



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2018-071

Official Plan Amendment 319

A by-law to adopt an amendment to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area, Official Plan Amendment Number 319 (Town of Oakville; Active Transportation Update; File: 42.24.20)

WHEREAS the North Oakville East Secondary Plan, approved by the Ontario Municipal Board on January 11, 2008, forms part of the Official Plan of the Oakville Planning Area applicable to lands not covered by the Livable Oakville Plan;

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; and,

WHEREAS it is deemed necessary to pass an amendment to the Official Plan of the Oakville Planning Area by amending Part E, section 7.5.4, General Design Directions, to insert a text reference directing the reader to the town-wide active transportation schedule contained in the Livable Oakville Plan, and add the provincial definition of "active transportation" to Part E, section 7.10.13, Definitions.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number 319 to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment

comes into effect when all such appeals have been withdrawn or finally disposed of.

3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 319 to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

PASSED this ____ day of _____, 2018

MAYOR

CLERK

**Official Plan Amendment Number 319 to the North
Oakville East Secondary Plan forming part of the
Official Plan of the Oakville Planning Area**

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 319 to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

Part 1 – Preamble

A. Purpose

The purpose of this amendment is to incorporate into the to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area a text reference directing the reader to the town-wide Active Transportation Plan schedule contained in the Livable Oakville Plan. It also adds the definition of “active transportation” from the 2014 Provincial Policy Statement and 2017 Growth Plan for the Greater Golden Horseshoe.

B. Location

This amendment applies to the lands under the North Oakville East Secondary Plan located north of Dundas Street, south of Highway 407 and east of Sixteen Mile Creek.

C. Background

- Part E, section 7.5.4, of the North Oakville East Secondary Plan sets out general design directions in support of the overall community design strategy. Other policies address road design, provisions for cyclists, pedestrian/cyclist comfort and safety, and the bicycle/pedestrian trail system more specifically.
- In 2009, Council approved the town’s first Active Transportation Master Plan (ATMP) to support active transportation and to improve active transportation infrastructure. The objective of the 2009 ATMP was to identify actions to increase the level of walking and cycling within the town.

- The 2017 Growth Plan for the Greater Golden Horseshoe (2017 Growth Plan) took effect on July 1, 2017. It is a long-term plan that works together with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment. All planning decisions made on or after July 1, 2017 in respect of the exercise of any authority that affects a planning matter are required to conform to the 2017 Growth Plan.

D. Basis

- Part E, section 7.5.5.10, Cyclists, of the North Oakville East Secondary Plan states that, “Provision for cyclists to travel either on the roadway or on bicycle paths separated from the roadway, which may or may not include a designated lane, shall be recognized in the design of all streets.”
- The definition of “active transportation” used by the 2017 Growth Plan and the 2014 Provincial Policy Statement states that active transportation means “human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.”
- Section 3.2.3(4), Moving People, of the 2017 Growth Plan states that:

Municipalities will ensure that *active transportation* networks are comprehensive and integrated into transportation planning to provide:

 - a) safe, comfortable travel for pedestrians, bicyclists and other users of *active transportation*; and
 - b) continuous linkages between *strategic growth areas*, adjacent neighbourhoods, *major trip generators*, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.
- On July 10, 2017 Council approved the 2017 Active Transportation Master Plan (ATMP) Update as detailed in a report from the Engineering and Construction department dated June 13, 2017. At the time of that approval, Council also directed staff to make the necessary official plan amendments (OPAs) to implement the 2017 ATMP Update.
- Section 24 of the *Planning Act* requires that all municipal public works conform to the official plan.

- A separate amendment to the Livable Oakville Plan (OPA 28) is proposed to replace the existing active transportation schedule in that Plan with a new town-wide schedule based on the Town’s 2017 Active Transportation Master Plan Update.
- Notice of the statutory public meeting on May 16, 2018 regarding the proposed official plan amendment was published in the local newspaper, provided to the agencies and public bodies prescribed by the *Planning Act*, on April 19, 2018.
- The proposed amendment was available for public review in the Planning Services Department at Town Hall, and on the town’s website (www.oakville.ca), as of April 20, 2018, thereby exceeding the review period prescribed by the *Planning Act* (i.e., no less than 20 days prior to its consideration by Council).

Part 2 – The Amendment

A. Text Changes

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

Item No.	Section (Part E)	Description of Change
1.	7.5.4 COMMUNITY DESIGN STRATEGY, General Design Directions	Insert a new subsection as follows: <u>i) The location of active transportation facilities should conform with Schedule D, Active Transportation Plan, to the Livable Oakville Plan, recognizing that the alignments are diagrammatic. An official plan amendment will not be required for changes to the alignments of active transportation facilities provided that the general intent and purpose of Schedule D to the Livable Oakville Plan is maintained. In the event of a conflict between Schedule D to the Livable Oakville Plan and the North Oakville East Secondary Plan, the North Oakville East Secondary Plan shall prevail.</u>

Item No.	Section (Part E)	Description of Change
2.	7.10.13 DEFINITIONS	Insert the following new definition within the existing definitions: <u>Active transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.</u>