Oakville Plan for the following reasons:

- The proposal directs density to a site identified as a node, a key area with a focus of mixed-use development and intensification;
- The proposal includes the potential for ground-floor commercial space in the form of mixed-used

apartments, thereby supporting a diverse range of employment opportunities;

- The proposal includes a mix of building typologies, expanding the range of housing options within the Neyagawa Urban Core and Town; and
- The proposal supports the density target of the Region, providing transit supportive density.

3.6 NEYAGAWA URBAN CORE REVIEW

The adoption and approval of the town-wide urban structure was the first step to bring the North Oakville East and West Secondary Plans and the Livable Oakville Plan together into a single Official Plan document. Since this consolidation of the Livable Oakville Plan has been released, the Town has completed additional work on the study of these lands, now recognized as the Neyagawa Urban Core Review. The purpose of the Neyagawa Urban Core Review is to delineate a boundary and to determine an appropriate mix of land uses, scale and intensity of development for the Strategic Growth Area. On October 4, 2021, a report (hereinafter the 'NUCR Report') presented to Planning and Development Council introduced the study and background information. Work is still ongoing on the review.

Under the Region of Halton Official Plan, discussed above in Section 3.4, Regional Official Plan Amendment 49 removed the Employment Area overlay on the subject lands, while also designating them a 'Primary Regional Node'. Employment conversion within the Neyagawa Urban Core (NUC) was completed through the Integrated Growth Management Strategy (IGMS), which was implemented through ROPA 49. Therefore, as the lands are no longer designated 'Employment', the Town can proceed with revising the land use designation for the Neyagawa Urban Core.

The NUCR Report outlined the Town's agreement

with the Region's removal of the Employment overlay, stating that *"removal of the employment area overlay will enable this strategic growth node and mobility link to develop with a mix of uses and appropriate densities that would result in a critical mass of population and higher-order employment opportunities [...]"*.

In support of the ongoing Official Plan Review, the Town employed Dillion Consulting to complete an Employment and Commercial Review, in October 2016. The findings, listed in the NUCR Report, stated *"successful development of mixed-use nodes in turn, support growth in local population and population-related employment including retail commercial, personal services and institutional uses"*. The Report also stated *"the NUC is a great candidate for some employment conversion which will provide opportunity for office and commercial employment and a fulsome range and mix of uses to contribute to the overall function of the node and development as a complete community"*. Additionally, the Report listed additional reasons for conversion from employment, including:

- *The NUC is an identified Secondary Node and Strategic Growth Area with the regional and town urban structures. These areas are intended to be planned and developed as complete communities with a range, mix and density of uses able to accommodate significant population and employment over the long term.*
- *The entirety of the designated employment lands within the NUC study area comprises 32 hectares. It is anticipated that the effect of removing the employment overlay from the NUC lands north of Burnhamthorpe will have a negligible effect on the overall supply of employment area region-wide and will not adversely affect the ability of the region to meet its employment growth outlook. In fact, it will provide opportunities for a greater range of jobs in Halton. It will also provide*

opportunity for commercial development in North Oakville, a key recommendation of the town's Employment and Commercial Review.

Of note in the report, the 407 Transitway plans (see Figure 14) no longer show a Transitway Station at Highway 407 and Neyagawa Boulevard, which differs from the NOESP and previous versions of the Transitway plans. The proposed development does not contemplate a transitway station and it is noted the station is not needed to support the proposed density. During the design and development of the proposal, Argo Neyagawa Corporation consulted with the Ministry of Transportation (MTO). A meeting was held on September 6th, 2023 to discuss the 407 Transitway and Station with consideration for the Argo Neyagawa development. MTO staff confirmed that no station is protected for or included now or in the future at Neyagawa as there was no justification through the TPAP (Transit Project Assessment Requirements)/EA Process. MTO staff noted that stations at Trafalgar and Bronte can service the area and that MTO is only protecting for what is shown in the approved TPAP. MTO further confirmed they have no objection to the proposal as long as the transitway corridor is protected and no development conflicts or encroachments are required into the required setbacks and that there is no need to protect for anything beyond the corridor itself. These details were further confirmed via email on September 14th, 2023. Following the meeting, MTO staff spoke with MTO senior management and confirmed that the MTO's position remains the same with no station at Neyagawa. As such, the proposed development reflects this information.

The Region's OPA 49 removed the employment overlay to develop communities within proximity of transportation corridors, not transitway stations. A transitway station was not assumed as part of their justification. Further, the NUCR Report noted that, beyond the support of a transitway, *"Removing the regional employment area overlay in this location*

will **also [our emphasis]** support a range of planning goals related to addressing climate change, the development of complete communities, providing a mix and range of housing types to meet future market demand, ensuring a range of employment opportunities and provide for additional commercial development in North Oakville.” This rationale is still valid in the absence of a transitway station.

The proposed development implements the proposed Official Plan Amendment 326 (OPA 326), which identifies and outlines Official Plan policies for the Neyagawa Urban Core strategic growth area. As OPA 326 applies to additional lands on the south side of Burnhamthorpe Road West and on the east side of Neyagawa Boulevard, the purpose of the proposed OPA for the subject lands is to scope the OPA down in order to proceed with the draft plan of subdivision and zoning by-law amendment. The proposed OPA for the subject lands, included as Appendix III in this report, is a redlined version of the Town’s Official Plan Amendment with specific modifications for the proposed development. The requested OPA has been based on, and builds on, the preliminary work completed by the Town of Oakville for the Neyagawa Urban Core.

The proposed development aligns to the vision outlined in OPA 326 and the Neyagawa Urban Core for the following reasons:

- The proposed development respects the Strategic Growth Node designation by providing a mix of medium and high density development, thereby providing significant population growth;
- The proposal includes residential with a mixed-use component to facilitate the development of complete communities in North Oakville; and
- The proposed development provides a compact, transit-oriented development within the Neyagawa Urban Core, contributing to the creation

of a focal point within the western portion of the Planning Area.

3.7 NORTH OAKVILLE EAST SECONDARY PLAN

The North Oakville East Secondary Plan (NOESP) sets out the detailed planning framework for the future development of the lands north of Dundas Street, east of Sixteen Mile Creek. North Oakville is envisioned as an urban community that reflects Oakville’s distinct historical roots and heritage. The Plan outlines the design for North Oakville East is to be a compact, pedestrian oriented, urban community with a broad range of housing opportunities.

As per Figure NOE 1 – Community Structure (*Figure 10*), and Figure NOE 2 – Land Use Plan (*Figure 11*), the subject lands are designated ‘*Employment District*’. This is also shown on Appendix 7.3 – North Oakville Master Plan (*Figure 12*). As per Figure NOE 4 – Transportation Plan (*Figure 13*), Neyagawa Boulevard and Burnhamthorpe Road West are designated ‘*Major Arterial/Transit Corridor*’ with ‘*Secondary Transit Corridor Service*’. In addition, Figure NOE 4 illustrates the 407 Transitway Corridor along the northern boundary of the subject lands, with a ‘*Transit Terminal*’ shown on the subject lands. As previously mentioned the 407 Transitway plans no longer show a Transitway Station at Highway 407 and Neyagawa Boulevard, which differs from the NOESP and previous versions of the Transitway plans. It is noted that Staff are in ongoing discussions with the Province on the consideration of a station at Neyagawa, however the current 407 Transitway plans (Plate 29 of the Runningway Plan and Profile (*Figure 14*)) do not include a station, therefore the proposed development reflects this.

Within the NOESP, there are a number of policies that pertain to this proposal, including:

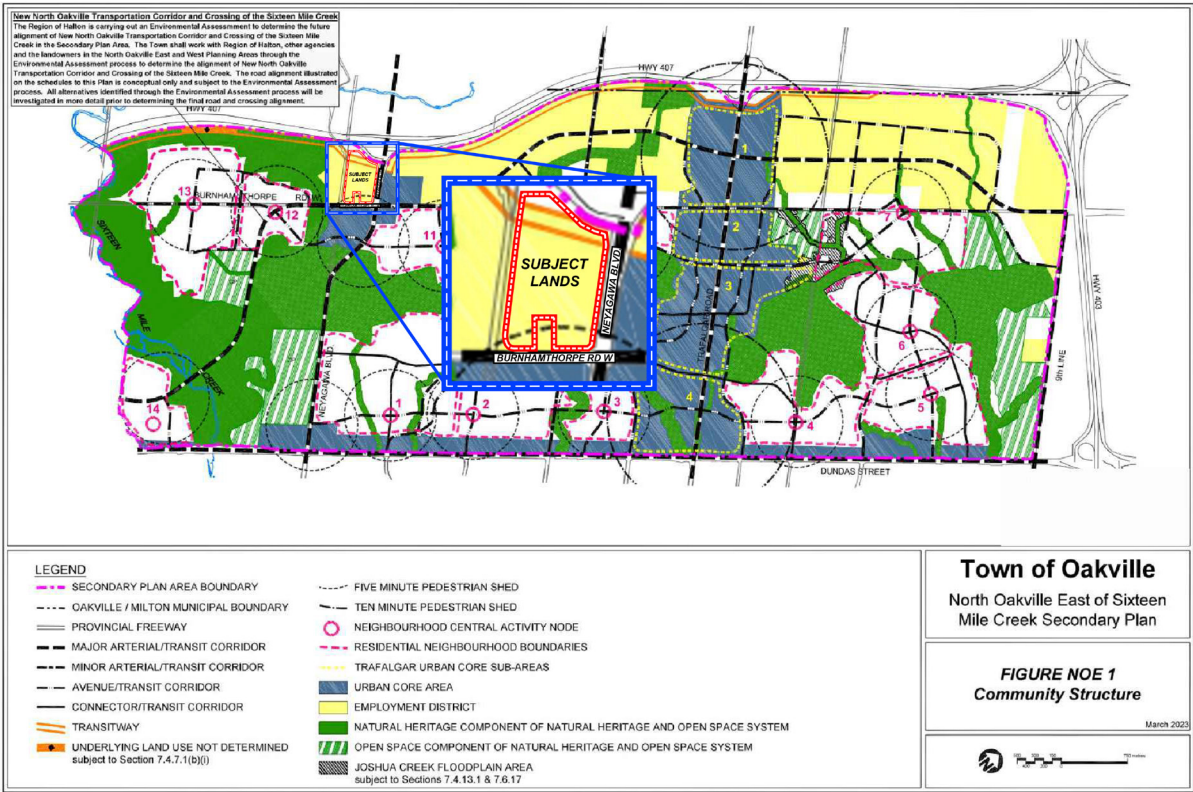


FIGURE 10 - NOE 1 - Community Structure

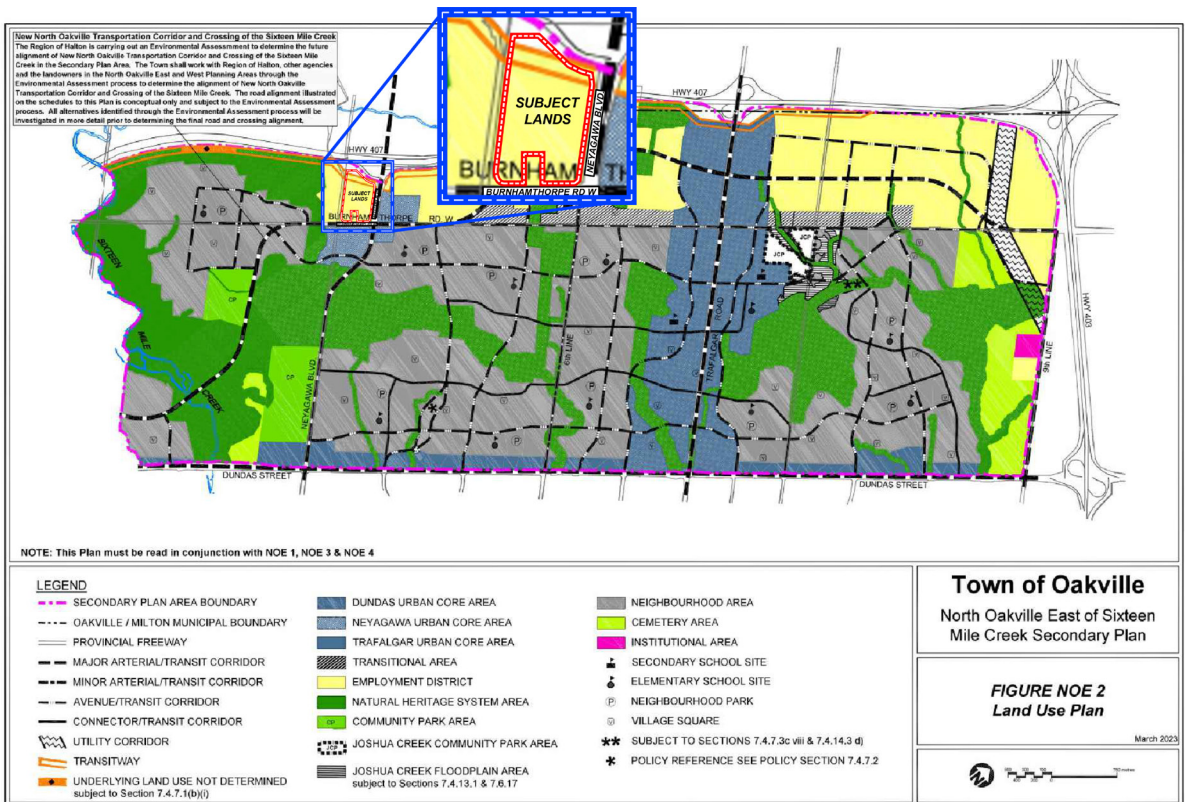


FIGURE 11 - NOE 2 - Land Use Plan



FIGURE 12 - Appendix 7.3 - North Oakville Master Plan

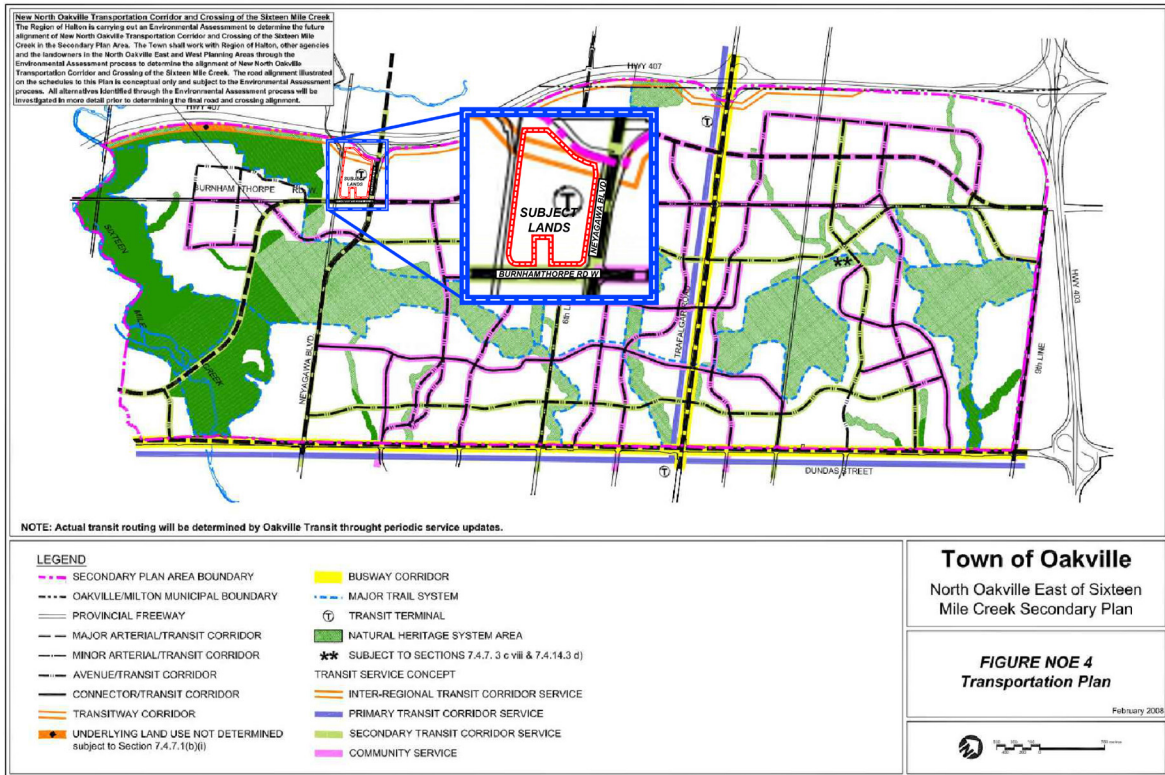


FIGURE 13 - NOE 4 - Transportation Plan

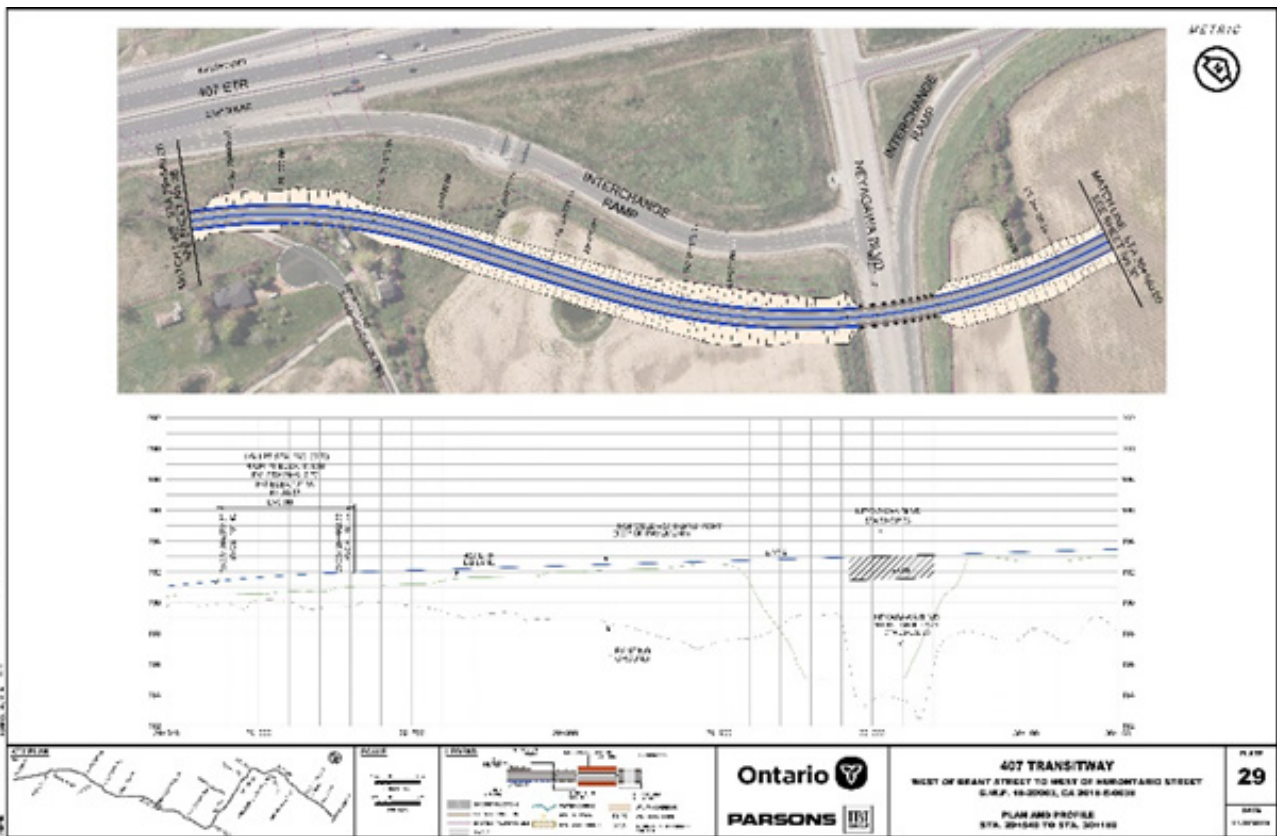


FIGURE 14 - 407 Transitway Plate 29

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.2 Residential

a) To create residential communities which complement the existing built form elements that are intended to remain within the community and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.

b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.

d) To minimize travel time, traffic, greenhouse

gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and mix of housing forms and tenures.

e) To encourage a closer relationship between the workplace and home through land use planning decisions.

f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.

g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population [...].

7.2.3.3 Employment

b) To create a range of employment

opportunities in residential, commercial, mixed use and employment areas.

f) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement with a mix of employment uses and tenures in close relationship to residential areas.

7.2.3.4 Urban Design

a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.

c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.

g) To encourage mixed use development along strategic corridors and at neighbourhood centers.

7.2.3.5 Transportation

a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.

b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.

f) To plan residential development and its road network so that residents are predominantly within a 400 meter walking distance of transit

services.

g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

The proposal aids in the achievement of the general development objectives through the creation of a livable community with an efficient use of the land, through a mix of uses and housing forms. The mix of medium and high-density development achieves growth within a Strategic Growth Area, aligning with the Regional Structure, while also directing growth to a Node within the Town.

Higher Density has been focused along Neyagawa Boulevard and Burnhamthorpe Road West, with a transition to lower density moving away from the intersection, while achieving the overall density target for the study area. The Urban Design Brief, prepared by NAK Design Strategies, provides an illustrated design strategy for this development including visual examples of the types of built forms contemplated for the subject lands and cross-sections describing the proposed streetscape.

The proposed development also features a grid network of roads to facilitate convenient travel around the development and the neighbourhood as a whole. The Transportation Impact Study, prepared by CGH Transportation, analyzed current and projected traffic conditions and proposes mitigation measures for future scenarios.

The North Oakville East Commercial Study was anticipated to be completed by the Town of Oakville by the end of 2023. Despite the absence of a report, the inclusion of ground-floor commercial opportunities within mixed-use apartment buildings will meet the daily needs of residents, while also providing employment opportunities. Another landowner in

the Neyagawa Urban Core Study Area has expressed intentions to develop significant standalone commercial uses in proximity to the Neyagawa and William Halton Parkway intersection, including a grocery store and a hotel.

7.3 COMMUNITY STRUCTURE

7.3.2 Urban Core

The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed-use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas Street and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

The proposal achieves the goals of the Urban Core designation by providing a combination of medium- and high-density development. The proposal includes a mix of uses, with residential uses and ground floor commercial provided to create a complete community.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.2 Development Form

The North Oakville East Secondary Plan has been based on a conceptual design which maximizes the potential for sustainable development through such features as mixed-use development, a modified grid system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System.

a) 7.4.8 In addition to the High and Medium Constraint Stream Corridor Areas of the Natural Heritage component of the Natural Heritage and Open Space System, as designated on Figure NOE3, a number of other hydrological features have been identified in North Oakville East. These features are also part of the Natural Heritage component of the Natural Heritage and Open Space System to the extent they are maintained after development occurs. They are subject to specific policy direction as follows: The other hydrological features identified on Figure NOE3 include Hydrologic Features “A” and “B” and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Street Corridor Areas.

b) These features require protection for hydrological reasons, and their protection will also have ecological benefits. The features shall be managed in accordance with directions established in the North Oakville Creeks Subwatershed Study. In particular:

iv. “Hydrologic Features B” may be relocated and consolidated with other wet features, wetlands or stormwater management ponds, provided the hydrologic function of the feature is maintained.

The proposed development is mixed-use, with residential and ground floor commercial uses. The layout of the development utilizes a modified grid system to facilitate convenient travel and also support future transit service. The proposal also focuses the

greatest density at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West, in closest proximity to active transportation and transit routes. Figure NOE3 – Natural Heritage Component of Natural Heritage and Open Space System including Other Hydrological Features identifies two “Hydrological Features B” on the subject lands. The North Oakville Creeks Subwatershed Study (NOCSS) notes that their preservation is encouraged, but not required. If they are proposed for removal, the storage volume of these features must be addressed as part of Stormwater Management facility design. As outlined in the Environmental Implementation Report and Functional Servicing Study (EIR/FSS) included within submission, the northern feature is natural while the southern is man-made. To account for the removal of the northern natural feature, the EIR/FSS outlines the capacity is transferred to the proposed SWM Pond in the development.

7.5 COMMUNITY DESIGN STRATEGY

7.5.4 General Design Directions

a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.

c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service. [...]

f) Parks, neighbourhood activity nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods and sub-neighbourhoods.

g) Building densities and land uses designed

to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

7.5.5.1 Arterial/Transit Corridors

Arterial/Transit Corridors as designated on Figure NOE4 are high capacity roads which serve as major gateways into the community, including both the Town as a whole and North Oakville East. A balance must be achieved between their transportation function, including accommodate for transit, and their ability to provide access to flanking land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

7.5.16 Neyagawa Urban Core

The Neyagawa Urban Core is intended to provide a mixed use area to accommodate a range of commercial, residential and institutional uses as a focal point for the western portion of the Planning Area. Development will be at lower densities than those found in the Trafalgar Urban Core, however,

a) Where retail and service commercial development is permitted it will be encouraged to be oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floors of mixed use buildings. In areas of commercial development:

i. The principal public entrance should

provide direct access onto the public sidewalk;

ii. The primary windows and signage should face the street;

iii. Buildings facing the street should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;

The proposed development is compact, pedestrian and transit friendly through the creation of a medium- and high-density neighbourhood with a mix of uses. The proposed density will support the commercial uses within the proposed or adjacent development, while also providing necessary density to support future transit services. To facilitate convenient and easy access, the proposal employs a modified grid network of roads. The proposal also proposes the possibility of focusing commercial uses in the podium of the high-rise development along Neyagawa Boulevard and Burnhamthorpe Road West, which will animate the streetscape and public space, while also providing convenient access to fulfill the daily needs of the future residents.

7.6.6 NEYAGAWA URBAN CORE AREA

7.6.6.1 Purpose

The Neyagawa Urban Core Area designation on Figure NOE2 is intended to allow the creation of a secondary core area at the intersection of Neyagawa and a new east-west Major Arterial/Transit Corridor. The intent of this Core Area is to permit the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.

7.6.6.2 Permitted Uses, Buildings and Structures

a) The permitted uses shall be the full range of

office, commercial including retail and service commercial, accommodation, health and medical, institutional and medium and high-density residential uses.

b) Permitted uses shall be primarily located in medium and high-density residential, office and institutional buildings. Both mixed-use and single-use buildings shall be permitted and this may include single use retail and service commercial buildings in accordance with the provisions in Section 7.6.6.3 c).

7.6.6.3 Land Use Policies

a) Development will be focused at the intersection of Neyagawa Boulevard and Burnhamthorpe Road and visually connected by establishing coherent streetscapes along adjacent sections of Neyagawa Boulevard and Burnhamthorpe Road through a number of design features and mechanisms, identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features of the public right of way, and guidelines for siting and massing of adjacent buildings. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.

The proposal facilitates the creation of a secondary core area in North Oakville, as outlined in the Official Plan. The proposal provides residential density that can support commercial uses and transit services. This is achieved through a combination of medium- and high-density built forms, with commercial uses included to meet the daily needs of residents. Massing is focused at the intersection of and along Neyagawa Boulevard and Burnhamthorpe Road West, facilitating an active streetscape, while focusing the greatest density along future transit routes.

7.7.3.3 Energy Generation

c) The Town shall encourage new development to connect to district energy facilities.

The Town of Oakville is not pursuing district energy in this area. The Strategy, Policy and Communications Department's Community Energy Strategy Implementation Update report to Council, dated September 6, 2022, noted the Town's Pre-Feasibility Study looked at the Hospital District and Downtown/Kerr areas for district energy opportunities and intended to pursue a more detailed study of the Hospital District.

7.7.4.5 Parkland Acquisition

a) As a condition of development of land, the Town shall require the conveyance of land for parkland or other public recreational purposes based on the parkland conveyance provisions of the Planning Act, and specifically: [...]

ii) 5 percent of the land in all other cases, provided that in the case of land proposed for development or redevelopment for residential purposes the Town shall require that land instead be conveyed at a rate of one hectare for each 300 dwelling units proposed if the application of this alternative standard would result in the conveyance of a greater area of land (unless the Town has entered into an agreement providing otherwise).

b) The Town may, at its discretion, request cash payment in lieu of land for park purposes to the value of the land otherwise required to be conveyed; such cash will be placed in a park fund to be expended in accordance with the provisions of the Planning Act. Cash-in-lieu shall be calculated and paid at the time of issuance of building permits. The Town may also exchange lands, or accept lots- in-lieu. The proceeds may be applied to the needs of a coordinated parkland system.

c) To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the Town shall enter into a Master Parkland Agreement with landowners who propose to develop their lands within the Plan. The Master Parkland Agreement will provide for conveyance to the Town of the parkland contemplated by this Plan, and will provide for the cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the Town having to assemble parkland using its right to collect cash in lieu of parkland. All landowners within the area of the Plan who would otherwise be required to convey parkland, or pay cash in lieu of such parkland, to the Town in the manner set out in Subsections a) and b) above, and the relevant provisions of the Planning Act, will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act respecting the proposed development or redevelopment of their lands. Those landowners who execute the Master Parkland Agreement and comply with its terms will not be required to convey land or pay cash in lieu of such land to the Town in the manner set out in Subsections a) and b) above. [...].

While parkland is not proposed as part of the subdivision, in accordance with the above, this development is subject to the Master Parkland Agreement. Additional policies have been proposed within the draft Official Plan Amendment to allow for the landowner to work with the Town to provide alternative options that are more appropriate for a higher density setting, such as public access to private open spaces.



4.0
PUBLIC
CONSULTATION

4.0 PUBLIC CONSULTATION

An informal virtual Public Information Meeting for the subject lands was held on December 14th, 2023 from 7:00 PM to 8:00 PM. 83 notices were sent via mail to addresses within 240 metres of the subject lands and additional parties requesting notification. The Public Information Meeting was attended by members of the public and Town staff. Comments and questions raised by attendees regarding the proposed development included:

1. A question was raised about pedestrian connections and recreational amenities. We annotated the major trail block on the plan, and explained there would be further pedestrian connections and amenities to be developed within future condo blocks. We mentioned that a park is proposed on a future subdivision southeast of the subject property.
2. King's Christian Collegiate voiced their support for the proposal.
3. A question was raised about the timing for approval of the Town-initiated OPA. We stated that we had met with the Town the previous day and heard the Town-initiated OPA is planned for completion in late summer or fall of 2024, subject to no further changes.



5.0
OFFICIAL PLAN
AMENDMENT

5.0 OFFICIAL PLAN AMENDMENT

In order to permit the proposed development, an Official Plan Amendment is required to modify the schedules of the North Oakville East Secondary Plan to convert the subject lands from Employment District to Neyagawa Urban Core, consistent with Regional Official Plan Amendment 49. The requested changes would apply the Neyagawa Urban Core policies to the subject lands, with site specific modifications. This amendment is modeled after the Town initiated OPAs 326 and 45 which propose to bring the Town's OP into conformity with the Region's OP and the conversion implemented by ROPA 49. In addition, the appended OPA modifies the NOESP text to permit a mix of uses with heights up to 16 storeys and public realm policies that allow for alternative ownership options for public spaces outside of traditional public parks. The draft Official Plan Amendment is appended as *Appendix III*.



6.0
ZONING BY-LAW
AMENDMENT

6.0 OFFICIAL PLAN AMENDMENT

6.1 EXISTING ZONING

The subject lands are currently zoned Future Development by North Oakville Zoning By-law 2009-189. Only uses permitted in all zones, infrastructure for which an Environmental Assessment has already been completed, or the use of existing buildings and structures are permitted. As such, a Zoning By-law amendment is required to permit the proposed development.

6.2 PROPOSED ZONING

The draft amending zoning by-law proposes to rezone the subject lands to Neyagawa Urban Core (NUC), with site specific provisions to permit the proposed development, such as permitting additional compact dwelling types such as small lot single detached and stacked townhouses, allowing for sharing of visitor and non-residential parking spaces, and increasing the maximum building height to 16 storeys, consistent with the highest heights permitted elsewhere in the North Oakville Urban Core areas. The draft Zoning By-law is appended as *Appendix IV*.



7.0
PLANNING
OPINION

7.0 PLANNING OPINION

The proposed Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Halton Official Plan;
2. The proposal is consistent with the recent Region of Halton Official Plan Amendment 49 that removed the employment overlay from the subject lands, and did not contemplate a transitway station;
3. The proposed medium- and high-density residential and mixed-use development are permitted under the Neyagawa Urban Core policies;
4. The proposed development conforms to and will implement the proposed Neyagawa Urban Core Area and Livable Oakville policies, through the creation of a compact, transit supportive mixed-use development in a Strategic Growth Area where urban services exist and are planned to accommodate future development;
5. The proposed development will provide a mix of residential and ground floor commercial uses, which make efficient use of existing and planned services;
6. The proposal adds to the range of housing options available in the Town of Oakville to serve households of different sizes, ages, and incomes; and
7. The proposal will contribute to the Town's housing pledge to deliver 33,000 housing units by 2031/2032 and will continue to deliver housing units beyond 2032.

Respectfully submitted,

KORSIAK URBAN PLANNING



Constance Ratelle, MPlan, RPP



APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (2020)

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal:

Section 1.1.1 states:

Healthy, livable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing

land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity;

Policies in the 'Settlement Areas' section state:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed;

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote

opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policies in the 'Employment' section state:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of

housing policy 1.4; and

e) ensuring the necessary infrastructure is provided to support current and projected needs.

Policies in the 'Housing' section state:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

b) Permitting and facilitating:

1. All housing options required to meet the social, health and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;

Policies in the 'Public Spaces, Recreation, Parks, Trails and Open Space' section state:

1.5.1: Healthy, active communities should be

promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Policies in the 'Long-Term Economic Prosperity' section state:

1.7.1. Long term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

Policies in the 'Energy Conservation, Air Quality and

Climate Change' section state:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; [...]

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

Within the Growth Plan, the following sections and policies are applicable to this proposal:

1.2.1 Guiding Principles

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of*

households.

- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to settlement areas that:

ii. have existing or planned municipal water and wastewater systems; and

iii. can support the achievement of complete communities; and

iv. areas with existing or planned public service facilities.

c) within settlement areas, growth will be focused in:

ii. strategic growth areas;

iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and

iv. areas with existing or planned public service facilities.

4. Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of

life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

e) provide for a more compact built form and a vibrant public realm, including public open spaces.

2.2.7 Designated Greenfield Areas

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

a. Supports the achievement of complete communities;

b. Supports active transportation;

c. Encourages the integration and sustained viability of transit services.

2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

a. The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions

of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve the horizons of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

The subject lands are designated ‘Urban Area’. The following Regional Official Plan policies are applicable to this proposal:

Halton’s Regional Structure

51. The Regional Structure consists of the following mutually exclusive land use designations:

1. Urban Area, where urban services are provided to accommodate concentrations of existing and future development;

55.1. The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and for the density of Designated Greenfield

Areas and Employment Areas, as contained in Table 2.

55.3 The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:

- a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and
- b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region’s growth strategy.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Target	Municipality				
	Halton Region	Burlington	Oakville	Milton	Halton Hills
Intensification Target					
Housing Units in Built-Up Area ¹	53,300	20,500	19,400	9,800	3,600
Community Area Density Targets					
People and Jobs per Hectare in the Designated Greenfield Area ²	62	76	70	59	53
Employment Area Density Targets					
Jobs per Hectare in the Employment Areas ³	26	33	36	19	24

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target* (Residents And Jobs Combined Per Hectare)	General Target Proportion Of Residents And Jobs **	
			Residents	Jobs
UGC / MTSAS ON A PRIORITY TRANSIT CORRIDOR	Midtown Oakville / Oakville GO ***	200	~65%	~35%
	Downtown Burlington / Burlington GO ***	200	~65%	~35%
	Downtown Milton / Milton GO ***	200	~80%	~20%
UGC/MTSAS ON A COMMUTER RAIL CORRIDOR				
MTSAS ON A PRIORITY TRANSIT CORRIDOR	Bronte GO ***	150	~60%	~40%
	Appleby GO ***	150	~60%	~40%
MTSAS ON A COMMUTER RAIL CORRIDOR	Aldershot GO ***	150	TBD	TBD
	Milton-Trafalgar GO ***	150	TBD	TBD
	Georgetown GO ****	TBD	TBD	TBD
	Acton GO ****	TBD	TBD	TBD
PRIMARY REGIONAL NODES	Uptown Core, Oakville	160	~85%	~15%
	Trafalgar Urban Core, Oakville	160	~85%	~15%
	Hospital District, Oakville	160	~40%	~60%
	Palermo Village, Oakville	160	~85%	~15%
	Neyagawa Urban Core, Oakville	160	~85%	~15%
	Dundas Urban Core, Oakville	160	~85%	~15%
	Milton Education Village Innovation District	130	~55%	~45%

* For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan.

** To be planned for and achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan

*** Protected Major Transit Station Area

**** Targets to be determined through the *municipal comprehensive review*.

Urban Area

72.1 The objectives of the Urban Area are:

1. To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
2. To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
3. To provide a range of identifiable, interconnected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
4. To ensure that growth takes place commensurately both within and outside the Built Boundary.
5. To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost effective growth, encourages complete communities, and is consistent with the policies of this Plan.
6. To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.
7. To plan and invest for a balance of jobs and housing in communities across the Region to

reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

9. To facilitate and promote intensification and increased densities.

10. To provide an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long term needs.

74. The Urban Area consists of areas so designated , within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.

77. it is the policy of the Region to:

(2.4) Require development occurring in Designated Greenfield Areas to:

a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;

b) contribute to creating healthy communities;

c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;

d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and

e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

Regional Urban Structure

78. Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.

The Regional Urban Structure consists of the following structural component:

1. Strategic Growth Areas;
2. Regional Employment Areas;
3. Built-up Areas; and
4. Designated Greenfield Areas.

78.1 The objectives of the Regional Urban Structure are:

2. To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;

5. To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation;

Strategic Growth Areas

79. The objectives of the Strategic Growth Areas are:

1. To provide an urban form that is

complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.

2. To provide opportunities for more cost-efficient and innovative urban design.

3. To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.

4. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.

5. To create a vibrant, diverse and pedestrian-oriented urban environment.

6. To cumulatively attract a significant portion of population and employment growth.

7. To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.

8. To support transit and active transportation for everyday activities.

9. To generally achieve higher densities than the surrounding areas.

79.1 Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:

3. Primary and Secondary Regional Nodes as

shown on Map 1H due to their contribution to the Regional Urban Structure, subject to policies in Sections 82 to 82.2, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit;

79.2 The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

5. Primary Regional Nodes;

79.3 It is the policy of the Region to:

1. Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.

7.3 Ensure that Strategic Growth Areas are development-ready by:

a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Strategic Growth Areas; and

b) requiring Local Municipalities to adopt the Zoning By-laws under Section 79.3(7), or equivalent Official Plan policies having the same effect, within one year of the approval of the Local Official Plan amendment introducing the Strategic Growth Areas.

8. Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.

Regional Nodes

82. The objectives of the Regional Nodes, as shown on Map 1h, are:

(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain or are planned for a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.

(3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.

(4) To reflect and reinforce Local Urban Structures.

82.1 Regional Nodes are shown on Map1H as follows:

(1) Primary Regional Nodes are delineated on Map 1H and Map 6 and are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context.

82.2 It is the policy of the Region to:

(1) Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.

(3) For Primary Regional Nodes require the Local Municipalities to plan to achieve the applicable minimum density target proportion of residents and jobs in accordance with

Section 55.3 and Table 2B of this Plan.

Housing

86. It is the policy of the Region to:

(6) Adopt the following housing targets:

a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter.

Transportation

172. The objectives of the Region are:

2. To develop a balanced transportation system that:

a) reduces dependency on automobile use;

b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and

c) promotes active transportation.

9. To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.

9.1 To ensure development is designed to support active transportation and public transit.

9.2 To integrate transportation planning, land use planning and investment in infrastructure.

10. To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

173. It is the policy of the Region to:

2. Ensure that the development of the transportation system in and around Halton supports the development of Intensification Areas.

APPENDIX III: DRAFT OFFICIAL PLAN AMENDMENT

Official Plan Amendment Number ____
to the North Oakville East Secondary Plan
forming part of the Official Plan of the Oakville Planning Area
of the Town of Oakville

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitutes Amendment Number ____ to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

Part 1 – The Preamble

1. Purpose

The purpose of the proposed Official Plan Amendment is to modify the schedules of the North Oakville East Secondary Plan to convert the subject property from Employment District to Neyagawa Urban Core, and to modify the text to permit a mix of uses with heights from 2 to 16 storeys.

2. Location

The site subject to this Official Plan Amendment is legally known as Part of Lot 20, Concession 2, N.D.S. The property comprises an area of 11.28 hectares on the west side of Neyagawa Boulevard, between Burnhamthorpe Road West (Future William Halton Parkway) and Highway 407.

3. Basis

- On September 27, 2017, Council adopted Official Plan Amendment 15 (By-law 2017-079) that introduced a new Section 3 – Urban Structure and Schedule A1 – Urban Structure into the town’s Official Plan, the Livable Oakville Plan, designating the subject lands as a node for future study.
- The Town of Oakville is undertaking a Neyagawa Urban Core Review as part of the Official Plan Review to delineate a boundary and mix of uses for this Strategic Growth Area.
- Region of Halton Official Plan Amendment 49 removed the ‘Employment Area’ overlay from the subject lands to allow the lands to be developed with a mix of uses at transit supportive densities within the Strategic Growth Area designation.
- The Town of Oakville Neyagawa Urban Core – Background and Preliminary Directions, October 4, 2021 staff report to Council anticipated that “the effect of removing the employment overlay from the NUC lands north of Burnhamthorpe will have a negligible effect on the overall supply of employment area region-wide and will not adversely affect the ability of the region to meet its employment growth outlook. In fact, it will provide opportunities for a greater range of jobs in Halton. It will also provide opportunity for commercial

development in North Oakville, a key recommendation of the town’s Employment and Commercial Review.”

- The preliminary report confirmed the subject lands provide an opportunity for a mixed-use complete community.
- The proposed development has regard for matters of provincial interest, does not conflict with all applicable provincial plans and the Region of Halton Official Plan, and is in keeping with proposed amendments to the North Oakville East Secondary Plan as drafted by the Town of Oakville.
- A statutory public meeting on the proposed Official Plan Amendment was held on [REDACTED].
- The proposed medium and high density residential and mixed use development are uses permitted in the Neyagawa Urban Core.
- A Traffic Impact Analysis has confirmed that the traffic generated by the proposed development can be accommodated on the existing and planned road network.
- An Urban Design Brief demonstrates compatibility with the objectives of the North Oakville Urban Design and Open Space Guidelines.
- The property is located at Neyagawa Boulevard and future William Halton Parkway, with Secondary Transit Corridor Service.
- The proposed density of the development is transit supportive and contributes to the overall objective to reduce reliance on vehicle trips in North Oakville.
- Detailed regulations to implement the proposed development have been established through the associated site-specific Zoning By-law Amendment.

Part 2 – The Amendment

A. Text Changes

The amendment includes the changes to the text of the North Oakville East Secondary Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into the North Oakville East Secondary Plan.

Item No.	Section	Description of Change
1.	7.6.18 EXCEPTIONS	<u>Insert new policies as follows:</u> <u>7.6.18.XXX Part of Lot 20, Concession 2</u>

- a) The policies of 7.6.6 NEYAGAWA URBAN CORE AREA shall apply to the subject lands, except where amended by the policies below.
- b) Notwithstanding Section 7.6.6.1 Purpose, the intent of this Area is to create a mixed use, complete community with densities that support higher order transit, including the 407 Transitway, while permitting the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.
- c) Notwithstanding Section 7.6.6.2 Permitted Uses, Buildings and Structures,
 - a. A full range of retail and service commercial uses, including institutional uses, commercial schools, major offices, offices, small lot single detached dwellings, medium and high density residential uses, entertainment uses, recreational uses, and hotels may be permitted on the subject lands, (24T-XXXXX), Part of Lot 20, Concession 2, NDS.
 - b. Both mixed use and single use buildings shall be permitted.
 - c. A maximum of 10% of the total number of units may be small lot single detached dwellings.
 - d. Retail and service commercial uses are encouraged on the ground floor of mixed use buildings that directly front a public street.
 - e. The size and location of uses shall be determined through the development process and regulated by the implementing zoning.
- d) Notwithstanding Section 7.6.6.3 Land Use Policies,
 - a. The highest development densities shall be focused along Neyagawa Boulevard, north of Burnhamthorpe Road West (and/or future William Halton Parkway, as applicable).
 - b. A mix of uses shall be permitted in the Neyagawa Urban Core Area with a range of heights and densities to support higher order transit.
 - c. Density
 - i. Until Halton Region establishes a minimum planned density and a target ratio of population to employment for the Neyagawa Urban Core Area, development shall be planned to achieve higher order transit-supportive densities as established in Provincial guidelines.
 - ii. No maximum floor-space index shall apply.
 - d. Building Heights
 - i. For lands abutting and to the north of Burnhamthorpe Road West (and/or future William

Halton Parkway, as applicable), a minimum height of two storeys is encouraged.

- ii. A maximum height of 16 storeys shall be permitted.
- iii. Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.

e) Transportation:

- a. Development should be accommodated by the existing and planned transportation system.
- b. Where it is demonstrated that a public road is not warranted, development through plans of condominium on private roads may be permitted, provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- c. The location of roads will be determined through draft plans of subdivision, condominium plans, detailed stormwater management and/or functional servicing studies, to the satisfaction of the Town.
- d. Parking
 - i. Within the Neyagawa Urban Core Area, structured parking, both above ground and underground, should be provided where feasible.
 - ii. Above ground parking structures should be integrated with development, and shall be appropriately sited and screened, including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street.
 - iii. Where surface parking is provided, the portion of a lot used for commercial and visitor surface parking should be appropriately sited and screened to minimize the view of the parking from the street.
- e. Pedestrian facilities shall be required to link lots and blocks within the Neyagawa Urban Core. Pedestrian facilities shall provide linkages between buildings, urban squares, adjacent sites, surrounding areas, public streets - particularly those with transit routes - and the general pedestrian system in surrounding communities.
- f. In addition to the policies in Section 7.5.4 i), pedestrian and cycling facilities will be required to be incorporated in the Neyagawa Urban Core through development proposals and upgrades to existing roads by the Town of Oakville and to have regard for the implementation guidelines set out in the Active Transportation Master Plan, including appropriate signage and infrastructure, such as bicycle racks and bicycle lockers.

f) Stormwater Management:

- a. Development within the Neyagawa Urban Core shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town and Conservation Authority.
- b. Stormwater management shall not increase flood risk to any other lands.
- c. Best management practices, including low impact development, should be in accordance with an approved EIR.
- d. Changes to the location of the stormwater management facilities identified on Appendix 7.3 may be permitted without amendment to this Plan, subject to the policies of this plan.
- e. An Environmental Implementation Report (EIR) shall be prepared based on the subcatchment area for the Neyagawa Urban Core, as identified on Appendix 7.2, Subcatchment Areas, to the satisfaction of the Town.

g) Urban Design: Development shall be designed in accordance with the design direction provided in Section 7.2.3.4 and Section 7.5.3 of this Plan, and the Livable by Design Manual.

h) Cultural Heritage: Proposed development within the Neyagawa Urban Core shall be reviewed by the Town to ensure consistency with policies contained in Section 7.4.14.

i) Parkland Dedication: The Town shall require parkland dedication in accordance with Section 7.7.4.5.

j) Implementation

- a. Development in the NUC will be coordinated with the availability of required infrastructure, included but not limited to future transportation network improvements and water and wastewater services.
- b. Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit- supportive urban form.

k) Public Realm

- a. The public realm, comprised of public streets, urban squares, promenades, and connecting links as outlined in the Town's Parks Plan, shall be designed to create a desirable place for residents, workers, and visitors.
- b. The public realm shall incorporate accessible, interconnected, and predictable pedestrian-oriented spaces and routes that enhance walkability and other active transportation year-round, reinforce the surroundings, and provide quality spaces for public life.
- c. The locations and delivery of urban squares, promenades, connecting links, and other open spaces shall be coordinated and delivered as development progresses to

		<p><u>ensure that these amenities are provided for residents and employees in a timely manner.</u></p> <p>d. <u>Urban squares, promenades, connecting links, and other open spaces shall be designed, maintained, and operated as:</u></p> <ul style="list-style-type: none"> i. <u>Flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;</u> ii. <u>Places designed to complement the built form and public realm, and incorporate hardscapes, softscapes, tree plantings, furnishings, context sensitive lighting, and other urban amenities; and,</u> iii. <u>An integral part of the public realm by providing convenient active transportation routes and places to gather and facilitate public activity.</u> <p>e. <u>Urban squares, promenades, connecting links, and other open spaces may be provided in a variety of ownerships to be determined during the development approval process. Ownership options as outlined in the Town’s Parks Plan include:</u></p> <ul style="list-style-type: none"> i. <u>Fee simple ownership;</u> ii. <u>Strata ownership;</u> iii. <u>Privately owned public spaces (POPS); and</u> iv. <u>Use Agreements/Easements.</u>

B. Schedule Changes

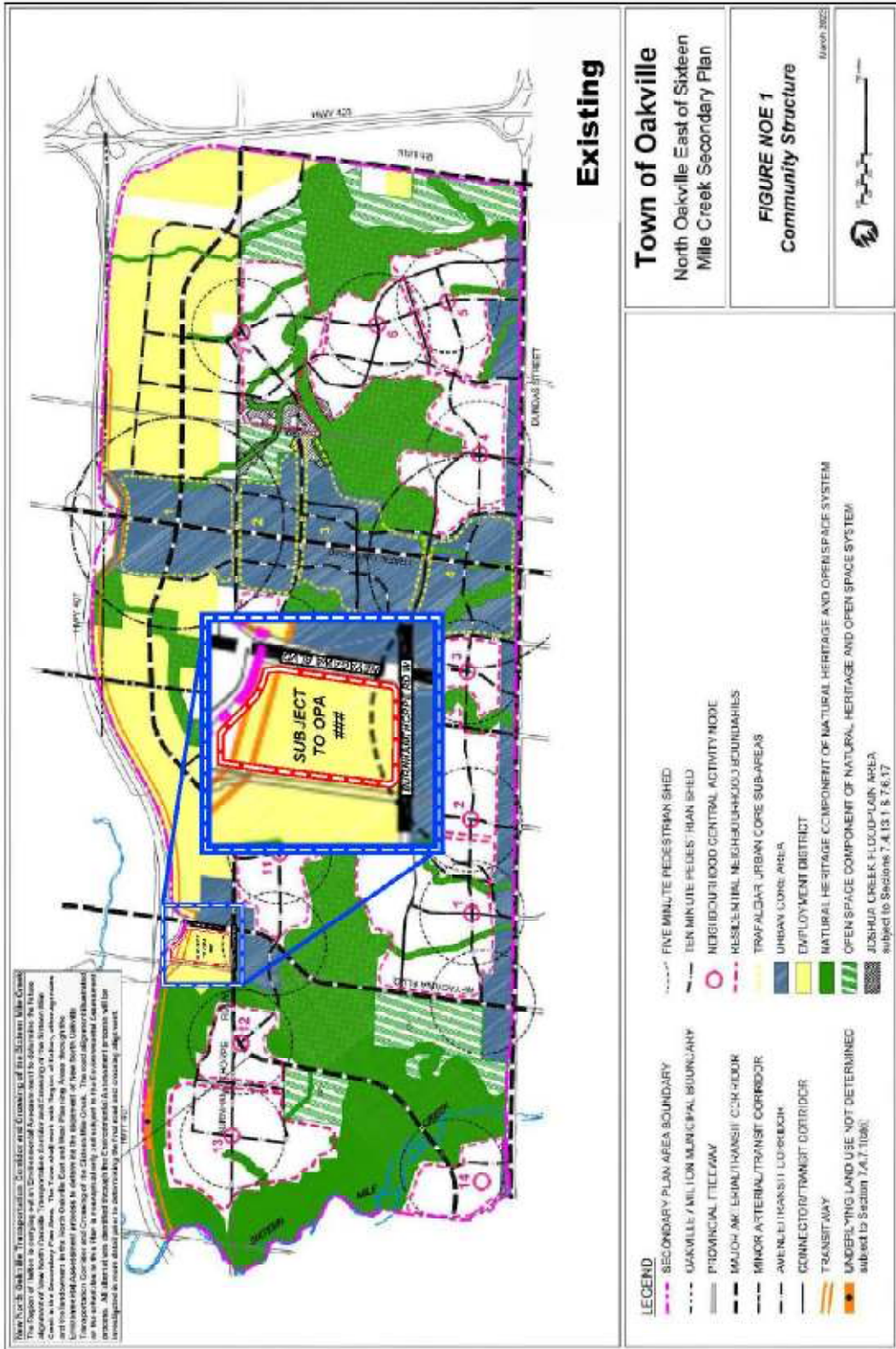
The amendment includes the changes to the figures of the 1984 Oakville Official Plan’s North Oakville East Secondary Plan as indicated in the following table and shown in **Attachment 1**. The changes are limited to the lands indicated on the figures.

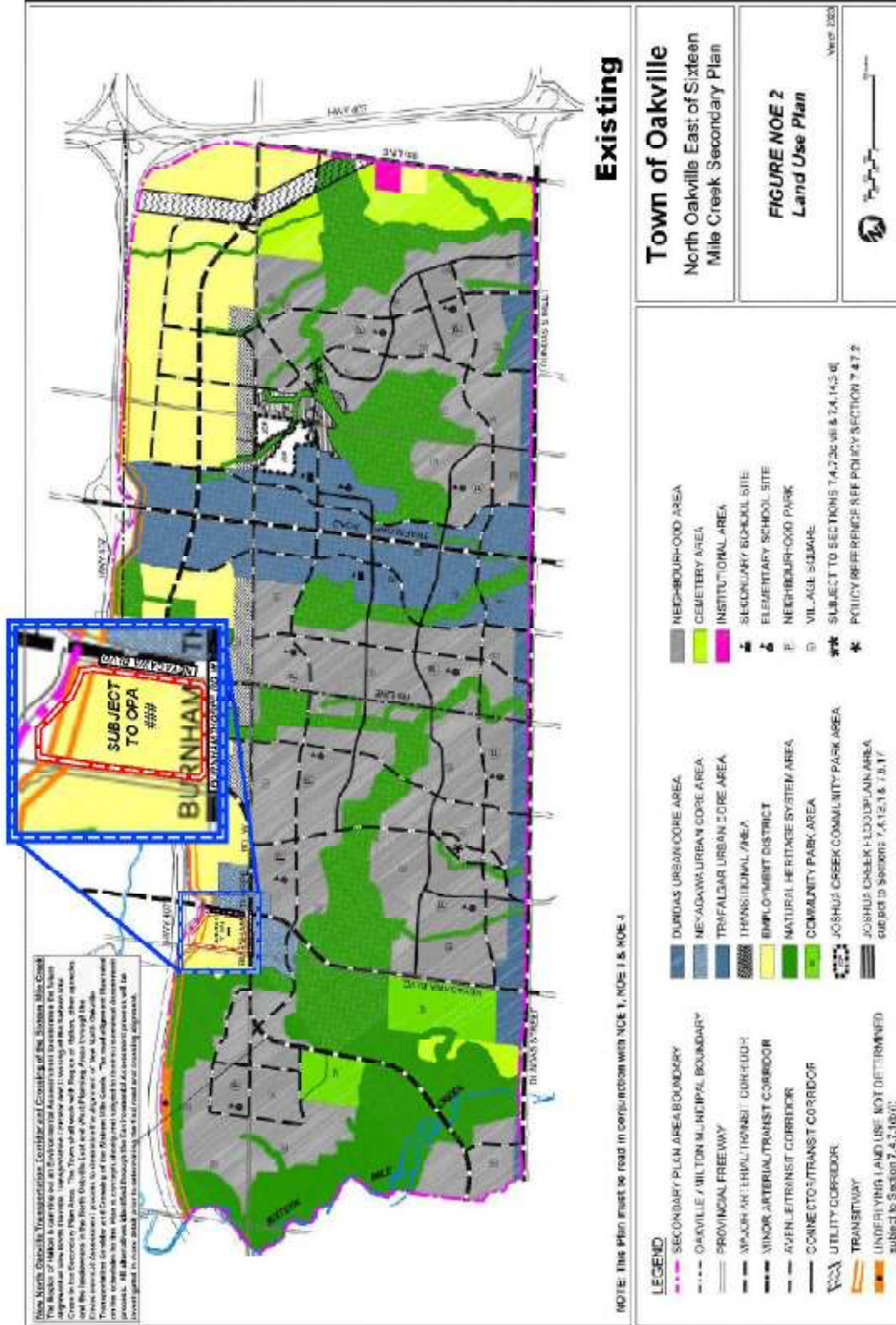
Item No.	Figure	Description of Change
1.	North Oakville East Secondary Plan, Figure NOE1, Community	Delete the Existing Figure and replace it with the Proposed Figure as shown in Attachment 1.
2.	North Oakville East Secondary Plan, Figure NOE2, Land Use Plan	Delete the Existing Figure and replace it with the Proposed Figure as shown in Attachment 1.

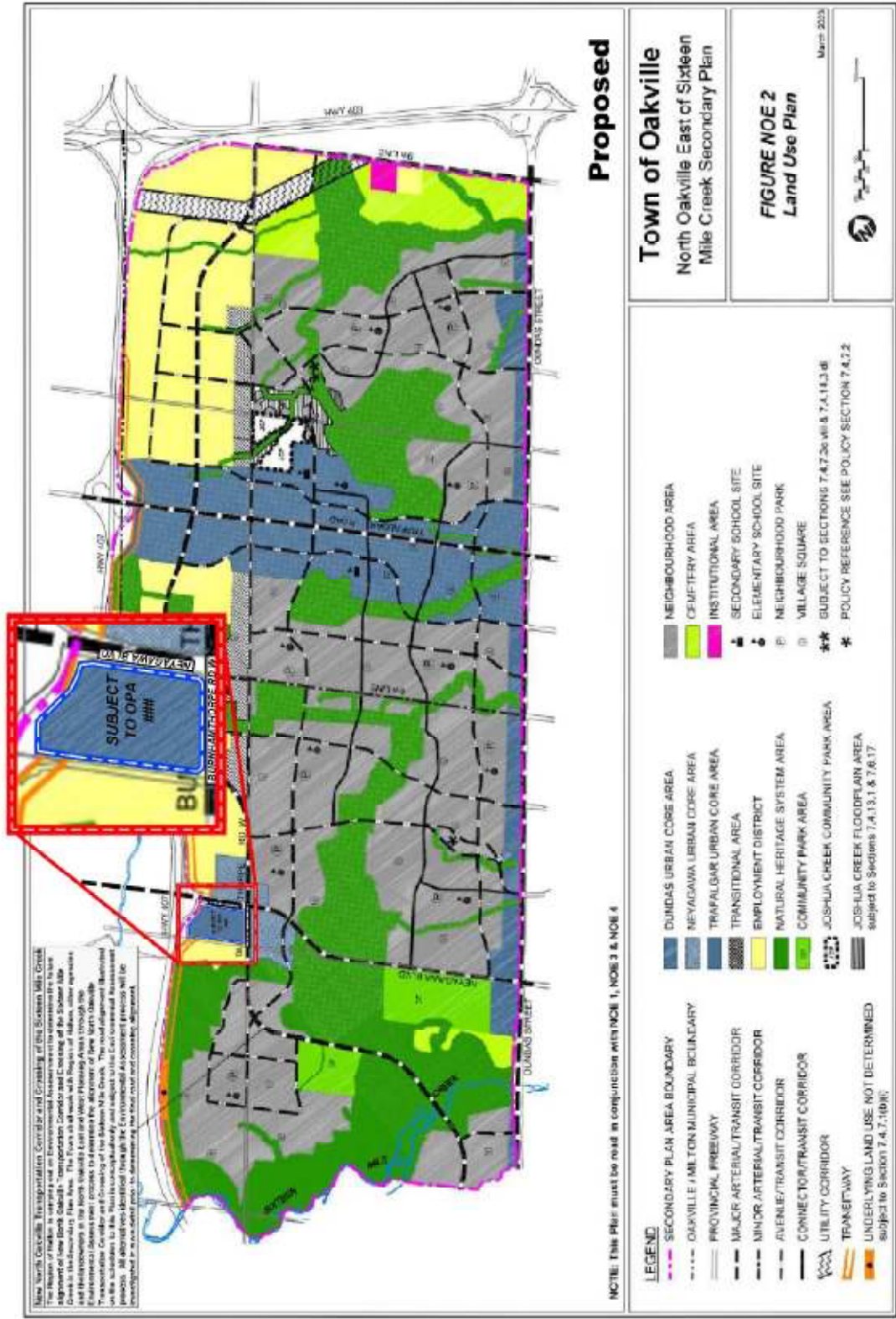
3.	North Oakville East Secondary Plan, Appendix 7.3, North Oakville Master Plan	Delete the Existing Appendix 7.3 and replace it with the Proposed Appendix 7.3 as shown in Attachment 1.
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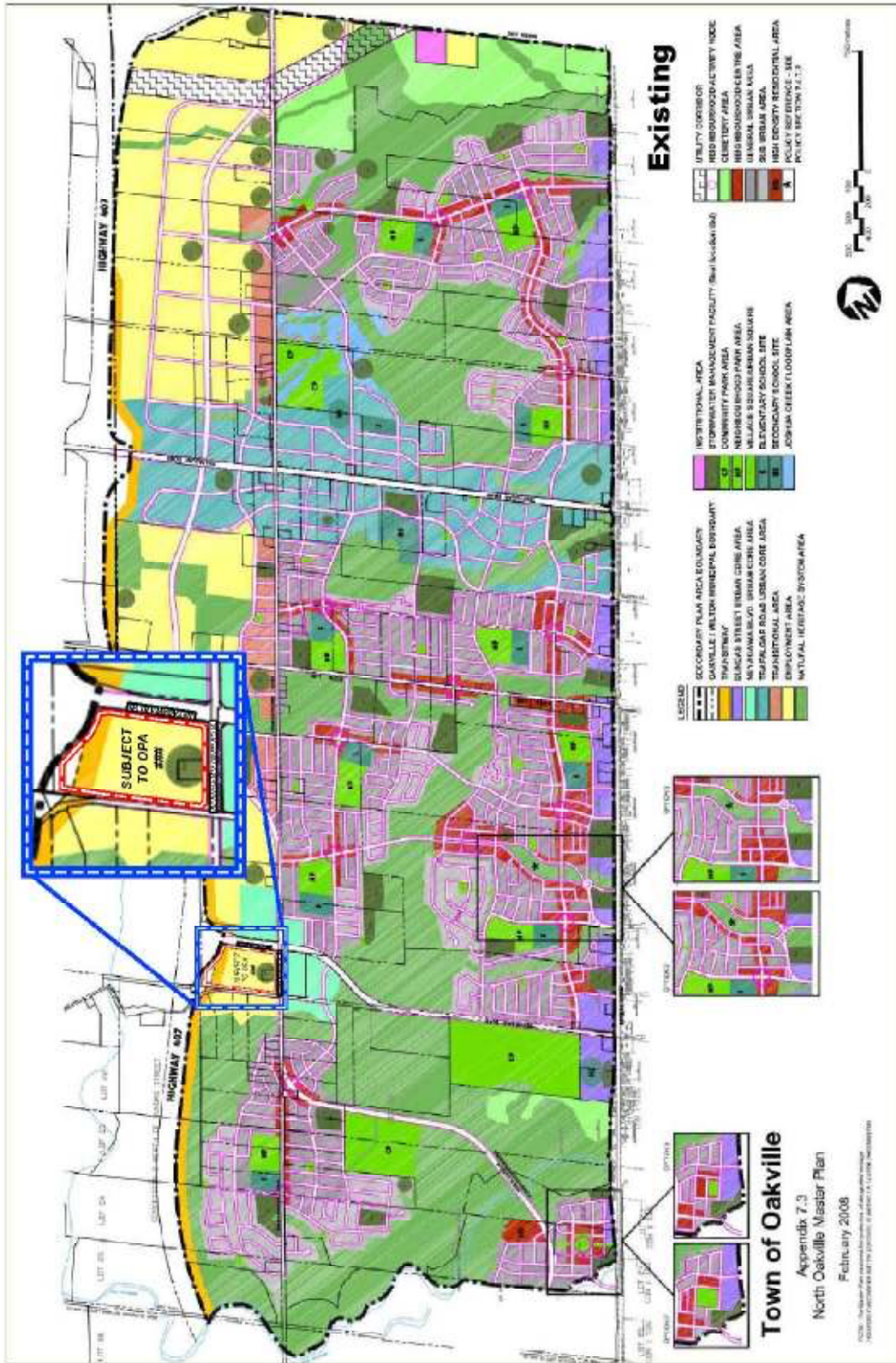
Attachment 1 to OPA ### to the 1984 Official Plan

**Changes to the Figures of the 1984 Oakville Official Plan's North
Oakville East Secondary Plan**









Appendix “C” to By-law 2024-###

**Official Plan Amendment Number ## to the
Livable Oakville Official Plan**

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ## to the Livable Oakville Official Plan.

Part 1 – Preamble

A. Subject Lands

The proposed Official Plan Amendment (OPA) relates to the property located northwest of the intersection of Neyagawa Boulevard and Burnhamthorpe Road West (Future William Halton Parkway) as identified in **Appendix “1”** .

B. Purpose and Effect

The purpose of the proposed OPA is to update Schedule A1, Urban Structure, to the Livable Oakville Plan to expand the Neyagawa Urban Core Area to include the subject property as defined through the Neyagawa Urban Core Review as “Nodes and Corridors.” The effect of this change will be that this area will become a strategic growth area within the town’s land use planning framework. The Neyagawa Urban Core Area is being planned to accommodate medium and high density, mixed use development over the long term as proposed by OPA ### to the 1984 Official Plan’s North Oakville East Secondary Plan Area.

C. Background and Basis

- The Neyagawa Urban Core is an element identified in the urban structure as a “Node for Further Study” as shown in Appendix B. Livable Oakville, Section 3.6 Urban Structure, Nodes and Corridors, states:
 - “For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.”
- The Neyagawa Urban Core Review addressed the need for further study and has resulted in proposed policy and mapping updates to the North Oakville East Secondary Plan and Livable Oakville Official Plan.

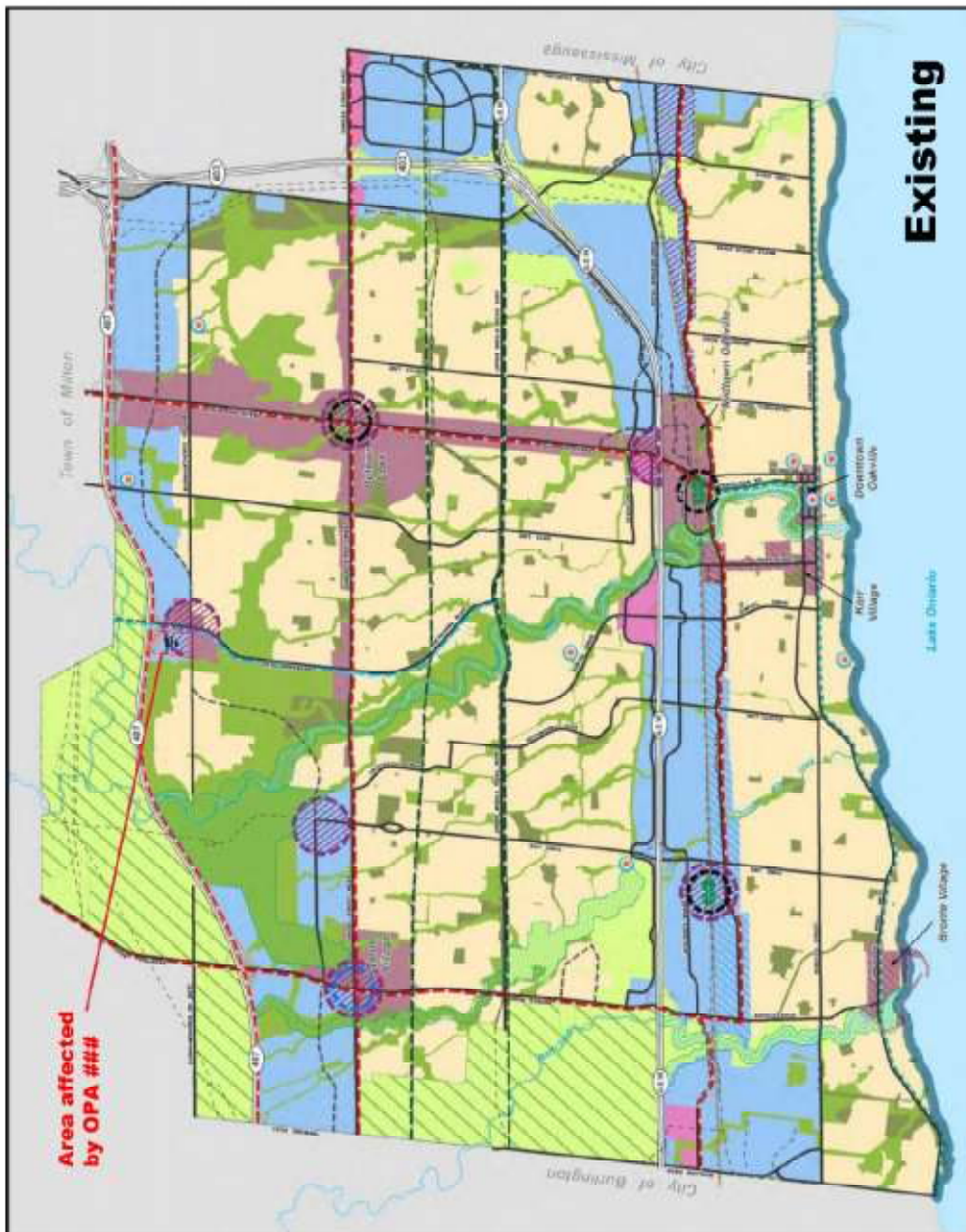
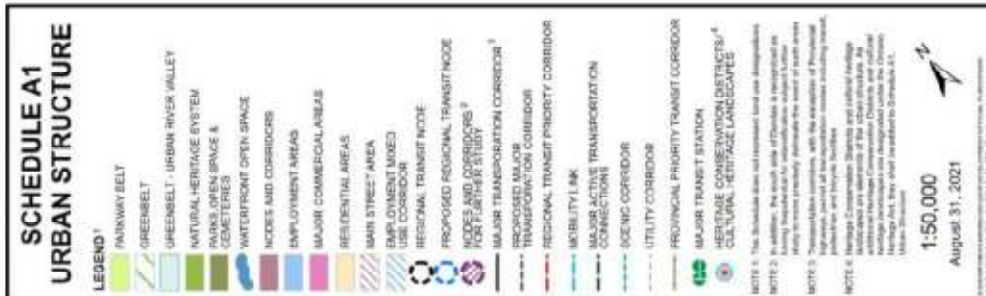
-
- Two OPAs are required to reflect the changes. The draft OPAs contain new and updated policies for the NUC that would enable development of a mixed use, higher order transit supportive, complete community that is responsive to the climate emergency by focusing on transit oriented, higher density mixed use development. The OPAs also propose to change the boundary of the Neyagawa Urban Core Area and re-designate the subject lands within the A1 – Urban Structure Schedule of Livable Oakville from “Node for Further Study” to Neyagawa Urban Core Area.

Part 2 – The Amendment

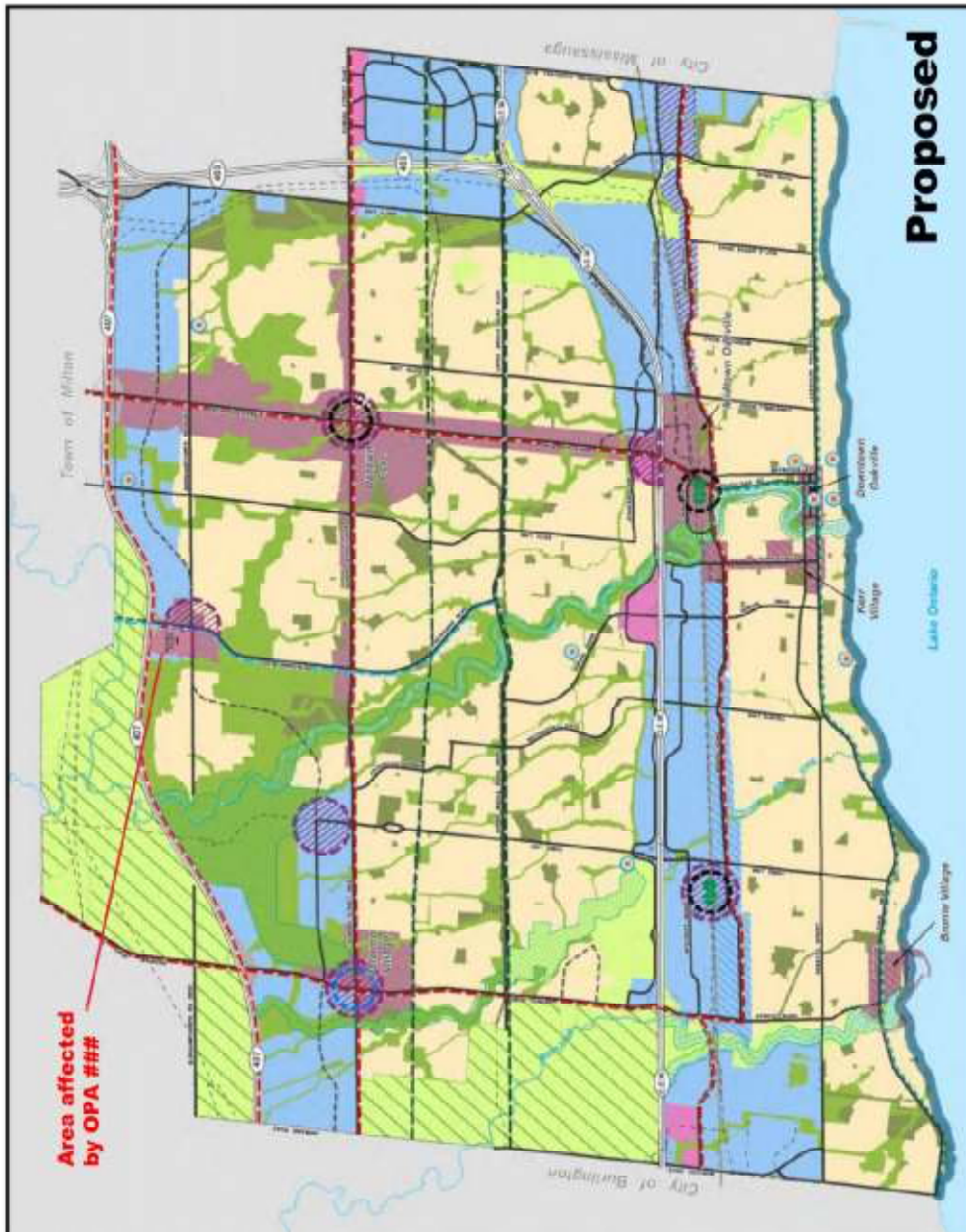
Delete the existing Schedule A1, Urban Structure, and replace it with the proposed Schedule A1, Urban Structure, as shown in Attachment 1 to this OPA to identify the Neyagawa Urban Core Area as “Nodes and Corridors.”

**Attachment 1 to OPA ## to the Livable Oakville Official Plan Changes to
Schedule A1, Urban Structure**

Appendix A Livable Oakville Plan, Schedule A1, Urban Structure



Appendix A Livable Oakville Plan, Schedule A1, Urban Structure



APPENDIX IV: DRAFT ZONING BY-LAW AMENDMENT



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2024-XXX

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the use of lands described as Part of Lot 20, Concession 2, N.D.S., Town of Oakville (ARGO NEYAGAWA CORPORATION)
 File No. OPA.xxxx.xx, Z.xxxx.xx and 24T-xxxxx/xxxx

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(4) of By-law 2009-189 is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.*, as follows:

8.*	ARGO NEYAGAWA CORPORATION - Part of Lot 20, Concession 2, N.D.S.	Parent Zone: NUC
Map 12(4)		(2024-####)
8.*.1 Additional Permitted Building Types		
The following additional buildings are permitted:		
a)	<i>Stacked townhouse dwelling</i> including each <i>dwelling unit</i> having an independent entrance subject to the regulations of the NC Zone unless modified by this Special Provision.	
b)	Permitted uses and buildings in the Neighbourhood Centre NC Zone, which shall be subject to the regulations of the Neighbourhood Centre NC Zone unless otherwise modified by this Special Provision.	
c)	<i>A single detached dwelling street access attached private garage</i> which shall be subject to the regulations of the General Urban GU Zone unless otherwise modified by this Special Provision.	

b)	Temporary sales office
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8.*.2 Zone Provisions

The following regulations apply to all lands identified as subject to this special provision:

a)	Maximum Floor Space Index	N/A
b)	Minimum height of the first storey of a mixed-use building	4.5m
c)	The maximum width of Bay, Box Out and Bow Windows, with or without foundations which may be a maximum of three storeys in height and which may include a door.	4.0m
d)	Townhouse amenity space	3.5 m
e)	Max driveway width single detached dwelling street access attached private garage	5.6 m
f)	Minimum rear yard – single detached dwelling: 4.5 metres, except that the <i>first storey</i> may project a maximum 3.3 m into the <i>rear yard</i> for a maximum of 55% of the <i>lot</i> width measured at the rear of the main <i>building</i> . The one <i>storey</i> addition shall have a maximum vertical distance of 4.5 m measured between the finished floor level of the <i>first storey</i> and the highest point of the roof of the one <i>storey</i> addition	
g)	For corner lots, a porch shall have a minimum depth from the exterior of the building to the outside edge of the porch of 1.5 metres. Required depths shall be provided for a minimum of 40% of the porch. However, steps and other obstructions may encroach a maximum of 0.3 metres into the required depth.	
h)	For interior lots, a porch shall have a minimum depth from the exterior of the building to the outside edge of the porch of 1.5 metres. Required depths shall be provided for a minimum of 70% of the porch. Steps and other obstructions may encroach a maximum of 0.3 metres into the required depth.	
i)	Porches shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the building or insect screening. The total area of the vertical plane shall be measured from the top of the porch slab to the underside of the porch ceiling.	
j)	Designated residential visitor <i>parking spaces</i> may be counted toward non-residential <i>parking spaces</i> and may be provided in any combination.	
k)	Maximum height	16 storeys
l)	Notwithstanding Section 7.2.4 height, the minimum height for a temporary sales office shall be 1 storey.	
m)	Notwithstanding Section 5.7.1, bicycle parking spaces shall not be required for a temporary sales office.	

3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

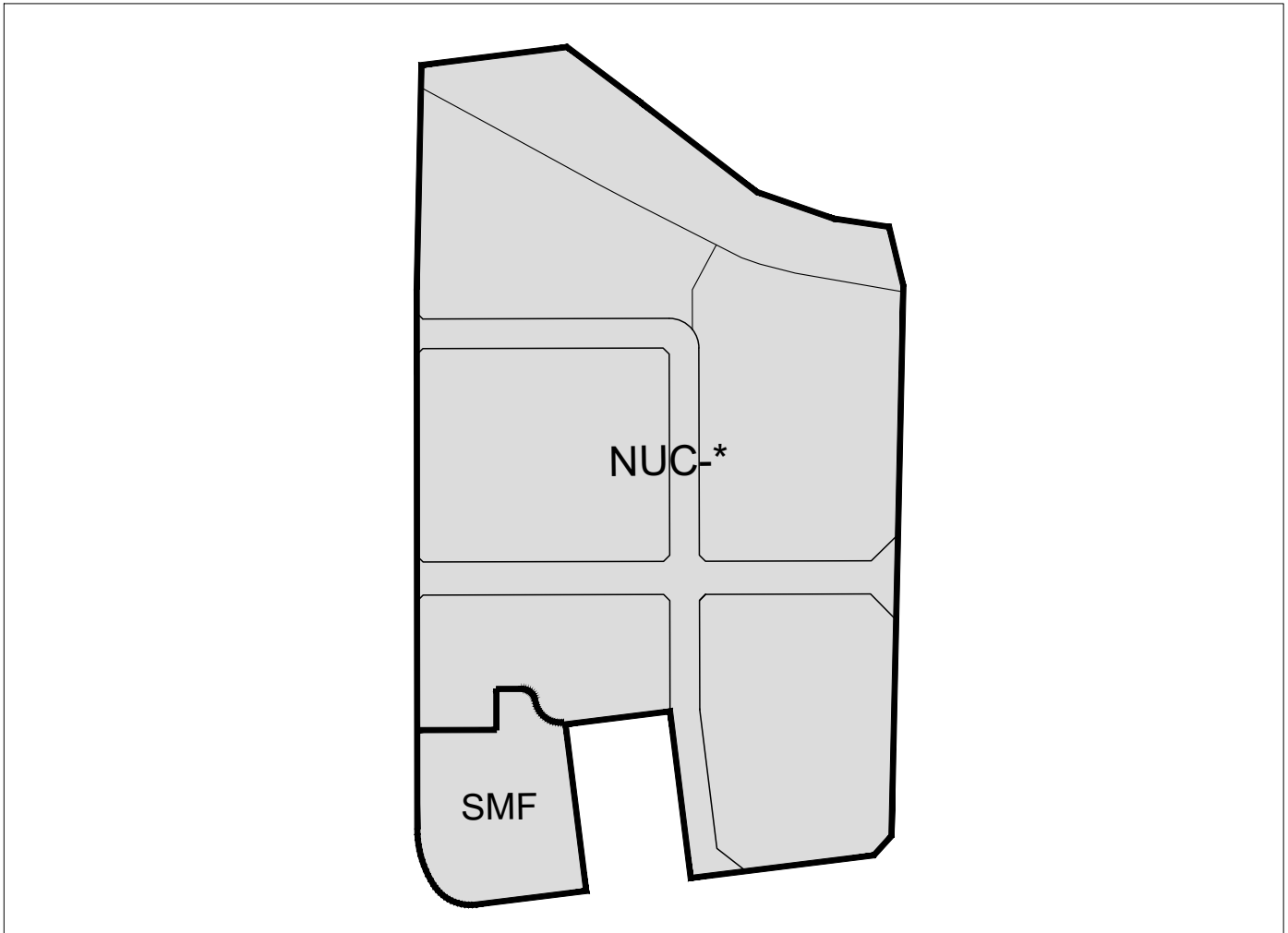
PASSED this XXth day of _____, 2024

MAYOR

CLERK



Schedule "A" To 2024 - ***

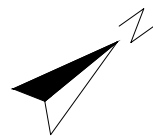


AMENDMENT TO BY-LAW 2009-189



Re-zoned From: Future Development (FD) to
Neyagawa Urban Core (NUC-* sp: xx);
Stormwater Management Facility (SMF)

EXCERPT FROM MAP
12 (4)



1:3500