

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 200~~12~~-08530

A by-law to adopt an amendment to the Official Plan of the Oakville Planning Area (Official Plan Amendment 198) Land North of Dundas Street.

THE COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number OPA 198 to the Official Plan for 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and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.
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 198 to the Official Plan for the Oakville Planning Area.

PASSED by the Council this day of , 200~~12~~

MAYOR

CLERK

Revised Draft

Official Plan Amendment

Number OPA 198

**To
The Official Plan
of
The Corporation
of the
Town of Oakville**

Part 1, Constitutional Statement

Parts 1 and 2 do not constitute operable parts of this amendment.

Part 3, “The Amendment” is part of this amendment.

Part 2, The Preamble

1. The Purpose

The purpose of this amendment is to:

- incorporate those lands north of Dundas Street into the Town of Oakville’s urban area as identified within Regional Official Plan Number 8.
- establish the conditions for the development of the land north of Dundas Street; and
- redefine the Town’s municipal structure to reflect this change including revisions to the plan concept, goal and objectives, planning period and planning population and employment levels.

2. Location

This amendment applies to all land within the Town boundary.

3. Basis

The subject Official Plan Amendment is based on the following:

- The North Oakville Strategic Land Use Options Study adopted by Council on August 9, 2000.
- The North Oakville Natural Heritage Inventory and Analysis Study adopted by Council on June 14, 1999.
- The Town of Oakville Economic Development Strategy adopted in principle by council on July 3, 1997.

Regional Official Plan Amendment No. 8 designates the land north of Dundas Street as an urban area, establishes a planning horizon of 2016 and population and employment levels for the Town of 215,000 and 96,000 respectively. The Regional Official Plan requires approval by Regional Council of a financial and implementation plan based upon secondary plan(s) or a generalized land use map, an Infrastructure Staging Plan(s) and approval of Development Charges By-laws.

The Town of Oakville has taken the initial step to meet these requirements through the completion of the North Oakville Natural Heritage Inventory and Analysis and the North Oakville Strategic Land Use Options Study. These studies, together with the Town’s Economic Development Strategy, provide the basis for this Official Plan Amendment that establishes the general framework for the preparation of more detailed secondary plans for North Oakville, an Infrastructure Staging Plan(s) and Development Charges By-laws.

Part 3, The Amendment

The Official Plan is amended as follows:

Item 1 - Table of Contents, Part E, No. 4 is amended to:

- 1) Rename the section entitled ‘Palermo Industrial-Tourist Special Study Area’ with ‘North Oakville Special Study Area’, and

2) Delete in its entirety Part E, Section 7, entitled ‘Regional Extensions to Parkway Belt West’.

Item 2 - ~~Map Table is amended to include a new Figure D2, Phase 3, Sub-phasing.~~

Item 3 - Table “B” Deferrals D1, D10 Bullets 2 and 3 and D11 are deleted in their entirety.

Item 4 - Table “C” Referral R2 is deleted in its entirety.

Item 5 - ~~Part A, Section 1.2 is amended by inserting the Figure “D2” following “D1”.~~

Item 6 - Part A, Section 5.2 is amended by replacing the year “2011” with “2016”.

Item 7 - Part A, Section 7, Plan Concept is amended to read as follows:

“ 7. PLAN CONCEPT

The Plan is intended to enhance the quality of life and to provide for and to promote identity and vitality in the Oakville environment by providing for a settlement pattern which:

- ~~conserves~~ protects and enhances its natural heritage/open space areas;
- offers a variety of living styles ~~including mixed use development~~;
- enjoys optimum open space and recreation facilities;
- is supported by ample and diverse employment opportunities and adequate tax base; and
- caters to its own needs for commercial and cultural services to the maximum extent possible consistent with its regional location, and does so

~~while minimizing traffic congestion,~~

~~while minimizing pollution,~~

~~by adopting an environment first philosophy,~~

~~by promoting a sustainable community concept~~

~~by planning for and managing growth,~~

~~by promoting a live-work community with mixed use development,~~

~~by including public participation in planning,~~

with full urban services including roads,

at a rate and in a sequence within the economic means of the municipality,

with respect for the quality of life in both new and established neighbourhoods.”

Item 8 - Part A, Section 8, Municipal Structure is amended to read as follows:

“8. MUNICIPAL ORGANIZATION

Oakville is an urban municipality whose separate identity is partly defined by three key open space features:

1. South – Lake Ontario
2. North – A portion of the Parkway Belt which includes Highway 407 and an open space area;
3. West – A portion of the Parkway Belt, which includes the Bronte Creek Provincial Park.

Other significant features which define Oakville’s municipal structure take the form of major natural and man-made assets to development:

1. The Sixteen Mile Creek which bisects the Town in a north-south direction with a steep wide well-treed valley;
2. Bronte Creek, Fourteen Mile Creek and Joshua's Creek which also form north-south corridors through the western and eastern portions of the Town respectively; and
3. The QEW/rail corridor that crosses the Town in an east-west direction.

Three major Business Districts serve as focal points for the development of the community:

1. Downtown Oakville Central Business District at Lakeshore Road and Trafalgar Roads, the historic downtown.
2. Midtown Core generally bound by the Sixteen Mile Creek valley, the Morrison-Wedgewood diversion Channel, Eighth Line and Cornwall Road; and
3. Uptown Core located on the southwest corner of Dundas Street and Trafalgar Road.

In addition to these major organizing features, the Town's well defined system of natural heritage features including watercourses and streams, environmentally sensitive areas and woodlands and its road network provide a framework for the organization of the various residential and employment areas as follows:

1. Employment Areas – These areas are located along the provincial highways on both sides of the QEW through the middle of Oakville, on the south side of Highway 407 in north Oakville and on either side of Highway 403 in east Oakville.
2. Residential Areas – The residential areas are organized into communities for planning purposes and each community has a focus for shopping, parks, schools and other public facilities.”

Item 9 - Part B, Introduction, Section 1, Objectives, second bullet is deleted in its entirety.

Item 10 - Part B, Introduction, Section 4, Objectives, fifth bullet is deleted in its entirety.

Item 11 - Part B, Introduction, Section 5, fifth bullet is amended to read as follows:

”To strive for a ~~property tax ratio~~ an assessment ratio of ~~70~~80% residential and ~~30~~20% non-residential.”

Item 12 - Part C, Section 1.1 is amended by replacing the figure ‘200,000’ on the second and third line with ‘215,000’ and replacing the year ‘2011’ in the third line with ‘2016’.

Item 13 - Part C, Section 1.2, first and second sentences are deleted and replaced with the following:

“The projected population by the end of the Plan period is ‘215,000.’

Item 14 - Part C, Section 1.3, Table is deleted in its entirety and replaced with the following

2001	2011	2016
146,000	185,000	215,000

Item 15 - Part C, Section 1.6, Chart, is amended by:

1. Deleting the West Oak Trails population of '25,000' and replacing it with '40,800'.
2. Deleting the term 'Rural (North of Dundas Street) and its associated asterisk and replacing these with "North of Dundas Street" and "55,000" respectively and deleting the associated note.
3. Deleting the 'Total ²' figure of "179,200" and replacing it with "250,000".
4. Footnote No. 1 is deleted and replaced with the following:
"Includes estimates for the Palmero Transit Node and the West Oak Trails extension.
5. Add Footnote No. 2 – Estimated population at build-out

Item 16 - Part C, Section 2.1 d) is amended by replacing the phrase "Phase 1 and 2" with "Phases 1, 2 and 3".

Item 17 - Part C, Section 2.2.1 b) and c) are deleted in their entirety

Item 18 - Part C, add a new Section 2.3 entitled as follows:

2.3 Phase 3 – Urban Area Policies

Prior to the commencement of residential development within Urban Area Phase 3, a minimum of 75% of the net developable area with the Urban Area Phase 2 area shall be within registered plans of subdivision. For the purposes of this section, net developable area shall mean the net developable residential area within the Phase 2 area.

2.3.1 General Policies

- a) Prior to development occurring within any employment district or residential community within the Phase 3 area, the following must be completed to the satisfaction of the following agencies:

Town of Oakville

Approval of a secondary plan based on detailed background studies including:

1. Infrastructure staging plan as defined by the Region of Halton and additional servicing studies as required by the Town;
2. associated subwatershed plan(s) with natural features study component in accordance with the policies of Part C, Section 10.5 and the requirements of Part F, Appendix II to this Plan;
3. transportation and traffic study(ies)
4. market study(ies)
5. financial impact analysis and approval of development charges by-law
6. urban design study(ies) including a specific review of the development form along Dundas Street with respect to use,

character and compatibility issues.

Region of Halton

Approval by Regional Council of a financial and implementation plan, including financial commitments by the private development sector to absorb its share of the cost of the provision of the necessary infrastructure. The financial and implementation plan shall be based on:

1. an adopted secondary plan(s)
2. an Infrastructure Staging Plan including master plans in accordance with the Provincial Class Assessment process for the provision of water, wastewater and major transportation services;
3. approval of applicable development charges by-laws.

- b) Figure C, Phasing Structure Plan, identifies the Phase 2 and 3 areas. Figure D2, Phase 3 Sub-phasing identifies the individual sub-phasing within the North of Dundas Street area. The sub-phasing of each community shall be independent of each other.

Item 19 - Part C, Section 5.1 d) is amended to replace the phrase ‘Phase 2’ with ‘Phases 2 and 3’.

Item 20 - Part C, Section 5.1 is amended to include a new sub-section n) as follows:

“Any crossing of the Sixteen Mile Creek north of Dundas Street will be subject to the provisions of the Environment Assessment Act, which requires that a range of alternatives including the ‘Do Nothing’ alternative be considered. All of the identified alternatives will be investigated in more detail prior to determining the final road and crossing alignment, if any.

Prior to or coincident with any new development occurring in the area as identified on Figure E, Transportation Plan, the municipality shall be satisfied that the necessary approvals and the required contributions of funds and land have been received to ensure any crossing of the Sixteen Mile Creek.”

Item 21 - Part C, Section 9.3 is amended by replacing the phrase “within the Agricultural area” with “north of Highway 407”.

Item 22 - ~~Part C, Section 12.2 a) Urban Severance Policies is amended to include the term ‘D2’ following the term ‘D1’.~~

Item 23 - Part D, Sections 4.3.2 f) is replaced with the following:

“The boundaries of the Natural Heritage features as identified within the North Oakville Natural Heritage Inventory and Analysis and generally delineated on Figures F1 and 2, Natural Features, shall be refined through the secondary plan process.

Figure F2, Natural Features identifies a wetland feature east of Trafalgar Road. The form and function of this feature shall be reviewed as part of the subwatershed study for Joshua’s Creek.”

Item 24 - Part D, Section 6.2 is amended to include the following subsection d):

“The Agriculture policies of this Plan shall apply to those lands north of Dundas Street until such a time as these lands have been developed.”

Item 25 - Part E, General, is amended by replacing the first line with the following:

“The urban development area of Oakville is divided into ~~thirteen~~ residential communities and ~~eight~~ employment districts or combination of both as identified on Figure “G” Community Organization.”

Item 26 - Part E, Section 4.1 is amended to read as follows:

“4.1 North Oakville Special Study Area

a) Purpose

It is the intent of these policies to guide the development of the North Oakville Special Study Area to include a variety of residential, employment, commercial, institutional and open spaces uses.

b) Boundaries – The boundaries of the Special Study Area are:

North – Highway 407 and Town Boundary
South – Dundas Street
East – Ninth Line
West – Tremaine Road

c) Background

The Town shall develop secondary plans to implement its objectives for the development of this area. In the preparation of the secondary plans and related background studies, consideration shall be given to the detailed analyses which have already been undertaken for the North Oakville Special Study Area, particularly in the following studies:

- The North Oakville Natural Heritage Inventory and Analysis that was adopted by Council in June, 1999 and revised November 2000 identified, analyzed and categorized all biophysical features with respect to their environmental significance.
- The North Oakville Strategic Land Use Options Study that Council adopted in August 2000 identified a general land use plan for the Special Study Area together with a population target of 55,000 and an employment target of 35,000 on 900 net hectares of land.

d) General Development Objectives

The following general development objectives will guide the future urban development of the Special Study Area and the preparation of the secondary plans for each community. Each secondary plan area will include a residential and/or employment component.

Residential

1. To create ~~a number of~~ residential communities which complement the existing built form on the south side of Dundas Street and integrates the area's natural heritage features.
2. To establish development densities that are consistent with the density established by the Halton Urban Structure Plan.
3. To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).
4. To provide for more efficient land use, lower servicing costs and energy conservation through the provision of a mix of housing forms and tenures.
5. To encourage a closer relationship between the workplace and home through land use planning decisions.
6. To incorporate measures intended to achieve the goals of environmental protection and enhancement, energy conservation and increased utilization of public transit.

Employment

1. To create a number of employment districts which provide for a complete range of employment opportunities and access to the Region's major freeways and arterial road systems.
2. To create a range of employment opportunities in residential, commercial and employment areas.
3. To encourage a variety of employment uses to promote a live/work relationship.
4. To reflect the land use objectives as set out within Halton Urban Structure Plan (April, 1994) especially regarding the high quality, prestigious employment type uses along the Provincial Freeways and the protection of urban separators.

Transportation

1. To create a system of roads and transportation corridors which promotes the safe and efficient circulation of vehicular traffic including transit and non-vehicular traffic.
2. To establish an efficient and linked pedestrian movement system (cycleways and walkways) that does not rely on the automobile to meet the recreational and commuter needs of daily life.
3. To establish a transportation system that complements and supports the existing urban structure and land use pattern.
4. To promote transit opportunities through community design.

Environment and Open Space

1. To establish as a first priority of the Town, a natural heritage/open space system, - the majority of which is in public ownership, including all major natural features identified in the North Oakville Natural Heritage Inventory and Analysis as Categories 1 to 5 and including potential east-west linkages which ~~attempts to maintain~~ maintains and enhances the existing natural environment and accommodate a wide variety of recreational and planning

- functions.
2. To create a sustainable natural heritage/open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.
 3. To protect and preserve significant natural heritage features including all Category 1 – 5 areas identified in the North Oakville Natural Heritage Inventory and Analysis and ensure that their recreational use respects their functional role as natural areas within the ecosystem.

Servicing

1. To provide for water and wastewater services together with storm drainage works reflecting the requirements of the various levels of government.
2. To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

e) Proposed Communities/Districts

Within the North Oakville Special Study Area, four new communities are to be created as follows:

1. 407 West – employment district
2. Sixteen Hollow – ~~residential community~~/employment district
3. Glenorchy – residential community/employment district
4. Joshua’s Meadows – residential community/employment District

Figure G, ‘Community Organization’, includes the general location of the residential and employment uses for the land north of Dundas Street. The identification of a dividing line between the residential and employment areas is not fixed and shall be finalized through the associated secondary plan process. The creation of each secondary plan will be in accordance with the policies as set out in Part E, Section 3 of this Plan.

The Agriculture policies of this Plan shall apply to the Special Study Area north of Dundas Street until such a time as these lands have been developed.

Land uses in the vicinity of any bridge crossing of the Sixteen Mile Creek as identified on Figure E, Transportation Plan, shall be evaluated with regard to the recommendations of the Environmental Assessment Review associated with Burnhamthorpe Road.

f) Phasing

Figure C, Phasing Structure Plan of this Official Plan identifies the North Oakville Special Study Area as Phase 3 of the Urban Area.

The order of the sub-phasing for Phase 3 shall be established as part of the secondary planning process. is identified on Figure D2, Phase 3 Sub-phasing and is:

- ~~1. 407 West [3a]~~
- ~~2. Glenorchy Community [3b]~~
- ~~3. Joshua's Meadows Community [3c], and~~
- ~~4. Sixteen Hollow Community [3d]~~

It is the intent of this Plan that:

- a) the development of the employment districts east of Neyagawa Boulevard will be encouraged to occur concurrent with the development of nearby residential lands; ~~within the same sub-phase except for Phase 3a which has no residential development. The development of Sub-phases 3b, 3c and 3d is not contingent on the development of 3a.~~
- b) progression of development is contingent on the availability and efficient utilization of public infrastructure and services ~~development will not take place until 75% of the maximum net developable residential area related to the previous sub-phase (3B, 3C or 3D) has been developed. Individual sub-phasing within each community will be undertaken through the secondary plan process.~~
- c) progression of development will follow a logical sequence generally south to north.

Progression to each subsequent phase is also contingent on the availability of infrastructure.

- g) An existing single industrial use will be permitted to locate on the north side of Dundas Street, approximately 670 metres (2,200 feet) west of Regional Road 25.
- h) An existing second employment use consisting of an office with associated manufacturing and warehousing will be permitted on a 10.3 hectare parcel of land approximately 800 metres west of Regional Road 25 and approximately 700 metres north of Dundas Street with a driveway access only to Dundas Street.
- i) An existing, closed Halton Region Landfill site is located on the west side of Neyagawa Boulevard between Burnhamthorpe Road and Dundas Street. All development proposals within 500 metres of this landfill site shall meet the requirements of Guideline D-4, Land Use On or Near Landfills and Dumps, Ministry of the Environment, April 1994. No new developments shall be permitted within 30 metres of the landfill area.

Item 27 - Part E, Section 7 is deleted in its entirety.

Mapping

Item 28 – A portion of Figure B, “General Land Use Plan” dated ~~February 2001~~October 1999 is deleted and replaced with Figure B “General Land Use Plan” dated ~~June~~February 2002~~2001~~.

Item 29 – A portion of Figure C, “Phasing Structure Plan” dated ~~February 2001~~October 1999 is deleted and replaced with Figure C “Phasing Structure Plan” dated February 2002~~June 2001~~.

~~Item 30 – inclusion of a new Figure D2, “Phase 3, Sub-Phasing” dated June 2001.~~

Item 31 – A portion of Figure E, “Transportation Plan” dated ~~February 2001~~October 1999 is deleted and replaced with Figure E “Transportation Plan” dated February 2002~~June 2001~~.

Item 32 – A portion of Figure F1, “Natural Features” dated October 1999 is deleted and replaced with Figure F1 “Natural Features” dated February 2002~~June 2001~~.

Item 33 – A portion of Figure F2, “Natural Features” dated October 1999 is deleted and replaced with Figure F2 “Natural Features” dated February 2002~~June 2001~~.

Item 34 – A portion of Figure G, “Community Organization” dated ~~February 2001~~October 1999 is deleted and replaced with Figure G “Community Organization” dated February 2002~~June 2001~~.