

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2022-054**

A by-law to adopt Official Plan Amendment No. 326 to the 1984 Oakville Official Plan to establish policies for the Neyagawa Urban Core strategic growth area, and to adopt Official Plan Amendment No. 45 to the Livable Oakville Plan to update the town's urban structure accordingly  
(Town of Oakville, Neyagawa Urban Core Review, File No. 42.15.60)

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment;

WHEREAS it is deemed necessary to pass an amendment to the 1984 Oakville Official Plan to implement the recommendations of the Neyagawa Urban Core Review to establish policies for a strategic growth area (high density mixed use node) within the North Oakville East Secondary Plan Area at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West; and,

WHEREAS it is also deemed necessary to pass an amendment to the Livable Oakville Official Plan to update Schedule A1, Urban Structure, which is referenced in the 1984 Oakville Official Plan's North Oakville East Secondary Plan, to identify the new Neyagawa Urban Core strategic growth area as "Nodes and Corridors."

**COUNCIL ENACTS AS FOLLOWS:**

1. For the purposes of this by-law:
  - a. "1984 Oakville Official Plan" means the Official Plan for the Oakville Planning Area adopted by the Council of the Corporation of the Town of Oakville on July 5, 1983 by By-law 1983-114, approved as modified by the Minister of Municipal Affairs and Housing on December 21, 1984 subject to certain referrals and deferrals, and as subsequently amended.
  - b. "North Oakville East Secondary Plan" means OPA 272 to the 1984 Oakville Official Plan, which was approved by the Ontario Municipal Board on January 11, 2008, and as subsequently amended.
  - c. "Livable Oakville Official Plan" and "Livable Oakville Plan" mean the Official Plan for the Oakville Planning Area that currently applies to the

lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.

- d. The subject lands are as identified in **Appendix “A”** to this by-law.
2. Official Plan Amendment Number 326 to the 1984 Oakville Official Plan, attached as **Appendix “B”** to this by-law, is hereby adopted.
3. Official Plan Amendment Number 45 to the Livable Oakville Official Plan, attached as **Appendix “C”** to this by-law, is hereby adopted.
4. Each Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.
5. If the Regional Municipality of Halton, being the Approval Authority, does not exempt either or both of these Official Plan Amendments from its approval, the Clerk is hereby authorized and directed to apply to the Approval Authority for approval of these Official Plan Amendments.

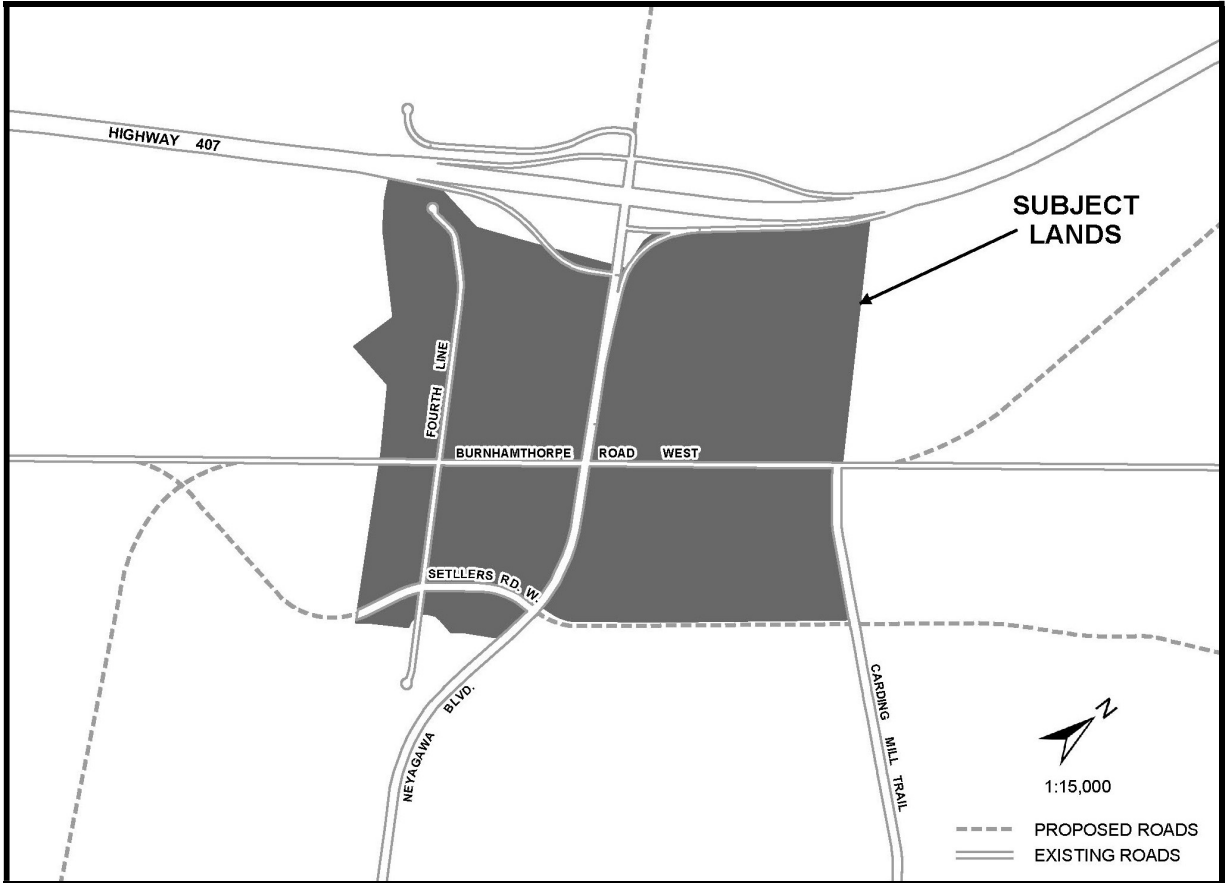
PASSED this \_\_\_\_ day of \_\_\_\_\_, 2022

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

### Appendix "A" to By-law 2022-054

Lands subject to amendments to the 1984 Oakville Official Plan and the Livable Oakville Official Plan (Neyagawa Urban Core Area)



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**Appendix “B” to By-law 2022-054**

**Official Plan Amendment Number 326  
to the 1984 Oakville Official Plan**

**Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 326 to the 1984 Oakville Official Plan’s North Oakville East Secondary Plan.

**Part 1 – Preamble**

**A. Subject Lands**

The proposed Official Plan Amendment (OPA) relates to the lands located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West as identified in **Appendix “A”** to By-law 2022-054.

**B. Purpose and Effect**

The purpose of the two proposed official plan amendments (OPAs) is to identify, and establish policies for, the Neyagawa Urban Core strategic growth area at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West.

The effect of the proposed OPA 326 to the 1984 Oakville Official Plan’s North Oakville East Secondary Plan will be to:

- update schedules (maps) to identify the Neyagawa Urban Core strategic growth area and designate the lands as “Neyagawa Urban Core Area”
- provide area-specific land use policies to support the creation of a transit-supportive, complete community that includes a mix of high density residential, commercial and institutional uses with a 12-storey maximum building height
- provide area-specific functional and implementation policies to enable and guide redevelopment consistent with the above, which address matters including urban design, transportation, stormwater management, district energy, and parkland dedication

The effect of the proposed OPA 45 to the Livable Oakville Official Plan will be to identify the Neyagawa Urban Core Area as “Nodes and Corridors” on Schedule A1 – Urban Structure, which is referenced in the North Oakville East Secondary Plan.

The subject lands are located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West.

The proposed official plan amendment will result in revisions to the following parts of the North Oakville East Secondary Plan:

- Section 7.3.2 Urban Core
- Section 7.6.6 Neyagawa Urban Core Area;
- Figure NOE 1 Community Structure;
- Figures NOE 2 Land Use Plan;
- Appendix 7.3 Master Plan.

### **C. Background and Basis**

- The town is required to plan for growth in the context of the provincial policy framework. Central to this framework is *A Place to Grow: the Growth Plan for the Greater Golden Horseshoe* (2019 Growth Plan, as amended). The 2019 Growth Plan, as amended, provides policy direction for land needs assessment, employment land conversions and planning for strategic growth areas (SGAs), including nodes such as the Neyagawa Urban Core.
- The town is also required to plan for growth consistent with regional policies. Regional Official Plan Amendment 48 (ROPA 48) was adopted by Regional Council on July 7, 2021. ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of SGAs in the Regional Official Plan. ROPA 48 helps to advance planning for key elements of the Town's urban structure, including SGAs, such as the Neyagawa Urban Core.
- ROPA 48 was approved by the Minister of Municipal Affairs and Housing on November 10, 2021. ROPA 48 identified the Neyagawa Urban Core as a Secondary Regional Node in the Regional Urban Structure.
- The Region released draft Regional Official Plan Amendment 49 (ROPA 49) on March 24, 2022. ROPA 49 updates Halton Region's growth strategy to plan for how growth is accommodated beyond 2031.
- Draft ROPA 49 updates the policy framework associated with Primary Regional Nodes by delineating and assigning targets to these Strategic Growth Areas. Draft ROPA 49 also changes the classification of the Neyagawa Urban Core to a Primary Regional Node (currently a Secondary Node). Primary Regional Nodes are strategic growth areas which have a role

in accommodating mixed-use intensification and supporting the regional transit network.

- The planning of the NUC at a density and mix of uses sufficient to support higher order transit would assist in ensuring inclusion of a 407 Transitway station at Neyagawa Blvd and Highway 407. Ministry of Transportation guidelines suggest a minimum density threshold of 160 persons and jobs per hectare to support higher order transit.
- The Neyagawa Urban Core is part of the North Oakville East Secondary Plan (NOESP). The NOESP relies on policies from the 1984 Oakville Official Plan, and is not part of the Livable Oakville Plan.
- The Neyagawa Urban Core lands are currently identified as “Nodes and Corridors for Further Study” within the approved town-wide urban structure.
  - “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.”
- On October 4, 2021, the Planning and Development Council received the report “Neyagawa Urban Core Review – Background and Preliminary Directions” which introduced the study and provided background information and initial analysis by staff.
- A Public Information Meeting was held on February 17, 2022 to solicit public input to the Neyagawa Urban Core Review.
- The proposed official plan amendments for the Neyagawa Urban Core Area presented here are based on the findings of the Neyagawa Urban Core Review including research and policy analysis undertaken by staff and input received through consultation with Council, landowners, public and agency stakeholders.
- 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.
- A copy of the draft Official Plan Amendment was posted in conjunction with the Notice of Statutory Public Meeting on April 27, 2022.

**Part 2 – The Amendment**

**A. Text Changes**

The amendment includes the changes to the text of the 1984 Oakville Official Plan’s North Oakville East Secondary Plan as indicated in the following table. Text that is **bolded and underlined** is new text to be inserted. Text that is crossed out (“~~strikethrough~~”) is to be deleted.

Item No.	Section	Description of Change
1.	7.3.2 COMMUNITY STRUCTURE, URBAN CORE	Revise the policy as follows:  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 St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important <b><u>role in accommodating growth</u></b> , but <del>to a lesser degree. more secondary role.</del>
2.	7.5.13 COMMUNITY DESIGN STRATEGY, URBAN CORE AREAS – INTERIM USES & PHASED DEVELOPMENT	Revise the policy as follows:  Urban Core Areas, particularly <b><u>including</u></b> the Trafalgar Urban Core Area, <b><u>the Dundas Urban Core Area and the Neyagawa Urban Core Area</u></b> , are intended to ultimately provide for a primarily mixed use development which is the densest in North Oakville. In order to ensure that the ultimate development form is not constrained by interim land uses and the development of initial phases, the following planning and design principles will form the basis for development:

Item No.	Section	Description of Change
3.	7.5.16 COMMUNITY DESIGN STRATEGY, NEYAGAWA URBAN CORE	<p>Revise the policy as follows:</p> <p>The Neyagawa Urban Core is intended to provide a <b>higher order transit-supportive</b>, mixed use area to accommodate a range of commercial, residential, employment and institutional uses as a focal point for the western portion of the Planning Area. <b>Mixed use development shall be permitted and encouraged throughout the area.</b></p> <p>Development will be at lower densities <del>than</del> <b>than</b> those found in the Trafalgar Urban Core <b>and will be characterized by medium and high density development forms.</b><sup>1</sup></p>
4.	7.5.16 COMMUNITY DESIGN STRATEGY, NEYAGAWA URBAN CORE	<p>Insert a new policy subsection as follows:</p> <p><b>c) <u>In accordance with the policies of Part E, Section 7.1.5, the Neyagawa Urban Core is identified as Nodes and Corridors in the town-wide Urban Structure. It is a strategic growth area that is planned to be a focus for mixed use development and intensification.</u></b></p>
5.	7.6.6.1 LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Purpose	<p>Revise the policy as follows:</p> <p>The Neyagawa Urban Core Area designation on Figure NOE2 is intended to allow the creation of a <del>secondary-core</del> area at the intersection of Neyagawa Blvd. and Burnhamthorpe Rd. and a new east-west Major Arterial/Transit Corridor. The intent of this <del>Core</del> Area is to <b>create a mixed use, complete community with densities that support higher order transit, including a 407 Transitway station. The designation will also</b> permit the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.</p>

<sup>1</sup> 7.5.16 Neyagawa Urban Core subsections a) and b) are not affected by this amendment.



Item No.	Section	Description of Change
6.	<b>7.6.6.2</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	Revise the policy as follows:  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>a) <u>A wide range of retail and service commercial uses, including restaurants, commercial schools, major office, offices, medium and high density residential uses, and related public uses such as urban squares, may be permitted. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facilities, and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and/or above the ground floor.</u></b>  <b>b) <u>The size and location of uses shall be determined through the development process and regulated by the implementing zoning.</u></b>  <b>c) 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. <u>No single use or retail store shall exceed a maximum of 7,000 square metres of gross leasable floor area.</u></b>
7.	New <b>7.6.6.3</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies	Insert a new policy subsection as follows:  <b><u>7.6.6.3 Functional Policies</u></b>  <b><u>In addition to the policies in Section 7.5.2 through 7.5.11 and 7.8 of this Plan, the following functional policies apply to the Neyagawa Urban Core.</u></b>
8.	New <b>7.6.6.3.1</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies, Transportation	Insert a new policy subsection as follows:  <b><u>7.6.6.3.1 Transportation</u></b>  <b>a) <u>Development should be accommodated by the existing transportation system or phased in a manner that aligns with the planned transportation system, including higher order transit service, active transportation infrastructure, and measures such as transportation demand management.</u></b>  <b>b) <u>Development should occur on public roads. Where it is demonstrated through an approved area design plan that a public road is not warranted, development through plans of</u></b>

Item No.	Section	Description of Change
		<p><u>condominium on private roads may be permitted, provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.</u></p> <p>c) <u>The location of roads will be determined through area design plans, draft plans of subdivision, condominium plans, detailed stormwater management and/or functional servicing studies, to the satisfaction of the Town.</u></p> <p>d) <u>Parking</u></p> <p>i. <u>Within the Neyagawa Urban Core Area, structured parking should be provided. Underground parking structures are encouraged.</u></p> <p>ii. <u>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.</u></p> <p>iii. <u>Where required surface parking is to be provided, the maximum portion of a lot used for commercial and visitor surface parking should be approximately 30 percent. Surface parking shall be appropriately sited and screened to minimize the view of the parking from the street.</u></p> <p>iv. <u>The Town shall work with the Ministry of Transportation to ensure that a strategic approach to the provision of parking for a 407 Transitway Station is undertaken. Structured parking will be encouraged.</u></p> <p>e) <u>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.</u></p> <p>f) <u>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 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.</u></p>

Item No.	Section	Description of Change
9.	<p><i>New</i>  <b>7.6.6.3.2</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies, Stormwater Management</p>	<p>Insert a new policy subsection as follows:  <b><u>7.6.6.3.2 Stormwater Management</u></b>  <b><u>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.</u></b>  <b><u>b) Stormwater management shall not increase flood risk to any other lands.</u></b>  <b><u>c) Best management practices, including low impact development, shall be required.</u></b>  <b><u>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.</u></b>  <b><u>e) An Environmental Implementation Report (EIR) shall be prepared for the subcatchment area within the Neyagawa Urban Core, as identified on Appendix 7.2, Subcatchment Areas, to the satisfaction of the Town.</u></b></p>
10.	<p><i>New</i>  <b>7.6.6.3.3</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies, District Energy</p>	<p>Insert a new policy subsection as follows:  <b><u>7.6.6.3.3 District Energy</u></b>  <b><u>a) District energy and related infrastructure are encouraged in the Neyagawa Urban Core.</u></b>  <b><u>b) New development is encouraged to incorporate the necessary infrastructure and design elements for district energy in the building and engineering design.</u></b>  <b><u>c) A district energy feasibility study may be required to be submitted as part of any application for Official Plan amendment, Zoning By-law amendment, draft plan of subdivision or draft plan of condominium.</u></b></p>
11.	<p><i>New</i>  <b>7.6.6.3.4</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies, Urban Design</p>	<p>Insert a new policy subsection as follows:  <b><u>7.6.6.3.4 Urban Design</u></b>  <b><u>a) 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.</u></b></p>
12.	<p><b>7.6.6.5</b>            LAND USE</p>	<p>Revise the policy as follows:  <b><u>a) Development will be focused at the intersection of Neyagawa Blvd.</u></b></p>

Item No.	Section	Description of Change
	<p>STRATEGY, NEYAGAWA URBAN CORE AREA, Land Use Policies</p> <p><i>(Correction, 04/28/2022)</i></p>	<p>and Burnhamthorpe Road and visually connected by establishing coherent streetscapes along adjacent sections of Neyagawa Blvd. 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.</p> <p><b><u>b) The highest development densities shall be focused along Neyagawa Boulevard, north of Burnhamthorpe Road West (and/or future William Halton Parkway, as applicable).</u></b></p> <p><b><u>c) 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.</u></b></p> <p><b><u>d) Minimum Density</u></b>  <b><u>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.</u></b></p> <p><b><u>e) Building Heights</u></b></p> <p><b><u>i. For lands abutting and to the north of Burnhamthorpe Road West (and/or future William Halton Parkway, as applicable), a minimum height of three storeys shall be permitted.</u></b></p> <p><b><u>ii. A maximum height of 12 storeys shall be permitted.</u></b></p> <p><b><u>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.</u></b></p> <p><b><u>iv. Any stand-alone commercial building shall be a minimum of five metres in height.</u></b></p> <p><del>A mix of uses shall be permitted at the following heights and densities:</del></p> <ul style="list-style-type: none"> <li><del>● Minimum density—FSI of 0.5 with the exception of service station sites and as set out in Subsection c);</del></li> <li><del>● Maximum density—FSI of 2;</del></li> <li><del>● Medium Density Residential Density—Notwithstanding the foregoing, where medium density residential uses are permitted such development shall have a minimum density of 25 units per net hectare and a maximum density of 75 units per net hectare;</del></li> </ul>

Item No.	Section	Description of Change
		<ul style="list-style-type: none"> <li>● <del>Minimum height – 5 metres for a commercial building and generally 3 storeys for other development; and,</del></li> <li>● <del>Maximum height – 8 storeys.</del></li> </ul> <p><del>e) Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:</del></p> <ul style="list-style-type: none"> <li>● <del>the provision of local roads and small blocks;</del></li> <li>● <del>the means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;</del></li> <li>● <del>the siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;</del></li> <li>● <del>the siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and</del></li> <li>● <del>the ability to achieve both short term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.</del></li> </ul> <p><del>Based on this information, the Town will consider a reduction in the minimum density on specific sites to the following minimum densities: 0.25 for retail and service commercial uses provided the interim development also complies with the design policies of Section 7.5.16 b) and the land use policies of this section; and 0.3 for all other uses.</del></p>
13.	New <b>7.6.6.6</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Cultural Heritage	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.6 Cultural Heritage</u></b></p> <p><b><u>Proposed development within the Neyagawa Urban Core shall be reviewed by the Town to ensure consistency with policies contained in Section 7.4.14.</u></b></p>
14.	New <b>7.6.6.7</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Parkland Dedication	<p>Insert a new policy subsection as follows:</p> <p><b><u>Parkland Dedication</u></b></p> <p><b><u>The Town shall require the conveyance of land to the Town for park or other public recreational purposes as a condition of development, consent or the subdivision of land as per the provisions of the <i>Planning Act</i>.</u></b></p>

Item No.	Section	Description of Change
15.	New <b>7.6.6.8</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Implementation	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.8 Implementation</u></b></p> <p><b><u>In addition to the policies in Section 7.10 of this Plan, the following implementation policies apply specifically to the Neyagawa Urban Core.</u></b></p> <p>a) <b><u>Phasing/Transition</u></b></p> <p><b><u>Development in the Neyagawa Urban Core will occur gradually over the long-term and be coordinated with the provision of infrastructure, including:</u></b></p> <ul style="list-style-type: none"> <li>i. <b><u>transit (conventional and higher order rapid transit);</u></b></li> <li>ii. <b><u>road network capacity;</u></b></li> <li>iii. <b><u>pedestrian and cycling facilities;</u></b></li> <li>iv. <b><u>water and waste water services;</u></b></li> <li>v. <b><u>stormwater management facilities;</u></b></li> <li>vi. <b><u>streetscape improvements; and,</u></b></li> <li>vii. <b><u>utilities.</u></b></li> </ul> <p>b) <b><u>Further to subsection (a) above, the timing of development will be subject to the availability of required infrastructure, including but not limited to future transportation network improvements and water and wastewater services.</u></b></p> <p>c) <b><u>Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form.</u></b></p>

## B. Figure Changes

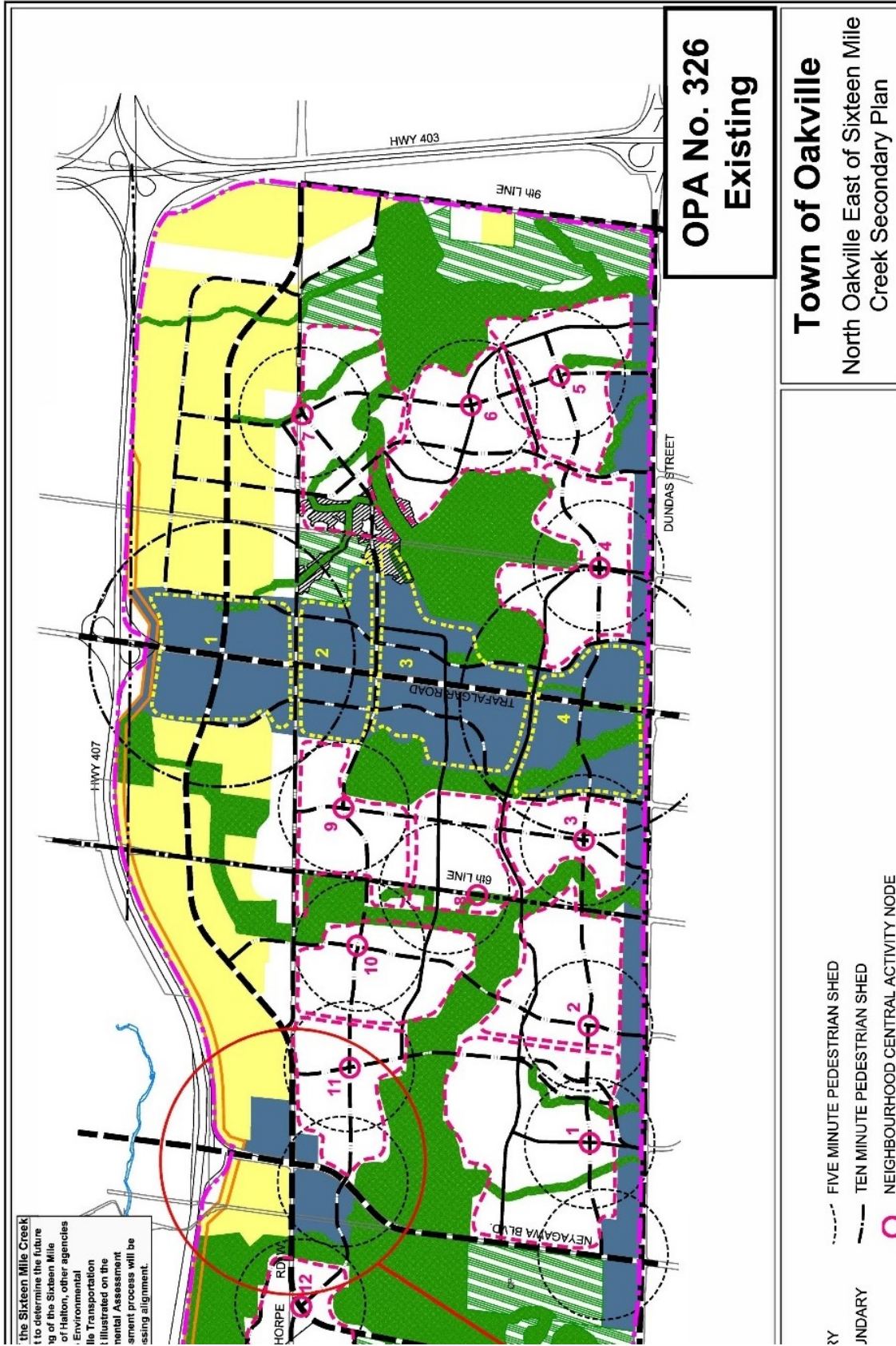
The amendment includes the changes to the figures of the 1984 Oakville Official Plan's North Oakville East Secondary Plan as indicated in the following table and shown in **Attachment 1**. Notwithstanding the replacement of existing schedules or the insertion of new schedules, changes are limited to the subject lands identified in **Appendix "A"** to By-law 2022-054.

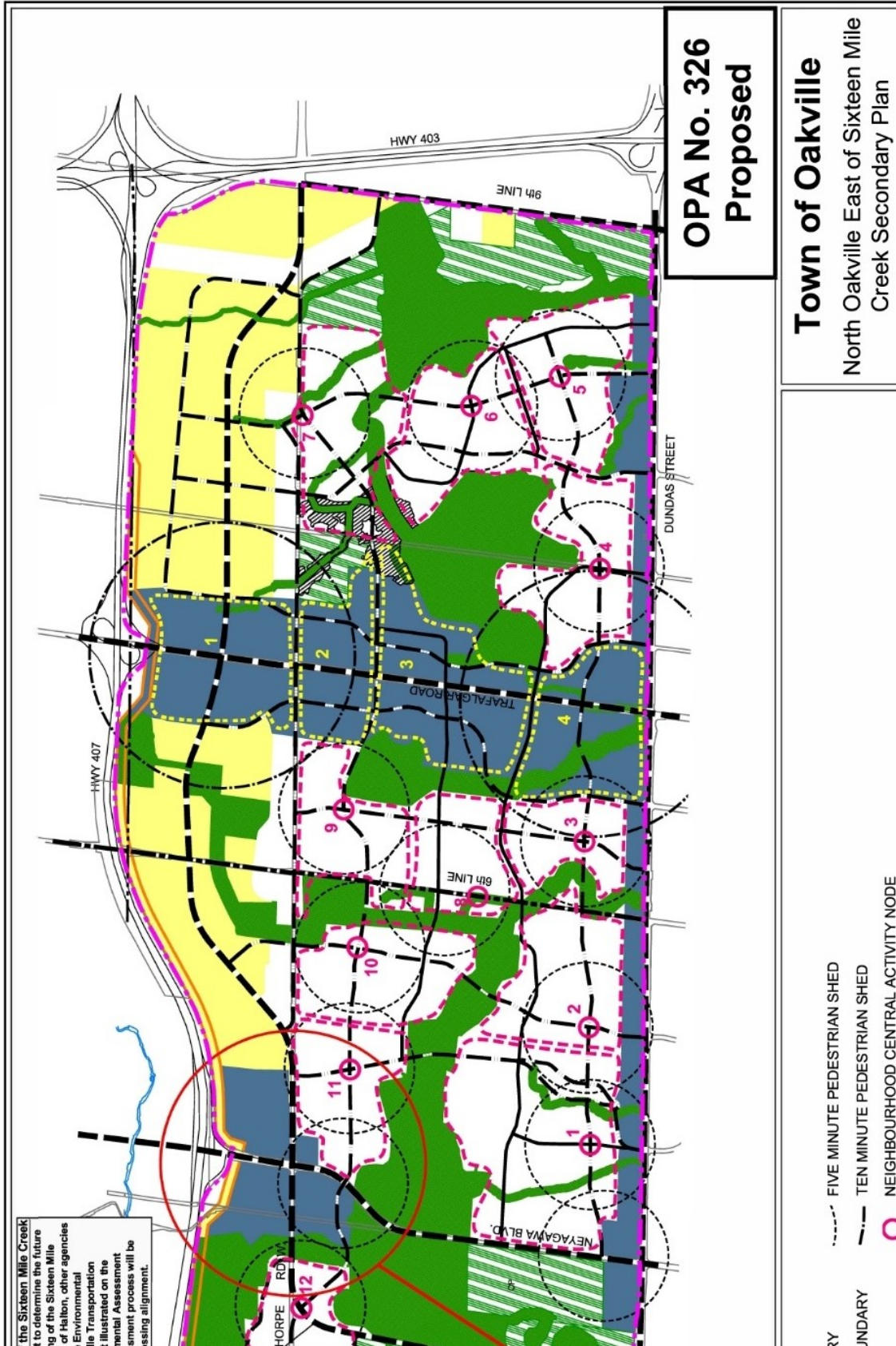
Item No.	Figure	Description of Change
1.	North Oakville East Secondary Plan, Figure NOE1, Community	Delete the Existing Figure and replace it with the Proposed Figure as shown in Attachment 1.

Item No.	Figure	Description of Change
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.

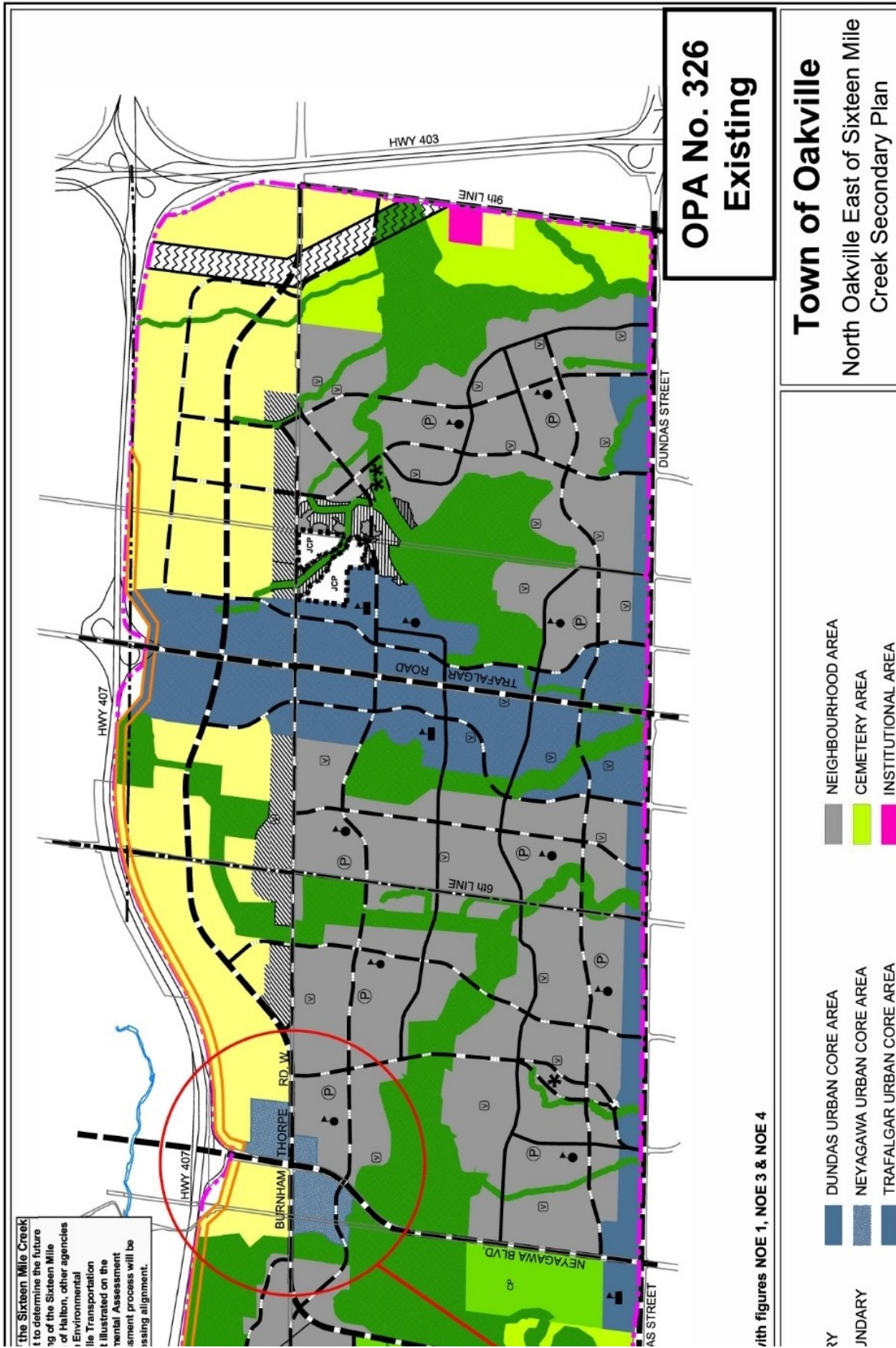
**Attachment 1 to OPA 326 to the 1984 Official Plan**  
**Changes to the Figures of the 1984 Oakville Official Plan's**  
**North Oakville East Secondary Plan**





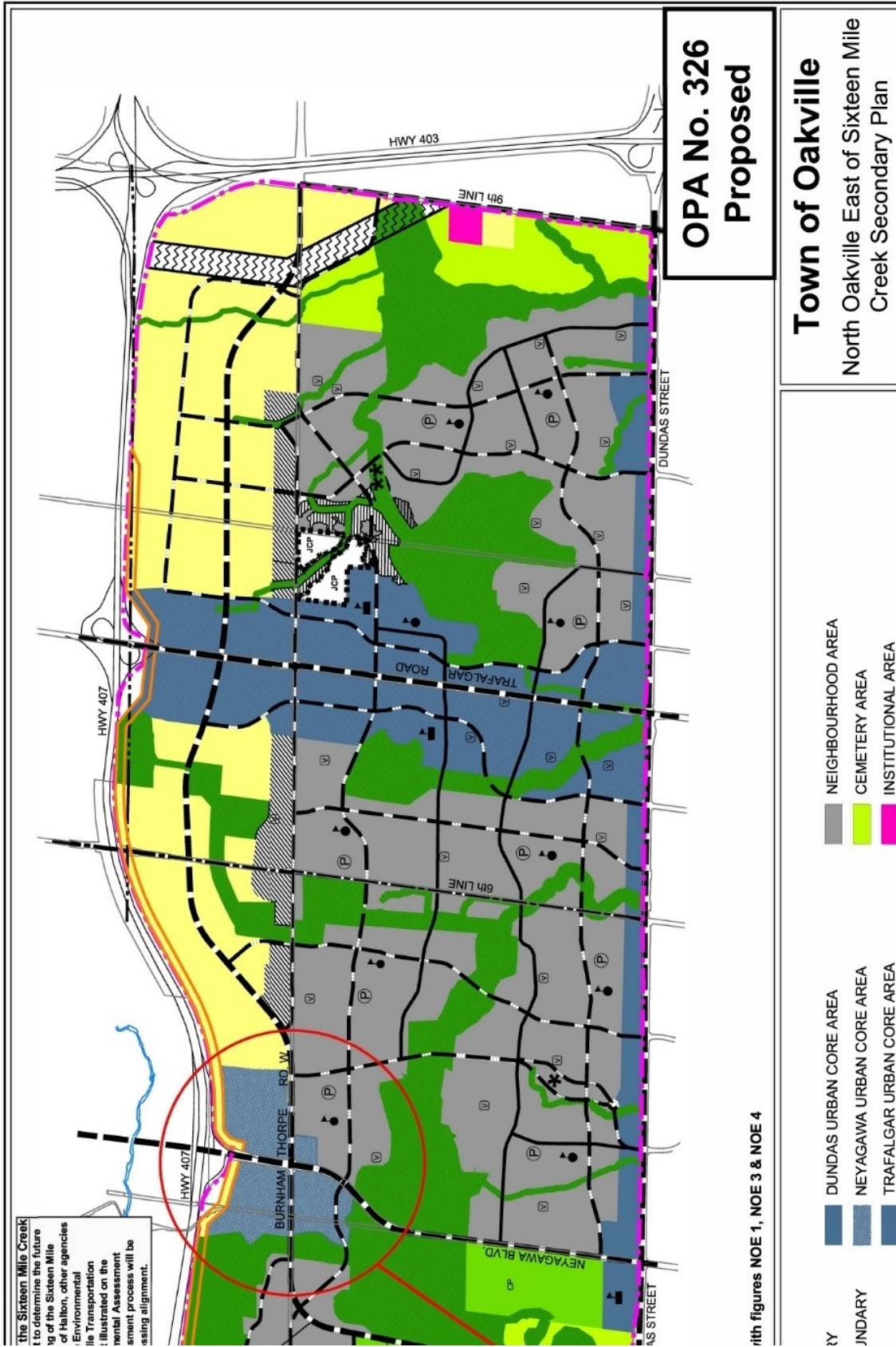




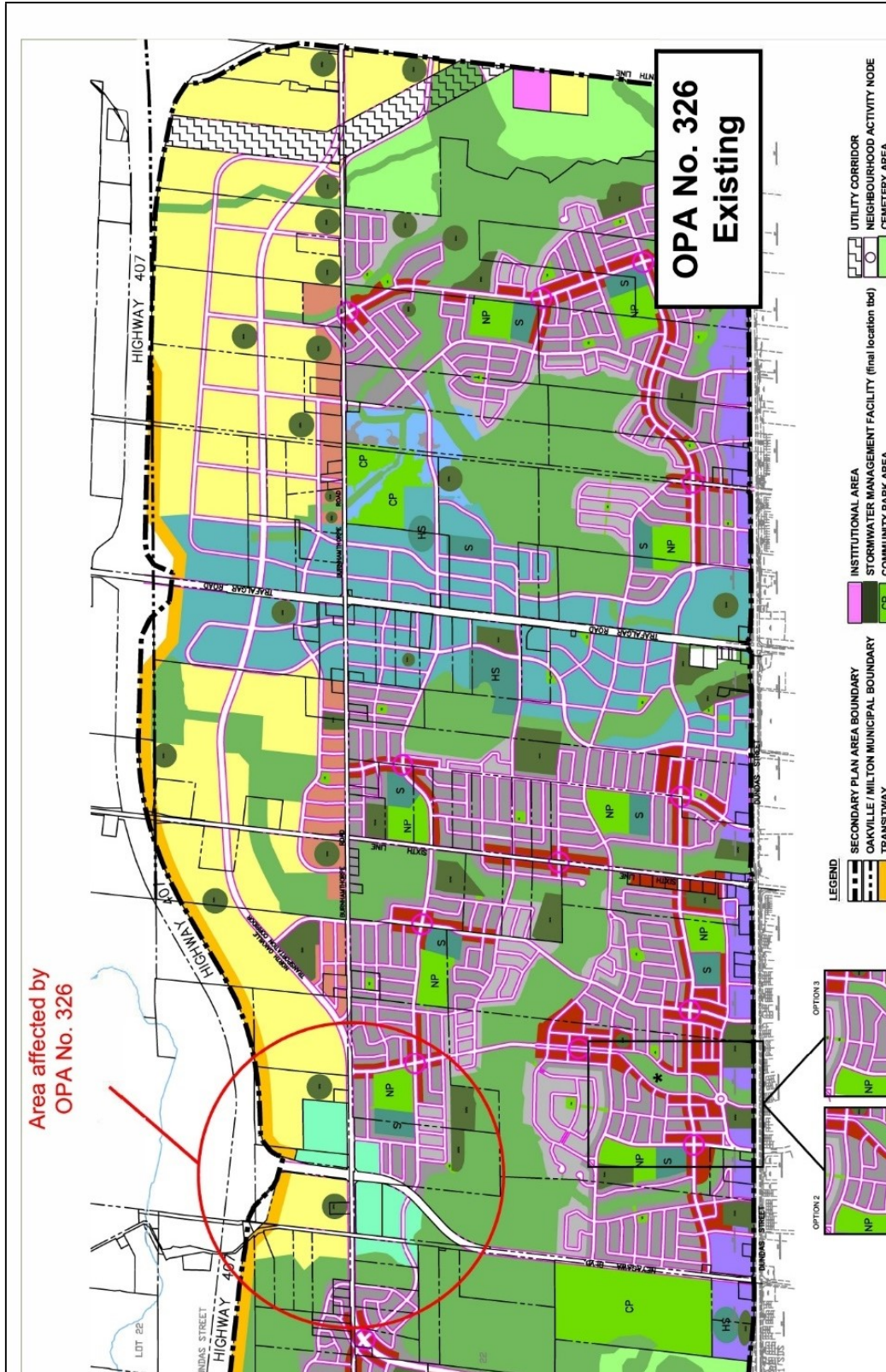


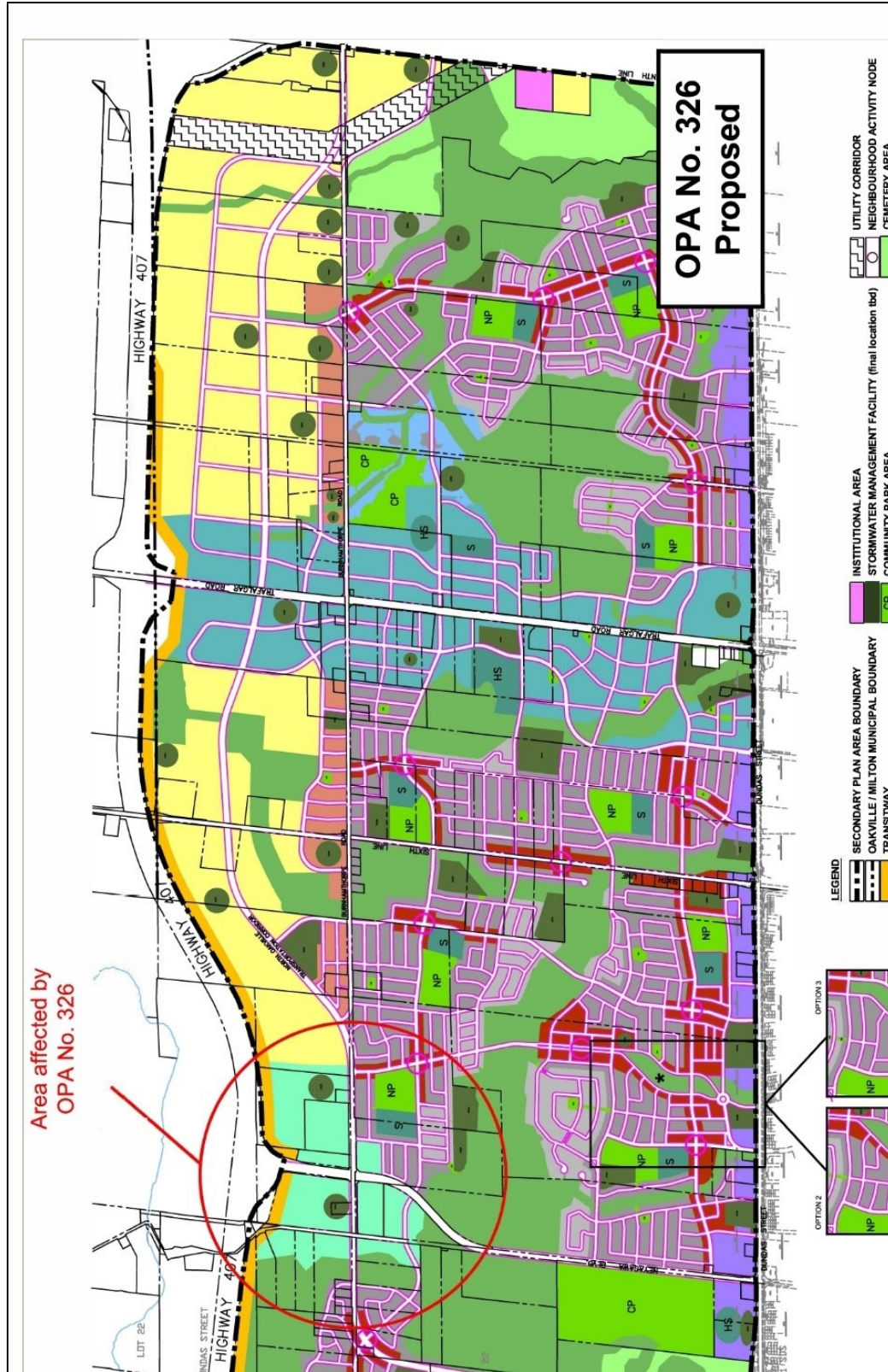
The Sixteen Mile Creek  
 to determine the future  
 of the Sixteen Mile  
 of Halton, other agencies  
 Environmental  
 Transportation  
 illustrated on the  
 'rental' Assessment  
 ment process will be  
 ssing alignment.

with figures NOE 1, NOE 3 & NOE 4











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**Appendix “C” to By-law 2022-054**

**Official Plan Amendment Number 45  
to the Livable Oakville Official Plan**

**Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 45 to the Livable Oakville Official Plan.

**Part 1 – Preamble**

**A. Subject Lands**

The proposed Official Plan Amendment (OPA) relates to the lands located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West as identified in **Appendix “A”** to By-law 2022-054.

**B. Purpose and Effect**

The purpose of the proposed OPA is to update Schedule A1, Urban Structure, to the Livable Oakville Plan to identify the Neyagawa Urban Core Area 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 high density, mixed use development over the long term as proposed by OPA 326 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 lands within the A1 – Urban Structure Schedule of Livable Oakville from “Node for Further Study” to Neyagawa Urban Core Area.

## **Part 2 – The Amendment**




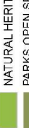



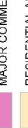
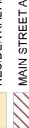
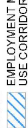


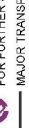
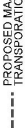

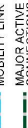
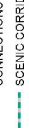


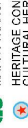
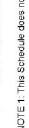

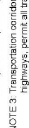


Delete the existing Schedule A1, Urban Structure, and replace it with the proposed Schedule A1, Urban Structure, as shown in Attachment 1 to this OPA to identify the Neyagawa Urban Core Area as “Nodes and Corridors.”



**Attachment 1 to OPA 45 to the Livable Oakville Official Plan**  
**Changes to Schedule A1, Urban Structure**

### SCHEDULE A1 URBAN STRUCTURE

**LEGEND<sup>1</sup>**

-  PARKWAY BELT
-  GREENBELT
-  GREENBELT - URBAN RIVER VALLEY
-  NATURAL HERITAGE SYSTEM
-  PARKS OPEN SPACE & CEMETERIES
-  WATERFRONT OPEN SPACE
-  NODES AND CORRIDORS
-  EMPLOYMENT AREAS
-  MAJOR COMMERCIAL AREAS
-  RESIDENTIAL AREAS
-  MAIN STREET AREA
-  EMPLOYMENT MIXED USE CORRIDOR
-  REGIONAL TRANSIT NODE
-  PROPOSED REGIONAL TRANSIT NODE FOR FURTHER STUDY
-  NODES AND CORRIDORS<sup>2</sup> FOR FURTHER STUDY
-  MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
-  PROPOSED MAJOR TRANSPORTATION CORRIDOR
-  REGIONAL TRANSIT PRIORITY CORRIDOR
-  MOBILITY LINK
-  MAJOR ACTIVE TRANSPORTATION CONNECTIONS
-  SCENIC CORRIDOR
-  UTILITY CORRIDOR
-  PROVINCIAL PRIORITY TRANSIT CORRIDOR
-  MAJOR TRANSIT STATION
-  HERITAGE CONSERVATION DISTRICTS/<sup>4</sup> CULTURAL HERITAGE LANDSCAPES

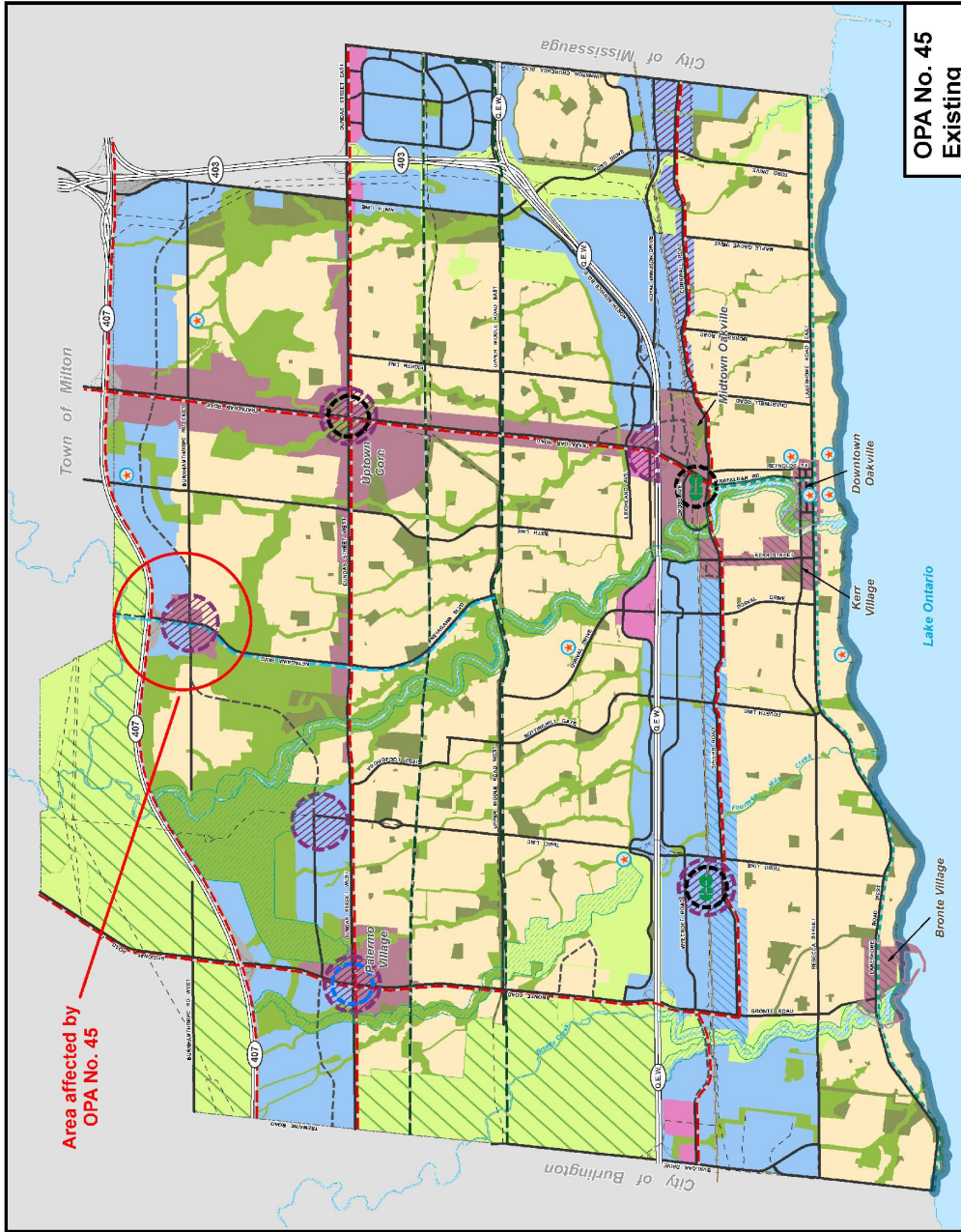
**NOTE 1:** This Schedule does not represent land use designations made by the City of Oakville. It is a planning tool for the City of Oakville and is subject to change without notice. The City of Oakville is not responsible for the accuracy of the information shown on this map.

**NOTE 2:** In addition, the south side of Dundas is recognized as a major transportation corridor with the exception of Provincial Highways, permit all transportation modes including transit, pedestrian and bicycle facilities.

**NOTE 3:** Transportation corridors, with the exception of Provincial Highways, permit all transportation modes including transit, pedestrian and bicycle facilities.

**NOTE 4:** Heritage Conservation Districts and Cultural Heritage Landscapes are designated under the Ontario Heritage Act. The City of Oakville will be added to Schedule A1, Urban Structure.

1:50,000  
August 31, 2021



### SCHEDULE A1 URBAN STRUCTURE

**LEGEND<sup>1</sup>**

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE FOR FURTHER STUDY
- NODES AND CORRIDORS<sup>2</sup>
- MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS<sup>4</sup> / CULTURAL HERITAGE LANDSCAPES

**NOTE 1:** The Schedule does not represent land use designations having potential for reclassification subject further study to more precisely define the extent of such areas.

**NOTE 2:** The nodes and corridors are shown as highways, permit all transportation modes including transit, pedestrian and bicycle facilities.

**NOTE 3:** Heritage Conservation Districts and cultural heritage landscapes are shown as additional Heritage Conservation Districts and cultural heritage landscapes are designated under the Ontario Heritage Act. They shall be added to Schedule A1, Urban Structure.

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August 31, 2021

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