



**Town of Oakville
Planning and Development Council**

AGENDA

Date: Monday, January 20, 2025
Time: 6:30 p.m.
Location: Council Chamber

Town Hall is open to the public and live streaming video is available on <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/live-stream> or at the town's YouTube channel at <https://www.youtube.com/user/TownofOakvilleTV>. Information regarding written submissions and requests to delegate can be found at <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/delegations-presentations>.

	Pages
1. Regrets	
2. Declarations of Pecuniary Interest	
3. Committee of the Whole	
4. Consent Items(s)	
4.1 Notice of amendment to By-law 2021-136 – St. John’s United Church at 262 Randall Street (January 7, 2025)	5 - 23
Recommendation: That notice be issued under subsection 30.1(3) of the <i>Ontario Heritage Act</i> to the owners of 262 Randall Street of the proposed amendments under subsection 30.1(2) of the <i>Ontario Heritage Act</i> to By-law 2021-136.	
5. Confidential Consent Item(s)	
There are no Confidential Consent Items listed for this agenda.	
6. Public Hearing Item(s)	

6.1 Public Meeting Report – Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, 3275 Trafalgar Limited Partnership., File Nos.: OPA 1312.12, Z.1312.12, and 24T-24004/1312

24 - 70

Recommendation:

1. That the comments from the public with respect to the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications submitted by 3275 Trafalgar Limited Partnership, File Nos.: OPA 1312.12, Z.1312.12, and 24T-24004/1312, be received.
2. That staff consider such comments as may be provided by Council.

6.2 Proposed Midtown Oakville and Community Planning Permit System Official Plan Amendment

71 - 383

Recommendation:

1. That comments from the public with respect to the proposed Town-initiated Official Plan Amendment for Midtown Oakville and enabling policies for the Community Planning Permit System (Appendix A) be received.
2. That staff consider such comments as may be provided by Council.
3. That the Town Clerk provide a copy of this staff report to the Ministry of Municipal Affairs and Housing, Central Municipal Services Office, Planning Branch for information.

7. Discussion Item(s)

There are no Discussion Items listed for this agenda.

8. Confidential Discussion Item(s)

Item 8.1 see confidential agenda.

8.1 Confidential OLT Appeals – Palermo (January 2025)

9. Advisory Committee Minutes

9.1 Heritage Oakville Advisory Committee Minutes December 17, 2024

384 - 387

Recommendation:

That the following recommendations pertaining to Item 4.1 and Item 4.2 of the Heritage Oakville Advisory Committee minutes from its meeting on December 17, 2024, be approved and the remainder of the minutes be received:

4.1 Heritage Permit Application HP026/24-42.40T – 179 Trafalgar Road – Reconstruction of Replica Bandstand

1. That Heritage Permit Application HP026/24-42.20T for the reconstruction of the replica bandstand in George’s Square at 179 Trafalgar Road, as attached in Appendix B to the report dated December 3, 2024, from Planning Services, be approved; and
2. That this heritage permit expires two years from the date of final approval by Council.

4.2 Heritage permit application HP027/24-42.20L – 1118 Lakeshore Road East – Deconstruction and reconstruction of sunroom wing (December 17, 2024)

1. That Heritage Permit Application HP027/24-42.20L for the deconstruction and reconstruction of the sunroom wing at 1118 Lakeshore Road East, as attached in Appendix B to the report dated December 3, 2024, from Planning Services, be approved subject to the following:
 - a. That the c.1866 portion of the building, including its existing wood windows, remain and not be removed or replaced;
 - b. That final details on the windows and doors be submitted to Heritage Planning staff for final approval;
2. That this heritage permit expire two years from the date of final approval by Council.

10. Rise and Report to Council

11. New Business

(Emergency, Congratulatory or Condolence)

12. Consideration and Reading of By-laws

That the following by-law(s) be passed:

12.1 By-law 2025-011 388 - 389

A by-law to declare that certain land is not subject to part lot control (Blocks 10, 11, 12 and 13, Plan 20M-1279 – Fernbrook Homes (Seven Oaks 2021) Ltd.)

12.2 By law 2025-015 390 - 390

A by-law to confirm the proceedings of a meeting of Council.

Recommendation:
That the by-laws noted above, be passed.

13. Adjournment

REPORT

Planning and Development Council

Meeting Date: January 20, 2025

FROM: Planning and Development Department

DATE: January 7, 2025

SUBJECT: Notice of amendment to By-law 2021-136 – St. John’s United Church at 262 Randall Street (January 7, 2025)

LOCATION: 262 Randall Street

WARD: Ward 3

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RECOMMENDATION:

That notice be issued under subsection 30.1(3) of the *Ontario Heritage Act* to the owners of 262 Randall Street of the proposed amendments under subsection 30.1(2) of the *Ontario Heritage Act* to By-law 2021-136.

KEY FACTS:

The following are key points for consideration with respect to this report:

- In 2021, St. John’s United Church, located at 262 Randall Street, was designated under the *Ontario Heritage Act* by By-law 2021-136.
- The 2021 designation by-law included the sanctuary building and the Lusk Hall addition. The Church has since requested that the property’s Memorial Garden also be included in the designation.
- Staff agrees that the Memorial Garden merits designation, and in accordance with the *Ontario Heritage Act*, is recommending that By-law 2021-036 be amended to update both the statement of cultural heritage value or interest and the list of heritage attributes to include the Memorial Garden.

BACKGROUND:

The property at 262 Randall Street is located on the southeast corner of Randall and Dunn streets in Downtown Oakville and contains the historic St. John’s United Church. See Appendix A for the location map and photos of the property and its Memorial Garden.

St. John’s United Church was designated in 2021 under Part IV of the *Ontario Heritage Act* by By-law 2021-136. See Appendix B for this by-law. Staff worked with

members of the Church to bring forward a heritage designation of the property that was supported by both the town and by the church community. At the time, the goal was to conserve the 1877 sanctuary and rear vestry wing, as well as the 1923 Lusk Hall. The Church has since requested that the Memorial Garden be included in the designation as well, as it is an important part of the property’s cultural heritage value and continues to play a significant role in the church community’s cultural and religious practices.

COMMENT/OPTIONS:

In accordance with section 29 of *Ontario Heritage Act* (OHA), all designation by-laws are required to include the following four items: a description of the property; a statement explaining the cultural heritage value or interest; a description of the heritage attributes; and a correct legal description.

In the case of By-law 2021-136, both the statement explaining the property’s cultural heritage value or interest and the list of heritage attributes will need to be amended to include the Memorial Garden.

The statement of cultural heritage value or interest will be amended to add the following information about the Memorial Garden:

The church property also has cultural heritage value for its Memorial Garden located on the south side of the church building and the west side of Lusk Hall. Designed by architect George Farrow, the Memorial Garden was constructed in 1986 and is delineated by a low brick wall containing a paved area, scattering grounds and commemorative plaques. The pavers were designed to mimic the arched windows of the church and the plaques on the wall of the church building resemble shields. At the entrance to the garden is the highly visible carillon tower, designed by Ron Baird, one of Canada’s most renowned and successful sculptors. The 14-metre-tall steel tower houses electronic carillon bells and is topped with a kinetic eagle weathervane with a cross.

The Memorial Garden, including its scattering grounds, garden wall, plaques, carillon tower and oak tree, were built in memory of the church’s early members, including the Shroeder, Leonard and New families.

The list of heritage attributes will be amended to add the following attributes of the Memorial Garden:

Key attributes of the property which embody the cultural heritage value of St. John’s United Church include the following, as they relate to the Memorial Garden and courtyard on the southwest portion of the property:

- The oak tree in the middle of the courtyard, along with the accompanying bronze plaque noting it was planted in 1969 in memory of Gordon Leonard;
- The Memorial Garden, including low masonry walls and the presence of pavers mimicking the arched windows of the church;
- The metal carillon tower;
- The bronze ‘shield’ plaques on the wall of the church; and
- The bronze plaque commemorating the carillon bells and tower on the wall of the church.

In accordance with section 30.1 of the *Ontario Heritage Act*, a Council may amend a designation by-law made under section 29 of the OHA. As per the requirements of s.30.1 (5), Part IV of the OHA, the Heritage Oakville Advisory Committee is being consulted regarding the proposed amendment to the designation by-law. Should Council decide to issue the notice of proposed amendment to the designation by-law, notice will be sent to the owner of the property. There is a 30-day objection period, following which, if no objections are received, an amending by-law will be brought forward for passage. A draft of the notice has been attached as Appendix C.

Heritage Planning staff recommends that the notice of intention to amend By-law 2021-136 be issued and that notifications proceed as required by the *Ontario Heritage Act*.

A separate report regarding this matter was presented to the Heritage Oakville Advisory Committee on December 17, 2024. The Committee supported staff’s recommendation to amend the designation by-law.

CONSIDERATIONS:

(A) PUBLIC

There is no public notification required.

(B) FINANCIAL

There are no financial considerations.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

There is no impact on other departments and users.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council’s strategic priorities: Community Belonging, Environmental Sustainability, and Accountable Government.

(E) CLIMATE CHANGE/ACTION

A Climate Emergency was declared by Council in June 2019 for the purposes of strengthening the Oakville community commitment in reducing greenhouse gas emissions. The proposed amendment to this designation by-law supports the town’s climate initiatives through the continued designation and retention of this significant historic property.

APPENDICES:

Appendix A – Location map and photos

Appendix B – Designation By-law 2021-136

Appendix C – Draft notice of proposed amendment to By-law 2021-136

Prepared by:

Carolyn Van Sligtenhorst, MCIP, RPP, CAHP
Supervisor, Heritage Conservation

Recommended by:

Kirk Biggar, MCIP, RPP
Manager, Policy Planning and Heritage

Submitted by:

Gabe Charles, MCIP, RPP
Director, Planning and Development

APPENDIX A















THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2021-136

A by-law to designate St. John's United Church at 262 Randall Street as a property of cultural heritage value or interest.

WHEREAS pursuant to Section 29, Part IV of the *Ontario Heritage Act*, R.S.O. 1990, chapter O.18, the council of a municipality is authorized to enact by-laws to designate a real property, including all buildings and structures thereon, to be of cultural heritage value or interest;

WHEREAS the council of the Corporation of the Town of Oakville, by resolution passed on September 13, 2021, has caused to be served on the owners of the lands and premises at: 262 Randall Street Oakville, ON and upon the Ontario Heritage Trust, notice of intention to designate St. John's United Church at 262 Randall Street as a property of cultural heritage value or interest, and further, has caused the notice of intention to be published in the Oakville Beaver, being a newspaper of general circulation in the municipality;

WHEREAS no notice of objection to the proposed designation was served on the municipality by October 25, 2021, being the last date for filing an objection;

COUNCIL ENACTS AS FOLLOWS:

1. That the following real property, more particularly described in Schedule "A", is hereby designated as being of cultural heritage value or interest, for the reasons set out in Schedule B:

St. John's United Church
262 Randall Street
Town of Oakville
The Regional Municipality of Halton

2. That the attached Schedules form part of the by-law.

3. And that the Town Solicitor be authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" at the Land Registry Office.

PASSED this 7th day of December, 2021

Rob Burton Mayor

Kathy Patrick Acting Town Clerk

SCHEDULE "A" TO
BY-LAW 2021-136

In the Town of Oakville in the Regional Municipality of Halton, property description
as follows:

St. John's United Church
262 Randall Street
LTS A & B & PT LTS D & E BLK 4, PL 1, PT 1, 20R17371; OAKVILLE. S/T EASE IN
FAVOUR OF PT LTS D & E, BLK 4, PL 1, PT 2, 20R17371 OVER PTS 1 & 2,
20R17445 AS IN HR611286.
Town of Oakville, Regional Municipality of Halton

SCHEDULE “B” TO
BY-LAW 2021-0136

STATEMENT OF SIGNIFICANCE

Description of Property – St. John’s United Church, 226 Randall Street

The St. John’s United Church property is located at the southeast corner of Randall Street and Dunn Street in downtown Oakville. The property contains a 19th and early 20th century brick church building known as St. John’s United Church.

Statement of Cultural Heritage Value or Interest

Design Value or Physical Value

The church property has cultural heritage value for its Gothic Revival church building and Neo-Gothic Lusk Hall addition. These structures are well-executed examples of their styles and display a high degree of craftsmanship.

The Gothic Revival style was prevalent in Ontario from 1830-1900 and very common in churches of all Christian denominations. In the latter half of the century, during which time the St. John’s United Church building was constructed, the style was influenced not only by Gothic architecture from England but from central and southern Europe as well. The subject church building contains the hallmark of this style, the pointed lancet window, which is embellished throughout with polychromatic brickwork that echoes the window’s pointed arch. The church’s Gothic Revival style is also evident in its steep roof with cross gables, buttresses, quatrefoil windows and date marker, as well as the Gothic style details in the dichromatic brickwork.

The Neo-Gothic style used for Lusk Hall was a more understated version of the Gothic style, prevalent in the first half of the 20th century and most common in scholastic buildings. Whereas Gothic style churches were heavily decorated in picturesque details like lancet windows pointing to the heavens, Neo-Gothic structures adopted some of the Gothic elements but applied them on a simpler and often larger scale for institutional buildings. Lusk Hall contains many of the features typical of this style, including decorative buttresses, a parapet with a battlement motif, monochromatic brickwork, a multiplicity of muntins in the windows, and arched doorways and windows.

Historical Value or Associative Value

The subject property has cultural heritage value for its direct associations with St. John's United Church and its roots as a Methodist Church. The Wesleyan Methodist Church in Oakville was established in the early 1830s after two decades of church services being organized by saddle-bag preachers, or circuit riders. The church built its first structure in the 1830s and after being moved to a handful of buildings, finally settled in the current structure in 1877 which has been its home ever since.

The property is also directly associated with the development of Oakville throughout the 19th, 20th and 21st centuries. Many individuals who played a significant role in the development of Oakville attended the church and made important contributions to the church and the town over the years. The original 1877 church building and the 1923 Lusk Hall together have been significant buildings within the church community itself, but also within the larger community of Oakville. In addition to regular church services and group meetings, the space has hosted innumerable events such as weddings, funerals, baptisms, fundraisers – ordinary but significant occasions that are fundamental to the everyday life of a small town community.

Contextual Value

The property also has contextual value as a landmark within downtown Oakville. The church building is important in defining, maintaining and supporting the character of downtown as an integral part of its fabric. As is the case in all small Ontario towns, as Oakville was when the structure was built, churches and their easily recognizable steeples are significant and familiar landmarks that define a downtown area. St. John's United Church is physically, functionally, visually and historically linked to its surroundings and not only provides a physical link to Oakville's past but continues to define the downtown area in the present.

Description of Heritage Attributes

Key attributes of the property which embody the cultural heritage value of St. John's United Church include the following, as they relate to the north, east, south and west exterior elevations of the 1877 church building:

- The form of the T-shaped building formed by the sanctuary and rear vestry/Sunday School wing, including its steeply pitched gable roofs, parapets, truncated chimneys below the roofline, and brick and stone buttresses;
- The dichromatic red and buff brick walls in Common Brick Bond, including headers and other decorative brickwork;
- Fenestration of the original door and window openings;

- Set of historic wood doors on northwest corner of the vestry/Sunday School wing, including metal brackets;
- All historic wood, stained glass, and leaded glass windows, including wood trim and stone sills;
- Wood quatrefoil date marker reading “1877 A.D.”;
- Wood louvered vents with associated stone lintels and sills;
- Exposed wood roof eaves on vestry/Sunday School wing;
- Stone coping on parapets and buttresses;
- Lakestone foundation where it is exposed above grade; and
- Slate roof.

Key attributes of the property which embody the cultural heritage value of St. John’s United Church include the following, as they relate to the interior of the 1877 church building:

- The remaining elements of the original gallery, including its structure, decorative woodwork and metalwork, and cast iron columns supporting it.

Key attributes of the property which embody the cultural heritage value of St. John’s United Church include the following, as they relate to the north, east, south and west exterior elevations of the 1923 Lusk Hall:

- The two storey rectangular form of the building, including its polygonal bay window projection on the west elevation, and brick buttresses;
- The red brick cladding in Common Brick Bond, including red brick headers and decorative angled brickwork on the parapet;
- Fenestration of the original door and window openings;
- The Gothic design of the wood portions of the windows;
- Stone window sills;
- Stone date marker reading “Lusk Hall 1923 A.D.”.

The 1952 one-storey vestibule and the 1967 one-storey rear wing are not considered to be heritage attributes.

On **January ****, 2025, Oakville Town Council resolved to amend Heritage Designation By-law 2021-136, “A by-law to designate St. John’s United Church at 262 Randall Street as a property of cultural heritage value or interest” for the following property under Section 30.1 of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended:

St. John’s United Church
262 Randall Street, Oakville, Ontario
LTS A & B & PT LTS D & E BLK 4, PL 1, PT 1, 20R17371; OAKVILLE. S/T
EASE IN FAVOUR OF PT LTS D & E, BLK 4, PL 1, PT 2, 20R17371 OVER PTS
1 & 2, 20R17445 AS IN HR611286

Purpose and Effect of Proposed Amendment

The proposed amendment of By-law 2021-136, “A by-law to designate St. John’s United Church at 262 Randall Street as a property of cultural heritage value or interest” is to clarify the statement explaining the property’s cultural heritage value or interest and the description of the property’s heritage attributes.

The following is the amended Statement of Cultural Heritage Value or Interest:

Design Value or Physical Value

The church property has cultural heritage value for its Gothic Revival church building and Neo-Gothic Lusk Hall addition, as well as its Memorial Garden. These structures are well-executed examples of their styles and display a high degree of craftsmanship.

The Gothic Revival style was prevalent in Ontario from 1830-1900 and very common in churches of all Christian denominations. In the latter half of the century, during which time the St. John’s United Church building was constructed, the style was influenced not only by Gothic architecture from England but from central and southern Europe as well. The subject church building contains the hallmark of this style, the pointed lancet window, which is embellished throughout with polychromatic brickwork that echoes the window’s pointed arch. The church’s Gothic Revival style is also evident in its steep roof with cross gables, buttresses, quatrefoil windows and date marker, as well as the Gothic style details in the dichromatic brickwork. The church is a well-executed example of its style and displays a high degree of craftsmanship.

The Neo-Gothic style used for Lusk Hall was a more understated version of the Gothic style, prevalent in the first half of the 20th century and most common in scholastic buildings. Whereas Gothic style churches were heavily decorated in picturesque details like lancet windows pointing to the heavens, Neo-Gothic structures adopted some of the Gothic elements but applied them on a simpler and often larger scale for institutional buildings. Lusk Hall contains many of the features typical of this style, including decorative buttresses, a parapet with a battlement motif, monochromatic brickwork, a multiplicity of muntins in the windows, and arched doorways and windows.

The church property also has cultural heritage value for its Memorial Garden located on the south side of the church building and the west side of Lusk Hall. Designed by architect George Farrow, the Memorial Garden was constructed in 1986 and is delineated by a low brick wall containing a paved area, scattering grounds and commemorative plaques. The pavers were designed to mimic the arched windows of the church and the plaques on the wall of the church building resemble shields. At the entrance to the garden is the highly visible carillon tower, designed by Ron Baird, one of Canada’s most renowned and successful sculptors. The 14-metre-tall steel tower houses electronic carillon bells and is topped with a kinetic eagle weathervane with a cross.

Historical Value or Associative Value

The subject property has cultural heritage value for its direct associations with St. John's United Church and its roots as a Methodist Church. The Wesleyan Methodist Church in Oakville was established in the early 1830s after two decades of church services being organized by saddle-bag preachers, or circuit riders. The church built its first structure in the 1830s and after being moved to a handful of buildings, finally settled in the current structure in 1877 which has been its home ever since. The Memorial Garden, including its scattering grounds, garden wall, plaques, carillon tower and oak tree, were built in memory of the church's early members, including the Shroeder, Leonard and New families.

The property is also directly associated with the development of Oakville throughout the 19th, 20th and 21st centuries. Many individuals who played a significant role in the development of Oakville attended the church and made important contributions to the church and the town over the years. The original 1877 church building and the 1923 Lusk Hall together have been significant buildings within the church community itself, but also within the larger community of Oakville. In addition to regular church services and group meetings, the space has hosted innumerable events such as weddings, funerals, baptisms, fundraisers – ordinary but significant occasions that are fundamental to the everyday life of a small-town community.

Contextual Value

The property also has contextual value as a landmark within downtown Oakville. The church building is important in defining, maintaining and supporting the character of downtown as an integral part of its fabric. As is the case in all small Ontario towns, as Oakville was when the structure was built, churches and their easily recognizable steeples are significant and familiar landmarks that define a downtown area. St. John's United Church is physically, functionally, visually and historically linked to its surroundings and not only provides a physical link to Oakville's past but continues to define the downtown area in the present.

The following is the amended Description of Heritage Attributes:

Key attributes of the property which embody the cultural heritage value of St. John's United Church include the following, as they relate to the north, east, south and west exterior elevations of the 1877 church building:

- The form of the T-shaped building formed by the sanctuary and rear vestry/Sunday School wing, including its steeply pitched gable roofs, parapets, truncated chimneys below the roofline, and brick and stone buttresses;
- The dichromatic red and buff brick walls in Common Brick Bond, including headers and other decorative brickwork;
- Fenestration of the original door and window openings;
- Set of historic wood doors on northwest corner of the vestry/Sunday School wing, including metal brackets;
- All historic wood, stained glass, and leaded glass windows, including wood trim and stone sills;
- Wood quatrefoil date marker reading "1877 A.D.";
- Wood louvered vents with associated stone lintels and sills;
- Exposed wood roof eaves on vestry/Sunday School wing;
- Stone coping on parapets and buttresses;
- Limestone foundation where it is exposed above grade; and
- Slate roof.

Key attributes of the property which embody the cultural heritage value of St. John's United Church include the following, as they relate to the interior of the 1877 church building:

- The remaining elements of the original gallery, including its structure, decorative woodwork and metalwork, and cast iron columns supporting it.

Key attributes of the property which embody the cultural heritage value of St. John's United Church include the following, as they relate to the north, east, south and west exterior elevations of the 1923 Lusk Hall:

- The two storey rectangular form of the building, including its polygonal bay window projection on the west elevation, and brick buttresses;
- The red brick cladding in Common Brick Bond, including red brick headers and decorative angled brickwork on the parapet;
- Fenestration of the original door and window openings;
- The Gothic design of the wood portions of the windows;
- Stone window sills;
- Stone date marker reading "Lusk Hall 1923 A.D."

Key attributes of the property which embody the cultural heritage value of St. John's United Church include the following, as they relate to the Memorial Garden and courtyard on the southwest portion of the property:

- The oak tree in the middle of the courtyard, along with the accompanying bronze plaque noting it was planted in 1969 in memory of Gordon Leonard;
- The Memorial Garden, including low masonry walls and the presence of pavers mimicking the arched windows of the church;
- The metal carillon tower;
- The bronze 'shield' plaques on the wall of the church; and
- The bronze plaque commemorating the carillon bells and tower on the wall of the church.

The 1952 one-storey vestibule and the 1967 one-storey rear wing are not considered to be heritage attributes.

Any objection to this designation must be filed no later than **February ****, 2025. Objections must be directed to the Town Clerk at townclerk@oakville.ca or 1225 Trafalgar Road, Oakville, Ontario L6H 0H3.

Further information respecting this proposed designation is available from the Town of Oakville. Any inquiries may be directed to Carolyn Van Sligtenhorst, Supervisor of Heritage Conservation at 905-845-6601, ext.3875 (TTY 905-338-4200), or by email at carolyn.van@oakville.ca.

Issued at the Town of Oakville on **January ****, 2025.



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: January 20, 2025

FROM: Planning and Development Department

DATE: January 7, 2025

SUBJECT: Public Meeting Report – Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, 3275 Trafalgar Limited Partnership., File Nos.: OPA 1312.12, Z.1312.12, and 24T-24004/1312

LOCATION: 3275 Trafalgar Road

WARD: Ward 7

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RECOMMENDATION:

1. That the comments from the public with respect to the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications submitted by 3275 Trafalgar Limited Partnership, File Nos.: OPA 1312.12, Z.1312.12, and 24T-24004/1312, be received.
2. That staff consider such comments as may be provided by Council.

KEY FACTS:

The following are key points for consideration with respect to this report:

- **Nature of Applications:** The applicant has applied for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to extend William Coltson Avenue, establish development blocks for mixed-uses, residential uses (apartment building and townhouse dwellings), and protect the natural heritage features (Provincially Significant Wetland) on the subject property. The Official Plan Amendment proposes a Site Specific Policy Area to address the maximum building heights of 30 storeys, whereas 15 is permitted. Site Specific Zone Provisions for the residential uses include maximum building heights, maximum floor space index, maximum tower floor plates, rear yard setbacks, as well as minimum number of accessible parking spaces and loading spaces. A “H” Holding Provision is proposed to be placed on the easterly portion of the subject lands to prohibit development until such

time as there is sufficient water and waste water services available, the owner has entered into a servicing agreement(s) with the town, and an updated EIR/FSS and Functional Servicing Report has been completed to the satisfaction of Conservation Halton and the Region of Halton.

- **Proposal:** The effect of these applications would allow for a mixed-use apartment building adjacent to Trafalgar Road with two towers up to 30 storeys in height atop a six-storey podium with vehicular access from the proposed extension of William Coltson Avenue, two blocks of three-storey townhouse dwellings (10 units) along the easterly side of the proposed extension of William Coltson Avenue, the restoration of the Provincially Significant Wetland and its associated buffer, as well as the future development of two 14-storey apartment buildings on the lands located in the easterly portion of the subject lands.
- **Public Consultation:** An applicant-initiated virtual Public Information Meeting (“PIM”) was held on May 13, 2024, which was attended by seven members of the public, as well as town staff.

BACKGROUND:

A detached dwelling and accessory structures currently occupy the property and the town’s aerial imagery between 2008, 2012, and 2017, shown in Figures 1 to 3, below, illustrate how activities on the subject lands conducted by the previous owner (i.e. filling and grading without permits from Conservation Halton) have resulted in negative impacts to the Provincially Significant Wetland.

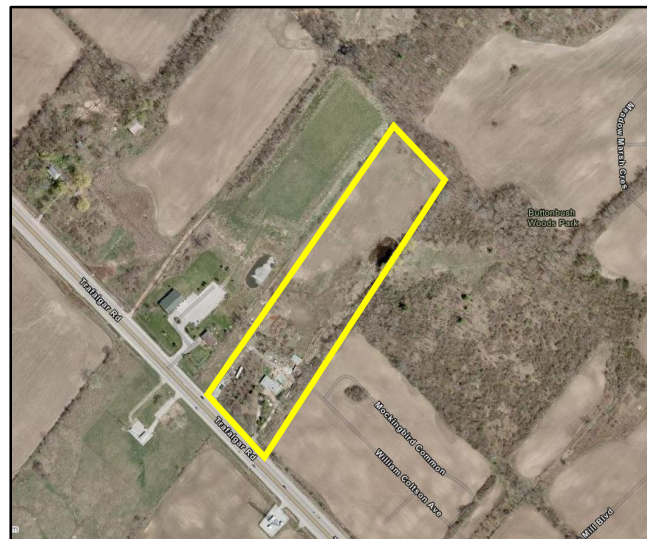


Figure 1: 2008 Air Photo



Figure 2: 2012 Air Photo



Figure 3: 2017 Air Photo

The purpose of this report is to introduce the planning applications in conjunction with the Statutory Public Meeting. Council will hear public delegations on the applications, ask questions of clarification and identify matters to be considered. No recommendations or decisions on the applications are being made at this time.

The report outlines the proposed development and identifies matters raised to date through the technical review and public consultation. Following the Statutory Public Meeting and once the review is complete, Staff will bring forward a Recommendation Report for consideration by Planning and Development Council.

The concurrent applications were submitted and deemed complete on October 22, 2024. The developer initiated Public Information Meeting (“PIM”) was held on May 13, 2024, which was attended by seven members of the public, as well as town staff.

APPLICATION SUMMARY:

Applicant/Owner: 3275 Trafalgar Limited Partnership

Purpose of Application: The purpose of the applications is to develop the lands with mixed-use, high density residential, medium density residential and open space uses.

An aerial photograph, as well as excerpts from the North Oakville East Secondary Plan land use schedule, and Zoning By-law 2009-189 are included in **Appendix ‘A’**.

Effect of Application: The effect of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications will allow the extension of William Colston Avenue and permit the development of mixed-use, high density residential, medium density residential, and open space uses on the subject lands.

A copy of the applicant’s context plan of the proposed uses is included as **Appendix ‘B’**.

Copies of the applicant’s draft Official Plan Amendment and Zoning By-law Amendment is included as **Appendices ‘C’ and ‘D’**, respectively.

A copy of the applicant’s Draft Plan of Subdivision is included as **Appendix ‘E’**.

Submitted Plans / Reports: The applicant has provided technical supporting studies which are currently under review by various public agencies and internal town departments. The supporting documentation is accessible on the town’s

website at [3275 Trafalgar Limited Partnership – 3275 Trafalgar Road – OPA 131212, Z.1312.12 and 24T-24004/1312 \(oakville.ca\)](https://www.oakville.ca/3275-Trafalgar-Limited-Partnership-3275-Trafalgar-Road-OPA-131212-Z.1312.12-and-24T-24004/1312).

Property Location: The subject property is located on the east side of Trafalgar Road and north of Threshing Mill Boulevard. A detached dwelling constructed in 1962 and accessory buildings currently occupy the site, which is approximately 3.95 hectares with 103.59 metres of frontage along Trafalgar Road.

Surrounding Land Uses: The surrounding land uses are as follows:

- North – Place of Worship and vacant lands (Future Development – Trafalgar Urban Core Area)
- East – Buttonbush Woods Park (Natural Heritage System)
- South – Apartment and townhouse dwelling units (fronting William Coltson Avenue and Mockingbird Common) and Buttonbush Woods Park (Natural Heritage System)
- West – Agriculture (Future Development – Trafalgar Urban Core Area)

Key Milestones:

Pre-Consultation Meeting	July 5, 2023
Public Information Meeting	May 13, 2024
Application Submitted	October 4, 2024
Application Deemed Complete	October 22, 2024
P & D Council – Public Meeting	January 20, 2025
Date Eligible for Appeal for Non-decision	February 19, 2025

PLANNING POLICY & ANALYSIS:

The following policy and regulatory framework applies to the subject property:

- Provincial Planning Statement, 2024
- Halton Region Official Plan (implemented by the Town)
- North Oakville East Secondary Plan (NOESP)
- Zoning By-law 2009-189

A full analysis of the Provincial Planning Statement (2024), Halton Regional Official Plan, and NOESP will be included within the future Recommendation Report.

Planning Policy and Zoning By-law extracts are attached as **Appendix ‘F’**.

MATTERS UNDER REVIEW

The complete application was received in October 2024, and is currently under review by town departments and public agencies. The following are the general issues that will be addressed in a future recommendation report, in addition to any comments from the public, Council, and commenting agencies:

- Consideration of applicable provincial and regional policy
- Appropriateness of proposed land uses, increased building heights, and densities to support the Trafalgar Urban Core Area (strategic growth area)
- Opportunities to implement the directions of the North Oakville East Commercial Study
- Proportion of residential unit types (i.e. unit breakdown by size)
- Urban design (i.e, opportunities to enhance the public realm, pedestrian connections, pedestrian crossings, and walkability)
- Transportation implications (including travel demand management strategies, parking utilization, traffic volumes, speeds, and controls)
- Climate change / Sustainability goals
- Shadow/sun impacts
- Noise mitigation and attenuation (i.e., road noise)
- Environmental considerations (i.e., hydrologic balance, site contamination, ecological restoration)
- Stormwater management
- Functional servicing (i.e., consistency with Halton Region’s Allocation Program, Region’s Approved Area Servicing Plan)
- Location of underground/above ground development infrastructure (i.e., underground parking, SWM tanks, buildings, utilities, etc.)
- Waste management
- Construction management (i.e., methods, crane swing, access)
- Integration / impact on adjacent properties
- Public and Council comments/concerns

CONCLUSION:

Planning staff will continue to review and analyze the subject Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications and address all technical matters, along with submitted public comments. No further notice is required for the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications; however, written notice of any future public meetings will be provided to those who have made written and/or verbal submissions.

CONSIDERATIONS:

(A) PUBLIC

The applicant held a virtual Public Information Meeting (“PIM”) on May 13, 2024, to present the proposal for the subject lands at 3275 Trafalgar Road, which was attended by seven residents, in addition to town staff. Minutes of the meeting have been included as **Appendix ‘G’**.

No public comments have been received after the submission of the application and as of the date of the writing of this report.

Notice of complete application and public meeting were distributed to the property owners within 240 m of the subject property in accordance with the town’s current notice requirements and *Planning Act*.

(B) FINANCIAL

None

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The application was circulated to internal and external departments and agencies for review. The application remains in technical review.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council’s strategic priority/priorities: Growth Management, Community Belonging, Environmental Sustainability and Accountable Government.

(E) CLIMATE CHANGE/ACTION

The proposed development will be reviewed to ensure compliance with the sustainability objectives of the Town of Oakville Official Plan.

APPENDICES:

Appendix ‘A’: Mapping

Appendix ‘B’: Excerpt of Applicant’s Context Plan

Appendix ‘C’: Applicant’s Draft Official Plan Amendment

Appendix ‘D’: Applicant’s Draft Zoning By-law Amendment

Appendix ‘E’: Draft Plan of Subdivision

Appendix ‘F’: Planning Policy and Zoning By-law Excerpts

Appendix ‘G’: Applicant Hosted Public Information Meeting Minutes

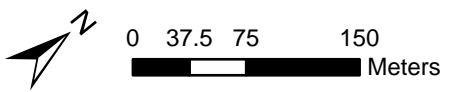
SUBJECT: Public Meeting Report – Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, 3275 Trafalgar Limited Partnership., File Nos.: OPA 1312.12, Z.1312.12, and 24T-24004/1312

Page 8 of 8

Prepared by:
Delia McPhail, MCIP, RPP
Planner – Current Planning

Recommended by:
Brandon Hassan, MCIP, RPP
Acting Manager of Current Planning – East

Submitted by:
Gabriel A.R. Charles, MCIP, RPP
Director, Planning and Development



**3275 Trafalgar
Limited Partnership**








AIR PHOTO

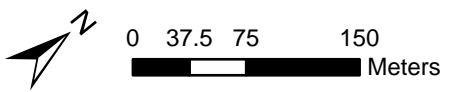
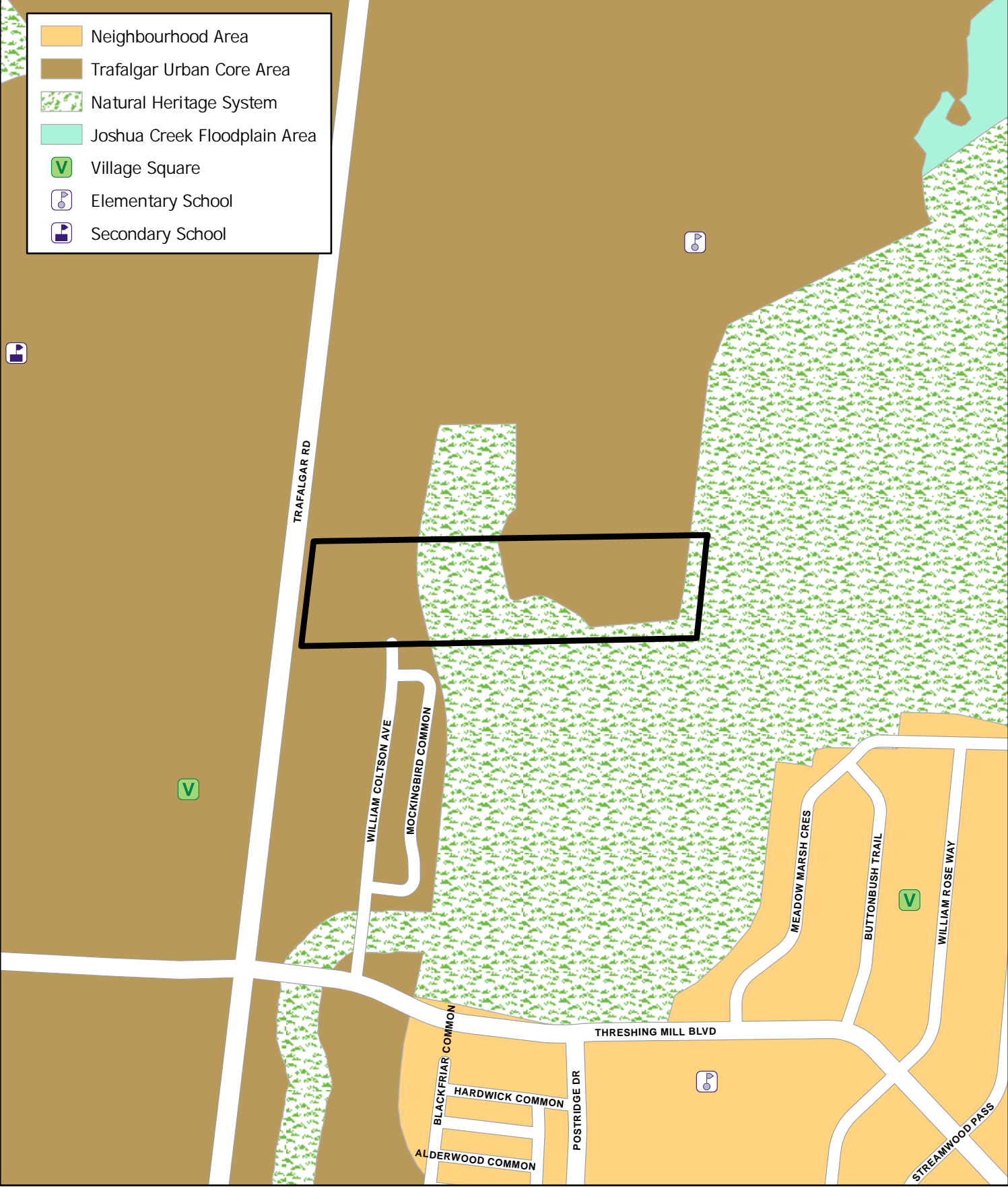
 **SUBJECT LANDS**

3275 Trafalgar
Page 62 of 890
Z.1312.12, OPA 1312.12 and 24T-24004/1312

Community Development Commission

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-  Neighbourhood Area
-  Trafalgar Urban Core Area
-  Natural Heritage System
-  Joshua Creek Floodplain Area
-  Village Square
-  Elementary School
-  Secondary School



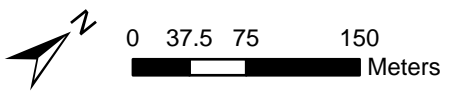
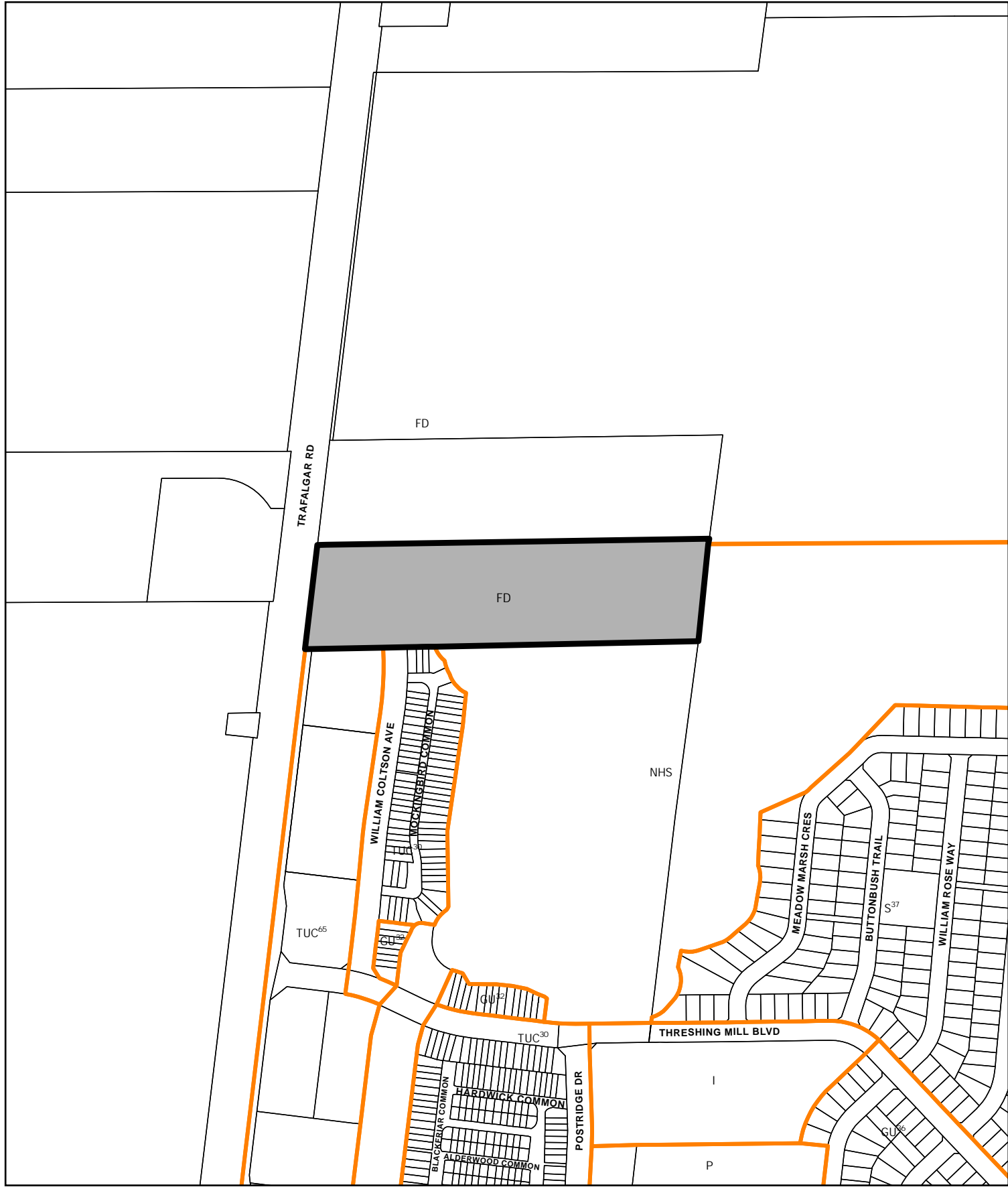
 **SUBJECT LANDS**

3275 Trafalgar Limited Partnership

Page 13 of 890
Z.1312.12, OPA 1312.12 and 24T-24004/1312

**NORTH OAKVILLE
SECONDARY PLAN**
Community Development Commission

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**3275 Trafalgar
Limited Partnership**

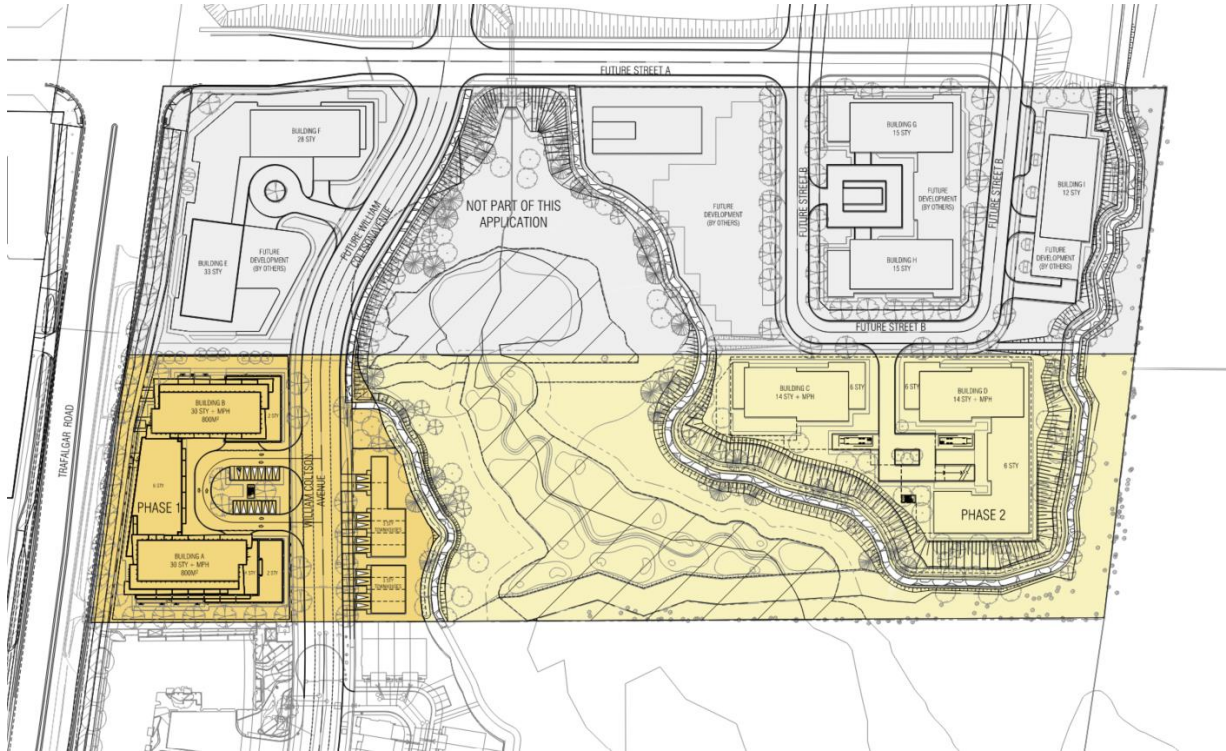
**ZONING BY-LAW
2009-189**

 **SUBJECT LANDS**

3275 Trafalgar Road
Z.1312.12, OPA 1312.12 and 24T-24004/1312

Community Development Commission

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**DRAFT OFFICIAL PLAN AMENDMENT
THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-XXX
Official Plan Amendment XX**

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 XX (3275 Trafalgar Road; File No. OPA XXXX.XX).

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;

WHEREAS subsection 22(1) of the Planning Act, R.S.O. 1990, c.P.13, as amended, provides that a person or public body may request a council to amend its official plan;

WHEREAS the owner of the lands known as 3275 Trafalgar Road has requested to amend the North Oakville East Secondary Plan to apply site-specific exception policies to permit maximum building heights of the respective blocks; and,

WHEREAS it is deemed necessary to pass a Town-initiated Official Plan Amendment to the North Oakville East Secondary Plan to permit maximum building heights of the respective blocks on the lands known as 3275 Trafalgar Road.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number XX to the North Oakville East Secondary Plan as part of the Livable Oakville Plan, included as "Part 2", 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 Land Tribunal.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, does not exempt this Official Plan Amendment from its approval, the Clerk is hereby

authorized and directed to make an application to the Approval Authority for approval of this Official Plan Amendment.

PASSED this day of _____, 2024

MAYOR

CLERK

Proposed Official Plan Amendment 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 **XX** 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 text of the North Oakville East Secondary Plan to permit an increase in height of up to 30-storeys to facilitate the construction of two 30-storey residential buildings.

2. Location

The site subject to this Official Plan Amendment is legally known as Blocks 1 to 7 of Lot 12, Concession 1. The property comprises an area of 3.95 hectares on the east side of Trafalgar, between Dundas Street West and Burnhamthorpe Road West.

3. Basis

- The proposed development has regard for matters of provincial interest, does not conflict with all applicable provincial plans, the Region of Halton Official Plan and conforms to the North Oakville East Secondary Plan.
- A statutory public meeting on the proposed Official Plan Amendment was held on **DATE XX**.
- Residential and Mixed Use buildings are a permitted use in the Trafalgar Urban Core Area land use designation of the North Oakville East Secondary Plan.
- The proposed increase in height will support the intensification of the site as encouraged through the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan, and the Livable Oakville Official Plan.
- 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	<p>Insert new policies as follows:</p> <p><u>7.6.18.XXX Notwithstanding Section 7.6.4.8 d), the following additional policies apply to lands legally described as Blocks 1 to 7 of Lot 12, Concession 1:</u></p> <p><u>b) Building Heights:</u></p> <p>a. <u>Development on Block 1 shall have maximum building height of 30-storeys.</u></p> <p>b. <u>Development on Block 2 shall have a maximum building height of 3 storeys.</u></p> <p>c. <u>Development on Block 5 shall have a maximum building height of 14 storeys.</u></p>

B. Schedule Changes

The amendment includes changes to the figures of the North Oakville East Secondary Plan listed in the following table.

Item No.	Section	Description of Change
2.	Figure NOE2: Land Use Plan	<p>Amend Figure NOE2 as shown in Schedule A to:</p> <ul style="list-style-type: none"> • Add Site Specific Policy Area

DRAFT ZONING BY-LAW AMENDMENT

**THE CORPORATION OF THE TOWN OF OAKVILLE DRAFT
BY-LAW NUMBER 2024-XX**

Being a By-law to amend the Town of Oakville Zoning By-law 2009-189, as amended, to permit the use of lands Described as Blocks 1 to 7 of Lot 12, Concession 1;

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2009-189, as amended; and,

WHEREAS authority is provided pursuant to Section 34 of the Planning Act, R.S.O 1990, C.P.13 to pass this by-law; and

NOW THEREFORE the Council of the Corporation of the Town of Oakville hereby enacts that Zoning By-law 2009-189, as amended, be further amended as follows:

1. This By-law applies to the lands municipally addressed as 3275 Trafalgar Road, as identified on Schedule “A” to this By-law.
2. Map 12 (5) of By-law 2009-189, as amended, is further amended by rezoning the lands as depicted on Schedule “A” to this By-law.
3. Part 8, Special Provisions, of By-law 2009-189 as amended, is further amended by a revision to Section 8.XX.X as follows:

XX	3275 Trafalgar Road (Blocks 1 to 7 of Lot 12, Concession 1)	Parent Zone: TUC
Map 12 (5)		(2024-XXX)
Section Number 8.XX.X Zone Provisions - Block 1		
The following regulations apply to all lands within Block 1:		
a)	Maximum Floor Space Index	8.25
d)	Minimum Rear Lot Line Setback (easterly lot line abutting William Colston Avenue)	3.0 m
d)	Maximum Height	99.0 m

e)	Maximum Tower Floor Plate (above 6th floor)	800 m ²
f)	Minimum number of accessible parking spaces (Type A or B)	10
g)	Minimum number of loading space(s)	1 Type “G”

Section Number 8.XX.X Zone Provisions - Block 2

The following regulations apply to all lands within Block 2:

a)	The following buildings are the only buildings permitted: Townhouse Dwelling	
b)	Maximum Floor Space Index	1.25
c)	Minimum Front Yard Setback (William Colston Blvd.)	5.5 m
d)	Minimum Rear Yard Setback	3.0 m
e)	Maximum Height	14.0 m

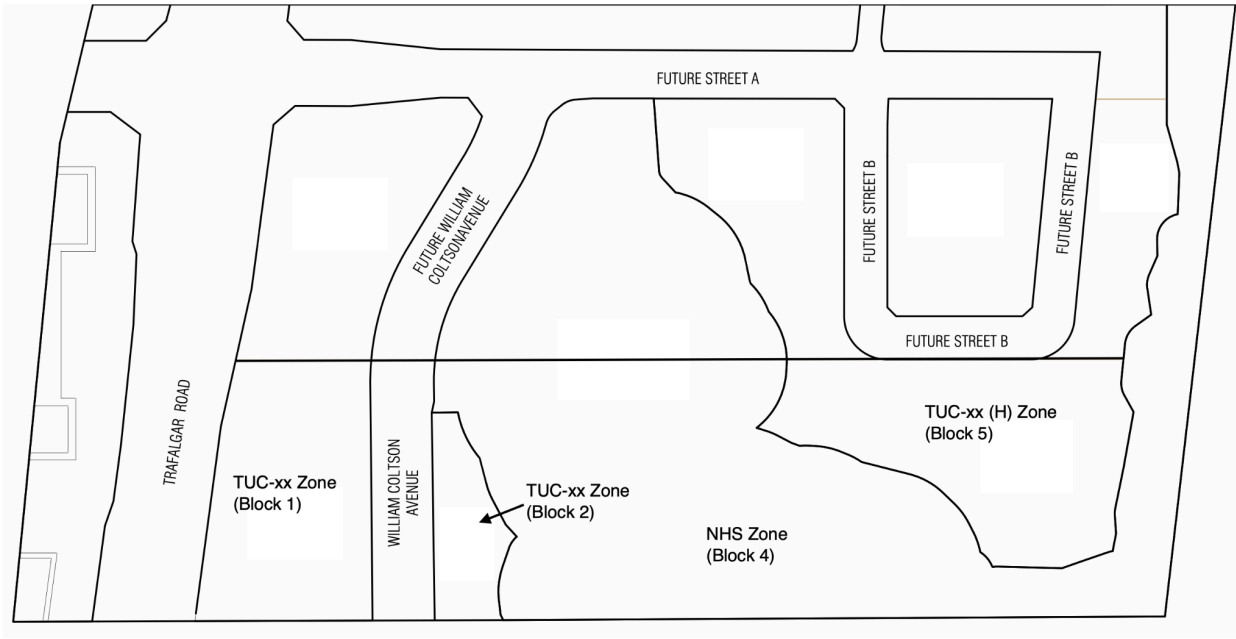
Section Number 8.XX.X Zone Provisions - Block 5

The following regulations apply to all lands within Block 5:

a)	Maximum Floor Space Index	3.6
b)	Minimum Front Yard Setback (north lot line)	3.0 m
c)	Minimum Rear Yard Setback	5.0 m
d)	Maximum Height	70.0 m
e)	Maximum Tower Floor Plate (above 6th floor)	800 m ²

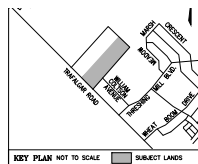
The “H” symbol shall, upon application by the landowner, be removed by Town Council passing a By-law under Section 36 of the Planning Act. The following condition(s) shall first be completed to the satisfaction of the Town of Oakville:

Schedule "A"



PART 1. PLAN HR-7
FUTURE DEVELOPMENT

PLAN 20M-1183
BLOCK 387
EXISTING CONSERVATION LANDS



DRIFT PLAN OF SUBDIVISION OF PART OF CONCESSION 1 NORTH OF DUNDAS STREET TOWNSHIP OF TRAFALGAR TOWN OF OAKVILLE REGIONAL MUNICIPALITY OF HALTON SCALE 1:1000 METRIC S.D. McLAREN, O.L.S. - 2024

LAND USE SCHEDULE

DESCRIPTION	LOTS/BLOCKS	AREA(S) (m ²)
RESIDENTIAL HIGH	BLOCKS 1 & 5	1438 m ²
RESIDENTIAL MEDIUM	BLOCK 2	1276 m ²
PLANNING LANDS	BLOCK 6	2062 m ²
STREETS	WILLIAM COLTSON AVENUE	2414 m ²
STREETS	BLOCKS 3, 6 & 7	983 m ²
TOTAL		3959 m ²

METRIC NOTE
DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SECTION 51 (17) PLANNING ACT AS REVISED
(A) SHOWN ON PLAN
(B) SHOWN ON PLAN
(C) SHOWN ON PLAN
(D) SEE SCHEDULE
(E) SHOWN ON PLAN
(F) SHOWN ON PLAN
(G) SHOWN ON PLAN
(H) MUNICIPAL PIPED WATER AVAILABLE
(I) CLAY LOAM
(J) SHOWN ON PLAN
(K) MUNICIPAL STORM, SANITARY AND WATER SERVICES EXISTING
(L) SHOWN ON PLAN

SURVEYOR'S CERTIFICATE:
I CERTIFY THAT:
THE DIMENSIONS OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.
OCTOBER 13, 2024
DATE
S. Dan McLAREN, O.L.S.

OWNER'S CERTIFICATE
I HEREBY CONSENT TO THE FILING OF THIS PLAN.
Oct 7, 2024

NO.	DESCRIPTION	DATE
1	FOR CLIENT COMMENTS	SEP 11, 2024
2	RESPONDING WEST PORTION	MAY 15, 2024
3	RESPONDING TO BLOCK 7	MAY 6, 2024
4	TO MATCH NEW CONCEPT PLAN	OCT 27, 2023
5	FOR DISCUSSION	1981

REVISIONS

A.T. McLaren Limited
LAND AND ENGINEERING CONSULTANTS
400 JOHN STREET SOUTH, SUITE 200
HAMILTON, ONTARIO, L8N 2P1-0002
PHONE (905) 527-0888 FAX (905) 527-0002



Provincial Planning Statement, 2024

The new Provincial Planning Statement (2024), the 'PPS', is intended to promote a policy-led system, which recognizes that there are complex relationships among environmental, economic, and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form. All planning decisions must be consistent with the PPS.

The subject lands are located within a *settlement area* and, more particularly, a *strategic growth area*, which is to be the focus of growth and development (Policy 2.3.1). The land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently uses land and resources, optimize infrastructure, support active transportation are transit-supportive and freight-supportive. Strategic growth areas are intended to be the focus of significant population and employment growth and development to promote the achievement of complete communities that provide a range and mix of housing options, support the transit network and affordable, accessible and equitable housing.

Policies

“Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
 - a) establishing and implementing minimum targets for the provision of housing that is *affordable to low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
 - b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and

- d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate; and
 - e) are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.
4. Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.
6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the *infrastructure* and *public service facilities*.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.
2. To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;

- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support *affordable*, accessible, and equitable housing.
3. Planning authorities should:
- a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
 - b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
 - c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*;
 - d) consider a student housing strategy when planning for *strategic growth areas*; and
 - e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit corridors*, where appropriate.”

Halton Region Official Plan

As of July 1, 2024 (Bill 185), the responsibility of the Regional Plan rests with the Town of Oakville.

The subject lands are designated as ‘*Urban Area*’. The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities.” One of the objectives of the Urban Area (Policy 72(1)) is 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”.

North Oakville East Secondary Plan

1. Community Structure (Figure NOE1)

- The majority of the subject lands are within the Trafalgar Urban Core Sub-area 3, with a small portion within the Natural Heritage System.
- The lands have frontage on Trafalgar which is a Major Arterial/Transit Corridor and will gain access from the extension of William Coltson Avenue, which is an Avenue/Transit Corridor.

- There is a new Connector/Transit Corridor (east-west) that is adjacent to the northerly lands abutting the subject lands, as identified on the Figure.
2. Land Use Plan (Figure NOE2) – The subject lands are within the Trafalgar Urban Core Area. The same road classifications are identified on this Figure, as above. There are Natural Heritage System lands at the back of the property that will be dedicated to the town.
 3. Master Plan (Appendix 7.3) – The Master Plan identifies the following components for the Site: Trafalgar Road Urban Core Area.
 4. Natural Heritage (Figure NOE3) – The central portion of the subject lands are identified as a Core Preserve Area and a High Constraint Stream on this Figure.
 5. Transportation Plan (Figure NOE 4) – Trafalgar Road is identified as both a Major Arterial/Transit Corridor and Busway Corridor. In terms of Transit Service Concept, Trafalgar Road is identified for Primary Transit Corridor Service, and both William Coltson Avenue and the future east-west roadway are identified for Community Service.

Policies

“7.2 COMMUNITY VISION

7.2.1 PURPOSE

The community vision and objectives on which the Secondary Plan is based were developed when the North Oakville East lands were designated as “Urban Special Study Area”. They have been modified to reflect the results of the Secondary Plan process and are outlined in the following sections.

The community vision and objectives represent expressions of general intent and are not to be interpreted as direct statements of planning policy, rather they form a basis for the policies contained in the Secondary Plan. In particular, it is not proposed that they be applied directly in the evaluation of any development or redevelopment proposal.

7.2.2 VISION

In keeping with the Transect, North Oakville East is planned as a compact, pedestrian oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods. These neighbourhoods will be known for their walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting places and will generally be located within a five minute walk of the entire neighbourhood. The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

The following general development objectives will guide the future urban development of the Planning Area.

7.2.3.1 Environment and Open Space

- a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.*
- b) To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.*
- c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.*
- d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.*
- e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.*

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.*

- c) *To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).*
- 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 a 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, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.*

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.*
- b) *To integrate important views and vistas of the natural heritage and open space system within community design.*
- 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.*
- d) *To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.*
- e) *To design street sections that promote a sense of scale and provide for pedestrian comfort.*
- f) *To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.*
- g) *To encourage mixed use development along strategic corridors and at neighbourhood centres.*
- h) *To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.*
- i) *To integrate community and institutional uses at landmark locations.*
- j) *To promote a variety of housing with diverse architecture.*
- k) *To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.*

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.*
- c) *To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.*
- d) *To promote transit opportunities through community design, including a “transit first” policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.*
- e) *To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.*
- f) *To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services.*
- g) *To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.*

7.2.3.6 Servicing

- a) *To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.*
- b) *To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.*

7.3 COMMUNITY STRUCTURE

7.3.1 PURPOSE

Figure NOE1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

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, but more secondary role.

7.3.5 NATURAL HERITAGE AND OPEN SPACE SYSTEM

The Natural Heritage and Open Space System for North Oakville East is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville East Planning Area. It is comprised of two components, a Natural Heritage component and an Open Space component.

- a) *The Natural Heritage component of the System is comprised of the following key areas as identified by the policies in the Plan:*
 - i) **Core Preserve Areas**
The Core Preserve Areas include key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context.
 - iii) **High Constraint Stream Corridor Areas**
High Constraint Stream Corridor Areas include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected in their existing locations for hydrological and ecological reasons.
- b) *The Open Space component of the Natural Heritage and Open Space System includes open space areas such as stormwater facilities, cemeteries, public parks and schools. The Open Space component of the System will be designed, where possible, to connect to, and enhance the Natural Heritage component of the System.*

7.3.6 POPULATION/HOUSING TARGETS

7.3.6.2 Housing Mix Target

The High Density housing unit target for the ultimate development of the NOESP area is 20% up to a maximum of 35%.

- b) *The Town will also seek to encourage a balance between rental and ownership housing in accordance with the policies of Part C, Section 3 of the Official Plan.*

7.3.6.3 Affordable/Special Needs Housing

The Town will support the development of assisted, affordable and special needs housing in conformity with the provisions of Part C, Section 3 of the Official Plan.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development 2 in the development of North Oakville East.

The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

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 road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System. In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

- a) reduce the consumption of energy, land and other non-renewable resources;*
- b) minimize the waste of materials, water and other limited resources;*
- c) create livable, healthy and productive environments; and,*
- d) reduce greenhouse gases.*

7.4.3 AIR/ENERGY EFFICIENCY

The Town recognizes that air quality in North Oakville East will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville East:

- a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:*
 - i) concentrate activity centres such as places of worship, recreation centres and schools;*
 - ii encourage mixed-use development;*
 - iii) encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;*
 - iv) provide pedestrian and bicycle facilities;*
 - v) ensure an interconnected street network;*

- vi) *develop a strategy for the provision of public parking facilities at key locations; and,*
- vii) *provide convenient and efficient transit service.*
- b) *by directing where the Town has jurisdiction, including through its engineering standards, and encouraging where it does not, measures to reduce the “urban heat island effect” including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees; and,*
- c) *by encouraging at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active.*

7.5 COMMUNITY DESIGN STRATEGY

7.5.1 PURPOSE

This section outlines general design policies for North Oakville East, as well as specific policies for the Neighbourhoods as designated on Schedule NOE1, and the Trafalgar Urban Core Area, Neyagawa Urban Core Area, the Dundas St. Urban Core Area, Employment Districts, and existing development.

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.*
- d) *The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4.*
- h) *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 STREETScape

The streetscape consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees. The policies of Section 7.7.2

of this Plan provide detailed direction with respect to the design of typical streets, while the Urban Design and Open Space Guidelines will address directions for public frontages and other design treatments.

The Urban Design and Open Space Guidelines will establish five types of streets with respect to typical design treatment. Variations may be considered by the Town based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage and Open Space System and achievement of other design objectives.

7.5.6 BUILDING LOCATION

- a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.*
- e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.*

7.5.13 URBAN CORE AREAS – INTERIM USES & PHASED DEVELOPMENT

Urban Core Areas, particularly the Trafalgar Urban Core Area, are intended to ultimately provide for a primarily mixed use development which is the densest in North Oakville. ...

- b) Development shall be designed to be pedestrian and transit friendly from the outset. ...*

7.5.14 Trafalgar Urban Core Area

The Trafalgar Urban Core Area... is intended as the focal point for development in North Oakville East. The... Area is of particular significance because of the magnitude and mix of uses which it is planned to accommodate and the important roles it is designed to play as a service, employment residential and community activity focus. ...

- a) Mixed use development shall be permitted and strongly encouraged throughout the Core Area;*
- b) Trafalgar Road shall have a strong street-related build edge” and design features to “reflect its significance as the community “main street”.*
- c) The development in the area of the Trafalgar/Dundas and the Trafalgar/Burnhamthorpe intersections is envisioned as mixed use nodes with a commercial focus that serve to anchor the Trafalgar Urban Core Area; and in the case of the Trafalgar/Dundas intersection ensures a strong relationship with the Uptown Core to the south;*
- d) Minimum and maximum setbacks, densities and other standards will be implemented in the zoning by-law to ensure that development achieves the standards required as a basis for the creation of this core area;*

7.6 LAND USE STRATEGY

7.6.1 PURPOSE

The land use designations on Figure NOE2 establish the general pattern of development for the existing and future use of the North Oakville East Planning Area during the planning period. The policies for these designations are set out in this section.”

7.6.4 TRAFALGAR URBAN CORE AREA

7.6.4.1 Purpose

The Trafalgar Urban Core Area is identified in Section 3, Urban Structure and Schedule A1, Urban Structure of the Livable Oakville Plan as part of the Nodes and Corridors element. Nodes and Corridors are key areas identified as the focus for mixed use development and intensification and comprise the town’s strategic growth areas, as defined in the Growth Plan, 2017.

The Trafalgar Urban Core Area designation on Figure NOE2 is designed to ultimately provide for the creation of a major Node - a dense, mixed use development concentration that is pedestrian and transit oriented. This area will link to and complement the Uptown Core to the south of Dundas Street.

7.6.4.2 Permitted Uses, Buildings and Structures

- i) The permitted uses shall be the full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high density residential uses, and related public uses such as urban squares and parking.*
- ii) 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, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2. In addition, industrial buildings with an office component shall be permitted in Urban Core Area 1 as designated on Figure NOE1.*
- iii) Institutional uses are considered key components of the development of the Trafalgar Urban Core Area, particularly major regional uses. They will be encouraged to locate throughout the Urban Core Area, particularly on sites fronting on Trafalgar Road.*
- iv) The total retail commercial development in this designation shall not exceed a maximum of 93,000 square metres of gross leaseable floor area. The retail commercial development shall be focused primarily in the Trafalgar Urban Core*

Areas 2 and 4 as designated on Figure NOE1, with a minimum of 55,000 square metres of gross leaseable floor area located in Urban Core Area 2. Additional retail commercial development may be permitted in excess of 93,000 square metres of gross leaseable floor area without amendment to this Plan, if such additional development is justified by a market study acceptable to the Town.

- v) Drive through uses such as restaurants and financial institutions will be prohibited in the Trafalgar Urban Core Area either singly or in conjunction with otherwise permitted uses.*
- vi) Service stations, which would include gas bars and other similar vehicle service uses, will not be permitted at the intersection of Trafalgar Road and Major Arterial or Avenue/Transit Corridors. They will be permitted at the intersection of Trafalgar Road and local roads or Connector/Transit Corridors, but the location of such uses will be limited so that only one will be permitted at any intersection.*
- vii) Notwithstanding sub-section vi) above, service stations and related uses including a convenience retail store, restaurant and car wash are permitted uses on each of the two sites located at the north east and north west corners of Trafalgar Road and Dundas Street East respectively, subject to the zoning regulations in force as of the date of approval of this Secondary Plan and subject to site plan approval. Section 7.6.4.8 b) i) iv), c) and f) of this Secondary Plan shall not apply to these sites.*
- viii) Site plans for any service station and related uses shall be required to meet a high standard of design in accordance with the Urban Design and Open Space Guidelines and the following criteria:*
 - a) the street frontages of a site shall be designed with either street oriented buildings and/or by a substantial landscaped area, including low walls and/or fencing;*
 - b) any building on a site which includes a use which serves the general public, as well as the customers of the service station, such as a convenience retail store or restaurant, shall have direct exposure to at least one abutting street and be located and designed to provide for a direct and separate pedestrian connection to one abutting public sidewalk without crossing a vehicle service area or parking area;*
 - c) Any building with direct exposure to the abutting streets shall be designed to provide for an appropriate architectural treatment or details on main walls and windows;*

- d) *significant architectural or landscape features shall be provided on the corner of corner sites, including at the intersection of Trafalgar Road and Dundas Street East;*
- e) *any vehicle wash facility shall generally be located as far from the street line as reasonably possible, while providing for sufficient space for vehicle stacking, appropriate setbacks from property lines and landscaping;*
- f) *sustainable site design practices may be integrated into service station developments; and*
- g) *provision in the site design for emerging automotive technologies may be considered.*

7.6.4.3 Core Areas – Figure NOE 1

The Core Area shall be composed of four different development areas as designated on Figure NOE1. Each sub-area will have a different development focus, however all uses will be oriented to and designed to define the street.

7.6.4.6 Land Use Policies for Core Area 3

Urban Core Area 3 will include primarily residential buildings, as well as office development and institutional uses such as secondary schools, and places of worship. The general configuration of these uses will be:

- a) *High Density Residential uses will be encouraged to locate along Trafalgar Road and the Avenue/Transit Corridor roads;*
- b) *Medium Density Residential development will be permitted throughout this area and will be encouraged to locate west of the west north/south Avenue/Transit Corridor and east of the east north/south Avenue/Transit Corridor. It will also be permitted in locations which complement adjacent high density residential uses. Consideration may also be given to the development of some low density residential uses west of the west north/south Avenue/Transit Corridor and east of the east north/south Avenue/Transit Corridors.*
- c) *Mixed Use development including office, commercial and residential uses will be permitted throughout this area and will be encouraged on Trafalgar Road, as well as on Connector/Transit Corridor and Avenue/Transit Corridor roads.*
- d) *Institutional uses will be encouraged to locate in this area particularly on sites fronting on Trafalgar Road.*

7.6.4.8 Land Use Policies for all Core Areas 1-4

- a) *Urban Core Areas 1-4 will be visually connected by establishing a coherent streetscape along Trafalgar 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 in the public right of way, and guidelines for the siting and massing of adjacent buildings. These areas will also be physically connected by road, transit, pedestrian and bicycle linkages. In addition, urban squares will be established through the Core Area at key focal points.*

- b) *The highest development densities will be focused along Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Development at the edge of the Urban Core will be designed as a transition to abutting residential neighbourhoods. A mix of uses shall be permitted in the Trafalgar Urban Core Area with a range of heights and densities to support transit, with development being encouraged to exceed the minimum density to better support transit use wherever possible.*

- c) *Minimum Density*
 - i) *A minimum planned density for the Trafalgar Urban Core shall be established through the Regional Municipal Comprehensive Review, in conformity with the Growth Plan;*
 - ii) *Until that time, development applications in this Area shall ensure that they meet transit supportive densities as established in Provincial guidelines.*

- d) *Building Heights*
 - i) *Development within 100m from the Trafalgar Road right-of-way shall be a minimum height of 8 storeys, excluding podium elements which may be lower.*
 - ii) *Development between 100m and 300m from the Trafalgar Road right-ofway shall be a minimum height of 6 storeys, excluding podium elements which may be lower and as provided for in policy 7.6.4.8.e).*
 - iii) *Development beyond 300m from the Trafalgar Road right-of-way shall be a minimum height of 3 storeys.*
 - iv) *A commercial or industrial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.*

- v) *Notwithstanding Section 7.6.4.8.d.iii) a minimum height of 2 storeys may be permitted along the western and eastern boundaries which directly abut residential neighbourhoods, as identified in Figure NOE1.*
 - vi) *Notwithstanding the above, school sites as identified on Figure NOE2, may be a minimum height of 2 storeys.*
 - vii) *A maximum height of 15 storeys shall be permitted, with the exception of lands at the intersection of Major Arterial/Transit Corridors and Avenue/Transit Corridors with Trafalgar Road or Dundas Street where the maximum height shall be 20 storeys.*
 - viii) *In accordance with Section 7.6.2.2.a.v), increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to stormwater management ponds.*
 - ix) *Increases beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.*
- e) *Medium and High Density Residential Development Notwithstanding Section 7.6.4.8.d)ii), stand-alone townhouses with a minimum height of 3 storeys may be permitted in the area between 100m to 300m of the Trafalgar Road right-of-way, provided that:*
- i) *they are part of a comprehensive development, including implementing zoning;*
 - ii) *they do not exceed 15 percent of the total number of units within the total area of the comprehensive development plan between 100m and 300m of the Trafalgar Road right-of-way;*
 - iii) *the achievement of a complete community is supported;*
 - iv) *a diverse mix of land uses is provided; and,*
 - v) *a diverse range and mix of housing options is provided.*
- f) *The zoning by-law shall establish minimum and maximum setbacks, densities and other standards to ensure that development achieves the minimum standards required as a basis for the creation of this Core Area.*
- g) *In particular, on-street parking will be permitted and may be utilized to meet parking standards for commercial and other non-residential development, and in such circumstances live/work buildings may require no additional parking for the “work” component.*
- h) *The Zoning By-law shall also establish the maximum amount of Trafalgar Road frontage for each lot which may be used for surface parking. This provision shall*

provide differing standards for various land uses with the most restrictive standard required for mixed use and 'main street' type development. The Town will encourage the development of parking structures or underground parking, including the consideration of additional density through the zoning bylaw for sites where at least 40 percent of the required parking is provided in decked structures or underground.

i) 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:

- the provision of local roads and small blocks;*
- the means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;*
- the siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;*
- the siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and*
- 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.*

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 7.5.14 g) and h) and the land use policies of this section.*
- 0.4 for all other uses.*

j) The Town will take a leadership role in encouraging the high density and mixed use development which will form significant components of the ultimate development of the Trafalgar Urban Core Area. The Town, through the Implementation Strategy, will establish the mechanisms to achieve the early development of high density and mixed use development. In particular, the Town will investigate a range of mechanisms to encourage the early development of high density and mixed use development including bonus zoning, parkland dedication approaches, provision of municipal parking facilities, and tax and development charge structure modifications.

7.10 IMPLEMENTATION AND INTERPRETATION

7.10.2 Zoning By-law

With respect to the bonus provisions of Section 1.3 b) {of the Official Plan}, in addition to the matters listed, *“bonusing for development in the Trafalgar Urban Core may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structure parking, and enhanced streetscape facilities. However, the maximum height of any building in Trafalgar Urban Core Area, including any bonus for height shall be 30 storeys.”*

Oakville Zoning By-law 2009-189

Section 6.0

Permitted Uses

Subject to compliance with the balance of this By-law, the following uses are permitted within the zones corresponding to the columns identified with a “•” in Table 6.1:

Table 6.1 - Permitted Use Table													
USE	ZONE												
	TUC	DUC	NUC	PUC	NC	GU	S	HDR	LE	GE	SA	CE	AS
Open Space, Recreation and Conservation													
Cemetery												•	
Private Park (2012-001)	•	•	•		•	•	•	•	•	•	•		
Public Park													
Commercial, Service and Related Uses													
Retail Store, but not a Convenience Store	•	•	•		•							•	
Service Commercial	•	•	•		•							•	
Vehicle Dealership; Vehicle Repair Facility												•	•
General Office Use or Medical Office or Financial Institution	•	•	•		•			•	•	•	•		
Commercial \ Residential	•	•	•		•			•					
Commercial Fitness Centre	•	•	•		•			•				•	
Convenience Store	•	•	•		•			•				•	
Hotel	•	•	•						•			•	
Place of Amusement	•	•	•						•	•	•		
Club	•	•	•					•	•	•	•		
Nightclub	•								•	•	•		
Public Hall	•	•	•					•	•	•	•		
Parking Garage	•	•	•					•	•	•	•		
Restaurant	•	•	•		•			•				•	
Cafe	•	•	•		•			•				•	
Service Establishment	•	•	•		•				•			•	

Uses permitted in a zone are denoted by the symbol “•” in the column applicable to that zone and corresponding with the row for the specific permitted use.

Permitted Uses

Table 6.1 - Permitted Use Table														
USE	ZONE													
	TUC	DUC	NUC	PUC	NC	GU	S	HDR	LE	GE	SA	CE	AS	
<i>Funeral Home</i>	•	•	•											
<i>Arena, Theatre, Stadium, Trade and Convention Centre</i>	•	•	•						•	•	•			
<i>Veterinary Clinic</i>	•	•	•											
<i>Gas Bar</i>														•
<i>Drive-Through Facility</i>														
<i>Ancillary Retail / Service Commercial</i>														
Community and Institutional Uses														
<i>Art Gallery (2012-001)</i>	•	•	•		•			•						
<i>Library (2012-001)</i>	•	•	•		•			•						
<i>Museum (2012-001)</i>	•	•	•		•			•						
<i>Place of Worship</i>	•	•	•		•			•	•		•			
<i>Post-Secondary School</i>	•	•	•											
<i>Public School</i>	•	•	•		•			•						
<i>Private School</i>	•	•	•		•									
<i>Commercial School</i>	•	•	•		•			•	•		•			
<i>Private Career College</i>	•	•	•						•		•			
<i>Community Centre</i>	•	•	•					•						
<i>Nursing Home</i>	•	•	•		•			•						
<i>Hospital</i>	•	•	•											
<i>Day Care</i>	•	•	•		•	•	•	•	•	•	•			
Employment														
<i>Contractors Facility (2012-001)</i>										•				
<i>Light industrial</i>									•	•	•			

Permitted Uses

Table 6.1 - Permitted Use Table													
USE	ZONE												
	TUC	DUC	NUC	PUC	NC	GU	S	HDR	LE	GE	SA	CE	AS
Information processing	•	•	•						•	•	•		
Call Centres	•	•	•						•	•	•		
Research and Development	•	•	•						•	•			
General industrial										•			
Outside Storage and Outside Processing										•			
Commercial self storage													
Transportation terminal										•			
Vehicle Storage Compound													
Residential													
Residential including attached or detached additional residential unit in accordance with Section 4.29 (2023-025) (2024-112)	•	•	•		•	•	•	•					
Retirement Home	•	•	•		•			•					
Private-home day care	•	•	•		•	•	•	•					
Home occupation	•	•	•		•	•	•	•					
Bed and breakfast establishment	•	•	•		•	•	•	•					
Short-Term Accommodation (2018-038)	•	•	•		•	•	•	•					
3 or less lodgers in a single detached dwelling where that building type is permitted. (2022-007)	•	•	•		•	•	•						
Caretaker dwelling unit									•	•		•	

Trafalgar Urban Core Zone

7.1 Trafalgar Urban Core (TUC) Zone Regulations

7.1.1 Uses Permitted

- i. See Section 6.
- ii. *Retail Uses*

Maximum leasable floor area of retail commercial uses in the TUC Zone, shall be 38,000 square metres.

7.1.2 Building Types Permitted and Related Standards						
Building Type	Min. Floor Space Index	Max. Floor Space Index	Min. Front Yard and Flankage A B	Max. Front Yard and Flankage A B	Minimum Interior Side Yard Setback C	Minimum Rear Yard Setback D
<ul style="list-style-type: none"> • <i>Mixed use building;</i> • <i>Apartment;</i> • <i>Office building;</i> • <i>Hotel;</i> • <i>Institutional building;</i> • <i>Parking garage;</i> • <i>Commercial/residential building</i> 	<p><i>Lots which abut Trafalgar Road</i> 1</p> <p>Other 0.75</p>	5	0.0 m	6 m	0.0 m ¹	<p>1 m with rear lane access, unless there is a residential use at grade where the setback shall be 0.75 m</p> <p>6 m without rear lane access, except abutting lands in the NHS, CE, or P Zones where the setback shall be a minimum of 3 m</p>

¹ Minimum Interior Side Yard Setback – Notwithstanding this requirement, if the side yard abuts lands in the GU or S Zone and the building on the lot has a height of 4 storeys or less, the setback shall be 1.5 m; and if the building has a height of more than 4 storeys the setback shall be 7 m.

7.1.3 Permitted Yard Encroachments

See Section 4.21

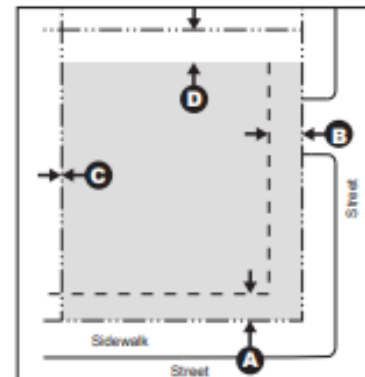
7.1.4 Height

- H** Minimum height for all buildings, other than accessory buildings and structures - 3 storeys

Maximum height - 15 storeys

7.1.5 Parking Standards

See Section 5



The grey represents potential building area. The internal dashed line represents the maximum yard.

Trafalgar Urban Core Zone

7.1.6 Accessory Buildings and Structures

See Sections 4.14 through 4.20 inclusive

7.1.7 Performance Zone Categories – Trafalgar Urban Core (TUC) Zone

7.1.7.1 Trafalgar Urban Core Performance (TUC-1) Zone 1

In the Trafalgar Urban Core Performance (TUC-1) Zone 1, in addition to the permitted *uses, buildings* and regulations in the TUC Zone, the permitted *uses and buildings* in the GU Zone shall also be permitted, and the regulations of the GU Zone shall be applicable to those *uses and buildings*. Notwithstanding the regulations of the GU Zone, however, the minimum *rear yard* shall be 6m.

7.1.7.2 Trafalgar Urban Core Performance (TUC-2) Zone 2

The regulations of the TUC Zone shall apply in the Trafalgar Urban Core Performance (TUC-2) Zone 2, with the exception that the maximum *height* shall be 20 *storeys*.

7.1.7.3 Trafalgar Urban Core Performance (TUC-3) Zone 3

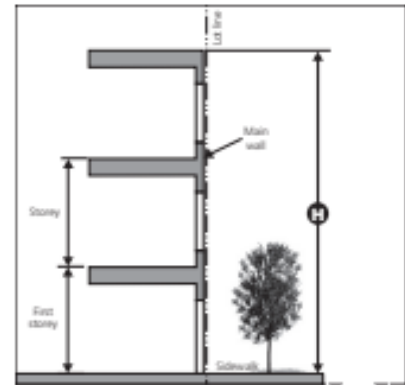
The regulations of the TUC Zone shall apply in the Trafalgar Urban Core Performance (TUC-3) Zone 3, with the exception that the maximum *height* shall be 30 *storeys* provided that:

- i. all parking shall be located underground or in a *parking garage* with the exception of visitor parking and service *vehicles*;
- ii. the *building* shall be LEED certified or equivalent; and,
- iii. a minimum of 50% of the *first storey* shall be utilized for *commercial* or institutional *uses*.

7.1.7.4 Trafalgar Urban Core Performance (TUC-4) Zone 4

The regulations of the TUC Zone shall apply in the Trafalgar Urban Core Performance (TUC-4) Zone 4, with exception that:

- i. Permitted *Uses* shall be limited to:
 - a. *general office use*,
 - b. *medical office*,
 - c. *hotel*, and,
 - d. *institutional*;
- ii. *Light industrial uses* shall also be permitted if a minimum of 40% of the *floor area* is used for *general office use, medical office, information processing, call centres, ancillary retail* and *service commercial* and business support services, and



Height is measured to the tallest point of a building, excluding a number of rooftop features (see Section 4.28).

Natural Heritage System Zone

7.14 Natural Heritage System (NHS) Zone Regulations

(2012-001)

7.14.1 Permitted Uses

- i. The *uses* as permitted in Section 4.3.1;
- ii. *Infrastructure* located within one of:
 - a. A *public street*; or,
 - b. A future *public street* for which an Environmental Assessment has been completed or a Planning Act approval has been received.
- iii. The *use* of legally existing *buildings* and *structures* by new *accessory uses*.

OMB Appeals

7.14.1(ii) Appeal seeks additional permitted locations for infrastructure. Section is otherwise in effect.

PL100041

(2009-189 original passage)

7.14.2 Building Types Permitted

Legally existing *buildings* and *structures*.

7.14.3 Parking Standards

See Section 5

7.14.4 Performance Zone Categories – Natural Heritage System (NHS) Zone

7.14.4.1 Natural Heritage System Performance (NHS-1) Zone 1

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, *stormwater management facilities* and *accessory uses*, *accessory buildings* and *accessory structures* shall be permitted in the Natural Heritage Performance (NHS-1) Zone 1.

7.14.4.2 Natural Heritage System Performance (NHS-2) Zone 2

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, a private *driveway* with a maximum width of 6 m shall be permitted in the Natural Heritage Performance (NHS-2) Zone 2.

7.14.4.3 Natural Heritage System Performance (NHS-3) Zone 3

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, the legally existing *buildings* and *structures* in the Natural Heritage Performance (NHS-3) Zone 3 may be used, in addition to any legally existing *uses*, for institutional *uses* including an *art gallery* and *art school*.



May, 2024

Public Information Meeting Summary - 3275 Trafalgar Road, Oakville
Applications for Official Plan & Zoning By-law Amendment, & Draft Plan of Subdivision

Batory Planning + Management has been retained by New Horizon Development Group & Wyatt Developments as the planning consultant for the property located at 3275 Trafalgar Road, Oakville, Ontario. On behalf of our client, we are pleased to submit the following Summary of the Public Information Meeting in support of an Official Plan Amendment application, Zoning By-law Amendment application, and Draft Plan of Subdivision application to permit the proposed development.

The subject site is located within Ward 7, is located in the municipality of Oakville, on the east side of Trafalgar Road, north of Dundas Street East. Phase 1 of the proposed development comprises the development of two 30-storey (93.7 metres) towers and a 6-storey podium, and two blocks of three-storey townhouses. Phase 1 involves the development of the west portion of the subject site along Trafalgar Road. Phase 2 of the proposed development encompasses two 14-storey (43.5 metres) buildings located at the eastern portion of the site, with access provided via future local roads. Phase 2 requires vehicle access through the adjacent lands to the north.

As part of the Oakville Pre-consultation process, an applicant is strongly encouraged to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application. A Public Information Meeting was held on May 13th, 2024 for the proposed development at 3275 Trafalgar Road, in Oakville, ON. The Public Information Meeting process is an important step in the overall submission process, as it provides for public input and allows the applicant to consider the feedback received from the meeting.

The PIM for the subject development included a summary of the purpose and intent of the proposed applications, and provided a two week notice to all residents within 240 metres of the subject property. The date of the PIM was coordinated in consultation with the Ward Councillors and Town of Oakville planning staff. The following meeting summary includes the minutes of the PIM as well as the list of attendees. A number of email and telephone correspondence also took place between interested parties and Batory, in advance and subsequent to the PIM. The PIM held virtually and was recorded, and this recording has been included within the submission material provided to the Town.

The meeting was attended by the public and New Horizon Development Group / Wyatt Developments along with its consulting team. The PIM minutes are appended to this report. The public comments received have been categorized under the headings. These comments have been responded to through the various reports and studies provided in support of the applications.

If there are any questions or additional information is required, please do not hesitate to contact our office at info@batory.ca. Respectfully submitted by,

Paul Demczak, MCIP, RPP
Principal, Batory Management

Public Information Meeting Minutes – Virtual Meeting
Monday May 13th, 2024 (7:00 – 8:00 PM)

Summary of Public Comments:

Planning & Urban Design

- No comments received.

Environment

- No comments received.

Traffic

- No comments received.

Phasing

- Discussion on phasing of development and potential development of adjacent lands

Construction

- Questions of timing of construction for phase 1

List of Attendees: 14 Total Attendees

- Paul Demczak (Batory Management)
- Graig Uens (Batory Management)
- Elisha Vankleef (New Horizon Development Group)
- Blake Wyatt (Wyatt Developments)
- Barry Graziani (G&C Architects)
- Rob Lincoln (G&C Architects)
- Delia McPhail (Town of Oakville Planning)
- Kent Wideman
- AVL
- David Lee
- SB
- Unknown Caller 1
- Unknown Caller 2
- Unknown Caller 3



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: January 20, 2025

FROM: Planning and Development Department

DATE: January 9, 2025

SUBJECT: **Proposed Midtown Oakville and Community Planning Permit System Official Plan Amendment**

LOCATION: Midtown Oakville and Town-wide

WARD: Town-wide [Click here to add multiple wards.](#) Page 1

RECOMMENDATION:

1. That comments from the public with respect to the proposed Town-initiated Official Plan Amendment for Midtown Oakville and enabling policies for the Community Planning Permit System (Appendix A) be received.
2. That staff consider such comments as may be provided by Council.
3. That the Town Clerk provide a copy of this staff report to the Ministry of Municipal Affairs and Housing, Central Municipal Services Office, Planning Branch for information.

KEY FACTS:

The following are key points for consideration with respect to this report:

- This staff report is prepared for the statutory public meeting regarding updated draft Midtown Oakville policies and Community Planning Permit System enabling policies and builds on the report shared with Council at the [October 29, 2024 Special Council meeting](#).
- This report provides an overview of changes to the September 2024 draft Official Plan Amendment (OPA) based on comments received from Council, public agencies, landowners, and the public, as shown in Appendix A of this staff report.
- Changes to the draft OPA are made to certain sections. Key changes include:
 - Improvements to Community Planning Permit System policies for clarity.
 - Additional land use permissions such as urban agriculture/vertical farming, and new automotive related uses that are integrated within mixed use buildings.

- Additional policy direction regarding sustainability measures.
- Clarification regarding exemption from policies, such as meeting minimum height and density allocations, for existing and expanding uses.
- Clarification regarding landowner groups and required agreements.
- The addition of a third priority school site within Schedule L1.
- Removal of MTO lands associated with the Queen Elizabeth Way Highway from the Urban Core land use designation and the density and height allocation schedules (Schedules L1 – L4).
- Subject to comments received, including comments anticipated from the Ministry of Municipal Affairs and Housing, a recommended Official Plan Amendment will be provided to Council for consideration of adoption at the February 18, 2025 Planning and Development Council meeting.
- This staff report also provides additional information regarding the OPA and its implementation in response to questions and comments raised at meetings since the release of the draft OPA in September 2024.

BACKGROUND:

The proposed Official Plan Amendment (OPA) applies to Midtown Oakville and on a townwide basis.

Midtown is the area around the passenger rail station for Oakville GO/VIA rail station, and the bus terminal for GO/Oakville Transit. It includes the lands between the Queen Elizabeth Way (QEW) Highway and Cornwall Road, from Sixteen Mile Creek to Chartwell Road.

As the proposed OPA includes Community Planning Permit System enabling policies as well as other technical policies and definitions relevant to both Midtown and the Town overall, elements of this OPA are applicable on a townwide basis and are identified as such within the proposed OPA.

The proposed Midtown Oakville and Community Planning Permit System Official Plan Amendment (OPA) is a product of several years worth of study, Council and Committee discussions, and public consultation. Consideration of updating the town's current policies regarding Midtown Oakville is a result of the town's growth area review through which directions were identified for Midtown Oakville and supported by Council, as noted in [the January 2018 staff report](#). Consideration of implementing a community planning permit system (CPPS) in Oakville was first contemplated in December 2022 through a request for reports (See [item 17.3 of the Council meeting minutes](#).) This request was satisfied through the preparation of a comprehensive study associated with the Town's preparation of a Housing Strategy and Action Plan, the White Paper entitled: [Planning Act Tools to Facilitate Development of Affordable Housing](#) (updated in September 2024). The White Paper

was first presented to Planning and Development Council on March 18, 2024, following that Council meeting, a presentation was made to Council specifically with respect to the CPPS on April 8, 2024. During a Special Council Meeting on June 3, 2024, Council requested that staff expedite the preparation of policies to enable the use of the CPPS within the town, and particularly in Midtown Oakville.

On September 26, 2024, the draft OPA was submitted to the Ministry of Municipal Affairs and Housing to commence their One Window review of the amendment, per the *Planning Act* requirement to consult with the Province. On September 27, 2024, staff released the same draft OPA for public review and comment. The September 2024 draft OPA took into consideration new information and all comments received regarding planning for Midtown and also introduced a full set of CPPS enabling policies. This release was followed by a Council workshop on October 10, 2024 wherein staff provided a detailed overview of the draft OPA and supporting information. Further to that, on October 29th, staff provided a brief presentation regarding the OPA, after which comments were received from the public and Council. These meetings were then followed by a public open house on November 27, 2024 wherein 39 information panels were on display along with three information videos. These panels and videos were then uploaded to the [Midtown Oakville Growth Area Review](#) webpage along with a link to an online questionnaire.

During the open house, the panels were displayed on a thematic basis. Town staff were present at each theme area to respond to questions and hear comments from the public. Two members of Conservation Halton were stationed along with their panels regarding their ongoing work in relation to the spill flood hazard analysis and policy development. A copy of the panels is provided in Appendix B. A copy of the online questionnaire is provided in Appendix C.

Staff also circulated the draft OPA to the Ministry of Municipal Affairs and Housing, other public agencies and prescribed bodies, and three Indigenous communities for comment. To date, comments have been received from the following: Conservation Halton, Halton Catholic District School Board, Halton District School Board, Halton Region, Metrolinx, and Trans Northern Pipeline. Copies of their comments are provided in Appendix D. Additionally, the Six Nations of the Grand River have indicated that they have no comments at this time.

Following the Open House, staff were able to meet with representatives of We Love Oakville, “a non-partisan grassroots organization comprising residents associations throughout Oakville” ([About | We Love Oakville](#)). Staff also were able to meet with a few Midtown area landowners. These meetings provided an opportunity to discuss concerns and share information in relation to the draft OPA and its implementation.

The purpose of this staff report is to highlight and explain changes to the draft OPA and to provide requested information from the aforementioned October 10 and 29, 2024 Committee and Council meetings.

PLANNING POLICY & ANALYSIS:

A comprehensive planning analysis regarding the draft OPA was provided in the staff report shared with Council at the October 29, 2024 Special Council meeting. As such, the following analysis is limited to those matters of the OPA that have changed since the public release of the draft OPA on September 27, 2024. These changes are proposed based on comments received from Council, public agencies, landowners, and the general public.

The proposed OPA refines the September 2024 draft based on comments and insights received over the last three months. The intent of the official plan amendment remains the same as was noted in the October 29, 2024 staff report, which is to guide development and manage growth in Midtown Oakville.

OPA Content

Key amendments to the Livable Oakville Official Plan are proposed in relation to:

- Chapter 20 Midtown Oakville, including two figures, E1-Precinct Areas (new to the proposed OPA) and E2-Active Frontages
- Section 8.11 Rail
- Section 8.12 Integrating Land Use and Transportation
- Section 10.13 Hazard Lands (new to the proposed OPA)
- Section 28.15 Development Permit System
- Section 28.16 Community Improvement
- Section 28.19 Pre-consultation and Complete Application Submission Requests
- Section 29.5 Glossary
- Policy Schedules: A1- Urban Structure, B-Natural Features and Hazard Lands, C-Transportation Plan, D-Active Transportation Plan, G-South East Land Use, and
- Growth Area Schedules: L1-Land Use, L2-Building Heights, and L3-Transportation Network, which are specific to Midtown

The proposed amendments to the Livable Oakville Plan continue to:

- implement the town's urban structure and realize the longstanding expectation for this area to be the primary strategic growth area of the town,
- address direction from Council to "unlock" development potential in Midtown Oakville,
- optimize current and future infrastructure investment in this area and beyond, which includes a multi-modal transportation system, and

- address conformity and consistency with Provincial and Regional planning policy and legislation.

Proposed Official Plan Amendment

The following sections highlight and explain the revisions to the draft OPA since the September 2024 draft.

Community Planning Permit System (CPPS)

Policy 28.15.1 is revised to clarify that the Town may identify community planning permit areas anywhere within the town, and where the area is identified in the Official Plan, the town will establish implementing by-laws. Presently, the OPA identifies Midtown Oakville as a community planning permit area (CPP area).

Policy 28.15.6 is updated to indicate that development permits may be issued for temporary uses (interim uses) in accordance with criteria established in the official plan related to temporary use by-laws.

Policy 28.15.10 regarding conditions that permit the town to negotiate community benefits where height and/or density exceeds established thresholds is expanded to include a policy that was previously proposed in section 20 (Midtown, previously numbered policy 20.5.1 (e)(vii) in the September 2024 draft OPA), keeping all CPPS enabling policies in one section of the Plan.

A new policy 28.15.13 is added which states that any facility, service or matter that is provided as a result of implementing policies 28.15.10 or 28.15.11 shall be provided within the subject CPP area. This new policy is provided to ensure that the benefit that is negotiated is to the community wherein the increase in height/density is approved.

In response to questions regarding the implementation of the CPPS, through the preparation of the community planning permit by-law, the town will consult on various matters of implementation. These matters include:

- **Delegation of approval authority.** Council is the approval authority for development permits; however, this authority can be delegated to a committee or staff. When developing the by-law, consideration can be given to whether all or part of that authority should be delegated and if so, consideration can be given to the scope of delegated authority. For example, some permits may be delegated to staff, while others would require the approval of Council or a committee of Council. Council would set the limits of delegated authority in the by-law.
- **Class of development.** Connected with the delegation of approval, when developing the CPP by-law, consideration can be given to distinguishing classes of development. By establishing different classes, the Town may exempt certain types of development from having to apply for such a permit,

assign different fees for development permit approval based on the class of development, and also delegate approval to staff or committee based on the class of development.

Land Use

Land use policies are updated to provide clarity on permitted and prohibited uses within the various land use designations applicable to Midtown. These include a clarification that “new” large format retail uses are not permitted to be “stand alone” facilities (policy 20.4.1 (d)(ii)). This clarification ensures that existing stand alone facilities are able to continue and expand in accordance with minimum height and density policies of the OPA.

Similarly, policy 20.4.1 (b) is updated to be specific to new stand-alone automobile uses. The restriction on these uses is now specific to “stand alone” facilities, not the use in general. In a compact urban form where the use is integrated with development, as has occurred in other highly urban environments, this use is compatible with surrounding development and meets density/ walkability objectives.

With respect to the Urban Core designation policy which requires the provision of non-residential uses within buildings, the policy is enhanced by including context for why a portion of new buildings is required to accommodate non-residential uses. This context will be helpful to any applicant that is proposing to justify a lower proportion of non-residential uses than what is required in the OPA. Furthermore, based on a more detailed analysis of job related gross floor area needs, the requirement for a minimum of 18% of gross floor area (which was based on a generalized assumption of 30 sq. m. per job) can be reduced to 12% within the Urban Core land use designation. This reduced proportion is based on the following approximation of square metres per job type and assumed mix of non-residential uses within the Urban Core designated lands:

- Mixed-use podium related jobs at 23 sq. m per job,
- Retail jobs at 37 sq. m. per job,
- Institutional jobs at 42 sq. m. per job, and
- Office employment jobs at 19 sq. m. per job.

As such, within the Office Employment and Community Commercial areas, a higher proportion of jobs may be supported, than what was previously calculated for that area, leaving a smaller proportion of jobs that would need to be provided to meet the target of 65 residents to 35 jobs as per the Region of Halton Official Plan. This reallocation of jobs does not have an impact on the overall growth of Midtown, and as such, no further adjustments have been made to the schedules of the OPA in relation to land use or density.

With respect to parkland, the draft OPA includes policy that encourages the co-location of schools and public parks. While the school boards are not averse to co-

location and recognize the opportunity to make more efficient use of land, they did note that in such cases, the use of the park for school purposes must be prioritized during school operating hours and that certain measures may need to be taken to ensure the safety and security of students and the public. Accordingly, policy 20.4.2 (d) is enhanced with a new sub-policy (v) to acknowledge these practical matters. When schools are located in Midtown, additional and more detailed operational matters will be determined and addressed at that time.

Based on feedback received regarding permitted and prohibited uses, a suggestion was made to add urban agriculture/vertical farming, as a permitted use. While this use may not have been specifically precluded, given its importance as a means to address food security, it is now explicitly listed as a permitted use within the Community Commercial and Office Employment areas.

In October 2024, Council adopted OPAs¹ in light of changes to the definition of “area of employment” within the *Planning Act* via [Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023](#) and the definition of “employment area” in the Provincial Planning Statement, 2024. Presently, these OPAs are under appeal. The intent of the OPAs was to implement the provincial transition provision under subsections 1 (1.1) and (1.2) of the *Planning Act* to keep the current employment area designated lands aligned with the revised provincial definition of “area of employment” pending a comprehensive townwide employment areas review. The review will inform how the town will implement the overall new provincial direction regarding employment areas.

Notwithstanding the appeal of these OPAs, the proposed Midtown OPA includes a new policy (20.4.2 (e)(i)) that exempts the Midtown Office Employment designation from these newly adopted employment area policies to ensure that new office, institutional, and limited commercial uses will continue to be permitted in this Midtown designation, given the following unique circumstances:

- A comprehensive employment area review exercise was undertaken recently for Midtown through the Region’s Official Plan Review (ROPA 48 and 49) resulting in the removal of Regional Employment Area from Midtown lands within Map 1h Regional Urban Structure.
- The proposed OPA retains the Office Employment designation on lands that are within 300 metres of the rail yard, which is located east of Chartwell Road, wherein sensitive uses (like residential uses) would not be compatible with the rail yard operation given noise, dust, vibration and safety issues of the railyard. This retention of the Office Employment designation along with new railyard land use compatibility policies implement land use compatibility

¹ OPA 68 applies to employment areas in the Livable Oakville Plan including Midtown Oakville and is currently under appeal.

and employment area policies of the PPS 2024 and ensures the long-term protection of this area for employment uses.

- Permitting all types of Office Employment uses within the retained Office Employment area implements job creation objectives and targets in Midtown Oakville.

The proposed policy 20.4.2 (e)(i)) is an interim measure. Following the completion of the Townwide employment areas review, further modifications to the Office Employment and/or Midtown Oakville policies may be warranted.

Further to the matter of land use compatibility, rail yard and rail corridor townwide policies Chapter 8 of the Official are further modified by the proposed OPA with additional policies that are specific to Metrolinx rail yards and corridors per the request of Metrolinx. These policies are added to recognize legislative requirements and Metrolinx protocols regarding land use that is adjacent to, within 75 metres of, and within 300 metres of their yards and corridors.

Housing

Midtown is proposed to be an area of the town wherein the majority of housing is in apartment form. The proposed development here would provide a form of housing that is presently under-supplied relative to current and projected household sizes. Preliminary findings of the town’s housing needs assessment indicate that in Oakville there is a mismatch of housing size relative to household size. These findings indicate that based on 2021 Census data, 78.8% of units in Oakville are comprised of three or more bedrooms, whereas 53.9% of households consist of 3 or more persons. While the data also shows growth in the smaller unit sizes, in terms of building permits that are issued, there remains a need to provide more units that accommodate smaller households to address current and forecasted need for one and two person households.

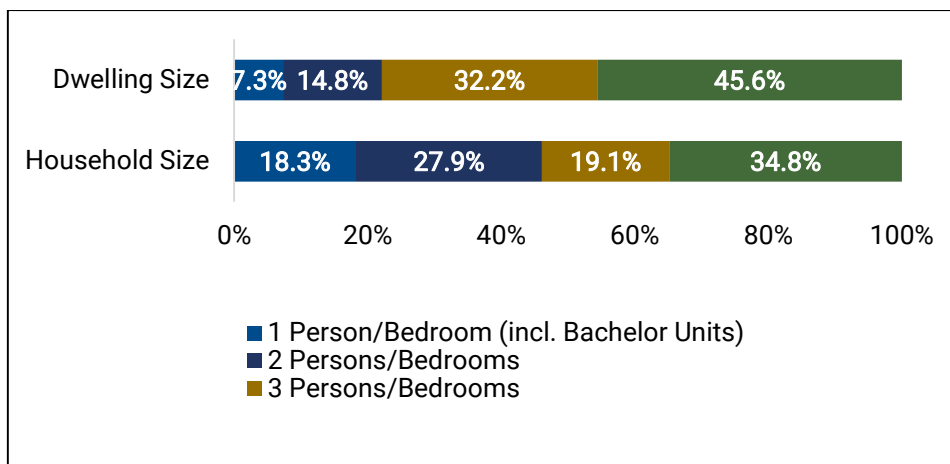


Figure 1 Household and Dwelling Sizes, Oakville, 2021; prepared by SHS Consulting for Housing Needs Assessment focus group workshop, December 2024.

It is acknowledged that in Midtown there is a desire to accommodate both large and small households to create a diverse, all ages, all incomes, community. Accordingly, and as noted in the October 29th Special Council meeting staff report, the OPA includes a policy that requires a minimum of 35% of residential units in a building to provide two or more bedrooms. This policy was tested against current market trends and found to be a reasonable minimum proportion of larger units.

Staff also note that similar policies are being adopted within official plans of other GTA municipalities, and to date there have been limited concerns from the development community regarding the appropriateness of this policy. Without completing the Town's housing needs assessment (HNA), staff do not recommend adjusting this proportion. It is noted that policy 20.4.1 (f)(iii) regarding the provision of two or more bedrooms in a minimum of 35% of residential units is modified by removing the 20-unit threshold for when this policy would apply.

In terms of explicitly requiring the provision of affordable housing and/or affordable housing targets, staff are not yet able to recommend such policies without first completing the HNA. This is anticipated for March 2025 to meet federal deadlines related to the Canada Community Building Fund. In the meantime, the OPA does include a policy which indicates the intent to apply Inclusionary Zoning within Midtown, to ensure that the development community is aware of this eventuality and to consider this in their decision making early in the development process. The completion of an HNA is a legal requirement which is required prior to the adoption of Inclusionary Zoning enabling policies requiring the provision of affordable housing under the *Planning Act*.

Mobility

The OPA conceptually shows a new street network for Midtown within Schedule L5: Transportation Network and Schedule L6: Active Transportation. Schedule L5 identifies road classifications and future right-of-way width requirements. Together, these schedules provide guidance regarding the objective of the street and active transportation networks and possible connections to and from Midtown. This network is generally informed by the Midtown Oakville Transportation and Stormwater Class Environmental Assessment, 2014, and preliminary modelling based on forecasted growth per the Joint Best Planning Estimates for 2051. Through the Midtown Implementation Program, a Midtown Transportation Plan will be completed to inform the ultimate configuration of future rights-of-way (ROW) for all mobility uses (transit, active transportation, vehicles, and pedestrians).

Policy 20.5.2 (a)(v) recognizes that the ultimate provision and configuration of the total network is subject to studies, which among other matters will consider and ensure that the network contributes positively to the environment and the mobility network. Should studies determine otherwise, the Town will need to consider

alternatives and make amendments to the Plan if needed. This is important to acknowledge given that analysis regarding the spill flood hazard among other matters is on-going.

Furthermore, to facilitate active transportation, and cycling in particular, the proposed OPA includes a new policy that requires the provision of secure, covered, and easily accessible bicycle parking facilities.

Parking

The OPA contemplates parking to occur predominantly within underground or above ground structures, with some parking provided at-grade to the side or rear of buildings, and temporary on-street parking facilities on some of the Midtown streets. Various preliminary right-of-way cross-sections were shared during the open house to illustrate how and on what street classifications on-street parking could be provided (see panels 17 and 18 provided in Appendix B). The finalization of these cross-sections will occur through the Midtown Implementation Program Phase 5 functional design work.

In accordance with the *Planning Act*, as an MTSA, the Town is not authorized to require minimum parking provisions in the official plan or implementing zoning by-law. However, town may set maximum parking rates which is reflected in the proposed OPA. Maximum parking rates can also be required in the implementing by-law, as a further means to support transit investment, and increase use of active transportation facilities.

In recognition of the anticipated gradual change in modal split and the expectation that overtime some parking facilities may be rendered unnecessary, a new policy (20.5.2 (d)(iv)) is added to the proposed OPA that encourages development that includes above grade parking structures to be designed in a manner that would enable these structures to be repurposed for other uses, such as commercial, office or residential.

Public Service Facilities, including Parkland and Schools

In response to comments received from both the Halton District and the Halton Catholic District School Boards, the proposed OPA updates the definition of public service facilities to clearly recognizes that these publicly-funded schools are included in the “public service facility” (PSF) defined term. This ensures that the Official Plan policies regarding PSFs are applicable to them as well as more specific policies associated with the defined term “educational facilities.”

Furthermore, per the request of the Halton District School Board, a third priority school site is identified on Schedule L1: Land Use of the OPA. This site is co-located with a future park site.

In response to comments from the school boards, the OPA provides flexibility in terms of how school sites may be developed. Given the density and height exemptions provided in the OPA, these school sites may be stand alone (with the potential for density to be transferred to the balance of the site, prior to lot creation) or integrated with other development in a more compact urban form.

As noted in previous staff reports, the land area designated for existing and future parks is approximately 12 hectares. One-third of the parkland is already established. The remaining two-thirds will be acquired through the implementation of the Town's parkland dedication by-law, and/or through negotiations for height above the thresholds in accordance with the Community Planning Permit System. Parkland acquired through these tools will be in the form of fee simple land, cash-in-lieu of parkland to be used for land acquisitions, and through the provision of parkland that may be stratified² or privately-owned public spaces in accordance with the *Parks Plan 2031*, to be determined through parks planning and development review processes.

Urban Design

Policies regarding urban design and built form are very important to the livability of Midtown. The OPA provides both qualitative and quantitative policies to guide development. These policies will be further explained through the preparation of urban design guidelines and the community planning permit by-law.

Approval of development permit applications will rely on the policies of the OPA, the community planning permit by-law provisions and urban design guidelines. The Official Plan provides policy direction regarding variances from numeric norms which may be implemented when issuing development permits. As such, no changes are proposed related to numeric standards provided in the OPA.

Within Section 20.5.1 of the OPA, there is recognition of all lands that comprise and provide for open space within Midtown. This section is updated to also recognize that street boulevards and landscaped areas related to the QEW are also part of Midtown's open space system and create opportunities for vegetative planting and facilities to support passive recreation.

Section 20.5.1 (f) regarding minimum building height is updated to exempt expansion of existing uses from having to provide the minimum height requirement, in accordance with the similar exemption provided in relation to density. These policies are provided in recognition that some existing establishments may not be ready to undertake major redevelopment that would comply with the minimum

² Stratified parks are generally those where there is private development, such as a parking garage, below the parkland. In these situations, the town may use various agreements/mechanisms such as public or private easements to provide a publicly accessible park, while also accommodating a private use and/or ownership of the land.

requirements of the OPA. This policy allows these uses to continue and expand, provided their expansion does not preclude the provision of infrastructure that is required to serve other sites within Midtown that are ready to redevelop in conformity with the official plan.

Policy 20.5.1 (g)(i) is updated to encourage the design of tall buildings to meet high engineering as well as architectural standards.

Policy 20.5.1 (h) is updated to clarify that “mid-rise” buildings are taller than what is considered to be the streetwall and are up to 12 storeys. Buildings greater than 12 storeys are considered to be “tall buildings,” and those buildings are required to provide a podium over which a slender tower(s) must be provided.

Sustainability and Green Development Standards

Policies in sections 20.5.3 Stormwater and 20.5.5 Sustainability are updated to acknowledge that certain discretionary matters may be elevated to a requirement by by-law, once it is passed and in effect. Given that the Town proposes to implement a community planning permit by-law in Midtown, the Town can require applicants to provide landscape and/or site alteration plans and issue development permit approvals where those plans propose appropriate low impact development measures to address on-site stormwater management as a climate change mitigation and adaptation method. Similarly, a community planning permit by-law can require building façade treatments that improve building energy efficiency and/or provide bird friendly design.

Comments from Council and the public indicated that the OPA should also include policy regarding Green Development Standards. In 2025, the Town intends to initiate a process to develop such standards. Upon completion of that process, the Town may need to amend the Official Plan to recognize these standards.

Hazard Policies

As noted in the staff report from the October 29th Special Council meeting, the policy regarding the two zone concept regarding flood hazard is not warranted within Midtown and as such that policy is removed from the OPA. Given this deletion, so too are the defined terms: flood fringe, floodway, and two-zone concept.

Further to this, to assist with future development proposals that may be subject to hazard lands, policy changes are proposed within Chapter 10, section 10.13 Hazard Lands and a new appendix is proposed to be added to the Livable Oakville Plan. These additions identify studies and Conservation Authority approvals that may be required for applications that are within or near lands within a Conservation Authority regulated area. The map provided in the appendix would be provided for information purposes only and would be updated periodically if and when regulated area boundary changes are made.

Implementation Policies

Implementation policies regarding monitoring, measures and phasing are updated to recognize Conservation Halton and School Boards also have a role with respect to these matters.

Section 20.6.4 regarding landowner agreements is also updated to clarify the following matters in response to comments and concerns raised by landowners:

- Not all types of applications will require entering into a landowner group and agreement,
- One or more landowner groups may be formed,
- One or more agreements may be required among landowners, and
- Landowner agreements may address the coordination of providing services and/or facilities that are determined to be deficient.

Based on the findings of the Midtown Implementation Program Phase 5 studies regarding servicing, the need for and scope of landowner agreements will be clarified and at that time the Town can work with landowners to determine the most efficient and appropriate configuration of landowner group(s) and agreement(s).

Given that this work is still at a preliminary stage, the policy is updated to allow the Town to consider applications on a case-by-case basis whether or not policy 20.6.4 of the OPA is applicable to that proposal.

Timeliness

During Council sessions, comments were made regarding the use of the term “in a timely manner” and to replace such terminology with more clear language.

Accordingly, several policies in the proposed OPA have been updated to provide more clarity about what may constitute “a timely manner.” In these instances, the policies rely on Town master plans, including official plan reviews where that is applicable, or in some cases clarify that the matter is something that is addressed “continuously” or “on an ongoing basis.”

Mandatory Policies

A full review of the OPA was undertaken to consider whether certain policy directions ought to be mandatory, conditional, or discretionary in their implementation. As such, some policy language is changed from using the word “should” to “shall,” or from “is encouraged” to “must” where the Town has authority to mandate such matters in accordance with Regional or Provincial policies, or by by-laws that the Town has authority to pass. In accordance with section 29.1.9 of the Livable Oakville Plan:

- “may” means the policy is permissive;
- “should” means that the policy is directive and requires compliance unless proven otherwise on good planning grounds; and,
- “shall” means that the policy is mandatory.

Schedule and Figure Changes

Schedule L1, L2, L3 and L4 are changed to exclude Ministry of Transportation (MTO) lands adjacent to the QEW right-of-way from land use designation, and density and height allocations given that these lands are not considered to be developable area, similar to utility and natural areas.

Precinct boundaries are removed from Schedule L1. Instead, a new Figure E1 is provided that simply shows the precinct areas associated with the Section 20.3 Development Concept of the OPA. This change was made given some confusion in terms of identifying the boundaries of the five precinct areas. Furthermore, based on comments received from the School Boards, a third priority school site is shown within the Cornwall precinct where the school could be co-located with future parkland or the existing Cornwall Park, on Schedule L1.

On Figure E2: Active Frontages, an additional segment of a future local road is identified as Active Frontage. This additional segment connects with the three segments running north-south from the VIA/GO station to Cross Avenue, creating a continuous loop. In accordance with the OPA policies, development along this segment is required to provide non-residential amenities along at least 70% of the at grade street frontage. This segment is close to the VIA/GO station and portions of it will also face future parkland, creating opportunity for a vibrant walkable, highly-frequented commercial area.

TECHNICAL & PUBLIC COMMENTS:

During and following the October 10 and 29, 2024 meetings with Council, many questions were posed by Council, the public and landowners regarding the OPA and its implementation. The following provides responses to those questions on a thematic basis.

Transit Oriented Community

The Ministry of Infrastructure is currently considering a Provincial Transit Oriented Community (TOC) initiative on approximately 5 hectares of land located west of Trafalgar Road and north of the Oakville GO station, which are also subject to four development applications that have been appealed to the Ontario Land Tribunal. A [letter](#) to Infrastructure Ontario and the Ministry of Infrastructure providing staff comments regarding the proposed TOC dated December 19, 2024 is available on the Town's website. This letter provides a thorough review and analysis of the proposed TOC and its supporting documentation.

As noted in the [Minister of Infrastructure's letter dated May 31, 2024](#), the objectives of the TOC program are to:

- Increase transit ridership and reduce traffic congestion;
- Increase housing supply (including affordable housing);

- Create jobs and stimulate the economy through major projects;
- Build complete communities, including bringing retail and amenities within a short walking distance of transit stations, and,
- Offset the cost of new station infrastructure.

To that end, following comments are provided as to how the proposed OPA meets those objectives:

Transit Ridership

The OPA proposes to establish minimum and maximum density of development on a block by block basis across all developable land in Midtown. These densities are transit supportive in accordance with Ministry of Transportation, Metrolinx and Provincial Planning Statement, 2024 guidelines and policies.

Reduce Congestion

The OPA incorporates new roads, bridges, underpasses, and active transportation trails, Bus Rapid Transit Stations and a transit hub. Collectively, the implementation of this new infrastructure helps to provide greater porosity and reduce current congestion. Furthermore, by creating a dense and compact community, the OPA delivers a walkable community which reduces private car trips.

Housing Supply

The OPA provides clear policy direction and understanding of the capacity for growth in Midtown. Estimates based on achieving maximum density on all development blocks anticipate that Midtown could accommodate approximately 19,600 units over the fullness of time. These units would predominantly be in apartment form. Using measures such as inclusionary zoning and incentives, the OPA contemplates that the units will accommodate a broad range of population in terms of household size, income, and age, across most of Midtown's developable area. (Residential development is not permitted in the Office Employment and Community Commercial designated areas given their proximity to the rail yard.)

Create jobs and stimulate the economy

The OPA provides policies that permit a broad range of land uses within Midtown. These policies provide guidance regarding the range of permitted and prohibited uses within each land use designation. The policies also provide guidance regarding the mix of uses, in some cases requiring a minimum amount of gross floor area that must be provided for non-residential uses, to ensure that Midtown is an area to work, as well as live. As a transit hub served by VIA, GO, and Oakville transit, it is important that this area be a vibrant community that effectively and efficiently uses these transit systems, and that businesses of Oakville, as well as residents, have access to these systems.

Build complete communities

As noted above, the OPA provides policies and schedules that provide clarity and direction to guide the evolution of Midtown from a predominantly commercial and employment area, to one that supports a broader mix of uses, in a compact form, and one that achieves complete community goals articulated in the Livable Oakville Plan, the Region of Halton Official Plan, and the Provincial Planning Statement, 2024. How the official plan addresses these goals is provided in detail within the [October 29, 2024 staff report](#).

Offset the cost of new station infrastructure

Applying the Community Planning Permit System to the Midtown Oakville growth area allows the town to work in partnership with the development community to achieve common goals regarding the provision of places to live, work, play and rest. Using this system, the town is also able to work with the development community to provide infrastructure and services to support the growth and development of this area in a manner that is environmentally, socially, economically and fiscally sustainable. Per the phasing policies of the OPA as well as the schedules provided, necessary infrastructure is identified and mechanisms are put in place to ensure that these facilities, services and matters are provided in lockstep with development.

Growth Targets, Forecast and Projection

As of 2021, this area is home to approximately 639 residents and 5,459 jobs (2021 Census and the Region of Halton Employment Survey). The proposed OPA provides direction and guidance for this area to intensify and accommodate a much higher number of residents and jobs.

Many questions have been raised regarding the growth targets, growth forecast and growth projection for Midtown. To assist with understanding this terminology, staff prepared a brief video called "[Planning Midtown: Considering Growth Targets, Forecasts, Projections and Density](#)" that was first available to the public during the open house and is now on the Midtown webpage.

Target

As noted in the video, the growth target for Midtown was established by the Province and reconfirmed by the Region. This target is aspirational and is set at 200 residents and jobs per hectare by 2031. The intent of the 2031 target horizon is to prioritize intensification in Midtown over other strategic growth areas of the Town. It should be noted that this target does not presuppose that all of Midtown would be fully redeveloped by 2031; but rather, that within certain parcels of development, this overall target would be achieved. This target was first established in 2006 in accordance with the Growth Plan for the Greater Golden Horseshoe, 2006. However, the pace of redevelopment in Midtown has not matched the aspirations of the Province, Region and Town. As such, while the aspiration remains, the real

expectation is that the target may be met some time in the late 2040s per the Watson Growth Analysis Study, 2024 (see Appendix G).

Forecast

The forecast for Midtown (at 29,900 residents and jobs) is set to 2051, in line with the regional population forecast per the [Ministry of Finance \(MofF\) projections](#). While the MofF projection is for all of Halton Region, Watson Consulting has undertaken analysis to forecast Oakville's population and jobs.³ The forecast informs infrastructure planning and associated development charges (DC) over the near term of the redevelopment of Midtown. It is based on various assumptions and trends, and will be revisited periodically to inform updates to master plans and DC background studies.

This forecast is a point in time for the evolution of Midtown. It does not represent a cap on development given that the redevelopment period for Midtown is anticipated to occur over a much longer period of time as has been the experience in other strategic growth areas across the Greater Golden Horseshoe, including places like [downtown Toronto](#) which has been and continues to be under redevelopment for multiple decades.

Projection

The long term Midtown projection (estimated at nearly 54,550⁴ residents and jobs) is based on the policies of official plan regarding mix of use, population and job ratios, development blocks and density allocations to those blocks. Based on current trends and a forecast of approximately 200 – 400 units per year, achieving the projected growth for Midtown would take 60 or more years. These projections also assume that every developable block of Midtown would be redeveloped to its maximum density allocation.

³ The October 29, 2024 staff report provided an overview of the Watson work. Appendix G: Growth Analysis Study, by Watson Consulting November 2024 (Corrected) to this report provides a November 2024 updated version of the Watson analysis wherein section 6.1.2 Housing Growth by Structure Type in Midtown Oakville and figure 6-3 Town of Oakville Midtown Oakville Units in Development Approval and figure 6-4 Town of Oakville Housing Units with Development Applications are corrected and show that there are 435 registered or draft approved units, 702 (not 2,461) proposed units, and 7,021 (not 5,140) units that are under appeal at the Ontario Land Tribunal, for a total of 8,158 (not 8,036) units in the development pipeline within Midtown Oakville and a total of 16,690 (not 16,340) units are in the development pipeline across the Town, along with an additional 3,487 units that are not assigned a density type, for a grand total of 20,347 units on a town-wide basis. These corrections, however, have not changed the conclusions of the Watson report.

⁴ This estimate is higher than what was provided to Council in October 2024 owing to the more detailed estimation of jobs that can be accommodated in Midtown, as noted above in this report. Using smaller square meter per job type rates than the average 30 sq. m. per job initially used in staff calculations. Should the allocated maximum GFA be realized across Midtown, it is estimated that Midtown could accommodate 38,150 residents and 16,400 jobs.

All three calculations inform and are informed by the proposed policies of the OPA. The minimum growth target informs the minimums to which the Town must plan for, while the projection is informed by maximum density development block allocations established in the OPA. Meanwhile, the growth forecast provides direction regarding the phasing and implementation policies of the OPA, especially as it relates to the alignment of development approval with the provision of necessary public infrastructure.

Major Transit Station Area (MTSA) boundary

A question was raised regarding the determination of the MTSA boundary relative to the provincial definition for MTSA's (per the Growth Plan). As noted in earlier staff reports, the MTSA boundary was established by the Region and approved by the Minister in 2022, via ROPA 48. This boundary was originally established in accordance with the Growth Plan for the Greater Golden Horseshoe policies and mapping related to urban growth centres, and re-confirmed via ROPA 48 wherein consideration was given to not only the existing GO station but also future bus rapid transit (BRT) stations that are planned for this area. In accordance with the Growth Plan and now the Provincial Planning Statement (PPS), 2024, MTSA's may be established for existing and planned high-order transit stations, such as bus rapid transit (BRT) and GO stations. As such the delineation of the MTSA boundary is consistent with the PPS, 2024 and conforms with the Region of Halton Official Plan (now the Town's Official Plan).

The impact to the Town, development community and the public to establish PMTSA's is that it provides development certainty (given that certain matters such as permitted uses and minimum density are subject to Ministerial approval without a right of appeal, and that non-decisions or refusals related to private applications for changes to the boundary, height, and density are not subject to appeal) and creates an opportunity to require and secure affordable housing on an area-wide basis through the implementation of Inclusionary Zoning policies.⁵

Height and Density

A broad range of comments, questions and concerns have been raised regarding the appropriate height and density of development within Midtown. Generally, there is acceptance for the current Official Plan policy framework wherein threshold building heights in the range of 10 to 20 storeys has been established and for which increases could be granted in exchange for community benefits. What is different in the proposed OPA from the current policy framework is:

- (a) the provisions of the *Planning Act* regarding the authorization of such a trade-off (the Town will now be relying upon the community permit system authorized by Ontario Regulation 173/16 rather than the former section 37 of the *Planning Act*), and

⁵ Inclusionary zoning policies remain subject to other requirements including the completion of the Housing Needs Assessment (HNA) described earlier in this report.

- (b) the proposed OPA establishes a cap on by how much this additional height could be by applying a maximum gross floor area based on an FSI allocation to the development block applicable to the proposed development

The benefit of density maximums (rather than height maximums) in the context of tall buildings (which comprise a podium and tower configuration) is that using these FSIs the town can estimate population and jobs which is necessary to understand for the purpose of infrastructure and capital planning. These maximums also assist development proponents who create pro formas based on saleable floor area.

When applying a height maximum only, it is challenging to estimate potential population and jobs. Furthermore, height maximums are seen as arbitrary and unnecessarily limiting for development proponents who desire flexibility in the architectural design of their buildings.

When applying a height maximum and density maximum, it further reduces the opportunity for innovative architectural design and a range of built form types, resulting in a monotonous build out of the area, as was demonstrated in the [June 3, 2024 concept](#) prepared for Council.

Using the qualitative policies of the OPA, along with the density allocations, and the requirement for community benefits for development beyond height thresholds provides flexibility for the development proponent, along with artistic license to the architects and engineers to achieve the various sustainability, economic, social, and fiscal goals of the Official Plan and the development proponent.

In other words, a development proponent could remain at or below height thresholds and stay within the maximum allocated FSI, but result in a building that has a high lot area coverage, relies on underground parking, and is likely in a midrise form. Or, the proponent may choose to provide a building that is taller than the threshold in order to accommodate more at-grade open space amenities, and/or to provide above ground structured parking, in exchange for the provision of affordable housing and/or parkland, beyond what may be required in the implementing by-laws. This range of flexibility allows for greater variation of built form that is more responsive to market trends.

Brownfield Development

Within Midtown, there are brownfield areas. (Areas where land may be contaminated due to industrial uses that previously occurred on the site.) The timing of remediation for these sites is controlled by the landowner. To assist the landowners and perhaps hasten remediation, the Town has a Brownfield Community Improvement Plan in place to incentivize the clean-up and redevelopment of these sites and facilitate the development of a mixed-use

community. This site is presently the subject of a development application. For more information on this application, see: [South Service Holding Corp. - 420 South Service Road East - OPA 1612.19](#).

Exception Policies

The proposed OPA does not carry forward exception policies currently provided in the Official Plan related to Midtown. These exception policies are not being carried forward because the exception that is cited in the Official Plan is now absorbed by the updated policies and schedules. For example, exception policies that acknowledge the phasing of development and/or that an existing use may continue and expand for a specific site are now policy permissions for any site within Midtown. See proposed policies 20.6.3 (a) and 20.6.3 (e), respectively. Similarly, attention was given to ensure that an exception policy that permitted a certain height and/or density of development for a site continues to be permitted for that site. Furthermore, it is acknowledged that a site specific zoning approval that conforms with the Official Plan would continue to apply.

Funding and Cost of Redevelopment

As noted in previous staff reports, proposed infrastructure within Midtown is required to service both the local area and the broader community. The responsibility for delivering this infrastructure will be shared between the Town, Region, Province, and landowners.

Local roads and servicing infrastructure required within Midtown is to be funded and delivered by landowners. Infrastructure required to service developments throughout Midtown, such as collector roads, is to be delivered by the town and funded by DCs. As the GO Station serves the entire town, there is some infrastructure that is required due to growth throughout the town to alleviate local congestion, which is to be funded by the town through development charges, along with the region and province.

The provision of new streets, bridges and underpasses, along with transit infrastructure improvements are proposed to relieve broader transportation congestion in Oakville and to better service the town's transit system overall. For infrastructure that is required due to growth and is the town's responsibility because of the broader benefit to the Town, the Town collects development charges to minimize the impact on existing residents and businesses. There is a small share of tax funding anticipated, as certain projects involve the rehabilitation of existing assets (i.e. the resurfacing of existing lanes as part of a road widening project), which benefit existing residents and businesses.

In addition to Development Charges (at 46%), infrastructure improvements will be funded through Town taxes (at 4%), Halton Region (at 6%), the Province (at 28%), and private development (at 16%). These improvements apply to lands within and

beyond Midtown. Improvements outside of Midtown include: the QEW Royal Windsor Drive interchange, the extension of the north-south QEW and railway crossing that parallels Trafalgar Road on the east side of Midtown, improvements to North Service Road and Iroquois Shore, and the Kerr Street grade separation and road improvements, as shown on Open House panel 21 (see Appendix B).

Future Proofing

Concerns have been raised regarding the viability of development in compliance with the policies of the OPA. The planning and development process is multi-faceted and subject to many pieces of legislation, regulation, policies, guidelines, approvals, etc. The proposed OPA is only one facet of this process, but an important one, in that it provides a foundation from which other more detailed facets of the process are formulated.

From an Official Plan perspective, there are policies provided regarding the monitoring OPA implementation. Where changes to the Official Plan are warranted as shown by monitoring and/or in accordance with required Official Plan reviews, those amendments can be made.

As per the *Planning Act*, there is a 5 year moratorium on private applications to make changes to CPPS policies and by-laws, however, at any time, Council can choose to consider amendments, where they see that they are appropriate and needed.

In terms of individual development proposals, checks and balances are in place with financial and insurance institutions, as well as government agencies such as [Tarion](#), to ensure that development is successful and consumers are protected. While there have been instances reported in the news where projects have gone into receivership, at higher rates than before, the circumstances for those unfortunate situations are unique to each project and are not attributable to a municipality's official plan.

Supporting Studies

Appendix H to this report provides a list of studies and policy updates that have informed the preparation of this OPA and its implementation.

MATTERS YET TO BE CONSIDERED

To date, the Town has not received formal comments from the Ministry of Municipal Affairs and Housing.

Under the One Window Review process, the Ministry provides a singular set of comments on behalf of various "one window" Ministries. These Ministries include:

- Ministry of Natural Resources and Forestry

- Ministry of the Environment, Conservation and Parks
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Energy, Northern Development and Mines
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Ministry of Transportation
- Ministry of Infrastructure
- Ministry of Health, and
- Ministry of Economic Development, Job Creation and Trade.

Following receipt of comments from the Ministry, further changes may be warranted prior to recommending the OPA for adoption by Council.

CONSIDERATIONS:

(A) PUBLIC

Further to the list of public engagement opportunities provided in the [October 29, 2024 staff report](#), the following engagement has occurred:

- On October 29, 2024, there was a Special Council meeting wherein the public made oral and written submissions.
- On November 12, 2024 formal notice of a public open house (as provided in Appendix F) was issued on the Town's News and Notices page and via the local online newspaper (InsideHalton.com), and sent via email to all prescribed bodies, including Mississaugas of the Credit First Nations, Six Nations of the Grand River, and the Haudenosaunee Confederacy, and persons on the contact list for Midtown.
- On November 27, 2024, the public had the opportunity to attend a public open house wherein they had access to information and the ability to ask questions and discuss the draft official plan amendment.
- From November 27, 2024 – December 11, 2024, the public had access to an online questionnaire, as noted above. A copy of the questionnaire and the responses to it is provided in Appendix C of this report. Responses to comments and questions posed through the questionnaire and *Post-It Notes* attached to open house panels are provided via this staff report.
- On November 28, 2024 open house material was published on the [Midtown Oakville Growth Area Review](#) webpage.
- On December 6, 2024, informal notice of this public meeting was issued via the [Midtown Oakville Growth Area Review](#) webpage and via email to all subscribers of the Midtown newsletter.
- Formal notice of this public meeting (as provided in Appendix F) and the availability of the proposed OPA as provided in Appendix A of this staff report was issued on December 23, 2024 on the Town's News and Notices webpage and via the local online newspaper (InsideHalton.com), and sent via email to all prescribed bodies, including Mississaugas of the Credit First

Nations, Six Nations of the Grand River, and the Haudenosaunee Confederacy, and persons on the constant contact list for Midtown.

- A reminder email to Midtown Oakville subscribers regarding the availability of the proposed OPA and the January 20, 2025 public meeting was issued on January 7, 2025.
- Through this statutory meeting, the public may make oral or provide written submissions to Council (via the Clerk's Office) for Council's consideration.
- The public may make submissions to the Town Clerk on the draft OPA up until Council makes a decision on these matters, which is anticipated for the February 18, 2025 Planning and Development Council meeting.

(B) FINANCIAL

There are no financial implications in receiving this report for information.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The draft OPA was prepared in consultation with staff from various internal departments, external public agencies, and town consultants. Changes to the draft OPA as proposed in Appendix A were made based on comments received and were vetted by staff from various internal departments.

(D) COUNCIL STRATEGIC PRIORITIES

A key strategy within Council's strategic priorities is to develop plans that support the town's urban structure to manage forecasted growth while protecting natural areas, preserving cultural heritage, and maintaining the character of existing neighbourhoods. The Midtown Oakville Growth Area review is specifically identified as a key action to fulfill the Town's Growth Management priority of "managing growth for a vibrant local economy, meeting infrastructure needs, and ensuring the development of complete communities along with efficient mobility across the town". The proposed OPA provides a clear foundation for achieving this growth management priority.

(E) CLIMATE CHANGE/ACTION

Planning for Midtown Oakville as a high-density mixed use urban node provides numerous intrinsic Green House Gas reduction opportunities. The proposed OPA continues to support compact urban development that provides viable choices for transportation and opportunities for a transition to alternative energy sources per the town's Community Energy Strategy. Proposed policies also support the use of by-laws to require the provision of green infrastructure within development, including green roofs, and supporting the provision of EV charging stations, among other matters.

NEXT STEPS:

Subject to comments received at this meeting, staff will prepare a recommended version of this amendment for Council's consideration of adoption at the February 18, 2025 Planning and Development Council meeting.

Within 15 days of Council adopting the OPA, notice of adoption will be sent to all persons and bodies that requested to be notified and to all prescribed bodies.

Also within 15 days of Council adopting the OPA, the adopted OPA along with prescribed material will be provided to the Ministry of Municipal Affairs and Housing.

In accordance with the *Planning Act*, the Minister will have 120 days within which to issue their decision regarding this OPA, unless they choose to suspend the time period for issuing a decision (per section 17(40.1) of the *Planning Act*).

Within 15 days of making the decision, the Ministry is required to issue notice of their decision to all persons/bodies who have requested to be notified and to all prescribed bodies.

CONCLUSION:

Planning for Midtown Oakville is a Council Strategic Priority. Staff and Council have engaged with the public over the last six years to update policies in the official plan to unlock Midtown's potential as the primary strategic growth area of the Town. As noted in the foregoing, the proposed OPA provided in Appendix A of this report is responsive to comments and concerns received to date.

As per the conclusion of the October 29, 2024 staff report, the September 2024 draft OPA presented therein is consistent with in-effect Provincial policy, and conforms with the Regional Plan (which is now an Official Plan of the Town of Oakville). Given the modest changes provided in the proposed OPA, staff confirm that the proposed OPA continues to be consistent with the Provincial Planning Statement, 2024 and conforms with the Region of Halton Official Plan for the reasons stated therein.

Subject to comments received at the January 20, 2024 Planning and Development Council meeting, a recommended OPA will be provided to Council for consideration of adoption at the February 18, 2025 Planning and Development Council meeting and following that, provided to the Minister of Municipal Affairs and Housing for approval.

In accordance with section 2.1 of the *Planning Act*, planning approval authorities are required to have regard to decisions of Council and the information and material that

was submitted to Council. On that basis, staff recommend that this report be shared with the Ministry of Municipal Affairs and Housing for their information.

APPENDICES:

- Appendix A Proposed Midtown Oakville and Community Planning Permit System Official Plan Amendment
- Appendix B November 27, 2024 Open House Panels
- Appendix C Responses to Questionnaire Regarding Draft Midtown Oakville & Community Planning Permit System OPA
- Appendix D Comments from Prescribed Bodies
- Appendix E Notice of Open House provided on Town's website
- Appendix F Notice of Statutory Public Meeting provided on Town's website
- Appendix G Growth Analysis Study, by Watson Consulting, November 2024 (Updated)
- Appendix H Studies Supporting the Proposed OPA Development and Its Implementation

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Midtown Oakville

~~DRAFT~~ PROPOSED Official Plan Amendment

NOTE: To assist the reader, new text in this version of the OPA is provided using **red font**, and text proposed to be deleted remains in black font and is ~~struck out~~.

The following provides a draft of proposed amendments to the Livable Oakville Official Plan as it relates to Midtown Oakville. Midtown Oakville is a Protected Major Transit Station Area as established in the Minister of Municipal Affairs and Housing approved ROPA 49. The draft OPA is intended to update policies and schedules for Midtown to conform with the Region of Halton Official Plan (now a Town of Oakville Official Plan), to respond to changes in the *Planning Act* and Provincial policies, to continue to implement Council Strategic priorities, and to respond to demographic and market trends.

As noted in the table of contents for this document, proposed changes are primarily directed to Section 20 Midtown Oakville of the Livable Oakville Plan. This document also includes relevant changes to the Official Plan that would apply on a townwide basis. These changes are mostly technical in nature and are provided because the proposed policy is not considered to be a matter that is unique to Midtown Oakville. These changes include new policies to enable the use of the Community Planning Permit System in accordance with the *Planning Act* and its associated regulation, Ontario Regulation 173/16.

When the proposed changes are recommended to Council, they will be provided in the formal format associated with Official Plan Amendments.

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MIDTOWN OAKVILLE SPECIFIC POLICIES

Section 20 Midtown Oakville of the Official Plan is deleted and replaced with the following:

20. MIDTOWN OAKVILLE

The interchange of Trafalgar Road and the QEW and the Oakville GO and VIA stations are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. Additionally, this area has unique Indigenous, railway and industrial history that have contributed to the growth of Oakville.

Access by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the infrastructure and development opportunity for this area to evolve yet again and to create a complete urban community comprised of a mix of residential, retail and employment uses. This mix of use fosters living, working, learning and recreating in Midtown Oakville throughout the day and during all seasons.

Midtown Oakville is a Protected Major Transit Station Area (PMTSA) in accordance with the *Planning Act*. As such, this area benefits from greater planning certainty in relation to density of development, building height, and inclusionary zoning provisions.

Midtown Oakville is the Town's primary strategic growth area. It is approximately 103 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west. Within these boundaries, there are areas precluded from development, such as the rail and hydroelectric utility corridors and the natural heritage system. These areas contribute to Midtown Oakville by facilitating goods and people movement and/or providing passive open space. As such, new development will be located on the balance of lands within Midtown Oakville.

The Oakville GO/VIA Rail Station, the Town's primary hub for existing and planned transit, anchors this major transit station area. Rail and bus connections service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be expansions to express commuter rail service and bus rapid transit corridors within the area. The bus rapid transit systems that originate in Midtown Oakville will connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.

The Town will work with the Province, the Region and the development community to realise the goals and objectives established for Midtown Oakville. The transformation of this area will occur incrementally and will require ongoing coordination and partnership among these sectors. Partnerships may be facilitated using *Planning Act* tools including the community planning permit system, community improvement plans, and other master plan exercises.

20.1 GOAL

Midtown Oakville is the leading Strategic Growth Area within the Town's urban structure. Midtown Oakville will accommodate significant residential and employment growth in a dynamic urban setting where people embrace healthy, active lifestyles by living, working, and playing in a vibrant, walkable, mixed-use neighbourhood, connected to the rest of Oakville by pedestrian, cycling, transit and street networks.

Within this compact urban community, residents and business will benefit from inter-regional transportation systems, enjoy access to the natural heritage system, and have access to regional-scale commercial, institutional, recreational, and office facilities.

Midtown Oakville will foster a community where pedestrians and cyclists feel safe, and public transit predominates over the use of single occupant vehicles.

20.2 OBJECTIVES

As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

20.2.1 To create a transit-supportive community by:

- a) ensuring the entire area is designed and developed as a pedestrian-oriented environment focused on access to, and from, public spaces and transit;
- b) providing internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,
- c) promoting a *compact urban form* with high density and high intensity land uses.

20.2.2 To create a vibrant and complete community by:

- a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;
- b) directing *major office* and appropriate large scale institutional *development* to Midtown Oakville as key economic generators;
- c) ensuring high quality human-scaled design that complements and contributes to the vitality of both Midtown Oakville and the Town, based on the vision for each of the precinct areas **described in section 20.3**;
- d) promoting a high calibre of architecture and urban design through development and the public realm;
- e) providing a transition among the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
- f) coordinating public investment in transit, *infrastructure* and civic facilities to support future growth ~~in a timely manner~~ **in accordance with town master plans**;
- g) promoting *district energy* facilities and sustainable building practices in alignment with the Oakville Community Energy Strategy; and
- h) protecting and maintaining natural heritage system, including lands along Sixteen Mile Creek.

20.2.3 To achieve Midtown Oakville goals ~~in a timely manner~~ by:

- a) **continuously** promoting and enabling the evolution of Midtown Oakville as the Town's primary Strategic Growth Area;
- b) ensuring a minimum gross density of 200 residents and jobs combined per hectare– a combined total of approximately 20,000 residents and jobs – by 2031;
- c) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals **in accordance with the Town's official plan review and/or relevant master plan work**, and
- d) ensuring future population and job growth is accommodated through efficient use of infrastructure and capital planning **on an on-going basis**.

20.3 DEVELOPMENT CONCEPT

Midtown Oakville is comprised of five precincts as shown on ~~Schedule L1~~ **Figure E1**.

20.3.1 Transit Hub Precinct

The Transit Hub Precinct includes all lands designated “Utility,” this Precinct includes the transit-related and transit-supportive uses and facilities that define Midtown Oakville as a *major transit station area*. The Precinct includes the train platform, station buildings, bus terminal and parking areas, as well as adjacent lands within the rail and hydro corridors.

The Town will work with:

- a) Metrolinx to develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station, and
- b) the Province to provide multi-use trail connections to the transit hub.

20.3.2 Trafalgar Precinct

The Trafalgar Precinct that flanks Trafalgar Road will develop with a mix of land uses in a highly walkable community of Midtown Oakville. This Precinct will accommodate a mix of office, civic, cultural, residential, and recreational uses and public spaces.

- a) Major civic and post-secondary institutional investment that benefits from this area’s multi-modal transportation system is strongly encouraged.
- b) Civic and community uses, complemented by public open spaces, are intended to become landmark features of the community.
- c) At-grade retail space is intended along local streets to serve the needs of residents, workers and visitors to Midtown Oakville, as well as create an active street life.
- d) Office uses should be located close to the Oakville Station and transit terminal, providing easy and convenient connections for commuters.
- e) An event centre may provide recreational and leisure space.
- f) Trafalgar Road will be improved through landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville.
- g) Public multi-use trail (including an overpass north of Cross Avenue) connecting Midtown Oakville west and east of Trafalgar Road.
- h) Development that supports frequent bus operations along Cross Avenue to provide reliable access to and from the transit hub.

20.3.3 Lyons Precinct

The Lyons Precinct is bounded by ~~16~~ Sixteen Mile Creek, the QEW, Trafalgar Precinct and Cornwall Road and will evolve into a highly compact mixed use and transit oriented community.

- a) Local roads shall be framed by active at-grade frontages and strategic building setbacks to encourage and support pedestrian activities and movement.
- b) Development shall support frequent bus operations along Cross Avenue to provide reliable access to and from the GO and VIA train stations.
- c) Development shall protect views of and provide safe access to Sixteen Mile Creek.

20.3.4 Chartwell Precinct

The Chartwell Precinct, east of the Trafalgar Precinct and north of the Transit Hub Precinct, is an area that provides transition from urban mixed use development to less intense development and a business campus area of Midtown Oakville.

- a) This Precinct supports a vibrant live-work community where a high proportion of development contributes to non-residential uses and reflects on the origins of Midtown Oakville as an area of employment.
- b) The employment only area of this Precinct provides space for employment activities that do not typically locate in mixed use areas. A diverse range of employment opportunities will be provided.
- c) This area will be connected to the larger Midtown Oakville area through a network of streets and multi-use trails that provide pedestrian and transit access to and from the transit hub.

20.3.5 Cornwall Precinct

The Cornwall Precinct, east of Trafalgar Road and south of the Transit Hub Precinct, shall include a mix of uses that define the southern edge of Midtown Oakville.

- a) *Development* shall be *compatible* with the residential neighbourhood south of Cornwall Road.
- b) Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area.

20.4 LAND USE POLICIES

The entirety of Midtown Oakville is a Protected Major Transit Stations Area (PMTSA) in accordance with section 16 of the *Planning Act*. As such, the boundary of the PMTSA is identified on Schedule L1 and delineated as “Growth Area Boundary.”

Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply to Midtown Oakville.

20.4.1 General

The predominant use of land within Midtown Oakville shall be mixed use, transit-supportive development. ~~All public service facilities, including transit-supportive facilities such as bus terminals, passenger pick-up and drop-off (PUDO) areas, are permitted.~~

a) **Public Service Facilities**

- i. All public service facilities, including transit-supportive facilities such as bus terminals, passenger pick-up and drop-off (PUDO) areas, are permitted **in all land use designations where development is permitted.**
- ii. **To support growth,** new *public service facilities* shall be provided ~~in a timely manner in accordance with the policies of this plan and/or town or public agency master plans,~~ **to support growth.**
- iii. Landowners, public agencies, and/or non-profit community service providers are encouraged to enter into partnerships to support the provision, improvement, and expansion of *public service facilities*.
- iv. Development shall, in accordance with Town By-laws, contribute to the delivery of *public service facility* needs identified through the planning application process or other Town master plan by providing:
 - new space for on-site *public service facilities*; and/or
 - a contribution towards a specific *public service facility* that meets identified needs, in lieu of providing a facility on site;
- v. *Public service facilities, which include education facilities,* ~~should~~ **shall** be planned and designed to meet the requirements of the Town and/or public agencies, and should, as applicable and appropriate for the use:
 - be provided in visible locations with strong pedestrian, cycling and transit connections;
 - be co-located in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas;
 - be located adjacent to parks and open spaces to enable synergies between facilities; and
 - provide for multi-functionality through flexible, accessible, multipurpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.

b) **Educational Facilities**

- i. Schedule L1 to this Plan identifies priority areas for schools to be located.
- ii. Additional school areas beyond those identified in Schedule L1 may be identified as this Plan is implemented, without amendment to this Plan.
- iii. The precise location, size and phasing of any educational facility site shall be determined in consultation with the School Boards.
- iv. Educational facilities shall be built to an urban standard that optimizes the use of land, encourages walking and cycling, and is connected to the broader transportation network.

- v. Educational facilities should optimize the use of land, as recommended in Town guidelines.
- vi. Any landowner or developer proposing residential development shall consult with applicable school boards, in advance of completing their application for development, to determine a need for educational facility space within the proposed development.

c) **Housing**

- i. Where residential uses are permitted, such development should include:
 - Mid-rise and tall building types, and unit sizes that can accommodate a variety of households, including those with children and residents at different stages of life;
 - Amenities designed for households with children as well as older adults;
 - Non-market housing, including emergency, transitional, supportive housing, special needs housing, and affordable housing; and,
 - purpose-built rental housing.
- ii. When and where in effect, development shall provide affordable housing in accordance with the Town’s inclusionary zoning policies and provisions.
- iii. Multi-unit development ~~with 20 units or more~~, shall provide, at a minimum, 35% of the units in the form of 2 or more bedrooms.
- iv. *Special needs housing* is exempt from policy 20.4.1 (fc) (iii).

d) **Non-residential uses**

- i. A mix of commercial uses, including large and small scale retail, service and community-serving uses, is encouraged throughout Midtown Oakville and should be located at-grade and designed to complement pedestrian-oriented access and street character.
- ii. **New** large format retail, such as grocery stores, are permitted where they are integrated with development. Such facilities are ideally located in the podium of mixed-use buildings with pedestrian access from the public realm.
- iii. Redevelopment on sites with existing non-residential uses shall provide for the replacement of all existing non-residential *gross leasable floor area*.
- iv. The replacement of all existing non-residential *gross leasable floor area* may be modified on a case-by-case basis, without an amendment to this Plan, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the relevant Precinct can support the long-term employment objectives of this Plan.

e) **Automobile Related Uses**

- i. New **stand alone** automobile related uses, including automobile dealerships; **and** service stations, ~~and drive-throughs shall be~~ **are not be** permitted.
- ii. Existing automobile dealerships and related uses, including automobile service stations, may be permitted to redevelop provided they are in a compact, urban form, and do not preclude the long-term development of lands as set out in this plan.
- iii. **New drive-throughs are not permitted.**

f) **Active Frontages**

- i. Buildings required to have active frontages as identified in Figure E4**2** shall be pedestrian-oriented and human-scaled at grade.
- ii. Buildings with active frontages identified in Figure E4**2** shall provide deeper setbacks to the public realm, and be designed in accordance with *Designing Midtown*.
- iii. A minimum of 70% of the public realm frontage along the ground floor of the building shall be devoted to active at-grade uses, such as: commercial, recreational, entertainment, retail, office, community services and facilities, and institutional uses.
- iv. The minimum at-grade activation requirement may be modified on a case by-case basis, without an amendment to this Plan, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential active at-grade use on a Precinct-level basis can support the

long-term employment objectives of this Plan, and a design brief demonstrates how the proposed development encourages walkability along the public realm.

20.4.2 Designation Specific

a) **Utility**

In addition to Part D Section 18.0 of this Plan, lands designated Utility are subject to the following policies:

- i. Transit-related uses and facilities, subject to the protection of underground and above-ground utilities, are permitted, including:
 - station buildings and related office uses;
 - transit terminals;
 - passenger amenity areas and public open spaces;
 - passenger pick-up and drop-off (PUDO) areas; and,
 - surface and structured parking.
- ii. Passive recreational uses, such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas, are permitted, subject to the protection of the function of utilities and consultation and approval from relevant agencies.

b) **Urban Core**

In addition to permitted uses provided in Part D Sub-Section 12.5.1 of this Plan, lands designated Urban Core are subject to the following policies which are provided to ensure that employment objectives and targets, along with the transit supportive, walkable community, and social cohesion goals of this plan are met:

- i. New development shall provide a minimum of ~~10~~ 12 percent of the total proposed gross floor area as non-residential uses, such as cultural, community, retail, commercial, and/or office, integrated within a mixed-use building or as a stand-alone building.
- ii. The minimum non-residential requirement may be modified on a case-by case basis, without an amendment to this Plan, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the applicable Precinct can support the long-term employment objectives of this Plan; and,
- iii. On large sites where more than one building is proposed on a phased-in basis, and the non-residential GFA is proposed after the first phase, the Town shall secure commitments to establish the non-residential development at a subsequent phase through holding provisions, agreements registered on title, and/or other means to the satisfaction of the Town.

c) **Community Commercial**

In addition to permitted uses provide in Part D Sub-Section 13.4.1 of this Plan, regarding lands designated Community Commercial the following uses are also permitted:

- i. Offices, including *major office*,
- ii. **Urban agriculture, in the form of a greenhouse or vertical farming facility.**

d) **Parks and Open Space**

In addition to Part D Section 17.1 of this Plan, lands designated Parks and Open Space are subject to the following policies

- i. Lands designated Parks and Open Space are conceptually shown on Schedule L1 Land Use. The size and configuration of these lands shall be determined via site plan, development permit, consent and/or plan of subdivision approval process(es), without an amendment to this Plan.
- ii. Schedule L1 shall be updated to show the actual parkland size and configuration, after being established as noted in policy (i) above, without an amendment to this Plan in subsequent office consolidations of the Official Plan.

- iii. These parkland parcels are intended to function as Public Common or Urban Square to serve the needs of Midtown Oakville residents, businesses and visitors.
 - iv. The Town will work with schoolboards to co-locate park and school sites to optimize co-benefits, where and when possible.
 - v. **The Town shall work with the applicable school board to determine park configuration and programming where parkland is intended to be co-located with school-sites. Programming of such parkland shall be prioritized for school use during school operating hours.**
- e) **Office Employment**
In addition to Part D Sub-Section 14.3 of this Plan, lands designated Office Employment are subject to the following:
- i. Policy 14.1.1 (a) as amended by OPA 68 does not apply.
 - ii. The following is also permitted:
 - 1. Urban agriculture, in the form of a greenhouse or vertical farming facility.

20.5 FUNCTIONAL POLICIES

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Midtown Oakville.

20.5.1 Urban Design and Built Form

In addition to the Urban Design policies in Part C: Section 6.0 of this Plan, the following policies shall apply to Midtown Oakville.

- a) **Design Guidelines**
- i. *Development* and the public realm shall address the urban design direction provided in the Town’s applicable guidelines.
 - ii. Standards established in Town by-laws and development approvals shall be informed by these guidelines.
- b) **Public Realm**
A major feature of Midtown Oakville shall be its public realm – comprised of public streets, parks and open spaces, including privately-owned publicly accessible open spaces. The public realm includes trees and landscaping, lighting, furnishings, urban amenities, gateway treatments, wayfinding and public art that enhance the local context and create a sense of identity and support pedestrian comfort. **These elements collectively expand the tree canopy, provide social connections, and promote environmental sustainability.**
- i. Development shall contribute to the creation of a high-quality public realm that is safe and comfortable, *universally accessible*, encourages *active transportation*, and contributes to a distinct character for Midtown Oakville.
 - ii. Buildings shall be oriented to, and have their main entrance(s) facing, the public realm.
 - iii. Buildings located along all Active Frontage streets shown on Figure E+2 shall provide strategic setbacks, and step-backs to achieve appropriate streetwalls designed to frame the street and provide a comfortable pedestrian-oriented environment
 - iv. Streetscapes shall reinforce the *active transportation*-oriented and urban environment and provide a seamless interface between the public and private realms.
 - v. Landscaping, **preferably with native species**, shall be incorporated into private development to enhance the pedestrian experience and contribute to the area’s identity.
 - vi. Public art that connects with the history of Midtown Oakville and the emerging culture of this area and Oakville overall is encouraged in strategic locations that create view termini, as well as animate streets, parks, squares, and building frontages.

- vii. Service access points, loading and any visible waste collection/management areas shall be located and designed to minimize physical and visual impact on sidewalks and publicly accessible open spaces.

c) Parks and Open Space

The parks and open space system is shown conceptually on Schedule L1 Land Use of this Plan.

- i. The parks depicted in Schedule L1 shall reflect the Town’s Parks Plan and consist of Public Commons and Urban Squares.
- ii. The parks system shall be further complemented by:
 - *active transportation* connections,
 - privately-owned publicly-accessible spaces (POPS) which may be delivered through future development applications,
 - Natural Areas that contain natural features as described by Part D Section 16 of this Plan,
 - open space located within the Utility land use designation, ~~and~~
 - **landscaped space associated with highway and street rights-of-way, and**
 - open space associated with educational facilities.
- iii. The location and delivery of public parks and open spaces shall be coordinated as development progresses to ensure that parks and open spaces are provided for new residents and employees as needed.

d) Utilities

- i. Utility vaults, meters, and similar infrastructure shall be located internal to a building or development block, within mid-block connections, or underground to ensure a clear and unobstructed public realm.
- ii. Hydro and other utility transmission lines, where located within a public right-of-way, should be provided, or relocated, underground, where feasible, as infrastructure improvements and development progresses.

e) **Site Density**

The minimum density of development within Midtown Oakville as a whole is 200 residents and jobs per hectare. To achieve and exceed this target, ensure transit supportive development, and implement the vision for Midtown Oakville, the range of gross floor area within buildings shall be as follows:

- i. Minimum *gross density*, expressed as *floor space indices* (FSI), shall be provided on a development site in accordance with Schedule L2, unless exempt per the policies of this Plan.
- ii. Up to the maximum *gross density*, expressed as *floor space indices* (FSI), may be permitted on a development site in accordance with Schedule L3 and the policies of this Plan.
- iii. Smaller sites are encouraged to consolidate with adjacent lands to enable a comprehensively designed development that comprises most of the associated block.
- iv. Notwithstanding the minimum densities shown on Schedule L2, minimum site densities shall not apply to:
 - lands required for public parks and open spaces;
 - educational facilities; and
 - *public service facilities* operated by a public authority, including transit facilities;
- v. Notwithstanding the minimum site density shown on Schedule L2, building additions, alterations and/or replacements to existing development may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.
- vi. Where a development site is located within two or more density blocks shown on Schedule L3, the maximum permitted gross floor area (GFA) shall be determined by calculating the site area (excluding non-developable lands) within each density block multiplied by the allocated FSI. The total permitted GFA will be based on the sum of products calculated for each density block or portion thereof.
- vii. ~~Where this Plan is implemented by a Community Planning Permit (CPP) By-law, a Community Benefits Charge by-law is not applicable. The CPP by-law may establish maximum density and/or height thresholds after which community benefits or cash-in-lieu of those benefits are required as a condition of development permit issuance. Such threshold rates shall be lower than the maximum provided on Schedule L3 and must exceed the minimum density established in Schedule L2, and in accordance with section 28.15 of the Official Plan.~~

f) **Building Height**

- i. “As of right” building height thresholds are shown on Schedule L4. Additional height beyond the threshold may be permitted through a development permit or through a rezoning application, subject to:
 1. the maximum density for the site is not exceeded, and
 2. community benefits or cash-in lieu of benefits are provided in accordance with town by-laws.
- ii. The minimum heights established on Schedule L4 are provided as an average height minimum of the building. Portions of a building may be less than the minimum, provided the overall average of building height achieves the minimum.
- iii. Notwithstanding the minimum height shown on Schedule L4, minimum height shall not apply to:
 - lands required for public parks and open spaces;
 - educational facilities; ~~and~~
 - *public service facilities* operated by a public authority, including transit facilities, **and**
 - **expansions to existing uses in accordance with policy 20.5.1 (e) (vi).**

g) **Tall Buildings**

- i. Tall buildings shall be designed to the highest architectural **and engineering** quality and detail, and shall ensure a pedestrian-oriented built form, provide active façades oriented to public streets, and contribute to a distinctive skyline.

- ii. Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another in order to create variation in building height and a distinctive skyline for Midtown Oakville.
 - iii. The height of the building base (podium) for tall buildings should generally be equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres in height, in order to frame the street and enhance pedestrian comfort.
 - iv. For tall buildings along public streets or publicly accessible amenity space, a step back between the podium base and tower portion should be provided to reinforce the character of the public realm.
 - v. For tall buildings, the floorplate of each tower (the portion of the building above the base or podium) shall provide a slender tower profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.
 - vi. The distance between the facing walls of towers shall generally be a minimum of 30 metres at the tower base, and expand to a minimum of 35 metres above the 25th storey, as applicable.
 - vii. The distance between facing walls of podiums, where there are windows on both building faces, shall generally be a minimum of 15 metres.
- h) **Mid-Rise Buildings**
Buildings, ~~taller than the streetwall height and up to consisting of 12-storeys or less, should~~ shall:
- i. incorporate a step-back in the main building wall for storeys located above the established streetwall height; and,
 - ii. provide a minimum building separation distance of 15 metres between a mid-rise with another mid-rise building, or a tall building
- i) **Building Setbacks**
Setbacks from a building to public streets should be landscaped spaces or extensions of the public boulevard that contributes to the character of an area.
- j) **Building Orientation**
Buildings shall be designed and sited to maximize solar energy, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.
- k) **Green Roofs**
Green roofs and/or amenity space should, and where required by by-law shall, be provided on the roof of any building, including the roof of the podium.
- l) **Block Design**
- i. Development blocks are formed by the planned transportation street network and each development block shall be designed comprehensively.
 - ii. Where properties within a block cannot be consolidated so that development may be coordinated, development on a portion of a block shall not preclude the development of the remainder of the block in accordance with this Plan.
 - iii. Mid-block connections, as conceptionally shown on Schedule L6, should be provided within large blocks.

20.5.2 Mobility

- a) **Transportation**
Streets and streetscapes facilitate multi-modal movement year-round, provide valuable frontage for development, and provide the setting for the range of uses and activities that define Midtown Oakville. A grid of streets is permeable, designed for pedestrians, and fundamental to encouraging *active transportation*.

Schedule L5 establishes a street network that recognizes the function and character of roads and Precincts. It creates a fine-grained pattern of streets and connections to support convenient transit, pedestrian, cyclist and other forms of *active transportation* movement and circulation.

- i. The design and operation of existing and new streets in Midtown Oakville shall prioritize year-round *active transportation* and transit use.
- ii. Significant *active transportation*, transit, and street infrastructure, as shown on Schedules C, D, L5 and L6, is necessary to support growth. Certain existing street or street segments shall be abandoned, realigned, widened, extended, or replaced in accordance with this Plan.
- iii. The Town **and/or the Region** may require the early conveyance of rights-of-way, prior to development, to complete the street network.
- iv. The Town **and/or the Region** may secure rights-of-way on alignments as shown on Schedules C, D, L5 and L6 through the planning approval process, through purchase and sales agreements, or through a public land expropriation process. Final rights-of-way shall be consistent with Schedules C, D, L5 and L6, or otherwise be determined through detailed transportation studies, transit plans, environmental assessments where required, and the planning approval process.
- v. The provision of future streets and other transportation infrastructure, **including bridges and underpasses**, shall be **subject to studies to determine final alignment and no negative environmental impact. Their implementation shall be** coordinated as development progresses to ensure that transportation infrastructure is provided for new residents and employees **in a timely manner. The timing of the delivery of such infrastructure shall be in accordance with the policies of this plan and/or town or public agency master plans.**
- v. Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, streets, and *active transportation* facilities, as shown on Schedules C, D, L5 and L6, will not require an amendment to this Plan, provided that the general intent and purpose of this Plan is maintained.
- vi. Development shall not preclude the provision of the planned transit and transportation network.
- vii. Development shall contribute to the creation of a connected public street and mobility network as shown on Schedules L5 and L6 and through the following measures:
 - Connecting internal streets and site access points to contribute to a continuous street grid;
 - Creating opportunities for shared access for loading, parking and servicing, and
 - Developing privately or publicly-owned mid-block connections in accordance with the policies of this plan to minimize interruption of streets, pedestrian and cycling infrastructure.
- viii. Cross Avenue and the new north-south street connecting Cornwall Road to Trafalgar Road will serve as a transit route for transit services including higher-order transit (BRT/LRT) to and from the Midtown Oakville transit hub. Lands and services required for the transit amenities, including stops, will be determined through future study.
- ix. The Town will work with Halton Region and Metrolinx to:
 - implement the extension of the rail platform east of Trafalgar Road and improve transit passenger access from the east side of Trafalgar Road; and
 - implement relocation of the shared transit terminal to east of Trafalgar Road.

b) Active Transportation

Active Transportation routes are conceptually shown on Schedule L6.

- i. Midtown Oakville streets shall provide ~~sidewalks~~ **pedestrian facilities** on both sides.
- ii. Active Transportation routes, including underpasses and bridges, shall be designed for pedestrian and cyclist comfort and safety, and limit motor vehicle speeds and volumes consistent with the Neighbourhood Traffic Safety Program.

- iii. The exact location, design, facility type, and alignment of the Active Transportation connections shown on Schedule L6 may be refined without amendment to this Plan, provided that the overall intent and connectivity is maintained.
- iv. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network throughout Midtown Oakville, and connect with the broader townwide network.
- v. Street furniture, bike parking, bike and other active mobility sharing facilities, and transit shelters and seating shall be provided to encourage *active transportation* and transit ridership at appropriate locations along future transit and *active transportation* routes.
- vi. Development in the vicinity of a future pedestrian bridge or underpass shall have consideration for the location and connectivity objectives of these connections and shall not preclude their realization.

c) Mid-Block Connections

Midblock connections are shown conceptually on Schedule L6 as part of the “off-road active transportation connections.”

- i. Development shall promote safe, barrier-free, convenient, and predictable mid-block connections.
- ii. The location of mid-block connections should relate to the placement of the buildings, and align with existing or planned transportation (including active transportation) circulation routes.
- iii. Mid-block connections may be publicly or privately owned and shall be publicly accessible.
- iv. Mid-block connections may be used to support site servicing or site access.
- v. Mid-block connections should:
 - form uninterrupted connections through a block to allow for continuous transportation opportunities throughout Midtown Oakville;
 - be designed to be *universally accessible*;
 - include appropriate pedestrian-scaled lighting;
 - incorporate active transportation infrastructure including bicycle parking; and,
 - have appropriate and clear signage and wayfinding.
- vi. Shared vehicular access and service facilities should be provided internal to a block.

d) Parking

- i. The use of maximum parking standards shall be considered in the implementing by-law and through the planning approval process. It is the intent that the requirement and/or need to supply parking associated with development will progressively diminish as access to higher-order, frequent transit and *active transportation* facilities increases as Midtown Oakville becomes a complete community over time.
- ii. Development shall provide structured parking, preferably below-grade.
- iii. Where above ground structured parking is included in a development, the design of the structure shall incorporate active external uses, such as commercial, office and/or residential uses, facing a public street at-grade and above grade.
- iv. **Above ground structured parking should be designed with the flexibility to be repurposed for other uses, such as commercial, office and/or residential, as parking demand decreases over time due to shifts toward transit and active transportation.**
- v. Surface parking should not be provided as part of development, unless:
 - 1. Surface parking is only intended for visitor parking and/or short-term, temporary parking, including parking for vehicles that are associated with a ride-share program.
 - 2. Surface parking shall be located in the side or rear yard and screened.
- vi. Shared parking facilities are encouraged.
- vii. Parking facilities shall be located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.

- viii. Development should, and where enabled by by-law shall, include electric vehicle charging infrastructure and be designed to support the provision of additional electric vehicle charging facilities over time to encourage the use of electrified vehicles and bicycles.
- ix. **Development shall provide secure, covered, and accessible bicycle parking facilities to encourage active transportation. These facilities should be located conveniently near building entrances and integrated with the broader cycling infrastructure network.**
- x. Opportunities for stratified parking arrangements may be considered on a case-by-case basis.

20.5.3 Stormwater Management

- a) Development within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the following studies and any other subsequent studies or updates:
 - Lower Morrison and Lower Wedgewood (LMLW) Creeks Flood Mitigation Study Report - 2024
 - Flood Mitigation Opportunities Study for Lower Morrison and Wedgewood Creek Systems;
 - The town's Consolidate Linear Infrastructure Environmental Compliance Approval number 314-S701;
 - Stormwater Master Plan, 2019; and,
 - Midtown Oakville Class Environmental Assessment, 2014.
- b) To mitigate stormwater impacts, onsite landscape amenity space, parks and open space areas should, **and where required by by-law shall**, incorporate green infrastructure that enhances the ecological function of the area, and supports stormwater management, including low impact development and subsurface stormwater facilities, where appropriate.

20.5.4 Spill Flood Hazard and *Hazardous Lands*

- a) Development and site alteration within *flood hazards* must implement the findings of the Flood Hazard Mapping Study: Sixteen Mile Creek to Lower Morrison Creek (as amended).
- b) Development shall be directed away from areas of *hazardous lands* where there is an unacceptable risk to public health or safety or of property damage and shall not create new or aggravate existing hazards.
- c) Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards and/or erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.
- d) Notwithstanding the policies above, development and site alteration may be permitted in those portions of *hazardous lands* where the effects and risk to public safety are minor, can be mitigated in accordance with provincial standards, and where it has been demonstrated that:
 - i. development and site alteration are carried out in accordance with floodproofing standards, protection works standards, and access standards;
 - ii. the site has safe access (ingress and egress) appropriate for the nature of the development and the natural hazard;
 - iii. new hazards are not created, and existing hazards are not aggravated; and
 - iv. no adverse environmental impacts will result.
- e) The following uses shall not be permitted to locate in *hazardous lands*, including *spill flood hazard* areas:
 - i. institutional uses, including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
 - ii. essential emergency services, such as that provided by fire, police and ambulance stations and electrical substations; or

- iii. uses associated with the disposal, manufacture, treatment or storage of hazardous substances.
- f) ~~Notwithstanding policy 10.13.3, the Town, in consultation with the relevant conservation authority, may adopt the two-zone concept, in accordance with Provincial procedures, to address hazard lands.~~

20.5.5 Sustainability

- In addition to policies in Part C of the Official Plan addressing sustainable development, the following provisions apply:
- a) Development should, **or where required by by-law shall:**
- i. identify opportunities to implement renewable energy generation in proposed development, with a focus on reducing carbon emissions;
 - ii. incorporate bird-friendly design strategy elements;
 - iii. integrate on-site renewable electricity production (e.g. solar panels) to reduce electricity demand;
 - iv. reduce embodied carbon energy in building material (e.g. re-using materials, using lower-carbon materials, **including encapsulated mass timber construction**; sourcing materials locally); and,
 - v. target net-zero energy use and emissions.
- b) To increase the energy efficiency of buildings, development should, or where required by by-law shall, use passive design and/or renewable energy approaches, this may include any of the following:
- a green or blue roof;
 - solar capture equipment;
 - cooling roof materials;
 - suitable glazing ratio for energy efficiency;
 - urban tolerant trees and other vegetation to provide shade and additional tree canopy;
 - soft landscaping on the flat portion of rooftops (excluding the area required for mechanical equipment).
- c) Applications for development in Midtown Oakville may be required to submit a **sustainable development** report that describes how the applicant has endeavoured to incorporate the policies of this Plan, as deemed appropriate and applicable through the pre-application consultation process.

20.6 IMPLEMENTATION

In addition to the policies in Part F of this Plan, the following implementation policies also apply:

20.6.1 Monitoring

- a) The Town shall monitor the level of development within Midtown Oakville.
- b) To track the pace of development and identify and plan for infrastructure improvements, including *active transportation* and transit, the monitoring program shall evaluate the following:
- i. traffic characteristics on key routes and at key intersections, in accordance with the Town and Region’s transportation study guidelines;
 - ii. existing, approved and proposed development, including the number of residential units and the amount of non-residential floor space;
 - iii. transit usage and modal share;
 - iv. usage of *active transportation* and *public service facilities*;
 - v. population and employment generated by development; and
 - vi. indicators of sustainability in accordance with the policies of this plan.
- c) The town shall monitor the provision of retail uses throughout Midtown. Where the needs of the community are not being met, the town may amend this Plan to require such retail opportunities as grocery stores in specific locations to be delivered through the development process.

20.6.2 Implementation Measures

- a) The Town shall develop, in conjunction with **school boards, Conservation Halton**, Halton Region, the Province and Metrolinx, implementation measures to address:
 - i. parkland acquisition;
 - ii. transportation, including *active transportation* and transit initiatives;
 - iii. streetscape and/or public realm;
 - iv. parking demand management;
 - v. the extension and improvement of the Oakville GO rail platform, and re-location of the transit terminal;
 - vi. emergency services and *public service facility* provision;
 - vii. community improvements through a community improvement plan;
 - viii. economic development;
 - ix. a coordinated approach to development and infrastructure phasing, including monitoring key development indicators at regular intervals;
 - x. sustainability initiatives and environmental standards, including district energy and green/solar roofs, in alignment with the Oakville Community Energy Strategy;
 - xi. opportunities for flood hazard mitigation in accordance with the Flood Hazard Mapping Study: Sixteen Mile Creek Lower Morrison Creek (as amended);
 - xii. public sector partnerships and programs; and,
 - xiii. the municipal acquisition and disposition of lands.
- b) Town master plans and implementation documents shall be updated to support the planned growth and change in Midtown Oakville to 2051 and beyond.
- c) Innovative engineering and design solutions or alternate standards for infrastructure, parks and open spaces, that are appropriate for an urban area and optimize environmental sustainability and life cycle costs are encouraged and may be implemented through master plans, implementation documents, *development*, and infrastructure projects, subject to any necessary approvals.
- d) The town shall work with Oakville Hydro and other utility providers to ensure services located within a public right-of-way are provided or relocated underground, where feasible, as infrastructure improvements and development progress.
- e) To share and commemorate Midtown Oakville’s Indigenous, railway and industrial history, the Town may prepare a Heritage Commemoration Strategy that will be used to inform programming and placemaking within parks, open spaces and buildings in Midtown Oakville. Accordingly, *development* shall have regard for the Midtown Oakville Heritage Commemoration Strategy, as appropriate.
- f) Site-specific applications and studies related to them shall take into consideration the relevant findings and recommendations of the studies, strategies, master plans noted above and in this official plan.
- g) Where conveyance of roads or parkland is required, development applications shall include a land division process.

20.6.3 Phasing/Transition

- a) Development shall occur over the long-term and may include interim conditions and incremental implementation.
- b) Development shall be coordinated with the provision of infrastructure, including:
 - i. transit;
 - ii. road network capacity;
 - iii. pedestrian and cycling facilities;
 - iv. parks and open space;
 - v. water and wastewater services and capacities;
 - vi. measures to mitigate potential flood risk in accordance with the Flood Hazard Mapping Study: Sixteen Mile Creek Lower Morrison Creek (as amended);

- vii. ~~public sector partnerships~~ *public service facilities*;
 - viii. stormwater management services and capacity;
 - ix. streetscape improvements; and,
 - x. utilities.
- c) Further to subsection (a) above, the timing of development shall be subject to the availability of required infrastructure, including but not limited to future transportation network improvements, water and wastewater services, and stormwater management facilities.
 - d) Initial phases of development shall not preclude the achievement of a compact, pedestrian oriented and transit-supportive urban form, or the transportation network identified on Schedules of this Plan.
 - e) The uses and buildings that legally existed, *or that were approved*, prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.
 - f) Development shall demonstrate compliance with the capacity of the existing water, wastewater and stormwater servicing networks. Private on-site controls and enhanced building design may be required, to mitigate any increased demand that exceeds existing capacity.

20.6.4 Landowner Agreements/Cost Sharing

- 20.6.4 Landowners' Agreement / Cost Sharing**
- a) ~~Development, as determined following a pre-submission meeting, shall only be permitted when a~~ *A* landowners' group *shall be* ~~has been~~ established for Midtown Oakville for the purposes of administering a cost sharing agreement(s) amongst landowners to ensure that the costs associated with development, including but not limited to the provision of parkland, *school sites*, parking, stormwater management services, local roads, other infrastructure, and servicing, are distributed in a fair and equitable manner among landowners.
 - b) *The Town shall determine, following a pre-submission meeting, whether the applicant is required to participate in a landowner group. And if required, the development application* ~~Individual development in Midtown Oakville shall not be deemed complete~~ *approved* until the subject landowner has become a party to the *relevant* landowners' cost sharing agreement.
 - c) Landowners are encouraged to enter into agreements to coordinate the provision of urban format grocery stores *and/or other community serving facilities and services that are determined to be deficient*, within mixed use buildings.
 - d) Landowners, public agencies, and/or non-profit community service providers are encouraged to enter into partnerships to support the provision, improvement, and expansion of *public service facilities*.

TOWNWIDE POLICIES

Rail Yards and Rail Corridors

Section 8.11 of the Official Plan is proposed to be modified by adding the following new policies:

<p>8. 11.4 Rail yard(s) and rail influence areas are depicted on Appendix 5.</p> <ul style="list-style-type: none">a) New or expanded residential or other sensitive land uses shall not be permitted within 300 metres of a rail yard.b) Proposed residential <i>development</i> or other sensitive land use located between 300m and 1000m of a rail yard shall be required to undertake land use compatibility studies to the satisfaction of both the Town and rail operator to support the feasibility of the proposed development and, if feasible, to include appropriate mitigation measures.
<p>8. 11.5 Proposed residential or other sensitive use <i>development</i> within 300 metres of a railway right-of-way shall be required to:</p> <ul style="list-style-type: none">a) undertake noise studies, in consultation with the appropriate railway operatorb) undertake appropriate measures to mitigate any adverse effects from noise that were identified, andc) investigate and implement available options, including alternative site layouts and/or attenuation measures to ensure appropriate sound levels are achieved.
<p>8.11.6 Any <i>development</i> within 300 metres of the Metrolinx Rail Corridor shall:</p> <ul style="list-style-type: none">a) demonstrate that it conforms with the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors,”b) be supported by an acoustical study to the satisfaction of the Town and Metrolinx, andc) require registration of an Environmental/Operational Easement in favour of Metrolinx over the subject lands.
<p>8.11.7 Any <i>development</i> within 75 metres of the Metrolinx Rail Corridor shall provide a vibration study to the satisfaction of the Town and Metrolinx.</p>
<p>8.11.8 <i>Development</i>, including site alteration, adjacent to the Metrolinx Rail Corridor shall be subject to the review of Metrolinx and may be subject to conditions issued by Metrolinx, including the execution of agreements with and/or permits from Metrolinx.</p>

Provincial Highway

Section 8.12 of the Official Plan is proposed to be modified by adding the following new policy:

<p>8.12.4 <i>Development</i> in and adjacent to the Ministry of Transportation right-of-way may be required to provide a setback per Ministry policy and to obtain necessary Ministry of Transportation permits prior to the commencement of construction.</p>
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Hazard Lands

Section 10.13 of the Official Plan is proposed to be modified by adding the underlined text shown below to policies 10.13.1 and 10.13.2:

<p>10.13.1 The delineation and regulation of <i>hazard lands</i> are administered by the Conservation Authorities. The general location of floodplain limits and shoreline <i>hazard lands</i> are conceptually shown on Schedule B. The limits of <i>hazard lands</i> on Schedule B may be updated without a Plan amendment. <u>Technical studies, prepared by qualified professionals, may be required to delineate and/or refine the limit of <i>hazardous lands</i>, and demonstrate that the policies of this plan have been met, to the satisfaction of the Town and applicable Conservation Authority.</u></p>
<p>10.13.2 No new development or site alteration is permitted within <u>or adjacent to <i>hazard lands</i></u> without the approval of the Conservation Authority, <u>in accordance with the <i>Conservation Authorities Act</i> and associated regulations and policies. For reference purposes, Appendix 6 provides the approximate Regulation Limit of the Conservation Authorities. The text of the <i>Conservation Authorities Act</i> and associated regulations prevail over any mapping. The regulation limit does not represent a development limit.</u></p>

Development Permit/Community Planning Permit System

Section 28.15 of the Official Plan is proposed to be modified by deleting and replacing with the following subsection and policies:

<p>28.15 Community Planning Permit System</p> <p>28.15.1 The Town may, in a by-law, establish a identify community planning permit areas within the Plan area in the Official Plan. Where identified, the town shall establish by-laws pursuant to the provisions of the <i>Planning Act</i>, and in compliance with applicable regulations.</p> <p>a) Midtown Oakville as described in Section 20 and delineated in the schedules of the Official Plan is a community planning permit area.</p> <p>28.15.2 Notwithstanding policy section 28.3.1, the Town may use a community planning permit by-law, in lieu of a zoning by-law, for the purpose of implementing the objectives and policies of this Plan within areas identified as community planning permit areas under this Plan.</p> <p>28.15.3 Any requirements, standards, conditions, criteria set out in the policies of this Plan that are related to site plan control or zoning is deemed to also apply in the context of a community planning permit by-law.</p> <p>28.15.4 Identification of a community planning permit area and passing of a community planning permit by-law shall be subject to the following:</p> <p>a) vision, goals, objectives, and policies to achieve them, are established prior to or concurrently with the proposed by-law for the specified area through a consultative process;</p> <p>b) the area is identified as one that would benefit from the streamlined process that arises from implementing a community planning permit by-law;</p> <p>c) the area is identified as one that requires public facilities, services, and matters to be provided commensurate with the area’s growth and development over time; and/or</p> <p>d) the area would benefit from having development permits issued in accordance with conditions and criteria provisions of a community planning permit by-law.</p> <p>28.15.5 Within the community planning permit by-law, Council may delegate its decision-making authority as prescribed to a committee or staff. This authority may include approving or refusing</p>

- development permit applications, entering into agreements, and issuing development permits with or without conditions. All such decisions shall be in compliance with the provisions of **this Plan and** the community planning permit (CPP) by-law.
- 28.15.6 Approval of development permit applications shall be in conformity with **this Plan and** the CPP by-law. As such, criteria for decision making shall be provided in the by-law in accordance with relevant general and specific policies in this Plan, **including policies respecting the permission of uses that are intended to be temporary in accordance with policy 28.7.2**, and any other criteria that more specifically provides necessary guidance to achieve the Official Plan goal(s) and objectives that are applicable to the CPP by-law area.
- 28.15.7 Approval of development permits may be subject to conditions that may be imposed prior to, at the time of, or following issuance of a development permit.
- 28.15.8 The CPP by-law may include any of the types of conditions listed in O. Reg. 173/16, as well as:
- a) conditions that require payment in lieu of a matter that is otherwise required;
 - b) conditions that provide the Town with an equivalent benefit that is otherwise gained through the implementation of the Town’s community benefits charge by-law;
 - c) any other type of condition that is required to ensure the safety and security of persons, property, and the natural environment;
 - d) conditions that establish lapsing periods for development permit approval after which the approval is rescinded;
 - e) conditions which establish a set time within which the development permit is in effect;
 - f) conditions which put a development permit issuance on hold until a specified time or **specified matter(s) has/have** been addressed.
- 28.15.9 Any such condition may require an agreement which may be required to be registered on title.
- 28.15.10 Where the CPP by-law proposes conditions associated with permitting development at heights and/or densities that exceed maximum thresholds set for “as-of-right” development in exchange for community benefits, the CPP by-law shall:
- a) include provisions regarding the proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height and/or density of development that may be allowed, **and**
 - b) **establish maximum density and/or height thresholds in accordance with CPP area specific policies of this Plan. For the subject sites, such threshold rates must ensure that the minimum density of the site can be exceeded and shall be lower than the permitted maximum height or density provided in this Plan.**
- 28.15.11 **Benefits, All Areas**
The facilities, services, and matters that may be provided by operation of these provisions include, but are not limited to, the following, and may be further specified in the by-law.
- a) public transit infrastructure, facilities, services and improved pedestrian access to public transit;
 - b) public parking;
 - c) affordable housing for a wide array of socio-economic groups;
 - d) conservation and preservation of cultural heritage resources;
 - e) protection and/or enhancement of natural features and functions;
 - f) *public service facilities* and improvements to such *facilities*;
 - g) parkland and improvements to parks;
 - h) day care centres;
 - i) public art;
 - j) integration of office uses in mixed use developments;
 - k) green buildings; and,

- l) other local improvements that contribute to the achievement of the Town’s building, landscape and urban form objectives as set out in this Plan and supporting documents.

28.15.12 Benefits, Area Specific

In addition to the benefits listed in policy 28.15.11, the following are additional benefits that may be considered:

- a) **Midtown Oakville**
 - i. grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
 - ii. community facilities such as:
 - a creative centre, including associated studio, office, exhibition, performance and retail space; and,
 - a public library;
 - iii. improved local transit facilities and transit user amenities; and
 - iv. contributions towards a district/renewable heating/cooling/energy system.

28.15.13 All facilities, services, and matters as well as cash-in-lieu of them shall be allocated to lands within the subject community planning permit area.

Community Improvement

Section 28.16 of the Official Plan is proposed to be modified by adding item (k), as shown in underline below:

28.16 Community Improvement

28.16.2 The designation of a community improvement project area shall be based on one or more of the following criteria:

- a) deficiencies in the physical infrastructure of the area, including water, sanitary sewers, storm sewers, roads, sidewalks, curbs, street lighting, traffic control and electrical facilities;
- b) deficiencies in the provision or design of off-street parking areas;
- c) inadequate parks, open space, landscaping and community or recreation facilities;
- d) evidence of economic decline in commercial areas, such as unstable uses or high vacancy rates;
- e) problems with incompatible land uses;
- f) buildings and structures in need of maintenance and repair;
- g) need to improve streetscape amenities on public and/or private property;
- h) need for heritage resource conservation;
- i) opportunities for infilling and development of under-utilized sites; ~~and~~,
- j) existing or probable soil or water contamination, and/or
- k) need for affordable housing and/or special needs housing.

Pre-consultation and Complete Application Submission Requirements

Section 28.19 of the Official Plan is proposed to be modified by adding “development permit” to policies 28.19.3 and 28.19.19, as shown in underline below:

28.19.3 Unless an exemption is granted under section 28.19.5, the following information and materials shall be required to be submitted as part of any application for official plan amendment, zoning by-law amendment, site plan, development permit, draft plan of subdivision or draft plan of condominium, and shall be requested as applicable for other applications: ...

28.19.19 An application for official plan amendment, zoning by-law amendment, site plan, development permit, draft plan of subdivision or draft plan of condominium shall be considered complete under the Planning Act only when all of the following items have been provided to the Town:...

Area Design Plans

Section 28.19 of the Official Plan is proposed to be modified by adding the following new policies:

28.19.3

(i) **Area Design Plans**

To address coordination issues between landowners and phasing of development. The area design plan shall:

- i. be prepared in accordance with terms of reference approved by the Town;
- ii. provide a comprehensive development scheme for the entirety of the block in which the subject lands are located;
- iii. demonstrate how the proposed development shall not preclude development on adjacent properties in accordance with the policies of this Plan;
- iv. outline how development may be phased and coordinated between the subject lands and adjacent properties, including properties across any public streets from the subject lands;
- v. identify the specific location and boundaries of land uses and designations;
- vi. identify the density and distribution of built form, building heights, mixture of uses, and housing types including affordable housing;
- vii. identify the detailed street pattern including *active transportation*, transit facilities, streetscape/public realm enhancements, and on street parking;
- viii. identify the size and location of parks and open spaces;
- ix. identify the size and location of public service facilities and educational facilities; and
- x. identify the size, location, and general configuration of stormwater management facilities.

Transportation Demand Management

Section 28.19 of the Official Plan is proposed to be modified by adding the following new policies:

28.19.3

(j) **Transportation Demand Management**

- i. Transportation Demand Management (TDM) Options Report that demonstrates how the proposed development shall promote a shift to more sustainable travel modes and support transit initiatives. A TDM Options Report and its implementation may include, but is not limited to the following:
 - Secure bicycle parking, including publicly accessible bicycle parking rooms;
 - Cycling infrastructure and end-of-trip infrastructure, such as bike repair station/stand and shower and change room facilities, located in an accessible location;
 - Micromobility options including scooter share, bike share and electric scooter/bike charging stations;

- Dedicated cycling routes internal to the site to and from key destinations;
 - New or improved connections to the existing or planned Town cycling network;
 - Pedestrian supportive features such soft landscaping, shade trees, street furniture such as benches, and marked safety crossings;
 - Cyclist amenities such as bike racks, bike lockers, and showering facilities;
 - Continuous pedestrian linkages;
 - Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive;
 - Weather protection, such as protective awnings or wind screening, along street frontages adjacent to transit stops;
 - Subsidized transit passes or pre-loaded transit cards for residents, students and/or employees;
 - Real-time technology that displays transit route and time information and technology that supports other modes of sustainable transportation;
 - Publicly accessible car-share or ride-share services, pick-up drop-off areas, and parking spots;
 - Preferential carpool parking;
 - Paid parking for non-residential uses;
 - Shuttle services;
 - Varying hours of work to reduce peak-hour loads;
 - Shared parking agreements; and,
 - Other sustainable transportation measures that may be identified.
- ii. The development of site-specific Transportation Demand Management (TDM) strategies shall consider relevant Town Parking Strategy(ies), ~~Halton Region's Mobility Management Strategy~~, other relevant strategies that the Town and/or Region are a party to, and relevant by-laws that may authorize, permit or preclude proposed strategies.

Glossary

Section 29.5 Glossary of the Official Plan is modified by inserting the following new terms and definitions in alphabetical order:

Flood fringe

for river, stream and small inland lake systems, means the outer portion of the flood plain between the floodway and the flooding hazard limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the floodway (PPS, 2024)

Floodway

for river, stream and small inland lake systems, means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage. Where the one zone concept is applied, the floodway is the entire contiguous flood plain. Where the *two-zone* concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two-zone* concept applies, the outer portion of the flood plain is called the flood fringe. (PPS 2024)

Spill

means where flood waters leave the valley and flood plain of a watercourse and “spill” into surrounding lands, either rejoining the watercourse at a distance downstream, flowing into an adjacent watershed, or remaining within the spill area (if there is no outlet). Spills typically flow in multiple directions, often in

complex patterns, and generally do not follow the watercourse. (~~Conservation Halton, draft definition provided in draft spill flood hazard policies, CHB 05-24-05 Attachment 1~~)

Spill flood hazard

means a spill or portion of a spill that could be unsafe for development activity. (~~Conservation Halton, draft definition provided in draft spill flood hazard policies, CHB 05-24-05 Attachment 1~~)

Two-zone concept

means an approach to *flood plain* management where the *flood plain* is differentiated in two parts: the *floodway* and the *flood fringe*. (PPS-2024)

Universally Accessible

means the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability. (~~Accessibility for Ontarians with Disabilities Act Toolkit, University of Waterloo~~)

Gross Density

means the product of total proposed building floor area (excluding sub-surface and mechanical areas) divided by land area of a site (excluding lands where development is prohibited) and prior to lands being dedicated for public use, and as may be further defined in the implementing by-law.

Gross leasable floor area

means the total floor area occupied by a commercial, retail or office facility for its exclusive use (excluding public or common areas or areas devoted to storage or refuse collection) and as may be further defined in the implementing by-law.

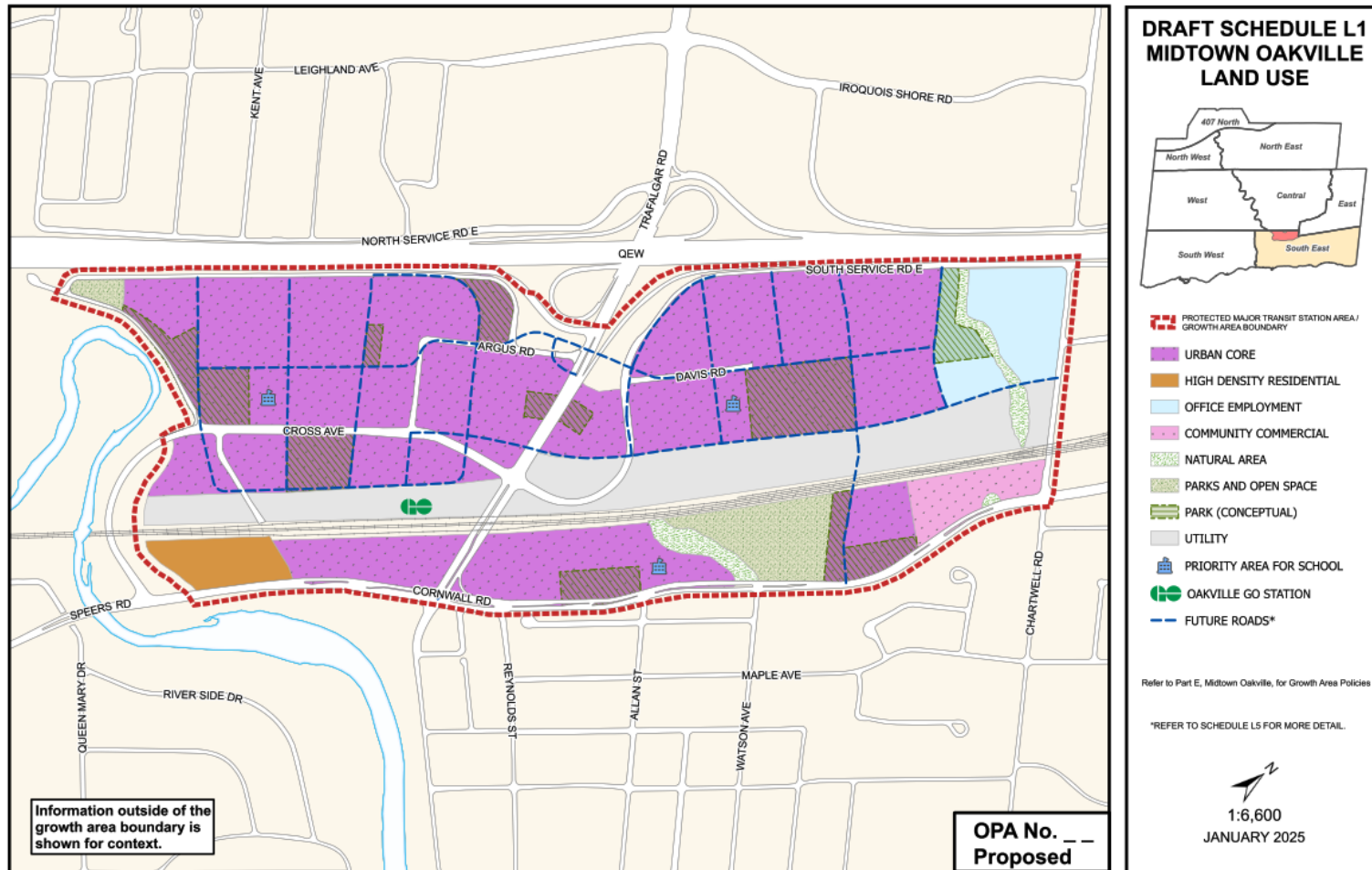
Section 29.5 Glossary of the Official Plan is modified by inserting “and including *educational facilities*” to the definition of *Public Service Facility*, as shown below in underlined text.

Public service facilities means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services, and including educational facilities. Public service facilities do not include infrastructure

SCHEDULES, FIGURES AND APPENDIX

<p>Schedule A1 Urban Structure is amended by modifying the Midtown Boundary in accordance with the boundary depicted on Schedule L1 attached hereto to this amendment.</p>
<p>Schedule B Natural Features & Hazard Lands is modified to identify natural features and hazard lands in accordance with those identified in Schedule L1 attached hereto and shown as lands designated Natural Heritage</p>
<p>Schedule C Transportation Plan future roads and transit system are updated in accordance with Schedule L5 attached hereto.</p>
<p>Schedule D Active Transportation Plan proposed cycling facilities are updated in accordance with Schedule L6 attached hereto.</p>
<p>Schedule G South East Land Use is amended by modifying the boundary of the Growth Area associated with Midtown in accordance with the boundary identified on Schedule L1 attached hereto.</p>
<p>Schedules L1 Midtown Oakville Land Use, L2 Midtown Oakville Building Heights, and L3 Midtown Oakville Transportation Network are deleted and replaced with the following new Schedules</p> <ul style="list-style-type: none">L1 – Land Use,L2 - Minimum Density,L3 – Maximum Density,L4 – Building Height Thresholds,L5 – Transportation Network, andL6 - Active Transportation

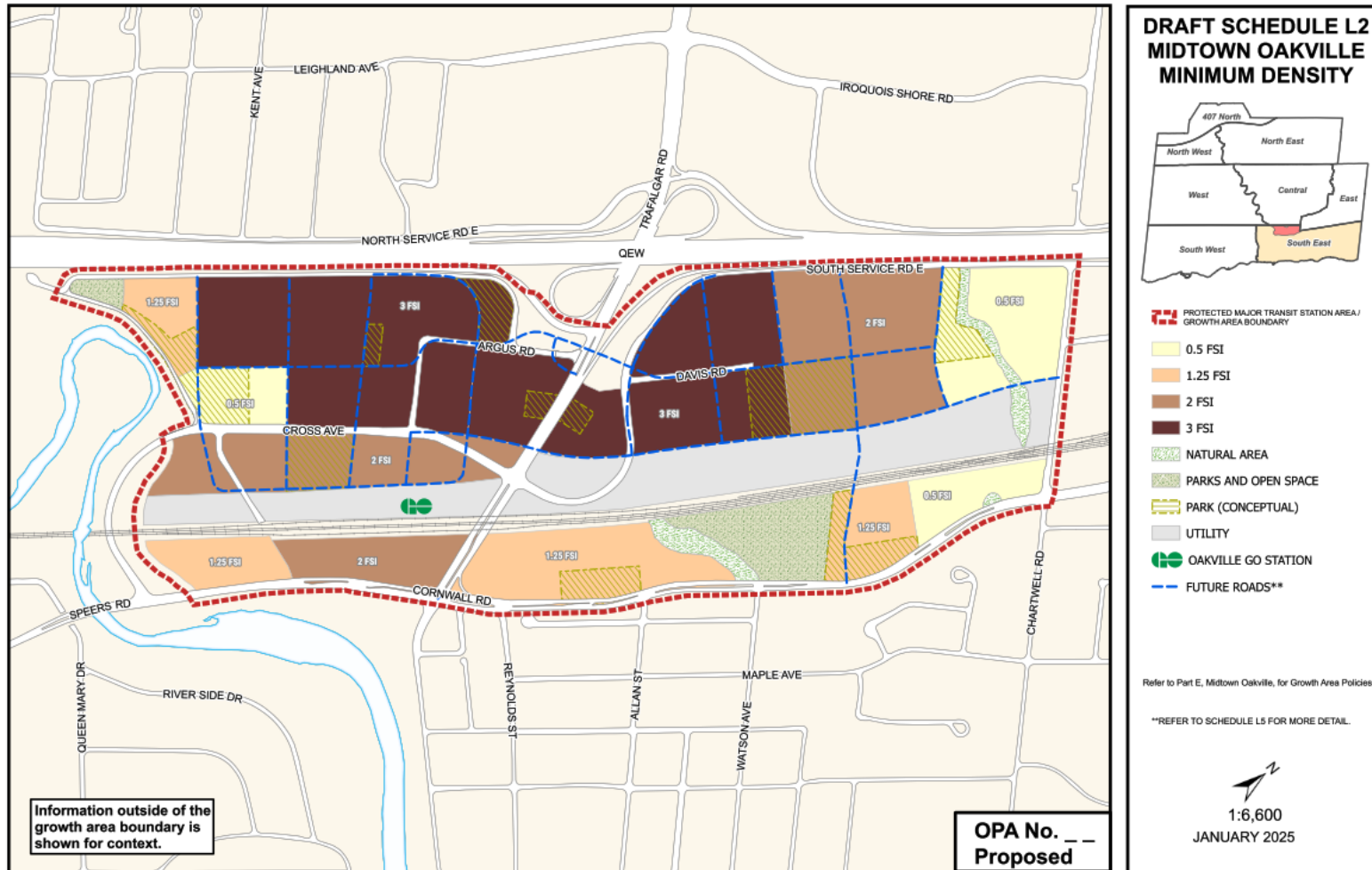
Schedule L1 Land Use¹



¹ The following is a description of changes that have been made to September 2024 Draft Schedule:

- The Urban Core designation is removed from MTO lands that abut the QEW Highway.
- Precinct boundaries are removed. (They are now shown in Figure 1.)
- A third priority school site is provided on lands east of Trafalgar Road and south of the railway corridor.

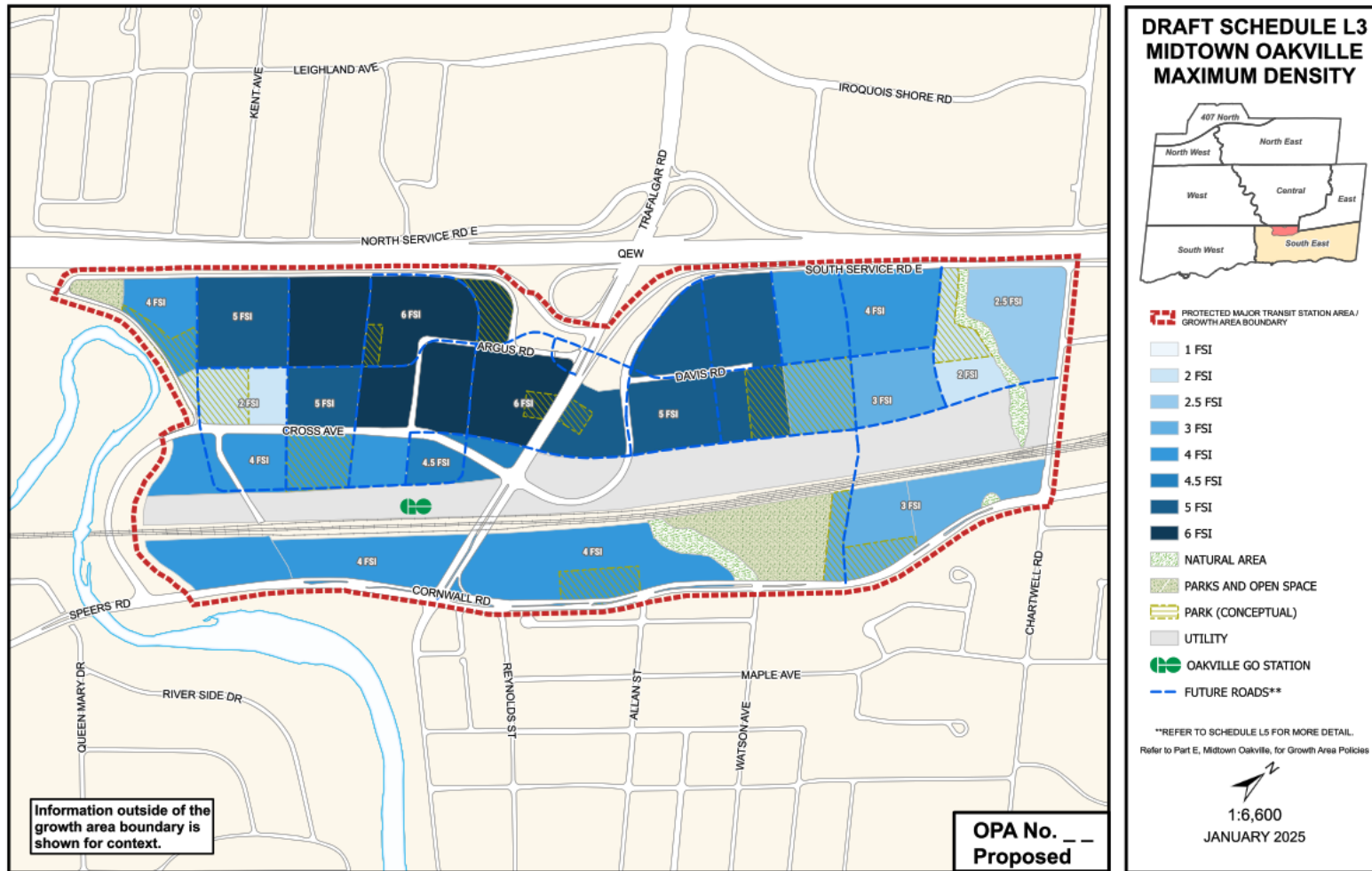
Schedule L2 Minimum Density²



² The following is a description of changes that have been made to September 2024 Draft Schedule:

- Density allocations are removed from MTO lands that abut the QEW Highway.

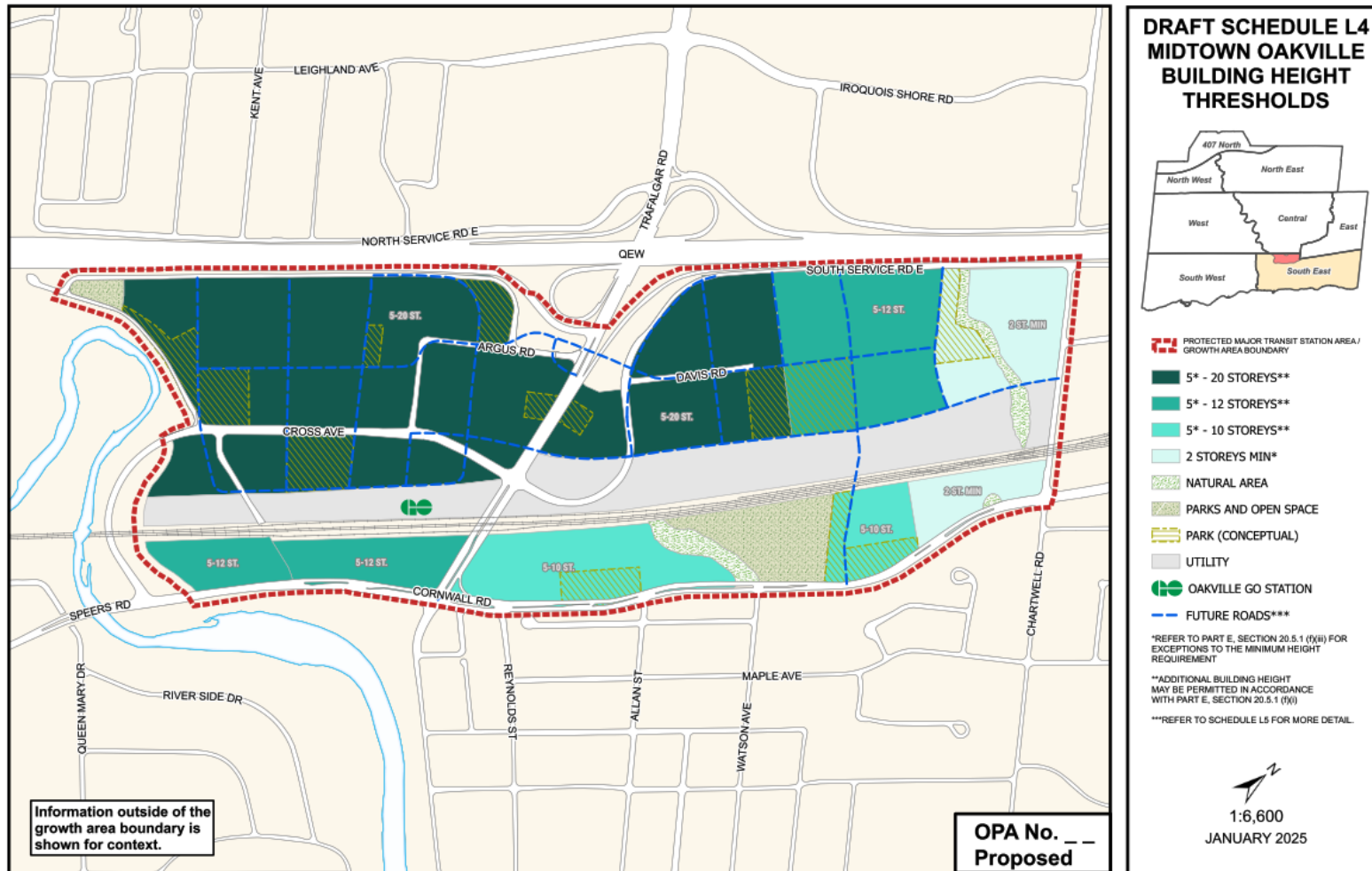
Schedule L3 Maximum Density³



³ The following is a description of changes that have been made to September 2024 Draft Schedule:

- Density allocations are removed from MTO lands that abut the QEW Highway.

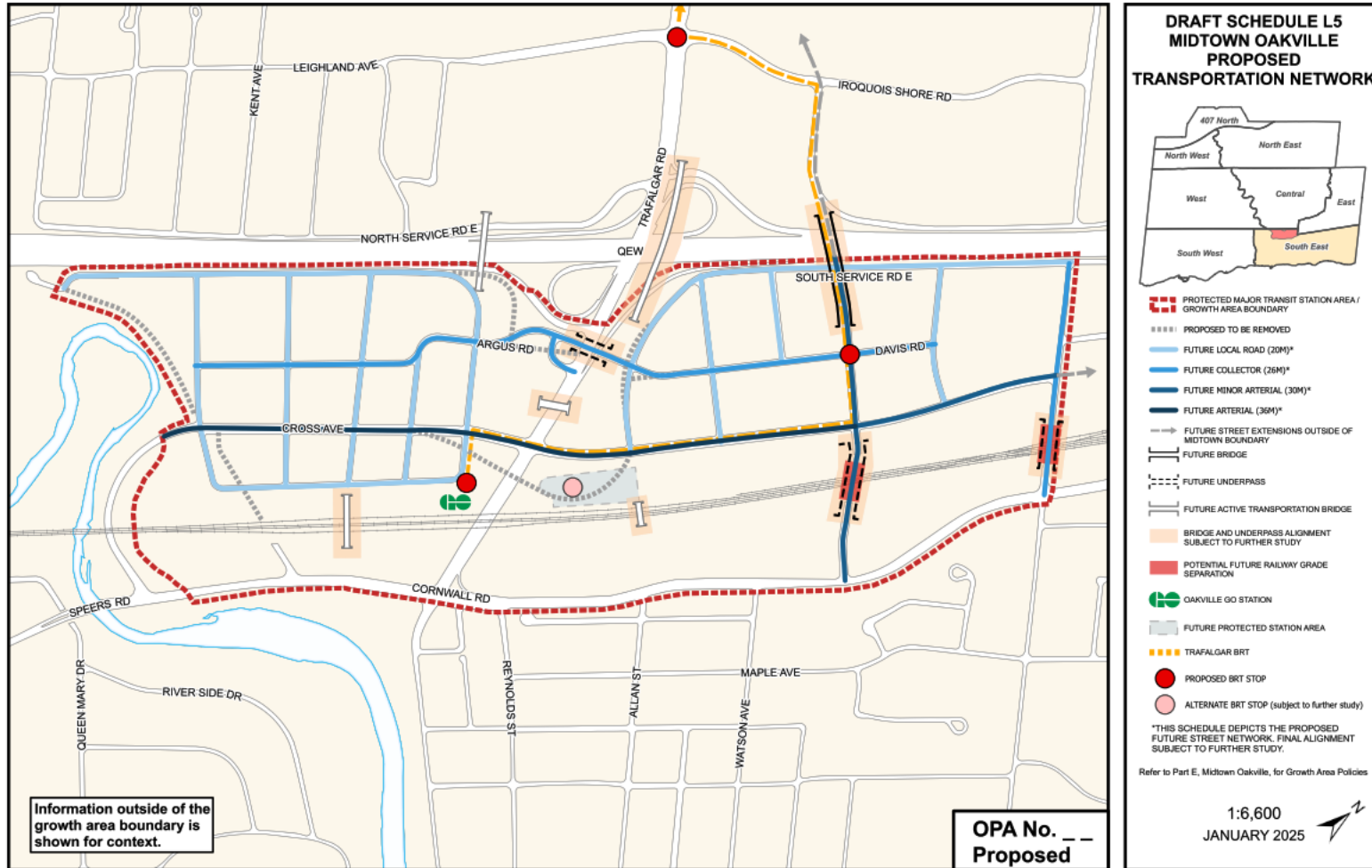
Schedule L4 Building Height Thresholds⁴



⁴ The following is a description of changes that have been made to September 2024 Draft Schedule:

- Height allocations are removed from MTO lands that abut the QEW Highway.
- The following text is added to the legend: “Refer to Part E Midtown Oakville for Growth Area Policies.”

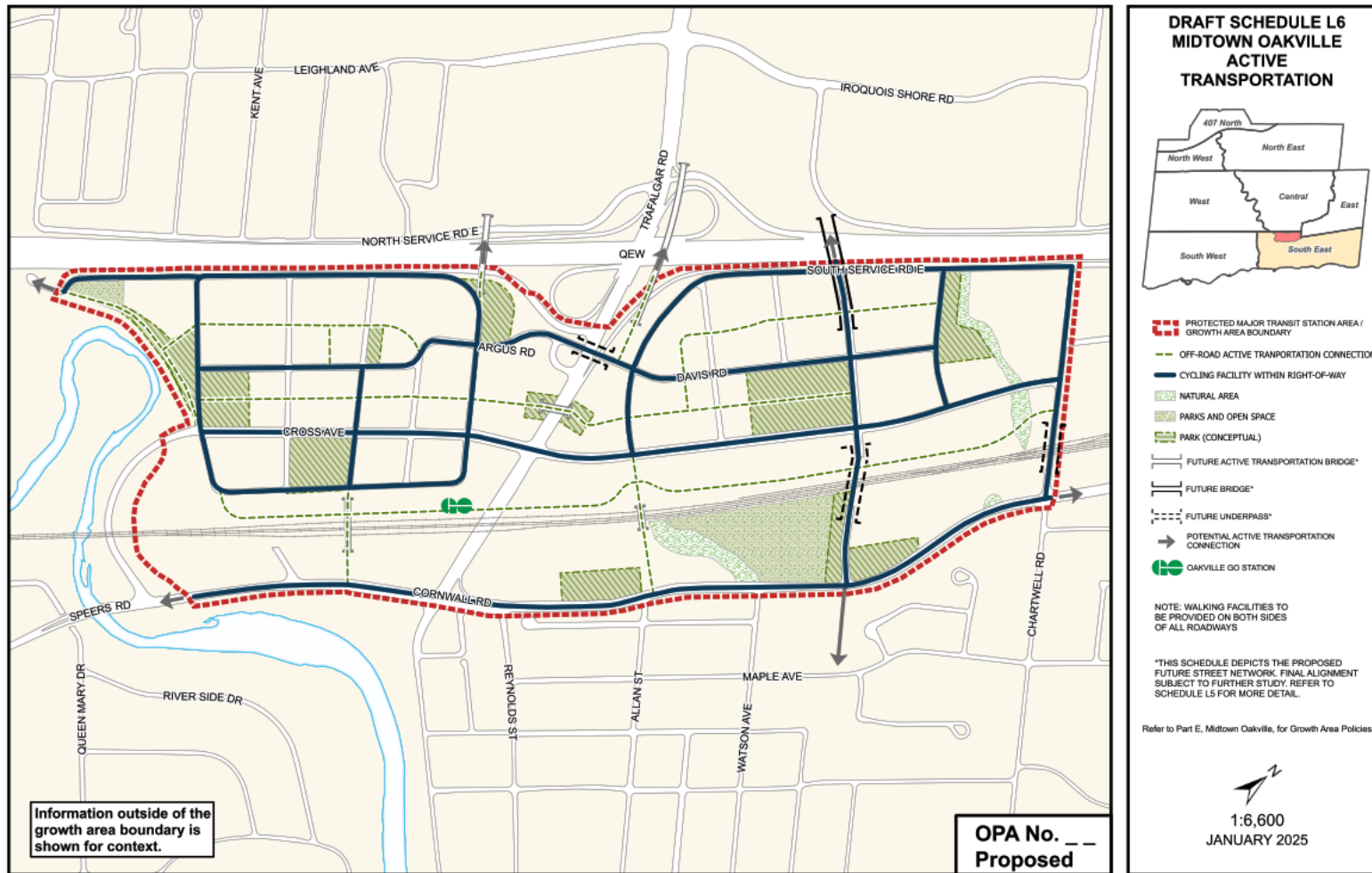
Schedule L5 Transportation Network⁵



⁵ The following is a description of changes that have been made to September 2024 Draft Schedule:

- The following text is added to the legend: “Refer to Part E Midtown Oakville for Growth Area Policies.”

Schedule L6 Active Transportation⁶

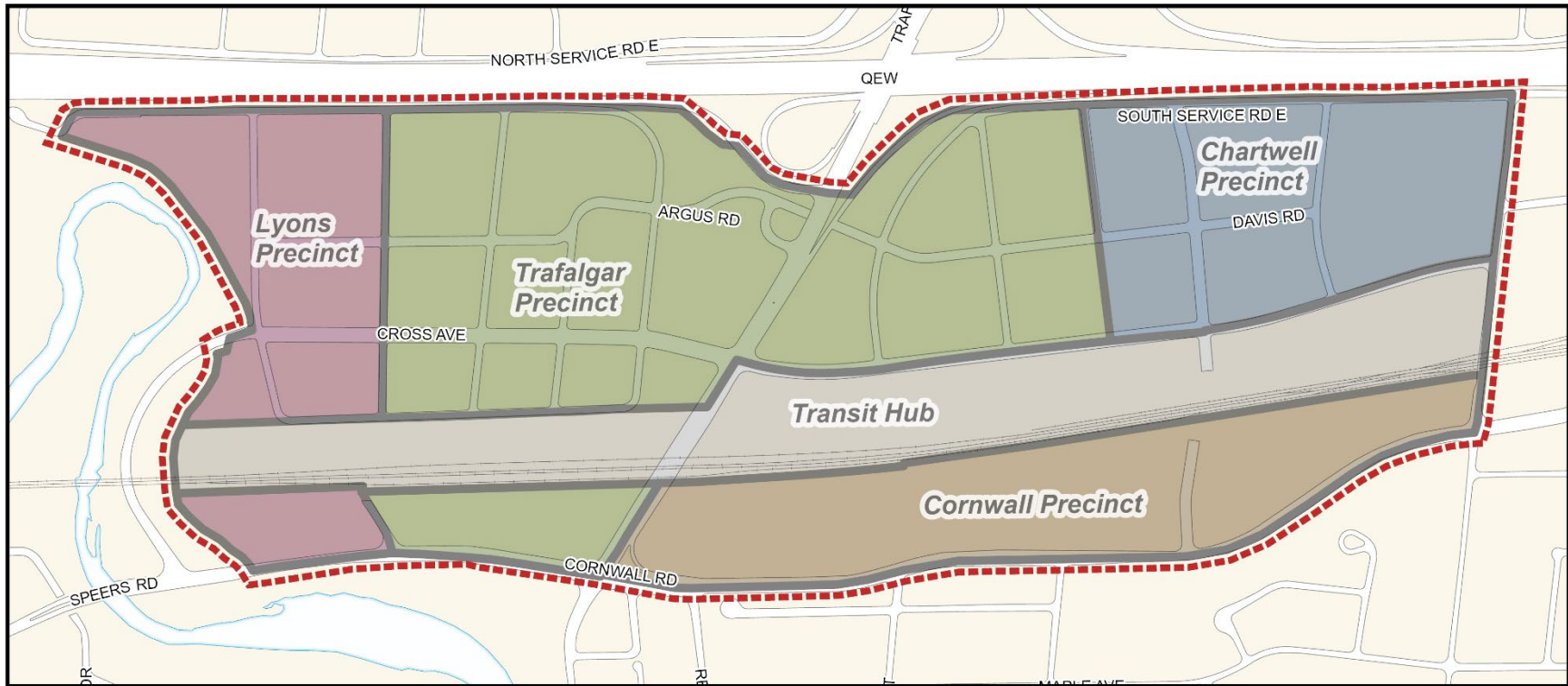


⁶ The following is a description of changes that have been made to September 2024 Draft Schedule:

- The following text is added to the legend: “Refer to Part E Midtown Oakville for Growth Area Policies.”
- An active transportation connection to the existing multi-use trail south of Cornwall Road, beside and across from Cornwall Park, is identified.

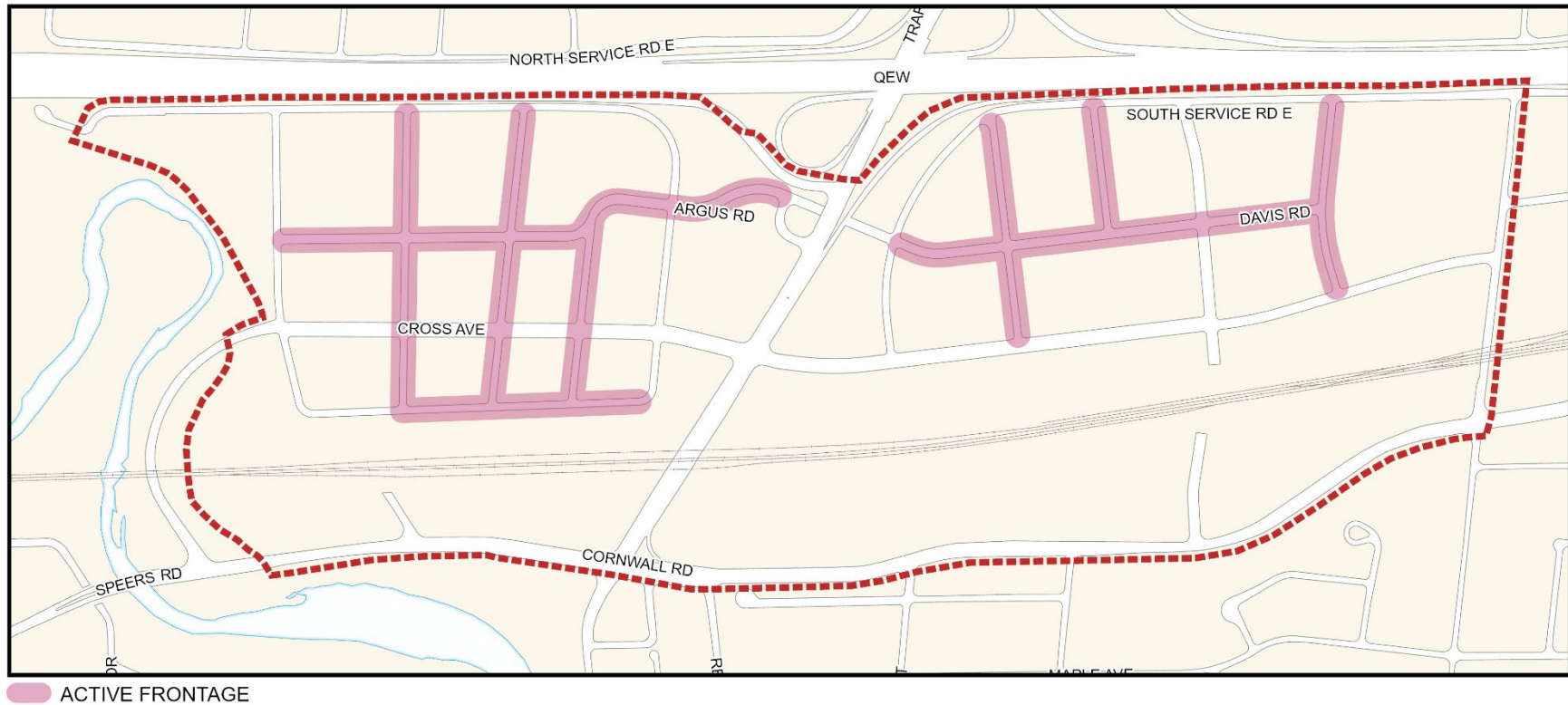
Figure 1 Precinct Areas

Figure E1 Precinct Areas is added to Section 20 Midtown Oakville.



· Figure E42 Active Frontages⁷

Figure E42 Active Frontages is added to Section 20 Midtown Oakville.

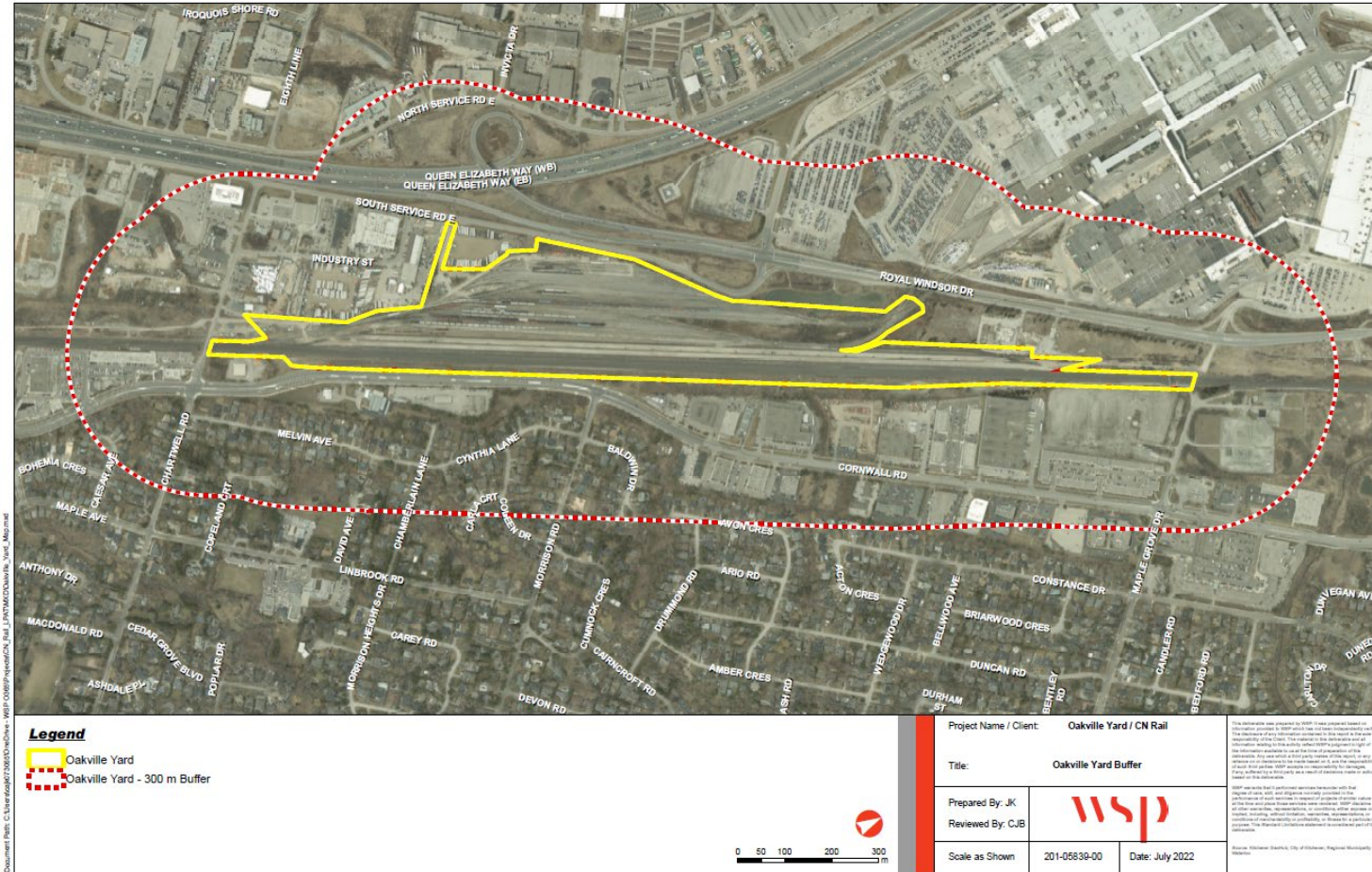


⁷ The following is a description of changes that have been made to September 2024 Draft Figure:

- Another Active Frontage along the east-west local road north of the Oakville GO/VIA station is added to the figure.

Appendix: Rail Facilities and Influence Area

Note to reader: Appendices of the Official Plan are provided for information and do not require an OPA to add, modify or delete from the Plan. This map is provided in the OPA for information. A version of this map will be added to the Livable Oakville Plan, as Appendix 5, using the standard Appendix format.



Appendix: Conservation Authority Regulated Area (new)

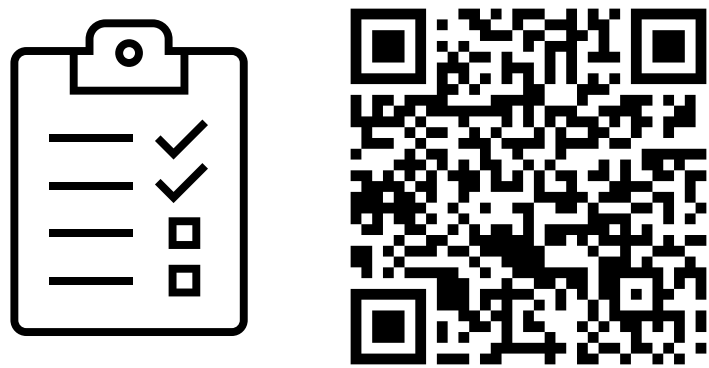
Note to reader: Appendices of the Official Plan are provided for information and do not require an OPA to add, modify or delete from the Plan. A map of Oakville depicting the most recent version of conservation authority regulated areas will be added to the Livable Oakville Plan, as Appendix 6, using the standard Appendix format.

Welcome and thank you for attending!

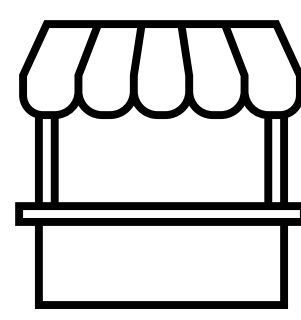
Draft Midtown Oakville and Community Planning Permit System Official Plan Amendment

Tonight's Agenda and Open House Format:

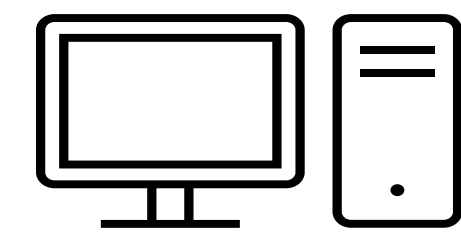
6:30 p.m. - 9:00 p.m.



Check – in at the registration desk or on-line.

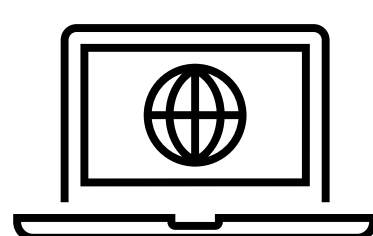


Visit the booth(s) of interest and ask your questions.

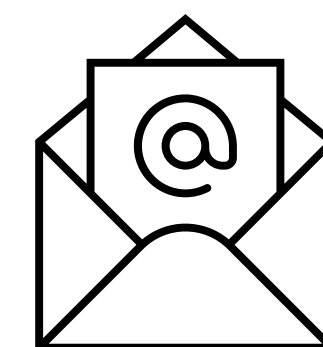


Complete the on-line questionnaire by **December 11, 2024.**

Following the Open House:



Learn more about the draft OPA at Oakville.ca/Midtown



Submit comments to Council c/o TownClerk@Oakville.ca

Let's
Talk...

Project Background

Midtown Oakville is the primary Strategic Growth Area of Oakville.

2018

Official Plan Strategic Growth Area Review Initiation

- Town of Oakville Growth Area Review identifies Midtown Oakville update directions.

2021 -
2024

Midtown Oakville Policy Update

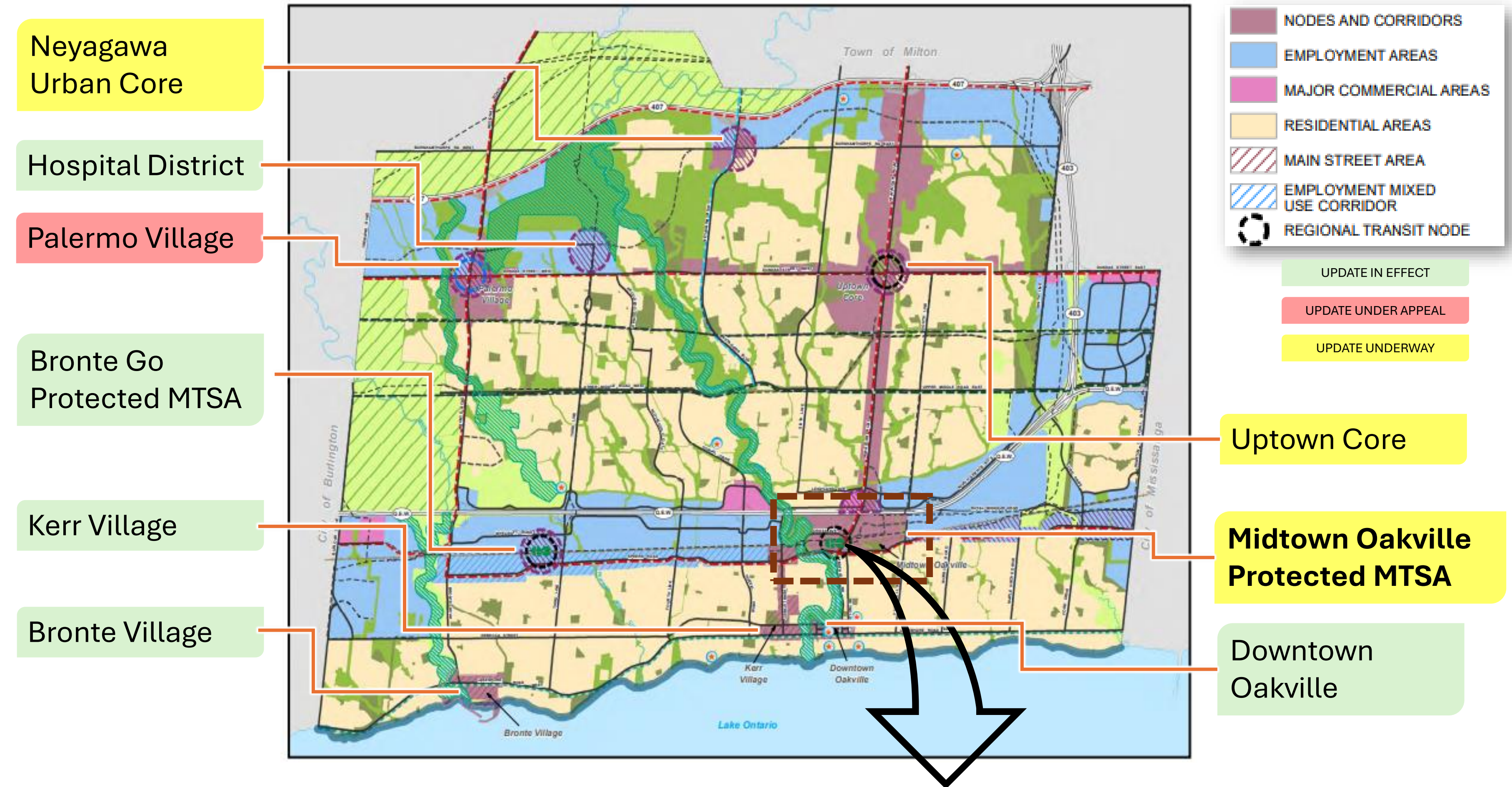
- Statutory Public Meetings, Workshops, Committee of the Whole Meetings regarding draft Midtown Oakville OPA.

2024

Community Planning Permit System in Midtown Oakville

- March 18, 2024 White-Paper: *Planning Act* Tools to Facilitate Affordable Housing, Council meetings regarding the Community Planning Permit System
- September 27, 2024 – Public engagement regarding new draft Midtown Oakville and Community Planning Permit System Official Plan Amendment begins.

Schedule A1: Urban Structure



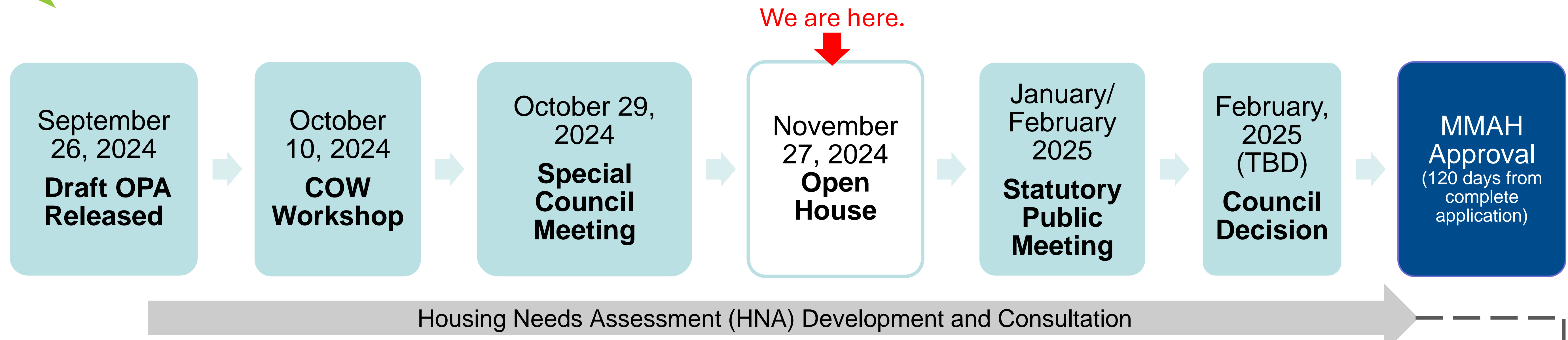
Midtown current context and built form.

Let's Talk...

Project Timeline and Next Steps



Recent inputs into the draft official plan amendment



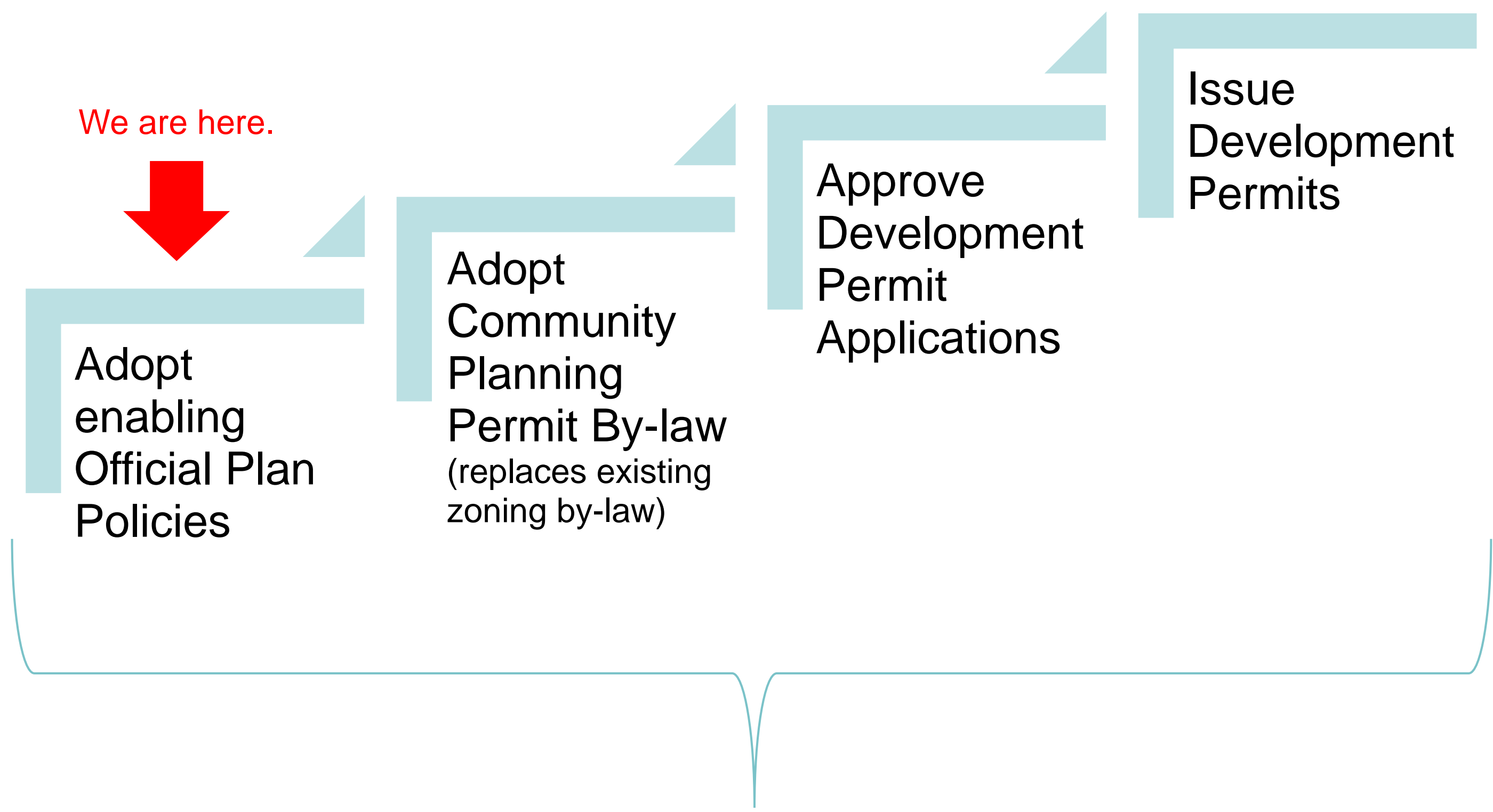
Finalizing and getting approval of the Official Plan Amendment allows the Town to proceed with undertaking many more initiatives to advance and achieve the overall vision for Midtown.





What is a Community Planning Permit System?

Steps to implement the Community Planning Permit System:



The Community Planning Permit System.

Steps are in accordance with Ontario Regulation 173/16 Community Planning Permit System

Results in a streamlined planning approval process:



A single **by-law** to control land use.



A single permit **application**.



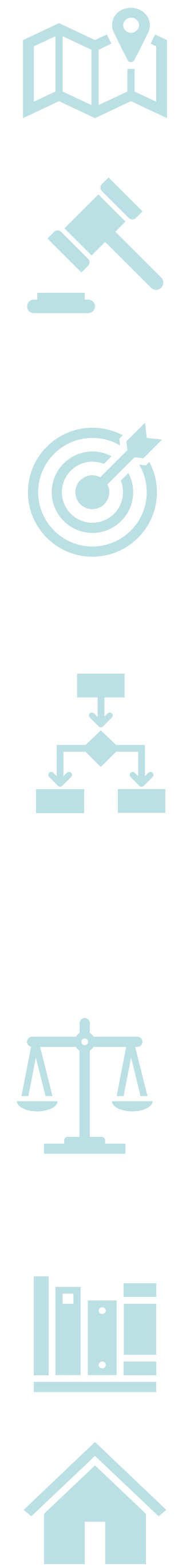
One approval authority issues the **permit**.

Note: A development permit consists of site plans and drawings and embeds site specific zoning provisions and permissions.

Through [this](#) draft official plan amendment, Midtown Oakville would be the **first** Community Planning Permit Area in Oakville.

Let's
Talk...

What are the Community Planning Permit System enabling policies?

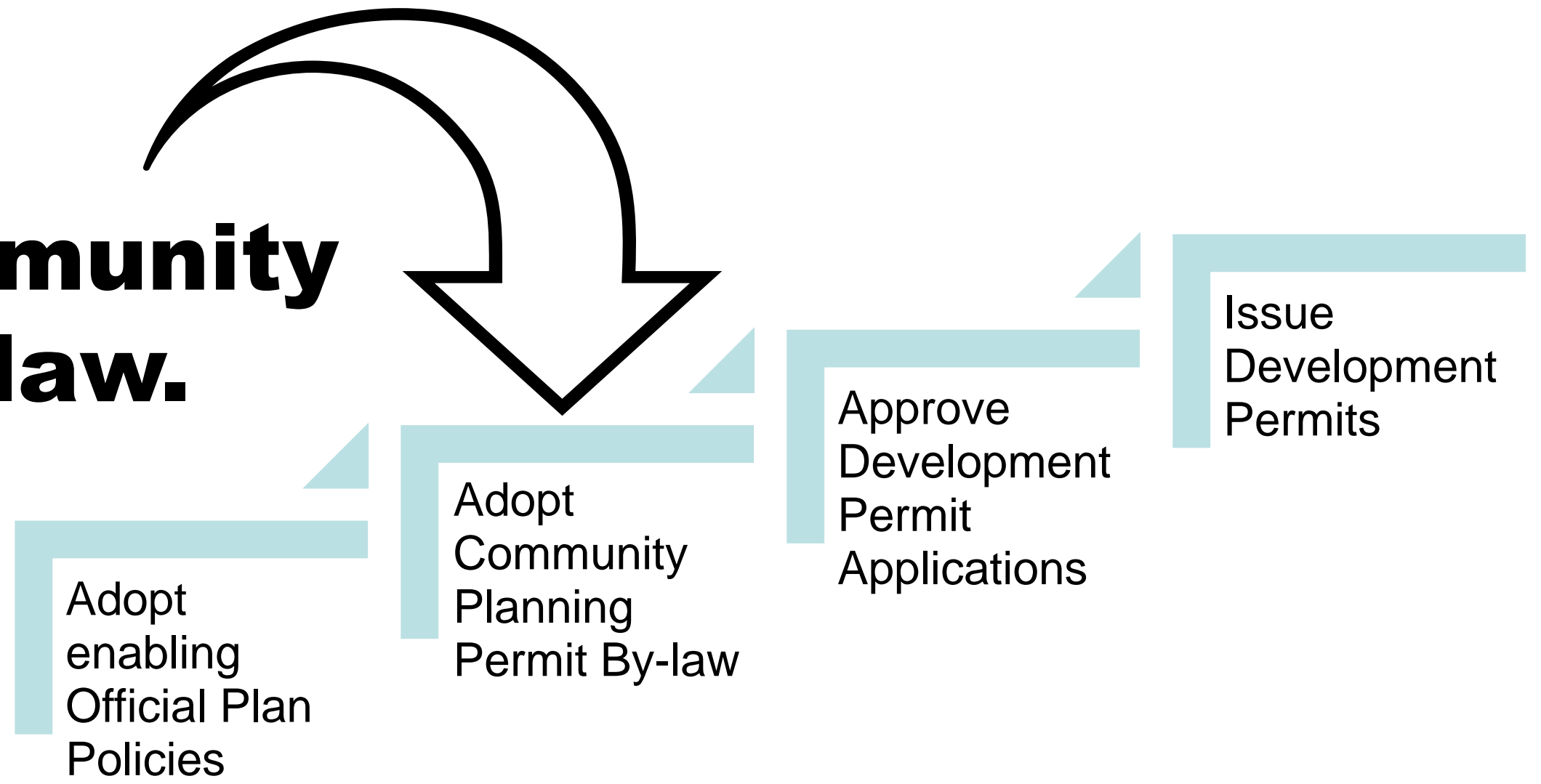


Theme	Draft Policy
LOCATION	Midtown Oakville is a CPPA area, policy 28.15.1 (i)
AUTHORITY	Approval of development permits may be delegated from Council to staff or a committee, as set out in CPP by-law, policy 28.15.5
PURPOSE	Community planning permit system is an alternative to the use of a zoning by-law to implement official plan goals, objectives and policies, policy 28.15.2 and 28.15.4 . See also Section 20 Midtown , for Midtown specific goals, objectives, that provide purpose for use of CPPS.
DECISION MAKING CRITERIA	Criteria for decision making is provided in Official Plan Amendment (OPA) general and area specific policies. By-law may also include additional criteria that is more specific to guide decision making that is in accordance with OP goals and objectives, policy 28.15.6 . See also Section 20 Midtown policies.
CONDITIONS	Types of conditions that may be imposed when approving and issuing development permits include everything identified in O. Reg. 173/16 plus conditions identified in general and area specific official plan policies, policies 28.15.7 – 28.15.12 . See also Section 20 Midtown policies.
COMPLETE APPLICATION	The town may require additional material as part of a complete application, policies 28.19.3 and 28.19.19 .
AFFORDABLE HOUSING	[Will be added to the OP after the Town's Housing Needs Assessment is completed, as a separate OPA.]

Let's
Talk...

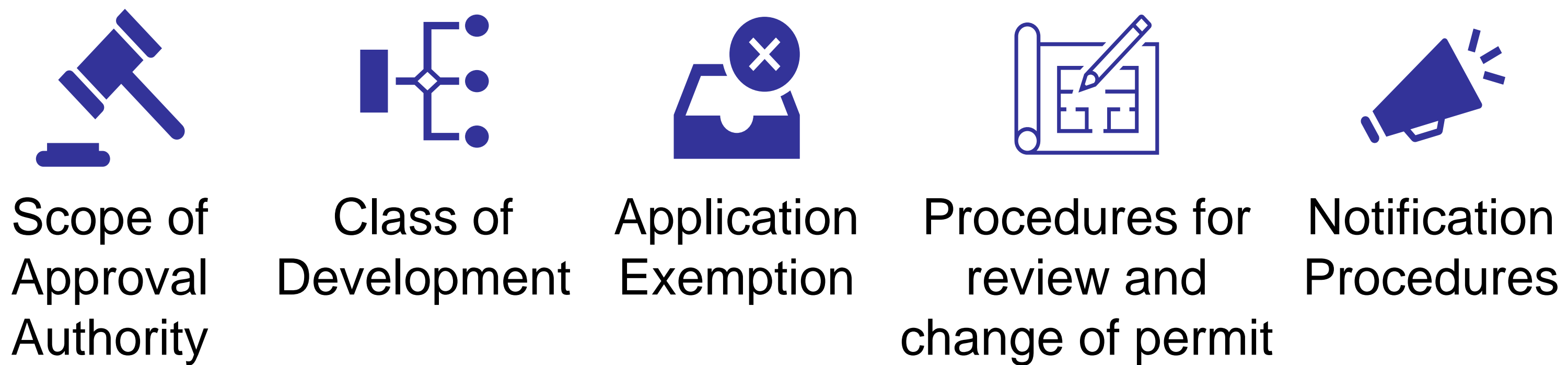
How will the Community Planning Permit System work after the OPA is approved?

Town creates the community planning permit by-law.

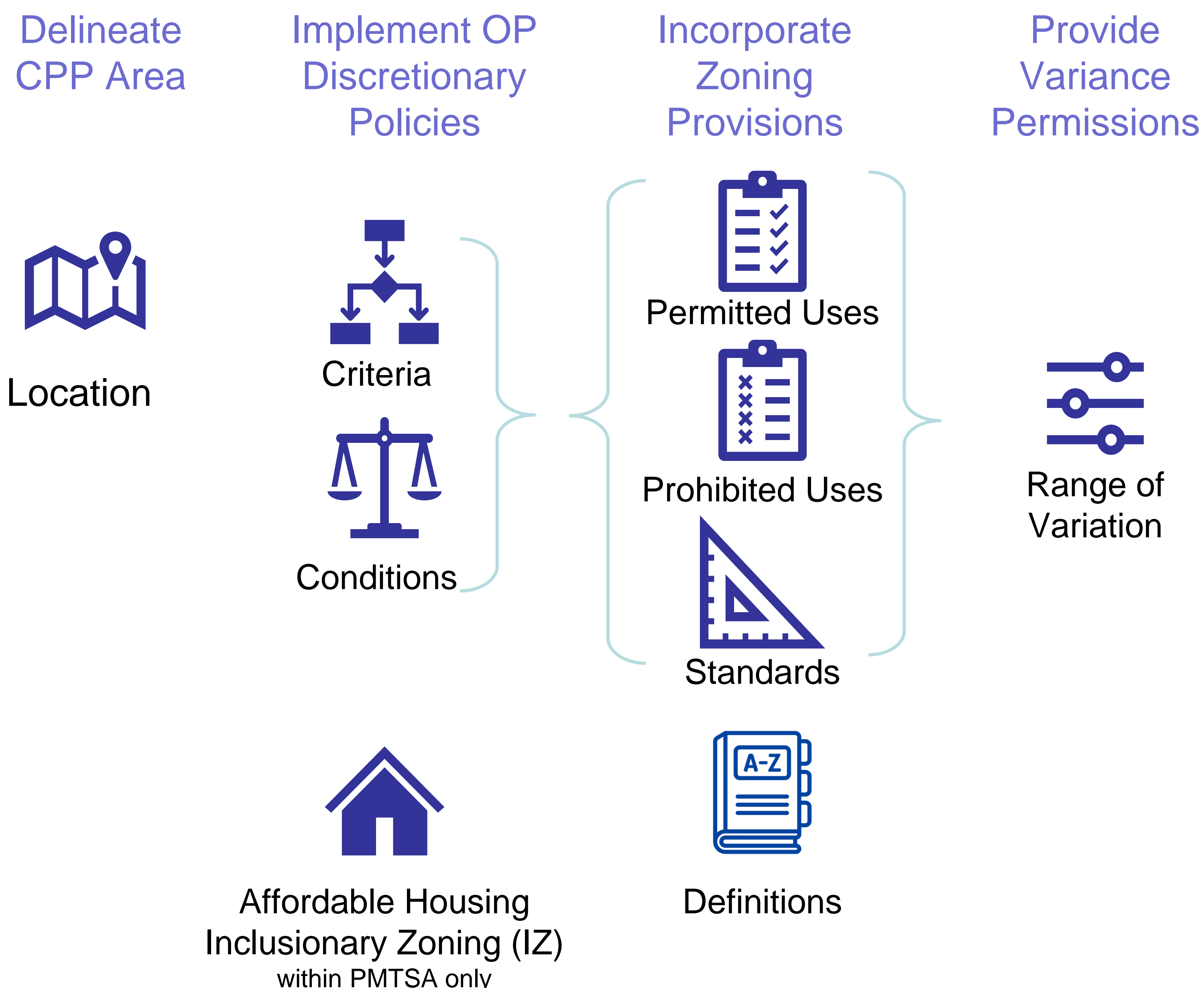


Through **future public consultation**, the town will prepare the community planning permit by-law that replaces the zoning by-law and will consist of the following content:

Administrative Matters



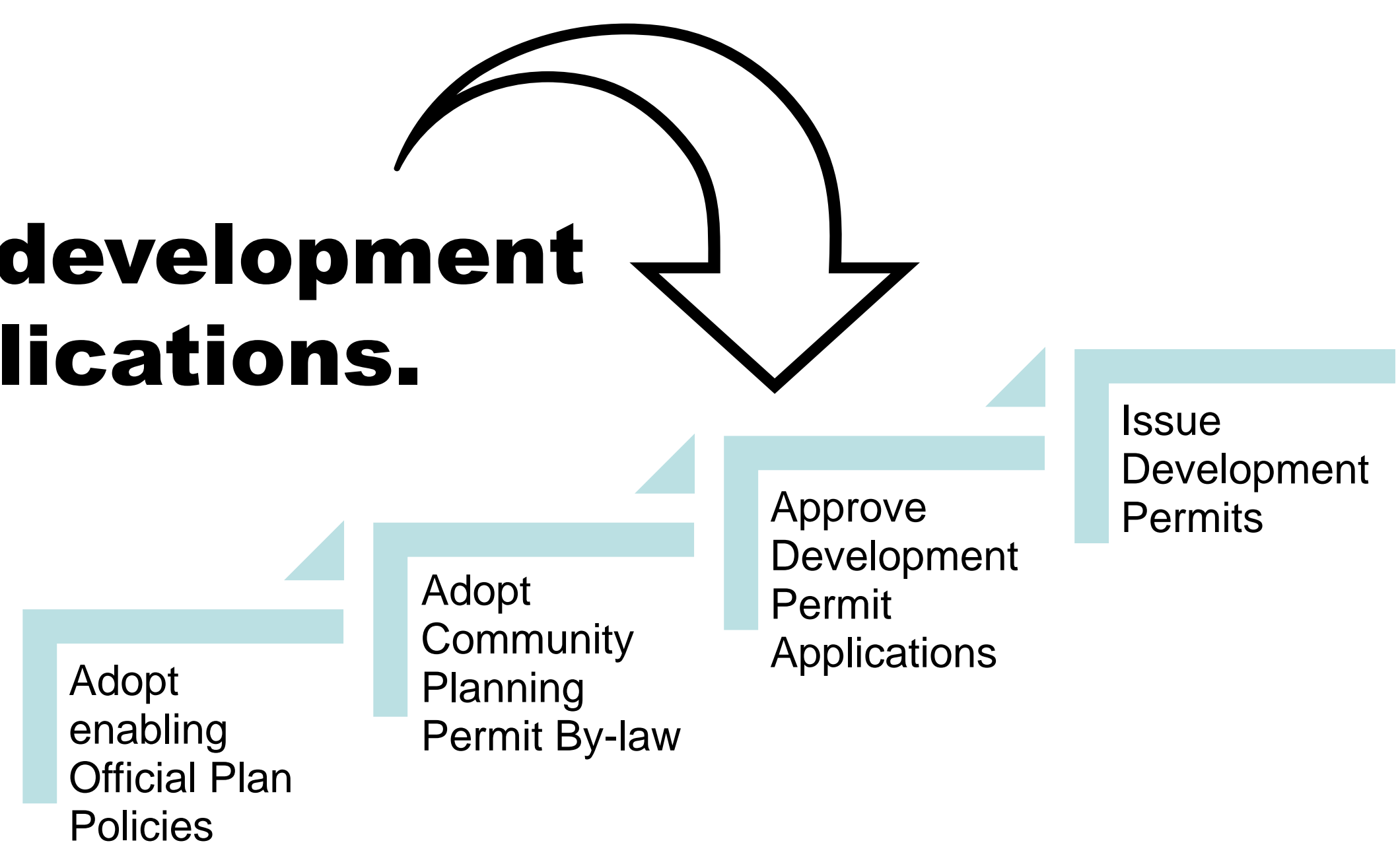
Community Building Matters





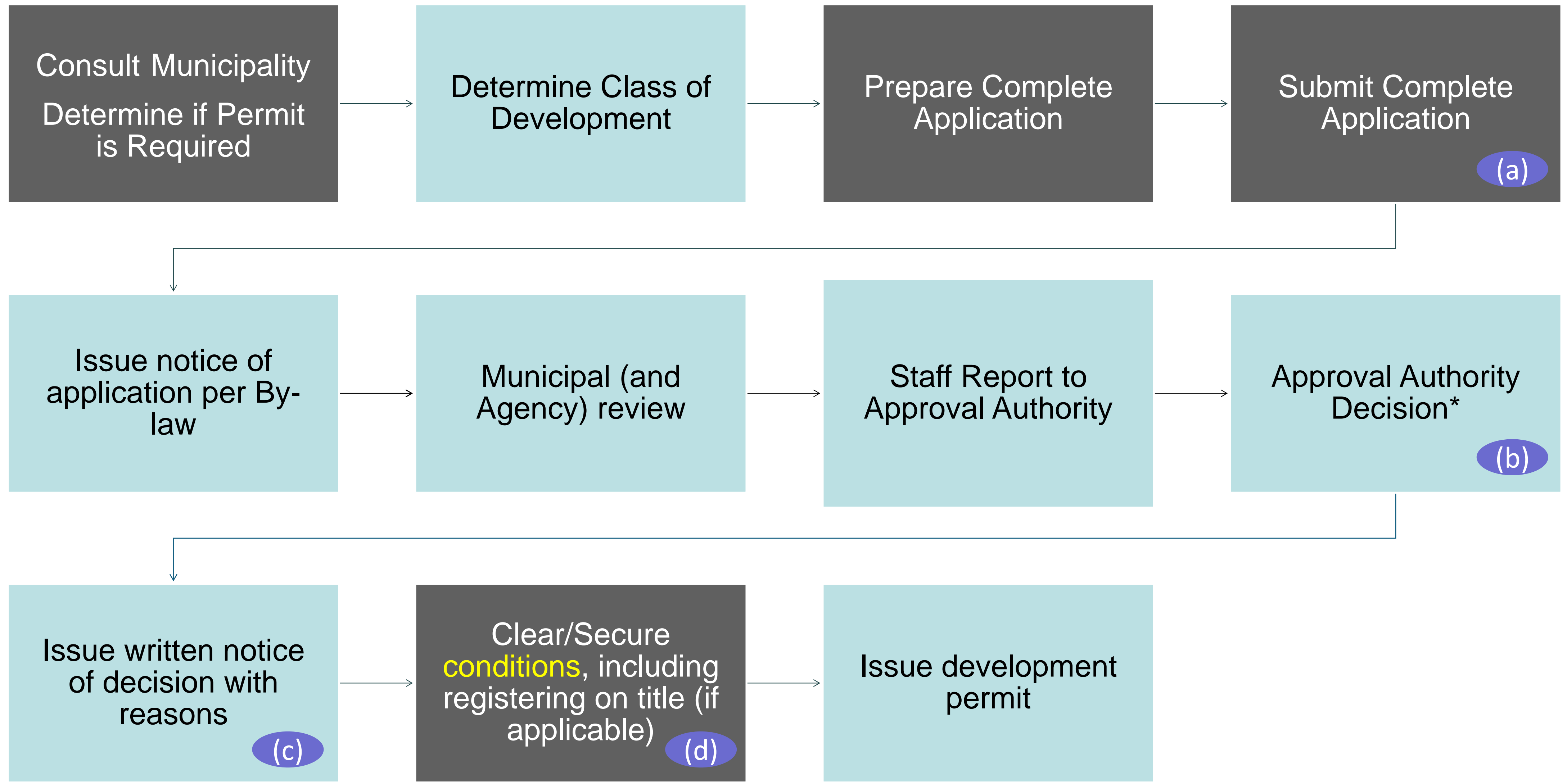
How will the Community Planning Permit System work after the CPP by-law is passed?

Town reviews development permit applications.



A typical process to receive, review and approve a development permit application requires steps to be taken by the Town and applicant, and may involve the Ontario Land Tribunal, as follows:

● Town ● Applicant ● Tribunal



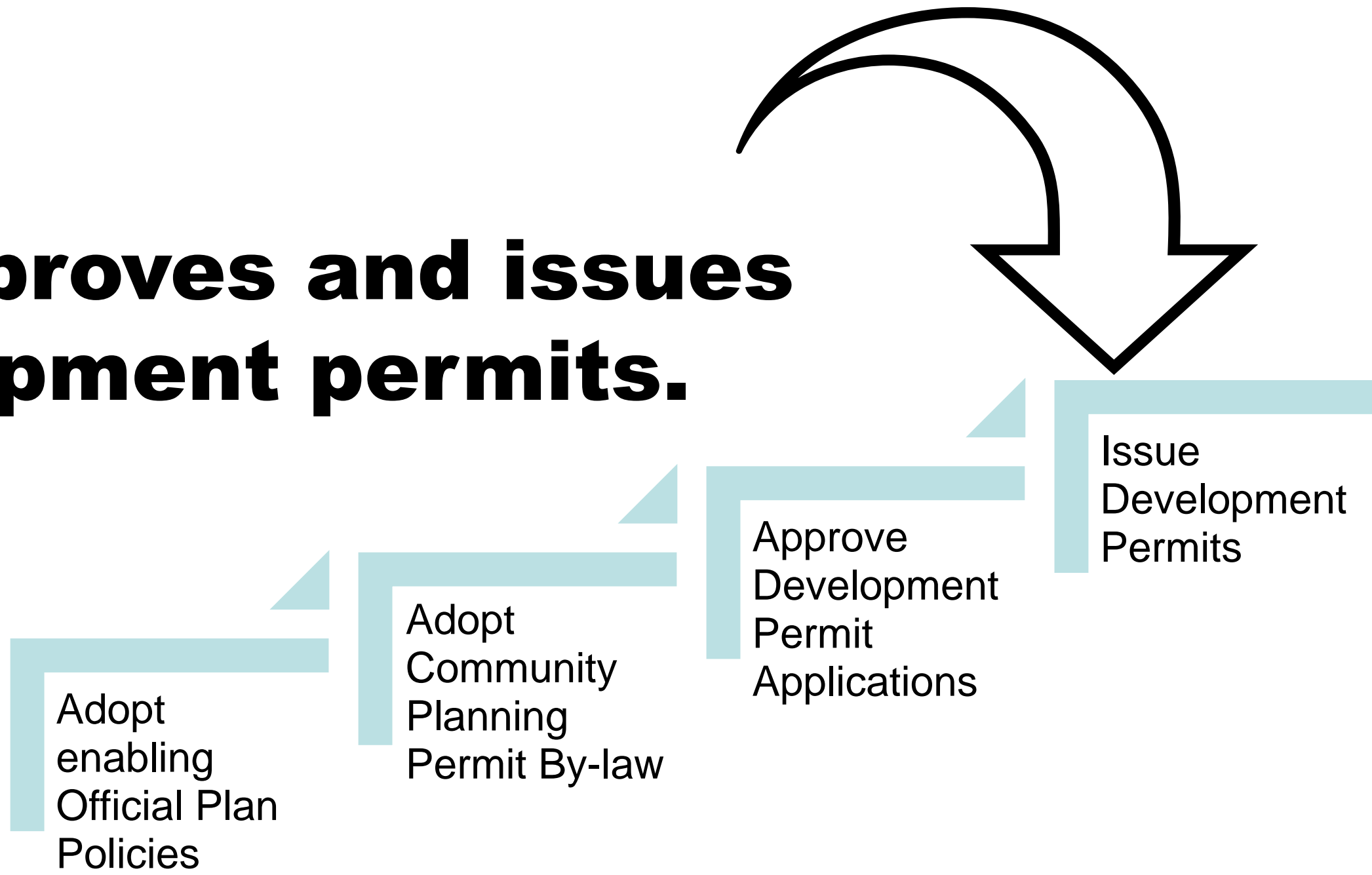
- * The Decision of the Approval Authority is one of the following:
- a) Refuse
 - b) Approve and issue permit
 - c) Approve and issue permit after conditions are met
 - d) Approve and issue permit with conditions, or
 - e) Approve, meet conditions, and issue permit with conditions

- The Ontario Land Tribunal may be involved in the following matters:
- a) Where Town or Applicant requests a motion for directions regarding a complete application.
 - b) Where the applicant appeals the development permit for lack of decision within 45 days of application being deemed complete.
 - c) Where applicant appeals decision within 20-days of it being issued.
 - d) Where applicant requests directions regarding a condition being met,



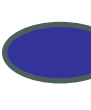

How will the Community Planning Permit System work after the CPP Development Permit is approved?

Town approves and issues development permits.



Approval and issuance of development permits may be subject to **conditions**. Conditions may be imposed at the time of approval, before permit issuance, and/or after the permit is issued.

Types of conditions include:

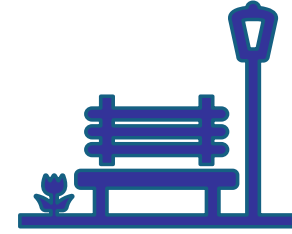
-  Conditions listed in O. Reg. 173/16
-  Additional conditions listed in policy.



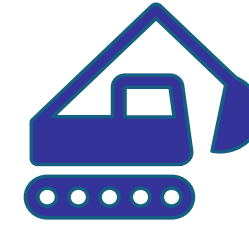
Cash in lieu of required parking, per s. 40 of *Planning Act*



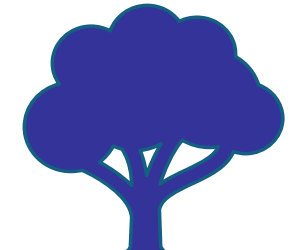
Conditions in relation site plan control (i.e. road widening, walkway, fences, easements, agreements) per Section 41 of *Planning Act*



Parkland dedication, Per s. 42 of *Planning Act*



A condition that is related to site alteration

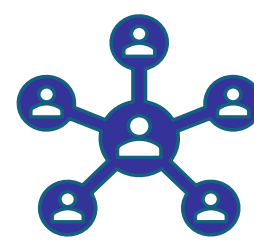


A condition that is related to the removal or restoration of vegetation.



A condition that is related to **ongoing monitoring and/or security** related to

- i. public health and safety, or
- ii. the natural environment.



A condition that is related to provision of community benefit in exchange for height and/or density which may be within minimum and maximum standard or outside of variation from standards. By-law must establish proportional relationship.



Inclusionary Zoning Conditions per Section 35.2 of *Planning Act*



Enter in and Register Agreement on title



- Holding of development permit issuance
- Lapsing of permit approval
- Temporary use permission



Payment in lieu of a matter otherwise required



Condition equivalent to that which is provided in CBC by-law

Let's
Talk...



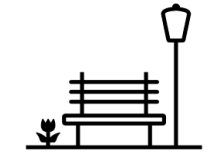





Why use the Community Planning Permit System in Midtown?

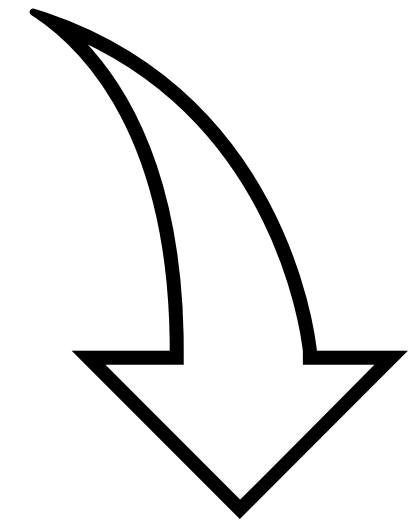
Midtown ...

- Is the **primary growth** area of Oakville.
- Has a lot of **redevelopment potential** and is experiencing redevelopment **interest**.
- Is an area within which the Town proposes to provide **new public facilities, services and matters** to serve the Midtown community and surrounding area.
- Would benefit by applying **streamlined development** approvals to capitalize on existing and planned transit and other infrastructure.



Midtown would benefit from the use of CPPS that **supports and enables:**

-  Coordinating Development with Infrastructure Service Delivery
-  Establishing Public Service Facilities
-  Establishing Park Facilities
-  Achieving Mixed-use Targets within Development
-  Achieving Housing/Affordable Housing Targets
-  Realizing Sustainability Measures
-  Protecting Natural Heritage and Prohibiting Development in Key Areas
-  Realizing Desired Urban Design Elements



See other open house booths to find out how!

Let's

Talk...

What community benefits could the town request?

- The **Town can request** that a **community benefit(s)** is/are provided as a condition of development permit approval, where a **threshold** established in the official plan and community planning permit by-law is exceeded.
- The benefit must be **proportional** to the increase above the established threshold.
- The proportion is established when developing the community planning permit by-law.
- The decision regarding what the community benefit will be is made **at the time of development permit approval**.

The draft official plan amendment lists potential community benefits:

TOWN WIDE (Policy 28.15.11)

- public transit infrastructure, facilities, services and improved pedestrian access to public transit;
- public parking;
- affordable housing
- conservation and preservation of cultural heritage resources;
- protection and/or enhancement of natural features and functions;
- public service facilities*
- parkland and improvements to parks;
- day care centres;
- public art;
- integration of office uses in mixed use developments;
- green buildings; and,
- other local improvements.

MIDTOWN OAKVILLE (Policy 28.15.12 (a))

- grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
- community facilities;
- local transit facilities and transit user amenities; and
- district/renewable heating/cooling/energy system.



What is the vision for Midtown Oakville?

Vision (Chapter 20 Preamble)

Midtown is...

- Oakville’s primary strategic growth area.
- An area planned to evolve into a vibrant, mixed-use, compact, complete urban community served by transit and active transportation facilities, while acknowledging its Indigenous, industrial, and railway history.

Goal (Section 20.1)

Midtown is the **leading** Strategic Growth Area within the Town. Leveraging multi-modal transit and transportation systems, with access to natural heritage, regional scale commercial, institutional, recreational and office facilities, Midtown will accommodate significant residential and employment growth in a dynamic urban setting.

Objectives (Section 20.2)

- Create a transit supportive community via built form
- Create a vibrant and complete community via mix of uses and human scale
- Achieve Midtown goals by achieving the 200 residents and job per hectare (r&j/ha) target by 2031, through monitoring and provision of infrastructure.

The official plan amendment makes this vision possible by:

Applying Community Planning Permit System

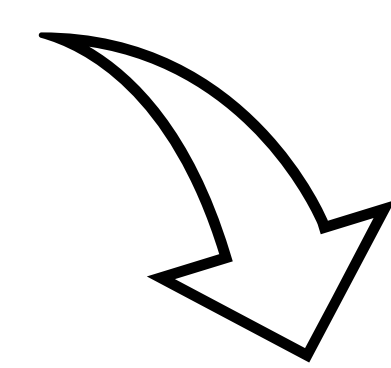
Up-Designating Land Use

Permitting Flexible Built Form

Diversifying Transportation Modes

Integrating Amenities with Development

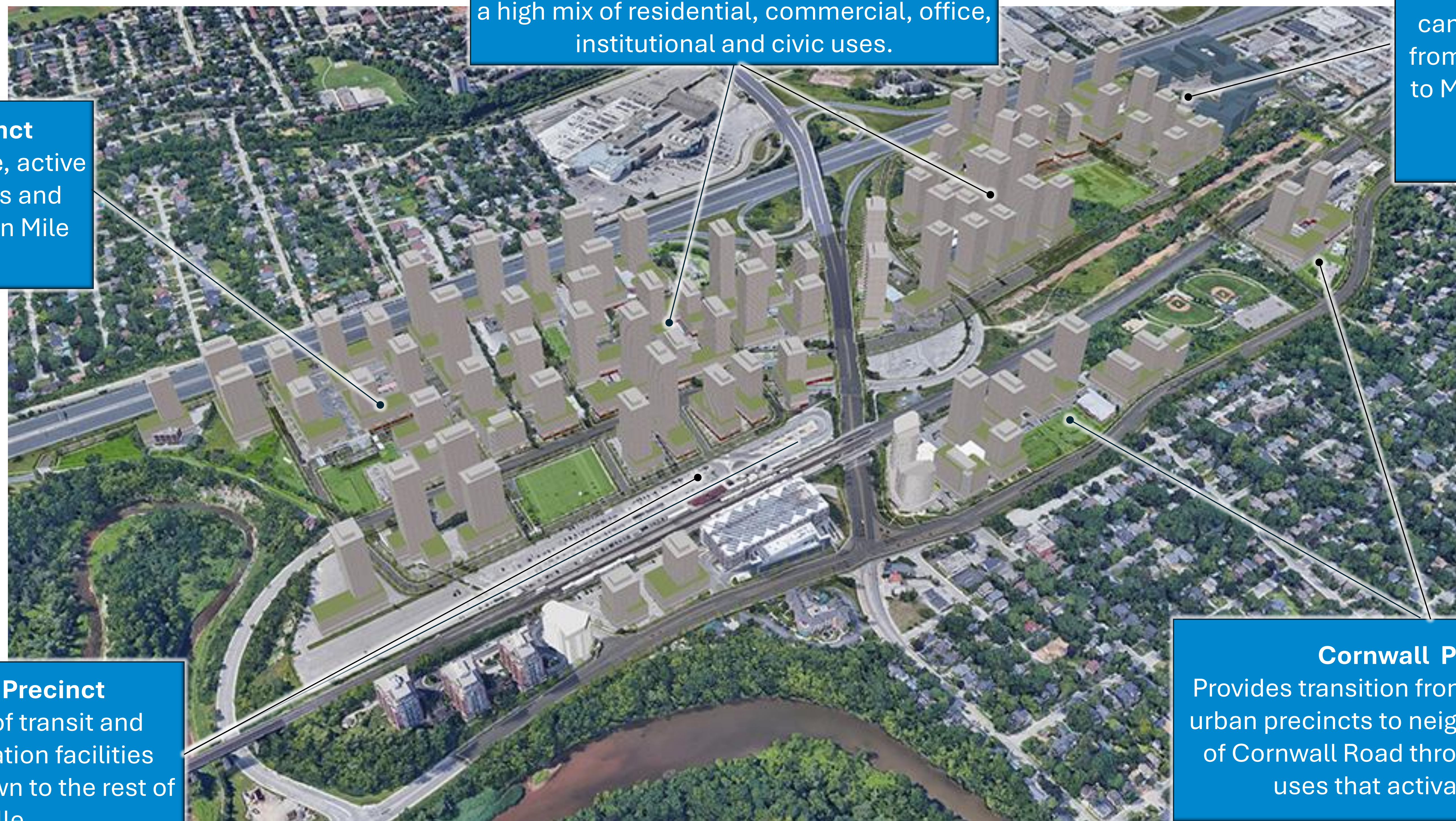
Managing Risk of *Spill Flood Hazard*



See other open house booths to find out how!

Let's
Talk...

What is the vision for Midtown Oakville Precincts?



Lyons Precinct
Provides walkable, active living, with views and access to Sixteen Mile Creek.

Trafalgar Precinct
Provides landmark features in Midtown with a high mix of residential, commercial, office, institutional and civic uses.

Chartwell Precinct
Provides a business campus and transition from employment areas to Midtown's mixed-use communities.

Transit Hub Precinct
Provides a mix of transit and active transportation facilities connecting Midtown to the rest of Oakville.

Cornwall Precinct
Provides transition from Midtown's highly urban precincts to neighbourhoods south of Cornwall Road through a mix of land uses that activate the area.

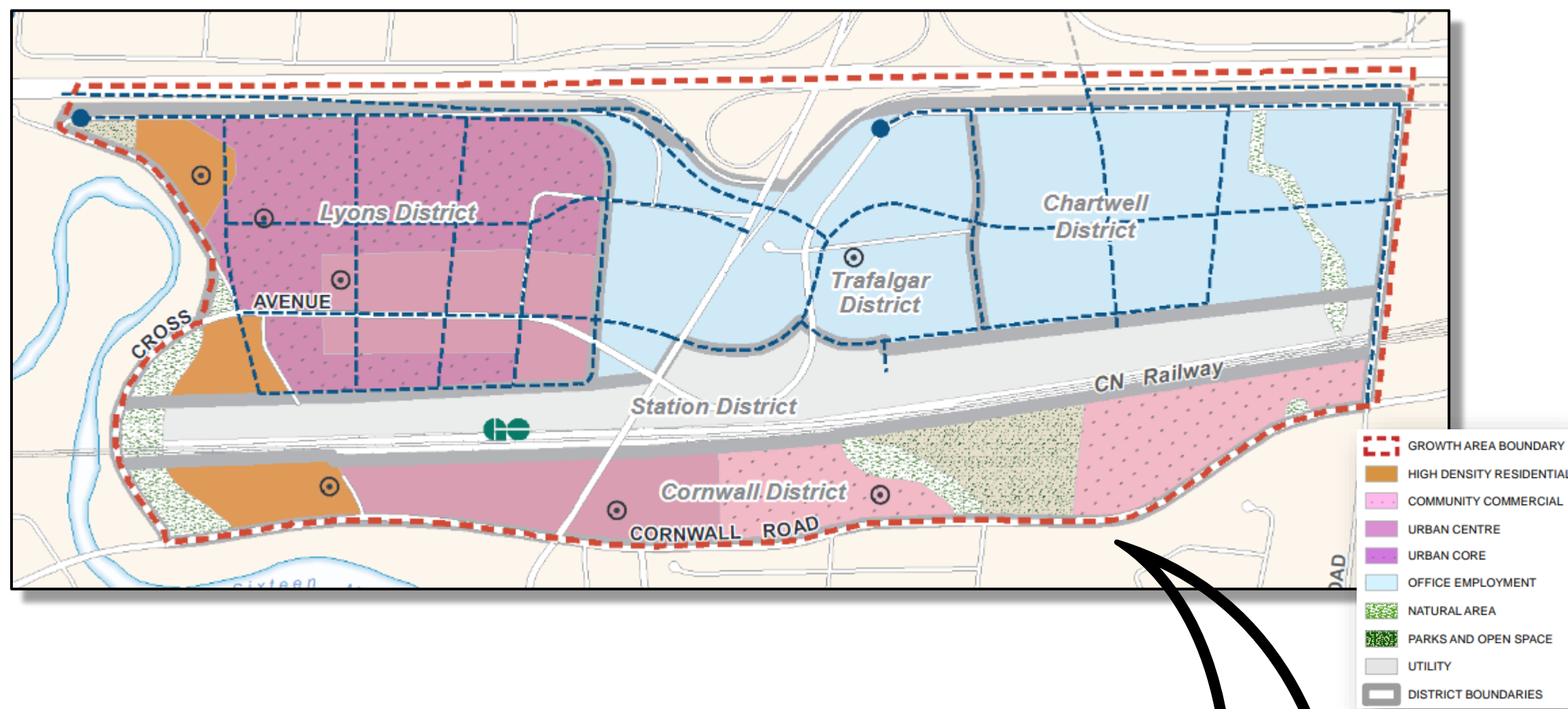
Illustration of potential development within maximum allowed density, where building height exceeds threshold heights in exchange for community benefits.

Let's Talk...

How will land be used in Midtown Oakville?

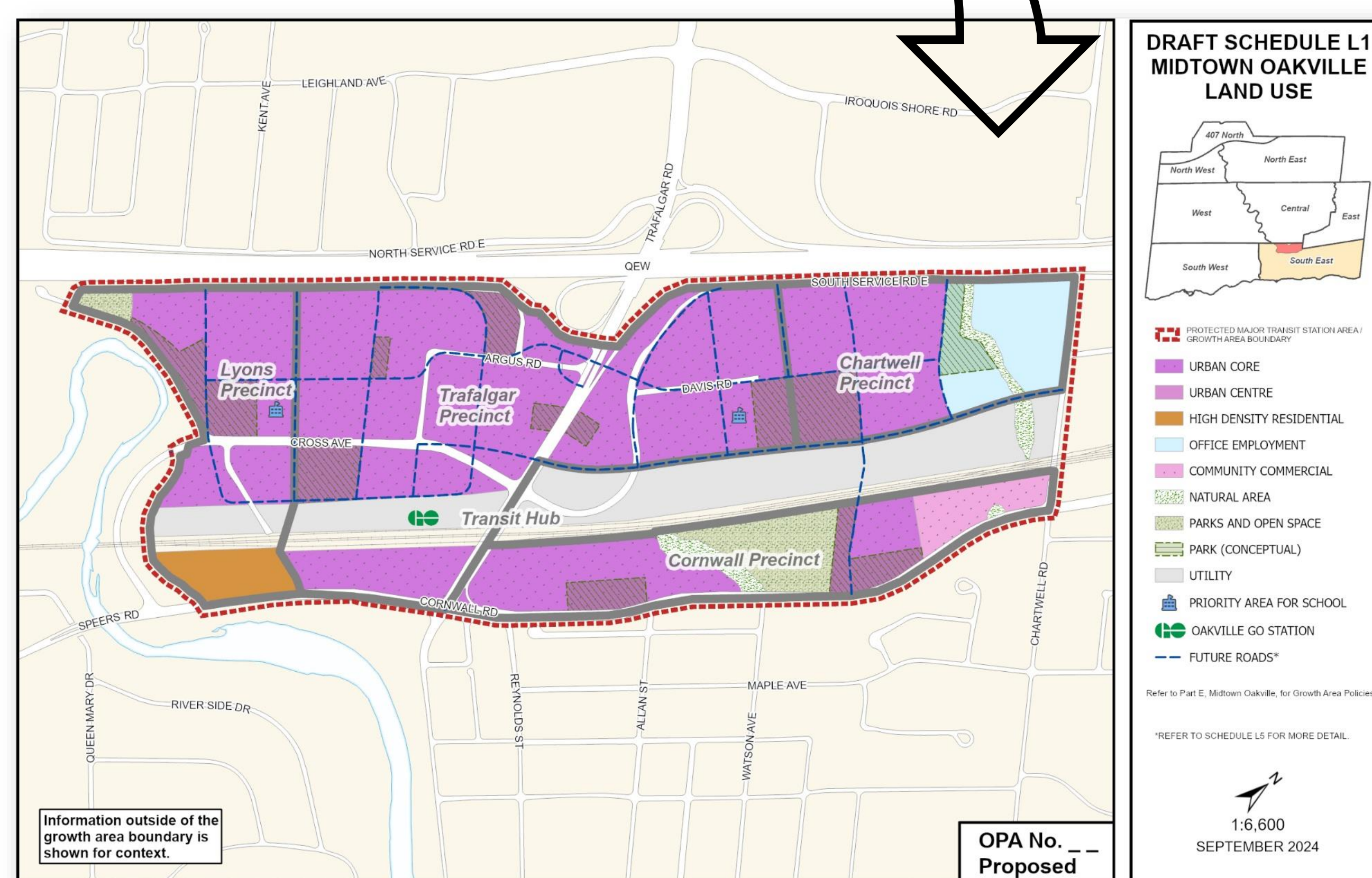
Midtown is planned to provide places to live, work, reflect, and play.

EXISTING



Approximately, **50 hectares** of land are to be redesignated from: Office Employment, High-Density Residential and Urban Centre to Urban Core through this OPA.

DRAFT



Lands are designated for a variety of uses based on their context and ability to evolve in a manner that supports the Midtown Oakville vision.

Examples of Permitted Uses:

Per Section 20.4 of the OPA and Livable Oakville Plan Sections 11.4 High Density Residential, 12.5 Urban Core, 13.4 Community Commercial, 14.3 Office Employment, 16 Natural Area, 17.1 Parks and Open Space, and 18 Utility.

✓ = Denotes that the use is explicitly addressed in policy associated with the above noted land use designation.

	High Density Residential	Urban Core	Community Commercial	Office Employment	Parks and Open Space	Natural Areas	Utility
Housing , including non-market housing, emergency, transitional, supportive, special needs and affordable housing	✓	✓					
Offices , including major office		✓	✓	✓			
Community Uses/Public Service Facilities , such as: educational facilities, places of worship, day care centres, libraries, seniors' center, emergency services	✓	✓	✓	✓			
Public halls		✓	✓	✓			
Commercial uses , including large and small scale retail; service uses		✓	✓				
Commercial schools and training facilities		✓	✓	✓			
Retail and service commercial uses including restaurants		✓	✓	✓			
Places of entertainment		✓	✓				
Hotels		✓	✓	✓			
Light industrial uses				✓			
Parks, parkettes; indoor and outdoor recreational uses	✓	✓	✓	✓	✓		
Cultural heritage uses	✓	✓	✓	✓	✓		
Cemeteries; watershed management and flood and erosion hazard control facilities					✓		
Passive recreational uses , such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas	✓	✓	✓	✓	✓	✓	✓
Fish, wildlife and conservation management , including forestry, essential public works, passive recreation features					✓	✓	
Transit-related uses and facilities , including station building and related office uses, transit terminal, passenger amenity areas and public open space, passenger pick-up & drop off, surface and structured parking	✓	✓	✓	✓			✓



Land Use in Midtown

Are there any land uses that should be permitted or prohibited? If so, what are they and why?

Write your proposed use on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.

Permitted use suggestions:						Prohibited use suggestions:			



Question 2



How will people and goods move in and out of Midtown Oakville?

Midtown Oakville is planned to accommodate multiple modes of travel on its streets and trails.



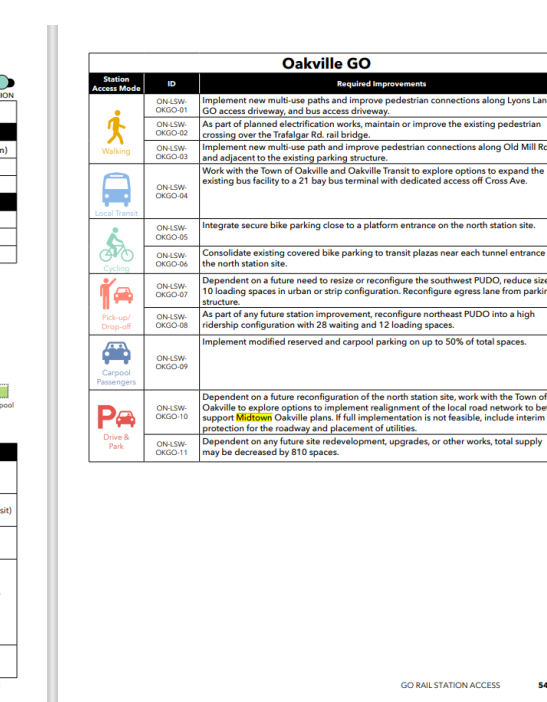
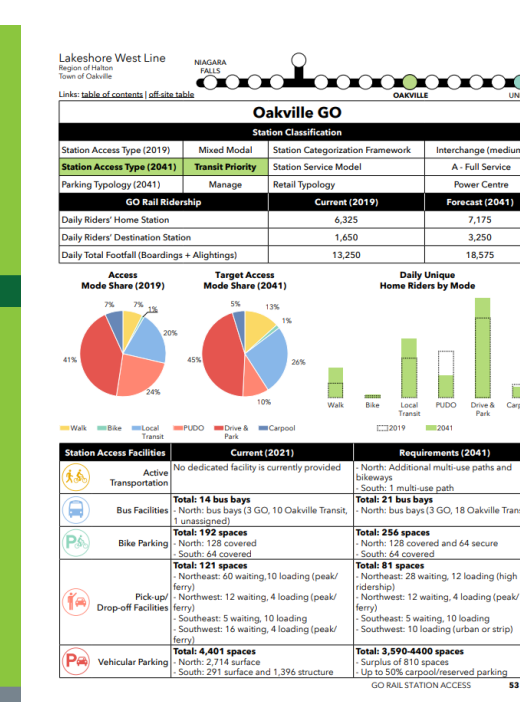
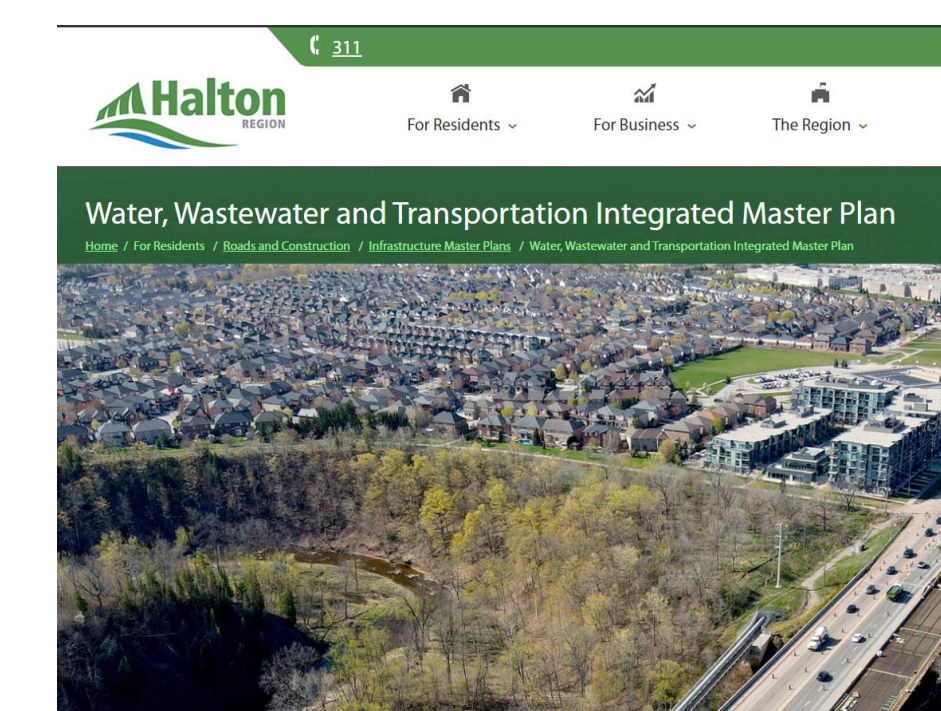
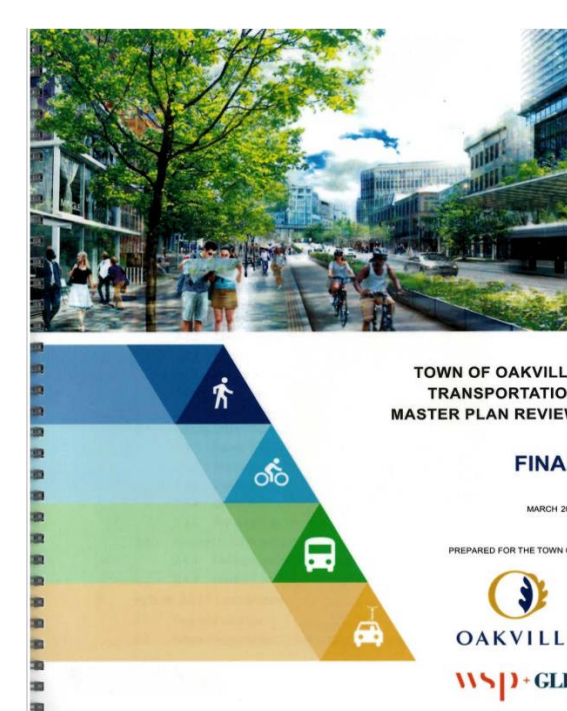
Streets and Trails (Policy 20.5.2 (a))

- Streets and trails provide connections and support travel within and beyond Midtown.
- Streets create walkable development blocks that frame buildings, and connect and complement parkland and open space.
- The long-term development of Midtown Oakville will occur with some streets being realigned and new streets, over- and under-passes provided.
- Streets will accommodate future bus, bus rapid transit and cycling facilities.
- Provision of the street and trail network will occur as part of development approvals, as well as capital and transportation master planning, and Transportation Demand Management implementation (policy 28.19).

Transit Improvements (Schedule L5)

- Transit improvements include provision of dedicated bus rapid transit lanes and stops, and expansion and relocation of the bus terminal.
- Transit improvements align with Metrolinx Regional Transportation Plan and Station Access Plan.

The Midtown Oakville transportation network is integrated with the overall Town, Regional and Provincial transportation systems in accordance with their respective master plan work.

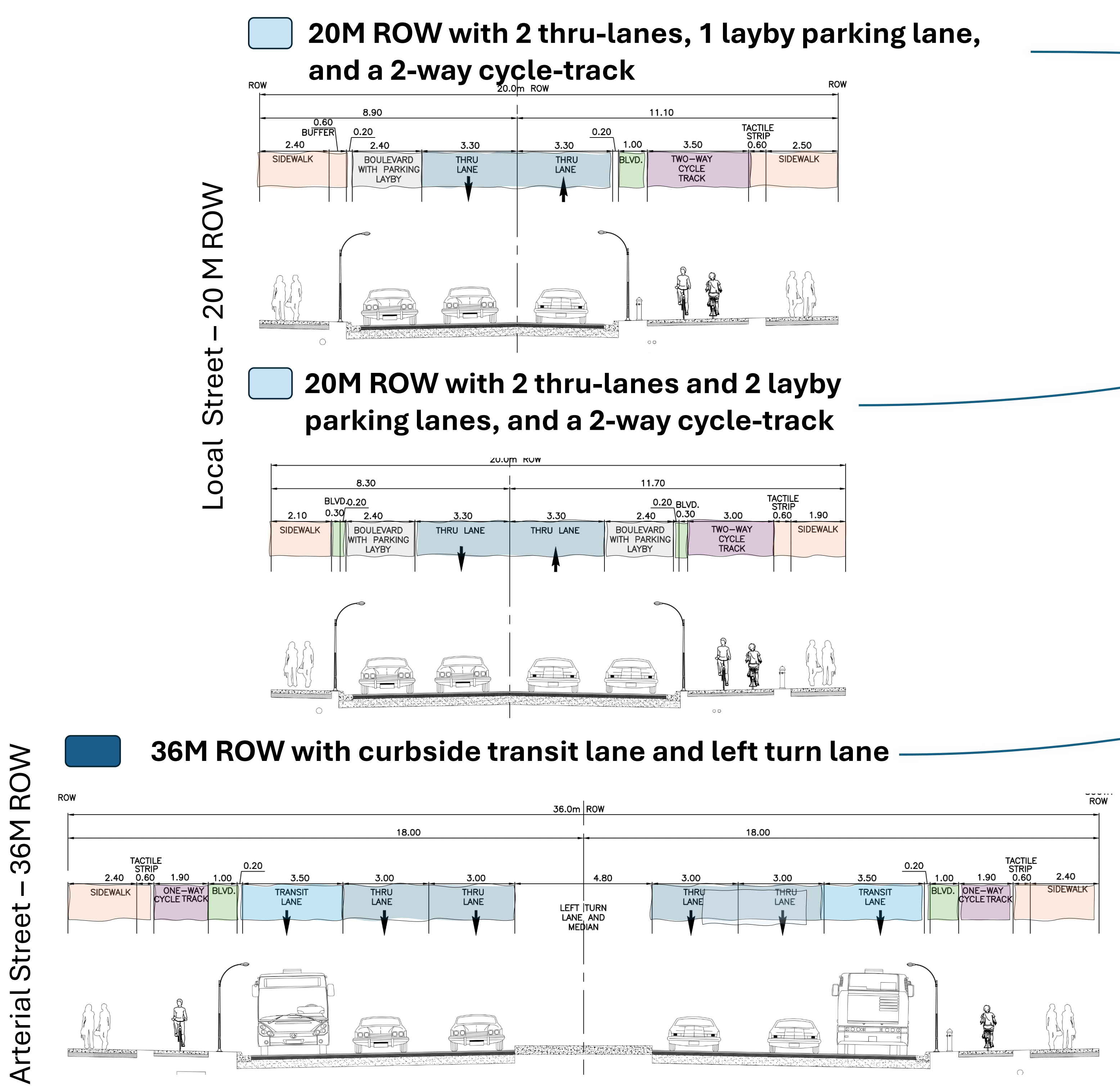


Let's Talk...

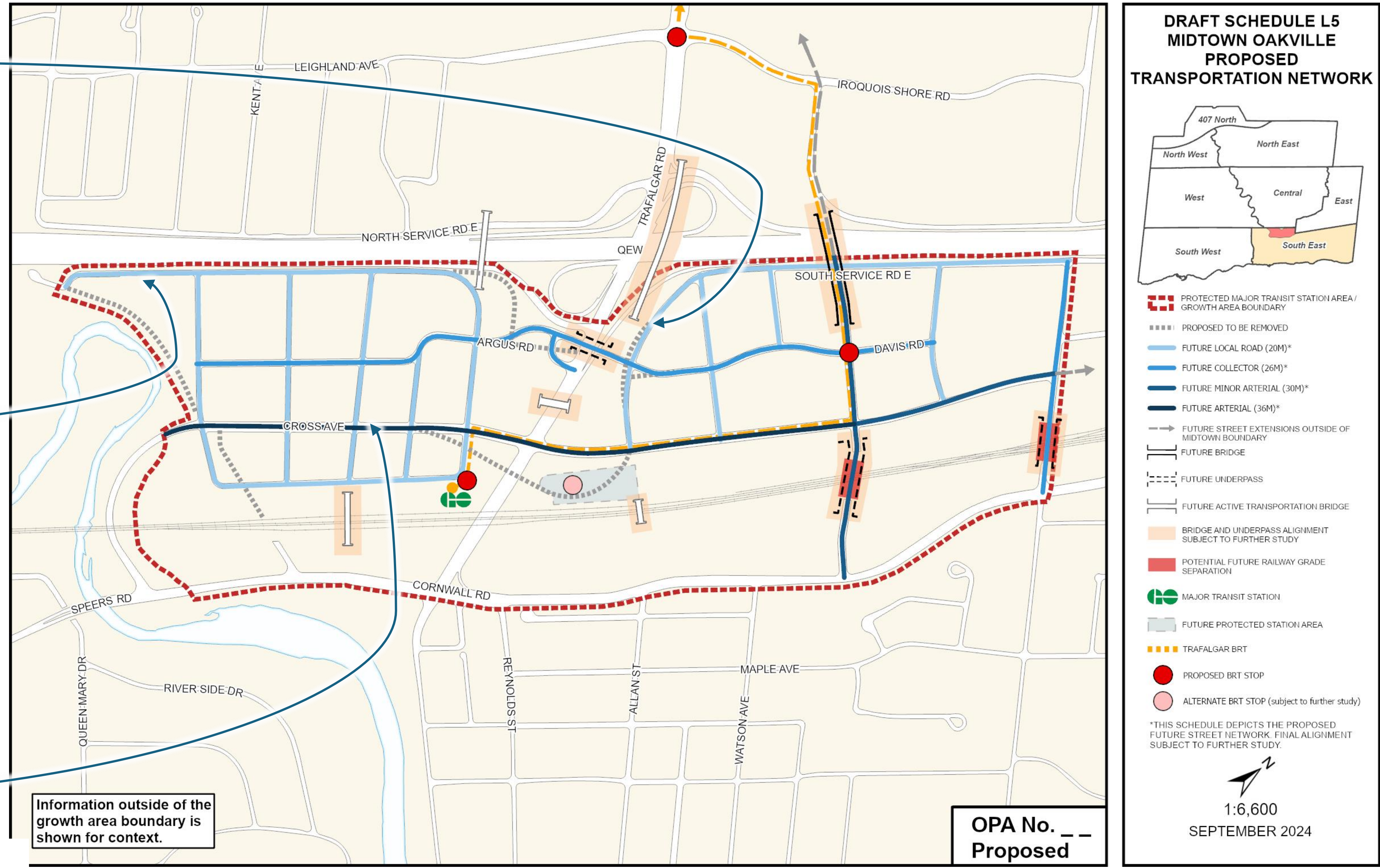
What is the future transportation network within and outside of Midtown?

Midtown Oakville is planned to provide new streets and trails to improve connections and mitigate congestion.

Possible Cross Sections based on Street Typology



Schedule L5: Proposed Transportation Network



See adjacent panel for more sample ROW cross sections.

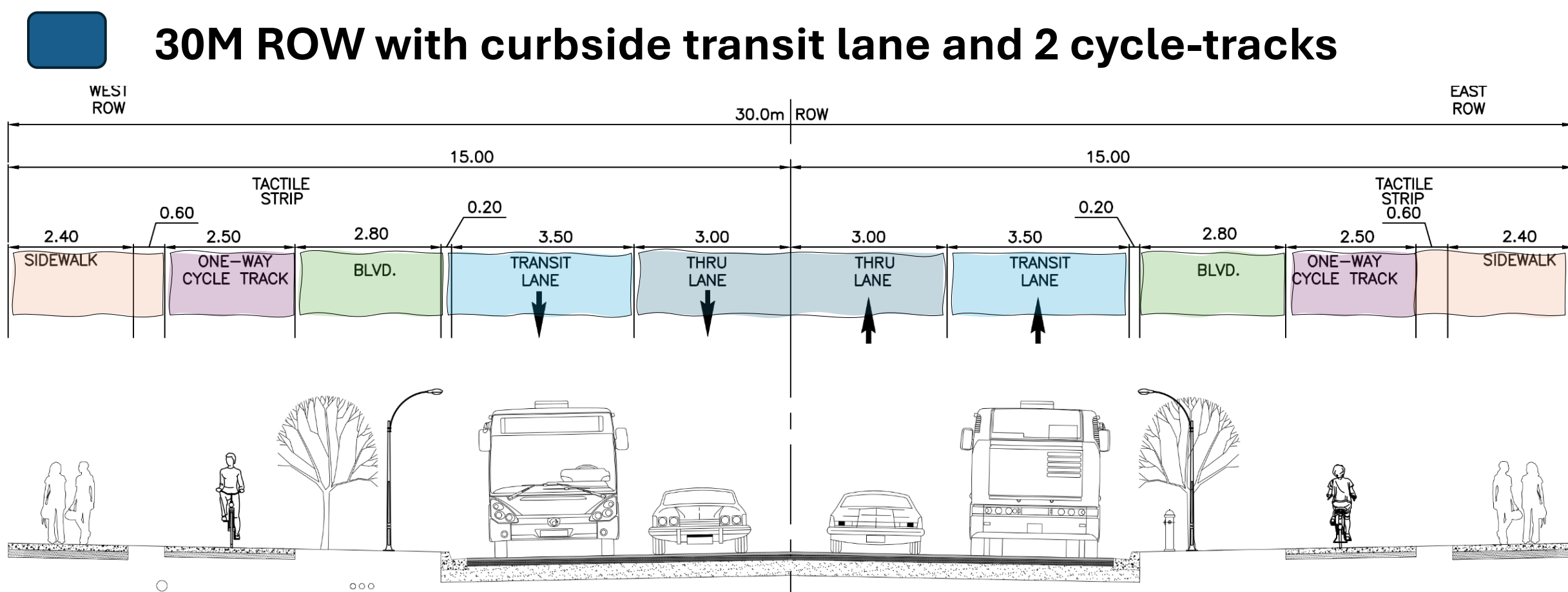
Let's Talk...

What would future streets look like in Midtown Oakville?

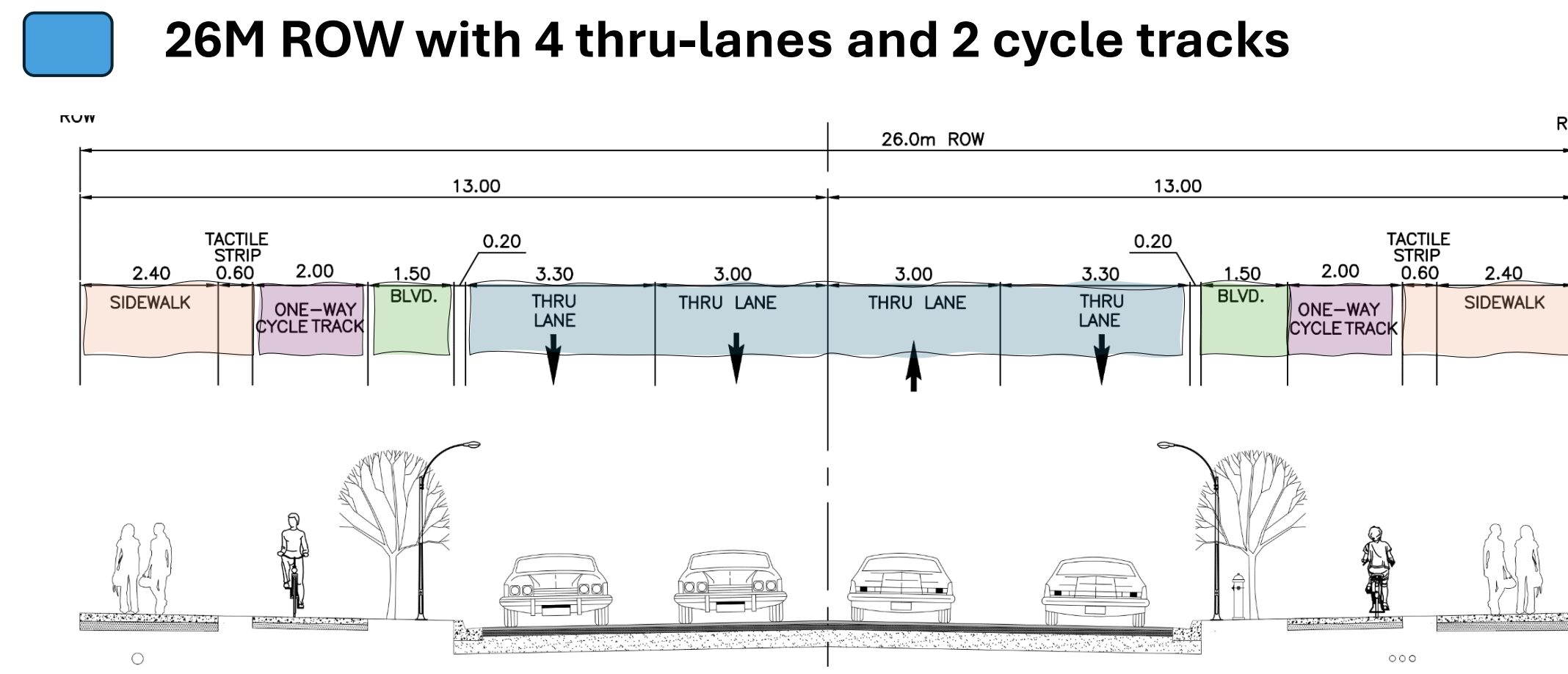
Identified right-of-way widths ensure that multiple modes of travel may be accommodated to support walking, cycling, transit and auto use.

Cross sections are shown for illustrative purposes only, they will be refined through the Midtown Transportation Plan, during Phase 5 of the Midtown program.

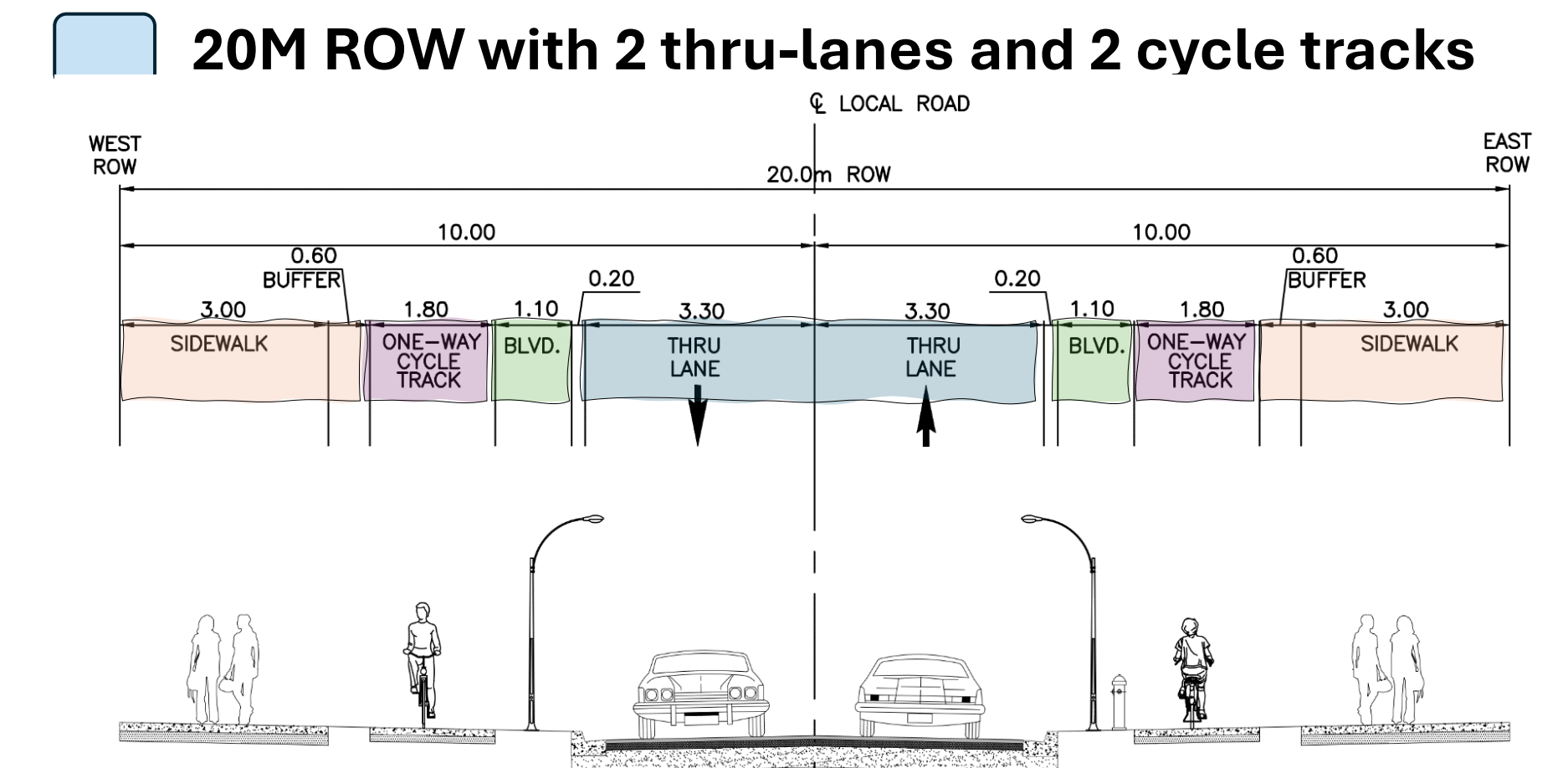
Minor Arterial Street



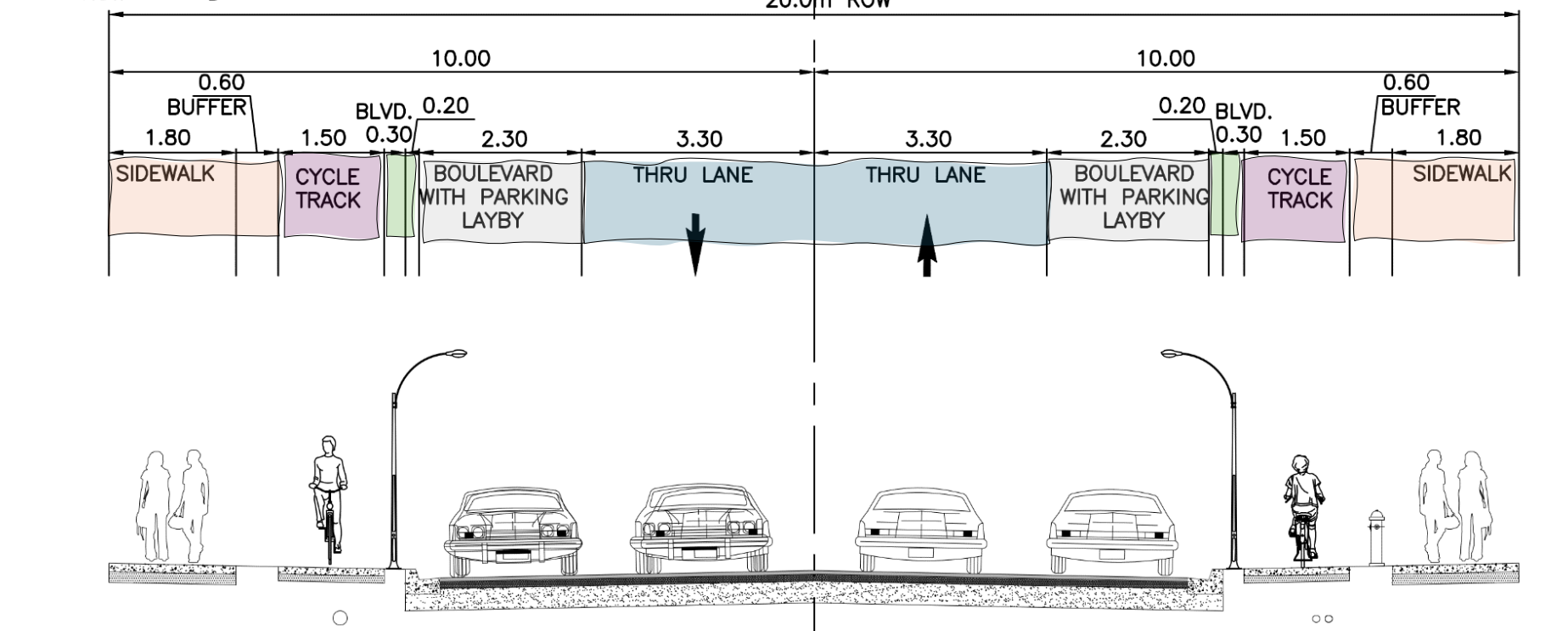
Collector Street



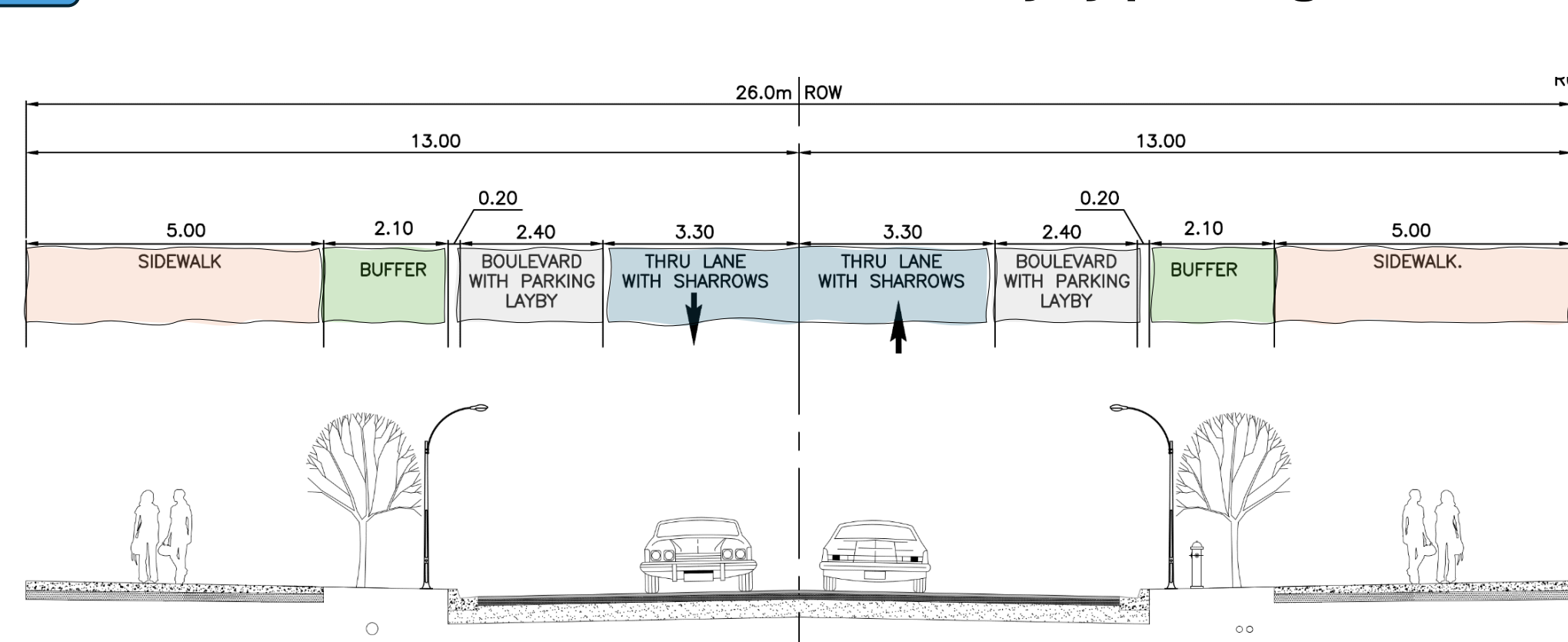
Local Street



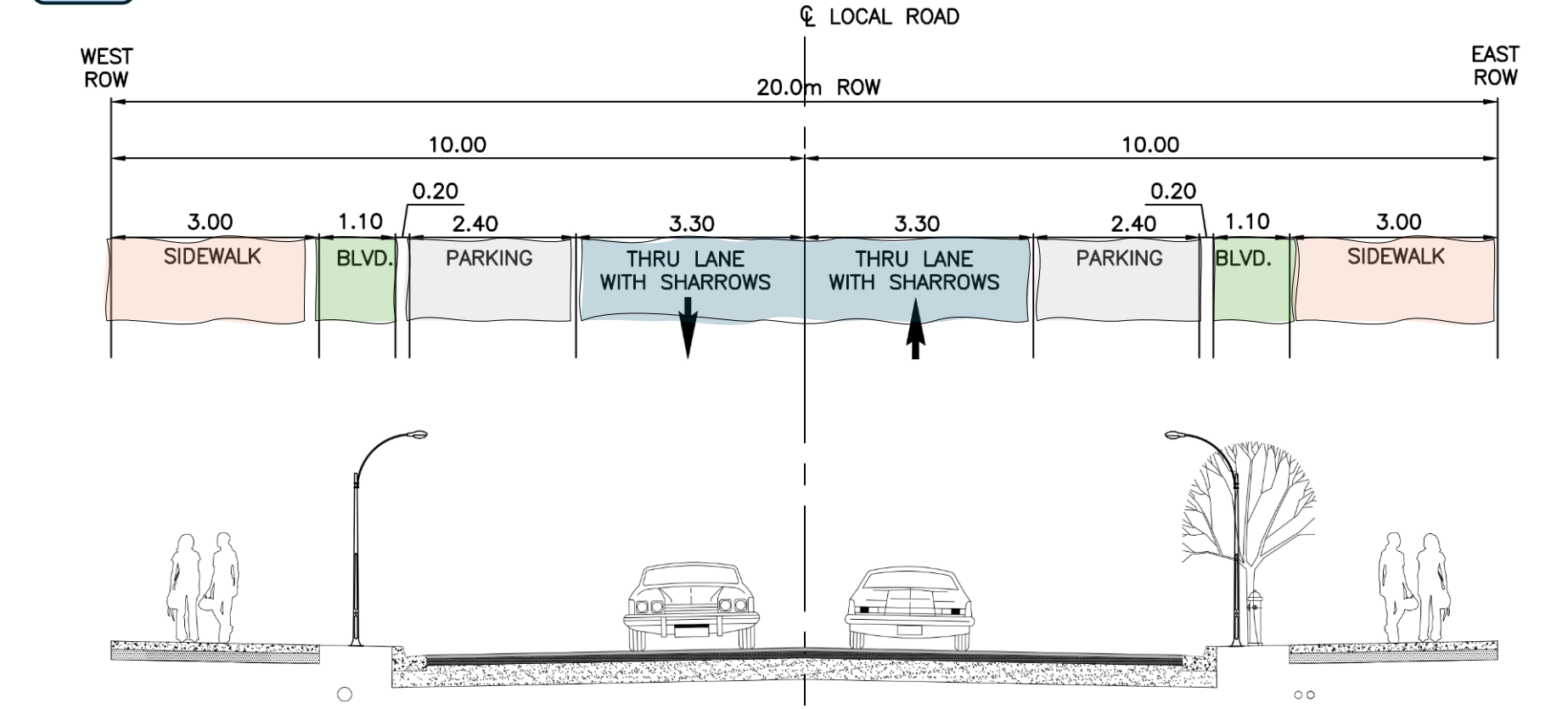
20M ROW with 2 thru-lanes, 2 layby lanes, and 2 cycle tracks



26M ROW with 2 thru-lanes and layby parking lanes



20M ROW with 2 thru-lanes and layby parking



See adjacent panel for more sample ROW cross sections.

Let's Talk...

How will active transportation be supported within and outside of Midtown?

Policy 20.5.2 (b) and Schedule L6: Active Transportation

Provides "last mile" options for transit users

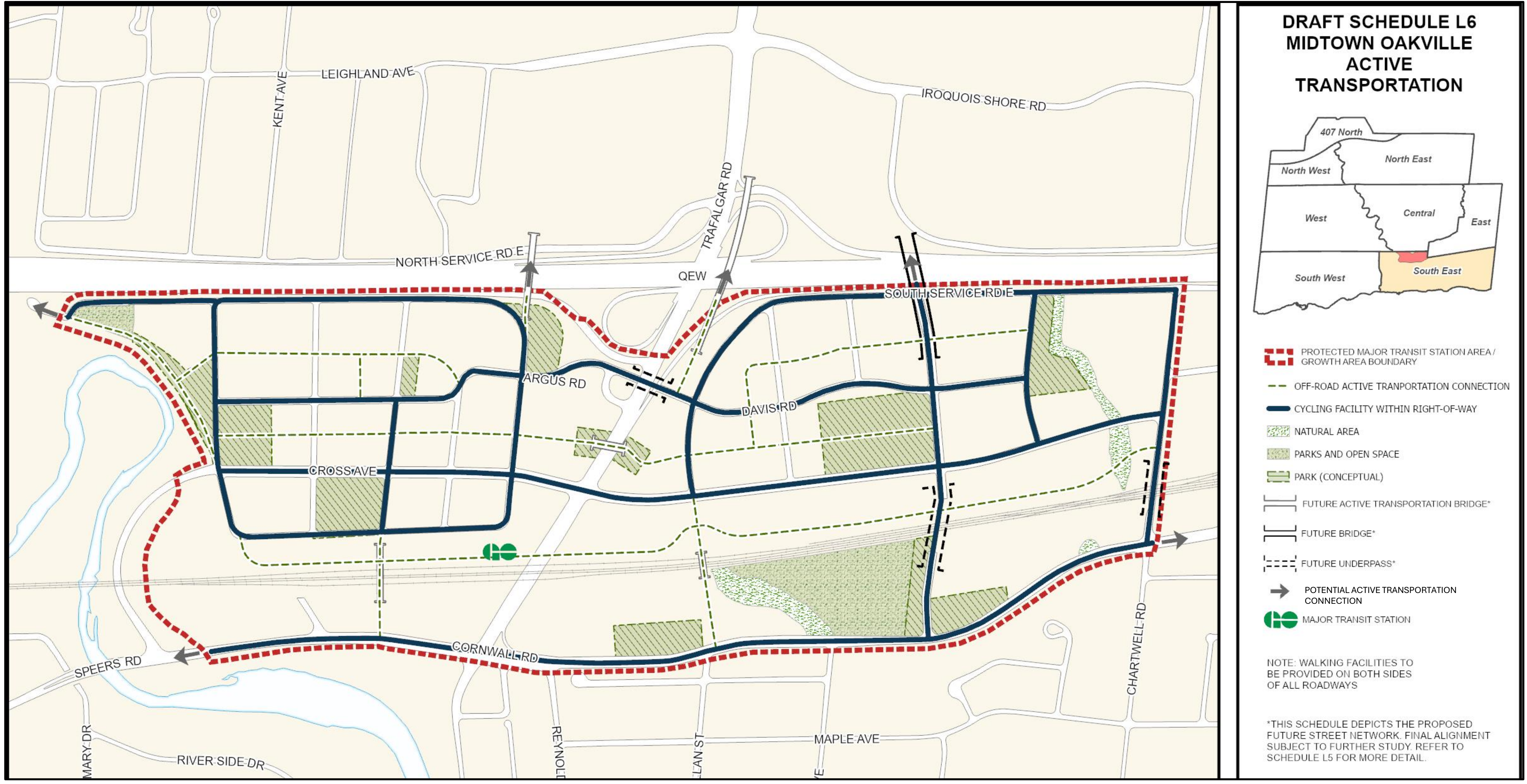
- Active Transportation network aligns with and enhances Metrolinx Station Access Plan.

Lakeshore West Line
Region of Halton
Town of Oakville

Links: table of contents | on-site table

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
Walking	OFF-LSW-OKGO-01	Work the Town of Oakville to explore options to implement the Midtown Strategy, which identifies two north-south active transportation crossings on either side of Trafalgar Rd. across the QEW.
Local Transit	OFF-LSW-OKGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSW-OKGO-03	Identify opportunities to coordinate timetables between agencies.
	OFF-LSW-OKGO-04	Work with Oakville Transit to explore options for integrating a possible future BRT service from Midtown Oakville north along a dedicated alignment across QEW and then along Trafalgar Rd., with integration with planned bus infrastructure at Oakville GO station.
Cycling	OFF-LSW-OKGO-05	Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cross Ave.
	OFF-LSW-OKGO-06	Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cornwall Road including a buffered bike lane west of Trafalgar Rd. and an in-boulevard trail east of Trafalgar Rd.
	OFF-LSW-OKGO-07	Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Queen Mary Dr. to connect Speers Ave. to Downtown Oakville.
	OFF-LSW-OKGO-08	Encourage the Town of Oakville to develop cycling infrastructure along Pearson Dr. that could connect to a future active transportation crossing over the QEW, which would ultimately connect to Midtown Oakville.
Pick-up/Drop-off	N/A	No off-site plans identified through municipal engagement.
Drive & Park	N/A	No off-site plans identified through municipal engagement.

Draft policies of the official plan amendment support the provision of parking facilities and pick-up and drop-off facilities to support transit use.



- Walking and cycling facilities within Right-Of-Way**
 - Walking facilities are required on both sides of all streets.
 - Cycle-facilities are assigned to local and collector streets that connect with transit facilities, parks, schools, open spaces within and beyond Midtown Oakville.

- Off-Road Active Transportation**
 - Multi-use trails are proposed through the closure of Lyons Lane, within the hydro corridor, and within mid-block connections.



How will parking, loading and site access be accommodated in Midtown?

Vehicle parking is limited and required to be screened.

Section 20.5.2 (d) directs:

- Maximum parking standards to be established in CPP by-law.
- Parking is located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.
- Structured parking, preferably below-grade, is required.
- Above ground structured parking is required to incorporate active external uses at-grade and above grade where the building is facing a public street.
- Surface parking is only for visitor parking and/or short-term, temporary parking, and is located within the side or rear yard.
- Shared parking facilities are encouraged.
- Electric vehicle charging facilities shall/should be provided.



Above ground structures parking, with active frontage facing public street.



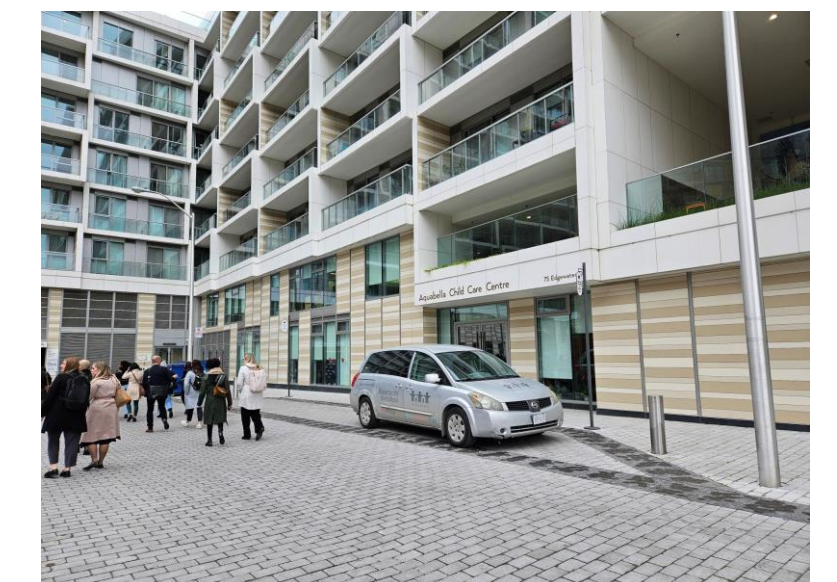
Parked vehicles are screened from the street (4.1.11)



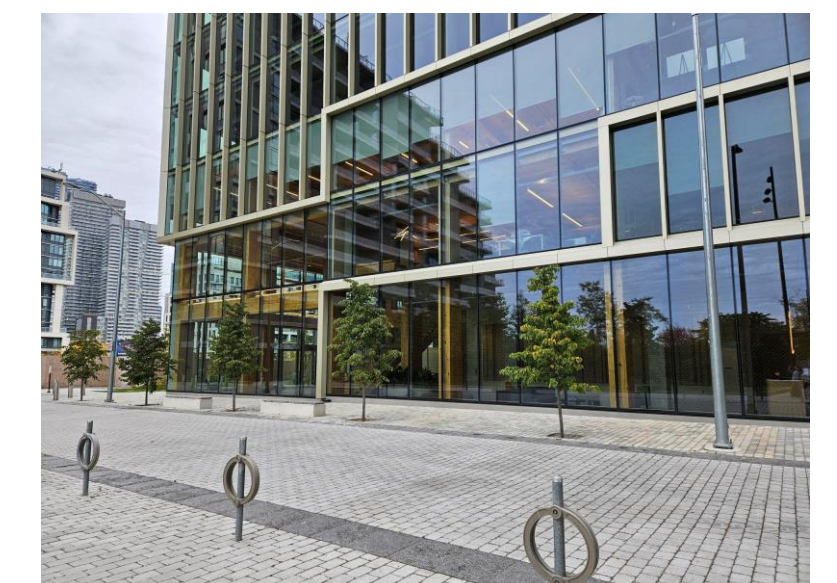
Loading and site access may be provided via mid-block connections.

Section 20.5.2 (c) directs for mid-block connections that are:

- Safe, barrier-free, convenient, predictable and publicly accessible;
- Used for site servicing and building access;
- Inclusive of:
 - active transportation infrastructure,
 - universally accessible measures,
 - pedestrian scaled lighting, and
 - clear signage and way-finding.



Mid-block building pedestrian and vehicle access points.



Mid-block pedestrian and bike travel route and facilities.

Facilities are required to promote active transportation.

Section 20.5.2 (b) directs for the accommodation of the following on-site and/or within the public realm:

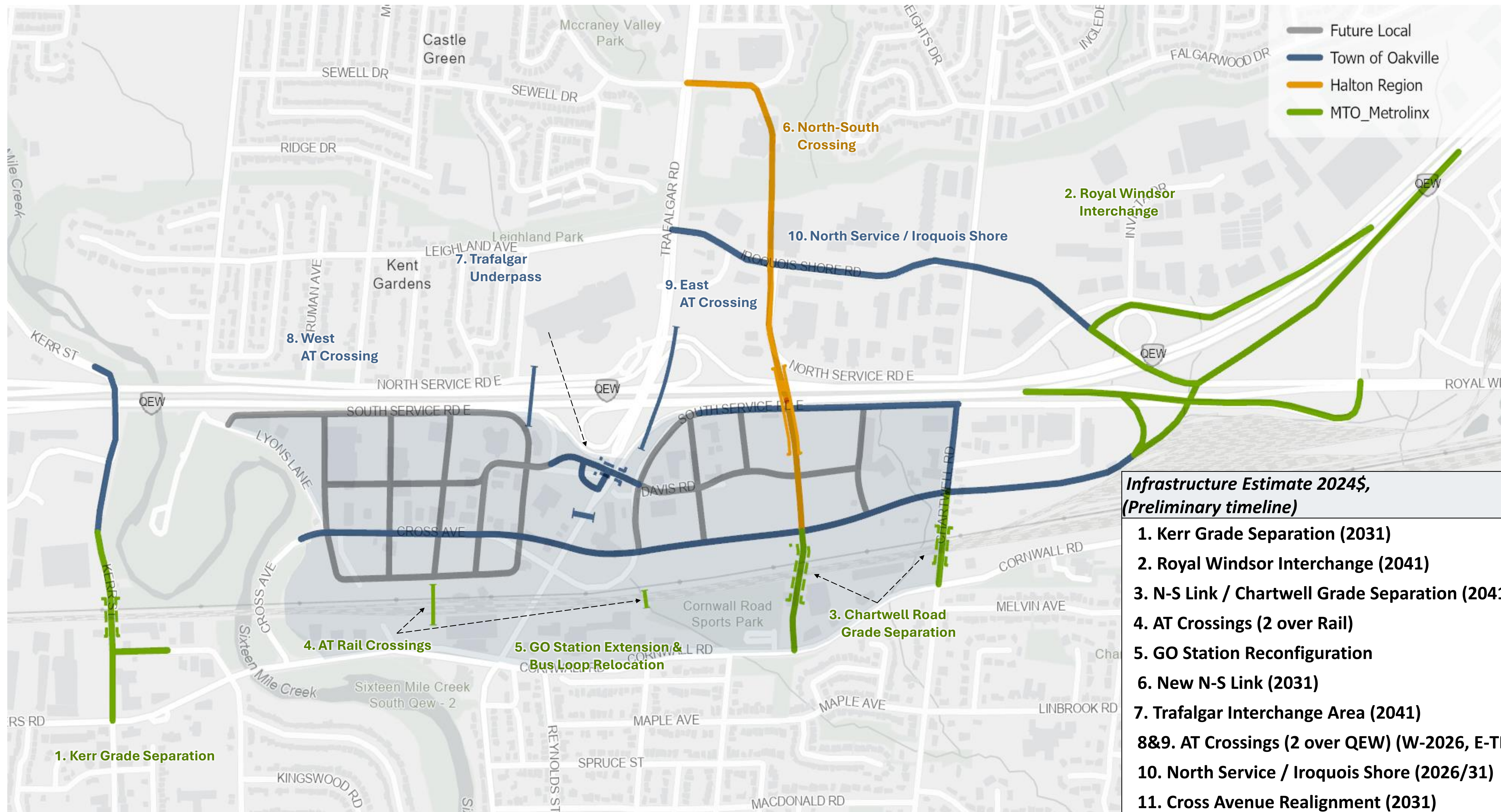
- Street furniture,
- Bike parking,
- Bike and other active mobility sharing facilities, and
- Transit shelters and seating.



Let's Talk...

Who will lead and fund Midtown Oakville related transportation projects?

Midtown and surrounding area transportation infrastructure needs include:



Transportation Projects

- Future Local
- Town of Oakville
- Halton Region
- MTO_Metrolinx

Transportation projects within and beyond Midtown will be led and financed by:

- The Province (MTO and Metrolinx)
- Halton Region
- The Town
- Private Development Proponents

Infrastructure Estimate 2024\$, (Preliminary timeline)	Province	Halton	Town	Developer	Est. Cost
1. Kerr Grade Separation (2031)	\$168M		\$65M		\$233M
2. Royal Windsor Interchange (2041)	\$42M		\$17M		\$59M
3. N-S Link / Chartwell Grade Separation (2041)	\$89M		\$98M		\$187M
4. AT Crossings (2 over Rail)	\$7M				\$7M
5. GO Station Reconfiguration	TBD				TBD
6. New N-S Link (2031)		\$69M			\$69M
7. Trafalgar Interchange Area (2041)			\$19M		\$19M
8&9. AT Crossings (2 over QEW) (W-2026, E-TBD)			\$31M		\$31M
10. North Service / Iroquois Shore (2026/31)			\$44M		\$44M
11. Cross Avenue Realignment (2031)			\$144M		\$144M
Local Roads				\$181M	\$181M
Total	\$306M	\$69M	\$418M	\$181M	\$974M
	31%	7%	43%	19%	100%

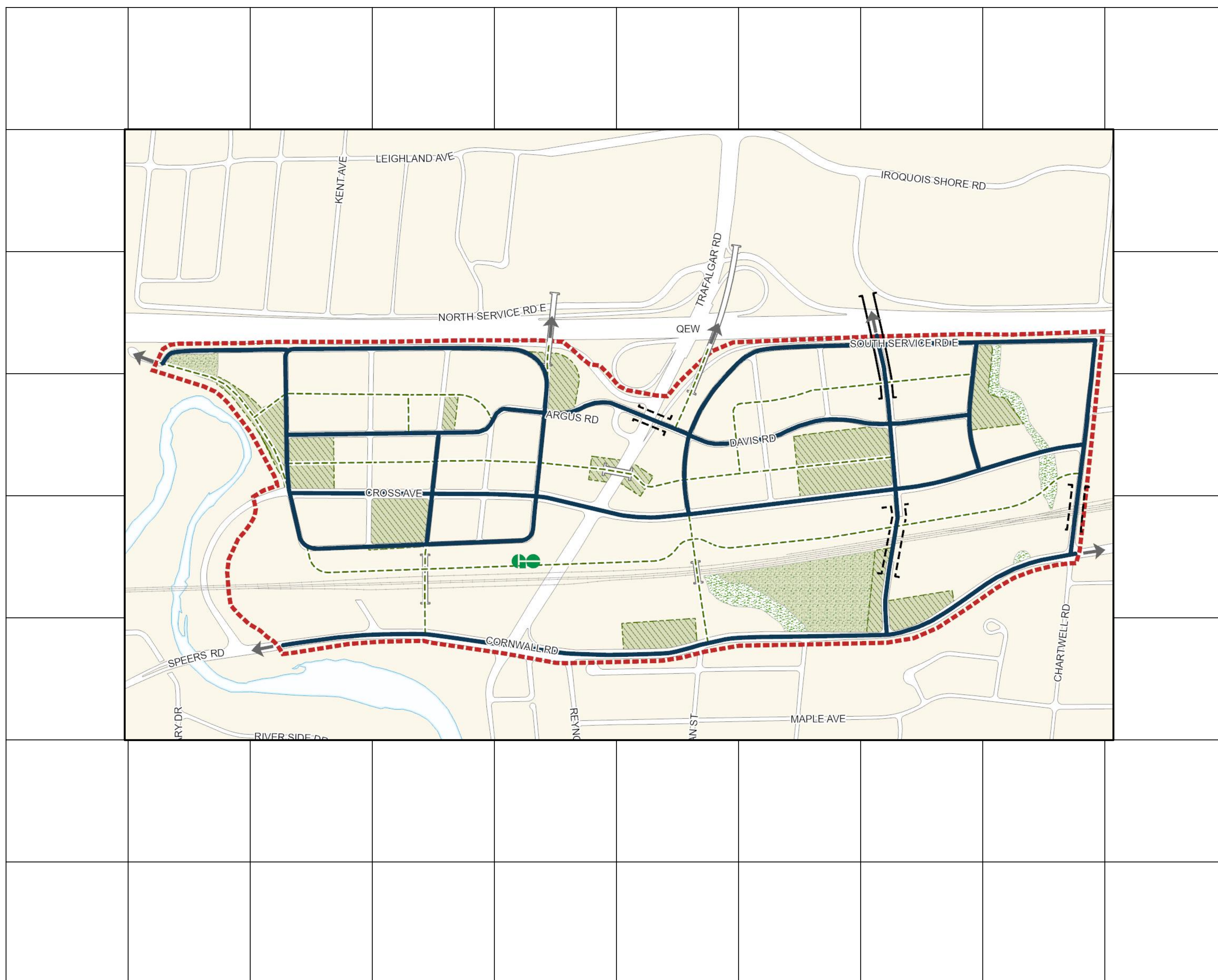
The Midtown Transportation Plan and the Townwide Transportation Master Plan will review and confirm the transportation needs in Midtown and surrounding areas.



Active Transportation

Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Mark-up the map below where you think more connections or routes are needed within Midtown to support an active lifestyle, and provide a brief explanation on a *Post-It* Note; or scan the QR Code and submit your response online.



Legend

- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- OFF-ROAD ACTIVE TRANSPORTATION CONNECTION
- CYCLING FACILITY WITHIN RIGHT-OF-WAY
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)

- FUTURE ACTIVE TRANSPORTATION BRIDGE*
- FUTURE BRIDGE*
- FUTURE UNDERPASS*
- POTENTIAL ACTIVE TRANSPORTATION CONNECTION
- MAJOR TRANSIT STATION

NOTE: WALKING FACILITIES TO BE PROVIDED ON BOTH SIDES OF ALL ROADWAYS

*THIS SCHEDULE DEPICTS THE PROPOSED FUTURE STREET NETWORK. FINAL ALIGNMENT SUBJECT TO FURTHER STUDY. REFER TO SCHEDULE L5 FOR MORE DETAIL.



Question 3

Let's Talk...

What *Public Service Facilities* are planned for in Midtown Oakville?

Public service facilities are planned to provide a wide range of services and are encouraged to co-locate and be integrated with development to create a compact walkable and socially connected community.



The Town's Parks, Recreation and Library Master Plan identifies a future library and community hub within Midtown.)



The Town's Fire Master Plan proposes a future fire station located in Midtown.



The Town's Parks Plan identifies the need for parkland within Midtown, and provides an acquisition strategy.

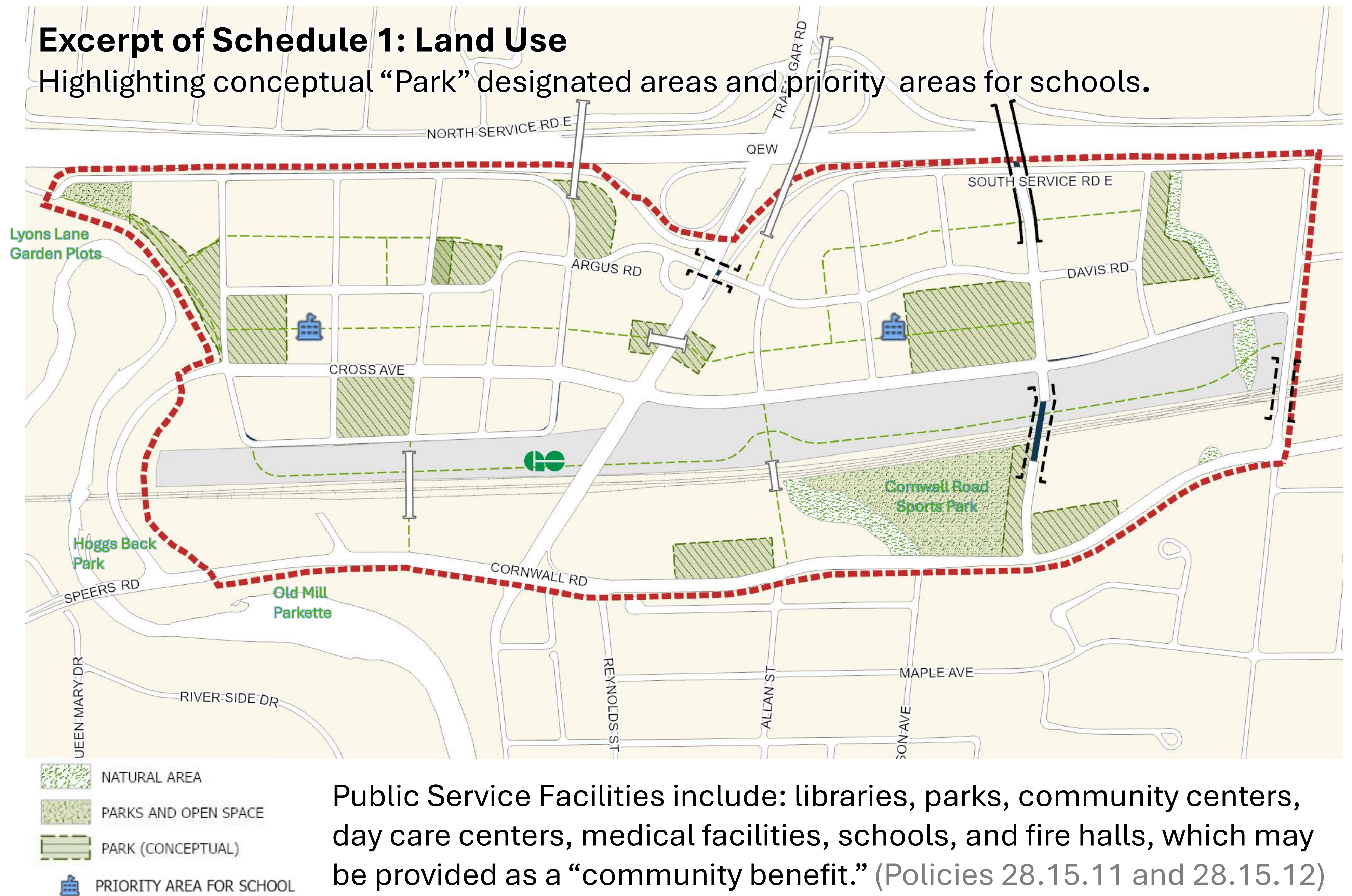
Approximately 12 ha of land is designated as Park on Schedule L1: Land Use. (Policies 20.4.2 (d) and 20.5.1 (c))



Priority sites for schools are identified on Schedule L1 Land Use. (Policy 20.4.1 (e))

Excerpt of Schedule 1: Land Use

Highlighting conceptual "Park" designated areas and priority areas for schools.



Public Service Facilities include: libraries, parks, community centers, day care centers, medical facilities, schools, and fire halls, which may be provided as a "community benefit." (Policies 28.15.11 and 28.15.12)



Public Service Facilities

For future public service facilities, are there other policy directions that should be provided, beyond what is stated in section 20.4.1 of the OPA? If so, what are they and why?

Write your proposed policy directions on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.



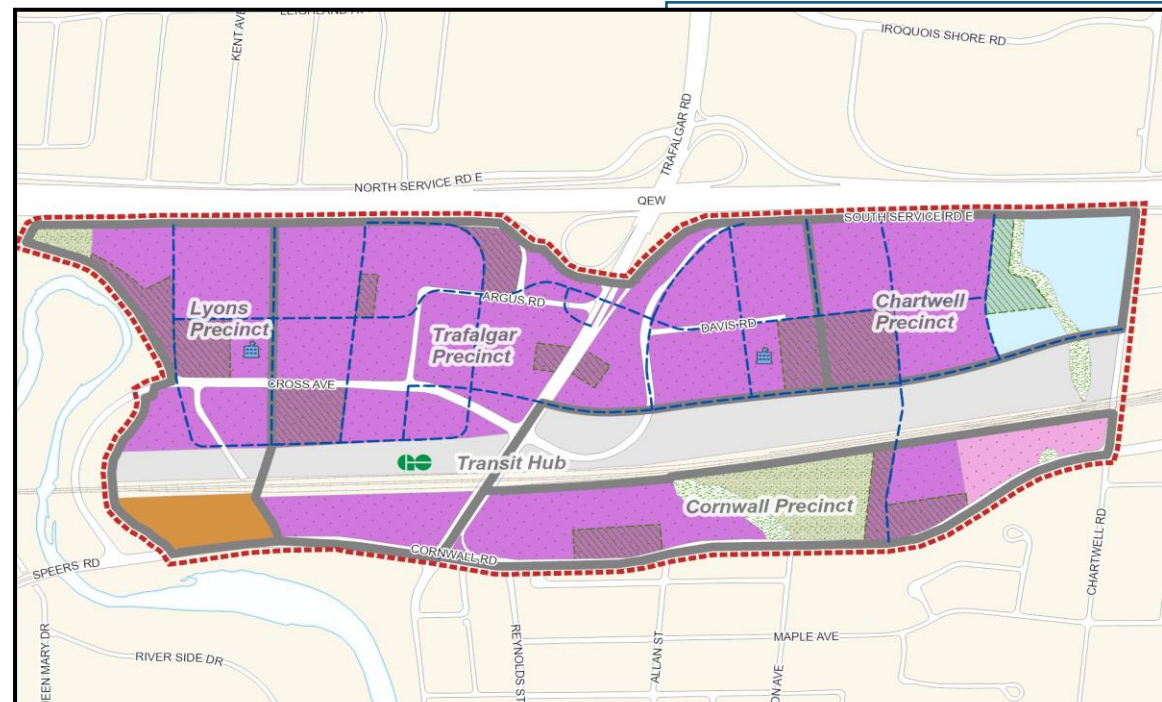
Question 4

Let's Talk...

How is a mix of land use promoted/secured in Midtown Oakville?

Midtown is planned to provide a wide range of businesses and services that create new jobs and support the needs of residents, businesses and visitors, as well as the Town's overall economic prosperity objectives.

Schedule L1: Land Use



Midtown Land Use Designations

Majority of land in Midtown is designated to permit a broad variety of employment, commercial, institutional and civic uses

- **Urban Core** (broad mix of residential and non-residential uses)
- **Office Employment** (mix of office and light industrial uses) and
- **Community Commercial** (mix of commercial, office, and service uses).



Midtown Official Plan Policies (Section 20.4)

- Require replacement of equal or greater non-residential gross leasable floor area
- Require non-residential uses at grade where fronting streets and parks.
- Within Urban Core, require a minimum of 18% of total GFA to be non-residential
- Permit expansion of existing non-residential uses.

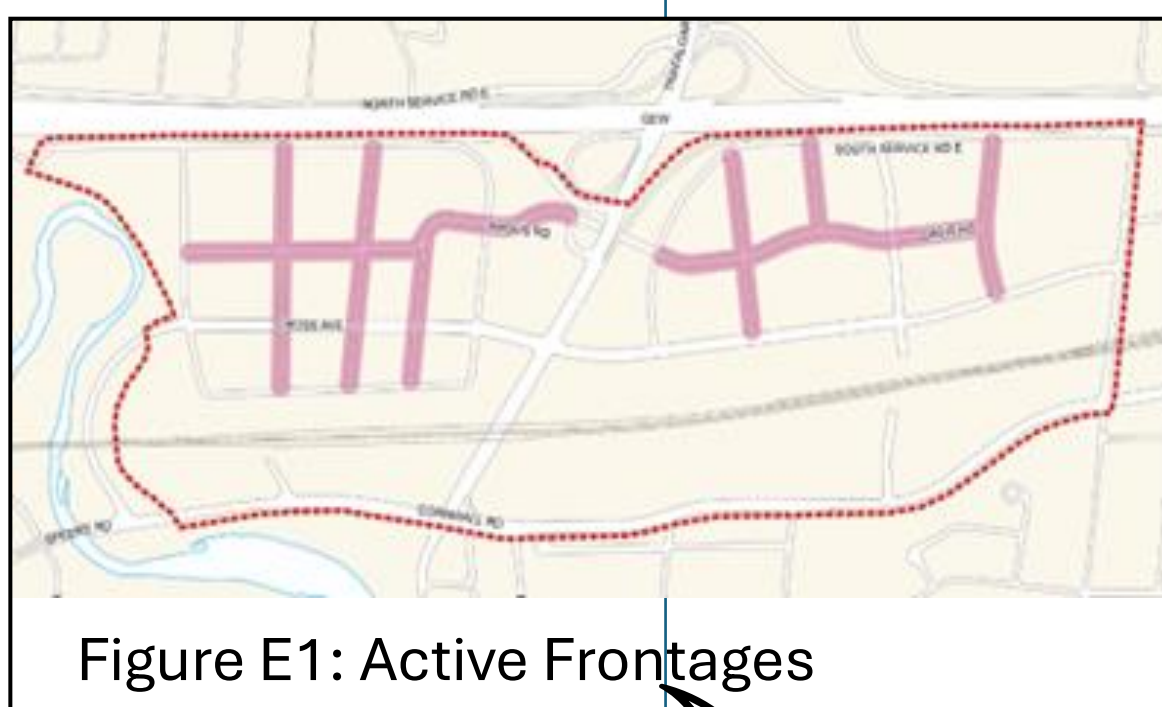
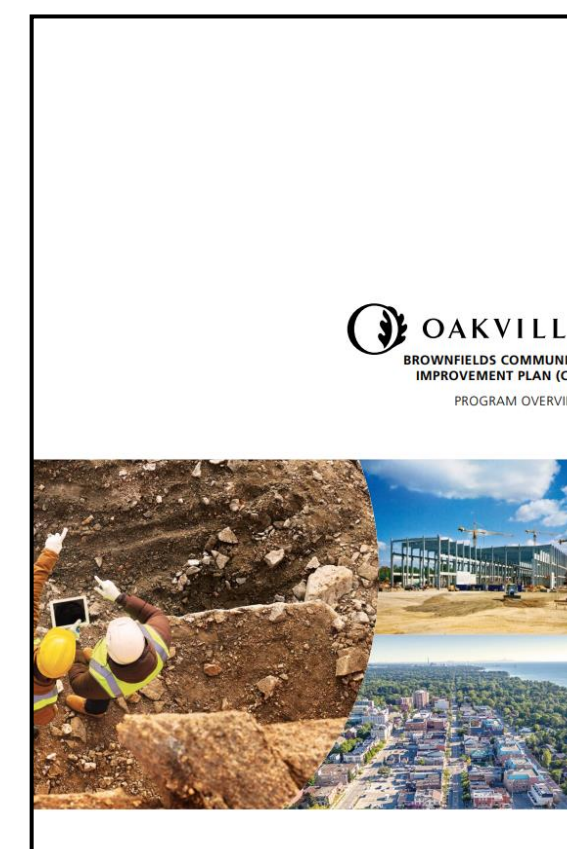


Figure E1: Active Frontages

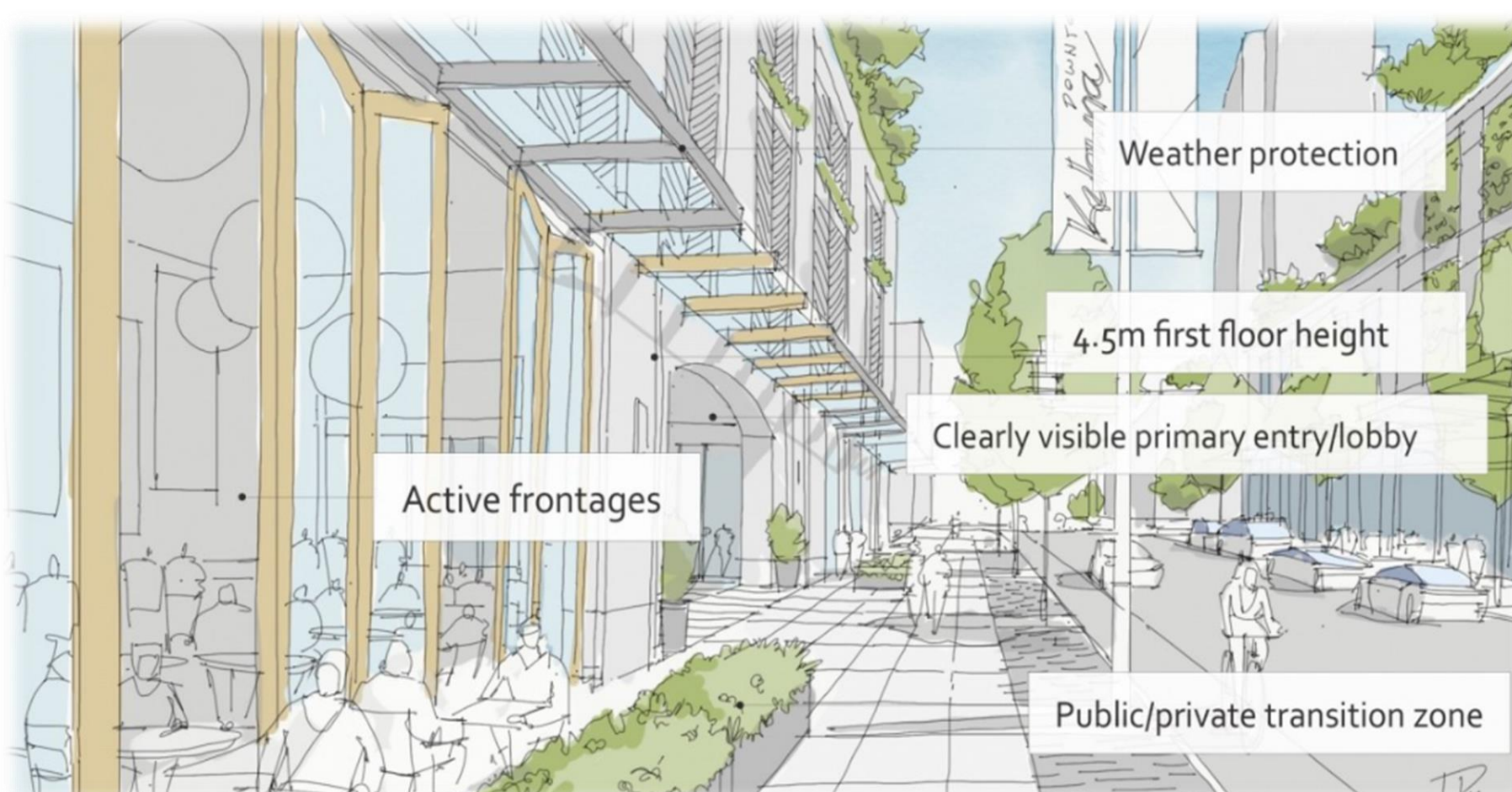
Active Frontage Requirements (Section 20.4.1 (h))

- Along streets identified in Figure E1 – Active Frontages, a minimum of 70% of the building fronting the street is required to accommodate non-residential uses (i.e. commercial, retail, office, institutional, and community uses).



Brownfield Community Improvement Plan (CIP)

- The Town's CIP incentivizes the remediation of brownfield areas (including lands in Midtown Oakville), and redevelopment sites for more intensive employment and/or affordable residential development.



Town of Oakville Economic Development Plan

- The Town is preparing a new Economic Development Plan (mid 2025).
- An investment attraction marketing plan will be developed with the town's value proposition in mind. It will be focused on target sectors, identification of target geographies (including Midtown) and key marketing partnerships and avenues.
- This plan is developed in collaboration and partnership with the business community and key stakeholders.



Active Frontages

Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, where and why?

Mark-up the map below where you think active frontages are needed within Midtown to support economic development, social interactions, and walking in Midtown, and provide a brief explanation on a *Post-It* Note; or scan the QR Code and submit your response online.

The map shows a grid of streets in Midtown. Labeled streets include: KENT AVE, LEIGHLAND AVE, IROQUOIS SHORE RD, TRAPALGAR RD, NORTH SERVICE RD E, QEW, SOUTH SERVICE RD E, ARGUS RD, DAVIS RD, CROSS AVE, SPEERS RD, Y-DR, CORNWALL RD, REYNOLDS ST, ALLAN ST, MAPLE AVE, and SON AVE. A legend in the bottom left of the map area shows a pink rectangle labeled 'ACTIVE FRONTAGE*'. A red dashed line outlines the map area. A QR code is located in the bottom right corner of the map area.

Question 5



What is the planned range of housing in Midtown Oakville?

Midtown is planned to accommodate a wide range of households, including singles, couples, and families, of various ages, stages of life, and incomes.

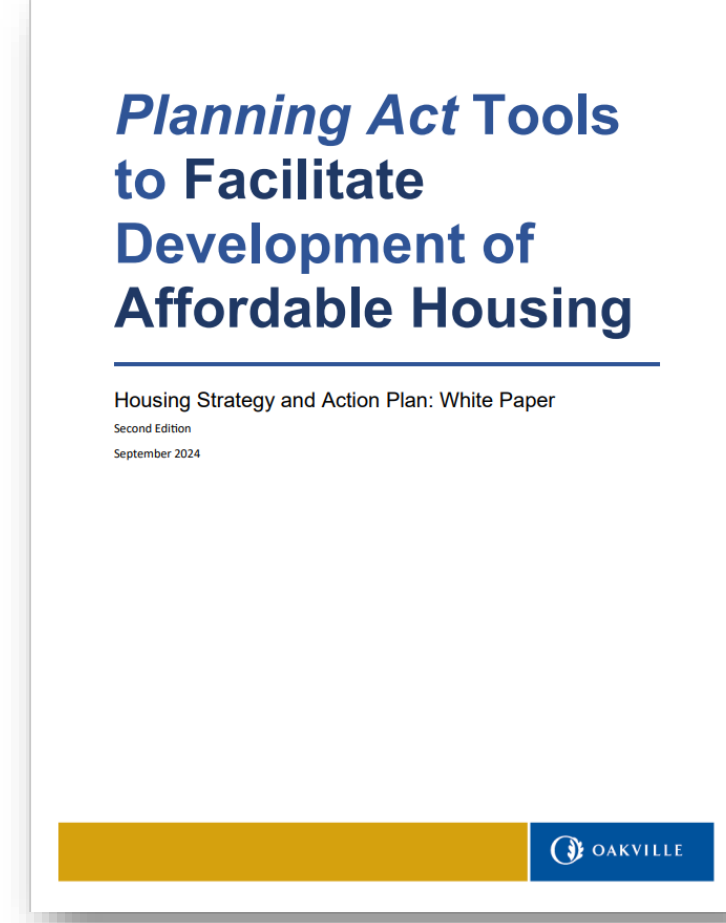
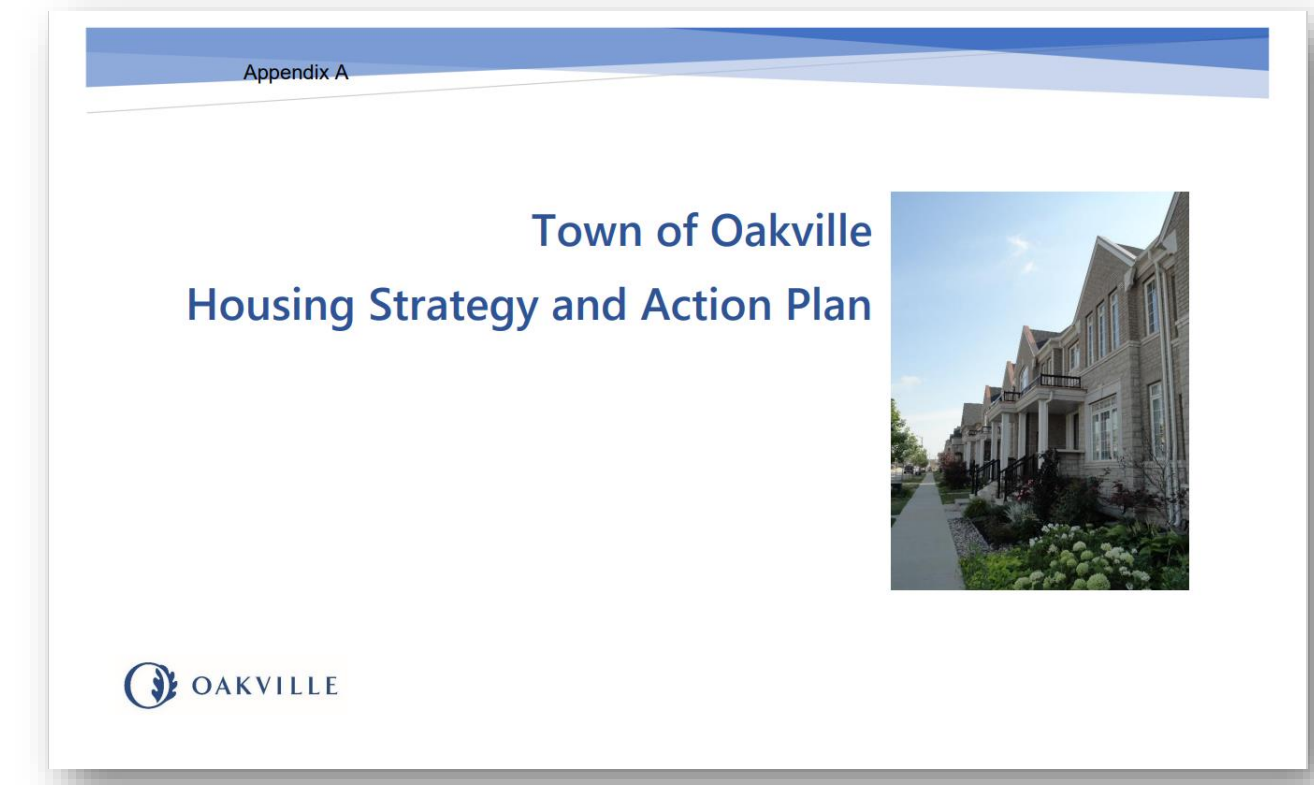
Draft Policies address...

- **Housing Form** (Section 20.4.1 (f) and Schedule L4)
 - apartment units within buildings 5 storeys or greater,
 - townhouse and stacked townhouse units that are within the podium of a mid-rise (up to 12storeys) or tall buildings.
- **Housing Tenure** (Policy 20.4.1 (f) i.)
 - ownership
 - rental
 - co-operative/not for profit
 - non-market housing, including emergency, transitional, supportive, special needs, and affordable housing.
- **Housing Unit Variation** (Policy 20.4.1 (f) iii.)
 - a minimum of 35% units provide two or more bedrooms (except within buildings geared to *special needs* housing)
- **Affordable Housing Incentives** (Policy 28.16)
 - Policy 28.16 Community Improvement Plan (CIP) is updated to explicitly permit the use of CIP for affordable housing.
- **Affordable Housing Required** (Policy 20.4.1 (f) ii.)
 - Requirement to provide affordable units will be mandated following completion of the Town’s Housing Needs Assessment, adoption of Inclusionary Zoning Policies, and associated by-law.



And, there is more to come...

Town of Oakville **Housing Strategy** identifies 70+ actions to undertake to achieve housing targets.



- Per recommendations of the White Paper, the Town is undertaking:
- **A Housing Needs Assessment**
 - **Inclusionary Zoning** enabling official plan policies
 - **A community improvement plan** to incentivize the provision of affordable housing.

For more information, please see: Oakville.ca





Housing

For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Write your proposed policy directions on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.



Question 6

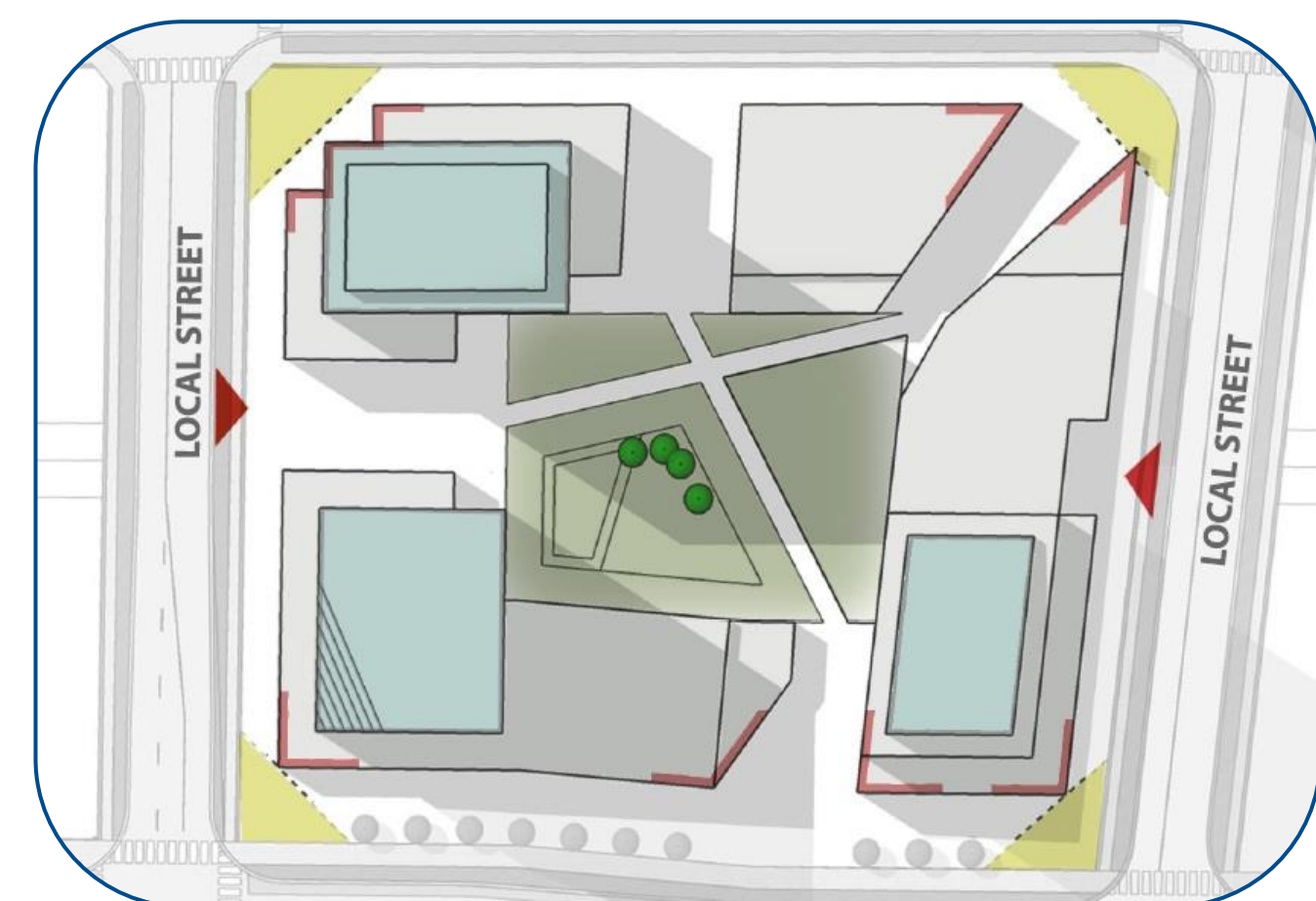
Let's
Talk...

What policies guide design in Midtown Oakville?

Midtown is planned to be livable and sustainable for many generations through policies that guide the design of the public realm, development blocks, and buildings in Midtown.



Design guidelines will inform the development of the implementing by-law and evaluation of development applications. (Policy 20.5.1 (a))



Comprehensive **block design** is required. Development blocks are conceptually shown in schedules L2 and L3 in accordance with the planned street and park network. (Policy 20.5.1 (l))



Applicants may be required to provide **area design plans** to illustrate how their proposal will be integrated with existing and future development to ensure coordination among landowners and phasing of development. (Policy 28.19.3(i))



Public realm policies direct for the type and quality of public realm elements (i.e. street trees, public art, landscaping, universally accessible, etc.) and how built form frames and complements streets and parks. (Policy 20.5.1 (b))



Parks and open space policies provide direction for where and how new parks will be established, and how they are to be complimented by related open space areas, such as natural areas, privately owned publicly accessible spaces. (Policy 20.5.1 (c))



Green roofs are encouraged, and by by-law may be required, on podium and/or roof tops. (Policy 20.5.1 (k))



Utility policies direct that new services are provided underground, interior to the site and/or screened from the public realm. (Policy 20.5.1 (d))

Let's
Talk...

What policies guide built form in Midtown Oakville?

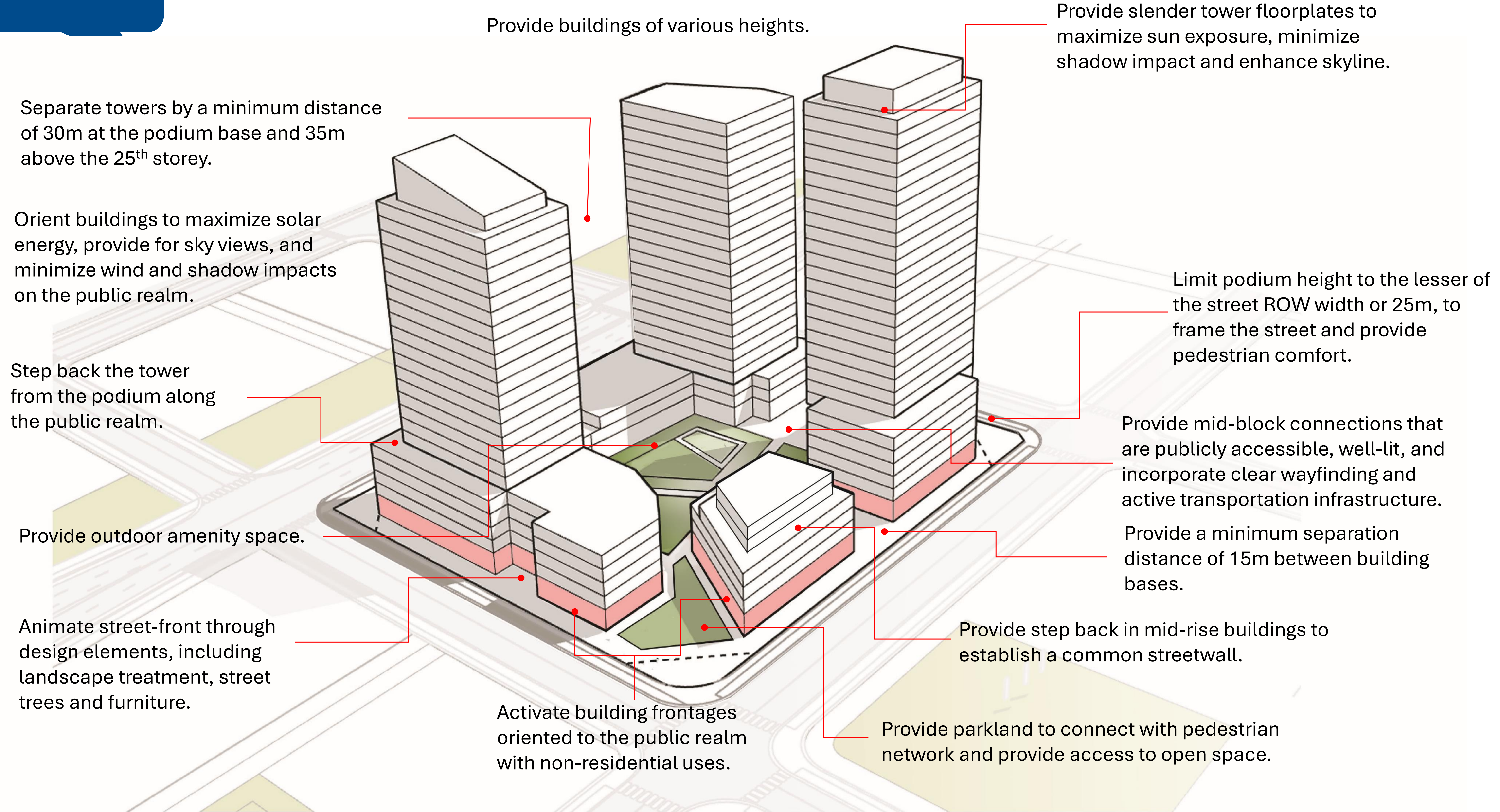


Illustration of policies 20.5.1, 20.5.2 (c), and Livable Oakville Plan.

Let's Talk...

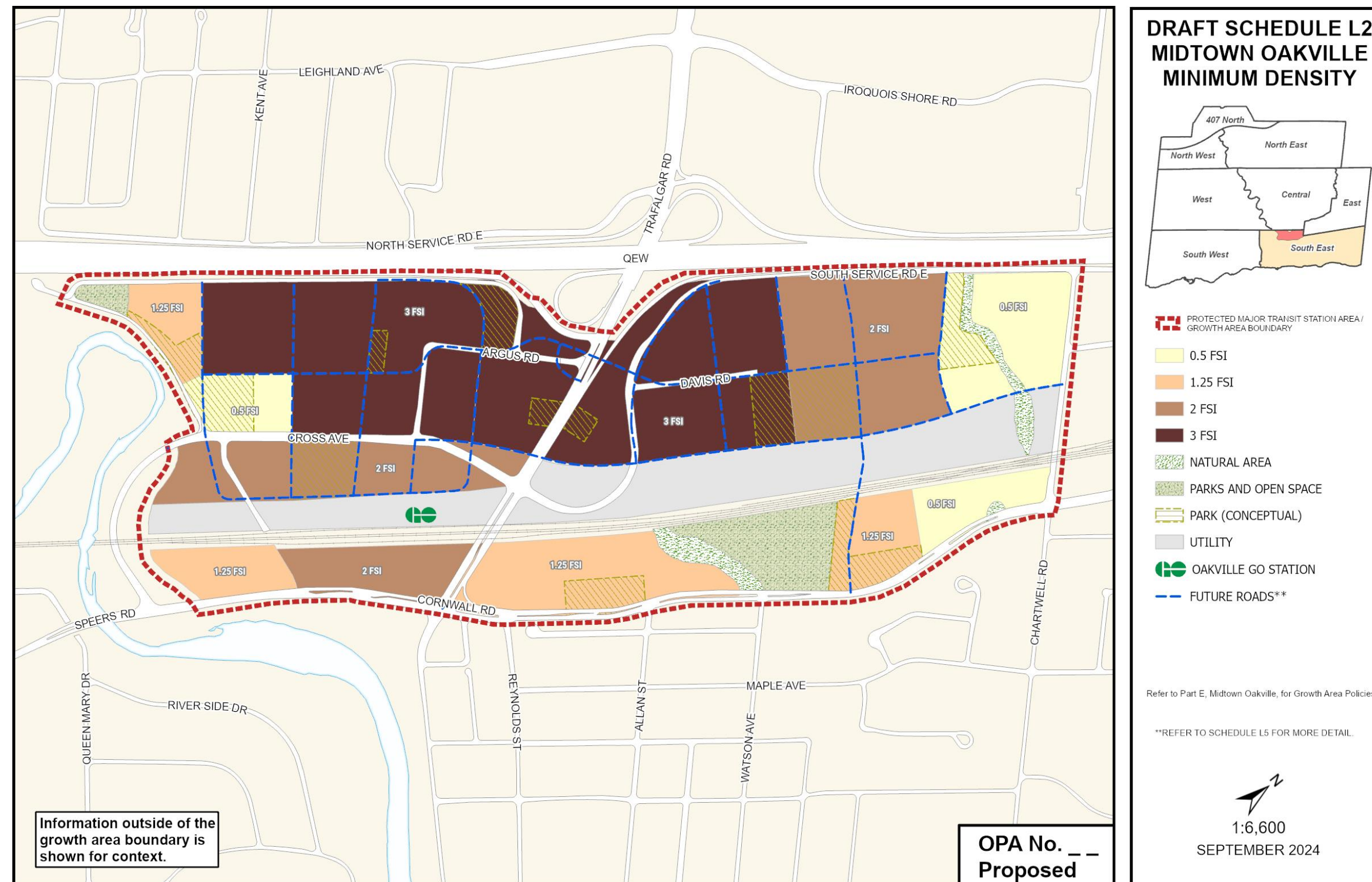
What policies and schedules inform the overall massing of buildings in Midtown Oakville?

Density and height limits and thresholds work together with policies to provide development certainty, livability and community benefits.

Site Density Schedules L2 and L3

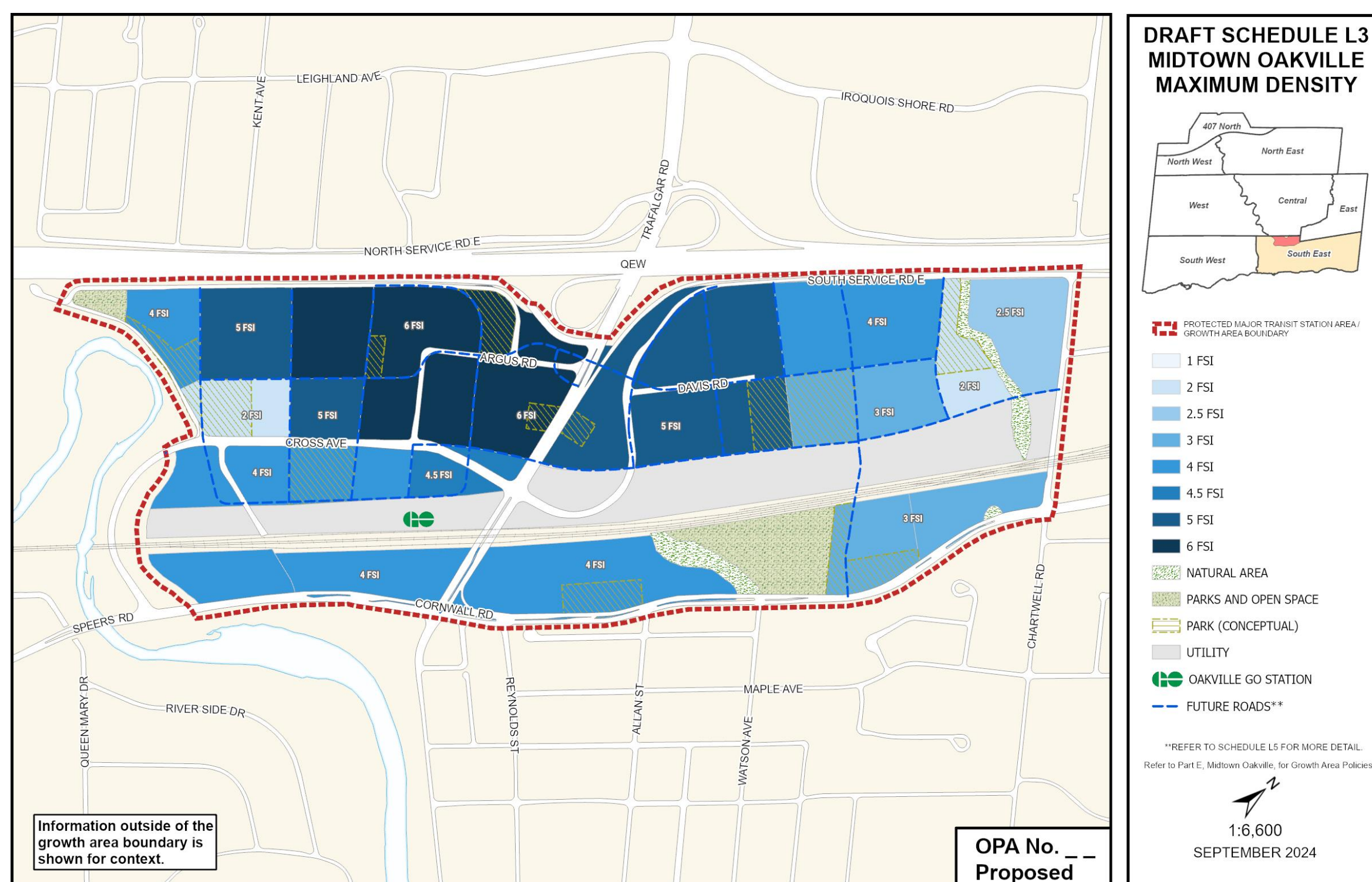
Minimum Density Ranges from 0.5 – 3 FSI

To achieve transit supportive objectives and target of accommodating a minimum 200 people and jobs per hectare.



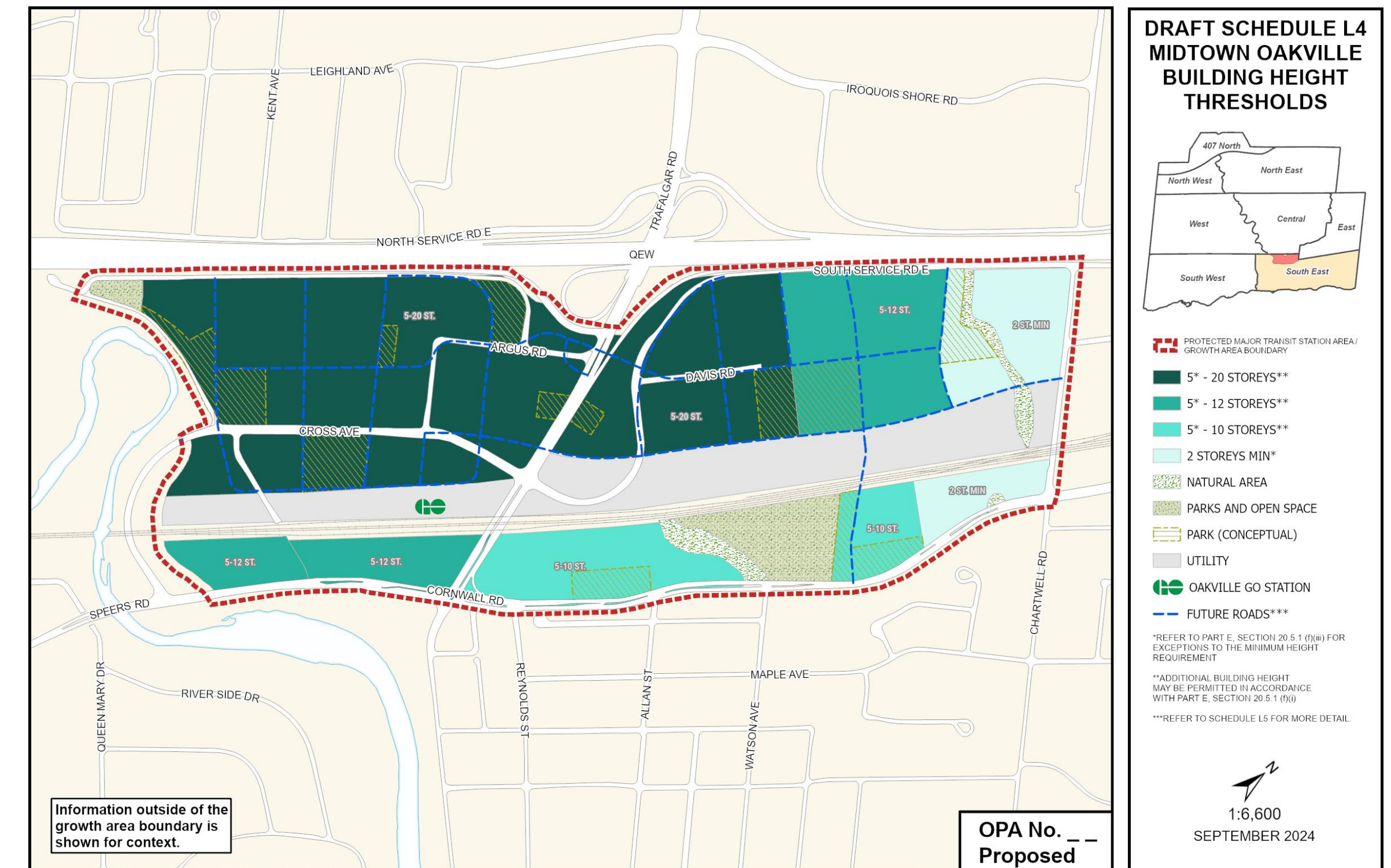
Maximum Density Ranges from 1.0 – 6 FSI

To inform infrastructure planning and land values across Midtown.



$$\text{Floor Space Index} = \frac{\text{Total Gross Floor Area permitted for the site}}{\text{Total site area (including lands to be dedicated).}}$$

Height Thresholds Schedule L4



Minimum Height

2 storeys within Office Employment and Community Commercial areas
5 storeys everywhere else, exemptions are permitted for public service facilities.

Threshold Height

- 10 – 20 storeys depending on location.
- No threshold for lands designated Office Employment and Community Commercial

Maximum Height

- Above threshold, however:
- Can not exceed maximum density identified for development site, and
- Is subject to provision of a community benefit. (See policy 28.15)



Urban Design and Built Form

Are there urban design and built form directions that should be provided? If so, what are they and why?

Write your proposed policy directions on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.



Question 7



How will stormwater be managed in Midtown?

Implement official plan policies and recommendations from Studies Section 20.5.3 (a)

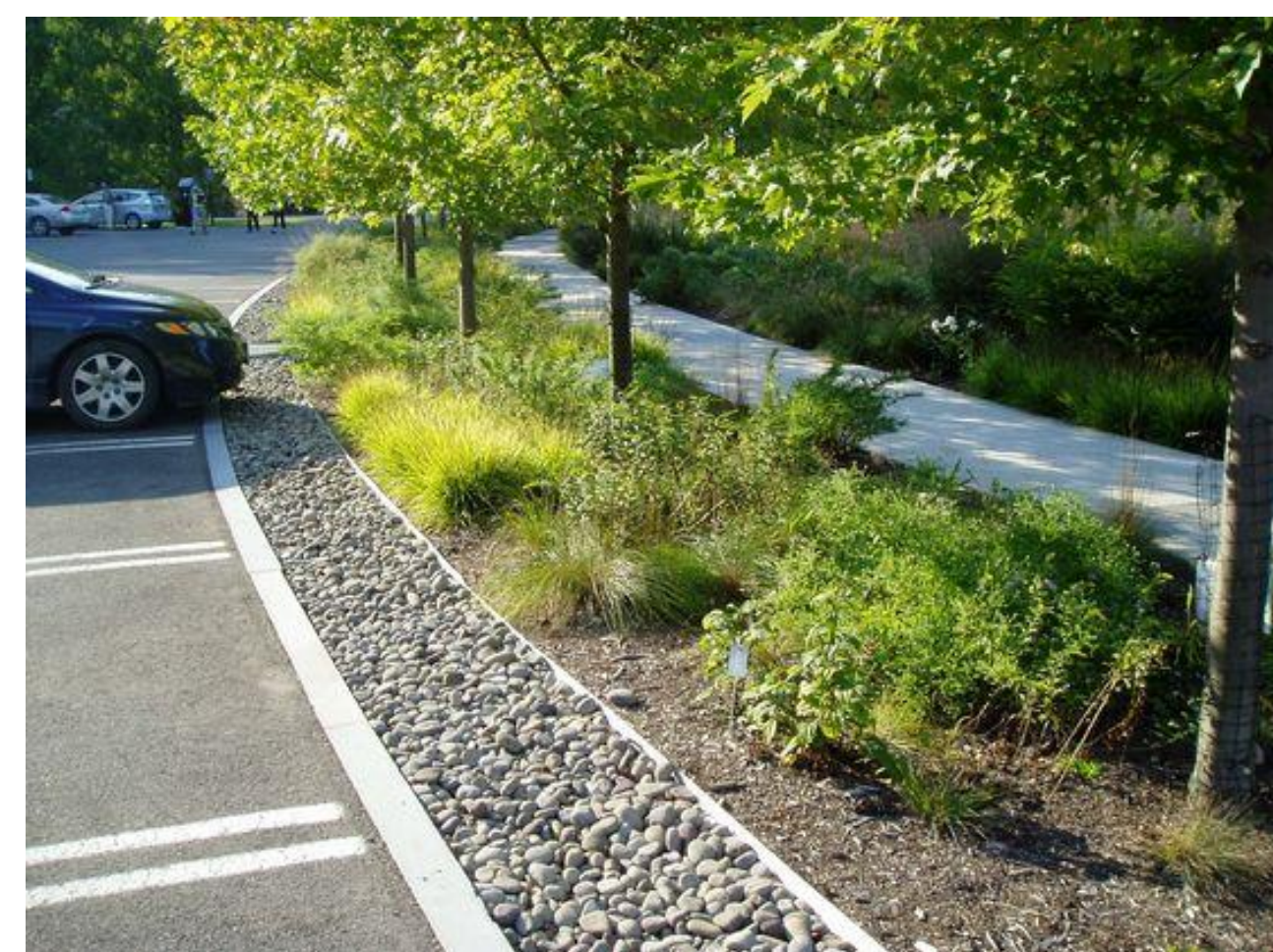
Development is required to :

- Apply appropriate stormwater management techniques
- Comply with the town's Consolidated Linear Infrastructure Environmental Compliance Approval
- Protect known areas of flooding and/or erosion hazard
- Meet set criteria (standards) regarding:
 - water quantity (storage)
 - water quality (treatment), and
 - water balance
- Consider suitable groundwater/foundation drainage options

Apply Stormwater Management Techniques Section 20.5.3 (b)

Development is encouraged/required to provide “green infrastructure” such as:

- Rainwater harvesting
- Green roofs
- Bioretention
- Permeable pavement
- Infiltration trenches and soak-away pits
- Perforated pipe systems.



Let's Talk...

How is sustainable development promoted and implemented in Midtown Oakville?

Sustainable development is promoted based on a continuum and in accordance with legislation and policy in the OPA and in the Livable Oakville Plan.

Tools for Sustainability

Official Plan (underway)

- Identifies mandatory, discretionary and conditional measures.

Green Development Standards (to commence in 2025)

- Guides development permit applications.

Urban Design and Public Realm Guidelines (to be prepared in 2025)

- Guides and informs evaluation of development permit applications.

Community Planning Permit By-law (to be passed in 2026)

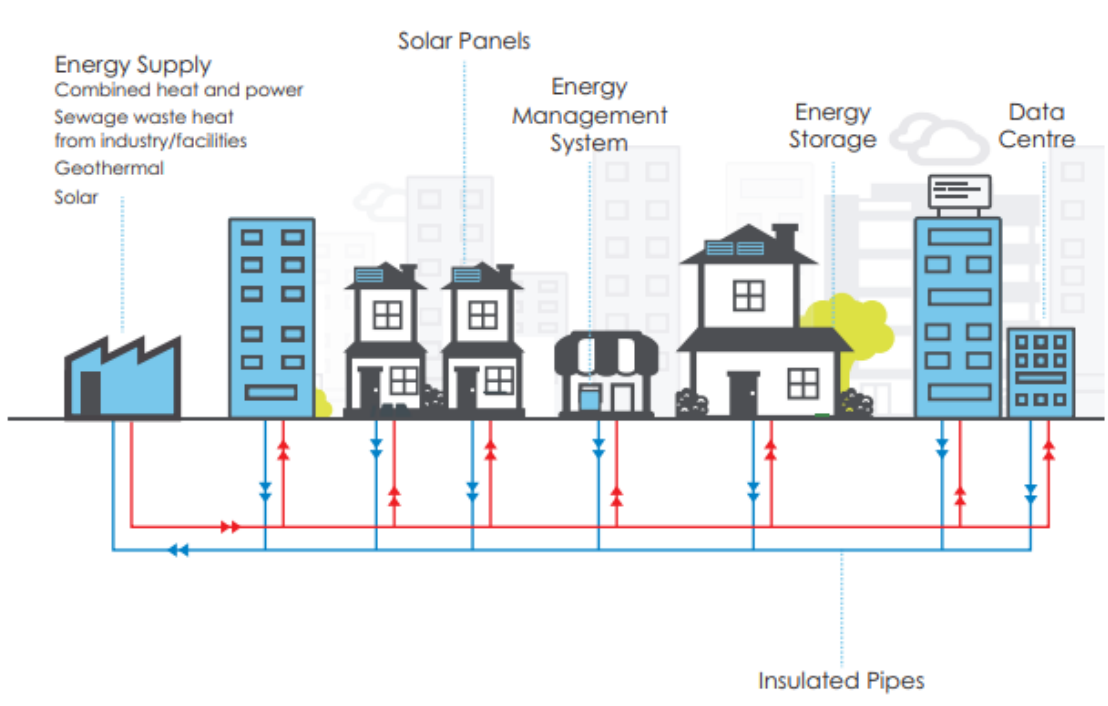
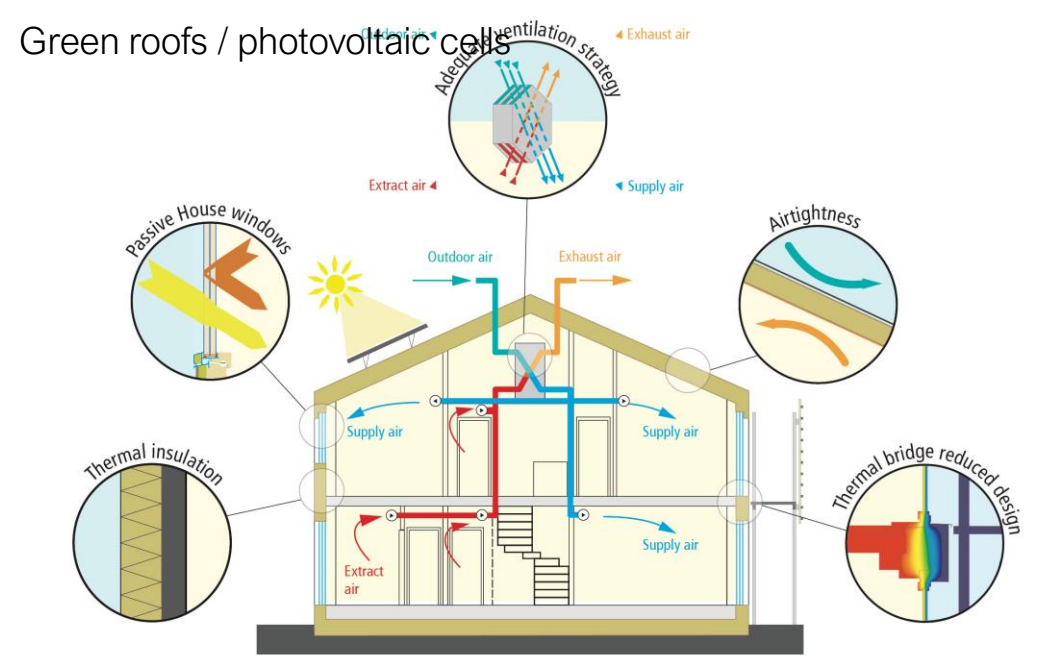
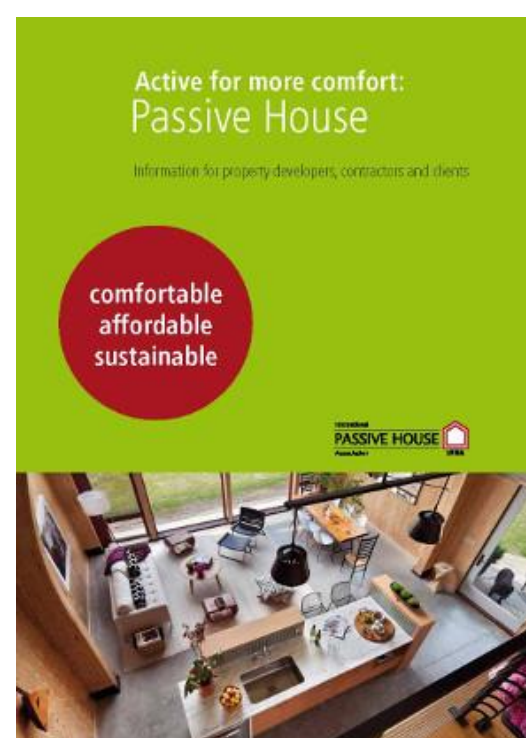
- Implements official plan policies. Conditions are applied before, at, or after development permit approval.

Draft Policies

- ### Mandatory Measures
- Compact urban form
 - Pedestrian facilities
 - Bicycle facilities
 - Transit facilities
 - Landscaping
 - Street trees
 - Street furniture
 - Stormwater management facilities and techniques
 - Green infrastructure (i.e. tree canopy, low impact development, green walls)
 - Flood hazard risk mitigation
 - Design buildings to:
 - maximize solar energy,
 - minimize wind conditions on pedestrian spaces,
 - avoid excessive shadows on public realm
 - Direct utilities underground, where possible.

- ### Discretionary Measures
- Green roof
 - Blue roof
 - Cooling roof materials
 - Bird friendly design
 - Glazing ratio for energy efficiency
 - EV charging facilities
 - On-site renewable energy production (i.e. solar panels)
 - Renewable energy generation facilities
 - Reduce embodied carbon energy in building materials (i.e. re-using materials; using lower carbon material, including tall timber; sourcing materials locally)
 - Target net-zero energy use and emissions

- ### Incentivized Measures
- Green Buildings
 - Renewable energy generation facilities
 - Measures towards achieving net-zero energy use and emissions
 - Improved local transit facilities and transit user amenities
 - Contributions towards a district/renewable heating/cooling/energy systems





Sustainable Development

Are there sustainable development measures that should be prioritized as a community benefit and incentivized by permitting height above thresholds noted in Schedule L4? If so, what are they and why?

Write your proposed policy directions on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.



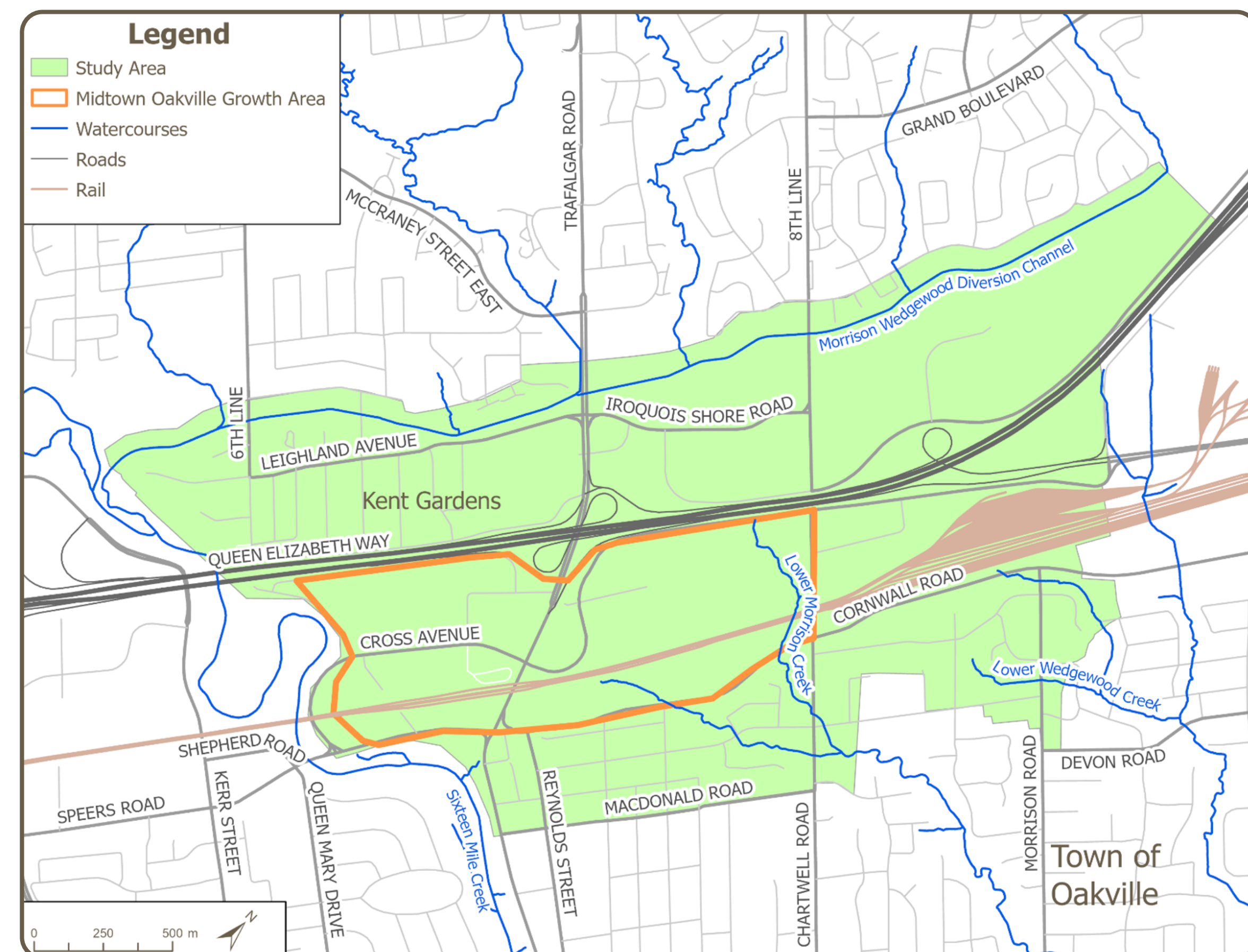
Question 8

FLOOD HAZARD MAPPING STUDY

Purpose

- Update riverine flood hazard modelling & mapping to better understand the magnitude and extent of flood hazards for Kent Gardens, QEW Corridor, Midtown Oakville and adjacent areas
- Incorporate study results into Conservation Halton's regulatory mapping
- Provide the public and stakeholders with opportunities to learn about flood hazards, study results, and give feedback

Study Area



STUDY PROCESS & PUBLIC ENGAGEMENT

IN PROGRESS

Field Work and Data Collection

Public Engagement Session #1

Hydraulic Modelling, Mapping and Reporting

NEXT STEPS

Technical Peer Review

Public Engagement Session #2/
Draft Mapping

Final Study & CH Board Endorsement

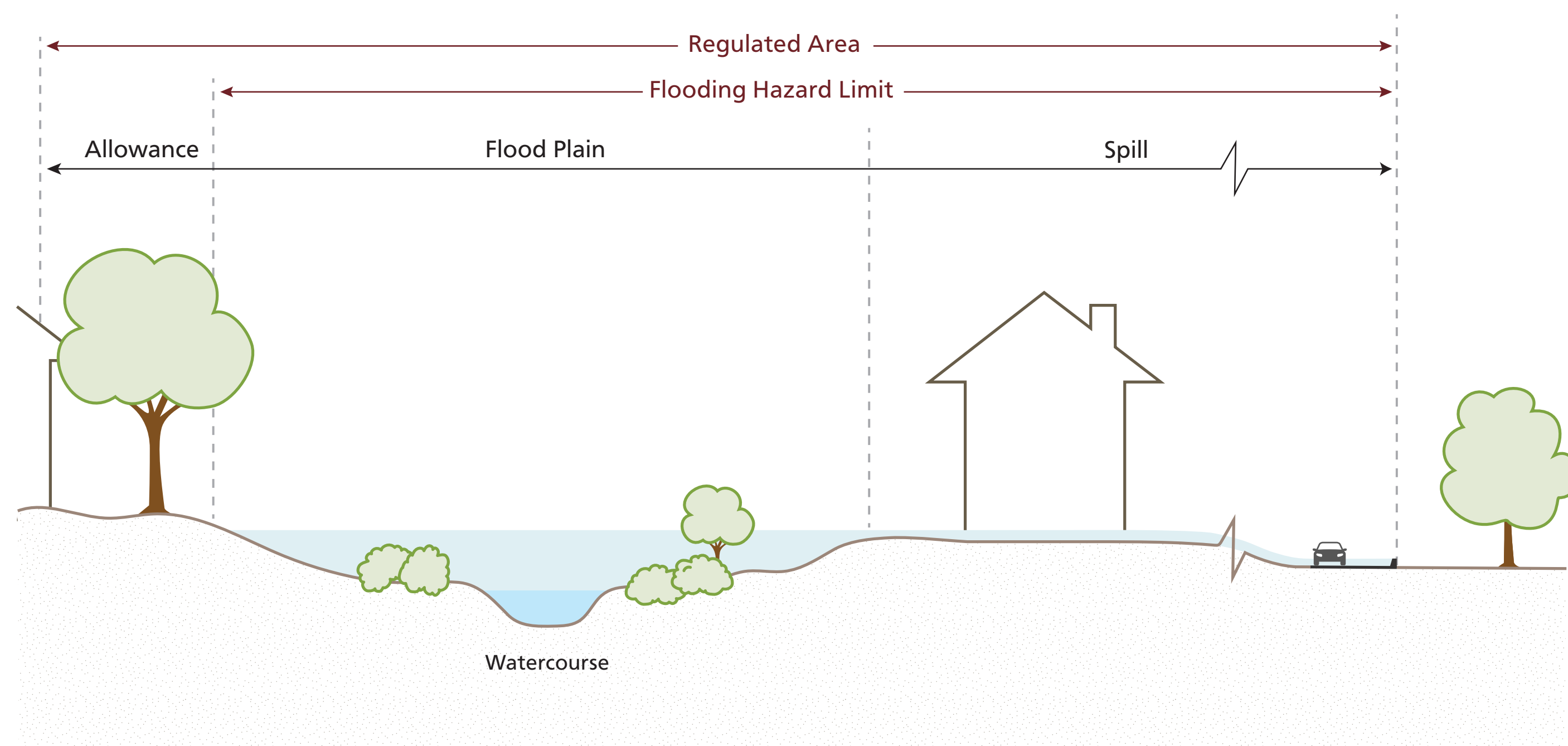
Spring 2025

Updated draft flood hazard mapping will be presented for feedback.

FLOOD HAZARDS 101

Riverine Flood Hazard

- **FLOOD PLAIN:** Area of land that is flooded by a nearby watercourse, such as a creek (riverine) or lake (shoreline), during large storm events
- **SPILL:** Flood waters that leave the valley and flood plain of a watercourse and “spills” over land, either rejoining the watercourse at a distance downstream, flows into another watershed, or remains within the spill area (if there is no outlet)



- **RIVERINE FLOOD HAZARD MAPPING:** uses models to predict where riverine flooding will occur and the extent of riverine flood hazards in an area. Flood Hazard mapping **does not create** a flood hazard—it shows where the hazard already exists.

Roles & Responsibilities



RESIDENTS

- Understand if your property is flood susceptible
- Make a plan
- Prepare a 72-hour supply kit

CONSERVATION AUTHORITY

- Flood Forecasting & Warning
- Dams & Channels Operations
- Regulation
- Flood Hazard Modelling & Mapping
- Wetland & Stream Restoration

LOCAL MUNICIPALITY

- Land Use Planning & Zoning
- Stormwater Management
- Emergency Services
- Municipal Infrastructure (e.g., culverts, roads, storm sewers)

REGIONAL MUNICIPALITY

- Emergency Management
- Regional Infrastructure (e.g., culverts, roads)

PROVINCE

- Legislation & Regulations
- Provincial Policy & Technical Guidelines
- Provincial Infrastructure (e.g., highways)

Questions?



E-mail: floodplainmapping@hrca.on.ca

Phone: (905) 336-1158 ext. 2296

Website: www.conservationhalton.ca/public-notice-and-engagement/



Let's
Talk...

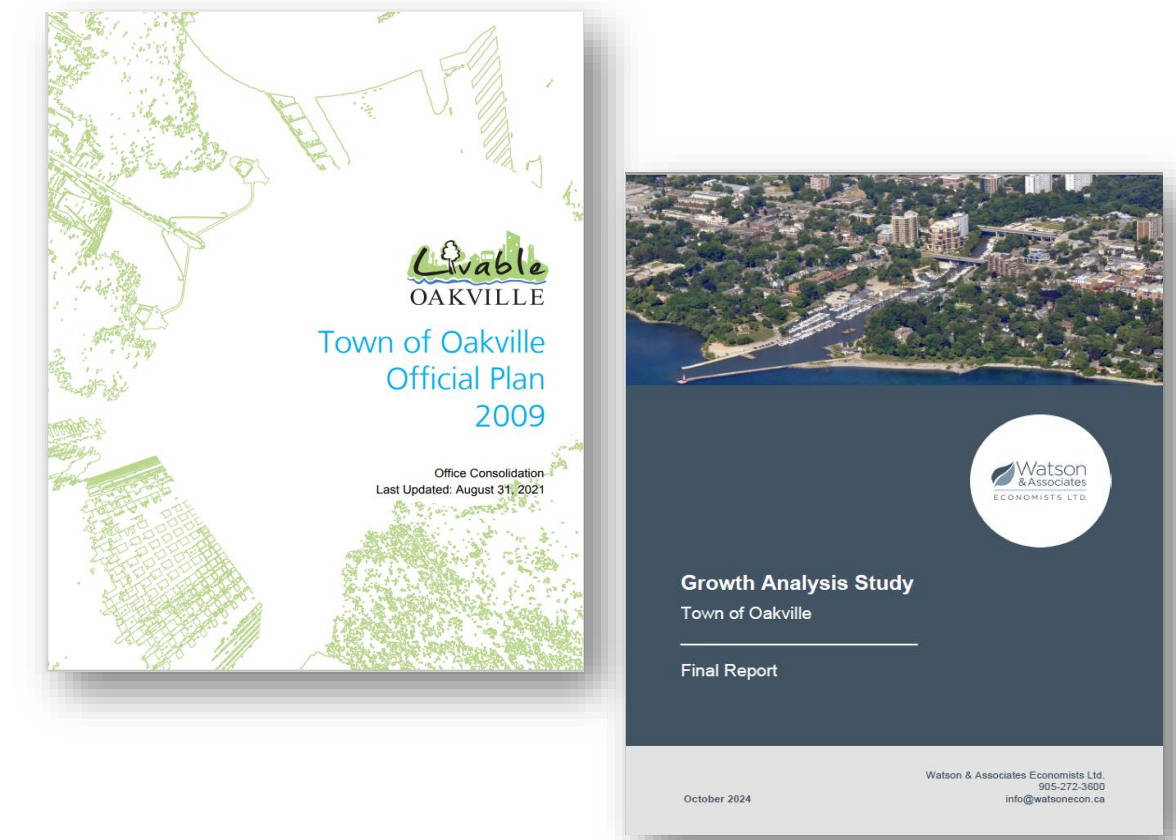
How will the Town manage growth in Midtown Oakville?

Development in Midtown will occur over several decades. Monitoring, planning, and revising will allow for improvement to respond to changing needs of the community.



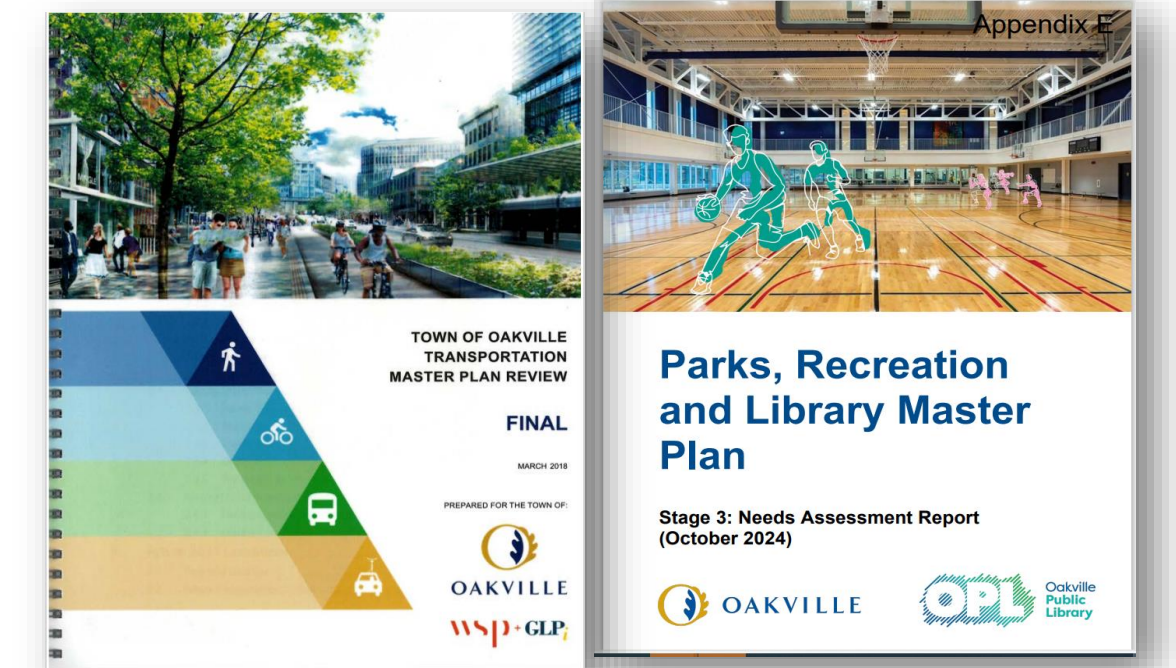
Monitor
Implementation
(Policy 20.6.1)

Periodically **review and update** (if needed)
Official Plan policies,
population and job
forecasts (Policy 28.21)

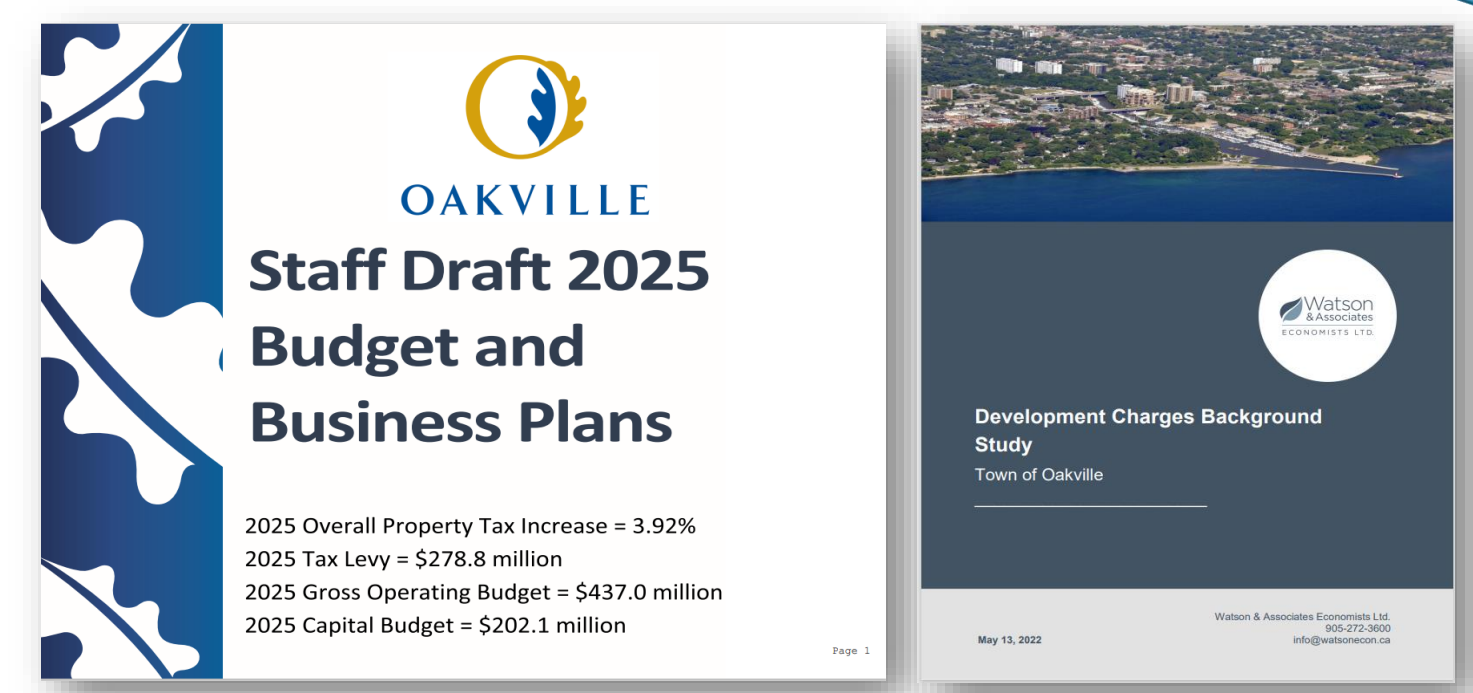


Coordinate delivery of
infrastructure with area land-
owners through development
approvals and land-owner
agreements (Policy 20.6.4)

Develop and
update Town
Master Plans
and measures
(Policy 20.6.2)



Phase in major
infrastructure per
development approval,
in **partnership** with
other levels of
government, and
through **capital**
planning (Policy 20.6.3)

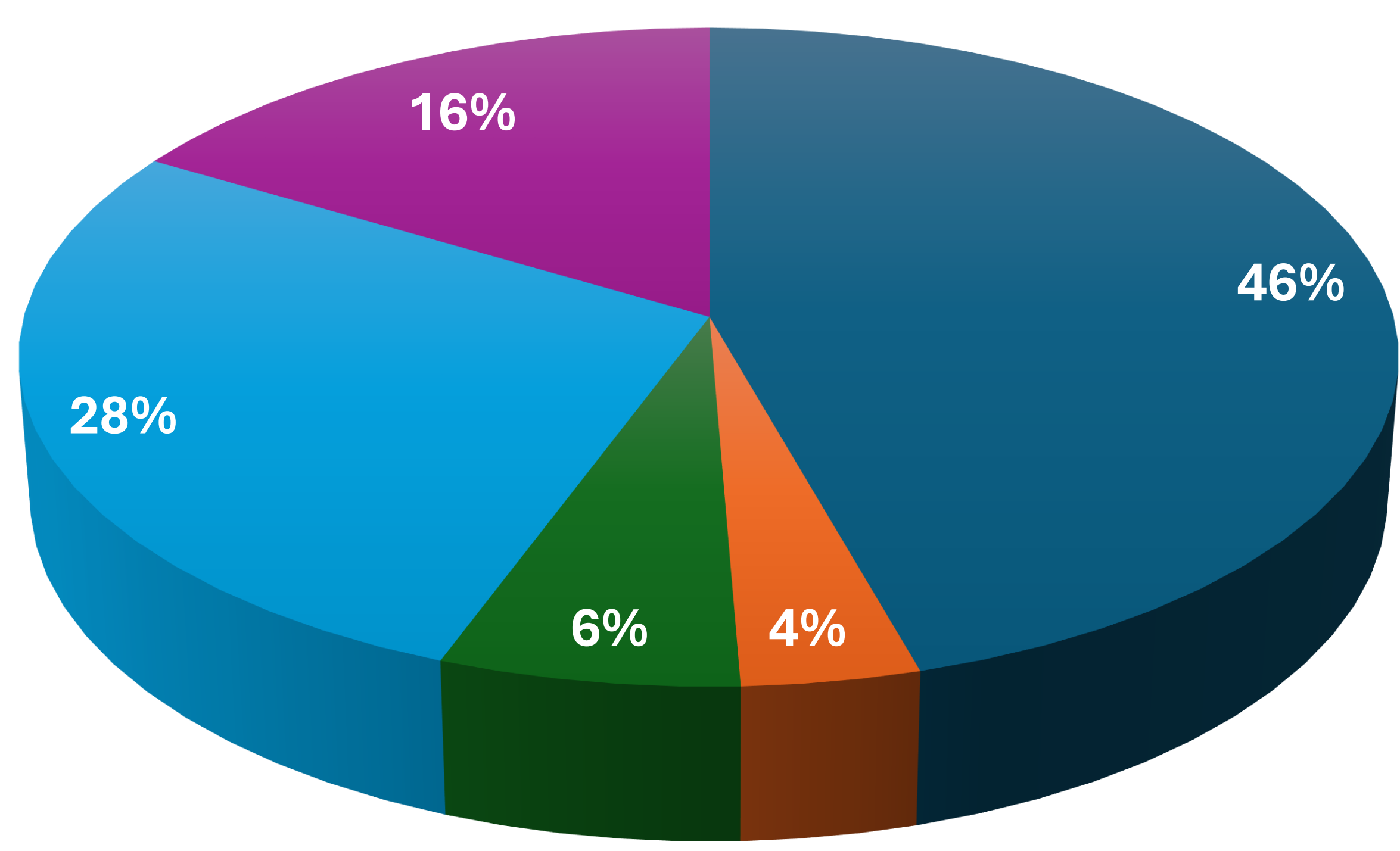


Let's
Talk...

How will Midtown Oakville related infrastructure projects be funded?

Town initiatives are funded through a variety of sources:

- Town Development Charge
- Town Tax Supported
- Halton Region
- Province
- Developer



Town-related Projects (\$ millions)	Cost Estimate ¹	Public Financing				Private
		Town Development Charge	Town Tax Supported	Halton Region	Province	Developer
Transportation ²	\$975	\$378	\$41	\$69	\$306	\$181
Park Development ³	\$77	\$77				
Emergency Services	\$30	\$30				
Library/Community Hub	\$16	\$16				
Total	\$1,098	\$501	\$41	\$69	\$306	\$181

¹ Cost estimates are refined through the Town's capital planning process.

² Includes property acquisition, excludes stormwater infrastructure.

³ Land for parks is to be acquired in accordance with the Town's Parkland Dedication By-law.

Note: Cost estimate do not include underground infrastructure (stormwater, water and wastewater), nor the GO Station Extension and Bus Loop Relocation.

- **Development Charges (DC)** are collected on a town-wide basis. Charges from new development and those within the Town's reserve will fund the DC related projects.
- Decisions on which projects are prioritized and executed occur through the Town's **master and capital planning** and annual **budget** processes.
- The Town continues to pursue **other levels of government** for additional funding opportunities.
- **Community Planning Permit System** height incentives may also reduce the Town's cost burden.

Responses to Questionnaire

Regarding Draft Midtown Oakville and Community Planning Permit System DRAFT Official Plan Amendment



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Introduction

The Town released an online questionnaire to the public for input regarding the Draft Official Plan Amendment for Midtown Oakville and the Community Planning Permit System. This questionnaire was available during the open house held on Wednesday, November 27, 2024 and until December 11, 2024. The questions posed in the online questionnaire were also posted on panels during the open house and participants were encouraged to provide their responses on *Post-It* notes directly on the panels. This document provides a summary of the responses along with all of the original feedback received from participants.

The following instructions was provided at the commencement of the online questionnaire:

“Please provide your response to the following questions regarding the draft Official Plan Amendment (OPA). A copy of the OPA and supporting information is available at Oakville.ca/Midtown. Please refer to the OPA and/or the supporting documents when preparing your response. Your feedback will be used to inform the recommended Midtown Oakville and Community Planning Permit System OPA. These responses will be shared with town staff and Council to help refine draft policies for Council adoption.”

The questionnaire consisted of eight questions regarding the draft official plan related to the following topics:

- Community Planning Permit System
- Land Use
- Active Transportation
- Public Service Facilities
- Active Frontages
- Housing
- Urban Design, and
- Sustainable Development.

The following provides a summary of the responses received both through the online survey and at the open house, along with the full set of comments received.

COMMUNITY PLANNING PERMIT SYSTEM (CPPS)

On the online survey, the following information and question was provided:

In the draft Official Plan Amendment, new policies are provided to enable the use of a CPPS in Midtown. By using the CPPS, the town is able to streamline development approvals that otherwise go through two or more planning application processes that are approved by different bodies. More details are available on oakville.ca in the Midtown and Community Planning Permit System pages.

1. What questions do you have that still need to be answered?

Summary of Responses Received:

A total of 67 responses were provided to this question. While the question was specific to the Community Planning Permit System, responses addressed a much broader range of matters, as summarized below:

Questions raised regarding **Community Planning Permit System** include:

- How will this system work?
- How can the system provide flexible building design?
- Who prepares the development permit application?
- Who will be the approval authority for development permit applications?
- Why should increases in height be negotiated for community benefit?
- How will the Town ensure the community benefit is provided within Midtown and not elsewhere?
- What will be the formula for determining commensurate height and benefit?
- Would community gardens be considered a community benefit?

The following are additional questions and comments provided in response to this question:

Growth Management

- Why is Midtown Oakville identified as a primary growth area?
- How does the Watson forecast inform this official plan amendment process?

Density and Height

- Why is so much density and building height being planned for this area?
- How will traffic congestion be alleviated as density increases in this area?

Public Service Facilities

- Why type of services are expected for this area, will they include emergency services, medical services, parks, schools?

Mix of Uses and Market Trends

- Is the plan appropriately responsive to market demand for (affordable, rental, non-market) housing, commercial and needed public facilities?

Infrastructure

- What is the timing, and planned capacity of infrastructure to ensure this development is properly served? How is this infrastructure funded?
- How will current congestion along Trafalgar, Cross and QEW be reduced as Midtown is redeveloped?
- What studies have been completed in support of this OPA?

Additionally, several questions and comments are raised regarding the Transit Oriented Community proposal.

All responses received regarding this question (unedited):

Responses:

When can we expect major changes to the midtown area?

What approaches can the town take to negotiate with developers of new towers to allocate and finance land for community gardens, helping address Oakville's five-year waitlist for these spaces?

I still have many questions like

1. What is an appropriate and reasonable density target for Midtown that will achieve a livable community?
2. How is the Watson Economics population forecast being used? It seems to just sit there and not be connected to anything. It seems much more reasonable than the upper threshold limits.
3. The upper populations threshold limits seem far too high. What are the assumptions, calculations and rationale that are being used in these estimates?
4. How will the new FSI bonusing system that is part of CPPS actually work? Will it be effective in controlling height and density? What parameters should be set in the OPA to govern its usage?
5. The lack of specifics on parks, community facilities, schooling and other amenities raises huge concerns.
6. In my view, we are still lacking a compelling vision of what midtown could/should be. Too much planning, jargon and not enough vision. I think midtown should be a vibrant destination where people want to live, work, recreate, and visit.
7. What is the estimated magnitude of the infrastructure capital costs (e.g. water, sewage, roads, parks etc.) and operating costs (e.g. fire protection, policing) that will be required to support the development of Midtown contemplated in this OPA, and how will they be funded? What is the taxpayer exposure?

How will parks and schools be embedded and ensured? Plans are too vague, leaving the impression that condos will fill all available space, necessitating schools inside condos, with no big green space for kids

Due diligence must still be maintained. Just because we seem to be in a rush to build housing doesn't mean we should forgo necessary steps. We need to still ensure we have a safe, sustainable and viable solution that also takes into account the rights of existing residents.

UNDER THE CPPS ARE THE DECISIONS LEFT TO STAFF OR IS THERE PUBLIC CONSULTATION WHICH COUNCIL HAS TO TAKE INTO ACCOUNT TO MAKE A FINAL APPROVAL?

Why is this development still being considered when the density is far too great for the area

How high will the buildings be between Cross and North Service. Specifically what is the maximum height?

Can the density and height of the proposed towers be reduced? When will another bridge over and connecting to the QEW be completed to alleviate traffic on Trafalgar?

Why do the buildings need to be so high. Parking issues

Why would we allow the proposed 50+ storey developments in a single family home environment? Even downtown Toronto doesn't have this type of density.

Do we as Oakville residents have any say in the very secretive process in which the midtown hub has been developed. Is the ridiculous amount of structures and heights of said buildings been firmly established? Is there room for redevelopment in which open communication and compromise can be reached? Where will if any green space be located? Will the community have the capacity for a larger police force to accommodate the intense rise in population and the increased crime rate that will come with it. Has the transient nature of this community been addressed? Where will this increased population park?, and please don't tell these folks won't have cars. Will Oakville have the budget to develop a better public transportation infrastructure? Will the province of Ontario have the budget to deliver a better public infrastructure for transportation?

How will the planned density affect local traffic in an already busy traffic area? How will access to Oakville Place Mall be impeded? What provisions are being made for schools, playground areas, parking to accommodate visitors, maintenance people including many 2 car family occupants? Why pack so many units into one area when previous planning has allowed the town to grow without this amount of intensification? How will this affect properties surrounding this density if so much hardscape does not provide for proper disbursement of ground waters? Will we change Town of Oakville to city or Metropolis as such a diversion of current culture.

Are town or provincial staff establishing these policies? I would like to see that town professionals set the policies for Oakville

What is the province going to be able to override the town on.

Why do we need skyscrapers in Oakville?!

Why would the town wish to create more problems (traffic congestion for starters) for the existing residents of Oakville?

Encampment issues

What will you do about the gridlock on Cornwall & Trafalgar with all of these people moving in? How many people do you expect to move in?

How will the massive increase in traffic congestion at the already congested Trafalgar/Cross and Trafalgar/Cornwall intersections be mitigated.

How does the town proposal work to provide the required mix of housing, schools, parks and medical facilities? There is nothing there that promotes the high density, low height, missing middle.

Why isn't the property owned by the town and province being used to propose the best solutions first, instead of developer lands which have many strings?

How does the TOC plan play into the OPA? For example will the crazy density of the TOC allow/require the OPA for the rest of the parcel be scaled back? I sure hope so!

Why isn't there height restrictions for the entire parcel of land including TOC acres? No more than 20 story buildings should be the maximum

Why do we have to have so much density in such a small area? Who is driving this and why? There are a great number of empty lots throughout Oakville why not build on those in a liveable manner?

Oakville is not Mississauga and should not try to compete with them for high-rises. Why do the building bring proposed need to be 40 and 50 stories high? We don't have that elsewhere in Oakville.

Who prepares the CPPS application?

Is a template for the OPA requirements tailored for each location making an application

E.g. would a large developer doing say 11 towers do one or eleven applications ?

Exact heights and location of all new proposed Midtown buildings, have seen a number of three D plans and locations but what is the very latest information

Given the multitude of concerns why is midtown considered the optimal location for development?

Why is the town not offering an alternative location for development (e.g.) Trafalgar and 407?

Clear and honest answers and no spin from developers, we have to live here not the spin doctors and developers

How will provincial and municipal planners collaborate for the best joint and holistic design and plan?

Why does the province even have any say on what is best for the municipality?

Why is it acceptable for developers to get approval for building heights beyond the defined threshold just because they are willing to provide concessions?

Is it true that the developers have more say in the characteristics and specs of the building and land use than the councillors and town planners?

What measures is the Town taking to ensure that the minimum required density [of 200 residents+jobs per hectare] will not be exceeded in the final design? Like most people I know, I do want the fewest and lowest allowable high-rise buildings.

What measures is the Town taking to ensure that the impact of proposed redevelopment of the Metrolinx lands, to the immediate west of Midtown, is considered in combination with the Midtown redevelopment? Surely the combined redevelopment must be considered as a whole, because it will impose such a dramatic change to the neighbourhood.

Why is the Province ignoring the wishes of the residents and attempting to overload this area of our Town? Our Council and planners know best how to manage the required growth/ There should be no TOC order here, and certainly no forest of 60 storey towers. How can the Province justify overriding its own population requirements for this area?

Why isn't there at least one more entrance / exit to the QEW?

1. Where is all the information that addresses the terrible traffic congestion that will result from enormously outsized buildings? The road infrastructure on Cross Ave and Trafalgar Road cannot handle the current congestion. Where are all the traffic studies?

2. Why is Town Hall not listening to Oakville residents who are opposed to these massive, outsized buildings that are completely out of character for Oakville?

3. Have any studies on bird migration and the detrimental effects that these outsized structures will have been completed? If not, why not? If not, when?

4. Why are outsized buildings being proposed that have minimal parking availability? Oakville is not downtown Toronto and workers will need to commute by vehicles to get to jobs that are north, northeast and northwest of Oakville. Has real, actual employment and the necessary method of travel been taken into consideration when planning these outsized buildings?

5. Who in Oakville supports these outsized buildings (other than Town planners, developers and real estate agents)? Why do they support them? How many current Oakville residents have voiced their concerns?

6. Where is all the information that discusses the detrimental effects that Midtown congestion will have on the areas north of Midtown and north of the QEW?

7. Where are the transportation documents that link Midtown to areas north of the QEW, primarily the transit hub on the lands where the Town Hall currently sits? Why are Town planners not providing

information on plans that are directly linked to Midtown like the transit hub and the location move of Town Hall? Why is this not being communicated?

8. Where is the financial justification for moving Town Hall when the land it sits on is massive and could accommodate an extended structure where the northern parking lot and grassy area are located and an above-ground and/or underground parking garage could be built on the existing large west side parking lot?

How are these plans livable? Residents need services such as schools, grocery stores, parks, medical centres, etc. I don't see this specifically addressed except in vague terms. Those should be cornerstones around which the development takes place.

- What is Metrolinx contributing financially?
- Will there be increased police presence i.e. an office or station? Increased population is increased crime statistically
- Will there be a medical or hospital satellite type facility for easy access to emergency care?

How many new north south roads are you going to build? as Trafalgar road is already overloaded, even at non rush hour times

Are we going to be stuck with more condo-only buildings OR have a mix of rental units and condos? Also, how many units are going to be included to accommodate those with limited incomes? The St. Lawrence community in Downtown Toronto should act as a model for Oakville development in the vicinity of the GO Station.

Why you are still going attend with the absurd density and height, and ignoring the proposals that residents have shown for a livable, lower height plan?

For 2 years these public presentations have continued to ignore our concerns making them a farce.

Are the tall apartment/office buildings still included in the plan. These should NOT be included because of over-density & light interference.

There is mention of 'cash' for reduced parking spaces or other 'extras' requested by the developer. Where will this cash be used? Who will determine the amount? Sounds very ambiguous and, quite honestly, more like a bribery system.

By what process were the developers appointed to this project? Was it open and transparent and did The Town of Oakville select them via a comprehensive project pitch platform whereby many developers presented their proposed vision for the project and The Town of Oakville appointed them based on the vision for the future of Oakville that is in keeping with the town's vision, culture, and aesthetics - or did the Province appoint a developer without consultation? If so who is this developer and what is their connection to the current Premier of Ontario and does he, his family or his colleagues stand to profit personally from the development? Why is the proposed development not forward thinking like so many European designs (see Hamburg for cost effective, affordable, forward thinking, attractive design that creates community for many people, or King Charles's model city that is brand new but looks like it has been there for hundreds of years)? Most importantly, why is this development still being proposed for this one tiny hectare of land in Halton when the mandate was to spread it across ALL OF HALTON. Why are smaller, tasteful development that are forward thinking and aesthetically pleasing not being built around not only the Oakville Go station but also Bronte and other parts of Halton? Why is this development not happening along Speers Road to bolster economic growth and development not only on Kerr Street but also to expand along Speers? Most importantly, why does the province have the power to dictate this fast, cheap (and therefore not good!) development in this location and why does the Town of Oakville not have control over how to fulfill the mandate to provide more housing itself? This development reeks of corruption for personal gain,

masked as a need to provide for the greater good. Keep fighting for control of Oakville's autonomy over its own future counsellors!!

how will car traffic to downtown Oakville be improved

How will town residents pay for these elaborate midtown re-development? What new services (hospital, schools, transit, roads, sewers, traffic, hydro, shopping, construction, etc.) will be needed and costed? Where do the population projections originate? Is a purely political projection by any level of government reliable, iron-clad and democratic? What in-put Messieurs Trudeau and Ford really want?

Why the minimum and maximum density numbers are so high. Minimum is above the mandated 200 persons per hectare, maximum is at a hyper density I hope we never see.

How are you accommodating the increased need for infrastructure such as doctors, roads and community services?

When are you going to realize that this is the wrong development for the space?

I am still not satisfied with the amount of more cars on the road around Cornwall and Trafalgar. Also with assess to bridges going over the highway. Currently during rush hour and busy times on Saturdays and Sundays, Cornwall and Trafalgar going north and south can be just pure hell and it can take up to 15

minutes to get from Cornwall to the westbound ramp to the 403/QEW. With this proposed development, traffic will be pure hell ALL the time!!

Why are you allowing such tall structure that will undermine the residential neighborhoods south and north of QEW?

It is not clear how the infrastructure will handle the sudden flux in population.

How are you going to avoid traffic gridlock? The traffic plan is not realistic.

What is the town doing about its decreased involvement in midtown Oakville?

1. How will you deal with traffic congestion when this area is already disrupted with high traffic flows and poor highway/roads access. How many lanes will Trafalgar, Cross, Cornwall and S. Service Roads increase by? What is the anticipated daily flow rate during peak hours, morning and evening?
2. How will you deal with GHG emissions from increased traffic. Please provide GHG emission evaluation and carbon capture analysis. Canada is moving towards reducing GHG emissions. This will increase the emissions volumes by idling cars in traffic.
3. How will you deal with the needs for additional infrastructure such as schools, hospitals, health care. Please provide what will be built and when.
4. With all the pavement and concrete, where will the stormwater retention ponds be located for drainage? What capture size?
5. As it is we have massive drainage problems from our backyards and streams. Now you will increase the flow which affects our personal and neighbourhood properties in east Oakville.

The level of detail given in the presentation is written for planners and developers. We need a presentation which gives specifics to Midtown and not just some modified material from planners.

A CPPS will take forever and will stop new development. It's not useful or efficient which is why no one uses them. Burlington can't figure it out either. There's more certainty with regular zoning if you actually want to deliver housing. IT's time to get on with it.

The traffic around Trafalgar Road and the QEW is horrendous and only one lane going in and out of downtown Oakville. Not everyone uses the train to go to work. Why is the government insisting on such high density residential going into the Midtown area?

what happens if the Minister doesn't approve of this CPPS? Does it mean that no amendments to the CPPS can be made? How will the CPPS by-law be flexible enough to allow variation in building design and encourage a variety of building forms?

Not about the CPPS in particular. I approve of less red tape and I like the concept of "Bonusing" conditions for developers in exchange for community benefits like public parking, green buildings, community facilities.

I'm a bit concerned that CPPS allows "Cash in lieu of required parking, " and "Payment in lieu of a matter otherwise required", what is to stop developers throwing cash around and undermining the overall plan of Midtown to be a livable area and instead turning it into a place where you can't park your car and there are minimal schools or parks?

I am very concerned about the extent of the proposed development. Many tall buildings where currently there is very little. How can Oakville possibly sustain such increases in population density, traffic etc. and remain 'livable'?

The TOC appears to include a grocery store. However, there was no indication on the plans of a location of the size of a traditional, full-line grocery store (i.e. 40,000 sf - 50,000 sf). This means that residents will most likely leave the site for their regularly shop. This will require a vehicle, contrary to the whole point of the TOC. Why is there no provision for a standard grocery store?

We want Oakville to make its own decisions we are not Pickering

What measures are proposed to prevent congestion on major thoroughfares like Trafalgar Road and Cross Avenue as the population grows?

How will the street network be optimized to facilitate efficient traffic movement during peak hours?

How will traffic not be adversely impacted?

What evidence is there that there is market appetite for such a large number of one bedroom apartments?

Has the shift to work from home not changed the market appetite for such a large number of one bedroom apartments by a train station?

Will most of these apartments not be purchased by foreign buyers and then turned into rentals?

What evidence is there that the limited green space is sufficient for such a large number of units?

How will children be protected from predators given location of schools proposed?

There appears to be limited parking so what evidence is there that such a large number of units can be sold to people without cars? Biking and walking are not easy options in the winter.

How is this different from "bonusing" that requires negotiating between Town & developer?

Why is the province allowing developers free rein to build whatever they like?

How high (how many stories) in residential or commercial towers are planned?

Why are you intent on destroying our once beautiful community?

LAND USE IN MIDTOWN

On the online survey, the following information and question was provided:

The draft OPA includes policies regarding permitted and prohibited land uses, these are found in Section 20.4 of the OPA. These policies are in addition to policies in the Livable Oakville Plan in association with the relevant land use designations.

2. Are there any land uses that should be permitted or prohibited? If so, what are they and why?

Summary of Responses Received:

A total of 60 responses were provided to this question. Responses are summarized as follows:

Permitted Land Uses:

1. Mixed-Use Developments:

- Many respondents support mixed-use developments that integrate residential, retail, commercial, and recreational spaces. This could include shops, restaurants, fitness centers, and entertainment options to create a vibrant, walkable community.
- Respondents also expressed support for maintaining or expanding local retail that aligns with the income levels and needs of the community.

2. Low-Rise Residential and Family Housing:

- There is support for family-friendly housing options, such as townhouses or low-rise buildings, rather than high-rise towers.
- Housing should cater to a variety of needs, offering space for families and people of all ages.
- Housing developments should align with the community's character and involve attainable housing for a wide range of residents.

3. Sustainable, Green Building Practices:

- Respondents advocated for sustainable design that prioritizes energy efficiency, renewable energy, and environmentally friendly practices.
- Development should meet advanced green standards and reduce reliance on fossil fuels.

4. Community-Oriented Uses:

- Uses such as community centers, libraries, and recreational facilities were deemed beneficial for enhancing community life.

- Emphasis on green spaces and parks was strong, with a call for more parks and well-maintained, safe public areas for recreation and leisure.

Prohibited Land Uses:

1. High-Density, High-Rise Development:

- A majority of respondents oppose buildings taller than 12-20 stories, citing concerns about overcrowding, loss of local character, and traffic congestion.

2. Industrial and Hazardous Uses:

- Respondents noted that heavy industrial developments, prisons, and uses like garbage dumps and toxic waste facilities should be prohibited due to their potential negative impact on the environment and quality of life.

3. Office Buildings and Car-Oriented Uses:

- There was opposition to the inclusion of office buildings, with many believing that office space demand is declining, particularly post-COVID.
- Car dealerships, gas stations, and other car-centric facilities were also seen as inappropriate, with respondents advocating for less reliance on automobiles and a shift toward more pedestrian-friendly, transit-oriented developments.

4. Civic Uses and Unnecessary Public Investment:

- Some respondents argued that civic uses, such as relocating Town Hall to the area, should be prohibited to avoid unnecessary tax expenditures and disruptions to the community.

Additional Concerns:

- Respondents stressed the importance of addressing the traffic congestion and infrastructure needs that accompany increased development.
- Development should include plans for better roads, transportation options, and essential public services like healthcare and education.

All responses received regarding this question (unedited):

Responses:

All sorts of mixed-used and compact design should be allowed in the entire area. Shops, retail, housing, facilities, services, and more.

I thought all the examples of permitted uses were great!

All the ones that were already shown as examples should be permitted!!! Mix use development is what midtown and Oakville NEED more of

dense towers take away from the culture and uniqueness of what Oakville is. You are turning us into ghetto Mississauga

More emphasis on retail, restaurants, fitness, medical and entertainment.

Land-use restrictions should include density. The Town should fight to regain control from the Province over this matter.

Only if there is NO threat to environment, safety and OVERCROWDING.

THE 300 METER BUFFER AROUND THE RAILYARDS IS AN ARBITRARY DISTANCE - ONE AREA THAT DOES NOT MAKE SENSE IS NORTH OF THE QEW WHERE ROAD NOISE HAS TO BE GREATER THAN WHAT COMES FROM THE RAILYARDS. A STUDY WOULD BE IN ORDER TO DETERMINE WHERE THE MAJOR SWITCHING/NOISE GENERATION TAKES PLACE AND ADJUST THE BUFFER ZONE ACCORDINGLY.

Residential should not be considered in this already crowded area

Buildings should not be higher than 20 stories between Cross and North Service Road. The buildings along Cornwall should be maximum 3 stories in the first row (adjacent to Cornwall).

All the ultra high density land use

It makes sense to have a mix of residential and commercial and this should be supported by retail and green space for residents and the broader town population.

Please permit MORE GREEN SPACES!!!! These spaces need to be well thought out, maintained and be safe.

Do NOT PERMIT the height and number of buildings that are being suggested. Mr. Ford you should be ashamed of the secretive nature of this development as it involves “friends “ of yours.

Yes too much intensification in one area. Better to diversify older Oakville neighbourhoods with single and multi family homes instead of mansions.

From the concept photos too much concrete., all car parking should be underground, leaving more green space for recreation, dog walking. Etc.

No factories, abattoirs

Buildings over 12 stories should be prohibited

More family dwellings, families can't live in one bedroom boxes

If I understand the question correctly, high density housing should be prohibited.

Parks and green space are important - the grid lock issue near go station should be resolved

No idea, but I think you should disperse people around Oakville, not put them all in 1 place

Any land close to Trafalgar or south of the Cross and South Service road. In driving through this area 4 times every weekday, I can tell you that any major increase in density will result in major traffic headaches. The train tracks simply make additional north/south arteries incredibly expensive as bridges and tunnels would need to be built.

Permitted: All to make a complete community.

Prohibited: gas fired generating plants, tall buildings, car oriented facilities (i.e. gas stations, parking garages, service centres, sales lots etc.).

A complete, HUMAN SCALE, people not car oriented community that reimagines what a high density suburb on a regional train line can look at. It will involve creative solutions that have worked all over the world. We need ATTAINABLE HOUSING, not just more housing, in real communities, for real people of all ages, backgrounds and abilities. We should work to make it sustainable, tax positive and not car centric. Cars are very important to the suburbs, but they come at a huge cost, let's make them less necessary.

Industrial, towers over 40 stories should be prohibited.

One of the main issues will be traffic. Need plenty of wide roadways.

Buildings higher than 20 stories should not be allowed.

You permit only the existing car dealership. No "new" dealership Could it be grandfathered ?
Other uses should be common sense ?

Liquor stores they can I as to more traffic and congestion

Only low rise, low density use of the land should be permitted. The current plan compromises the quality of life for existing residents. On a personal note, if we wanted to live in Mississauga we would have moved there.

Housing that is in the best interests of my town and not in Rob Forts and his pals, I want midtown devolved, it needs it, but not with 11 towers / with 30/60 floors, we can't handle that many people in such a small area

No high density

Industrial use should be prohibited, as well as any residential buildings that are beyond the density (and height) restrictions described in the Livable Oakville Plan.

Building heights must not exceed that required to achieve the minimum residents+jobs density. Anything more would inflict further damage to the character of our small town.

All building must meet the most advanced green standards, including having no reliance on fossil fuels. Climate action must be undertaken.

Vast numbers of apartment buildings over 20 storeys.

No hazardous waste.

Permitted should only be employment, residential and recreational. Civic uses should be prohibited since it's unnecessary and a complete waste of tax dollars to move Town Hall from its spacious lands.

That is a case by case issue.

Parks - yes

Community recreational facility - yes

Food shopping stores - most definitely

Important to maintain greenspace with additional density

Since it is likely that we'll lose the retail site presently occupied by Home Depot etc., how will any new development accommodate lost retail?

Retail must be geared to average community income in Oakville with a suitable range of goods and services offered. Our local "Ghost Mall", Hopedale/South Oakville, once had a wonderful range of retail. What a shame that neighbourhood focus has been lost!

Prohibit unreasonably high towers because they are more expensive, not environmentally friendly, and not necessary.

Currently there is too much parkland area, this is not necessary in this ultra urban setting.

No - livable Oakville plan covers it.

There are too many to list. In terms of this development, no building or structure including apartments should be higher than 12 stories. No structures should be built that do not fit with The Town of Oakville's vision for the future of Oakville, not the Province's. The Province should not be allowed to change the zoning by-laws to suit their own desires.

Houses, townhouses and apartment buildings should be constructed for residential living that include plenty of green space (of which there is a current lack even in Oakville as it is - there are so few places for kids to play or to walk dogs in a reasonably sized park - they continue to be filled in with developments like Brantwood school). Structures and communities should be built according to what sociologists know about human happiness and lifestyle satisfaction - this means high streets with shops and restaurants, walkability, small local schools and amenities. It means the ability to create human connection and live social and active lifestyles. By all studies, it does not include high rises and

tower living.

The development should not include office buildings or office blocks. Culturally these are becoming obsolete; in twenty years there will be exponentially less need for office buildings than there was twenty years ago; which is what these developers seem to be basing their designs upon (an outdated, paint by numbers approach to development). There is a plethora of unused office space downtown Toronto post covid and culturally the world has moved on to a hybrid approach whereby people's homes need to allow for more space for work-from-home, not smaller apartments for commute to office. Why these developers are proposing the inclusion of office space is indicative of lazy planning and backwards thinking.

Oakville can and should be at the forefront of intelligent development and design; this is not it. Do not let this land be used for high rises and glass and steel; an environmentally and culturally unfriendly environment.

No heavy industry, prisons.

Any increase in population should be supported with educational resources, road and medical infrastructure. This has not been addressed.

Light industry will cause even more traffic congestion

All of the space which will provide buildings in heights over moderate size such as the two other buildings in the area, i.e. the hotel. The density more than exceeds the space the plan suggests.

Such tall buildings do not go with the legacy and history of Oakville. We don't want to see the Square One area set up in Oakville. Too congested, no green spaces, not real proper retail areas.

More parkland, and community uses.

There should be no land use that discharges uncontrolled amounts of water or soil into Sixteen Mile Creek. There should be no land use within the floodplain of the creek. There should be no industrial land use, as this is not a good use of the area.

Not to have tall condos and not too many. To avoid further traffic congestion on Trafalgar & Speers/Cornwall. Especially during rush hours and go train.

Parkland should be a definite necessity. Prohibit industrial and commercial. Transitional zoned lands such as for churches are useful. Community centres and libraries are good.

Based on your drawings it is hard to imagine how all the land uses you refer to will be accommodated based on the 70 - 80 towers. So for example, how big will your dog lease free park be?

We need places for entertainment and shopping.

Commercial should be allowed but not residential as the traffic congestion is already an issue.

I see that auto dealerships are not permitted, but what if they are integrated at the ground floor of a building? E.g. in Yorkville Toronto there are dealerships at the base of the building. For 20.4.1(h)iii. a drug store is considered "commercial" but often doesn't have an active frontage. Sometimes even offices cover up their windows. Consider changing it to: "...active at-grade uses that animate the public realm, including: retail, recreation, entertainment, community services and facilities, and institutional uses".

I think that what should be permitted is obvious i.e. parks and green space and what should be prohibited is equally obvious i.e. garbage dumps, toxic waste. This was a really strange question.

Skyscrapers are not compatible with Oakville as a livable place.

Full-line grocery store.

Density is part of growth, I'm just objecting to the height of the planned development and the lack of mixed housing.

High-Density Residential Without Supporting Infrastructure. Traffic in Oakville has gone from wonderful to god awful, because you build so many buildings, and let so many people live here without expanding roads. This is a town, if you permit more people, you need roads to compensate and offset.

Any tower over 20 stories should be prohibited

One bedroom apartments should be prohibited

Increased parking should be included so that nearby streets are not overcome

The permission for POPS (Privately owned public spaces) should never be a replacement for PUBLIC parks. Examine the well-documented reasons why many urban planners don't recommend POPS. Inadequate & unclear access by public, private owners "changing their mind" and removing outdoor furniture, not replacing trees, adding gates etc. Nice in theory, but urge Town to purchase parkland or require developers to provide parkland (instead of "in lieu")

Anything that affects water runoff should be controlled.

Along the railroad corridor seems appropriate as long as towers aren't looming over the streets as is the case near Harbourfront. Leave existing park spaces alone!

Land use should not include towers to accommodate thousands of people in a relatively small area.
STOP BUILDING A CITY WITHIN A CITY!!!

ACTIVE TRANSPORTATION

On the online survey, the following information and question was provided:

The draft Schedule L6 identifies future active transportation (i.e. walking and cycling) routes and connections via bridges and underpasses.

3. Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Summary of Responses Received:

A total of 57 responses were provided to this question.

Active Transportation Routes and Transit:

Common concerns regarding connections and routes for active transportation centred around the need to alleviate existing traffic challenges in the Midtown study area and to enhance connectivity to other areas of the Town from Midtown that are currently not accessible. Furthermore, respondents noted that safety and weather challenges must be addressed to ensure up-take of active transportation facilities.

Additional route suggestions were provided which would require more bridges/tunnels to connect over/under the QEW and the rail corridor, such as: connecting Eighth Line and Chartwell, and connecting Sixth Line and Lyons Lane (a better connection).

Respondents also suggested consideration of a Light Rail Transit (LRT) facility along Trafalgar Road.

Additional Comments:

In addition, many respondents believe infrastructure for cars, such as roads, tunnels, and bridges, is equally necessary to alleviate congestion alongside the provision of active transportation solutions. Furthermore, they suggested applying a ring-road transportation network within Midtown.

Despite the provision of new active transportation facilities, improved transit systems, and new streets, respondents expressed concern regarding the current congestion that is experienced in this area that is likely to be worse with added development in Midtown.

All responses received regarding this question (unedited):

Responses:

Active Transportation facilities should be prioritized and given easy access to key destinations like the GO station. Ramps and pathways that lead directly to Bike Parking and the platforms would work amazingly.

There is a lack of frequent transportation to and from large suburban areas

More frequent routes in and around midtown to allow for easier trips to and from the core! Also more safe and reliable cycling and pedestrian infrastructure

What measures can the town implement to improve pedestrian and cyclist safety when crossing the QEW from the north to Midtown? Additionally, how can the bus system be enhanced to provide more direct and timely access from the north to the lake and Old Town, bypassing long delays at the GO station?

LRT or subway is the only way to go. How can buses operate any better along Trafalgar given the congestion?

I think the development of Midtown could create a transportation nightmare. We already have serious traffic congestion. The Oakville GO station is the second busiest in the network and is used by people who live outside midtown. While we are developing Midtown, there will be even faster growth on the Trafalgar corridor, Oakville North, etc. In the short term people need to get to Midtown, get out of Midtown and get through Midtown by car. Walking and cycling is a valid long-term objective, but it is not a short/intermediate term solution.

Pedestrian Bridge across Trafalgar is necessary.

Frankly Oakville would expect to have so much traffic that it is inconceivable to see how any traffic solution would help. With the current proposal it is just not possible to accommodate all of this without major impact to the residents, businesses. The "liveability" of Oakville will be greatly diminished.

SAFETY CONSIDERATIONS ASIDE ACTIVE ROUTES SHOULD ALL BE UNDERPASSES TO REDUCE VERTICAL GRADES AND TO PROVIDE WEATHER PROTECTION. MISSING IS A ROUTE CONNECTING EIGHTH LINE TO THE SOUTH SERVICE ROAD. ROAD ACCESS CONNECTING EIGHTH LINE TO THE SOUTH SERVICE ROAD SHOULD ALSO BE INCORPORATED TO TAKE TRAFFIC OFF OF TRAFALGAR ROAD.

Significantly increased transportation avenues should be created before considering this plan

The road that will link Cross St (east of Trafalgar) to Iroquois Shore Road needs to be built sooner than planned. It may help with current Cross St congestion although may make things worse on Trafalgar. The extension of that road north should also happen ASAP as it provides the best chance of relieving congestion on Cross and Trafalgar.

Cycling does not happen in the winter. People do not use the buses. The town has downsized its buses and still I see empty ones.

I have not seen a plan that would allow traffic to function effectively through midtown. Existing traffic volumes already make it difficult to traverse the QEW at certain times of day. Active transit will be required to avoid this bottleneck creating gridlock.

Not if plan revisited.

A road connection between 8th line and the South service road. Anything to avoid Trafalgar Road. Traffic is congested now what it will be like after expanded development who knows!! May be a 2 tiered road system

Need more connections over the QEW to alleviate traffic bottle necks on Trafalgar. Connect Chartwell and 8th line and have 6th line go over QEW as well.

Throughout

intersections of Trafalgar at GO are already a nightmare

Safe movement of everyone is imperative. Separating pedestrians and traffic is a good idea

Since Trafalgar is already over-flowing at times, other bridges and underpasses would need to be built which should be completely paid for by any developers.

The road and transport grid provided seems very heavy handed. All roads are wide, car prioritized, and do not invite sustainable, active living for anyone.

I suggest a ring road for cars and trucks with inner streets that are human scale where cars are a guest. This will promote more walking and biking and less cars.

The connections north and south are truly important but very expensive or impossible to create. I suggest an LRT line started going up and down Trafalgar road. Even if it is only the preliminary work that makes a future line possible. The traffic study shows that none of the existing intersections work now, even with the low density existing. Adding more cars and lanes will not help, giving real options does

As a start, on Dorval and Neyagawa properly mark the existing active transit routes with signage and lanes, and a lane for walkers. If it were properly marked it could be more useful as a commuter way for cyclists, scooters, etc. Also, we need more east west active transit routes. Good start on Speers, and an active transit way on Rebecca and/or Lakeshore is needed. Obviously the active transit commuters are going to use and need the same routes as our automobile and transit commuters. After the above is complete then we can work on north south routes across Oakville. Many of the suburban areas north of the QEW have great and safe routes for families and recreational cyclists. It's only when we can have VIABLE options for active transit that we will reduce congestion.

The reworking of midtown is a great opportunity to be a hub for an active transit network.

Chartwell needs to go above or below the QEW. Kerr needs to be connected through the QEW. Cross needs to be widened.

How are people going to get south to Downtown on Trafalgar Road?

There should be walking paths all along 16 mile creek and Bronte creek.

Trafalgar and Cornwall was a major problem raised in 2014 traffic plan and has gotten worse as they anticipated. No relief has been budgeted in the current 10 year outlook to deal with added traffic relief from Midtown and there will be traffic chaos. So there are many suggested new routes but they are not in OPA

Building an underpass or overpass at Kerr St. R R crossing north of Cornwall

Redirect this unwanted and unnecessary expansion elsewhere.

Increase go service, buy back 407, more highway police patrol to curb bad drivers

Throughout the area, connecting seamlessly to routes to Oakville and Clarkson GO stations.

Another QEW entrance/exit.

To alleviate a massive change in traffic, active transportation needs to include the building of roadways with bridges or tunnels to cross the QEW at Chartwell Rd/Eighth Line and Lyons Lane/Sixth Line.

There should be a North/South bridge (or tunnel) connecting Chartwell Road and Eighth Line as a roadway with safe pedestrian and cycling routes.

There needs to be safe cycling lanes on Trafalgar Road going over the QEW overpass; this route is, and has always been unsafe for cyclists (ask anyone who cycles this route!).

There should be a North/South bridge (or tunnel) connecting Lyons Lane with Sixth Line as a roadway

with safe pedestrian and cycling routes (not just the pedestrian tunnel that exists now). Additional North/South roadways over/under the QEW especially Lyons Lane/Sixth Line will most certainly alleviate congestion away from Cross Ave/Trafalgar Road.

It's easier to have them in place rather than retrofitting. The question to answer is where are people going and how. It's not difficult to imagine.

Why is there a plan for transportation over or under Chartwell Rd. at Cornwall when earlier engineering studies indicated that was not possible, hence the new road link north where the OMHS is?

going south to Lakeshore to improve that route?

Ideally, the proposed development at the Oakville GO/VIA Station must be linked to nearby neighbourhoods with bike paths. Also, an LRT line must be built between the Uptown Core to the rail terminal on Cross Avenue via Sheridan College. It's about time Oakville started thinking and planning as a city of 300,000 plus residents in the future. We are a "city suburb" of Toronto... enough of the "small town", parochial thinking!

There are only 3 routes onto the QEW. Trafalgar will be a nightmare as will Ford due to the massive Costco warehouse being built. The new road should be built first, before the buildings.

There has to be direct connection to the GO train & Oakville buses & the road's need to accommodate the increased traffic; currently they are already jammed in rush hour.
- we have to accommodate cars & buses.

What's not really addressed in the at is the weather. AT is great spring, summer, fall, but winter is a huge problem unless these corridors are protected or covered. Cycling is mostly out on slushy roads and it's just too cold with the implied wind. What's the backup transportation mode?

1. Across QEW from W side of Midtown to Oakville Place. 2. Active route across creek to Kerr village - possibly using QEW bridge structure. 3. Across Trafalgar - bridge between Midtown sites. 4. From Midtown West side across Cornwall to Bronte creek. 5. Boardwalk path (raised on pilings and well lit) down Bronte Creek using islands in creek to downtown Oakville.

The Go system cannot support its current population so needs to be reworked and become efficient PRIOR to inundating it with tens of thousands of new travellers. The Go system should provide more trains at closer intervals (ten minutes like in most European cities) and at higher speeds.

There should be better access to North Oakville and the hospital. The majority of the population of Oakville lives north of the QEW; the GO Station would be better repositioned further north of its current location.

The road system is already congested due to North American city planning that based its communities around cars rather than walkability.

The proposed development falsely assumes that people will get rid of their cars in lieu of using public transportation, but this will never happen as long as the communities continue to be built around roads and train stations, rather than thoughtfully building new communities with a heart (high street, schools, hospitals, etc.); building shelters (high rises) is not building successful community. People will not stop driving just because there is train access.

need improved access from North Oakville to downtown Oakville

Sixth Line over the QEW from Lyons. This would alleviate pressure on Trafalgar Road for College Park residents.

Yes! People from all sides of midtown may want to venture there by foot or bike, and Midtown residents may want to leave Midtown and want to do things in the rest of Oakville some times.

Missing are safe connections to the South and West for active transportation. Consider adding a tunnel system under/ around the Cornwall and Trafalgar intersection, and a pedestrian bridge across the 16 to connect with the Kerr Village area. Also there needs to be a safe active route to get to downtown and the lake from Cornwall or Speers.

Yes we need infrastructure. It is up to our councillors and mayor to provide guidance with the resources from outside consulting firms.

It is not evident how current traffic congestion around Cross and Trafalgar and Cornwall is going to be alleviated. Will only become impossible.

Trafalgar Road, Cross Avenue, Cornwall and Speers Road to Kerr Street

You need to provide proper access from Allan Street to the area west of Sixteen Mile Creek, and proper access to the QEW from the area. Gridlock is not acceptable.

- Anything to do with go train traffic.

-

More GO Train service frequency, bicycle lanes, more roads and lanes for increased traffic.

Improvements to roads identified in #1

Please provide a realistic transportation based on current and the addition required to service the Midtown residences.

Not on Trafalgar, but on new road bridges to the east and west.

Very few people walk and cycle from the existing condos off Speers and Kerr. It is delusional to think this is how people transport themselves to work or shopping on a daily basis. Bike paths and walking paths look good on paper but will not be the main form of transport. Traffic is a very serious issue. High traffic makes it unsafe for all pedestrians. Trafalgar road had a pedestrian death where a female was walking on the sidewalk and got hit by a car that went up the curb.

a better cycling access from the trail behind Oakville Town Hall to Downtown Oakville

Every route and connections already identified in draft Schedule 6

Certainly not at the Trafalgar/Cornwall intersection which can already get quite busy.

Number of units should be reduced and size of unit increased and parking spaces increased so that likely use of GO train increases without causing local parking congestion.

Connectivity is the biggest issue and until there is better connectivity and safe SEPARATED bike lanes, you'll find that most people don't feel safe using bike lanes. Reduce usage of "sharrows" which are a confusing concept for a car centric society. Many urban planners say that it is actually safer to NOT use sharrows. Paint won't protect cyclists. (Brent Toderian, Vancouver B.C)

Active transportation is not going to happen anytime soon. Trafalgar Road is going to be a deathtrap.

1 lane High speed LRT from Oakville Go to corner of Trafalgar and Lower base line, from Trafalgar east to Ninth Line, west to Appleby. Might ease traffic in residential areas due to congestion and encourage use of public transit rather than cars

Too much money has already been spent on SOCIALIZED transportation in this community.

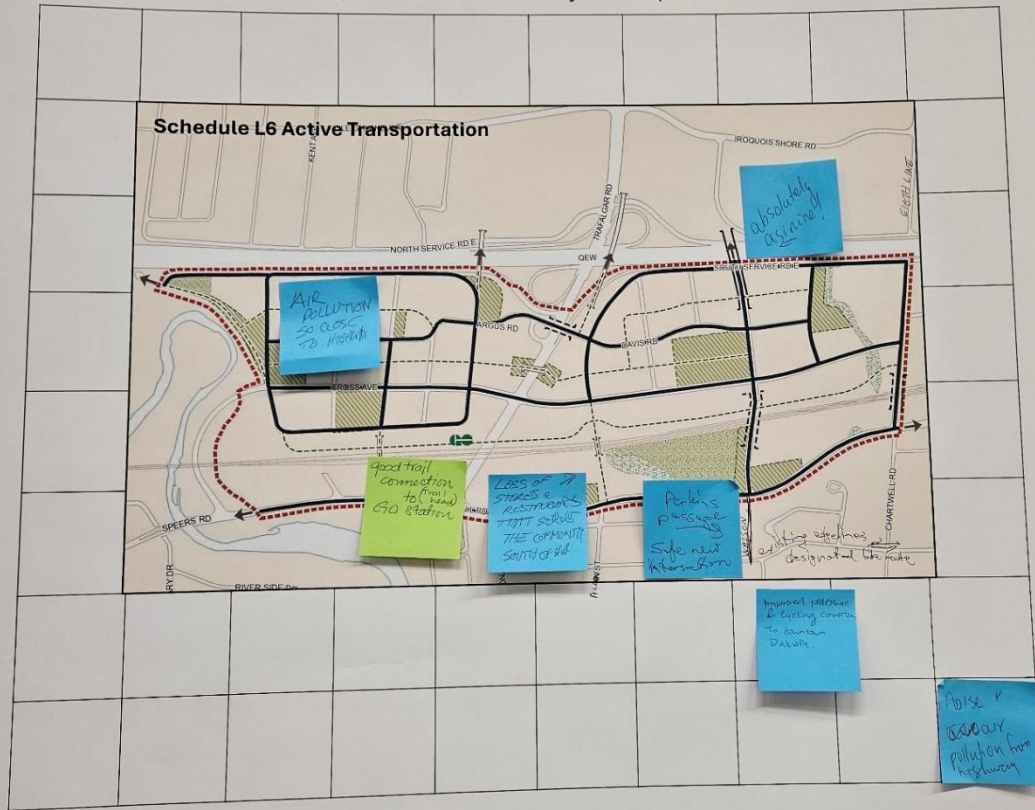
All we see is empty and under used buses.



Active Transportation

Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Mark-up the map below where you think more connections or routes are needed within Midtown to support an active lifestyle, and provide a brief explanation on a Post-It Note; or scan the QR Code and submit your response online.



Legend

- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- OFF-ROAD ACTIVE TRANSPORTATION CONNECTION
- CYCLING FACILITY WITHIN RIGHT-OF-WAY
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)

- FUTURE ACTIVE TRANSPORTATION BRIDGE*
- FUTURE BRIDGE*
- FUTURE UNDERPASS*
- POTENTIAL ACTIVE TRANSPORTATION CONNECTION
- MAJOR TRANSIT STATION

NOTE: WALKING FACILITIES TO BE PROVIDED ON BOTH SIDES OF ALL ROADWAYS

*THIS SCHEDULE DEPICTS THE PROPOSED FUTURE STREET NETWORK. FINAL ALIGNMENT SUBJECT TO FURTHER STUDY. REFER TO SCHEDULE L5 FOR MORE DETAIL.



Question 3

PUBLIC SERVICE FACILITIES

On the online survey, the following information and question was provided:

Public service facilities are lands, buildings and structures such as community centres, libraries, parks, fire stations and more where town programs and services are provided. These uses are permitted in most areas of Midtown.

4. For future public service facilities, are there other policy directions that should be provided, beyond what is stated in section 20.4.1 of the OPA? If so, what and why?

Summary of Responses Received:

A total of 44 responses were provided to this question.

Overall, the comments stress the need for proactive planning to ensure community services, infrastructure, and public spaces grow in tandem with development. Suggestions for policy enhancements include preparing community service and facility studies to identify what services are required to support proposed development, and inclusion of policy direction to provide green technologies into the design of public service facilities.

Respondents identified emergency and healthcare services, parks, schools and recreation centres as priorities for public service facilities in Midtown. There was also support for the integration of these services and facilities within development sites. Furthermore, it was suggested that consideration be given to hosting family-friendly events within Midtown.

Additional comments and questions were provided in relation to traffic, planning for cars, bikes and transit, and funding of these services.

All responses received regarding this question (unedited):

Responses:

Everything looks good! More housing will always be worth it though!

I think the current policies are really good already! Love the community gardens idea! More public services like libraries/community centers would be great as well

Community centres, libraries, parks etc. must be built as Midtown is developed,, and cannot be provided decades after people move in.

This question is difficult to respond to without the document in hand to refer back to without exiting the survey.

Building height should be restricted to 25 stories or less. The plan to mitigate traffic along corridors especially Trafalgar is not adequate as laid out in the proposal. Currently, even with Trafalgar expansion there is still traffic issues at the QEW and Trafalgar. North South traffic and Speers road is totally inadequate to handle the population projections. Are there any results from traffic studies. This land was never intended to house this many people. I believe the town should take a cautious approach and start with retrofitting certain buildings and slow population growth to make sure the

services, traffic and facilities and be maintained without undue stress on the residents and town. There is no consideration here for air pollution, light pollution and noise mitigation (other than current bylaws) which I can see will be in violations of current bylaws.

IT IS STATED IN GENERAL TERMS BUT WHERE IS THE DETAILED PLANS AS ADHOC DECISIONS MAY NOT RESULT IN THE BEST OUTCOMES? SCHOOLS SHOULD BE A CONSIDERATION - THERE IS TOO MUCH BUSING OF STUDENTS IN OAKVILLE. A DIFFICULT DECISION NEEDS TO BE MADE IN REGARD TO DISCONTINUING SEPARATE PUBLIC AND CATHOLIC SCHOOLS SYSTEMS!!!

A police station in Midtown is required and an EMS station in the area would be wise as well. There are car thefts and home invasions occurring in the area south east of the new midtown developments now. Added population could potentially increase that risk.

We need to make sure the development has it's own services that allow walkable living and keep people out of cars. This includes schools, public services, healthcare, restaurants and grocery, whether or not 'integrated' with a development.

Clearly the province and developers believe families will not be living in these small condominiums. They are sorely mistaken. Therefore, recreational development, green spaces, daycare and school facilities should be considered.

Senior Centre integrated within walking distance.

A second hospital as Oakville's one hospital as the present one already struggles to accommodate the existing number of residents.

Anything to enhance Oakville's children to enjoy the areas. Family events are always an integral part of Oakville. We love Oakville should be supported !

We need police stations in SE Oakville, or at a minimum, south of the QEW.

And while you are at it, put one right in that area, since there will most definitely be increases in crime

You ask the wrong question the TOC area and Metrolinx properties will not offer any public service facilities

So they will be on other property whose owners will realize they are getting "stuck" with these obligations.

More bike lanes, better bus and go service,

Defer to the Town's assessments of what is needed at the appropriate time.

Include a full library branch (this, or at Sixteen Mile Arena, is actually where the Central Branch should be located not in the ridiculous old post office downtown).

Include a full recreation centre with ice pads, swimming, gym, program rooms, seniors centre, etc. with large outdoor area and fields.

Sidewalks and green strips between buildings should not be considered in the calculations. There needs to be a real park with room for outdoor activities such as a dog park, playground, splashpad, room to kick a ball and have a picnic., . These are apartment dwellers and need common outdoor space to have a livable neighbourhood.

I assume that families with children will be accommodated in any new development. Young people in particular require open space and a major recreation centre since they will likely be living 40 plus floors up a high rise building. If these components are not seriously examined and acted upon, expect delinquency in the area to increase.

You should provide a synopsis to the section quoted and not make us look it up to answer this question.

Don't turn the area into total gridlock; you MUST accommodate cars!

A lot of people in a small space: need library, large community centre (gym, swimming pool, courts). Ideally move Oakville Performing arts centre to Midtown as a venue accessible by transit - and use

revenue to do this from sale of downtown site for high end retail and condos. Make it a place people want to be.

The town should consider the need for a hospital or other meaningful triage centre with the proposed population of Midtown. It should consider the need for walkable schools (NOT big box schools which have also been proven to be so detrimental to children, their learning and their social development). The town should consider the evolution of Speers Road as the more organic locations for creating another high street type environment with shops, restaurants and as the next livable community area with higher density. The town should consider the actual nature of the town itself and where this likely population and development growth would naturally occur, rather letting people who know nothing of the town or its essence pick a point on a map based on nothing but theory and cost convenience. The town should be looking to Speers Road and to North of the QEW up Trafalgar for the way the traffic will eventually flow.

If the TOC gets approved then the build will be for warehousing short term residents who commute downtown. They won't need public service facilities.

Community centres, libraries will be under utilized. A family community is not planned. Most of the people living / renting there will be transients with little interest in the community and supporting it.

Stop turning Oakville into a mini Mississauga

There is nothing about providing for the safety of people in these facilities. What about security? What about preventing homeless people from taking over the places?

Better roads and intersection planning. All public service facilities listed.

With different developers and land owners, who is financing the public service facilities?

These uses should be integrated into skyscrapers and not off to the side.

has a community services and facilities study been done to identify what type of services would be needed here? should that be a requirement in the OPA for development over a certain scale?

Cannot think of anything beyond making sure that they are considering all current and future technologies in the design and build of public service facilities. Make it smart, green, and draw on other cities successes and failures.

I don' have the expertise to respond.

While Section 20.4.1 of the OPA provides a solid foundation for public service facilities in Midtown Oakville, several additional policy directions could strengthen the approach to ensuring these facilities meet the needs of a growing community:

Proactive Capacity Planning:

Policy Direction: Require an assessment of current and projected population demographics to ensure public service facilities are scaled appropriately for future growth. Why: To prevent overcapacity issues and ensure facilities remain accessible and effective as the area grows.

Not sure what this means. Local public services as noted in the questions should be provided. As I understand it the community centre will not include a baseball diamond or soccer field. Both should be included

Not sure what you are referring to. You should have explained or paraphrased within your question!

Yes, but once Distrikt builds its monster towers, what land will be left for any of these?

The density of buildings to accommodate population growth must be paired with public walking/ green spaces in higher proportions than is currently legislated. Not everyone can afford to use recreational services so green spaces are more important than ever.

TAXPAYERS are tired of subsidizing the MAYORS vanity projects.

Time to take a breather and give taxpayers... people who WORK, a break,



ACTIVE FRONTAGES

On the online survey, the following information and question was provided:

Midtown Oakville is envisioned to be a highly walkable community. OPA policies include specific directions to ensure that certain public streets, as shown on Figure E1, are highly activated through the provision of commercial and institutional uses at-grade and comfortable walking conditions through building and site design.

5. Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, what are they and why?

Summary of Responses Received:

A total of 42 responses were provided to this question.

Several responses directly related to this question, with some suggesting all streets be identified for active frontage, especially those around the GO station.

Several comments noted that Oakville tends to be car-oriented and had difficulty accepting the Midtown walkable community aspiration. In that regard, responders suggested that consideration be given to where and how parking of vehicles will be accommodated.

Finally, responders high-lighted the need to create safe streets and noted that a variety of uses are required to promote active frontages such as: food stores, restaurants, pharmacies, pet stores, daycare, medical services, places of worship, etc.

Others commented that residential uses could be considered to contribute to active frontage as well as non-residential uses.

All responses received regarding this question (unedited):

Responses:

Frontages and mixed-use zoning should be allowed in the entire area to allow for better access to services, retail, and other destinations.

I think there are routes to the vast majority of active frontages (uptown core, upper middle, etc.), but the frequency is challenging because a 10 minute car ride takes an hour on the bus (with connections)

Midtown should be developed so that vibrant and diverse neighbourhoods can emerge. This requires affordable at grade space for retail, restaurants etc.

The focus on Cross as a main road is good. It needs to be wide enough for a huge volume of traffic and delivery trucks.

Again is there a traffic and safety analysis on increased commercial frontage? How is street parking provided. I have seen there unfettered commercial growth has increased traffic issues, parking issues and safety problems for residents. Look at crime rates in and around major traffic hubs, train stations and major highway proximity. CRIME will increase significantly. Is the town prepared to accept this?

AN UNDERGROUND NETWORK OF WALKWAYS CONNECTING BUILDINGS TO THE TRANSIT HUB SIMILAR TO WHAT EXISTS IN TORONTO SEEMS MORE IMPORTANT TO ME.

The commercial plaza (Whole Foods, LCBO etc.) currently cause traffic chaos because it adds to the congestion on Cornwall and Trafalgar. The new road planned for 4041 needs to be moved forward by at least 10 years to deal with traffic that will come with such a huge influx of residential owners/renters.

There should be pedestrian zones that animate the area but do not cause gridlock with parking. Planners need to consider parking for those people visiting the area. Suggest that Trafalgar is not an active frontage and could be separated from the development to allow clear north/south movement of traffic.

Within the residential units there should be commercial units to buy food and commodities like a village with dry cleaners, newspaper corner stores, restaurants, laundromats, pet clinic. Doctors clinics, physio clinics, foot clinics, etc. police, social workers,

All over

as many as possible, so that the people don't need to leave that area, especially if they don't have a car

All frontages should be active. This should have include homes on some streets, town homes or low rise apartments for example. An active street needs many things to make it work, one is many doors on and off it.

Smaller scale development blocks would help intensify the street experience and bring down cost, open up development to smaller local builders, and provide the much needed missing middle homes and shops, facilities required in a complete community.

Look at any neighbourhood in Oakville where the average person is more than a 10 minute walk away from groceries, drug store, hairdressers, etc. This probable describes all of Oakville. The former Hopedale mall could be a candidate for active frontages, Pinegrove mall, Brontë at Lakeshore to name a few

40% of routes should have
Commercial uses at grade.

I don't think any connections are planned around Cornwall and Trafalgar at all
I don't see anything concrete over 16 Mile Creek or to walk south on Trafalgar either

Again, defer to the Town's expertise at the appropriate time.

Churches, medical, food, restaurants, pet, police, fire, paramedics

Oakville residents may walk but Oakville is, and will remain, a car community and, as much as you and the developers want to ram this terrible development through, you will not change what people do when you are a suburban or exurban community. Do not build to the street like you have at Trafalgar/Cross, Church/Dunn, etc. These proposed oversized buildings will cast long shadows depriving people of light.

Yes. Grocery store, restaurants, take out, pharmacy etc... all the stores that are needed by the residents. No one wants to live where you can't easily access these services.

Food stores south of the tracks on Cornwall Rd. where First Capital will be replacing Whole Foods and Longo's for unsellable overpriced small condos

Close to the GO station, for shops and other vendors, not offices

Commercial uses must be integrated in the structures. Such commercial outlets need to be accessible by automobile as well as by pedestrians and bicycles. Instead of our local politicians visiting and using the Mississauga Square One and Vaughan Metropolitan Centre developments as models for Oakville, why not dispatch them plus planning staff to Europe to examine how cities should be built. They are miles ahead of us!

Show a link to figure E 1 so I can answer.

Around the station area primarily.

Speers Road, Trafalgar Road north of Oakville Place and the Town Hall, closer to Sheridan College where accommodation is actually in high demand in in need. Oakville Place itself (should this not be the site of development?!).

Everywhere close to the Home Depot area should have commercial use. It is already a commercial area or destination hub for shopping. So keep the same theme.

Public safety is paramount. Ensure there is sufficient security in these areas.

Public Safety and accessibility are essential. This is an unclear question, please contact the writer. What does 'highly activated' mean ?

They should be everywhere.

Major grocery store should be included

Why doesn't Cross Ave have active frontage?

Don't have an opinion

If you think people walk in Oakville, you clearly do not live here. Go out and see the traffic for yourselves. Stop building a field of dreams where you think people walk in our climate and our garbage transit.

Unlikely this will turn out to be a highly walkable area. Towers proposed are too big creating canyons with limited sunlight. From my experience in London England and NYC, people will leave the area to go to walk elsewhere except they will not have enough space for their cars so they won't actually buy into these towers.

Providing food and services for the community is important. Even more important is to make them accessible to local residents, so that theoretically anyone could walk/bike to what they regularly need. Food, pharmacy, pet store, daycare, corner convenience stores, dentist, doctor, hardware stores, fruit market. The spaces should be built to suit these purposes. There are only so many nail spas that any neighbourhood can support. Provide affordable rental units, so that the spaces don't sit empty.

Please - we live in Canada, where there is snow 5-6 months per year.

I must say, examining E1, it's hard for someone without planning knowledge to indicate what is best. The lots north of Davis (facing the QEW and east of Trafalgar) seem appropriate. Traffic on Cornwall will increase dramatically.

Sure. More stores.

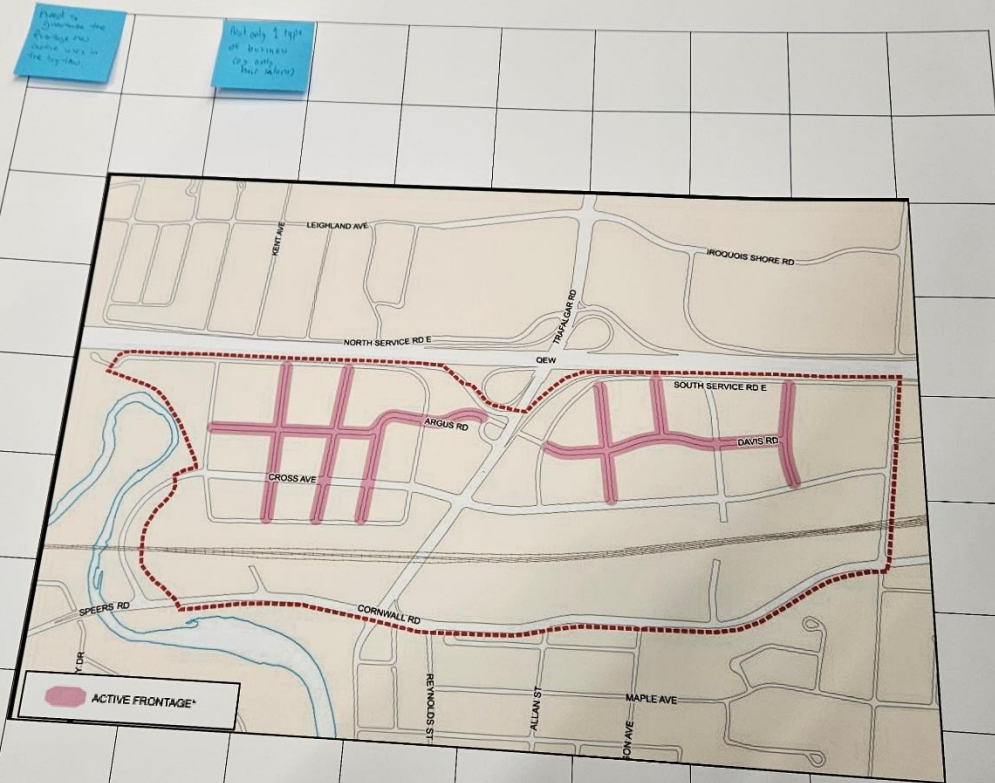
Thieves need more places to rob.



Active Frontages

Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, where and why?

Mark-up the map below where you think active frontages are needed within Midtown to support economic development, social interactions, and walking in Midtown, and provide a brief explanation on a *Post-It Note*; or scan the QR Code and submit your response online.



HOUSING

On the online survey, the following information and question was provided:

Residential uses are permitted in most areas of Midtown, in buildings five storeys or taller. They can be in the form of apartments and townhouses or stacked townhouses in the podium of buildings.

6. For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Summary of Responses Received:

A total of 54 responses were provided to this question.

Common themes regarding housing centred around the need for wide range of housing types, with high-priority given to the provision of affordable housing and larger-sized units to accommodate families. There are also concerns regarding height and density permissions; based on the responses received, most are not in favour of high- density developments and prefer medium density housing, with lower height buildings that do not exceed 20-storeys. Meanwhile some comments suggested that tall buildings in Midtown address a need that is not yet fulfilled in Oakville.

All responses received regarding this question (unedited):

Responses:

Housing needs to be a core priority. Midtown is a good first step but we should really think about applying some of these zoning changes to the area around midtown as well as alongside Trafalgar.

Affordable housing options for families of all sizes is most important for me! Young people can't afford to move to Oakville

I think affordable housing for all types of family units is a must MUST

I think housing types for big families, retired folks, single people, students, or new couples would be incredible

Affordable housing should be a priority.

people do not want condos. They want freehold towns, semis or detached. You are not building what people want

Affordable housing needs to be addressed.

The biggest issue for the Town is the insertion of the province into matters. The Mayor and every councillor should be advocates for this.

There is little mention on Noise and none on light pollution 9 (improper or extraneous use of lighting) . What about impact to plant life.

Air pollution levels? Recall the Gas plant was cancelled due to potential air quality impact. Air quality is already compromised in and around Oakville. What about impact on Senior and those with

disabilities. Will this plan address how they will be impacted and what to do? The universal accessibility act is not what I consider adequate for this proposal.

Future housing in Midtown Oakville should be reconsidered all together

The unbelievable density being proposed is scary! I believe power should be transferred from the Developers to Town staff who are elected and have almost always done what is best for residents and the Town.

Less height and density and adequate parking places in new buildings.

Policy direction should limit density and population growth to that mandated by the Province. We do not need to destroy our community by over developing for the benefit of the current landowners.

Where do I begin?

- lower heights of buildings, by a great margin.
- lower density. High density leads to higher crime rates.
- more green space
- public input that is taken seriously

Limit the height of buildings. Not 30 stories, too tall and become ghettos, make sure there is a seniors centre and a hotel that visitors can stay at., a seniors residence (not private) so that seniors aging out can still stay near to family and friends.

Low rise townhomes and apartments

No encampments should be permitted in the area.

No other policy directions to suggest.

Reduced heights

Smaller lots

Smaller roads

Varied housing made possible

A clear master plan to provide the right high density, 400 ppha.

No buildings higher than 20 stories. Even the ugly buildings being built by Caivan on north Bronte and Trafalgar are not 30 stories high. Suitable green space for any new areas built. Underground parking to service all residential and commercial tenants. Above all keep Oakville liveable. Glen Abby is a good example of a good liveable community. Why can we have more density of this type?

There is zero affordable housing .Ratios for larger multi bedroom units are low

I also believe 50% availability of parking space will backfire into wars with Metrolinx and other commercial parking providers in Mid Town

Slower growth and study progress and adapt

What determines if housing is "affordable"?

The wording is very vague and non committal, with many bullet points prefixed by "should".

Developers seem to be able to build whatever they want, as long as the provide "community benefits" and / or \$\$\$

The minimum required density [of 200 residents+jobs per hectare] must not be exceeded in the final design. Like most people I know, I do not want the fewest and lowest allowable high-rise buildings. The impact of proposed redevelopment of the Metrolinx lands, to the immediate west of Midtown, must considered in combination with the Midtown redevelopment. Surely the combined redevelopment must be considered as a whole, because it will impose such a dramatic change to the neighbourhood.

Balance above all.

Build missing middle / low rise housing that's under 6 stories. Massive, tall buildings are undesirable according to most studies on residential use.

Accessibility considerations.

More affordable housing and lower building high rises

Provision of sufficient green space, parks and play areas

Perhaps this has already been answered in the report. Would any future development be built essentially as a self contained community? Is there thought being given to how such a massive development could fit in with the surrounding neighbourhoods in South Central Oakville in a manner which does not overwhelm the social and environment characteristics of what is presently mainly a single home community?

What's the point, we recommend, you ignore.

Don't worry about housing, if people want to live there they will. Do not go overboard on social housing.

Minimum number of affordable units per building? Minimum number of multi- bedroom units or size of units so families can grow within the community?

Need an overall FSI for all of Midtown with stated density that cannot be exceeded - so if one area is high density, another area must be less dense (dealing with TOC).

No building should be higher than 12 stories. A minimum of 30% of the land in any proposed development should be green space. 10% of that land should be untouchable natural environmental haven for wildlife. Amenities like independent shops and restaurants should be stationed in central hubs (not strip malls, as high streets) at intervals that accommodate every 10,000 people so that they are walkable. People should be able to walk to get essential food items and clothing items. Many streets should be pedestrianized. Developers should consider the elderly and people with babies (strollers), small children and dogs.

Policy should be human-centric, not developer-centric.

The policy direction should be that The Town of Oakville is responsible for how the need to address additional housing is executed, NOT THE PROVINCE.

Development should tie in to the natural, organic development of a place. It should not be determined by outside forces who do not understand the best, most inherently sensible way for a town to develop to continue its success.

The policy should be that The Town of Oakville has the power and authority to determine its own future and fulfill the need for population growth in a manner and location that makes sense for the overall organic growth of the town. The Policy should be that the Province only has the power to tell a town that it needs to fulfill a certain need - only the town itself should be able to determine how that mandate is implemented. The Province should not have jurisdiction over the details of growth and development of the municipalities.

I realize the condo market is challenged, and investors prefer small units. Somehow there needs to be encouragement for a higher ratio of multi bedroom units. And not tiny 3 bedrooms, encourage decent square footage.

Stop over populating without adequate resources.

More purpose built rental units for people who use public transit, not their own vehicle

Start over. Scrap what you have as it undermines Oakville.

Don't put 50-storey condos in this area. Put a limit on height. 10 Storeys maximum.

- must be lower condo heights
 - fewer condos per acreage
-

- condos need to be larger in size to accommodate families
- very low percentage of small square footage/studio/1 bedroom

1. Curtail rentals by foreign ownership where the owner does not care about maintenance and maintaining beauty of the property, including weed and grass cutting, stream maintenance and upkeep.

Policy directives should limit residence and employment to what is mandated by the province. Anything over this is counter to the 'liveable' description of Oakville.

We need more density and skyscrapers for all the people coming to Oakville. 20 stories isn't enough, more buildings like District is proposing so midtown is different and unique.

The midtown area has never had major sources of residences. The population is growing exponentially in Oakville. Why would such a small land mass be chosen to house so many people, when back in the 70's it was commercial zoning. To make it residential in this day in age with so many cars on the road is ludicrous. North Oakville has lots of land to increase Oakville's population. The beauty and charm of Oakville is being destroyed with this project.

add that if a development is proposing 3 or more buildings on a development block/site, at least one should be a midrise. The 3 tower+ proposals are very unappealing.

Disappointed that the whole area has a minimum 5 storey limit, so there will be no 3 storey townhomes for example to give families an outside space for children to play. The only place children will be able to play is if families go to a park. I don't think this sets Midtown up to have long term residents who will stay and build community.

Not sure

Previously answered

While the draft OPA provides a strong framework for housing development in Midtown Oakville, additional policy directions could help ensure sustainable growth, address population concerns, and maintain a balanced community. Below are some recommendations:

Infrastructure Alignment with Residential Growth

Policy Direction: Require detailed assessments to align new residential developments with infrastructure improvements, such as roads, public transit, water systems, and schools. Why: To prevent overburdening existing infrastructure and ensure residents have access to adequate services and facilities as the population grows.

Buildings should not be greater than 20 stories in height. Parking should be always included. Green space should always be included.

There is very little reference to urgent action to mitigate climate change. Where are the Green Building Standards that will ensure that buildings built will conform to the highest standards to battle high energy usage. Green Infrastructure or NATURE-BASED solutions should be a requirement. AFFORDABLE and subsidized housing is a must! Get acting on it please. Arresting the unhoused is NOT a solution. Please prioritize green over gray- conveying water in underground pipes is not a sustainable solution, especially with more extreme storm events.

Housing must be family-oriented and affordable. It will be neither.

No higher than 20 stories, as L4 suggests. That said.. make the developers reduce overall units to give more green space

Just ask Rob Burton what he wants.

He does not want to know what the residents of Oakville prefer.

Mr. Nondisclosure.

For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Write your proposed policy directions on a Post-It note and leave it here, or scan the QR Code and submit your response online.

Every apartment parking spot must have 2nd floor EV charging			Green Livable	How is "affordable" defined?	Don't clutter 60 story towers
	less density				
Permit 2.5 w/ right min of pkr really more		Ensure affordable + deeply affordable housing	more green space	people need parks + meeting space please parks on street level	Who will live in Midtown? The demographics will determine its impact on transportation
EV charging required		more affordable housing		Need Supportive Housing options - Partnerships	Risk-let all high end Expensive High End Tech jobs Expensive have what affordable
	include non-profit partners			We need family housing - not small condos	Build units which can support a family of 4 or more
		Ensure no barriers to housing forms i.e. - separate, shared, coop		and we need family amenities - down heights larger units	We need affordable housing
					more 2+3 Bedroom units for families



Question 6

**Let's
Talk...**

What is the planned range of housing in Midtown Oakville?

Midtown is planned to accommodate a wide range of households, including singles, couples, and families, of various ages, stages of life, and incomes.

Draft Policies address...

- **Housing Form** (Section 20.4.1 (f) and Schedule L4)
 - apartment units within buildings 5 storeys or greater,
 - townhouse and stacked townhouse units that are within the podium of a mid-rise (up to 12storeys) or tall buildings.
- **Housing Tenure** (Policy 20.4.1 (f) i.)
 - ownership
 - rental
 - co-operative/not for profit
 - non-market housing, including emergency, transitional, supportive, special needs, and affordable housing.
- **Housing Unit Variation** (Policy 20.4.1 (f) iii.)
 - a minimum of 35% units provide two or more bedroom within buildings geared to special needs housing
- **Affordable Housing Incentives** (Policy 28.16)
 - Policy 28.16 Community Improvement Plan (CIP) is updated to explicitly permit the use of CIP for affordable housing.
- **Affordable Housing Required** (Policy 20.4.1 (f) ii.)
 - Requirement to provide affordable housing to be mandated following completion of the Town of Oakville Housing Needs Assessment, adoption of Inclusionary Zoning and associated by-law.

And, there is more to come...

Town of Oakville Housing Strategy identifies 70+ actions to undertake to achieve housing targets.



Per recommendations of the White Paper, the Town is undertaking:

- A **Housing Needs Assessment**
- **Inclusionary Zoning** enabling official plan policies
- A **community improvement plan** to incentivize the provision of affordable housing.

For more information, please see: Oakville.ca



Handwritten notes on sticky papers:

- PLEASE... (blue)
- ... (green)
- ... (pink)
- ... (pink)
- ... (blue)

URBAN DESIGN AND BUILT FORM

On the online survey, the following information and question was provided:

Policies are provided in relation to the design and form of buildings and their surroundings, including public streets, trails and parkland, in sections 20.5.1 and 20.5.2 of the OPA. These policies work together with related Livable Oakville Plan policies to create attractive, livable community.

7. Are there urban design and built form directions that should be provided? If so, what are they and why?

Summary of Responses Received:

A total of 46 responses were provided to this question.

A common theme among responses is to promote green space amenities and sustainable design elements, including the provision of active transportation facilities, and encourage a more walkable community to reduce car dependency.

Specific urban design considerations include building separation at grade, setbacks from streets, 4-6 storey podiums, use of angular plane where development is abutting low-rise residential development, and providing context appropriate development that embraces modern sustainability principles and reflects that character and history of Oakville .

Differing comments were made regarding the provision of a common palette versus one that is varied in terms of building style and façade treatment.

Many responses are not in favour of higher density development, and prefer medium density development that includes townhouses and low-rise buildings, to preserve Oakville's character.

All responses received regarding this question (unedited):

Responses:

Pedestrian, bicycle, and Transit focus on all parts of Midtown. Especially on busy streets. This will allow for Midtown to be a welcoming and accessible area that also moves people efficiently and allows for all modes of travel.

Like I said previously, safe, frequent and reliable transit, bike infrastructure, and pedestrian infrastructure is a good way to make midtown for the environment and better for PEOPLE not cars

How can the town ensure that new buildings are designed sustainably, incorporating features such as green roofs, LEED-certified elements, native landscaping, and space for community gardens or foodscaping, while also maintaining aesthetic appeal?"

Keep the current OP building height, limit of 20 stories, and allow a new zoning system to increase building height to 35, maybe 40 stories, but no more.

A town as special as Oakville should be a world leader in environmental design , green technologies and the use of wood in buildings.

Row housing with consistent design and "look" would be preferred vs uncontrolled building esthetics. If this is not done Midtown could become hideous.

IN THEORY WHAT IS STATED SOUNDS GOOD - IT IS THE DETAIL AND HOW IT IS ACHIEVED THAT WILL MAKE THE DIFFERENCE.

I believe the Town should have control over Urban design overall but, at minimum, over the development that will front onto Cornwall between Trafalgar and Chartwell. The area to the south has heritage homes (and some very strict rules that apply to them). Consideration should be given to insure the development is in keeping with the Town's urban planning for the area. For developers to have the final say on Urban Planning details is madness.

How about Land Lease properties, to reduce cash outlay for purchaser.

We should look to successful precedent. The development needs to provide sufficient density, be of mixed heights and be sympathetic to the community. We should ensure that we do block the centre of our town preventing movement North and South. We should develop something to be proud of in the future, not something we look back at with regret.

Oakville has a variety of building styles. Don't build a lot of the same look in one area.

Not too much glass, concern of over heating in the summer. Space between the buildings so your not looking in someone else's apartment

Yes. Directions that preserve the special characteristics of Oakville, not a bunch of ugly towers

Tall glass towers are uninviting and detract from the character of both Mid-Town and South Oakville. If something more creative can't be envisioned or built, the towers should be as far away from the other residential communities as possible.

Yes. The promotion of smaller, efficient missing middle type buildings. Many other jurisdictions have done this. It does not need to be reinvented.

Every structure should be subject to Green Building standards. A little shorter pain for significant long term cost savings. This will be for upcoming generations

There needs to be proper setbacks from roads. Not like the garbage built on Highway 25

Once again no buildings higher than 20 stories. Why can't you build a community in mid town that is like a Whistler/Blackcomb village. Make it interesting not like downtown Toronto or Mississauga.

District has small POPs and no other publicly available areas or green space
Unless they agree why would others agree to trails or parkland?

Let's build in more ruler area and stop building in already high density areas

The term "attractive" is very subjective and if it means anything like the abomination sub division being stood up north east Trafalgar and Dundas, it is a big mistake.

We should have no more than the fewest and lowest allowable high-rise buildings; otherwise the character of our town will be further destroyed. And, to take responsible climate action, all buildings should meet the most advanced green standards, including having no reliance on fossil fuels.

Increase the amount of parkland -- far too little for the number of new residents. Parks are essential, as the pandemic showed so clearly.

Provide lots of green space and parks. Build a community not a cold, ratty sky high conglomeration of buildings that will ruin our Oakville community and pollute our skyline with ugliness and unnecessary light.

A big park, stores, schools, spaces for people outside of their apartments.

To allow sufficient light during the day for optimal health

The density of the proposed Midtown development would be quite overwhelming with relation to the current recreational, transportation and service requirements of the South Central Oakville neighbourhoods. More attention must be given to medium density development. Super tall residential buildings do not lend themselves to healthy social interaction between the residents in the towers and the local low density community.

The residents have proposed many, you just ignore.

20 storey limit plus bonusing is good approach. Focus on small urban green areas and squares. Focus on provision of space for schools and combined park / school recreation - playing fields on parks. Schools can be in multi-level podium bases but looking onto greenery and play areas.

These are two phenomenal, cutting edge, forward thinking urban design groups that would fulfill the need and put Oakville at the forefront of culture, design and community development:

KING WEST DEVELOPMENT, TORONTO: <https://kingtoronto.com/>

HEATHERWICK STUDIOS, LONDON: <https://heatherwick.com/projects/buildings/>

Others doing amazing, cutting edge work and showing genuine care for humans and communities (not developers) include:

POUNDBURY, ENGLAND: <https://poundbury.co.uk/>

"The development is built to a high-density urban pattern, intent on creating an integrated community of shops, businesses, and private and social housing. The development around people rather than the car and aim to provide a high-quality environment. To avoid constant construction, utilities are buried in common utility ducts under the town." (Wikipedia)

HAMBURG, GERMANY: The Guardian - https://www.theguardian.com/environment/2024/oct/24/hamburg-green-space-contract-agreement-wildlife-biodiversity?CMP=Share_iOSApp_Other

"Stitched together by a series of green axes and rings, nature reserves make up more of the state of Hamburg than any of the other federal states in Germany – nearly 10%. “We call it Hamburg’s green network,” says Barbara Engelschall of the city’s environment authority...The authorities signed an agreement with the citizen’s initiative to protect 30% of Hamburg’s land area – 10% as untouchable nature reserves and 20% with a looser conservation status – and ensure the share of public green space in the city rises over time. The city also agreed to increase the biotope value, an index it uses to measure the quality of nature. "

Somehow access to the 16 mile creek natural area should be provided, perhaps a trail from the Speers bridge following the creek and linking to the Dorval and North Service road area. This would be a great feature, enhancing the livability for residents.

Alternatives to massive towers were presented at the Town Hall some months ago which envisaged less density and much lower building heights. Seems those suggestions have been ignored.

Should blend into the area similar to other buildings already there, not glass covered facades which kill birds and not ugly black and white stacks like those at the uptown core transit terminal.

Yes, I’m suggesting the below points:

4 to 6 storey podiums shall be required with minimum 3 meters tower step back from podium edge.
Height of buildings should vary with shortest tower facing public roads.
45 degree angular plane study shall be required when abutting or facing low-rise residential.
Green buffers shall be introduced to separate public realm from private.

I'm not a planner. I'm concerned with safety and gridlock.

1. Don't build higher than 15 stories. Don't block sunlight
2. Build attractive buildings not institutional, jail like structures with bland colours and textures. Make it bright and fun for neighbours and occupants to enjoy and be proud of. How will the public be allowed to participate in exterior design processes?
2. What is the proportion of trail lengths to occupants? i.e. ratio of Total # of people /trail lengths in metres.

We should look to successful developments. We should build low to mid-height with a mix in the accommodation provided from town-homes to 2-4 bedroom condos.

Vancouver has great skyscrapers - we need more of those, not this Copenhagen stuff people talk about.

Who would go to a park in that area? Oakville has beautiful land North of Dundas. This would be a concrete jungle with a pretend park that nobody would use. Trails? Along where? Running along the railway tracks? There's no nature around there.

variety of built form should be encouraged. for a distinct skyline, also encourage shaping/tilting the tower - this helps with wind mitigation as well.

No hyper-density is all I can say.

Can't respond

Contextual Design to Reflect Community Character

Policy Direction: Require new buildings to incorporate design elements that reflect the architectural character and history of Oakville while embracing modern sustainability principles. Why: Maintains a sense of place and identity, ensuring Midtown feels connected to the broader Oakville community.

Oakville should have complete control on the type of buildings and design not the Province which does not understand the nature of the area

Mid- rise density is a much more HUMANE way to provide housing that supports happy healthy residents. SUPER intensification is not an answer- we need to get it right. Trees, greenspace, places to meet and socialize. WE have an obligation to provide these to future residents. LOTS of info to guide these visions: Paris for example...be innovative and future-thinking. Car-centric communities are destined to fail.

No opinion

See former

No one wants this project as is planned.

These plans DESTROY OAKVILLE!!!

SUSTAINABLE DEVELOPMENT

On the online survey, the following information and question was provided:

Sustainable development policies are provided sections 20.5.3, 20.5.4 and 20.5.5 of the OPA. These policies identify several different measures that can be implemented to address and mitigate climate change impacts.

8. Are there sustainable development measures that should be prioritized as a community benefit and incentivized by permitting heights above the thresholds noted in Schedule L4? If so, what are they and why?

Summary of Responses Received:

A total of 50 responses were provided to this question.

There is support for sustainable development measures such as green space, energy-efficient building practices, and stormwater management, however, many respondents believe these measures should be mandatory rather than offered in exchange for height increases.

Furthermore, there is strong sentiment against developers using height increases as a bargaining tool, with many arguing that the height limits should be clear and non-negotiable.

Common themes of responses are as follows:

1. Affordable Housing

- Mandating affordable housing units in exchange for permitting taller buildings was viewed as an essential community benefit to address housing equity and ensure that new developments serve the needs of all residents.

2. Public Realm Enhancements

- Community parks, walkways, cycle paths, and public spaces should be prioritized as community benefits; if not mandated.
- Community gardens were highlighted as important for food security and community interaction.

3. Environmental and Green Building Standards

- Green building certifications like LEED or Net Zero should be incentivized, with developers encouraged to adopt energy-efficient, water-conserving, and low-carbon designs.
- Measures like geothermal energy or district energy systems were suggested as alternatives to traditional energy sources, providing more sustainable energy solutions for buildings.

- Solar panels should be integrated into buildings to reduce reliance on non-renewable energy sources.
- Green roofs were mentioned as a mandatory measure, as they improve energy efficiency, manage stormwater, and contribute to urban biodiversity.
- Advanced stormwater management techniques, including rain gardens, permeable pavements, and greywater recycling, should be incorporated to mitigate flooding risks and protect local water systems, if not mandated.

4. Sustainable Transportation and Mobility Infrastructure

- Bike storage, electric vehicle (EV) charging stations, and improved transit connections should be prioritized to reduce carbon emissions and encourage sustainable transportation options.

Additional sustainability considerations suggested include use of native landscaping, where native plant species could be used in landscaping to reduce maintenance and water consumption, while supporting local ecosystems and enhancing aesthetics.

Additionally, comments were provided related to traffic and population density, with some respondents suggesting that medium-density development should be prioritized over high-density options to reduce traffic congestion, preserve the character of the town, and maintain a livable community.

All responses received regarding this question (unedited):

Responses:

Heights above the threshold should definitely be considered. Building up allows for better and more efficient land use meaning less land needs to be cleared for more development. Also encourages more housing options which we desperately need.

1. Green Building Standards (LEED/Net Zero):

Sustainable certifications like LEED or Net Zero ensure energy-efficient, water-saving, and low-carbon designs. Incentivizing these reduces environmental impact while attracting eco-conscious residents and businesses.

2. Green Roofs and Solar Panels:

Green roofs improve energy efficiency, manage stormwater, and enhance urban biodiversity. Solar panels reduce reliance on non-renewable energy sources. Both contribute to sustainability goals.

3. Affordable Housing:

Mandating affordable units as a condition for height bonuses addresses housing equity while ensuring community benefit.

4. Public Realm Enhancements:

Investments in pedestrian-friendly streetscapes, parks, or urban plazas contribute to livability and align with smart growth principles.

5. Transportation and Mobility Infrastructure:

Prioritizing bike storage, EV charging stations, and connections to transit encourages sustainable transit options and reduces carbon emissions.

6. Community Gardens and Foodscaping:

Allocating space for community gardens or edible landscaping promotes food security, community interaction, and sustainable land use.

7. Use of Native Landscaping:

Landscaping with native species minimizes maintenance and water use, supports local ecosystems, and improves aesthetics.

we need to prioritize green space. more parks, natural lands

In Toronto building applications submitted on or after May 1, 2022 are required to meet Version 4 of the Toronto Green Standard. Tier 1 performance measures must be met and compliance is reviewed through the planning approval process. Why can't these or similar standards be used for the development of Midtown?

Any significant development measures should be incentives with modest height increases only. Every slight increase adds to the profit margins, and heights are already too generous.

YES SLOW DOWN. Build very conservatively. Lets not succumb to "RUSH RUSH we need more more" Rather, if we are going to do this lets do this right. Perhaps we can start by "cleaning" up Midtown and making it more efficient, getting proper infrastructure in place and build a little bit. There are so many old worn out building with all sorts of issues that need to be addressed. Lets not add to the problem.

The BOTTOM line is that the population estimate are too high for this town! Please listen to your residents and those who elected this municipal administration.

TAKE A LOOK AT "raw wastewater energy project" is underway at Toronto Western Hospital. THE OPA DOES MENTION DISTRICT ENERGY BUT THERE NEEDS TO BE A DETAILED PLAN TO ACHIEVE THAT. A SYSTEM SUCH AS THAT BEING BUILT AT TORONTO WESTERN HOSPITAL COULD PROVIDE MUCH OF THE ENERGY DEMANDS FOR THESE BUILDINGS WITHOUT THE CREATION OF CO2 EMISSIONS. AS I UNDERSTAND IT THERE ARE THREE PHASES TO THEIR PROJECT SO IT IS SCALLABLE AS THE DEMAND INCREASES.

I do not believe in bartering for increasing density any further than the 20 story max in the area between Cross St and North Service Road. The 10 story max on Cornwall is bad enough but to allow bartering to go even higher is unacceptable. The density is already insane for this project.

Absolutely not

No, heights should be restricted to absolutely no more than those mentioned in L4.

The height of this development is TOO HIGH!!! The lack sunlight due the density and height is inexcusable.

Proposed building heights unacceptable. Only winners are the builders.

I'm against permitting heights above the threshold. Developers find any which way to take advantage of this loop hole.

Parks should be provided - minimal increased heights

absolutely, but no idea what they should be.

The residents had some great proposals, but I'm not really sure why you are bothering to send out the questionnaire if the province has already decided what's going to be built. In either case, even though I have grown up and raised my family in Oakville, I will be out of here before they are all built.

No further suggestions.

Thanks for this opportunity.

I have a big problem with asking for something that is needed and having to give more for it. The development should have all it needs without holding out carrots to get them. The town should have those things included in their proposal.

I don't know enough about this to comment

The answer is yes...but the cost/benefits are not there for the developer so they will need to be mandated

No, heights are already in place and should not be changed just because developers promised incentives [6]

Green roofs are a great idea, whether that means natural environment (grass, shrubbery, trees) or the usage of solar panels to generate sustainable power for the building. These measures should be mandatory on all buildings.

However, there needs to be a limit to building heights that can be allowed, even at the provision of community benefits. There must be some reconciliation with the integrity of the Livable Oakville Plan and the restriction from monster skyscrapers.

I would want the entire development to be world-class in terms of sustainability and climate-friendly. And the number and height of high-rise buildings should be kept to the absolute minimum allowable.

Exceeding heights designated by the Town should not be exceeded for any reason. The consequences on existing residents are too severe.

These heights should not be permitted. Use low carbon emission building products and processes.

No 'bonusing' given to developers in exchange for community parking! Who runs the show here? It should be mandated unconditionally that developers provide free municipal parking for the community and retail stores

I don't think heights above those noted in Schedule L4 should be permitted. Access to green space and traffic flow still have to be considered,

Medium density is preferable over high density development. Low to medium density residential developments blend in a more appealing visual manner with the traditional low density, historic neighbourhoods immediately south of the proposed Midtown Core. Obviously developers wish to maximum profits by building higher on as small parcels of land as possible. To save Oakville's unique identity our town will have to reach an agreement pleasing to both sides. I wish our town good luck in face of current provincial urban development policies!

Again, you ignore our proposals.

No, beyond height restrictions.

I think the heights above threshold opens up a very subjective process and kind of sabotages the new permit system. Developers will ask for more and want to pay as little as possible for it. That's going to lead to prolonged negotiations on the permit and then start setting a new precedent on ways to get around the new max height permit system. Seems to me we'll be right back to where we are today. It's got to be more clear. For example: max height is 20, you can do 25 for 'x' (x being cash for infrastructure, a park or other community beneficial asset), you cannot go any higher. Period.

Geo-thermal heating and cooling. Aim from Toronto Green standards level 4.

Yes. See Hamburg article linked on page 9.

The inclusion of more green space should NOT allow for greater height though, this is entirely backwards. Green space is not a trading point for height. No backwards incentives should be agreed to. Height is not a benefit to anyone other than development companies. Green space is of benefit to all. The solution is better, more forward thinking development that will be of lasting environmental and human benefit and positive living experience.

Do not let the province force the town to deliver on its own mandate of fast and cheap! If this development must go forward it is essential that it is at minimum good...and even better that it is

excellent and an example of what cutting edge, socially and environmentally conscious development should be.

Let this be an opportunity to put Oakville on the map in a good way...not in the terrible direction it is heading in!

We are in a climate crisis. Anything that promotes environmental benefits should be encouraged. There are absolutely no benefits too offset the truly ridiculous heights that are currently planned.

This survey completely misses the mark in asking relevant questions. Just more of the same from Consultants on a great boondoggle.

Less use of cars, increasing the parking ratio to suite count to lower the car parking requirement.
Encouraging the use of geothermal or district energy - if possible.
Less use of gas and more use of electricity specifically for heating

No buildings higher than 10 storeys.

1. See #1. Limit number of people to reduce traffic to reduce GHG and climate change effects from cars idling
2. More trees and vegetation for carbon capture, including large tree canopies.
3. Control stormwater drainage and treatment prior to discharge into Lake Ontario
4. Rooftop gardens that are watered by rainwater collection

1. Stormwater management techniques which accommodate the increase pressure on the town.
2. A higher ratio of green space (parks, walk-ways, cycle-paths) to building density.
3. Green build technology

just get building already!!

Shadow casting is an issue with taller buildings for current residences north of the QEW. Too tall means too many people and too much traffic. Landscape will also be ruined for our charming Town.

I don't have the expertise in sustainable development to provide a cogent answer.

The heights already seem excessive to me so I can't imagine any circumstances under which heights above permitted could be a benefit

NO!

Enhanced Stormwater Management Systems

Measure: Mandate the inclusion of innovative stormwater management features like permeable pavements, rain gardens, and greywater recycling.

Why: Mitigates flooding risks, conserves water, and ensures resilience to extreme weather events. We do not need more flooding like we have had in 2024 devastating much of the community because the city infrastructure was not prepared.

Increasing heights of buildings is not a sustainable development measure or a community benefit. This is a misguided concept.

Again, explain Schedule L4. Not everyone is going to understand this question.

Heights are already too high, with too much density. There is not enough room left to allow mitigation.

No. There are no viable reasons why Oakville should accommodate > 20 story towers. For one thing, the folks who need housing the most can't afford Oakville prices, even micro-condo sizes.

TEN STOREY BLUE GARBAGE BINS WITH MAYOR BURTON'S FACE ON THEM....SMILING OF COURSE.



Open space policies provide direction for new parks will be established, and to be complimented by related open space as natural areas, privately owned accessible spaces. (Policy 20.5.1 (c))



Green roofs are encouraged, and by by-law may be required, on podium and/or roof tops. (Policy 20.5.1 (k))

"encouraged" and "may be" need to be changed to "required" and "will be" (re. GREEN ROOFS).

n

Public House November 27, 2024

Additional Feedback received at Open House:

Let's

Talk...

What is the future transportation network within and outside of Midtown?

Midtown Oakville is planned to provide new streets and trails to improve connections and mitigate congestion.

Possible Cross Sections based on Street Typology

Local Street – 20 M ROW

20M ROW with 2 thru-lanes, 1 layby parking lane, and a 2-way cycle-track

20M ROW with 2 thru-lanes and 2 layby parking lanes, and a 2-way cycle-track

Arterial Street – 36M ROW

36M ROW with curbside transit lane and left turn lane

Schedule L5: Proposed Transportation Network

DRAFT SCHEDULE L5 MIDTOWN OAKVILLE PROPOSED TRANSPORTATION NETWORK

See adjacent panel for more sample ROW cross sections.

17

meetmidtown

OAKVILLE

Let's

Talk...

What would future streets look like in Midtown Oakville?

Identified right-of-way widths ensure that multiple modes of travel may be accommodated to support walking, cycling, transit and auto use.

Cross sections are shown for illustrative purposes only, they will be refined through the Midtown Transportation Plan, during Phase 5 of the Midtown program.

Minor Arterial Street

30M ROW with curbside transit lane and 2 cycle-tracks

Collector Street

26M ROW with 4 thru-lanes and 2 cycle tracks

26M ROW with 2 thru-lanes and layby parking lanes

Local Street

20M ROW with 2 thru-lanes and 2 cycle tracks

20M ROW with 2 thru-lanes, 2 layby lanes, and 2 cycle tracks

20M ROW with 2 thru-lanes and layby parking

See adjacent panel for more sample ROW cross sections.

18

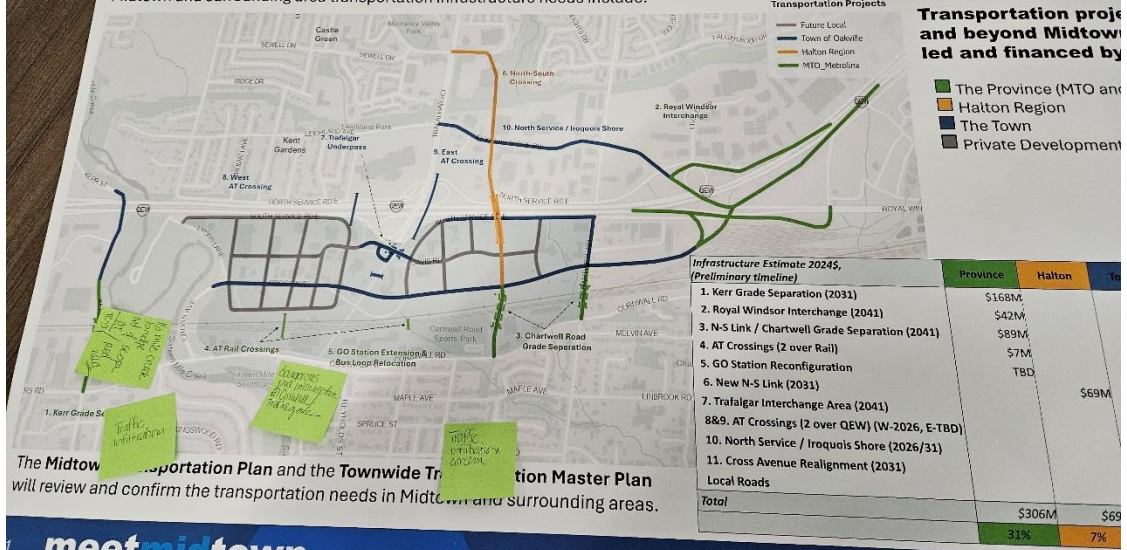
meetmidtown

OAKVILLE

Let's Talk...

Who will lead and fund Midtown Oakville related transportation projects?

Midtown and surrounding area transportation infrastructure needs include:



Transportation projects and beyond Midtown led and financed by:

- The Province (MTO and
- Halton Region
- The Town
- Private Development

Infrastructure Estimate 2024, (Preliminary timeline)	Province	Halton	Town
1. Kerr Grade Separation (2031)	\$168M		
2. Royal Windsor Interchange (2041)	\$42M		
3. N-S Link / Chartwell Grade Separation (2041)	\$89M		
4. AT Crossings (2 over Rail)	\$7M		
5. GO Station Reconfiguration	TBD		
6. New N-S Link (2031)			\$69M
7. Trafalgar Interchange Area (2041)			
8&9. AT Crossings (2 over QEW) (W-2026, E-TBD)			
10. North Service / Iroquois Shore (2026/31)			
11. Cross Avenue Realignment (2031)			
Local Roads			
Total	\$306M	\$69M	
	31%	7%	

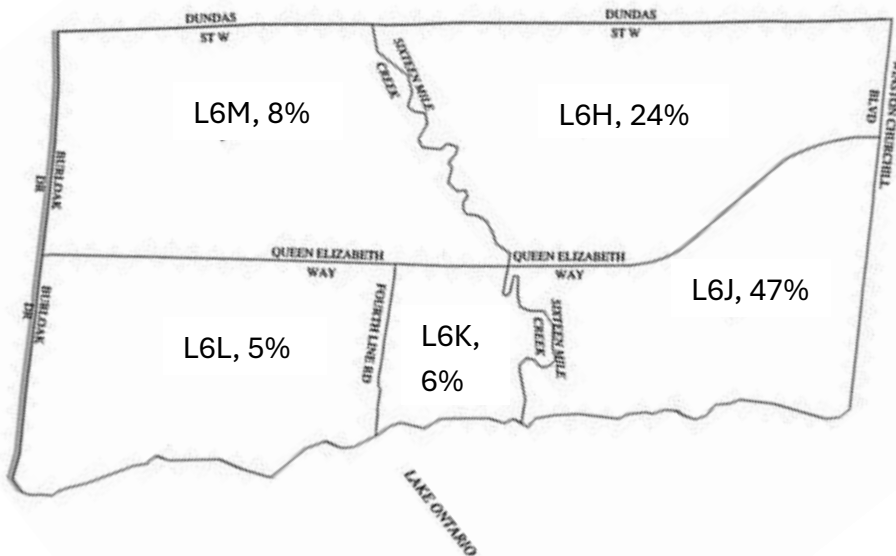
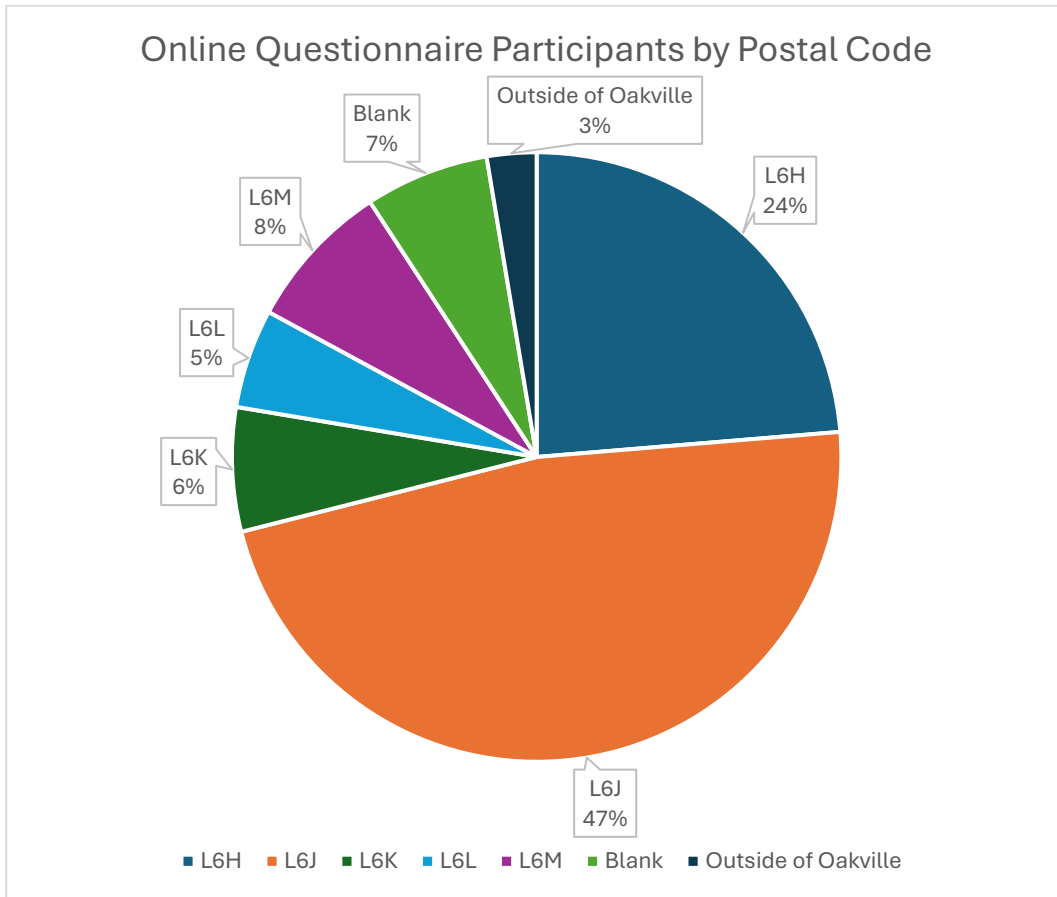
The Midtown Transportation Plan and the Townwide Transportation Master Plan will review and confirm the transportation needs in Midtown and surrounding areas.

meet midtown

Pub. & Open House November 27, 2024

Online Questionnaire Participation

A total of 76 online responses were received.



Note: 10% of responses were from either outside of Oakville or undisclosed.

Appendix 1: Copy of Online Questionnaire



Questionnaire - Draft Midtown Oakville & Community Planning Permit System OPA

Official Plan Amendment (OPA)

Please provide your response to the following questions regarding the draft Official Plan Amendment (OPA). A copy of the OPA and supporting information is available at [Oakville.ca/Midtown](https://oakville.ca/Midtown). Please refer to the OPA and/or the supporting documents when preparing your response.

Your feedback will be used to inform the recommended Midtown Oakville and Community Planning Permit System OPA. These responses will be shared with town staff and Council to help refine draft policies for Council adoption.

Note: Personal information captured in this questionnaire is collected under the Municipal Act for the purpose of gathering feedback to help support the Midtown Oakville OPA. Your responses will not be distributed to any external sources and will only be used by the study team. Questions about the collection or for alternate formats of the questionnaire can be sent to sybelle.vonkursell@oakville.ca or call 905-845-6601, ext. 6020.

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COMMUNITY PLANNING PERMIT SYSTEM (CPPS)

In the draft Official Plan Amendment, new policies are provided to enable the use of a CPPS in Midtown. By using the CPPS, the town is able to streamline development approvals that otherwise go through two or more planning application processes that are approved by different bodies. More details are available on oakville.ca in the Midtown and Community Planning Permit System pages.

1. What questions do you have that still need to be answered?

Enter your answer

Page 2 of 9

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LAND USE IN MIDTOWN

The draft OPA includes policies regarding permitted and prohibited land uses, these are found in Section 20.4 of the OPA. These policies are in addition to policies in the Livable Oakville Plan in association with the relevant land use designations.

2. Are there any land uses that should be permitted or prohibited? If so, what are they and why?

Enter your answer

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ACTIVE TRANSPORTATION

The draft Schedule L6 identifies future active transportation (i.e. walking and cycling) routes and connections via bridges and underpasses.

3. Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Enter your answer

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PUBLIC SERVICE FACILITIES

Public service facilities are lands, buildings and structures such as community centres, libraries, parks, fire stations and more where town programs and services are provided. These uses are permitted in most areas of Midtown.

4. For future public service facilities, are there other policy directions that should be provided, beyond what is stated in section 20.4.1 of the OPA? If so, what and why?

Enter your answer

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ACTIVE FRONTAGES

Midtown Oakville is envisioned to be a highly walkable community. OPA policies include specific directions to ensure that certain public streets, as shown on Figure E1, are highly activated through the provision of commercial and institutional uses at-grade and comfortable walking conditions through building and site design.

5. Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, what are they and why?

Enter your answer

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HOUSING

Residential uses are permitted in most areas of Midtown, in buildings five storeys or taller. They can be in the form of apartments and townhouses or stacked townhouses in the podium of buildings.

6. For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Enter your answer

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URBAN DESIGN AND BUILT FORM

Policies are provided in relation to the design and form of buildings and their surroundings, including public streets, trails and parkland, in sections 20.5.1 and 20.5.2 of the OPA. These policies work together with related Livable Oakville Plan policies to create attractive, livable community.

7. Are there urban design and built form directions that should be provided? If so, what are they and why?

Enter your answer

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SUSTAINABLE DEVELOPMENT

Sustainable development policies are provided sections 20.5.3, 20.5.4 and 20.5.5 of the OPA. These policies identify several different measures that can be implemented to address and mitigate climate change impacts.

8. Are there sustainable development measures that should be prioritized as a community benefit and incentivized by permitting heights above the thresholds noted in Schedule L4? If so, what are they and why?

Enter your answer

9. Please provide the first three digits of your postal code.

Enter your answer

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Thank you for filling out the questionnaire. Continue to check www.oakville.ca/midtown for updates.

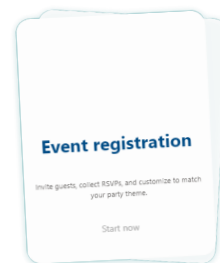
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Public Agency Comments

Regarding Draft Midtown Oakville & Community Planning Permit System OPA

- 1² Conservation Halton
- 2² Halton Region
- 3² Halton Catholic District School Board
- 4² Halton District School Board
- 5² Metrolinx
- 6² Trans Northern Pipeline



November 21, 2024

Sybelle von Kursell, Manager – Midtown Oakville and Special Programs
Town of Oakville, Planning & Development
Oakville, ON

BY E-MAIL ONLY (sybelle.vonkursell@oakville.ca)

To Sybelle Von Kursell:

**Re: Midtown Oakville Draft Official Plan Amendment – September 2024
CH File Number: AMPR-433**

Conservation Halton (CH) staff has reviewed the above-noted draft Official Plan Amendment (OPA) dated September 2024 and circulated on October 31, 2024 as per our regulatory responsibilities under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24 and our provincially delegated responsibilities under Ontario Regulation 686/21 (e.g., acting on behalf of the province to ensure decisions under the *Planning Act* are consistent with the natural hazards policies of the Provincial Planning Statement [PPS, Sections 5.1.1-5.2.8] and/or provincial plans).

Proposal

The purpose of the proposed OPA is to update the land use policies for Midtown Oakville in the Livable Oakville Plan, to create a framework that will guide development and manage growth.

Conservation Authorities Act and Ontario Regulation 41/24

Under Part VI of the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24, CH regulates all watercourses, valleylands, wetlands, Lake Ontario Shoreline and hazardous lands as well as lands adjacent to these features. Midtown Oakville is adjacent to Sixteen Mile Creek and contains the erosion hazard associated with the valley. The area is also traversed by tributaries of Lower Morrison Creek and contains the flooding and erosion hazards associated with that watercourse.

Permits are required from CH prior to undertaking development activities within CH's regulated area and applications for development are reviewed under the *Conservation Authorities Act* (CA Act), Ontario Regulation 41/24, and CH's Board-approved policies and requirements (<https://conservationhalton.ca/policies-and-guidelines>).

CH is undertaking a study (Sixteen Mile Creek to Lower Morrison Flood Hazard Mapping Study) to update flood hazard modelling and mapping within Kent Gardens, the QEW corridor, Midtown Oakville, and adjacent areas. A public engagement session to present the result of the study is anticipated in spring 2025.

Ontario Regulation 686/21 - Provincial Planning Statement (Sections 5.1.1-5.2.8)

In addition to CH's regulatory responsibilities described above, CH has provincially delegated responsibilities under Ontario Regulation 686/21: Mandatory Programs and Services, to act on behalf of the Province to ensure that decisions under the *Planning Act* are consistent with the Natural Hazards Sections (5.1.1-5.2.8) of the Provincial Planning Statement (PPS).

CH Comments

1. General – CH staff are supportive of policies 20.5.4 a) – e), as they are consistent with the natural hazards of the PPS.
2. Additional Policies – CH staff recommends including additional policies in Section 20.5.4 which speak to technical submission requirements relative to hazardous lands. Please refer to Appendix A, Comments 1 and 2 for suggested policy wording in this regard. This would also better align the Town's OP with the language in the CA Act and O.Reg 41/24.
3. Additional Land Use Schedule – Once CH's Sixteen Mile Creek to Lower Morrison Flood Hazard Mapping Study is completed, staff recommends including a Schedule which illustrates hazardous lands and the Approximate Regulation Limit (ARL) of CH for reference purposes. Please refer to Appendix A, Comment 3 for suggested policy wording in this regard.
4. Land Use Schedules – As CH's flood hazard mapping study advances, the land use schedules should consider and incorporate flood hazard mapping information as it becomes available. CH staff would be happy to discuss this further with Town staff as information becomes available.
5. Two-zone Concept – As noted in Town staff's report to Council dated October 22, 2024, the use of a two-zone concept approach for flood plain management is not applicable in the context of Midtown and CH staff understand that reference to the proposed two-zone concept (20.5.4 f) and associated terms proposed in the glossary will be removed from the OPA.
6. Other – As part of the Town's Midtown Implementation Program work, flood hazard mitigation measures should also be considered. CH is committed to working with the Town to assist in this regard.

Conclusion

Overall, CH is pleased to see natural hazard policies included in the draft Midtown OPA. CH staff appreciate the opportunity to provide feedback on the draft policies and would be pleased to meet with Town staff to discuss CH's comments further.

Sincerely,



Ola Panczyk
Senior Environmental Planner
opanczyk@hrca.on.ca

Appendix A: Suggested Policies

CH suggests the following policies noted in the table below be included in the Midtown OPA.

#	Topic	CH Suggested Policies
1.	CA Act and associated O.Reg 41/24	Development and site alteration within or adjacent to hazardous lands is subject to the approval of Conservation Halton, under the <i>Conservation Authorities Act</i> and associated regulations and policies.
2.	Technical Studies	Technical studies, prepared by qualified professionals, may be required to delineate and/or refine the limit of hazardous lands, and demonstrate that policies X-X have been met, to the satisfaction of the Town and Conservation Halton.
3.	Additional Schedule – Hazardous Lands and ARL	Appendix XX illustrates hazardous lands and the Approximate Regulation Limit (ARL) of Conservation Halton for reference purposes. Conservation Halton must be contacted for updated hazard and regulation limit mapping and to confirm permit requirements. The text of the <i>Conservation Authorities Act</i> and associated regulations prevails over any mapping. Conservation Halton’s regulation limit does not represent a development limit.



Strategic Initiatives and Government Relations
Office of the Chief Administrative Officer
1151 Bronte Road
Oakville ON L6M 3L1

November 27, 2024

Sybelle von Kursell
Manager, Midtown Oakville and Special Programs
Planning & Development
Town of Oakville

RE: Midtown Oakville Draft Official Plan Amendment (September 26, 2024)
Regional Comments

I am writing regarding the Midtown Oakville Draft Official Plan Amendment ('OPA') to the Livable Oakville Plan released September 26, 2024, for review and discussion. The Region looks forward to supporting the Town in achieving its vision for the area through the provision of Regional infrastructure. We have reviewed both the specific policies for Midtown Oakville and the general provisions that are also included in the draft OPA.

In accordance with Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*, and the roles outlined in the new *Memorandum of Understanding for an Integrated Halton Area Planning System* ('MOU'), this letter provides the Region's comments related to servicing and transportation.

Servicing

New developments are to demonstrate that sufficient capacity is available for both existing and proposed watermains and wastewater mains. This should be demonstrated through a Functional Servicing Study. Functional Servicing Studies will be required to be in conformity with the approved Area Servicing Plan for Midtown Oakville, which the Region is working closely on with the Town. Functional Servicing Studies should include all phasing and timing of proposed watermains and wastewater mains to service the proposed developments and reference the Regional Capital Works projects currently forecasted on Trafalgar Road to accommodate the developments if capacity constraints are identified for Regional water and wastewater.

Further, the Town is planning to realign Cross Avenue in the area of proposed redevelopment. The existing Regional servicing that is located on Cross Avenue will need to be relocated as part of the road realignment. The Functional Servicing Studies should also address how the relocation of the existing services will be implemented.

Transportation

The draft OPA does not include general or specific policy related to Transportation Impact Studies and Guidelines to support development applications. These requirements, along with the need to develop a terms of reference for technical studies, such as Transportation Impact Studies to the satisfaction of the Town and the Region, should be included as a policy. The Region's

requirements per the Highway Dedication Guidelines, Access Management Guideline, Noise Abatement Guidelines and Transportation Impact Study Guidelines should be referenced and must be considered in the overall development of Midtown Oakville.

Regional Proposed Modifications and Comments

The Region offers modifications in the attached Appendix A related to infrastructure that remains of interest to the Region.

These comments are preliminary based on the draft OPA dated September 26, 2024. Additional comments may be provided as the OPA progresses which may include comments related to financial aspects. Regional staff welcome the opportunity to meet with Town staff to discuss the comments.

Sincerely,



Tyler Peers
Policy Specialist, Strategic Initiatives and Government Relations

Cc: Kirk Biggar, MCIP, RPP, Manager, Policy Planning and Heritage, Town of Oakville
Kristen DeLong, Manager, Strategic Initiatives, Halton Region
Scott MacLeod, Senior Planner, Infrastructure Planning & Policy, Halton Region

Attached: Appendix A – Midtown Oakville Draft Official Plan Amendment (September 26, 2024),
Halton Region Comments



Appendix A – Midtown Oakville Draft Official Plan Amendment (September 26, 2024) – Halton Region Comments

Red / Yellow Highlight – Proposed Regional Modification

Section	Proposed Modification	Comment
20.3.2 f) Development Concept, Trafalgar Precinct	Trafalgar Road will be improved through landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville, <u>in accordance with the Region's most up to date Regional Road Landscaping Guidelines.</u>	To support the Regional Guidelines
20.5.2 a) iii. Mobility, Transportation	The <u>Town and the Region</u> may require the early conveyance of rights-of-way, prior to development, to complete the street network.	To ensure any changes do not impact the functions of the Regional road network.
20.5.2 a) iv. Mobility, Transportation	The Town <u>and the Region</u> may secure rights-of-way on alignments as shown on Schedules C, D, L5 and L6 through the planning approval process, through purchase and sales agreements, or through a public land expropriation process. Final rights-of-way shall be consistent with Schedules C, D, L5 and L6, or otherwise be determined through detailed transportation studies, transit plans, environmental assessments where required, and the planning approval process.	It is noted that Schedules C, D, L5 and L6 do not include the 47m right-of-way for Trafalgar Road – how will this right-of-way be protected for?

Section	Proposed Modification	Comment
20.5.2 b) i. Active Transportation	Midtown Oakville <u>Local</u> streets shall provide sidewalks on both sides;	To clarify Local streets
28.19.3 j) ii. Transportation Demand Management	The development of site-specific Transportation Demand Management (TDM) strategies shall consider relevant Town Parking Strategy(ies), Halton Region's Mobility Management Strategy, other relevant strategies that the Town and/or Region are a party to, and relevant by-laws that may authorize, permit or preclude proposed strategies.	Specific reference not required, covered by "other relevant strategies that the Town and/or Region are a party to"
Schedule L5 Transportation Network		Please show Trafalgar Road as Regional Major Arterial with a 47m right-of-way

November 29, 2024

Sybelle von Kursell
Planning Services Department
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Dear Sybelle

RE: Midtown Oakville Draft Official Plan Amendment – September 2024

Thank you for the opportunity to review and provide comments on the Midtown Oakville Draft Official Plan Amendment (OPA). It is our understanding that the Midtown Oakville OPA provides for amendments to the Livable Oakville Official Plan as it relates to Midtown Oakville and is intended to update policies and schedules for Midtown to conform with the Town of Oakville Official Plan. It is noted that although the proposed changes are primarily directed to Midtown Oakville, the Draft OPA includes relevant changes to the Official Plan, mostly technical in nature, that would apply on a townwide basis.

School Requirements for Midtown Oakville

On October 29, 2024, the Town of Oakville held a Special Council Meeting where staff presented a report on the Draft Midtown Oakville Official Plan Amendment.

As part of the staff report to Council, it is noted that the projected growth estimate for Midtown has been amended since the Board previously provided comments on March 7th, 2024. Based on the new analysis, Midtown Oakville is projected to have a population of 18,500 and 9,200 housing units by the year 2051.

It is noted from the report that this estimate is based on current trends that show a downturn in development construction and population growth that is contrary to what had been assumed only 12 months earlier. However, the report also states that the OPA permits a range of density of development that, if maximized on all sites, could accommodate approximately 36,000 residents for Midtown Oakville.

As such, HCDSB **requires one (1) elementary school site** within Midtown Oakville based on the data provided to HCDSB on October 31st, 2024. Should the growth estimate change, revised comments and requirements will be provided.

As mentioned previously in HCDSB's comments, the Board requires a compact standalone school site within the Midtown Oakville area. Following discussions with the Halton District School Board, HCDSB will pursue the westerly standalone school site, located in the Lyons Precinct, as identified in the Midtown Oakville OPA on "Schedule L1 Land Use".

It should be noted that compact standalone school sites come with challenges and that maximum flexibility in the development of school sites will be required.

Midtown Oakville Draft Official Plan Amendment (OPA)

Based on the draft Midtown OPA provided to HCDSB on October 31, 2024, the following comments are provided.

Section 20.4.1 General

HCDSB would like confirmation on the definition of "public service facilities" and if schools are included as public service facilities. The Town's current Official Plan has a definition of public service facilities which

mentions facilities for educational programs, however there is also a separate definition for educational facilities. The Board prefers that schools are also included in the definition of “public service facilities”.

Section 20.4.1 e) General - Educational Facilities

- i.) HCDSB is supportive of the identification of schools on Schedule L1 of the Official Plan Amendment.
- ii.) Due to the long-term forecasted and dynamic nature of development for the Midtown Oakville community, the Board is supportive of allowing for additional school areas, beyond those identified in Schedule L1, to be identified as this Plan is implemented without having to do an amendment to the Plan.
- iii.) The Board is supportive of having educational facility sites determined in consultation with School Boards with respect to location, size, and development phasing.
- iv.) While the Board is supportive of building to an urban standard that optimizes the use of land, encourages walking and cycling and is connected to the broader transportation network, there are limitations in what the Board can build on a compact standalone school site. The creation of standalone urban schools in the Midtown Oakville context requires a new approach to delivering educational facilities. By providing maximum flexibility to school boards it will ensure that these schools can be successfully implemented. Certain uses for school sites may be required on adjacent lands, such as parks and right-of-ways. These include, but are not limited to:
 - School bus and parent drop off lay-bys for schools;
 - In-ground waste bins for school garbage collection and pickup;
 - Surface and/or underground parking; and,
 - Play areas.

For outdoor play areas, Joint Use Agreements will be required between the Town and HCDSB as there is expected to be more sharing of space and land than in traditional suburban schools in the Town of Oakville.

In addition to the above, the Board is dependent on Ministry of Education funding to build schools, which may limit the Board’s ability to provide urban design components for school sites.

- v.) The Board is supportive of optimizing the use of land for all our school sites.
- vi.) The Board strongly supports the requirement for having any landowner or developer proposing residential development consult with school boards to determine if the need for educational facility space is required.

Section 20.4.1 h) General - Active Frontages

The Board would like confirmation from the Town if Active Frontages policies i.) to v.) apply to school sites. The Board recommends exemptions for school sites as it may impact the Board’s ability to reduce school site sizes and optimize the use of land for school sites.

Section 20.4.2 d) Designation Specific - Parks and Open Space

- iv.) HCDSB acknowledges and appreciates that the Town of Oakville will work with schoolboards to co-locate parks and school sites to optimize co-benefits where and when possible. However, it should be noted that without parks adjacent to school sites, the HCDSB will not be able to provide a compact urban school site in Midtown Oakville. Without complimentary sharing synergies between schools and parks, the Board will require additional acreage for school sites.

Section 20.5.1 b) Urban Design and Built Form – Public Realm

The Board would like confirmation if urban design and built form policies are applicable to school sites. As previously mentioned, the Ministry of Education provides funding to school boards for the construction of schools, which limits the Board’s ability to incorporate any extras in the design of schools such as urban design components.

If the Town of Oakville wishes for the HCDSB to fully utilize school sites to their maximum potential, relief from urban design criteria, setbacks, parking ratios and other restrictions will be required.

Section 20.5.1 c) Urban Design and Built Form – Parks and Open Space

The Board is supportive of policies for the co-location of parks and schools. HCDSB agrees that the parks system with open spaces in Midtown Oakville needs to be associated with educational facilities. However, HCDSB would like to ensure that should the school require outdoor play areas in adjacent parkland, that general members of the community are not permitted to access the designated spaces for the school during and/or after school hours depending on the type of space provided. Furthermore, barriers and fencing may be required for certain school and outdoor play areas to ensure school staff can safely manage students during and/or after school hours.

Outdoor play areas are a vital component of a school site and an important part of student education. Joint Use Agreements will be required between the Town and HCDSB to determine the parameters of exclusive HCDSB parkland use and public use when the space is not being used by the school.

Section 20.5.1 e) Urban Design and Built Form – Site Density

The Board is supportive of the policy for the exemption of educational facilities from minimum site densities requirements.

Section 20.5.1 f) Urban Design and Built Form – Building Height

The Board is supportive of the policy for the exemption of educational facilities from minimum building height requirements.

Section 20.5.1 k) Urban Design and Built Form – Green Roofs

The Board asks that the Town exempt educational facilities from any requirements to provide green roofs. As part of the school site design for Midtown Oakville, the Board may have to explore opportunities to provide rooftop play areas in order to accommodate all components of a school on a smaller compact school site. Furthermore, the Board receives limited funding for schools from the Ministry of Education and as such, certain features like green roofs cannot be provided.

Section 20.5.2 a) Mobility – Transportation

The Board is supportive of policies that prioritize the design of year-round multi-model street networks that include active transportation and transit use. However, the Board does have concerns regarding the location of an arterial road next to its school site. On Schedule L5, Cross Avenue, which abuts the proposed HCDSB school site, is shown as a future arterial road. HCDSB strongly discourages having elementary schools located on major roadways through the community (such as Cross Avenue). However, considering the compact and urban nature of this school, HCDSB is willing to explore opportunities for this location that meet the needs of both the community and the Board through a safe and school friendly road network design along Cross Avenue.

Section 20.5.2 b) Mobility – Active Transportation

The Board is supportive of safe pedestrian and cycling infrastructure that supports active transportation. However, it is noted that on Schedule L6, “off-road active transportation connections” are proposed throughout the community. The Board has concerns with the off-road active transportation connection that bisects the proposed HCDSB school site. With the compact nature of the school site and the educational facilities that need to be provided, an active transportation connection through the site would not be possible.

Section 20.5.2 c) Mobility – Mid-Block Connections

The Board is opposed to any mid-block connections as part of the “off-road active transportation connections”, as identified on Schedule L6, that impact the HCDSB proposed school site.

Section 20.5.2 d) Mobility – Parking

Due to the unique nature and design of the school site in this community, the Board requests that schools, as public facilities, be exempt from the requirements of the Town of Oakville Zoning By-law. Should a Zoning By-law Amendment for Midtown Oakville follow this OPA, the Board will provide school site specific requirements at that time in order to ensure the school site design will comply with the new requirements of the updated Zoning By-law.

The Board is supportive of the sharing of parking spaces and the full utilization of the road network adjacent to school sites to provide, additional parking, lay-by areas for pick-ups and drop-offs, and active transportation infrastructure.

The Board is supportive of having electric vehicle charging stations, however, due to funding limitations, the Board would not be able to provide this infrastructure at its cost.

Section 20.5.3) Stormwater Management

Due to funding limitations, and the unique nature and compact design of the school site in this community, the Board may not be able to incorporate green infrastructure that supports stormwater management.

Furthermore, should stormwater management charges or fees be considered by the Town of Oakville for this community, the Board requests that it be exempt from those charges/fees.

Section 20.5.4) Spill Flood Hazard and Hazardous Lands

The Board is supportive of policies that prohibit the placement of schools on hazardous lands, including spill flood hazard areas. If schools are located near hazardous lands, please ensure that all required environmental regulations are followed including site separation and setbacks to ensure compliance with all regulatory bodies.

Section 20.5.5) Sustainability

The Board is supportive of policies for renewable energy generation and the creation of energy efficient buildings. However, due to Ministry of Education funding limitations, sustainable development may not be able to be achieved for schools.

Section 20.6.1) Implementation - Monitoring

The Board is supportive of the Town monitoring the level of development within Midtown Oakville. It is important to track the pace of development and the timing of development in order to ensure that schools and other public uses can be provided in time to meet the needs of the community. Should the scale, type, and/or timing of development change within Midtown Oakville, the Board asks that the Town inform the Board so that the Board can reassess community needs and ensure proper educational facilities are provided for the community.

Section 20.6.2) Implementation Measures

The Board asks that the Town of Oakville include schoolboards in the development of implementation measures to ensure adequate educational facilities are provided for the community.

Section 20.6.3) Phasing/Transition

It is understood that the development for Midtown Oakville will occur over the long-term and that the timing of development is subject to the availability of required infrastructure. The Board requests that school sites be considered in the public infrastructure coordination so that schools can be made available to the community in the early phases of development.

Section 20.6.4) Landowner Agreements/Cost Sharing

It is understood that development for Midtown Oakville shall only be permitted once a landowners' group has been established for the purposes of administering a cost sharing agreement amongst landowners. As with other landowner group cost sharing agreements, schools should be identified as cost shared items that are shared amongst the landowners. Though the Board will work with landowners for the acquisition of school sites, schoolboards are not party to cost sharing agreements. As per the current Ministry of Education regulations, schoolboards purchase school sites at fair market value and then the proceeds of the sale are distributed equitably among the landowners group.

Townwide Policies - Glossary

The Board requests that Section 29.5 "Glossary" of the Town of Oakville Official Plan be further clarified for the definitions of "educational facilities" and "public service facilities". The Board would like confirmation if schools also fall under the "public service facilities" definition.

Additional comments on the OPA will be provided as more information is available.

We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,

Branko Vidovic

Branko Vidovic
Senior Manager, Planning Services

cc: G. Charles, Town of Oakville
A. Lofts, Chief Financial Officer & Treasurer of the Board
R. Merrick, Chief Operations and Sustainability Officer
D. Gunasekara, Manager, Planning Services
K. Panzer, Planning Officer, Planning Services
F. Thibeault, Halton District School Board
L. Choi, Halton District School Board



November 22, 2024

Sybelle von Kursell
Planning Services Department
Town of Oakville
1225 Trafalgar Road
Oakville ON L6H 0H3

Dear Sybelle:

Subject: Midtown Oakville Draft Official Plan Amendment - September 2024

On October 29, 2024, the Town of Oakville held a Special Council Meeting where staff provided a report on the draft Midtown Oakville Official Plan Amendment. The draft OPA proposes a number of amendments to the Liveable Oakville Official Plan for Midtown Oakville. The draft OPA also includes a number of changes that apply on a town-wide basis.

In a letter dated March 26, 2024 to the Town, the Halton District School Board identified a preferred concept (Concept A: Trafalgar Central Employment Focus) where three elementary school sites were identified. The Board identified the need for two (2) standalone school sites in Midtown Oakville and provided a list of school site criteria required. At the Technical Agency Committee (TAC) information meeting on February 6, 2024, growth was projected to a combined total of **49,700 people and jobs (32,400 people, 17,300 jobs) by 2051** for Midtown Oakville. The staff report dated October 22, 2024 on the [updated draft OPA](#) projects a combined total of **29,900 people and jobs (18,500 people, 11,400 jobs) by 2051**.

The updated numbers are based on *“current trends that show a downturn in development construction and population growth that is contrary to what had been assumed only 12 months earlier.”* ([Planning and Development Department Staff Report, October 22, 2024](#)). Acknowledging the reduction in population, the second school site for the HDSB may not be required as early as previously anticipated. That being said, the ability to incorporate additional sites into the plan will remain important.

The Board will provide updated comments as the Midtown Oakville growth area review progresses and the draft OPA is further updated and refined. As such, our comments may be adjusted or added upon in future submissions to the Town.

Comments on Student Accommodation in Midtown Oakville

It is anticipated that the Halton District School Board will still require two (2) elementary school sites and that the criteria outlined in our previous letter dated March 26, 2024 remain valid. Additional sites may need to be incorporated into Midtown Oakville and/or the location of a school site may need to change. The Board will continue to emphasize the importance of flexibility in where schools can be permitted.

The Board has a number of comments as it pertains to education and other matters as it relates to school board facilities. Please note that the Board continues to assess the impact of the changes to the projected population of Midtown Oakville and what impact this may have on the student accommodation needs as consideration needs to be given to overall neighbourhood lifecycles and student yield trends over a long period of time.

The Board requires an AutoCAD file of the updated Midtown Oakville block plan in order to develop an updated preliminary school site concept, and determine what an urban school in Midtown Oakville will need to resemble, and what implementation considerations will be required as part of the future Zoning By-law and or Community Planning Permit System. The Board will provide a follow up on the above to the Town as soon as this is made available.

As a starting point, the Board will require that both of its sites be standalone, and not part of larger podium developments up-front, and may seek additional site sizes to accommodate larger schools. The Board continues to advocate that one additional school site be shown on the land-use plan (Schedule L1) as an alternate location.

Comments on the Midtown Oakville Draft Official Plan Amendment (September 2024)

The Board has provided a table (see **Appendix A**) which compares the Board's comments from March 26, 2024 to the updated draft OPA dated September 2024. This serves as a quick reference of the Board's previous comments and identified issues that remain to be addressed in the OPA or through other avenues.

The Board would like to note that two versions of the draft OPA were received, one on October 8, 2024 and one on October 31, 2024. It has been assumed that the draft OPA received on October 8, 2024 is the correct version where Schedule L1 shows the "Priority Area for School" symbol whereas the draft OPA received on October 31, 2024 shows no school site symbol in Schedule L1.

Section 20.4.1 General

- This section outlines the general provisions for “Public Service Facilities” and “Education Facilities”. Clarification is required to whether “Educational Facilities” fall under the “Public Use Facilities” definition, and benefit from both policy directions, or are separate. If separate, there are multiple areas within the OPA that would benefit from making reference to both types of facilities. If “Educational Facilities” also fall under the “Public Use Facilities” definition, the later definition should mention “Schools” in the current Liveable Oakville Official Plan, under Part F, Section 29.5 (Glossary), which is recommended to be defined as follows:
 - *Educational Facilities* means an elementary or secondary school whose program is recognized by the Ministry of Education. For greater certainty, educational facilities includes a public school, a separate school and a private school, as defined by the Education Act, R.S.O. 1990, c. E2, as amended.
 - *Public Service Facilities* means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure.

Section 20.4.1.e) General - Educational Facilities

- The Halton District School Board has identified the need for two elementary school sites. The Halton Catholic District School Board has also identified the need for at least one elementary school site. Schedule L1 only identifies two priority areas for schools to be located. A third site should be shown to give consideration on where the best location would be within the overall plan, acknowledging that it may be relocated at a later date (as per the below).
- The Board appreciates the flexibility built into the text where *“Additional school areas beyond those identified in Schedule L1 may be identified as this Plan is implemented, without amendment to this Plan.”*, which partially addresses initial concerns expressed by not having two (2) sites identified for the HDSB. The issue still remains if a third site is needed, the remaining locations may not be as optimal for a school site.
- The Board recommends that Section 20.4.1. e) sub vi. is unclear as it is written, as there may be extra text from a previous version. Recommended to alter the wording to *“Any landowner or developer proposing residential development shall consult with applicable are strongly encouraged to provide school boards in advance of completing their application for development, to determine a need for educational facility space within the proposed development”*. This consultation is especially important even in instances where a school site isn’t located within or adjacent to holdings, especially if a third site is required.

- Additional sites, flexible space for student accommodation or the relocation sites may be required due to the following:
 - Increased student yields.
 - Timing of development does not match the timing of student accommodation needs.
 - The exploration of options to lease office or commercial space to provide temporary student accommodation within close proximity to a Midtown school (given the smaller sites and lack of available space for portables) or provide classroom space to address changes in demand for Alternative, Continuing, and Adult Education to serve the community.

Section 20.4.1.h) General - Active Frontages

- Both symbols identifying the Priority Areas for Schools are along Active Frontages. The Board notes that the draft OPA policies seek to have deeper setbacks to the public realm.
- The Board recommends that this not apply to schools, as it may impact the ability to reduce site sizes if the building is pushed further into the site. If required, additional lands may be required to meet the base land requirements for the future schools.
- It is also required that 70% of the public realm frontage along the ground floor be devoted to active use at grade-uses. Schools should be included in this definition, or confirmation that institutional uses encompass schools.

Section 20.4.2.d) Designation Specific - Parks and Open Space

- The Board acknowledges the text where *"The Town will work with school boards to co-locate park and school site to optimize co-benefits, where and when possible."*
- It is understood that an urban school building model will be required for Midtown Oakville where dedicated school sites adjacent to parks should be no smaller than 1.5 acres, and ideally 2.0 acres in size. This is to be validated with further study and may be subject to change over time once detailed site fits are completed, which may result in additional lands being required.
- The Board would like to note that school sites are required to be adjacent to parks to accommodate an urban school building model and to address the educational component of outdoor space and recommends that *"where and when possible"* be removed from the above noted text. In the event that the Board cannot be located adjacent to a park, additional acreage will be required.

Section 20.5.1.b) Urban Design and Built Form - Public Realm

- The Board will be seeking 3-4 storey facilities for their elementary school buildings.
- Additional information is required to assess whether the required setbacks and step-backs will require the building to be pushed further into the site which will negatively impact the Board's efforts to increase land efficiencies that keep site sizes as small as possible.

Section 20.5.1.c) Urban Design and Built Form - Parks and Open Space

- The Board acknowledges that open space associated with educational facilities are part of the Parks and Open Space system. Please note the following:
 - Open space associated with educational facilities may be significantly limited, or non-existent. These may be reserved and fenced as exterior play areas for child care and/or kindergarten play areas cannot be accessed during and outside of school hours, or fully encumbered by the building footprint.
 - It is unclear whether the open space associated with school owned properties are to be under the Town's ownership that are jointly used by the Town and School, or lands within the Board's ownership. The co-location of schools and parks will need to go beyond traditional Reciprocal Agreements.
 - School yards are an important component of student education and should be prioritized for school use during school hours in the year if joint-use agreements are to be established.
- The Board would like to ensure that general members of the community should not be permitted to access the designated parks and open spaces for the school use during school hours, or scheduled based on outdoor play schedules. Furthermore, barriers and fencing may be required for certain school and outdoor play areas to ensure school staff can safely manage students during and/or after school hours. This is especially important as the school sites are immediately adjacent to surrounding roadways, presenting a safety risk for our youngest students.

Section 20.5.1.e) Urban Design and Built Form - Site Density

- The Board acknowledges subsection iv) where *minimum site densities shall not apply to lands required for public parks and open space and educational facilities.*
 - The Board requested in previous comments that an exemption be applied to any public education facility from the calculation of floor space index and minimum densities, regardless of whether it is standalone or within a mixed use building, and is therefore supportive of this addition to the Official Plan.

Section 20.5.1.f) Urban Design and Built Form - Building Height

- The Board acknowledges subsection iii) where *minimum heights shall not apply to lands required for public parks and open space and educational facilities*. The Board is supportive of this addition to the Official Plan.

Section 20.5.1.k) Green Roofs

- The Board would seek an exemption for educational facilities. School boards are limited in their funding allocations to fund green roofs as part of future school projects.
- The Board is exploring rooftop play areas as part of its plans, but has not confirmed their viability and financial feasibility.

Section 20.5.2.a) Mobility - Transportation

- The Board is supportive of a street network that is multimodal year-round, provides valuable frontage for development and provides the setting for the range of uses and activities that define Midtown Oakville. The Board is in support of policies that improve the pedestrian and cycling network and recognizes that improved connectivity generally provides benefits to the community, including students that choose these networks to access school sites all year round.
- The Board makes the following recommendations regarding the policy language:
 - In reviewing subsection iv. and Schedule L6, the Board notes that an active transportation corridor is bi-secting both school blocks. Given the school facility would cover the majority of the site, it will not be feasible to have active transportation connections as proposed.
 - In reviewing subsection viii., the Board is supportive of shared access for parking and loading on the municipal right-of-way. This will serve to greatly reduce surface parking needs for visitors.
 - The Board recommends that on-street parking be permitted on all frontages of the schools site if possible, or at a minimum the local and collector roads the school site fronts onto. Moreover, the frontages along the adjacent parks of school sites should also support on-street parking to support parent drop off and pickups.

Section 20.5.2.b) Mobility - Active Transportation

- As noted in the previous section, the Board is in support of policies that improve the pedestrian and cycling network and recognizes that improved connectivity generally provides benefits to the community, including students that choose these networks to access school sites all year round.
- The use of grade separated bridges is also a key piece of infrastructure that will permit students to cross Trafalgar Road. Note that above ground bridges are preferred.

- As identified in the section above, Schedule L6 identifies off-road active transportation connections that would bisect the school sites into two, which is not feasible given the footprint of the facility.

Section 20.5.2.c) Mobility - Mid-Block Connections

- Mid-block connections on school sites will not be possible across school sites, as shown in Schedule L6.
- The Board would like to explore opportunities to close local streets adjacent to school sites during peak hours at drop off and pickup to further maximize pedestrian safety for elementary school aged children.

Section 20.5.2.d) Mobility - Parking

- The Board is interested in creating partnerships with the Town and other public agencies for shared parking facilities. The Board will be exploring underground parking for this project in order to make the reduced site size viable. If sharing opportunities existing with other public agencies, it should be explored.
- Maximum parking standards for educational facilities should reflect a ratio that provides minimum parking for staff on site, and offsets community parking needs to limited surface and/or on-street parking opportunities.
- The Board is supportive of the considerations around surface parking requirements and limitations.
- Electric vehicle charging stations should not be required for educational facilities, as the Board is limited in its funding envelope to install as well as operate charging stations.

Section 20.5.3 Stormwater Management

- Given the smaller educational facility site sizes, the Board may be limited in its ability to incorporate green infrastructure and/or low impact development.

Section 20.5.4 Spill Flood Hazard and Hazardous Lands

- The Board has noted that institutional uses such as schools and daycares shall not be permitted to locate in spill flood hazard and hazardous lands.
- The Board would like to ensure that should schools be located adjacent to hazardous lands that appropriate separations are provided to ensure school staff can safely manage students during and/or after school hours.

Section 20.5.5 Sustainability

- The Board is in support of policies that address sustainable development such as renewable energy, design strategy elements and building materials. However, the school site designs, coordination of funding may present challenges in certain instances. The Board recognizes the use of “should/may” instead of “shall” in this section.

Section 20.6.1 Implementation - Monitoring

- The Board will continue to monitor the pace of development and the number of residential units in Midtown Oakville. Any construction of residential units within the area will have an impact on student accommodation of the area.
- The Board will monitor the level of development with regular site visits, examining progress of development applications, regular review of school board conditions at time of circulation of development applications (draft plan of subdivision, site plan) tracking existing students in Midtown Oakville, updating student yield from new development in Midtown Oakville, regular updates to school enrolment projections and analysis of school building and portable utilization.
- It is understood that the development of Midtown Oakville shall occur over a long period of time. When available, the Board would appreciate notices of updates to development and infrastructure phasing. This will help the Board with long term strategic planning of capital projects.

Section 20.6.2 Implementation Measures & Section 20.6.3 Phasing/Transition

- Educational facilities should be added, if not included in public service facilities.
- Coordination with school boards is also recommended.
- The Board recommends that education facilities provisions be added to the list of metrics to be measured and evaluated, in collaboration with school boards.

Section 20.6.4 Landowners Agreements/Cost Sharing

- The Board acknowledges that a landowners' group for Midtown will be established to ensure the delivery of key infrastructure, services, and utilities are coordinated and costs are shared between all landowners.
- Educational Facilities should be noted as a cost share item.
- The Board requests confirmation of the intent of subsection d), and whether boards are encouraged to participate in the landowners group.

Townwide Policies

- It is understood that the number of proposed changes outlined in the draft OPA are directed to Section 20 (Midtown Oakville) of the Livable Oakville Official Plan. Other relevant modifications have been made to other sections of the official plan that will have an impact townwide.
- The Board requests that Section 29.5 Glossary be reviewed regarding the definition of "Educational Facilities" and "Public Service Facilities". Clarification should be made in the definitions on whether "Education Facilities" fall under "Public Use Facilities" or should be considered as separate entities.

The Board continues to look forward to further collaborating on this study and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Sincerely



Frederick Thibeault
General Manager of Planning

- Cc: G. Charles, Town of Oakville
L. Choi, Halton District School Board
M. Wildfong, Halton District School Board
B. Vidovic, Halton Catholic District School Board
D. Gunasekara, Halton Catholic District School Board
A. Garde, Snyder Architects

attached:

Appendix A - Comparison Table of HDSB Comments (letter dated March 26, 2024) and draft Midtown OPA (dated September 2024)

APPENDIX A

Comparison Table of HDSB Comments (letter dated March 26, 2024) and draft Midtown OPA (dated September 2024)

RED indicates an outstanding question or issue that remains to be addressed

Item	HDSB Comment on draft Midtown OPA (Mar 2024)	Draft Midtown OPA (Sept 2024)
1 Identification of school sites	Concept A, Trafalgar Central Employment Focus was the preferred concept. (shows the locations of three potential school sites)	Section 20.4.1.e) states that Schedule L1 to this plan identifies priority areas for schools to be locations; Two versions of the draft OPA have been shared with different Schedule L1 maps where one version does not show the “Priority Area for School” symbol.
2 Definition of Educational Facilities	Future note for Zoning, definition of <i>educational facilities</i> would like to be reviewed by the Board. Clarification whether Educational Facilities fall under the Public Use Facilities definition, or are separate.	Section 20.4.1.e) - <i>Educational Facilities</i> is further expanded. Clarification if Educational Facilities are also considered Public Service Facilities or are a separate type of facility.
3 Where are Educational Facilities Permitted	The Board would like to see that <i>educational facilities</i> are permitted uses within lands designated as either Office Employment and/or Community Commercial.	Section 20.4.1.a) - states that “all public service facilities, including transit-supportive facilities such as bus terminals, passenger pickup and drop-off (PUDO) areas, are permitted.” Unclear if educational facilities are included in this statement where this type of facility is permitted in all of Midtown.
4 Parks and Open Space flexibility in limiting access, physical barrier	The Board acknowledges that school yards are part of the Parks and Open Space system as outlined in this section. Please note the following: <ul style="list-style-type: none"> School yards within school owned properties may be significantly limited, or non-existent. These may be reserved and fenced as exterior play areas for child cares and/or kindergarten play areas cannot be accessed during and outside of school hours, or fully encumbered by the building footprint. It is unclear whether “School Yards” are to be under the Town’s ownership that are jointly used by the Town and School, or lands within the Board’s ownership. School yards are an important component of student education and should be 	Section 20.4.2.d) - states that: iv. The Town will work with school boards to co-locate park and school sites to optimize co-benefits, where and when possible.” Section 20.5.2.c) - states that the park system shall be further complemented by “open space associated with education facilities.” Clarification required if parks and open space connected to a school can limit access during school hours for school use only.

	prioritized for school board use during school hours in the year if joint-use agreements are to be established.	
5 Parks and Open Space reciprocal agreements, ownership.	<p>Additional language to Section 8.1.8 which indicate the co-location of schools and parks will need to go beyond traditional use agreements under the existing Reciprocal Agreement, and will be part of the Board’s overall outdoor play area requirements.</p> <p>Under Section 11.2.6, Educational Facilities are required to provide for multi-purpose co-use by public community facilities. Please clarify if the intent of this section is in relation to the Board’s Reciprocal Agreement. The Board is willing to create partnerships with the Town and other public agencies.</p>	Not addressed in draft OPA. Requested that increased sharing will be required between Board and Town to remain as efficient with land needs as possible.
6 Parks and Open Space flexibility in limiting access	Under Section 8.1.7 regarding the design of parks and open spaces, the Board would like to ensure that should the school require outdoor play areas in adjacent parkland, that general members of the community should not be permitted to access the designated spaces for the school during school hours, or scheduled based on outdoor play schedules. Furthermore, barriers and fencing may be required for certain school and outdoor play areas to ensure school staff can safely manage students during and/or after school hours. This is especially important as the school sites are immediately adjacent to surrounding roadways, presenting a safety risk for our youngest students.	Section 20.5.2.c) - states that the park system shall be further complemented by “open space associated with education facilities.”. Clarification required if school yards can limit access during school hours, and required safety measures for areas fronting onto arterials and collectors.



To: Sybelle Von Kursell (sybelle.vonkursell@oakville.ca)
Manager, Midtown Oakville and Special Programs,
Town of Oakville

From: Alvin Chan,
Manager Adjacent Development,
Third Party Projects Review – GO (Heavy Rail),
Metrolinx

Date: December 12, 2024

Re: **Town of Oakville Midtown Oakville and Community Planning Permit System Official Plan Amendment – Metrolinx Response**

Metrolinx has reviewed the Town of Oakville Midtown Oakville and Community Planning Permit System Official Plan Amendment, as circulated by email on December 2, 2024.

In review, Metrolinx provides the following comments and proposed policies for consideration. Should there be any questions or concerns, please do not hesitate to contact me at the undersigned.

Best regards,

A handwritten signature in black ink, appearing to read 'Alvin Chan', written over a light blue horizontal line.

Alvin Chan (Alvin.chan@Metrolinx.com)
Manager, Adjacent Development
Third Party Projects Review – GO (Heavy Rail)
Metrolinx
20 Bay Street Suite 600, Toronto

METROLINX COMMENTS AND PROPOSED POLICIES	
1	That any development within 300m of the Metrolinx Rail Corridor shall conform to the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors”.
2	That any development within 300m of the Metrolinx Rail Corridor shall require an Acoustical Study, which shall include the current rail traffic data and the Standard Metrolinx Noise Warning Clause, to the satisfaction of Metrolinx and the Town.
3	That any development within 75m of the Metrolinx Rail Corridor shall require a Vibration Study, to the satisfaction of Metrolinx and the Town.
4	That any development adjacent to the Metrolinx Rail Corridor shall not alter any drainage patterns, flows and / or volumes, absent review and approval by Metrolinx and its Technical Advisor, with all costs to be borne by the applicant / owner.
5	That any development adjacent to the Metrolinx Rail Corridor shall require execution of agreements with Metrolinx as deemed applicable, including but not limited to, Adjacent Development Agreement, Crane Swing Agreement, Shoring System and Permission to Enter Agreement, and Non-Disclosure Agreements.
6	That any development within 300m of the Metrolinx Rail Corridor shall require registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands.
7	That any adjacent development shall provide the required setback and standard safety barrier (berm) or receive approval of an alternative barrier per a Rail Safety Report to be reviewed by Metrolinx and its Technical Advisor, with all costs to be borne by the owner / applicant. Sufficient setbacks for future building maintenance and other related works in proximity to the property line should also be considered.
8	That any work within or in close proximity to the Metrolinx Rail corridor shall require a Metrolinx Work Permit in combination with other associated requirements as determined applicable by Metrolinx, with all costs to be borne by the owner / applicant.
9	That any vegetation within 3.5m of the mutual property line with Metrolinx shall be restricted to low lying vegetation only.
10	That any adjacent development to the Metrolinx Rail Corridor shall install the Metrolinx Standard Security Fence along the property line, save and except for where substitutes are deemed satisfactory by Metrolinx.

December 12, 2024

Town of Oakville
c/o Planning and Development
1225 Trafalgar Road
Oakville, Ontario
L6H 0H3

Attention: Sybelle Von Kursell, Manager – Midtown Oakville and Special Programs

RE: File/application No.: N/A
Proposed Development location: Midtown Oakville

Dear Manager,

Thank you for providing Trans-Northern Pipeline Inc. (TNPI) with the Official Plan Amendment (OPA) for Midtown Oakville for the proposed future planning and development within the Midtown Area, to make the area more livable. This plan has not been completed however will include a transit station which will be a major transit Station area, in accordance with the *Planning Act*. Vacant underutilized lands (as described), will be the landscape for additional residential, retail and employment uses, not yet planned. TNPI currently operates high-pressure petroleum products transmission pipelines within a 10 foot right of way (ROW) on the adjacent property south to the proposed development relating to the Midtown Oakville project.

Please note the following in relation to the proposed development:

- Permanent structures are not allowed within the ROW and are requested to be setback 10 m from the ROW
- Rail crossings must remain outside of the ROW and are requested to be setback 10 m from the ROW. Design and setback distances are requested for review to ensure suitability on lands adjacent to the ROW. Additional mitigation measures may be required
- Any crossings, both permanent and temporary will require a permit which may be requested by submitting a request to crossingrequestseast@tnpi.ca
- Please provide the details on “significant residential and employment” (pg 7 OPA) as it relates to capacity. Additional assessment by TNPI may be required to ensure suitability for density changes within the proposed blocks.
- ROW access must not be blocked off, allowed continued access for operational and maintenance purposes
- Please submit a plan of the proposed development with the TNPI pipeline and set-back distances notes. Profile of any adjacent apparatuses may also be required for review.

Please note, any development plans within the right-of-way will require a permit which can be requested by following the steps described near the end of this response.

Please note that, Trans-Northern is regulated by the Canada Energy Regulator. Section 335 (1) and (2) of the Canadian Energy Regulator Act, provides that:

- *It is prohibited for any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the prescribed area unless the*

construction or activity is authorized or required by the orders made under subsection (3) or (4) or regulations made under subsections (5) or (6) and done in accordance with them.

- **Prohibition — vehicles and mobile equipment**

It is prohibited for any person to operate a vehicle or mobile equipment across a pipeline unless

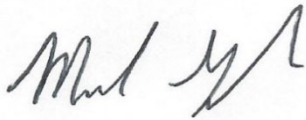
- **(a)** *that operation is authorized or required by orders made under subsection (3) or (4) or regulations made under subsections (5) or (6) and done in accordance with them; or*
- **(b)** *the vehicle or equipment is operated within the travelled portion of a highway or public road.*

Additionally, should the applicant propose to cross the pipeline or ROW with a vehicle or construct a facility across, on, along or under the pipeline, the applicant would be required to contact TNPI prior to commencement of their work to receive the required authorization. This process can be initiated through Ontario One Call (1-800-400-2255). A representative from TNPI will attend on site mark the pipeline location, confirm safe work practices, and advise of any permit requirements.

Should the applicant require further information on the technical requirements related to ground disturbance or crossing of the pipeline, they may contact Michelle Gruszecki, Property and Right-of-Way Administrator via email at : mgruszecki@tnpi.ca

As always, Trans-Northern Pipeline Inc. appreciates being circulated development applications.

Yours truly,



Michelle Gruszecki
Property and Right of Way Administrator

Notice of public meeting on November 27, 2024, for a proposed Official Plan Amendment in Midtown Oakville and Town-wide, 42.15.59, Ward 1 to 7

Tuesday, November 12, 2024

Meeting for a Proposed Official Plan Amendment
Midtown Oakville and Town-wide
Town of Oakville
42.15.59, Ward 1 to 7
Open House
Wednesday, November 27, 2024
Drop In between 6:30 p.m. to 9 p.m.
South Atrium at Town Hall, 1225 Trafalgar Road

You are invited to attend in-person and provide input at this open house hosted by Planning and Development Department.

The purpose of the proposed amendment is to update the land use policies applying to Midtown Oakville in the Livable Oakville Plan (Official Plan) in accordance with Regional and Provincial policies, and to enable the use of a Community Planning Permit System.

The effect of the proposed amendment to the Livable Oakville Plan (official plan) is to:

1. Replace Section 20, Midtown Oakville, in its entirety, which would:
 - update and revise the area, introduction, goal, objectives and development concept for Midtown Oakville
 - update and revise the related area-specific policies (e.g., land use, transportation, active transportation, parking, urban design, parks and open spaces, and stormwater)

to enable redevelopment that is contextually appropriate,

- establish minimum and maximum site density and building height minimums,
- update the area-specific implementation policies to eliminate the bonusing policies and provide new and revised policies relating to phasing/transition, area design plans, landowners' agreements (cost sharing), an implementation strategy and monitoring.

2. Update and revise all schedules identifying the Midtown Oakville urban growth centre boundary and area to exclude 564 Lyons Lane, and the valleyland between Cross Ave. and Cornwall Rd., and to show the existing land use designations applying to those lands (being "Parks and Open Space" and "Natural Area") on Schedule G (South East Land Use) instead of Schedule L1 (Midtown Oakville Land Use)
3. Replace Schedules L1, L2 and L3, with new schedules that revise Midtown Oakville development precincts, land uses, provide building height thresholds, minimum and maximum densities, and propose transportation networks to reflect and support the proposed policy changes.
4. Update schedules A1, B, and G to be in accordance with revised Schedule L1.
5. Update schedules C and D to be in accordance with new schedules L5 and L6, respectively.
6. Add townwide policies which enable the use of a community planning permit system in Midtown specifically and in other parts of the Town (through subsequent official plan amendments), and address matters such as land use compatibility in relation to rail yards and corridors and provincial highways, the use of Community Improvement Plans to incentivize the provision of affordable housing, and the preparation of area design plans and transportation demand management options reports.

Location: Specific to lands in Midtown (South of the QEW and north of Cornwall Road, between Sixteen Mile Creek and Chartwell Road) and townwide.

Land within Midtown is subject to the following applications:

Corbett Land Strategies Inc. - 349 Davis Road - OPA1612.15 and Z.1612.15

Cross Realty Incorporated (Distrikt Developments) - 157 and 165 Cross Avenue - OPA 1614.83, Z.1614.83 and 24T-24002/1614

Distrikt Development - 166 South Service Road East - OPA1614.79, Z.1614.79 and 24T-22006/1614

590 Argus Developments Inc. - 590 Argus Road - Z.1614.81, OPA1614.81 and 24T-23001/1614

MGM Development (2652508 Ontario Inc.) - 627 Lyons Lane - Z.1614.76

Oakville Argus Cross LP - 217 to 227 Cross Avenue and 571 to 595 Argus Road - OPA 1614.78, Z.1614.78 and 24T-22005/1614

2317511 Ontario Inc. - 70 Old Mill Road – SP.1614.089/02

If a person or public body would otherwise have an ability to appeal the decision of the approval authority to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk's department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 (Dropbox is located in front of Town Hall) or at TownClerk@oakville.ca before the official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk's department, before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

If you wish to be notified of the decision of the Town of Oakville on this matter, you must make a written request to the Town Clerk at the Town of Oakville, Clerk's department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 or at TownClerk@oakville.ca.

A copy of the draft official plan amendment and more information can be found on the [Midtown Oakville Growth Area Review](#) page.

The personal information accompanying your submission is being collected under the authority of the *Planning Act, R.S.O. 1990, c. P.13*, as amended, and may form part of the public record which may be released to the public.

Dated at the Town of Oakville November 12, 2024.

Notice of statutory public meeting for a proposed Official Plan Amendment for Midtown Oakville and town-wide on January 20, 2025

Monday, December 23, 2024

Statutory Public Meeting for a Proposed Official Plan Amendment

Midtown Oakville and town-wide

Town of Oakville

42.15.59, Ward 1 to 7

Monday, January 20, 2025, at 6:30 p.m.

In-person and by videoconference broadcast from the Council Chamber

Town Hall, 1225 Trafalgar Road

You are invited to attend either in-person or virtually and provide input at this meeting hosted by Planning and Development Council.

Instructions on how to view the meeting or participate in-person, by written submission, videoconference or telephone are provided below.

The purpose of the proposed amendment is to update the land use policies applying to the Midtown Oakville in the Livable Oakville Plan (Official Plan) in accordance with Regional and Provincial policies, and to enable the use of a Community Planning Permit System.

The effect of the proposed amendment to the Livable Oakville Plan (official plan) is to:

1. Replace Section 20, Midtown Oakville, in its entirety, which would:
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 - update and revise the related area-specific policies (e.g., land use, transportation, active transportation, parking, urban design, parks and open spaces, and stormwater) to enable redevelopment that is contextually appropriate,

establish minimum and maximum site density and building height minimums,
update the area-specific implementation policies to eliminate the bonusing policies
and provide new and revised policies relating to phasing/transition, area design plans,
landowners' agreements (cost sharing), an implementation strategy and monitoring.

2. Update and revise all schedules identifying the Midtown Oakville urban growth centre boundary and area to exclude 564 Lyons Lane, and the valleyland between Cross Ave. and Cornwall Rd., and to show the existing land use designations applying to those lands (being "Natural Area") on Schedule G (Southeast Land Use) instead of Schedule L1 (Midtown Oakville Land Use)
3. Replace Schedules L1, L2 and L3, with new schedules that revise Midtown Oakville development precincts, land uses, provide building height thresholds, minimum and maximum densities, and propose transportation networks to reflect and support the proposed policy changes.
4. Update schedules A1, B, and G to be in accordance with revised Schedule L1.
5. Update schedules C and D to be in accordance with new schedules L5 and L6, respectively.
6. Add townwide policies which enable the use of a community planning permit system in Midtown specifically and in other parts of the Town (through subsequent official plan amendments), and address matters such as land use compatibility in relation to rail yards and corridors and provincial highways, the use of Community Improvement Plans to incentivize the provision of affordable housing, and the preparation of area design plans and transportation demand management options reports.

Location: Specific to lands in Midtown (South of the QEW and north of Cornwall Road, between Sixteen Mile Creek and Chartwell Road) and townwide.

Land within Midtown is also subject to the following applications:

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590 Argus Developments Inc. - 590 Argus Road - OPA1614.81, Z.1614.81 and 24T-23001/1614

MGM Development (2652508 Ontario Inc.) - 627 Lyons Lane - Z.1614.76

Oakville Argus Cross LP - 217 to 227 Cross Avenue and 571 to 595 Argus Road - OPA1614.78, Z.1614.78 and 24T-22005/1614

2317511 Ontario Inc. - 70 Old Mill Road – SP.1614.089/02

South Service Holding Corp. - 420 South Service Road East - OPA1612.19

If a person or public body would otherwise have an ability to appeal the decision of the approval authority to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk's department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 (Dropbox is located in front of Town Hall) or at townclerk@oakville.ca before the official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk's department, before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

If you wish to be notified of the decision of the Town of Oakville on this matter, you must make a written request to the Town Clerk at the Town of Oakville, Clerk's department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 or at townclerk@oakville.ca.

A copy of the draft official plan amendment and more information can be found at Midtown Oakville Growth Area Review.

This meeting will be live streamed on the [Live Stream](#) page and also on [the town's YouTube channel](#).

Any submission to the Planning and Development Council, either in hard copy or in electronic format, must be forwarded to the Clerk's department for receipt no later than noon on Monday, January 20, 2025, to ensure its availability to the Members of Council at the meeting. Individuals wishing to make an oral submission at the meeting [must register online](#) or contact the Clerk's Department at 905-815-6015 before noon on Monday, January 20, 2025 to register as a delegation and to obtain instructions on how to participate. Requests to delegate will not be processed during the meeting.

All submissions should include the full name and address of the presenter.

A copy of the proposed official plan amendment and information and material is available to the public for inspection along with more information about this matter, including preserving your appeal rights by visiting the [Midtown Oakville Growth Area Review](#) page, or contacting Sybelle von Kursell, MCIP, RPP, Manager, Midtown Oakville and Special Programs, Planning and Development department at 905-845-6601, ext. 6020 (TTY 905-338-4200) or at sybelle.vonkursell@oakville.ca.

If you have any accessibility needs, please advise Sybelle von Kursell one week before the meeting.

The personal information accompanying your submission is being collected under the authority of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, and may form part of the public record which may be released to the public.

Dated at the Town of Oakville December 23, 2024.



Growth Analysis Study

Town of Oakville

Final Report

November 2024

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
C.M.A.	Census Metropolitan Area
E.L.E.	Employment land employment
G.G.H.	Greater Golden Horseshoe
G.T.A.	Greater Toronto Area
G.T.H.A.	Greater Toronto and Hamilton Area
I.G.M.S.	Integrated Growth Management Strategy
J.B.P.E.	Joint Best Planning Estimates
M.O.E.	Major office employment
M.O.F.	Ministry of Finance
M.Z.O.	Minister's zoning order
N.P.R.	Non-permanent resident
O.P.	Official Plan
P.P.S.	Provincial Policy/Planning Statement
P.R.E.	Population-related employment
Q.E.W.	Queen Elizabeth Way
R.O.P.A.	Regional Official Plan Amendment
S.A.B.E.	Settlement area boundary expansion
S.G.A.	Strategic growth area
U.G.C.	Urban growth centre



Executive Summary

Terms of Reference

Watson & Associates Economists Ltd. (Watson) was retained by the Town of Oakville to provide an updated long-term assessment of the Town's population, housing and employment growth potential to the year 2051. This analysis also includes a detailed growth allocation for Midtown Oakville to support ongoing work related to an Official Plan Amendment (O.P.A.) for this area. This analysis will form a key background document for the Town regarding long-term planning, infrastructure needs, financial planning, and other key decision-making matters.

Background

In 2017 Watson prepared a Residential Growth Analysis study as input into the Town's Official Plan (O.P.) Review process and Urban Structure Review. Since the release of the previous growth forecast, several key factors have contributed to the need to review the long-term population, employment, and household forecast for the Town of Oakville, including the following:

- In recent years, the long-term growth outlook for the Town of Oakville has notably increased. This stronger long-term growth outlook has been largely driven by:
 - Significantly stronger federal immigration targets and achieved immigration levels in Ontario following the onset of COVID-19 in 2020;
 - Continued economic expansion across the Province of Ontario and the Greater Toronto Hamilton Area (G.T.H.A.) across a range of goods-producing and services-producing sectors; and
 - A stronger long-term population growth outlook for the G.T.H.A. as set out through the most recent Ministry of Finance (M.O.F.) population projections. This stronger long-term population growth outlook has been largely driven by stronger immigration levels and continued intra-provincial net-migration, most notably from Peel Region and the City of Toronto.
- The Halton Region Integrated Growth Management Strategy (I.G.M.S.) and Halton Region O.P. Amendment 49 (R.O.P.A. 49) embrace a number of the recent macro-economic trends and regional growth drivers briefly mentioned above. It is important to note, however, that the Halton I.G.M.S. does not



address the higher 10-year housing targets assigned to each of the Halton Region Area Municipalities through Bill 23, the *More Homes Built Faster Act*.

- Following the completion of Halton’s I.G.M.S. and R.O.P.A. 49, the Region initiated the Joint Best Planning Estimates (J.B.P.E.) population, housing, and employment update in the fall of 2023. The primary purpose of the J.B.P.E. for Halton Region was to serve as the basis for the Region’s infrastructure master planning work that is currently underway. The J.B.P.E. anticipate considerably stronger population growth over the next 10 years across each of Halton Region’s Area Municipalities, consistent with the municipal housing pledges required through Bill 23.

In accordance with the above, there is a need to re-examine the Town of Oakville’s near-term and longer-term population, housing, and employment growth forecast within the context of both broader provincial and regional growth trends, and local drivers of growth across the Town. The pace of urban development within the Midtown Oakville area is of particular interest for the Town, considering the local real estate market demand and the medium- to long-term growth outlook for the Town as a whole.

Summary of Key Findings

The Town of Oakville is well positioned to continue to attract and accommodate steady population and employment growth over the next three decades. A key driver of this long-term population and employment growth potential is the Town’s geographic location within the G.T.H.A. With a robust economy and diverse mix of export-based employment sectors, the G.T.H.A. is highly attractive on an international and national level to new businesses and investors. The G.T.H.A. is a fast-growing region in Ontario, and more broadly in North America, representing the economic powerhouse of Ontario and the centre of a large portion of economic activity in Canada. The continued strength of the G.T.H.A. employment market presents a tremendous opportunity for existing/future businesses and residents within Halton Region and the Town of Oakville.

Over the past several decades, population growth within the Town of Oakville has been largely driven by net migration of working age adults from other large urban municipalities within the G.T.H.A., most notably the City of Toronto and Peel Region. Looking forward, population growth within the Town is anticipated to be increasingly driven by immigration as opposed to intra-provincial migration. Newcomers to the Town are anticipated to remain concentrated between 35 and 44 years of age. A large portion



of these newcomers are represented by Census families; in recent years, however, the Town has also experienced a rise in non-Census families. These trends are placing steady demand for a range of attainable ownership and rental housing opportunities (including affordable rental housing) to accommodate the Town's growing families, single person households, and non-Census families of all income levels and ages.

While the Town of Oakville's population is steadily growing it is also getting older largely driven by the aging of the Baby Boomers.^[1] The first wave of this demographic group turned 75 years of age in 2021. The Town's share of the 75+ population is anticipated to steadily increase from approximately 7% in 2021 to 11% in 2051 (refer to subsection 5.5.1). This represents a forecast annual population growth rate of 3.4% for the 75+ age group, compared to 1.9% for the total population. Unlike the Town's working age residents, this segment of the population will be driven by aging of existing Oakville residents as opposed to net migration.

It is important to recognize that the Town's Baby Boom age group is large in terms of population (representing approximately 19% of the Town's population base in 2021), but also very diverse with respect to age, income, health, mobility and lifestyle/life stage. This is anticipated to drive the need for a range of housing options geared to an aging population including various forms of grade related housing, ownership and rental apartments, affordable housing and seniors' housing geared to a range of living options (i.e., nursing homes, assisted living and independent and active lifestyles).

The Town's established and planned living areas offer residents a range of housing options located within proximity to regional and local infrastructure, a diverse range of employment opportunities, public and private schools, post-secondary institutions, indoor and recreation facilities, cultural and retail amenities, higher-order regional transit as well as a vibrant downtown and waterfront. Collectively, these local and regional attributes offer residents a world class quality of life, which continues to attract new people and businesses to the Town of Oakville.

Notwithstanding these above factors that are anticipated to continue attracting new residents to the Town, it is important to recognize that the G.T.H.A. is experiencing increased outward growth pressure to other sub-regions with Ontario, particularly the

[1] Defined as population born between 1946 and 1964.



G.G.H. Outer Ring, Southwestern Ontario and Eastern Ontario. This outward growth pressure has been largely driven by:

- The relative decline in housing affordability within the G.T.H.A. (including the Town of Oakville), compared to the other areas within Southern Ontario;
- A gradual strengthening of regional economic conditions within all sub-areas of Ontario (i.e., as measured in terms of labour force growth within both services-producing and goods-producing sectors);
- Changes to the nature of work, led by technological improvements and increased options for remote/hybrid work, which were accelerated during the COVID-19 pandemic; and
- Lifestyle preferences as some residents from larger urban centres of the G.T.H.A. exchange “city lifestyles” for a greater balance of urban and rural living.

A broad range of considerations related to demographics, economics, and socio-economics are anticipated to impact future population and employment growth trends throughout the Town of Oakville over the 2021 to 2051 planning horizon. These factors will not only affect the rate and magnitude of growth but will also influence the form, density, and location of residential and non-residential development throughout the Town.

While the long-term population growth outlook for the Town of Oakville remains strong relative to historical trends experienced over the past two decades, the Town’s upward population and employment growth potential is anticipated to be largely tied to three key factors:

- **Greenfield land supply to accommodate grade-related housing options geared to new and existing families is steadily diminishing.** As these housing supply opportunities gradually diminish over the next several decades, it is anticipated that the rate of housing construction associated with new low- and medium-density housing including; single-detached, semi-detached, and townhouses will continue to slow.
- **The aging of the Baby Boom Population will continue to place downward growth pressure on population growth due to declining growth from natural increase (i.e., births less deaths).** Similar to the Province as a whole, the Town will increasingly become more reliant on net migration as a source of population growth as a result of these demographic conditions. Furthermore, an



aging labour force is also anticipated to place downward pressure on long-term economic growth within the local and regional economy driven by declining rates in labour force participation.

- **There is a limit to annual absorption levels for high-density housing that the Town can reasonably sustain over the long-term within the context of the real estate market outlook for the G.T.H.A.** Noted in subsection 4.2.1.2, during the peak of the COVID-19 pandemic between 2021 and 2022, the Town averaged 2,400 high-density building permits per year (new units). Comparably, the average number of new high-density housing units constructed in Oakville over the next three decades is forecast to increase significantly relative to historical trends experienced over the past two decades. However, it is unlikely that the Town will experience sustained levels of new high-density housing development over the long-term that will exceed the peak construction levels the Town experienced during the height of the pandemic. With respect to the high-density housing market, a steady increase in demand for high-density rental housing is anticipated within the Town to accommodate increased needs associated with the Town's growing population of low and middle-income households. Currently, the Town is experiencing a shortage of affordable rental housing accommodations.² This emphasizes the continued need for a greater supply of non-market and market rental housing options (including both primary and secondary rental high-density accommodations and secondary units) as well as ownership condominiums to address future high-density housing demand across all ages and income groups.

Figure ES-1 summarizes three long-term population forecast scenarios for the Town of Oakville over the 2021 to 2051 forecast period, relative to historical population between 2001 and 2021. By 2051, the Town's population is forecast to ultimately reach a population between 350,000 and 433,000. This represents an increase of approximately 213,600 to 312,600 people between 2021 and 2051.

Through a comprehensive assessment of the long-term population growth outlook for the Province of Ontario, the G.T.H.A., and Halton Region, an updated population forecast has been prepared, herein, for the Town of Oakville. In accordance with this

^[2] As of October 2023, the Town of Oakville is reported to have a 1.6% vacancy rate for purpose-built rentals. A 3% rental vacancy rate is considered a healthy vacancy rate for purpose built rental housing.



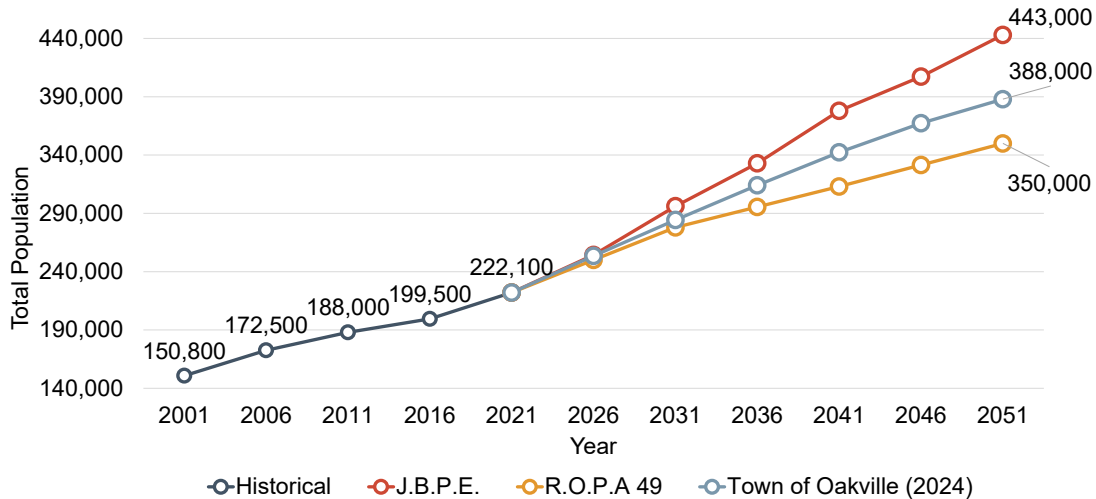
update, Oakville's population base is forecast to increase to 388,000 residents by 2051, representing an annual average growth rate of 1.9%, or 5,500 people per year. Comparably, this revised long-range growth scenario for the Town of Oakville, is slightly below the mid-point between the R.O.P.A. 49 and Halton J.B.P.E. forecast for the Town by the year 2051.

This updated population forecast is the recommended growth forecast scenario for the Town of Oakville for the following reasons:

- It represents a reasonable future rate of population growth relative to historical trends, considering recent and near-term immigration levels expected for Canada, Ontario and the G.T.H.A. as well as the identified drivers of longer-term population growth potential for Halton Region and the Town of Oakville.
- Population growth in the Town will continue to be largely driven by net migration (immigration) of working age adults. Forecast trends in net migration are ambitious but reasonable for the purposes of long-range planning within the context of federal immigration targets and anticipated population growth rates across Halton Region and surrounding area. Furthermore, the share of net migration and population growth in the 15 to 64 age group is reasonable within the context of historical migration patterns and broader demographic trends anticipated across the Province, G.T.H.A. and Halton Region.
- The forecast level of annual new housing development required to accommodate the recommended population growth forecast for the Town represents an achievable increase in housing activity relative to historical trends experienced over the past two decades when considering the forecast population growth outlook and corresponding housing needs across Halton Region and more broadly throughout the G.T.H.A.



Figure ES-1
Town of Oakville
Long-Range Population Growth Scenarios, 2021 to 2051



Notes: Population includes net Census undercount and has been rounded. J.B.P.E. means Joint Best Planning Estimates; R.O.P.A. means Regional Official Plan Amendment.

Source: Historical 2001 to 2021 data derived from Statistics Canada Table 17-10-0152-01; forecast prepared by Watson & Associates Economists Ltd.

Under the recommended long-term population forecast, the Town will be required to accommodate a total of 68,220 new households from 2021 to 2051, representing an average of 2,270 new households per year. Over the 2021 to 2051 forecast period, new housing is expected to comprise 12% low-density units (singles and semi-detached), 20% medium-density units (multiples), 63% high-density units (apartments), and 5% secondary suites.

Midtown Oakville Population, Housing and Employment Growth Forecast

As part of this growth analysis update a long-term population, housing and employment forecast has been prepared for Midtown Oakville in consideration of the following demand and supply factors:

- Supply of potential future housing stock in the development process by housing structure type and approval status;
- Provincial and local policy direction regarding forecast residential growth by broader planning policy area;



- Historical residential building permit activity (new units only) by structure type from 2014 to 2024 (Y.T.D.) across the Town’s existing corridors (refer to subsection 4.2.1.2);
- An assessment high-density housing market demand within Midtown Oakville for considering future net migration by major age group as well as the demographic and socio-economic characteristics of the existing population base; and
- The anticipated share of future high-density housing growth in Midtown Oakville within the broader demand for high-density housing at the Town-wide, Halton Region and G.T.H.A. level.

Figure ES-2 summarizes the allocation of population and housing growth to Midtown Oakville between 2021 and 2051. Over the 2021 to 2051 planning horizon:

- Midtown Oakville is expected to account for 11% the Town-wide population growth, with 17,800 people planned to be accommodated in this area; and
- To accommodate this forecast level of population, Midtown is anticipated to require 8,400 total households, or just under 300 new households per year between 2021 and 2051. It is noted that occupied residential development is anticipated by 2029, representing just over 400 new households per year from 2029 to 2051.

Figure ES-2
Midtown Oakville
Summary of Population and Housing, 2021 to 2051

Year	Population ^[1]	Low Density ^[2]	Medium Density ^[3]	High Density ^[4]	Total Units
Mid-2021	600	0	0	300	300
Mid-2051	18,500	0	480	8,730	9,200
Mid-2021 to Mid-2051	17,800	0	480	8,430	8,900
Annual Growth (2021 to 2051)	594	-	16	281	297

^[1] Population includes net Census undercount.

^[2] Includes single detached and semi-detached dwellings.

^[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[4] Includes stacked townhouses, and bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Note: Figures have been rounded.

Source: Watson & Associates Economists Ltd.



Figure ES-3 summarizes Midtown Oakville’s employment growth by major land use category. Key findings are as follows:

- Midtown Oakville is expected to accommodate just under 6,000 jobs over the next three decades, accounting for approximately 8% of Town-wide employment growth;
- Most of the employment growth in Midtown Oakville is estimated to be population-related employment (P.R.E.) (i.e., commercial, retail, institutional and work at home), comprising 83% of Midtown’s total employment growth, or just under with 5,000 jobs;
- The remaining 1,000 jobs in Midtown Oakville are anticipated with the major office employment (M.O.E.) category. M.O.E. is forecast to accounts for approximately 17% of total jobs Midtown, representing approximately 6% of Town-wide M.O.E.;
- There are no industrial jobs anticipated to be accommodated within Midtown Oakville; and
- By 2051 there are 29,900 people and jobs in Midtown Oakville.

Figure ES-3
Midtown Oakville
Total Employment Growth Forecast by Employment Category, 2024 to 2051

Category	Midtown Oakville	Town of Oakville	% Share of Town of Oakville
2024 Total Employment	5,500	117,000	5%
2024 to 2051 Employment Growth			
Major Office Employment	1,000	16,200	6%
Population-Related Employment	4,960	40,030	12%
Employment Land Employment	0	17,470	0%
Rural Employment	0	0	-
Total Employment Growth	5,960	73,700	8%
2051 Total Employment	11,400	190,700	6%

Note: Figures have been rounded. Employment figures include work at home and no fixed place of work.

Source: Watson & Associates Economists Ltd.



1. Introduction

1.1 Terms of Reference

Watson & Associates Economists Ltd. (Watson) was retained by the Town of Oakville to provide an updated long-term assessment of the Town's population, housing and employment growth potential to the year 2051. This analysis also includes a detailed growth allocation for Midtown Oakville to support ongoing work related to an Official Plan Amendment (O.P.A.) for this area. This analysis will form a key background document for the Town regarding long-term planning, infrastructure needs, financial planning, and other key decision-making matters.

1.2 Background

In 2017 Watson prepared a Residential Growth Analysis study as input into the Town's Official Plan (O.P.) Review process and Urban Structure Review. Since the release of the previous growth forecast, several key factors have contributed to the need to review the long-term population, employment, and household forecast for the Town of Oakville, including the following:

- In recent years, the long-term growth outlook for the Town of Oakville has notably increased. This stronger long-term growth outlook has been largely driven by:
 - Significantly stronger federal immigration targets and achieved immigration levels in Ontario following the onset of COVID-19 in 2020;
 - Continued economic expansion across the Province of Ontario and the Greater Toronto Hamilton Area (G.T.H.A.) across a range of goods-producing and services-producing sectors; and
 - A stronger long-term population growth outlook for the G.T.H.A. as set out through the most recent Ministry of Finance (M.O.F.) population projections. This stronger long-term population growth outlook has been largely driven by stronger immigration levels and continued intra-provincial net-migration, most notably from Peel Region and the City of Toronto.
- The Halton Region Integrated Growth Management Strategy (I.G.M.S.) and Halton Region O.P. Amendment 49 (R.O.P.A. 49) embrace a number of the recent macro-economic trends and regional growth drivers briefly mentioned



above. It is important to note, however, that the Halton I.G.M.S. does not address the higher 10-year housing targets assigned to each of the Halton Region Area Municipalities through Bill 23, the *More Homes Built Faster Act*.

- Following the completion of Halton's I.G.M.S. and R.O.P.A. 49, the Region initiated the Joint Best Planning Estimates (J.B.P.E.) population, housing, and employment update in the fall of 2023. The primary purpose of the J.B.P.E. for Halton Region was to serve as the basis for the Region's infrastructure master planning work that is currently underway. The J.B.P.E. anticipate considerably stronger population growth over the next 10 years across each of Halton Region's Area Municipalities, consistent with the municipal housing pledges required through Bill 23.

In accordance with the above, there is a need to re-examine the Town of Oakville's near-term and longer-term population, housing, and employment growth forecast within the context of both broader provincial and regional growth trends, and local drivers of growth across the Town. Of particular interest for the Town is a better understanding regarding the pace of urban development within the Midtown Oakville Area, considering the local real estate market demand and the medium- to long-term growth outlook for the Town as a whole.



2. Planning Policy Context Influencing Long Range Growth Forecasts in Halton Region

2.1 Provincial Planning Context

2.1.1 Bill 23

On October 25, 2022, the Ontario government introduced the *More Homes Built Faster Act, 2022* (Bill 23). Following Bill 108 and Bill 109, Bill 23 is part of a long-term strategy to address anticipated housing demand across Ontario over the next 10 years by facilitating the construction of 1.5 million homes. Bill 23 received Royal Assent by the provincial legislature on November 28, 2022. This Bill is intended to increase housing supply and provide a greater mix of ownership and rental housing options for Ontarians.

Under Bill 23, proposed changes to the *Development Charges Act*, the *Planning Act*, and the *Conservation Authorities Act* intend to reduce and exempt fees to spur new home construction and reduce the cost of housing. This includes ensuring affordable residential units, select attainable residential units, inclusionary zoning housing units, and non-profit housing developments will be exempt from paying municipal development charges (D.C.s), community benefits charges, and parkland dedication provisions.

To support the provincial commitment to getting 1.5 million homes built over the next 10 years, Bill 23 introduced sweeping and substantive changes to a range of legislation, as well as updates to regulations and consultations on various provincial plans and policies. This identified need for additional housing relates to demand associated with both existing Ontario residents and newcomers to the Province through immigration and net migration.

It is important to recognize that the municipal housing targets identified in the *More Homes Built Faster Act* are based on both existing and future housing needs. A share of the overall housing need identified through Bill 23 is attributed to a structural deficit in the Province's existing housing inventory while a portion of the housing need is linked to anticipated population growth over the next decade. The housing targets are adapted from the Census Division level housing needs assessment provided in the *Ontario's*



Need for 1.5 Million More Homes report, prepared by Smart Prosperity Institute, dated August 2022.^[3]

Through this Bill, the Province selected municipalities, including the Town of Oakville, to prepare Municipal Housing Pledges to meet these housing targets with details on how they will enable/support housing development through a range of planning, development approvals and infrastructure related initiatives. The Province identified that these housing pledges were not intended to replace current municipal plans and are not expected to impact adopted municipal population or employment projections established through a Municipal Comprehensive Review. It is further noted that the municipal housing targets do not specify housing form, density or geographic location (e.g., greenfield, intensification).

Through the *More Homes Built Faster Act*, the Province of Ontario has assigned municipal housing targets, identifying the number of new housing units needed by 2031, impacting 29 of Ontario's largest and fastest growing single/lower-tier municipalities in Ontario. The 10-year housing target for the Town of Oakville is 33,000 additional units, representing about 2.2% of Ontario's total additional 1.5 million additional housing units needed over the next decade in accordance with Bill 23. It is important to emphasize that perceived housing demand established through the *More Homes Built Faster Act* does not represent a prescribed minimum forecast that municipalities are required to achieve. Rather, it establishes housing targets that represent a desired state, expressed as a policy objective.

2.1.2 Bill 185 and Provincial Planning Statement, 2024

On August 20, 2024, the Province released the Provincial Planning Statement (P.P.S.), 2024, which will come into effect on October 20, 2024.^[4] The P.P.S., 2024 was released in coordination with Bill 185, *Cutting Red Tape to Build More Homes Act*, for a 30-day comment period. The following summarizes key highlights of the P.P.S., 2024 that are particularly relevant to this study:

- Compared to the Provincial Policy Statement, 2020 (P.P.S., 2020), the P.P.S., 2024 provides a more flexible horizon for planning for growth by providing a planning horizon with a minimum of 20 years and a maximum of 30 years. Policy

^[3] Ontario's Need for 1.5 Million More Homes. August 2022. Smart Prosperity Institute.

^[4] <https://ero.ontario.ca/notice/019-8462>.



2.1.3 states “Planning for infrastructure, public service facilities, strategic growth areas and Employment Areas may extend beyond this time horizon.”^[5] As such, this suggests that municipalities are to designate land to accommodate growth for at least 20 years, but not more than 30 years with the opportunity to designate additional land beyond the 30-year time horizon when planning for Employment Areas, strategic growth areas and infrastructure.^[6]

- Policy 2.2.1 of the P.P.S., 2024 notes that “planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.” It is important to note that the M.O.F. population forecasts are provided at the Census Division level only, which typically represents upper-tier municipalities, including separated municipalities and large urban single-tier municipalities. The M.O.F. does not provide forecasts at the area municipal level. Furthermore, the most recent Summer 2023 M.O.F. forecast provides growth estimates to the year 2046. As previously noted, the P.P.S., 2024 states that urban land needs can be calculated up to 30 years, with a longer time period permitted for Employment Areas. This requires municipalities to prepare growth forecasts that extend well beyond the M.O.F. horizon of 2046. It is further noted that the M.O.F. forecasts are not meant to replace long-term forecasting by municipalities, but rather to be used as a starting place in establishing forecasts and testing the reasonableness of alternative regional forecasts and area municipal growth allocations, a practice that Watson currently carries out.
- Generally unchanged from the P.P.S., 2020, the P.P.S., 2024 still requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands that are designated and available for residential development. It is noted, however, that the emphasis on intensification and redevelopment in this regard has been removed within the context of this policy. Planning authorities are also required to maintain at all times, where new development is to occur, lands with servicing capacity sufficient to provide at least a three-year supply of residential units, available through lands suitably zoned, including units in draft approved or registered plans.

^[5] Provincial Planning Statement, 2024, policy 2.1.3, p. 6.

^[6] Ibid.



- A key policy change resulting from Bill 185 that has impacted the Town of Oakville relates to the proposed removal of planning responsibilities for upper-tier municipalities. This concept of “upper-tier municipalities without planning responsibilities” and “upper-tier municipalities with planning responsibilities” was first introduced under the *Planning Act* as part of Bill 23, the *More Homes Built Faster Act*, which was released on October 25, 2023. “Upper-tier municipalities without planning responsibilities” includes a list of seven municipalities comprising all the upper-tier municipalities in the Greater Toronto Area (G.T.A.), plus the County of Simcoe, the Region of Niagara, and the Region of Waterloo. Bill 185 builds upon this and amends the *Planning Act* to implement changes to certain upper-tier municipalities, “upper-tier municipalities without planning responsibilities.”

Under Bill 185, the Region of Halton, the Region of Peel, and the Region of York have become “upper-tier municipalities without planning responsibilities” as of July 1, 2024. The County of Simcoe, the Region of Durham, the Region of Niagara, and the Region of Waterloo will become “upper-tier municipalities without planning responsibilities” at a future date to be named by proclamation of the Lieutenant Governor. We anticipate that there will continue to be a strong need for impacted upper-tier municipalities, including Halton Region, to address regional growth management coordination efforts (e.g., coordination of local municipal growth forecasts, assessment of regional infrastructure needs, and review of cross-jurisdictional issues) working with their area municipalities.

A cohort survival forecast methodology has been utilized to generate the population and housing forecast for the Town of Oakville (see Appendix A for further details). The P.P.S., 2024 does not require adherence to standard guidelines regarding growth projection and urban land needs. In place of specific guidelines, the P.P.S., 2024 indicates that the long-term need for urban lands will be informed by “provincial guidance.” Notwithstanding these changes to the P.P.S., 2024, long-range demographic and economic growth forecasts and urban land needs assessments remain a fundamental background component to the O.P. review process.

2.2 Halton Regional Official Plan Amendment 49

As part of the Region’s O.P. review process, the Region undertook a growth strategy to accommodate population, housing, and employment growth to 2051 in accordance with



provincial planning requirements. This process, referred to as the Halton Region's I.G.M.S., provided a comprehensive examination of the long-term growth outlook for the Region of Halton, including four long-range growth concepts for the Region to the year 2051. Each of these growth concepts explored various forward-looking assumptions regarding residential intensification and greenfield density by Area Municipality within the context of provincial planning policy. Provided below is a brief chronology of the key deliverables and outcomes of this process to provide context for this local growth analysis study for the Town of Oakville.

After the passing of R.O.P.A. 48, three Council Workshops starting in November 2021 and ending in February 2022 were held to provide Regional Council and the public with information about how the draft preferred growth concept was formulated. Following the February 16, 2022 Council Workshop, Regional Council directed Regional staff to prepare another R.O.P.A. that would implement a preferred growth concept to examine growth in Halton Region in two phases – growth prior to 2041 and growth between 2041 and 2051.^[7]

In June 2022, the Region adopted R.O.P.A. 49, which provided growth direction for the Region and its area municipalities to the year 2041. In November 2022,^[8] the Province approved R.O.P.A. 49 with modifications, which brought into effect the following:

- Updates to the population and employment forecasts for Halton Region to 2051;
- Distribution of population and employment growth to 2051 by area municipality;
- Updates to the intensification and density targets by changing the residential intensification target from 40% to 45%;
- Revisions to the policy and identification of Regional intensification corridors; and
- Updates to the policy regarding Regional Employment Areas.

The population and employment growth allocations by area municipality, as per R.O.P.A. 49, are shown in Figure 2-1 and Figure 2-2.

^[7] Amendment No. 49 to The Regional Plan Official Plan for the Halton Planning Area Regional Municipality of Halton – an Amendment to Implement the Integrated Growth Management Strategy – June 2022.

^[8] Halton Regional Official Plan Amendment 49, as approved with modifications by the Minister, November 4, 2022.



Figure 2-1
Halton Region
R.O.P.A. 49 – Population Distribution by Area Municipality

Municipality	2021	2041	2051
Burlington	195,000	240,050	265,160
Oakville	220,000	313,460	349,990
Milton	137,980	227,000	350,870
Halton Hills	66,010	98,890	132,050
Halton Region	620,990	929,400	1,098,070

Source: Region of Halton – Regional Official Plan Amendment 49 – Table 1.

Figure 2-2
Halton Region
R.O.P.A. 49 – Employment Distribution by Area Municipality

Municipality	2021	2041	2051
Burlington	98,340	114,330	124,390
Oakville	111,980	160,880	181,120
Milton	44,390	100,120	136,270
Halton Hills	24,510	45,900	65,460
Halton Region	279,220	421,230	507,240

Source: Region of Halton – Regional Official Plan Amendment 49 – Table 1

In December 2023, the Province of Ontario passed Bill 150, which includes Schedule 1 – *Official Plan Adjustments Act, 2023*. This bill rescinds the decisions made by the Province in November 2022 and reverts back to the O.P. or O.P. Amendment that was adopted.^[9] For the Town of Oakville, this would not result in any change to the urban boundary.

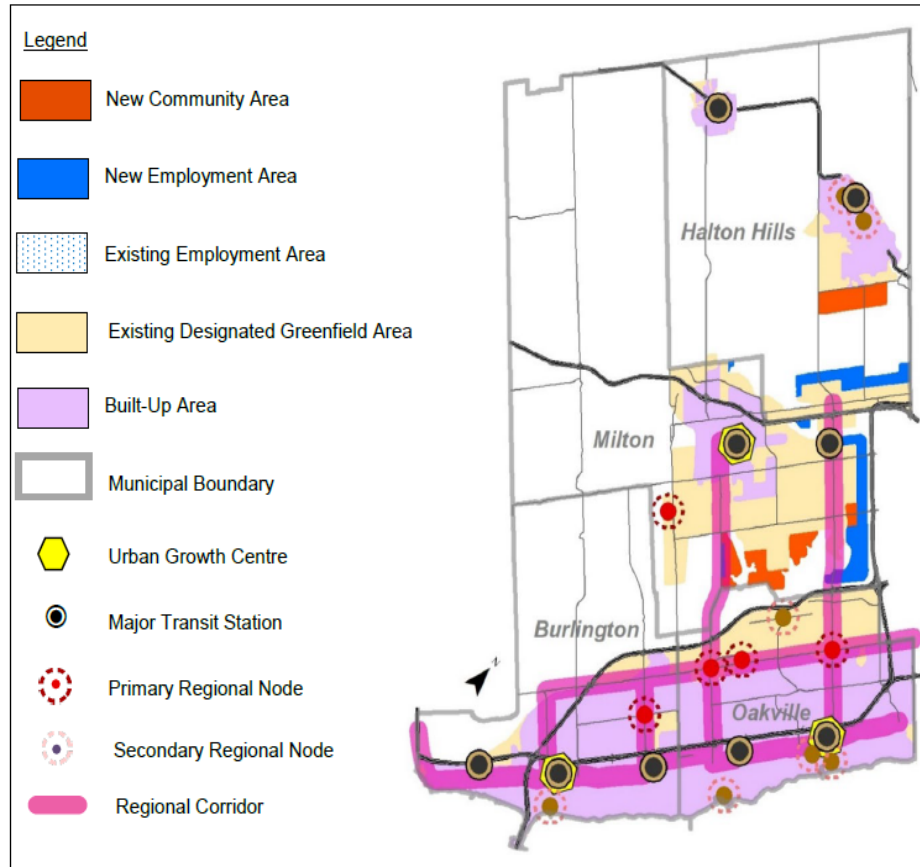
In February 2024, the Province announced Bill 162, the *Get It Done Act*; on May 16, 2024, it received Royal Assent. Schedule 3 of Bill 162 includes a table of the adjustments that were made to various O.P.s across the Province.^[10] Figure 2-3, below, illustrates the expansion lands that the Province has identified for Halton Region.

^[9] Bill 150 2023: Schedule 1 – Official Plan Adjustments Act, 2023, section 3.

^[10] Bill 162: Schedule 3 – Official Plan Adjustments Act, section 7 iA.



Figure 2-3
Halton Region
R.O.P.A. 49 – Existing and Urban Expansion Lands



Source: Figure 5 of the Halton Region Integrated Growth Management Strategy Preferred Growth Concept Report, February 2022.

2.3 Joint Best Planning Estimates

Halton Region periodically develops a set of detailed population and employment forecasts known as the Best Planning Estimates (B.P.E.), which is the result of the Region's Official Plan Review process. The last time the Region revised its B.P.E. forecast prior to the most recent update was in 2011.^[11]

^[11] Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031, June 2011, Regional Municipality of Halton.



In August 2023, the Region released the J.B.P.E., which identifies population, housing, and employment by area municipality and smaller geographic areas to the year 2051. The J.B.P.E. are a planning tool that is used to identify where and when development is expected to occur to assist the Region's Area Municipalities in planning complete communities. The J.B.P.E were developed in response to Bill 23 (as mentioned in subsection 2.1.1). It is further noted that the J.B.P.E. are based on projected land capacity for infrastructure planning purposes. The primary purpose of the J.B.P.E. update was to serve as the basis for the Region's infrastructure master planning work that is currently underway. The J.B.P.E. anticipate considerably stronger population growth over the next 10 years across each of Halton Region's Area Municipalities consistent with the municipal housing pledges required through Bill 23 as mentioned in section 1.2. In accordance with the recent pace of new housing construction across the Province as well the near-term population and housing growth outlook, the Province's goal to achieve 1.5 million additional homes over the next 10 years is very ambitious. As such, the housing targets established for the 29 large and fast-growing municipalities, which includes the Town of Oakville, are also ambitious.

Figure 2-4 summarizes the J.B.P.E. and the R.O.P.A. 49 population forecast for the Town of Oakville. Key observations include:

- Under the J.B.P.E. growth forecast, by 2051 the Town of Oakville is expected to reach a population of 443,000, which is 93,000 people more than what R.O.P.A. 49 has identified. The J.B.P.E. suggests that the Town will grow at an annual rate of 2.3%, which is 1.5 times higher than R.O.P.A. 49;
- The J.B.P.E. population forecast anticipates that the Town will grow at an annual rate of 2.9%, over the first 10-year period, then averaging 2.3% over the 30-year period, where as R.O.P.A. 49 has identified a rate of 2.3% over the 2021 to 2031 period, then moderating to 1.5% over the 30-year period.
- The rate of population growth for the Town of Oakville identified through the J.B.P.E. is significantly higher than the average annual population growth rate Town has historically achieved over the past two decades.



Figure 2-4
Town of Oakville
Population Comparison

Year	J.B.P.E.	R.O.P.A. 49
2021	222,100	222,100
2031	296,200	278,000
2041	378,000	313,000
2051	443,000	350,000
Incremental Growth	J.B.P.E.	R.O.P.A. 49
2021 to 2051	220,900	127,900
Annual Growth	7,360	4,260
Growth Rate	2.3%	1.5%

Note: Population includes net Census undercount. Figures have been rounded and may not add precisely.

Source: J.B.P.E. forecast derived from Halton Region Joint Best Planning Estimates, August 15, 2023. R.O.P.A. 49 forecast derived from Region of Halton – Regional Official Plan Amendment 49 – Table 1, presented by Watson & Associates Economists Ltd.



3. Overview of Macro-Economic and Regional Trends

This chapter summarizes the provincial and regional economic trends anticipated to continue to influence the population and employment growth outlook for the Region of Halton and Town of Oakville over the next three decades.

3.1 Regional Labour Force and Population Growth Trends

3.1.1 Regional Labour Force Growth Trends

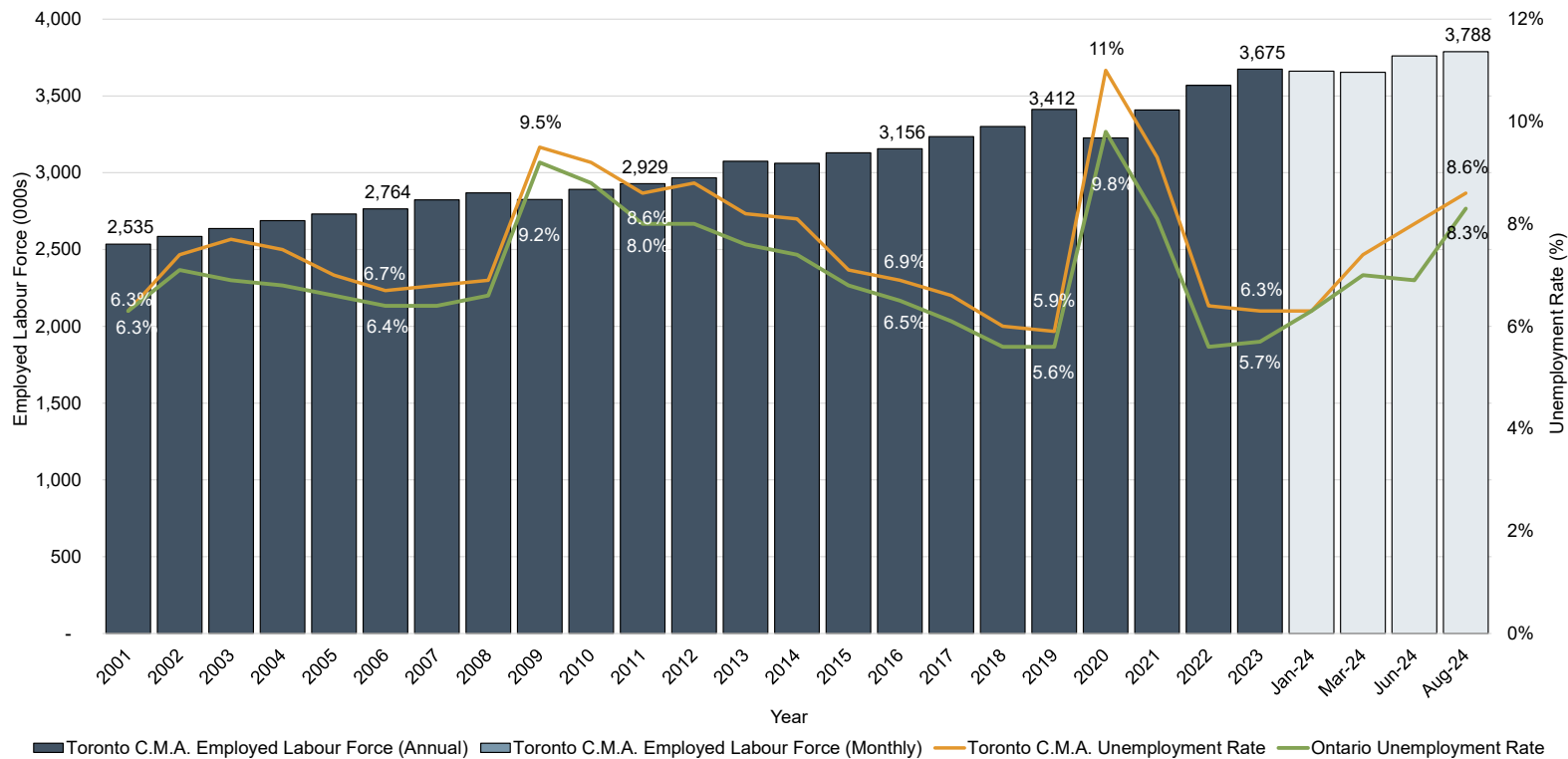
Figure 3-1 summarizes total labour force and unemployment rate trends for the Toronto Census Metropolitan Area (C.M.A.). Labour force data is not available for the Town of Oakville, but it is captured in the broader Toronto C.M.A. Key observations include the following:

- Since 2011, the Toronto C.M.A. economy has experienced steady labour force growth and a declining unemployment rate leading up to the COVID-19 pandemic in early 2020;
- Following the economic recovery from the pandemic lockdowns in 2020 and 2021, the labour force for the Toronto C.M.A. steadily recovered, reaching new record highs in 2024;
- The pace of labour force growth across the Toronto C.M.A. has slowed since and the unemployment rate has steadily increased since June 2023 following measures by the Bank of Canada in early 2022 to tighten monetary conditions;^[12]
- Accordingly, the Toronto C.M.A. real estate market, including the Town of Oakville, has softened since 2023 relative to trends experienced during the height of the pandemic;
- Looking forward, the long-term economic outlook for the Toronto C.M.A. is very positive. Real estate market conditions, however, are anticipated to remain relatively weaker in the near-term in response to slowing regional, provincial and national economic conditions combined with relatively higher mortgage lending rates when compared to the peak pandemic period.

[12] Since March 2022, the Canadian prime interest rate increased from 2.45% to a peak of 7.2% in 2024. The Canadian prime interest is now 6.45%. In addition, the Bank of Canada introduced quantitative tightening measures in 2022 a process whereby the Bank of Canada reduces the supply of money circulating in the economy by selling its accumulated assets, mainly bonds.



Figure 3-1
 Toronto Census Metropolitan Area (C.M.A.)
 Labour Force Trends, 2001 to Year-To-Date 2024



Note: Statistics Canada Labour Force Survey and Census labour force statistics may differ.
 Source: Statistics Canada Data Tables 14-10-0096-01, 14-10-0385-01, 14-10-0378-01, 14-10-0327-01, and 14-10-0017-01. By Watson & Associates Economists Ltd., 2024.

Note: Statistics Canada Labour Force Survey and Census labour force statistics may differ.
 Source: Toronto C.M.A. employed labour force and unemployment rate from Statistics Canada Table 14-10-378-01, Table 14-10-0385-01, and Table 14-10-0096-01. Province of Ontario unemployment rate from Statistics Canada Table 14-10-0327-01. Derived by Watson & Associates Economists Ltd.



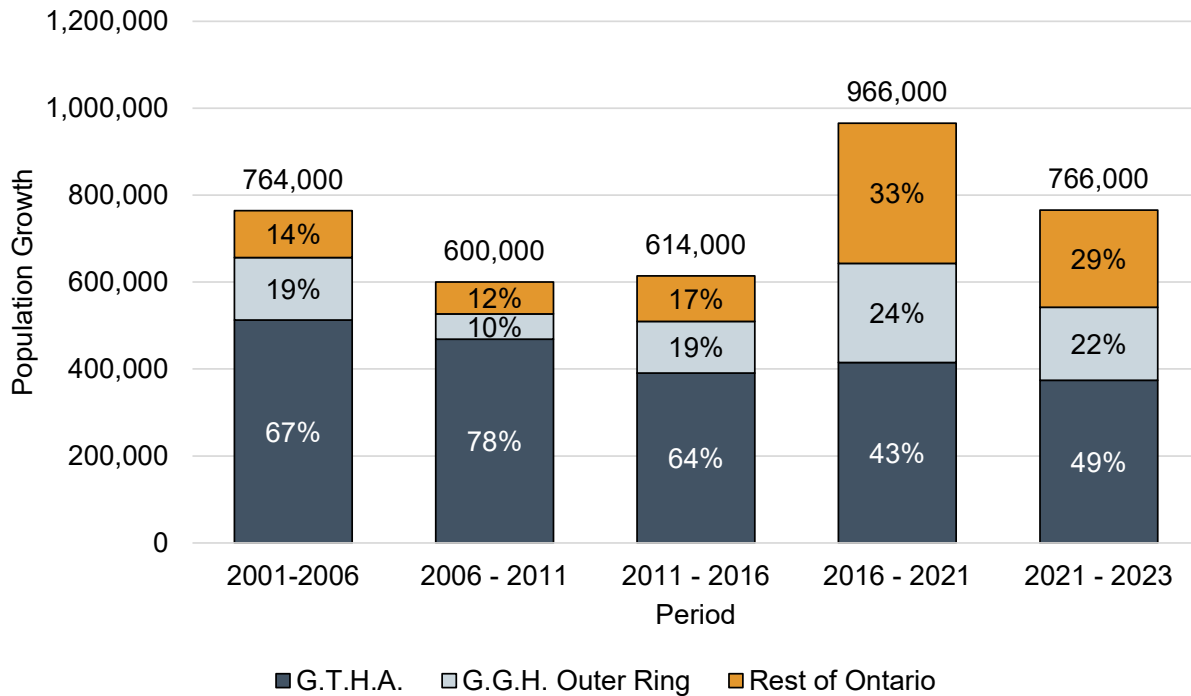
3.1.2 Provincial Population Growth Trends

Figure 3-2 illustrates the population growth in the Province by sub-regional area. Key observations include the following:

- The share of population growth outside the G.T.H.A. steadily increased over the past three Census periods from 2006 to 2021. Most notably, during the most recent Census period (i.e., 2016 to 2021), the share of total provincial population growth for all areas outside of the G.G.H. increased from 12% between 2006 and 2011, to 17% from 2011 to 2016, to 33% between 2016 and 2021.
- With the exception of the 2021 to 2023 period, the share of provincial population growth in the G.T.H.A. has declined in recent years, falling from 78% between 2006 and 2011, to 64% from 2011 to 2016, and then to 43% between 2016 and 2021.
- These historical trends in provincial population growth suggests that while the G.T.H.A. will continue to experience a large share of provincial population growth, this population share is anticipated to continue to shift outward into the G.G.H. Outer Ring and the remaining sub-areas of Ontario.



Figure 3-2
Province of Ontario by Regional Area
Population Growth, 2001 to 2023



Notes: Population includes net Census undercount. G.T.H.A. means Greater Toronto and Hamilton Area; G.G.H. means Greater Golden Horseshoe.
Source: Statistics Canada Table 17-10-0139-01, summarized by Watson & Associates Economists Ltd.

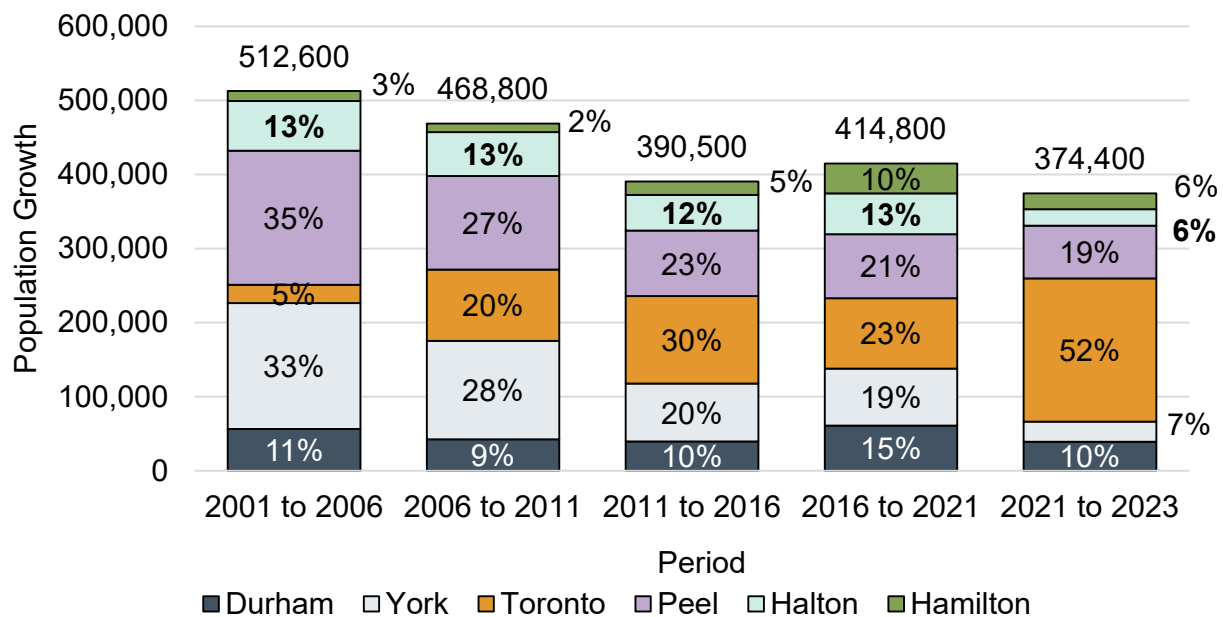
3.1.3 Population Growth Outlook for the Greater Toronto Area

Building on Figure 3-2, Figure 3-3 illustrates the population growth within the G.T.H.A. by single- and upper-tier municipality. Between 2001 and 2006, York and Peel Region, combined, accounted for 68% of the G.T.H.A.’s population growth. Since then, the share of population growth for these two Regions has declined to 34% of growth between 2021 and 2023. Conversely, Durham Region, Halton Region, and the City of Hamilton have collectively experienced an increasing share of population growth over the past three Census periods, most notably during the recent 2016 to 2021 period. It is noted that during the most recent postcensal period between 2021 and 2023 a significant increase in the share of population growth has occurred within the City of Toronto representing approximately 52% of total G.T.H.A. population growth, largely



driven by increased population growth levels associated with non-permanent residents (N.P.R.) in the City of Toronto during this time period.

Figure 3-3
Greater Toronto Hamilton Area
Historical Population Growth, 2001 to 2021



Note: Population includes net Census undercount. 2021 population has not been finalized and utilizes 2016 net Census undercount.
Source: Statistics Canada Table 17-10-0139-01, summarized by Watson & Associates Economists Ltd.

3.1.4 Long-Term Growth Outlook for Halton Region

There are two main components of population growth,^[13] natural increase (births less deaths) and net migration, which is further broken down into three broad categories including:

- **International Net Migration** – represents international immigration less emigrants, plus net N.P.R.s. Over the last decade, this component of net migration represented an increasing source of net migration for Halton Region;

^[13] The smallest geographic dissemination of this information is available at the Census Division level (i.e., Halton Region).



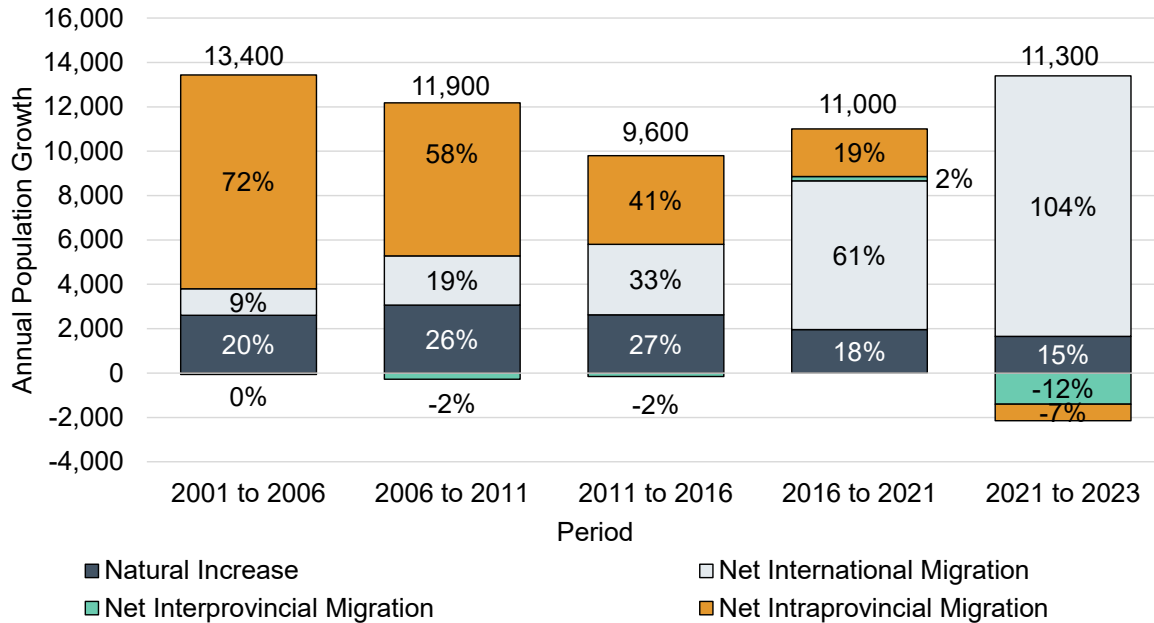
- **Inter-provincial Net Migration** – comprises in-migration less out-migration from other Canadian provinces/territories. Historically, this has not been a major source of net-migration for Halton Region; and
- **Intra-provincial Net Migration** – includes in-migration less out-migration from elsewhere within the Province of Ontario. This has been a significant, but declining source of net migration for Halton Region over the last decade.

Figure 3-4 illustrates the components of population growth within Halton Region over the past 20 years. Historically, between 2001 and 2023, Halton’s population growth has largely been driven by net migration, more specifically net intra-provincial migration and net international migration. Of the net intra-provincial migration Halton Region has experienced over the past two decades, approximately 79% is from the G.T.H.A., more specifically from Peel Region and the City of Toronto.

While net intra-provincial migration represents the largest component of population growth in Halton Region, it has experienced a decline in the share of population growth over the past two decades, falling from 72% between 2001 and 2006 to 19% between 2016 and 2021. In the most recent period, between 2021 and 2023, net intra-provincial migration represents -7% of the Region’s population growth. In contrast, net international migration has experienced a significant increase during the same time period. Between 2001 and 2006, net international migration accounted for 9% of the Region’s population growth, while over the most recent period, this share increased to 104%. It should also be noted that Halton has experienced positive growth in natural increase, driven by the Region’s relatively high share of young adults and children, most notably in the northern Area Municipalities of Halton Region.



Figure 3-4
Halton Region
Components of Population Growth, 2001 to 2023



Note: Population includes net Census undercount. Figures have been rounded and may not add up precisely.

Source: Statistics Canada Table 17-10-0139-01 and Table 17-10-0140-01, summarized by Watson & Associates Economists Ltd.



4. Town of Oakville Recent Development Trends

This chapter examines the recent development trends in Halton Region and, more specifically, the Town of Oakville. For additional details regarding historical household trends, please see Appendix B.

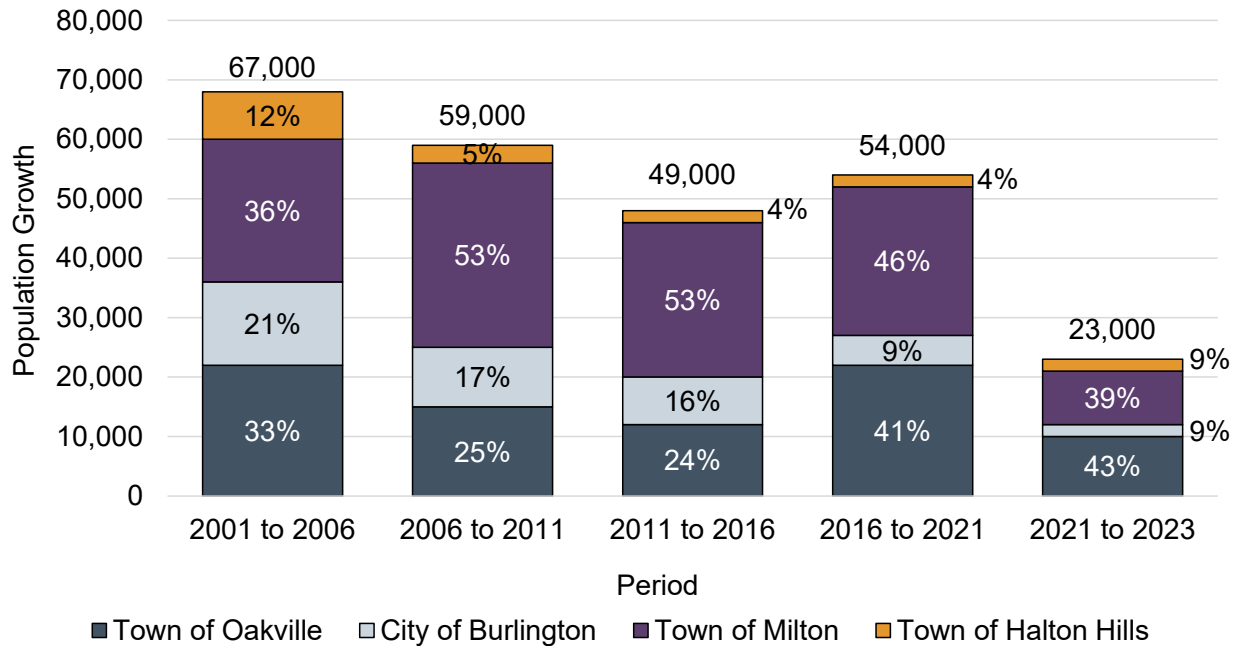
4.1 Population Growth Trends

Figure 4-1 summarizes incremental population growth in Halton Region by area municipality over the 2001 to 2023 historical period. Key observations are as follows:

- While Halton Region has experienced steady population growth over the past 20 years increasing by approximately 229,400 persons, incremental population growth in the Region declined between 2001 and 2016 before stabilizing during the 2016 to 2021 period;
- The Town of Milton accounted for the largest share of growth in the Region in all historical periods averaging 46% of historical population growth between 2001 and 2021; however, the latest preliminary postcensal data indicates that Oakville accounted for the greatest share of the Region's population growth between 2021 and 2023 at 43%;
- During the 2016 to 2021 Census the Town Oakville accounted for approximately 41% of population growth across Halton Region driven by steady development within both South and North Oakville; and
- In accordance with recent residential building permit activity between 2020 and 2023 (new units only), the Town of Oakville represented approximately 59% of anticipated new residential housing construction (as measured in terms of number of housing units) in Halton Region.



Figure 4-1
Halton Region
Population Growth by Area Municipality, 2001 to 2023



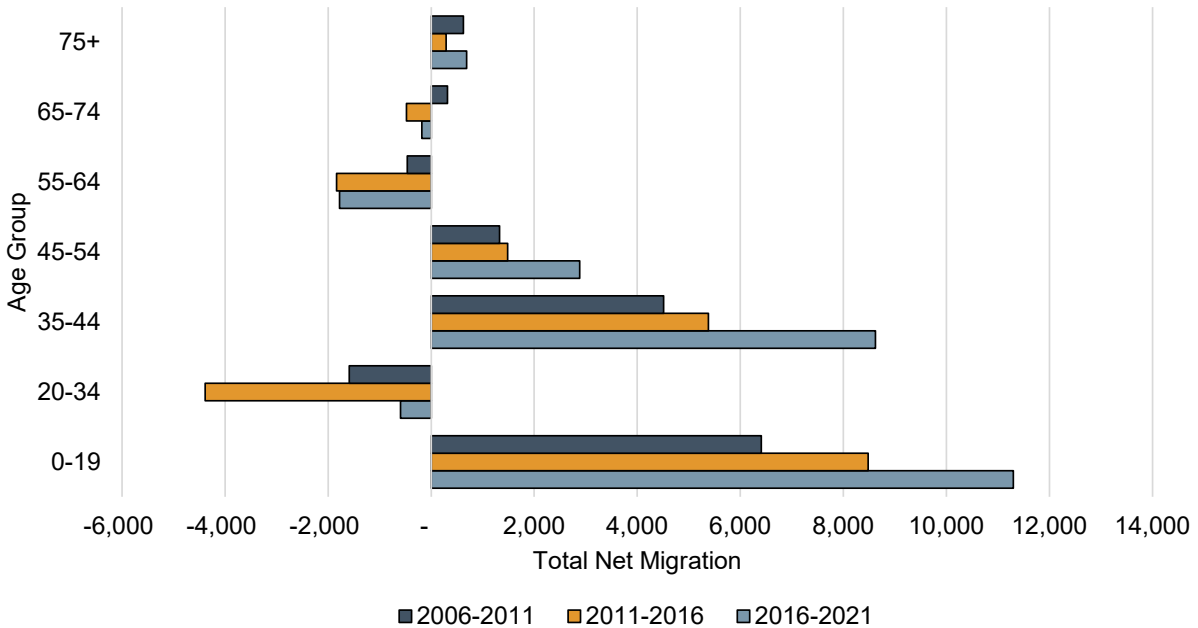
Note: Population includes net Census undercount. Figures have been rounded and may not add up precisely.
Source: Statistics Canada Table 17-10-0139-01 and Table 17-10-0140-01; summarized by Watson & Associates Economists Ltd.

Figure 4-2 summarizes the total net migration by major age group. A further discussion regarding forecast demographic trends by major age for the Town is provided in Chapter 5. Key observations are as follows:

- Over the past 15 years, persons between 35 and 44 years of age and under 19 represent the highest concentration of newcomers to the Town of Oakville. In the most recent 2016 to 2021 Census period, these two age groups combined accounted for 95% of total net migration to the Town;
- Young adults (aged 20 to 34) and the population aged 55 to 64 have consistently experienced negative net migration in the Town of Oakville; and
- These trends regarding net migration by major age group are anticipated to continue over the 2021 to 2051 planning horizon.



Figure 4-2
Town of Oakville
Net Migration by Major Age Group, 2006 to 2021



Note: Population includes net Census undercount. Figures have been rounded and may not add up precisely.

Source: Derived from Statistics Canada Table 17-10-0152-01, summarized by Watson & Associates Economists Ltd.

For additional information regarding the components of population growth, population by major age group, and historical net migration, please refer to Appendix C.



4.2 Housing Growth Trends

4.2.1 Recent Residential Development Trends

4.2.1.1 Census Housing

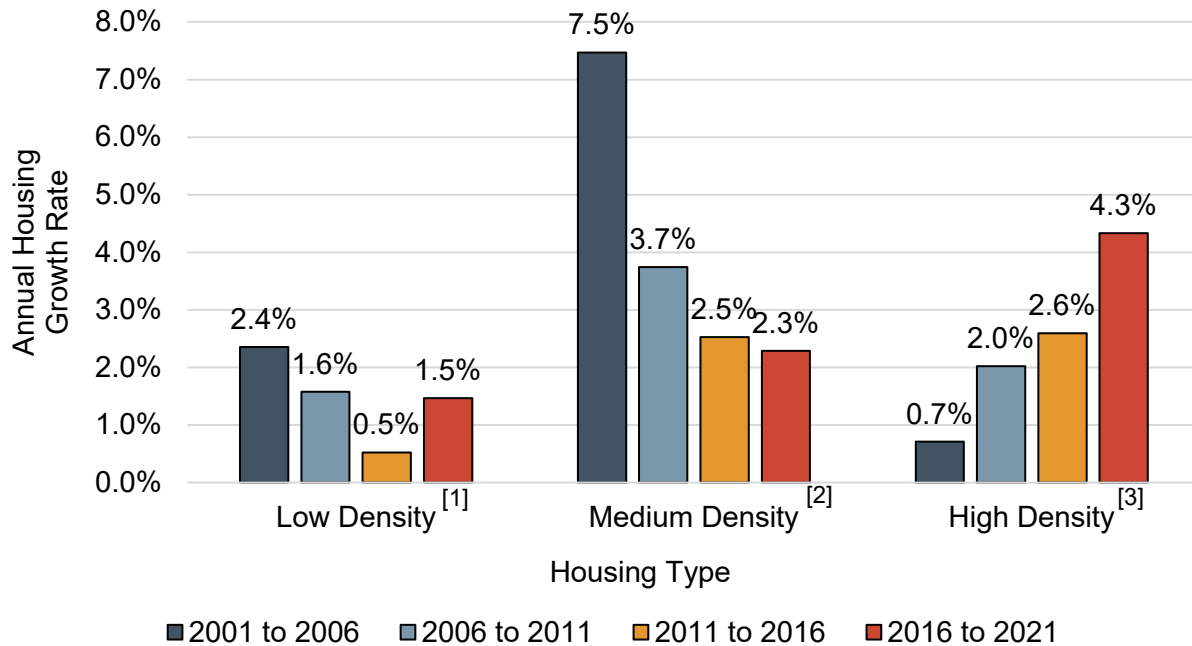
Figure 4-3 summarizes the annual housing growth rate in the Town of Oakville by housing structure type (i.e., density type) for the historical periods between 2001 and 2021. Key observations are as follows:

- Between 2001 and 2006, low- and medium-density housing achieved the highest annual growth rate, increasing at an annual rate of 2.4% and 7.5%, respectively;
- Apart from the low-density growth between 2016 and 2021, the annual growth rate for ground-related housing (low- and medium-density housing) has steadily decreased since 2006; and
- In contrast, the annual growth rate for high-density housing increased significantly over the past two decades, rising from 0.7% between 2001 and 2006 to 4.3% from 2016 to 2021.

For additional information regarding historical occupancy trends and the ratio of primary household maintainers (i.e., headship rates), please refer to Appendix D.



Figure 4-3
Town of Oakville
Housing Growth by Structure Type, 2001 to 2021



[1] Includes singles and semi-detached units.

[2] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

[3] Includes stacked townhouses, bachelor, 1-bedroom, 2-bedroom+ apartment units, and secondary suites.

Note: Figures have been rounded and may not add up precisely.

Source: Historical data derived from Statistics Canada Census profiles for the Town of Oakville summarized by Watson & Associates Economists Ltd.

4.2.1.2 Residential Building Permit Trends

Figure 4-4 summarizes historical trends in residential building permit activity (i.e., new units) for the Town of Oakville over the 2006 to 2024 period. Over the past 18-year period:

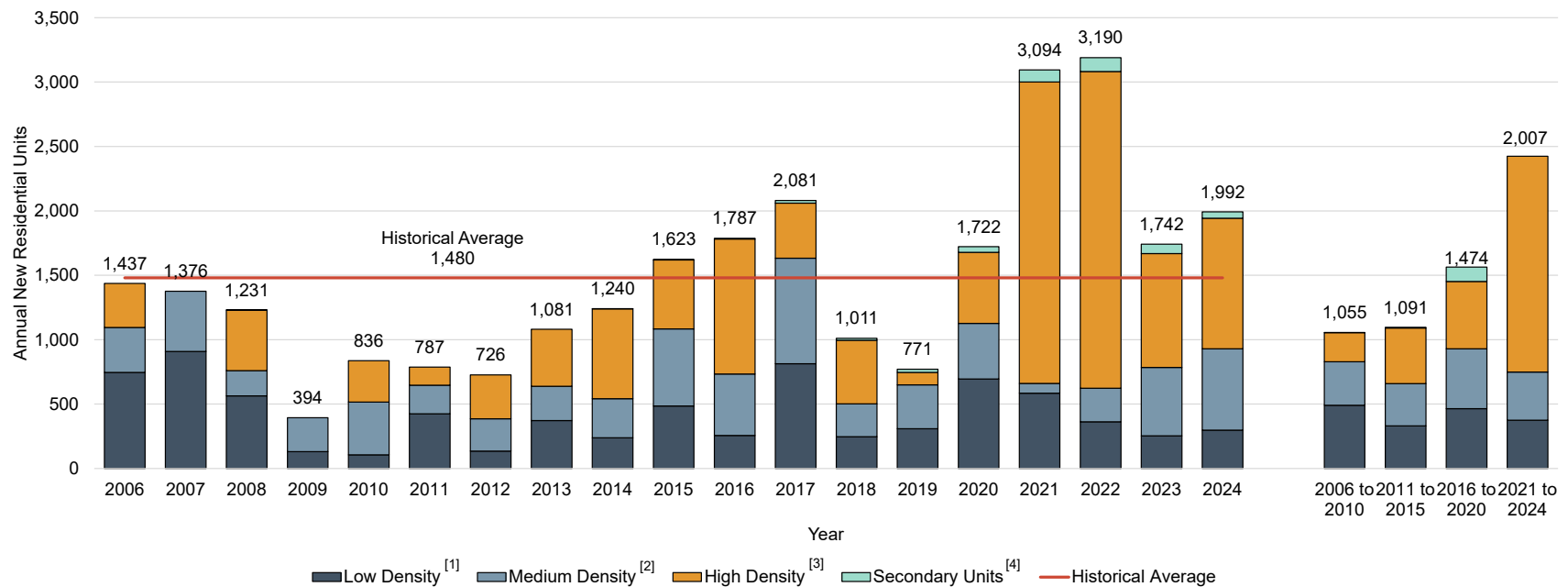
- The Town has issued an average of approximately 1,480 residential building permits per year related to new residential dwellings;
- The share of residential building permits issued for low-density housing progressively decreased from 47% of total residential permits issued during the 2006 to 2010 period, to 30% during the 2011 to 2015 period, and to 19% during the 2021 to 2024 period;



- The average rate of residential building permit activity steadily increased over the 2006 to 2024 period, largely driven by an increase in building permits for high-density housing; and
- The number of high-density building permits issued in the Town of Oakville peaked during the height of the pandemic between 2021 and 2022 at 2,400 average annual units. It is also noted that the number of pre-construction sales for high-density condominiums has significantly declined in the Town of Oakville since 2022 primarily due to higher lending rates and a slowing provincial/regional economy since 2022.



Figure 4-4
Town of Oakville
Housing Growth by Structure Type, 2006 to Y.T.D. 2024



[1] Includes single and semi-detached houses.

[2] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

[3] Includes stacked townhouses, and bachelor, 1-bedroom, and 2-bedroom+ apartment units.

[4] Includes self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit.

Note: Y.T.D. means year to date. 2024 reflects building permits until end of June 2024.

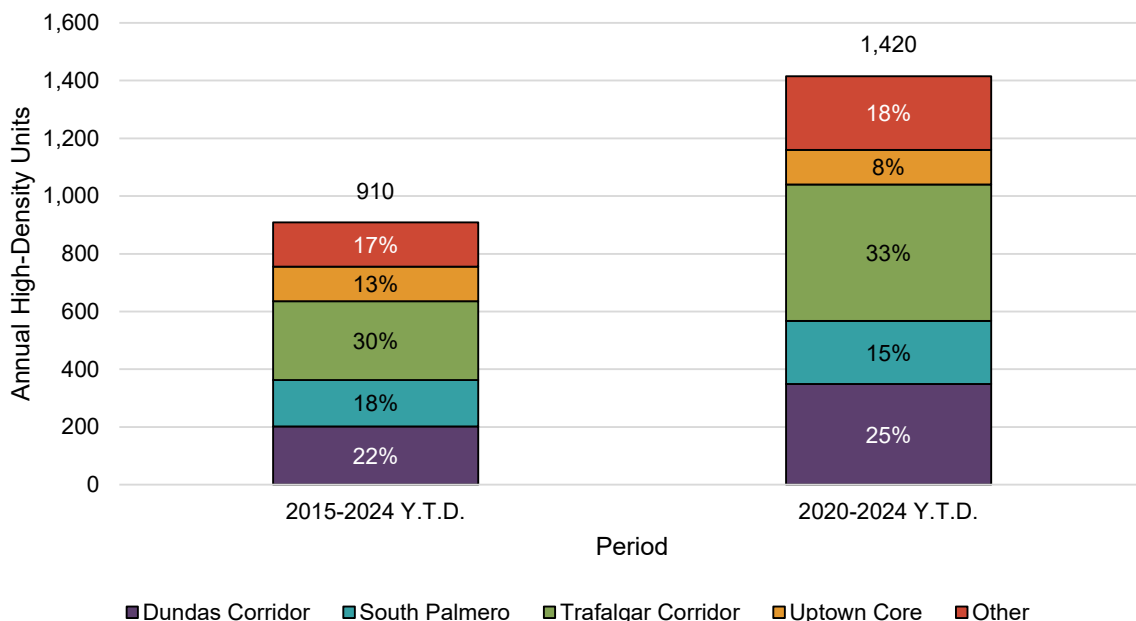
Source: Town of Oakville building permit data summarized by Watson & Associates Economists Ltd.



Figure 4-5 examines high-density residential building permit activity (i.e., new units) for the Town of Oakville over the 2015 to 2024 period by sub-area. Over the past decade:

- The Town has averaged approximately 910 high-density building permits per year. It is important to note that high-density development activity in the Town has picked up since 2020, averaging 1,420 units annually;
- The Trafalgar corridor has averaged 273 high-density units per year between 2015 and 2024. This represents the greatest concentration of high-density housing in the Town over the past decade, accounting for 30% of the Town-wide high-density total;
- The Dundas corridor has also experienced significant high-density development, averaging 202 high-density units per year (25%); and
- South Palermo and the Uptown Core accounted for 18% and 13% of Town-wide high-density building permit activity, while the remaining areas made up 17% of new high density housing construction.

Figure 4-5
Town of Oakville
High Density Development by Area, 2015 to Y.T.D. 2024



Notes: High-density development includes stacked townhouses, and bachelor, 1-bedroom, and 2-bedroom+ apartment units. Y.T.D. means year to date.

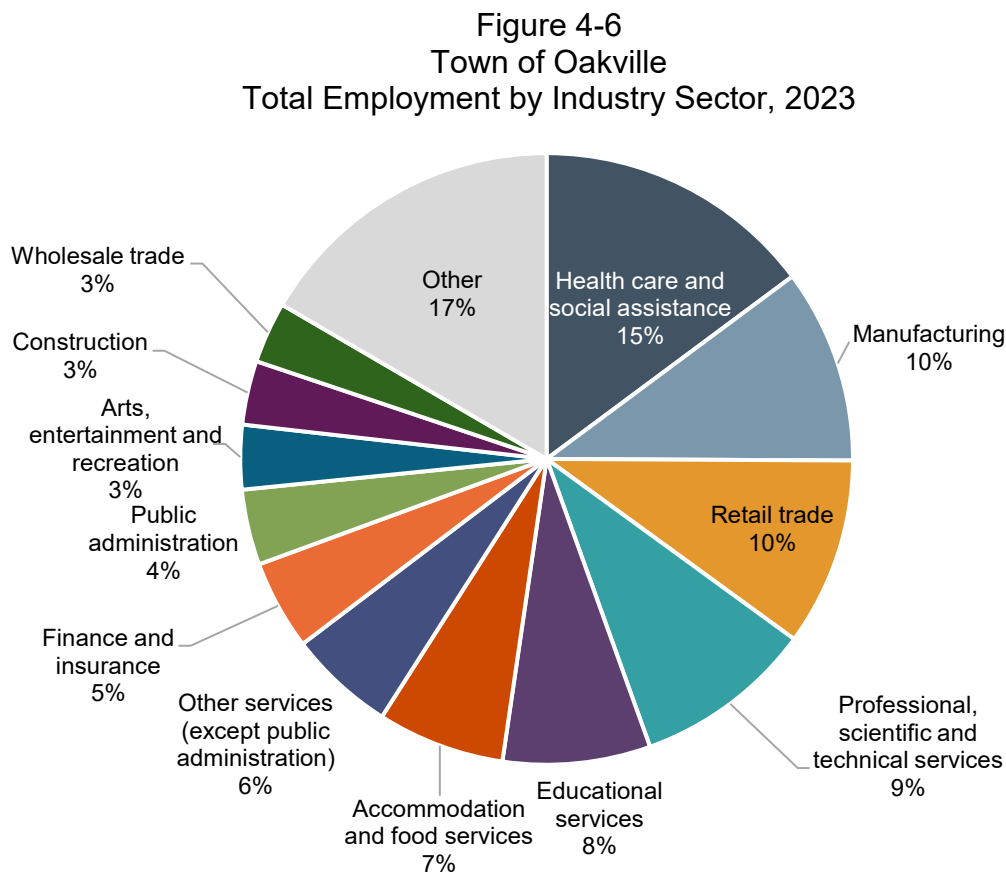
Source: Town of Oakville building permit data, summarized by Watson & Associates Economists Ltd.



4.3 Recent Non-Residential Development Trends

4.3.1 Local Employment Trends by Sector

The Town of Oakville has a diverse employment base as illustrated in Figure 4-6. The largest sector in the Town is health care and social assistance, which accounts for 15% of the total employment. Other key sectors include manufacturing; retail trade; professional, scientific and technical services; and educational services. With the exception of manufacturing, most jobs in the Town are focused on service-providing sectors rather than goods-producing sectors.



Note: Figures have been rounded and may not add precisely.

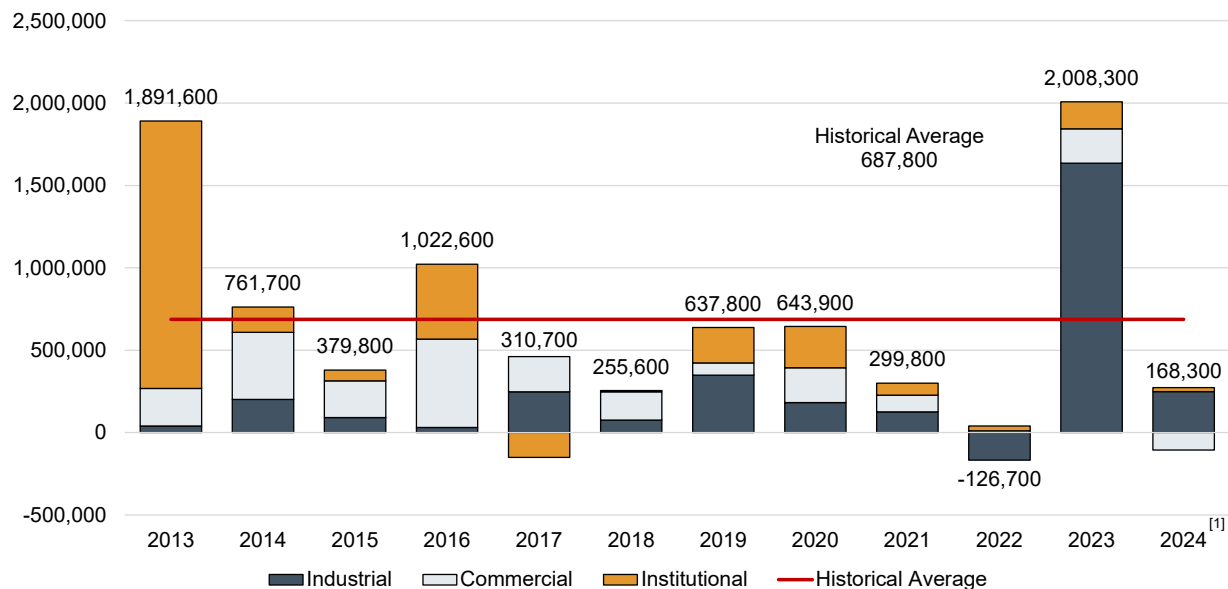
Source: Data derived from 2023 Halton Region Employment Survey, summarized by Watson & Associates Economists Ltd.



4.3.2 Town of Oakville Non-Residential Development Activity by Sector

Over the 2013 to 2024 period, the Town of Oakville averaged 687,800 sq.ft.(63,900 sq.m) of non-residential development activity annually, as summarized in Figure 4-7. Over the past decade non-residential development has been relatively well balanced between industrial, commercial, and institutional sectors. Since 2019, industrial development activity has strengthened relative to the previous years since 2013 in the Town, most notably in 2023.

Figure 4-7
Town of Oakville
Annual Non-Residential Development Activity, 2013 to 2024



^[1] Reflects non-residential building permits until end of June 2024.

Note: The non-residential development activity (sq.ft.) metric contains new construction and additions/expansions and is net of demolitions. Barns, greenhouses, and parking structures have been excluded from this analysis, as they do not generate a significant amount of employment growth. Figures have been rounded.

Source: Derived from the Town of Oakville non-residential building permit data from 2013 to June 2024, summarized by Watson & Associates Economists Ltd.



5. Town of Oakville Long-Term Planning, Housing and Employment Growth

This chapter discusses three long-range population, housing and employment growth scenarios for the Town of Oakville to the year 2051. As part of this growth analysis study a recommended long-term growth forecast has been prepared for Oakville based on a detailed assessment of the Town's long-term growth outlook within the context of growth trends for the Province of Ontario, the G.T.H.A. and Halton Region over the next several decades.

5.1 Approach to Long-Term Growth Forecast for the Town of Oakville

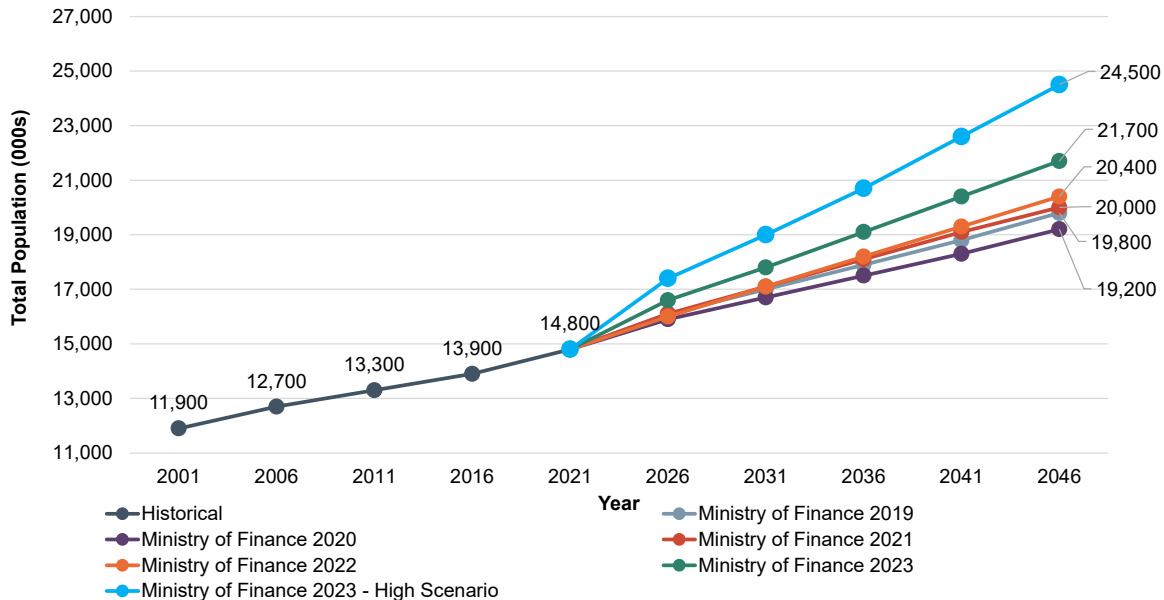
Figure 5-1 illustrates how the population for the Province of Ontario has changed over the past 20 years and how the Province is forecast to grow to the year 2046 in accordance with recent M.O.F. population projections since 2019.^[14] Key observations are as follows:

- Historically, the Province of Ontario grew at a rate of 1.1% between 2001 and 2021, averaging approximately 147,300 persons per year;
- With the exception of the M.O.F. 2020 projections, the population projections for Ontario have been steadily increasing with each new annual release since 2019;
- M.O.F. 2023 projections for Ontario are expected to grow at an annual rate of 1.6% per year between 2021 and 2046, which is approximately 274,300 per year, more than doubling historical trends. By 2046, the Province of Ontario is forecast to reach a population of 21.7 million; and
- By 2046, Ontario is expected to reach 24.5 million people under the M.O.F. 2023 High Scenario, which is 2.8 million people higher than the M.O.F. 2023 Reference Scenario. Under this High Scenario, the Province is expected to grow at an annual rate of 2.0% or 388,000 people per year.

^[14] On October 1, 2024, M.O.F. released the Fall 2024 projections for Ontario and Census Divisions. The Fall 2024 M.O.F. was not included in this analysis. It should be noted that by 2046, Ontario is expected to reach a population of 20.9 million residents, which is approximately 835,900 people lower than the Summer 2023 M.O.F. projections.



Figure 5-1
Province of Ontario
Ministry of Finance Projections, 2019 to 2023



Note: Population includes net Census undercount. Figures have been rounded.
Source: Historical data from Statistics Canada Census, 2001 to 2021 and Ministry of Finance projections from Summer 2019, Spring 2020, Spring 2021, and Summer 2022 and 2023 releases derived by Watson & Associates Economists Ltd.

Over the past several decades, the G.T.H.A. and the Greater Ottawa Region have experienced the highest annual rate of population growth within the Province of Ontario. Since 2011, however, and more notably during the latest Statistics Canada Census period (2016 to 2021), the share of Ontario's population growth has been increasingly concentrated outside the G.T.H.A., in the G.G.H. Outer Ring, Eastern Ontario, and Southwestern Ontario. These growth patterns experienced between 2016 and 2021 are anticipated to continue over the forecast period and are reflected in the M.O.F. 2023 Reference Scenario. While the M.O.F. only provides an allocation of the provincial population for the Reference Scenario, it is presumed that growth patterns observed in the Reference Scenario would be similar in the M.O.F. 2023 High Scenario.

It is also important to note that while near-term (2021 to 2023) population growth rates have been strong across most sub-regions of the Province, international migration levels associated with N.P.R. are anticipated to slow considerably across Ontario in the near-term, particularly in the G.T.H.A., driven by recent announcements from the



Federal government to reduce new international student study permits by 10% in 2025 compared to 2024.^[15] Figure 5-2 presents the reference forecast from M.O.F. for the G.T.H.A.^[16] Key highlights include the following:

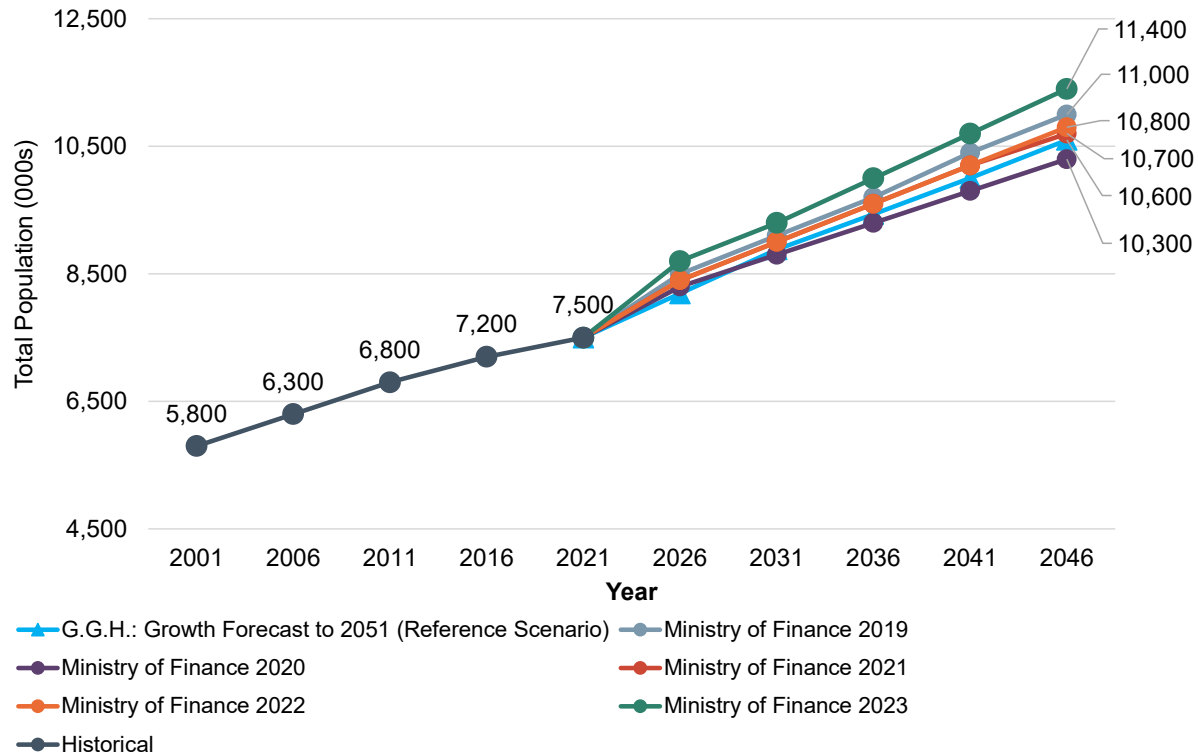
- Historically, the G.T.H.A. has grown at an annual average rate of 1.3%, which is higher than the Province as a whole;
- Similar to the Province of Ontario, with the exception of the M.O.F. 2020 projections, the M.O.F. projections for the G.T.H.A. have been steadily increasing;
- In accordance with the M.O.F. 2023 projections, between 2021 and 2046, the G.T.H.A. is projected to grow at an annual rate of 1.6%, reaching a population of 11.4 million by 2046;
- Comparatively, the 2019 Growth Plan forecast for the G.G.H. (Places to Grow) projects that the G.T.H.A. is expected to grow at an annual rate of 1.4%, reaching 10.7 million people by 2046, which is approximately 700,000 less than the 2023 M.O.F. forecast;
- While it is recognized that the 2023 M.O.F. for the G.T.H.A. is ambitious, recent population and economic growth trends, combined with higher near-term provincial immigration levels, suggest that the long-term population forecast for the G.T.H.A. is likely to exceed the 2019 Growth Plan forecast by 2051; and
- Based on our review, the three G.T.H.A. municipalities that are most likely to accommodate higher population growth over the long-term are the Region of Halton, the Region of Durham, and the Region of Hamilton, given that these municipalities offer the greatest opportunities to accommodate a broader residential development by price point and tenure within developed areas and planned greenfield areas or expansion areas.

^[15] <https://www.ctvnews.ca/politics/federal-government-to-further-limit-number-of-international-students-1.7042841#>

^[16] Based on Fall 2024 M.O.F., the G.T.H.A. is expected to reach 10.6 million residents by 2046, an annual growth rate of 1.4%.



Figure 5-2
Greater Toronto Hamilton Area
Ministry of Finance Projections, 2019 to 2023



Note: Population includes net Census undercount. Figures have been rounded.
Source: Historical data from Statistics Canada Census, 2001 to 2021, and Ministry of Finance projections from Summer 2019, Spring 2020, Spring 2021, Summer 2022, and Summer 2023 releases and from Greater Golden Horseshoe: Growth Forecast to 2051 Technical Report (August 26, 2020) derived by Watson & Associates Economists Ltd.

Figure 5-3 compares the M.O.F. 2023 Reference Scenario to the 2019 Growth Plan forecast for Halton Region.^[17] Key observations include the following:

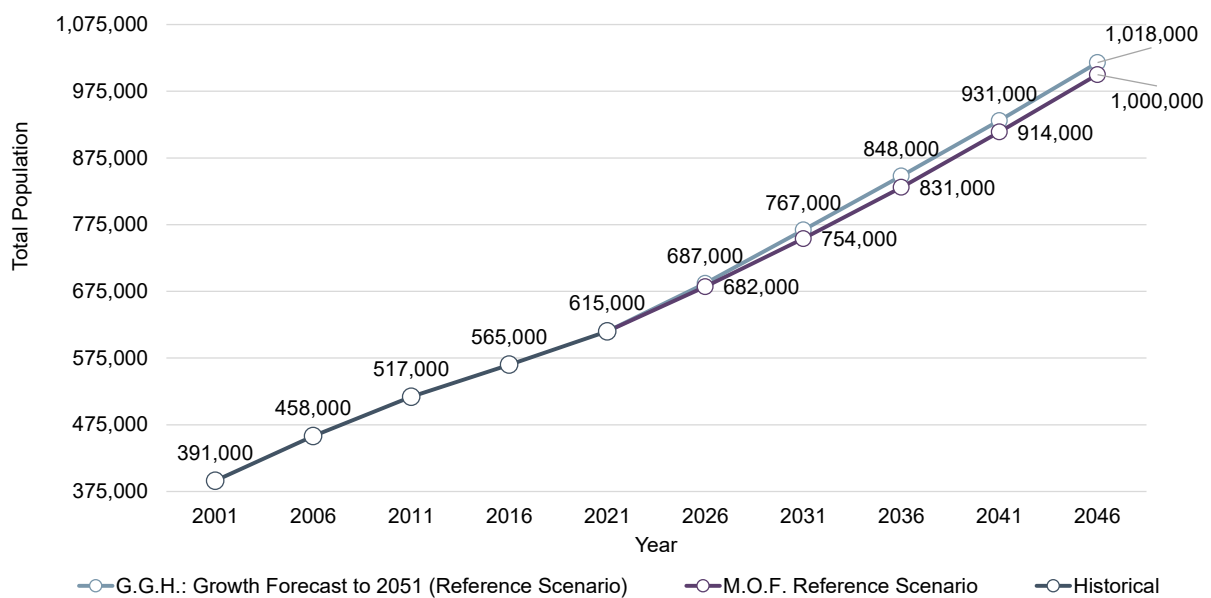
- Between 2001 and 2021, Halton Region grew at an average annual rate of 2.3%, which is approximately 11,200 people per year during this time period;
- Both the M.O.F. 2023 Reference Scenario and the Growth Plan forecast for the G.G.H. project that Halton Region will grow at an average annual growth rate of 2.0%;

^[17] Halton Region is expected to reach 980,300 people by 2046 in the Fall 2024 M.O.F. projections.



- By 2046, Halton Region is expected to reach 1 million people under the M.O.F. 2023 Reference Scenario, which is approximately 18,000 people lower than the Growth Plan forecast for the G.G.H.; and
- In accordance with our review of regional growth trends and the long-term growth potential for Halton Region, it is our opinion that the 2023 M.O.F. forecast for Halton Region is slightly conservative.

Figure 5-3
Halton Region
Projection Comparison, 2001 to 2046



Note: Population includes net Census undercount. Figures have been rounded.
Source: Historical derived from Statistics Canada Census, 2001 to 2021, and Ministry of Finance Projections from Summer 2023 releases and Greater Golden Horseshoe: Growth Forecast to 2051 Technical Report (August 26, 2020), by Watson & Associates Economists Ltd.



5.2 Near-Term Population Growth Trends in the Town of Oakville, 2021 to 2026

Figure 5-4 illustrates the postcensal estimates for the Town of Oakville and the near-term population forecast based on the J.P.B.E. and R.O.P.A. 49.^[18] Under the J.P.B.E. population forecast between 2021 and 2026, the Town is forecast to grow at an annual rate of 2.8% per year, reaching 254,400 people by 2026. In comparison, under R.O.P.A. 49, the Town is estimated to grow at an annual rate of 2.4% per year between 2021 and 2026, reaching 250,100 people by 2026, which is slightly less (4,300 people) than what was estimated under the J.B.P.E.

As of 2023, the postcensal estimate for the Town of Oakville is 231,900 people. This represents an additional 9,600 people since the 2021 Census. Based on recent building permit trends since 2021 (as previously shown in Figure 4-4), on average housing activity has increased by 530 building permits since 2020. This discrepancy between recent residential development activity and the postcensal estimate is a result of the lag time between the timing of building permit issuance (particularly for high-density households) and housing occupancy.

Based on a review of recent residential development activity, Watson has estimated that as of Mid-2023, the Town of Oakville population is tracking higher at just over 239,000 driven by strong residential construction in the Town particularly during the peak of the COVID-19 pandemic during 2021 and 2022 (refer to Figure 4-4). According to our near-term population estimates, the Town of Oakville is anticipated to slightly outpace the 2026 population forecast growth that has been identified under R.O.P.A. 49.

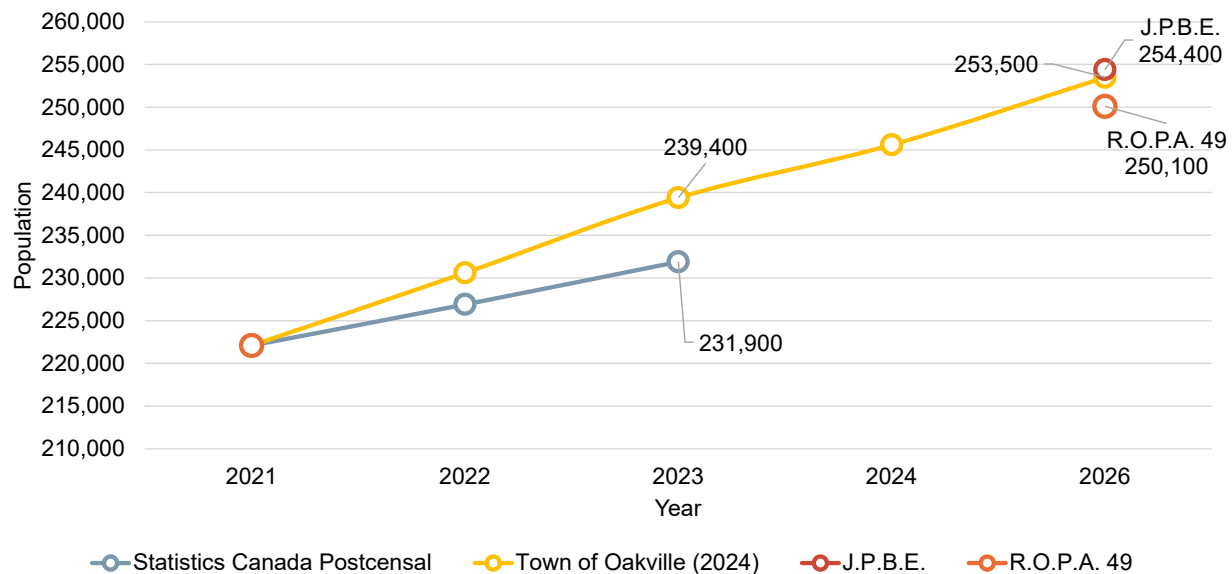
Comparatively, the 2026 population estimate for the Town under the Halton J.B.P.E is tracking similar to Watson's 2026 population estimates. It is noted that since 2023 pre-construction levels for condominium apartments have decreased considerably primarily due to higher lending rates and a slowing regional/provincial economic conditions since 2022. This suggests that high-density residential construction activity will moderate in

[18] Postcensal estimates are based on the latest Census counts, which includes the net Census undercount, and on the estimated population growth that occurred since that Census, as calculated using fiscal data as defined by Statistics Canada.



the coming years in comparison to recent development activity experienced over the past three to four years.

Figure 5-4
Town of Oakville
Projection Comparison, 2021 to 2026



Note: Population figures have been rounded and includes net Census undercount. J.B.P.E. means Joint Best Planning Estimates; R.O.P.A. means Regional Official Plan Amendment. Source: Statistics Canada postcensal data derived from Table 17-10-0155-01, J.B.P.E. and R.O.P.A. 49 forecast derived from data file from Halton Region summarized by Watson & Associates Economists Ltd.

5.3 Longer-Term Population Growth Outlook for the Town of Oakville

It is recognized that Oakville’s long-term population growth potential is largely tied to the success of the G.T.H.A. as a whole. With a robust economy and diverse mix of export-based employment sectors, the G.T.H.A. is highly attractive on an international and national level to new businesses and investors. As previously noted, the G.T.H.A. is a fast-growing region in Ontario and more broadly in North America. The G.T.H.A. represents an economic powerhouse in Ontario and the centre of a large portion of economic activity in Canada. The continued strength of the regional G.T.H.A. employment market combined with local economic expansion opportunities across a range of goods-producing, service-providing and knowledge-based sectors presents a



tremendous opportunity for existing/future businesses and residents within Town of Oakville.

Given the Town's geographic location within the west G.T.H.A., approximately 40 km west of the City of Toronto, the Town of Oakville is well positioned to attract a significant number of newcomers over the next three decades. Each of the Town's master planned communities are located within proximity to local and regional infrastructure, including international airports, public and private schools, post-secondary institutions, state of the art indoor and outdoor recreation facilities, cultural and retail amenities, higher-order regional transit as well as a vibrant downtown and waterfront area. Collectively, these attributes offer residents (particularly families) a world-class quality of life which continues to represent a key draw for the Town to existing and new residents as well as for a range of businesses.

Notwithstanding these above factors that continue to attract new residents to the Town, it is important to recognize that the G.T.H.A. is experiencing increased outward growth pressure to other sub-regions with Ontario, particularly the G.G.H. Outer Ring, Southwestern Ontario and Eastern Ontario. This outward growth pressure has been largely driven by:

- The relative decline in housing affordability within the G.T.H.A. (including Oakville), compared to the other sub-areas within the Province;
- A gradual strengthening of regional economic conditions within all sub-areas of Ontario (i.e., as measured in terms of labour force growth within both services-producing and goods-producing sectors);
- Changes to the nature of work, led by technological improvements and increased options for remote/hybrid work, which were accelerated during the COVID-19 pandemic; and
- Lifestyle preferences as some residents from larger urban centres of the G.T.H.A. exchange “city lifestyles” for a greater balance of urban and rural living.

As a result of this outward growth pressure from the G.T.H.A., many of the municipalities within the G.G.H. Outer Ring, Southwestern Ontario and Eastern Ontario are forecast to experience population growth rates comparable to, and in some cases greater than, the G.T.H.A. over the next 25 years.



While the long-term population growth outlook for the Town of Oakville remains strong relative to historical trends experienced over the past two decades, the Town's upward population and employment growth potential is anticipated to be largely tied three key factors:

- 1. Greenfield land supply to accommodate grade-related housing options geared to new and existing families is steadily diminishing.** As these housing supply opportunities gradually diminish over the next several decades, it is anticipated that the rate of housing construction associated with new low- and medium-density housing including; single-detached, semi-detached and townhouses will continue to slow.
- 2. The aging of the Baby Boom Population will continue to place downward growth pressure on population growth due to declining growth from natural increase (i.e., births less deaths).** Similar to the Province as a whole, the Town will increasingly become more reliant on net migration as a source of population growth as a result of these demographic conditions. Furthermore, an aging labour force is also anticipated to place downward pressure on long-term economic growth within the local and regional economy driven by declining rates in labour force participation.
- 3. There is a limit to annual absorption levels for high-density housing that the Town can reasonably sustain over the long-term within the context of the real estate market outlook for the G.T.H.A.** As previously noted in subsection 4.2.1.2, during the peak of the pandemic between 2021 and 2022, the Town averaged 2,400 high-density building permits per year (new units). Comparably, the average number of new high-density housing units constructed in Oakville over the next three decades is forecast to increase significantly relative to historical trends experienced over the past two decades. However, it is unlikely that the Town will experience sustained levels of new high-density housing development over the long-term that will exceed the peak construction levels the Town experienced during the height of the pandemic. With respect to the high-density housing market, a steady increase in demand for high-density rental housing is anticipated within the Town to accommodate increased needs associated with the Town's growing population of low and middle-income households. Currently, the Town is experiencing a shortage of affordable rental



housing accommodations.^[19] This emphasizes the continued need for a greater supply of non-market and market rental housing options (including both primary and secondary rental high-density accommodations and secondary units) as well as ownership condominiums to address future high-density housing demand across all ages and income groups.

5.4 Aligning Housing Needs with Future Population Growth in the Town of Oakville

While the long-term growth outlook for the Town is very positive, it is important to recognize that accommodating new residents over a sustained long-term period at a level comparable to the past two decades will require the Town to provide a broad range of housing options by location, structure type/density and affordability to accommodate a growing and diversifying population base by age and income. Provided below is a brief discussion regarding the housing needs associated with the broad demographic groups that will be seeking housing in the Town over the next three decades. Potential constraints to accommodate one or more of these broad demographic groups will ultimately limit the Town's ability to achieve the recommended long-term population growth forecast set out herein.

5.4.1 Attracting Younger Generations

As previously discussed, population growth within the Town of Oakville will continue to be increasingly driven by net-migration of adults between the ages of 35 and 54. This broad age group is anticipated to comprise over 100% of the newcomers to be accommodated within the Town over the next three decades.^[20] In contrast, the Town of Oakville has historically experienced out-migration of young adults between 20 and 34 years of age largely due to the draw of other communities within Ontario and beyond related to post-secondary education, local housing affordability barriers and lifestyle preferences. The Town is also not anticipated to attract significant population growth associated with new residents 55+ years of age. These trends in net migration are

^[19] As of October 2023, the Town of Oakville is reported to have a 1.6% vacancy rate for purpose-built rentals. A 3% rental vacancy rate is considered a healthy vacancy rate for purpose built rental housing.

^[20] It is noted that the Town is anticipated to experience out migration in the 55 to 74 age group.



generally consistent with many mid-sized and large suburban communities within the G.T.H.A.

Accommodating younger generations, such as Millennials and Generation Z is a key economic development objective of the Town of Oakville and Region of Halton, recognizing that accessibility to skilled labour and the attraction of new businesses are inextricably linked and positively reinforce one another.^[21] To ensure that economic growth is not constrained by future labour shortages, continued effort will be required by the Region of Halton and Town of Oakville to explore ways to attract and accommodate new skilled working-age residents to the Region within a diverse range of housing options by structure type, tenure and location. Labour force attraction efforts must also be linked to a broad range of attainable housing accommodations (both ownership and rental), infrastructure, municipal services, amenities, as well as quality of life attributes that appeal to the younger mobile population, while not detracting from the Town's attractiveness to families and older population segments.

Not surprisingly, the results of this growth analysis indicates that housing occupancy associated with younger adults in the Town of Oakville is highly weighted towards rental housing, particularly low-rise rental housing (apartments with fewer than five storeys) and secondary units within low-density neighbourhoods.

5.4.2 Accommodating Adults and Families

To a large extent, newcomers to the Town within the 35 to 54 age group will continue to seek new and re-sale ground-oriented housing options, including single-detached, semi-detached units, a variety of townhome products (i.e. traditional townhomes, back-to-back and stacked-townhomes). In addition, increasing demand is anticipated across a

^[21] Millennials are typically defined as the segment of the population which reached adulthood during the 2000s. While there is no standard age group associated with the Millennial generation, persons born between 1980 and 1992 (currently 29 to 41 years of age in 2021) best fit the definition of this age group. For the purposes of this study, we have assumed that those born between 1993 and 2005 (16 to 28 years of age as of 2020) comprise Generation Z.



range of other “missing middle” housing options including duplexes, triplexes, fourplexes and other low-rise hybrid buildings.^[22]

The analysis provided herein demonstrates that the composition of households in the Town of Oakville is continuing to diversify. On the one hand, the Town is experiencing a growing number of multi-generational families (refer to Appendix B, Figure B-4), which typically generate larger average household sizes in terms of average number of people per unit (P.P.U.). On the other hand, the Town is also experiencing an increase in the share of non-Census families, which typically produce smaller average households. This suggests an increasing need to provide for a broader range of housing products by built-form/density and affordability to meet a diverse need of the community by life stage and income.

5.4.3 Accommodating an Aging Population

Forecast trends in population age structure are important to address as these demographic trends directly influence the rate of future population growth, as well as future housing needs, infrastructure requirements, and community services. For Canadian municipalities, including the Town of Oakville, the influence of the Baby Boom generation on real estate market demand over the next several decades remains a key issue.

As the Town’s Baby Boom population continues to age over the next several decades, the percentage of older seniors (i.e., people 75 years of age and older) is anticipated to steadily increase from approximately 7% in 2021 to 11% in 2051 (refer to subsection 5.5.1). This represents a forecast annual population growth rate for the 75+ age group of 3.4%, compared to 1.9% for the total population.

Within the 75+ age group, the growing share of people 85 years of age and older is particularly important to note. In 2001 the 85+ age group represented approximately 1% of the Town’s population, or about 1,500 residents. By 2051, Town’s 85+ population is forecast to grow to approximately 14,400 persons, representing close to 4% of the

[22] The “missing middle” describes a range of medium-density housing types between single detached houses and apartment buildings. This includes a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living, such as duplexes, triplexes, fourplexes, rowhouses, and townhouses.



Town's total population base. Forecast population growth associated with the 75+ age group will be largely driven by the aging of the existing Baby Boom population within the Town, as opposed to net-migration of older residents to this area.^[23]

Not only is the Baby Boomer age group growing in terms of its population share in the Town of Oakville, but it is also diverse with respect to age, income, health, mobility, and lifestyle/life stage. When planning for the needs of older adults, it is important to consider these diverse physical and socio-economic characteristics relative to younger population age groups. On average, seniors, particularly those in the 75+ age group have less mobility and typically require greater health care compared to younger seniors (65 to 74 age group) and other younger segments of the working-age population. Typically, these characteristics associated with the 75+ age group drive relatively stronger demand for higher-density forms (e.g. rental apartments, condominiums and seniors' homes) when compared to younger adults. Market demand for these types of housing products in the Town of Oakville has been strongest in locations that are in proximity to urban amenities such as retail, dining and entertainment, health care facilities and other community services geared towards older seniors.

Considerable research has been undertaken over the past decade regarding the aging population and its impact on housing needs over the long term. The majority of literature and commentary regarding the housing needs of older Canadians overwhelmingly suggests that a large percentage of seniors will “age in place”; that is, to continue to live in their current home and/or community for as long as possible even if their health changes.^[24] While there is strong rationale to support “aging in place” as a general concept, it is important to recognize the significant shift in Baby Boomer housing preferences in the Town of Oakville over the past 15 years away from grade-related dwellings and towards high-density housing forms (refer to Appendix B, Figure B-9).

With this in mind, it is important to recognize that the concept of “aging in place” should emphasize the goal to age with some level of independence “within the community,” as opposed to simply “aging at home.” The overarching message around “aging in place” is that seniors require choice as well as access to services and amenities regarding

^[23] Over the 2021 to 2051 planning horizon, the 75+ age group is anticipated to account for 2% of total net migration in the Town of Oakville.

^[24] Canadian Housing Observer 2011. CMCH. 2011.



their living arrangements.^[25] In part, this is being accomplished in the Town by creating new housing options, largely in intensification areas to facilitate “aging in place” by providing housing options which allow seniors to remain in their communities when responding to life changes. In turn, providing a broader range of housing options for the Town’s growing seniors’ population will reintroduce additional grade-related housing into the local supply inventory to accommodate existing and new families in Oakville.

5.5 Long-Term Population and Housing Growth Forecast, 2021 to 2051

Figure 5-5 presents the long-term population forecast for the Town of Oakville to the year 2051. For comparative purposes, the R.O.P.A. 49 population forecast for the Town of Oakville, as approved by the Ministry of Municipal Affairs and Housing in November 2022 and the Halton Region J.B.P.E. for the Town of Oakville are also provided.^[26] Please see Appendix F for additional details regarding the population and housing forecast for the Town of Oakville.

Key observations are as follows:

- The Town of Oakville population grew at an annual rate of 2.0% per year between 2001 and 2021, which is approximately 3,600 people per year;
- Under the R.O.P.A. 49 forecast, the Town is expected to reach 350,000 residents, which represents an annual rate of 1.5%. Comparatively, this represents a growth rate which is lower than what the Town has achieved historically;
- In accordance with the Halton J.B.P.E. forecast, the Town is forecast to reach a 2051 population of 443,000, which represents an annual rate of 2.3%; and
- Under the Town of Oakville 2024 Growth Analysis Update, the Town’s forecast population is expected to reach 388,000 by 2051, representing an annual average growth rate of 1.9%, which is approximately 5,500 people per year. Comparably, this revised long-range growth scenario for the Town of Oakville, is

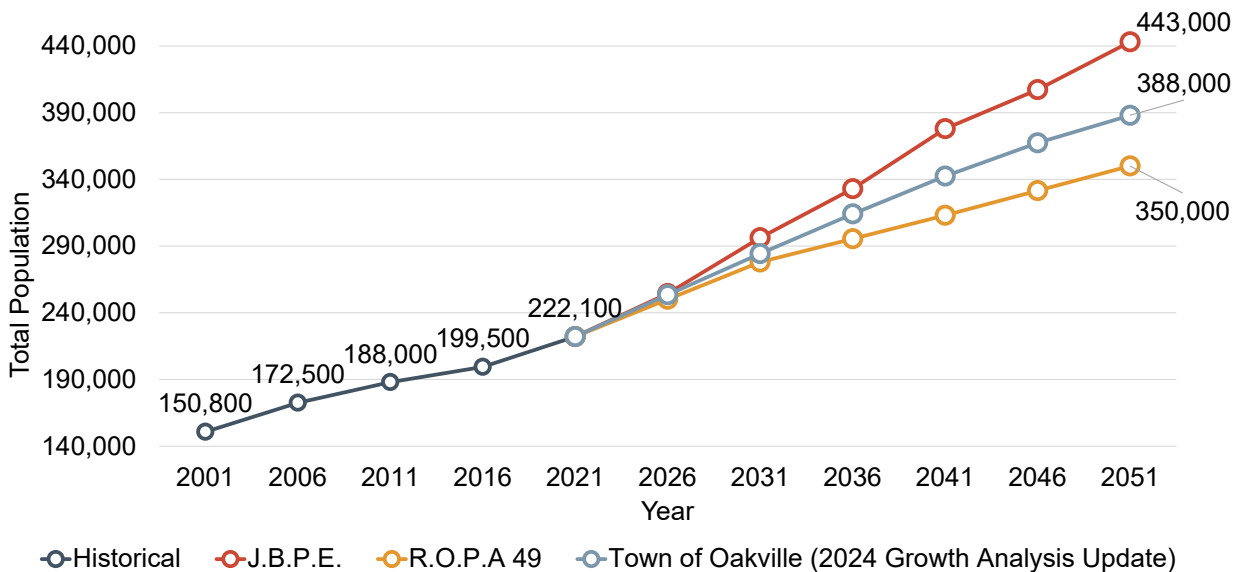
^[25] The Meaning of “Aging in Place” to Older People. *The Gerontologist*, Vol. 52, No. 3, 2012.

^[26] Halton Region Joint Best Planning Estimates data provided by the Town of Oakville.



slightly above the mid-point between the R.O.P.A. 49 and Halton J.B.P.E. forecast for the Town by the year 2051.

Figure 5-5
Town of Oakville
Total Population, 2001 to 2051



Notes: Population includes net Census undercount and has been rounded. J.B.P.E. means Joint Best Planning Estimates; R.O.P.A. means Regional Official Plan Amendment.
Source: Historical 2001 to 2021 data derived from Statistics Canada Table 17-10-0152-01; forecast prepared by Watson & Associates Economists Ltd.

Each of the growth scenarios provided in Figure 5-5 indicate that the long-term population growth outlook for the Town of Oakville will be strong relative to population growth trends within the G.T.H.A. Of the three long-term population growth scenarios prepared for the Town, the updated 2024 Growth Analysis forecast, as prepared herein, is the recommended growth forecast scenario for the Town of Oakville for the following reasons:

1. It represents a reasonable future rate of population growth relative to historical trends, considering recent and forecast immigration levels expected for Canada and Ontario over the next several years and longer-term population growth forecasts for the Province. Furthermore, the share of net migration and population growth in the 15 to 64 age group is reasonable within the context of



historical migration patterns and broader demographic trends anticipated across the Province and the G.T.H.A.

2. Population growth in the Town will continue to be largely driven by net migration (immigration) of working age adults. Forecast trends in net migration are ambitious but reasonable for the purposes of long-range planning within the context of federal immigration targets and anticipated population growth rates across Halton Region and surrounding area.
3. The forecast level of annual new housing development required to accommodate the recommended population growth forecast for the Town represents an achievable increase in housing activity relative to historical trends experienced over the past two decades when considering the forecast population growth outlook and corresponding housing needs across Halton Region and more broadly throughout the G.T.H.A.

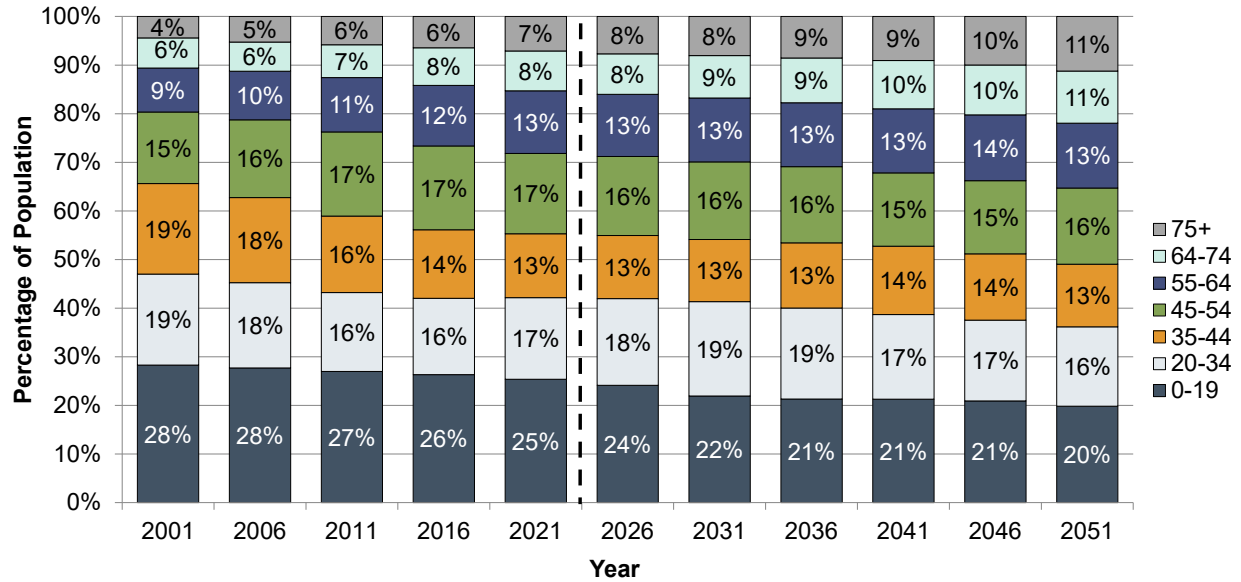
In accordance with recent development trends and longer-term growth drivers for the Town within the broader regional context noted above, the long-term population scenario generated under Halton R.O.P.A. 49 appears low. On the other hand, the long-term population growth forecast for the Town of Oakville prepared under the 2023 Halton J.B.P.E. appears aggressive, particularly when considering the annual level of high-density housing growth required to achieve the 2041 and 2051 population forecast. Further discussion is provided regarding the Town's housing forecast by structure type in subsection 5.5.2

5.5.1 Forecast Population by Age Group

Figure 5-6 summarizes the Town-wide forecast by major age group over the 2021 to 2051 forecast period. Over this period, the Town's population base is expected to steadily age. Most notably, the percentage of population in the 65+ age group (seniors) is forecast to increase from 15% of the total population in 2021 to 22% in 2051. As previously noted, the aging of the population is anticipated to place downward pressure on the rate of population and labour force growth within the Town over the long term. Similar to the Province as a whole, the Town will increasingly become more reliant on net migration as a source of population growth as a result of these demographic conditions. For additional information about population by age group, please refer to Appendix C.



Figure 5-6
Town of Oakville
Population by Age Group, 2001 to 2051



Note: Figures may not add precisely due to rounding. Population figures include net Census undercount.

Source: Historical 2001 to 2021 data derived from Statistics Canada Annual Demographic Statistics; 2021 to 2051 forecast prepared by Watson & Associates Economists Ltd.

5.5.2 Housing Forecast by Structure Type

In preparing the housing forecast by structure type for the Town of Oakville, Watson has examined the following

- Historical development activity (see section 4.2);
- Potential housing units in active development approvals (see Appendix E);
- Potential long-term housing intensification potential within the Town’s nodes and corridors; and



- Potential grade-related housing supply on remaining vacant designated greenfield lands available for residential development.^[27]

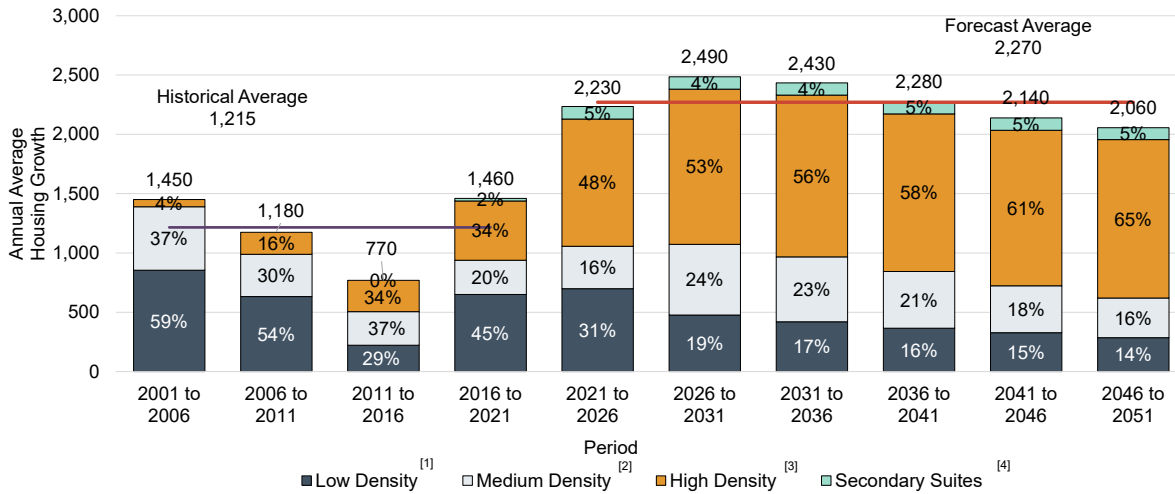
Figure 5-7 summarizes Oakville’s recommended housing forecast by structure type (i.e., low density, medium density, high density, and secondary suites) over the 2021 to 2051 forecast period in five-year growth increments. Key observations are as follows:

- The recommended forecast represents an increase of approximately 68,100 households or just under 2,300 units per year;
- Comparatively, this annual level of forecast housing growth is close to double what has been achieved during the previous historical 20-year period (2001 to 2021);
- Between 2006 and 2021, the share of high-density housing constructed across the Town has steadily increased. When considering recent building permit activity and active development applications, this increasing trend toward high-density residential development is expected to continue over the longer term;
- Over the 30-year forecast period, most of the new residential development in the Town is anticipated to be in the form of high-density housing. This shift in dwelling type preferences towards medium- and high-density housing is anticipated to be driven largely by demographics (i.e. aging of population), continued upward pressure on local housing prices, and the availability of greenfield land to accommodate grade-related development;
- Over the 2021 to 2051 forecast period, new housing is expected to comprise 12% low-density units (singles and semi-detached), 20% medium-density units (multiples), 63% high-density units (apartments), and 5% secondary units.
- Under the recommended housing scenario, the Town is forecast to grow by 1,400 high-density housing units per year over the next 30 years. This is 5.5 times more in annual high-density housing growth when compared to historical trends achieved over the past 20 years.

^[27] Based on a high-level desktop review of vacant designated residential lands that are not active in the development approvals process, there is a potential to accommodate approximately 9,500 grade-related units in Palermo Village and North Oakville. This does not include any potential opportunities for intensification.



**Figure 5-7
Town of Oakville
Housing Forecast by Structure Type, 2001 to 2051**



[1] Low Density includes singles and semi-detached houses.
 [2] Medium Density includes townhouses and apartments in duplexes.
 [3] High Density includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.
 [4] Secondary Suites includes self-contained living accommodations such as apartments and small residential units that are located on a property and have a separate main residential unit.
 Note: Figures have been rounded and may not add up precisely.
 Source: Historical data derived from Statistics Canada Census profiles; forecast prepared by Watson & Associates Economists Ltd.

Figure 5-8 below compares the housing forecast for the Town of Oakville based on the housing pledge derived from Bill 23 (see subsection 2.1.1), the Halton Region 2023 J.B.P.E. forecast for the Town of Oakville, Halton Region’s Modified Preferred Growth Scenario (R.O.P.A. 49) and the updated 2024 Town of Oakville Growth Forecast prepared herein. Key observations include:

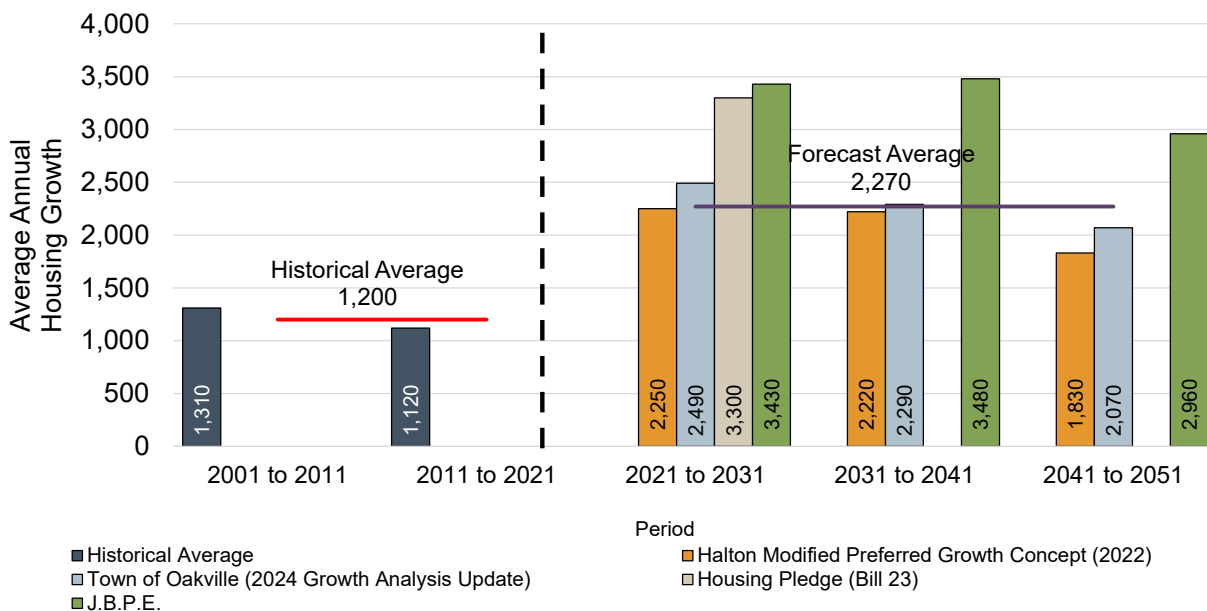
- All four housing forecasts/targets identify significantly more housing growth for the Town than what has been historically achieved over the past two decades;
- As previously mentioned, the recommended forecast represents an increase of just under 2,300 units per year between 2021 and 2051, with the strongest demand for housing occurring in the first 10 years;
- The I.G.M.S. Modified Preferred Growth Concept for the Town of Oakville (R.O.P.A. 49) forecasts that the Town of Oakville will average approximately



2,100 units per year, with the strongest demand also occurring in the first 10-year period; and

- Between 2021 and 2031, both the housing pledge and Halton 2023 J.B.P.E. forecast over 3,300 units annually for the Town of Oakville, which is almost three times more than the Town has historically achieved;
- The Halton J.B.P.E. forecast assumes a long-term housing forecast for the Town of approximately 3,290 units annually. Of this total, approximately 74% housing units are within the high-density category, representing an average 2,450 high-density units per year. Comparably, the Halton J.B.P.E. forecast assumes an annual rate of high-density housing that is 9.5 times that of what has been achieved annually in the Town over the past 20 years.

Figure 5-8
Town of Oakville
Housing Forecast Comparison, 2021 to 2051



Note: Figures have been rounded and may not add precisely.

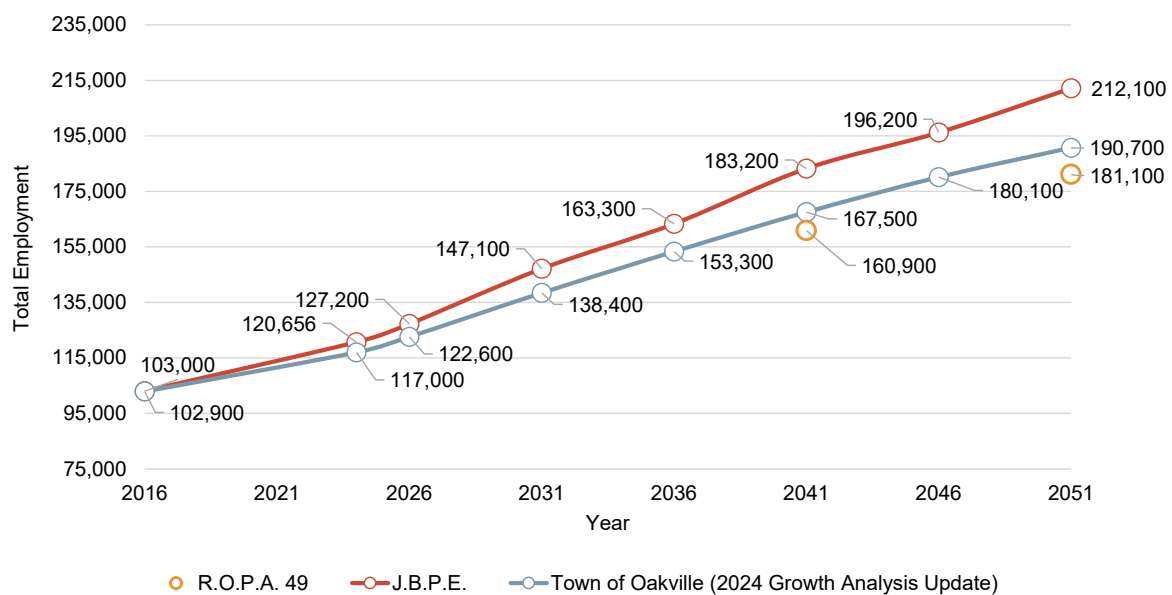
Source: Historical 2001 to 2021 data from Statistics Canada Census profiles for the Town of Oakville. Forecasts derived from Bill 23 housing target, Halton Region's J.B.P.E.'s, Modified Preferred Growth Concept Land Needs Assessment, March 2020 for the Town of Oakville summarized by Watson & Associates Economists Ltd.



5.6 Long-Term Employment Growth, 2024 to 2051

Building on the population and housing growth scenarios as well as key macro and regional growth assumptions discussed throughout Chapters 3 and section 5.3, a revised long-term employment growth forecast has been prepared for the Town of Oakville in comparison with recent historical trends. As summarized in Figure 5-9, by 2051 the employment base for Oakville is forecast to increase by 87,800 employees, reaching 190,700 total jobs by 2051. For comparative purposes, the R.O.P.A. 49 and J.P.B.E. employment forecast for the Town of Oakville is also provided in Figure 5-9. Of the three long-term employment growth scenarios prepared for the Town, the 2024 Town of Oakville Growth Analysis Update represents the “most plausible” long-term employment forecast for the Town, considering the review of macro, regional and local economic trends as well as the Town’s recommended long-term population growth forecast, as provided in section 5.5

Figure 5-9
Town of Oakville
Employment Forecast Comparison, 2021 to 2051



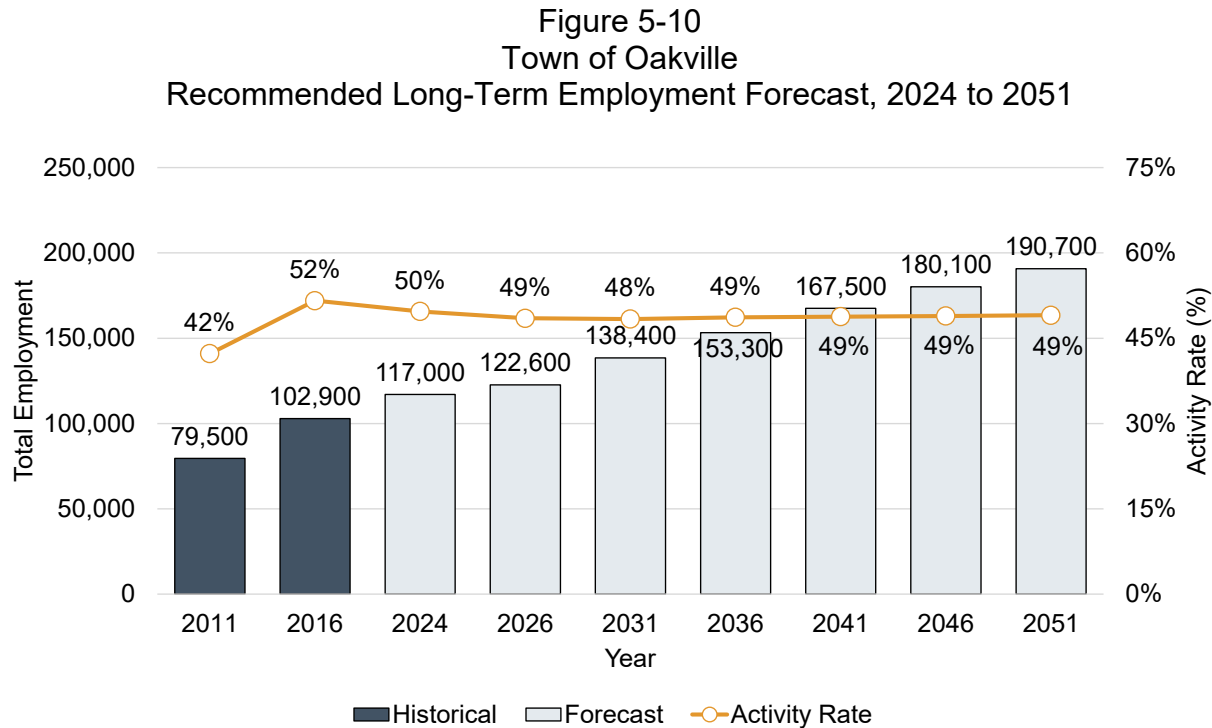
Note: Figures have been rounded. Total employment figures include work at home and no fixed place of work.

Source: J.B.P.E. forecast derived from Halton Region’s J.B.P.E. for the Town of Oakville.

R.O.P.A. 49 forecast derived from Region of Halton – Regional Official Plan Amendment 49 – Table 1 presented by Watson & Associates Economists Ltd.



Figure 5-10 summarizes historical and forecast trends in the employment activity rate (ratio of jobs to population) for Oakville. Between 2011 and 2024, the employment activity rate for Oakville increased from 42% to 50%. The Town's employment activity rate is anticipated to remain relatively stable, decreasing slightly to 49% by 2051. For additional information regarding the Town's employment by major sector, please refer to Appendix G.



Notes:

- Figures have been rounded.
- Activity rate uses population, adjusted to account for net Census undercount estimated at approximately 3.9%.
- Statistics Canada 2021 Census place of work employment data has been reviewed. The 2021 Census employment results have not been utilized due to a significant increase in work at home employment captured due to Census enumeration occurring during the provincial COVID-19 lockdown from April 1, 2021 to June 14, 2021.

Source: 2011 to 2016 derived from Statistics Canada Census data; forecast prepared by Watson & Associates Economists Ltd.



5.6.1 Employment Forecast by Employment Category

Figure 5-11 summarizes the Town's employment growth forecast in five-year increments over the 2024 to 2051 period by major employment land use category, including population-related employment (P.R.E.), employment land employment (E.L.E.), and major office employment (M.O.E.). As shown, the largest incremental increase in employment is anticipated over the 2026 to 2031 period, with growth moderating slightly thereafter. Provided below is a brief description of the employment forecast by category for the Town.

P.R.E. growth across Oakville's Community Areas is anticipated to be largely driven by opportunities associated commercial retail and institutional sectors, accounting for approximately 54% of employment growth (approximately 40,000 jobs) over the 2024 to 2051 forecast period. P.R.E. generally serves the local population base by providing convenient locations to local residents. Typically, as the population grows, the demand for this employment also increases to serve the needs of the area. P.R.E. also captures work from home employment. As previously noted in Figure 5-5, Oakville's population is anticipated to increase by approximately 165,900 people between 2021 and 2051. Forecast population growth in Oakville is anticipated to drive demand for future P.R.E. growth in the Town. This includes employment growth in retail, personal services, accommodation and food, health and social services, and educational service sectors.

Employment Lands Employment

The Town is anticipated to accommodate approximately 17,500 additional industrial jobs (approximately 22% of total Town-wide employment growth between 2024 and 2051) within its established and planned Employment Areas largely related to warehousing and transportation, automotive and aerospace manufacturing and utilities.

Major Office Employment

Relative to the Halton Region I.G.M.S, a lower share of employment growth has been allocated to the Major Office category (22% of total Town-wide employment growth between 2024 and 2051) reflecting changes in work and commerce as a result of technological disruptions that were accelerated during the pandemic. M.O.E. growth in Oakville will be driven largely by growth in key knowledge-based industry clusters, including professional, scientific and technical services, real estate, and finance and insurance.



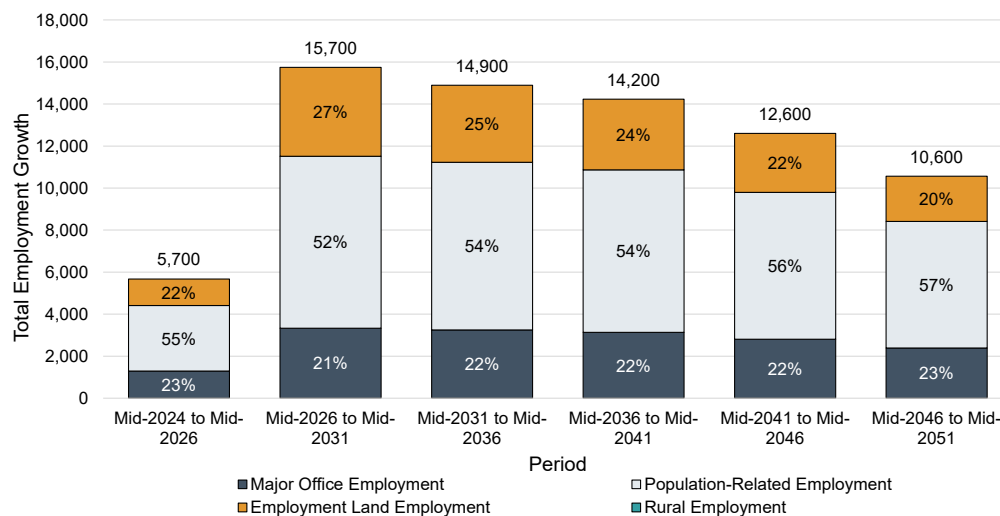
Work at Home and No Fixed Place of Work Employment

Looking forward, continued advances in technology and telecommunications are also anticipated to increase the relative share of at-home and/or off-site employment over the long-term. Demographics and socio-economics also play a role in the future demand for off-site and work at home employment within an increasingly knowledge- and technology-driven economy. It is anticipated that many working residents within Oakville will utilize technology to provide or supplement their income in more flexible ways in contrast to traditional work patterns. It is also likely that an increased number of working and semi-retired residents will be seeking lifestyles that will allow them to work from home on a full-time or part-time basis across the Town, as they transition from the workforce to retirement. Accordingly, approximately 27% of the total job growth is related to home occupations, home-based businesses, and off-site employment.

Rural Employment

Rural-based employment, employment primarily consisting of primary sectors, is anticipated to represent less than 1% of Oakville’s employment growth over the 2024 to 2051 period.

Figure 5-11
Town of Oakville
Total Employment Growth Forecast by Employment Category, 2024 to 2051



Note: Figures include work at home and no fixed place of work employment. Numbers may not add up precisely due to rounding.
Source: Watson & Associates Economists Ltd.



6. Town of Oakville Population, Housing and Employment Allocation in Midtown Oakville

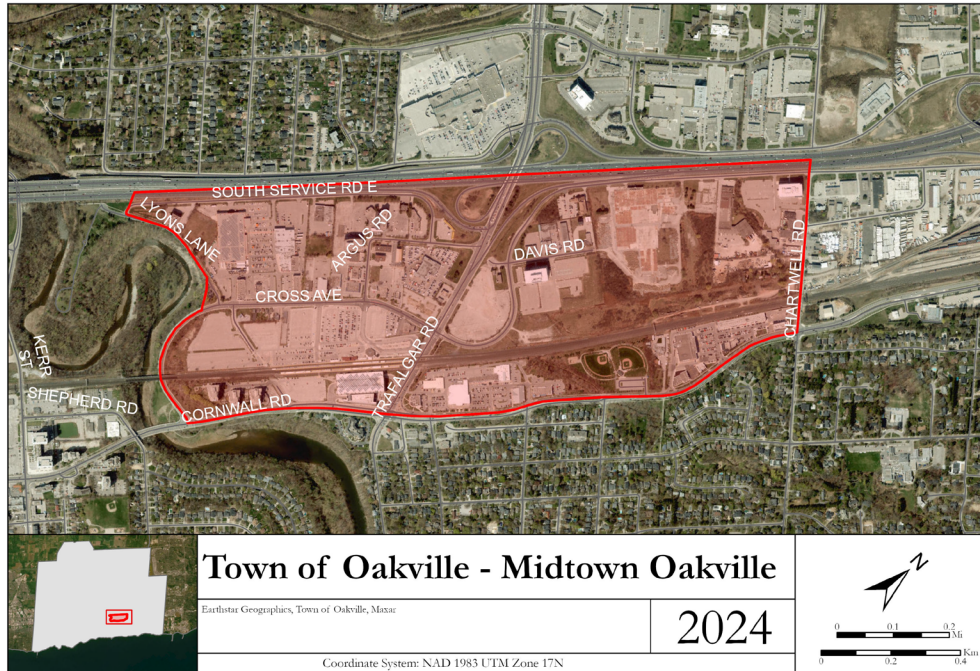
Building on the results of the growth scenario presented in Chapter 5, this Chapter provides a summary of the population, housing, and employment growth allocations for Midtown Oakville. For additional details, please refer to Appendix H.

Identified by the Province as an Urban Growth Centre (U.G.C.) in 2006, Midtown Oakville is located in the Town of Oakville south of the Queen Elizabeth Way (Q.E.W.) and north of Cornwall Road, between Lyons Lane to the west and Chartwell Road to the east. In total, Midtown Oakville is approximately 103 gross hectares (ha) in land area.^[28] Midtown Oakville is being planned as a mixed-use urban community over the next three decades that is intended to be a focus of population, housing, and employment growth for the Town leveraging the area's strategic central location within the Town and access to higher-order transit services. Figure 6-1, below, provides a key map of Midtown Oakville.

[28] It should be noted that the net developable land area within Midtown Oakville is less than 103 hectares.



Figure 6-1
Town of Oakville
Midtown Oakville Location Map



6.1 Residential Development in Midtown Oakville

Population, housing, and employment allocations for Midtown Oakville were developed based on a detailed review of the following local supply and demand factors:

Local Supply and Demand Factors

- Supply of potential future housing stock in the development process by housing structure type and approval status;
- Provincial and local policy direction regarding forecast residential growth by broader planning policy area.
- Historical residential building permit activity (new units only) by structure type from 2014 to 2024 (Y.T.D.) across the Town's existing nodes and corridors (refer to subsection 4.2.1.2);
- An assessment of high-density housing market demand within Midtown Oakville for considering future net migration by major age group as well as the



demographic and socio-economic characteristics of the existing population base; and

- The anticipated share of future high-density housing growth in Midtown Oakville within the context broader demand for high-density housing for the Town, Halton Region and G.T.H.A.

6.1.1 Population Growth Allocations

Figure 6-2 summarizes the allocation of population growth to Midtown Oakville between 2021 and 2051. Key assumptions are as follows:

- Over the 2021 to 2051 planning horizon, Midtown Oakville is expected to account for 11% the Town-wide population growth, with just under 18,000 additional people to be accommodated in this area;
- On an annual basis, Midtown Oakville is expected to accommodate approximately 600 people annually over the next three decades; and
- As shown in the table below, Midtown Oakville is expected to experience majority of the development post-2031, growing by an additional 16,600 people, or 830 people per year over the two decades.

Figure 6-2
Town of Oakville
Midtown Oakville Population Growth, 2021 to 2051

Period	Town of Oakville	Midtown Oakville	% Share of Town of Oakville
Mid-2021	222,100	600	0%
Mid-2031	284,300	1,900	1%
Mid-2041	342,400	10,200	3%
Mid-2051	387,800	18,500	5%
Mid-2021 to Mid-2051	165,700	17,900	11%

Note: Figures have been rounded. Population figures include net Census undercount.

Source: Watson & Associates Economists Ltd.



6.1.2 Housing Growth by Structure Type in Midtown Oakville

Figure 6-3 summarizes the number of units that are currently in active development approvals in Midtown Oakville, Figure 6-4 compares these units against the total amount of units in the Town. Key observations are as follows:

- As of mid-2024, the Town of Oakville has 16,590 housing units that are currently in active development applications;
- Approximately 85% of the housing units identified in the Town of Oakville are identified as high-density units, 9% are classified as low-density, and the remaining 6% are medium density units; and
- Little under half of the Town-wide units (8,160 units) are located in Midtown Oakville, all of which are identified as high-density;

Figure 6-3
Town of Oakville
Midtown Oakville Units with Development Applications

	Low Density ^[1]	Medium Density ^[2]	High Density ^[3]	Total Units
Registered or Draft Approved	-	-	435	435
Proposed	-	-	702	702
Ontario Land Tribunal Appeals	-	-	7,021	7,021
Midtown Oakville Total	-	-	8,158	8,158

^[1] Includes single and semi-detached dwellings.

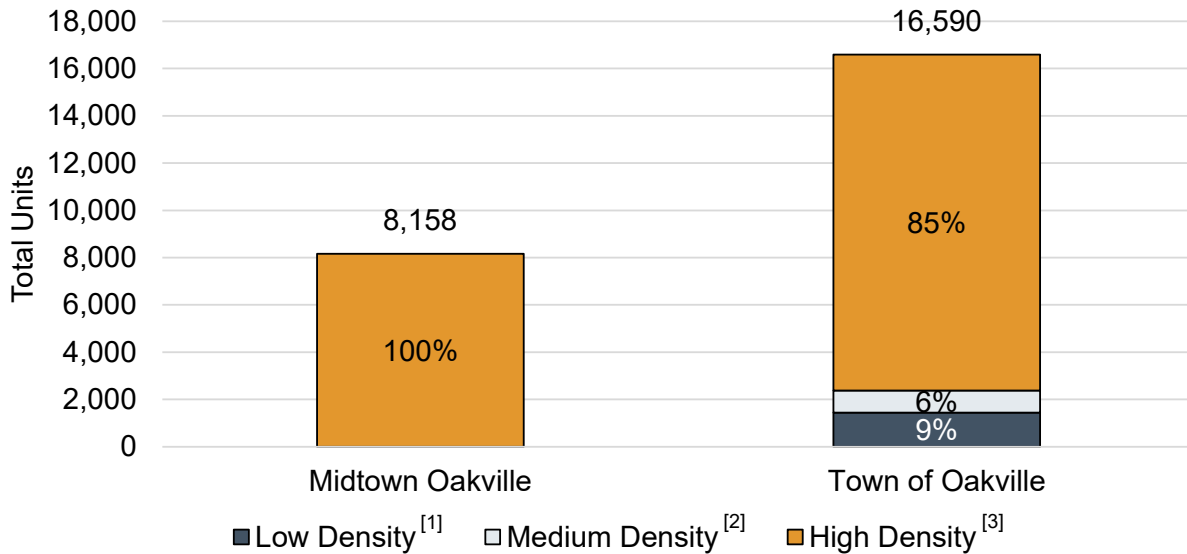
^[2] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units, and stacked townhouses.

Source: Data provided by the Town of Oakville Planning Portal Hub, summarized by Watson & Associates Economists Ltd.



Figure 6-4
Town of Oakville
Housing Units with Development Applications



[1] Includes single and semi-detached dwellings.

[2] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units, and stacked townhouses.

Note: Figures have been rounded. There are 3,847 additional units in the development approvals process that do not have a density type assigned; as a result, there are approximately 20,437 units that are active in the development approvals process.

Source: Data provided by the Town of Oakville Planning Portal Hub, summarized by Watson & Associates Economists Ltd.

Figure 6-5 compares the 2024 Growth Analysis Update total housing forecast for Midtown Oakville to the Town-wide housing forecast, while Figure 6-6 presents the J.B.P.E. population and housing forecast for Midtown Oakville. Key observations include:

- Over the 2021 to 2051 period, Midtown Oakville is expected to accommodate 8,900 units (297 housing units annually), representing approximately 13% of the Town-wide housing growth over the same period. It is noted that occupied residential development is anticipated by 2029, representing approximately 414 per year from 2029 to 2051.
- Most of the housing growth in Midtown Oakville will be concentrated in high-density units, accounting for 95% of the total housing, while the remaining 5% are categorized as medium-density units; and



- In comparison, the Halton J.B.P.E. shows that over the same time period, Midtown Oakville will add an additional 16,030 units between 2021 and 2051, averaging 534 units per year.

Figure 6-5
Town of Oakville
Midtown Oakville Housing Growth, 2021 to 2051

Period	Town of Oakville	Midtown Oakville	% Share of Town of Oakville
Mid-2021	73,570	300	0%
Mid-2031	97,160	920	1%
Mid-2041	120,710	5,080	4%
Mid-2051	141,680	9,200	6%
Mid-2021 to Mid-2051	68,110	8,900	13%
Mid-2021 to Mid-2051 Annual Growth	2,271	297	13%

Note: Figures have been rounded.
Source: Watson & Associates Economists Ltd.

Figure 6-6
Midtown Oakville
2023 Halton Region J.B.P.E. Summary of Population and Housing, 2021 to 2051

Year	Population ^[1]	Low Density ^[2]	Medium Density ^[3]	High Density ^[4]	Total Units
Mid-2021	640	60	0	230	300
Mid 2031	11,710	60	0	6,230	6,290
Mid 2041	24,140	60	360	11,890	12,320
Mid-2051	32,470	60	600	15,660	16,320
Mid-2021 to Mid-2051	31,830	-	600	15,420	16,030
Annual Growth (2021 to 2051)	1,060	-	20	514	534

^[1] Population includes net Census undercount.

^[2] Includes single detached and semi-detached dwellings.

^[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[4] Includes stacked townhouses, and bachelor, 1-bedroom, and 2-bedroom+ apartment units.



Note: Figures have been rounded. It should be noted that between 2031 and 2051, the annual housing growth in Midtown Oakville is 502 units.

Source: Halton Region's J.B.P.E's forecast for the Town of Oakville summarized by Watson & Associates Economists Ltd.

6.2 Employment Growth Allocations in Midtown Oakville

Figure 6-7 summarizes employment growth for Midtown Oakville by major land use category; for additional details regarding the employment forecast, please refer to Appendix H). Key findings are as follows:

- Midtown Oakville is expected to accommodate just under 6,000 jobs over the next three decades, accounting for approximately 8% of Town-wide employment growth;
- Most of the employment growth in Midtown Oakville is estimated to be P.R.E. (i.e., commercial, retail, institutional and work at home), comprising 83% of Midtown's total employment growth, or just under with 5,000 jobs;
- The remaining 1,000 jobs in Midtown Oakville are anticipated with the M.O.E. category. M.O.E. is forecast to accounts for approximately 17% of total jobs Midtown, representing approximately 6% of Town-wide M.O.E.;
- There are no industrial jobs anticipated to be accommodated within this area;
- By 2051 there are 29,900 people and jobs in Midtown Oakville.



Figure 6-7
Town of Oakville
Midtown Oakville Employment Growth, 2024 to 2051

Category	Midtown Oakville	Town of Oakville	% Share of Town of Oakville
2024 Total Employment	5,500	117,000	5%
2024 to 2051 Employment Growth			
Major Office Employment	1,000	16,200	6%
Population-Related Employment	4,960	40,030	12%
Employment Land Employment	0	17,470	0%
Rural Employment	0	0	-
Total Employment Growth	5,960	73,700	8%
2051 Total Employment	11,400	190,700	6%

Note: Figures have been rounded. Employment figures include work at home and no fixed place of work.

Source: Watson & Associates Economists Ltd.

Figure 6-8 presents the Halton J.B.P.E. employment forecast for Midtown Oakville. It should be noted that the J.B.P.E. does not provide a breakdown of employment by land use category and only summarizes employment by major sector (i.e., industrial/commercial/institutional). Key observations are as follows:

- Midtown Oakville is expected to accommodate 12,540 jobs over the 30-year period, averaging 418 employees per year, accounting for 12% of the Town-wide employment growth; and
- Majority of the jobs in Midtown Oakville are commercial jobs, accounting for 94% of the total employment growth, the remaining 6% are institutional-related employment.



Figure 6-8
Town of Oakville
J.B.P.E. Summary of Midtown Oakville Employment, 2021 to 2051

Type	Midtown Oakville	Town of Oakville	% Share of Town of Oakville
Commercial	11,850	68,060	17%
Industrial	0	26,930	0%
Institutional	700	6,280	11%
Total Employment	12,540	101,280	12%
Annual Employment	418	3,376	12%

Note: Figures have been rounded.

Source: Halton Region's J.B.P.E's forecast for the Town of Oakville summarized by Watson & Associates Economists Ltd.



7. Conclusions

The Town of Oakville is well positioned to continue to attract and accommodate steady population and employment growth over the next three decades. A key driver of this long-term population and employment growth potential is the Town's geographic location within the G.T.H.A. With a robust economy and diverse mix of export-based employment sectors, the G.T.H.A. is highly attractive on an international and national level to new businesses and investors. The G.T.H.A. is a fast-growing region in Ontario, and more broadly in North America, representing the economic powerhouse of Ontario and the centre of a large portion of economic activity in Canada. The continued strength of the G.T.H.A. employment market presents a tremendous opportunity for existing/future businesses and residents within Halton Region and the Town of Oakville.

Over the past several decades, population growth within the Town of Oakville has been largely driven by net migration of working age adults from other large urban municipalities within the G.T.H.A., most notably the City of Toronto and Peel Region. Looking forward, population growth within the Town is anticipated to be increasingly driven by immigration as opposed to intra-provincial migration. Newcomers to the Town are anticipated to remain concentrated between 35 and 44 years of age. A large portion of these newcomers are represented by Census families; in recent years, however, the Town has also experienced a rise in non-Census families. These trends are placing steady demand for a range of attainable ownership and rental housing opportunities (including affordable rental housing) to accommodate the Town's growing families, single person households and non-Census families of all income levels and ages.

While the Town of Oakville's population is steadily growing it is also getting older, largely driven by the aging of the Baby Boomers.^[29] The first wave of this demographic group turned 75 years of age in 2021. The Town's share of the 75+ population is anticipated to steadily increase from approximately 7% in 2021 to 11% in 2051 (refer to subsection 5.5.1). This represents a forecast annual population growth rate for the 75+ age group of 3.4%, compared to 1.9% for the total population. Unlike the Town's working age residents, this segment of the population will be driven by aging of existing Oakville residents as opposed to net migration.

^[29] Defined as population born between 1946 and 1964.



It is important to recognize that the Town's Baby Boom age group is large in terms of population (representing approximately 19% of the Town's population base in 2021), but also very diverse with respect to age, income, health, mobility and lifestyle/life stage. This is anticipated to drive the need for a range of housing options geared to an aging population including various forms of grade related housing, ownership and rental apartments, affordable housing and seniors' housing geared to a range of living options (i.e., nursing homes, assisted living and independent and active lifestyles).

The Town's established and planned living areas offer residents a range of housing options located within proximity to regional and local infrastructure, a diverse range of employment opportunities, public and private schools, post-secondary institutions, indoor and recreation facilities, cultural and retail amenities, higher-order regional transit as well as a vibrant downtown and waterfront. Collectively, these local and regional attributes offer residents a world class quality of life, which continues to attract new people and businesses to the Town of Oakville.

Notwithstanding these above factors that are anticipated to continue attracting new residents to the Town, it is important to recognize that the G.T.H.A. is experiencing increased outward growth pressure to other sub-regions with Ontario, particularly the G.G.H. Outer Ring, Southwestern Ontario and Eastern Ontario. This outward growth pressure has been largely driven by:

- The relative decline in housing affordability within the G.T.H.A. (including the Town of Oakville), compared to the other areas within Southern Ontario;
- A gradual strengthening of regional economic conditions within all sub-areas of Ontario (i.e., as measured in terms of labour force growth within both services-producing and goods-producing sectors);
- Changes to the nature of work, led by technological improvements and increased options for remote/hybrid work, which were accelerated during the COVID-19 pandemic; and
- Lifestyle preferences as some residents from larger urban centres of the G.T.H.A. exchange "city lifestyles" for a greater balance of urban and rural living.

As noted throughout this growth analysis update, a broad range of considerations related to demographics, economics, and socio-economics are anticipated to impact future population and employment growth trends throughout the Town of Oakville over the 2021 to 2051 planning horizon. These factors will not only affect the rate and



magnitude of growth but will also influence the form, density, and location of residential and non-residential development throughout the Town.

While the long-term population growth outlook for the Town of Oakville remains strong relative to historical trends experienced over the past two decades, the Town's upward population and employment growth potential is anticipated to be largely tied to three key factors:

- **Greenfield land supply to accommodate grade-related housing options geared to new and existing families is steadily diminishing.** As these housing supply opportunities gradually diminish over the next several decades, it is anticipated that the rate of housing construction associated with new low- and medium-density housing including; single-detached, semi-detached and townhouses will continue to slow.
- **The aging of the Baby Boom Population will continue to place downward growth pressure on population growth due to declining growth from natural increase (i.e., births less deaths).** Similar to the Province as a whole, the Town will increasingly become more reliant on net migration as a source of population growth as a result of these demographic conditions. Furthermore, an aging labour force is also anticipated to place downward pressure on long-term economic growth within the local and regional economy driven by declining rates in labour force participation.
- **There is a limit to annual absorption levels for high-density housing that the Town can reasonably sustain over the long-term within the context of the real estate market outlook for the G.T.H.A.** As previously noted in subsection 4.2.1.2, during the peak of the COVID-19 pandemic between 2021 and 2022 the Town averaged 2,400 high-density building permits per year (new units). Comparably, the average number of new high-density housing units constructed in Oakville over the next three decades is forecast to increase significantly relative to historical trends experienced over the past two decades. However, it is unlikely that the Town will experience sustained levels of new high-density housing development over the long-term that will exceed the peak construction levels the Town experienced during the height of the pandemic. With respect to the high-density housing market, a steady increase in demand for high-density rental housing is anticipated within the Town to accommodate increased needs associated with the Town's growing population of low and



middle-income households. Currently, the Town is experiencing a shortage of affordable rental housing accommodations.^[30] This emphasizes the continued need for a greater supply of non-market and market rental housing options (including both primary and secondary rental high-density accommodations and secondary units) as well as ownership condominiums to address future high-density housing demand across all ages and income groups

Figure 7-1 summarizes three long-term population forecast scenarios for the Town of Oakville over the 2021 to 2051 forecast period, relative to historical population between 2001 and 2021. By 2051, the Town's population is forecast to ultimately reach a population between 350,000 and 433,000. This represents an increase of approximately 213,600 to 312,600 people between 2021 and 2051.

Through a comprehensive assessment of the long-term population growth outlook for the Province of Ontario, the G.T.H.A., and Halton Region, an updated population forecast has been prepared, herein, for the Town of Oakville. In accordance with this update, Oakville's population base is forecast to increase to 388,000 residents by 2051, representing an annual average growth rate of 1.9%, or 5,500 people per year. Comparably, this revised long-range growth scenario for the Town of Oakville, is slightly below the mid-point between the R.O.P.A. 49 and Halton J.B.P.E. forecast for the Town by the year 2051.

This updated population forecast is the recommended growth forecast scenario for the Town of Oakville for the following reasons:

- It represents a reasonable future rate of population growth relative to historical trends, considering recent and near-term immigration levels expected for Canada, Ontario and the G.T.H.A. as well as the identified drivers of longer-term population growth potential for Halton Region and the Town of Oakville.
- Population growth in the Town will continue to be largely driven by net migration (immigration) of working age adults. Forecast trends in net migration are ambitious but reasonable for the purposes of long-range planning within the context of federal immigration targets and anticipated population growth rates across Halton Region and surrounding area. Furthermore, the share of net

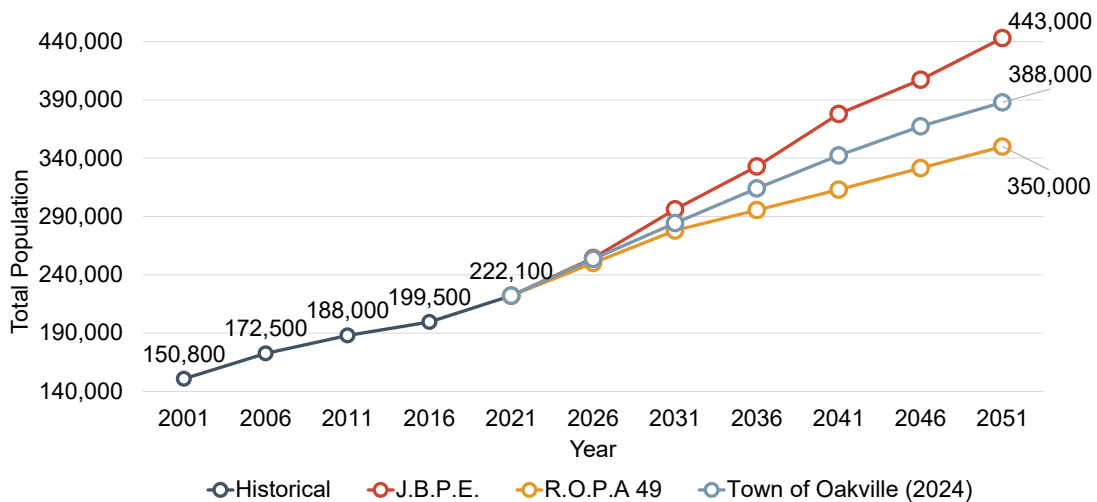
^[30] As of October 2023, the Town of Oakville is reported to have a 1.6% vacancy rate for purpose-built rentals. A 3% rental vacancy rate is considered a healthy vacancy rate for purpose built rental housing.



migration and population growth in the 15 to 64 age group is reasonable within the context of historical migration patterns and broader demographic trends anticipated across the Province, G.T.H.A. and Halton Region.

- The forecast level of annual new housing development required to accommodate the recommended population growth forecast for the Town represents an achievable increase in housing activity relative to historical trends experienced over the past two decades when considering forecast population growth outlook and corresponding housing needs across Halton Region and more broadly throughout the G.T.H.A.

Figure 7-1
Town of Oakville
Long-Range Population Growth Scenarios, 2021 to 2051



Notes: Population includes net Census undercount and has been rounded. J.B.P.E. means Joint Best Planning Estimates; R.O.P.A. means Regional Official Plan Amendment.

Source: Historical 2001 to 2021 data derived from Statistics Canada Table 17-10-0152-01; forecast prepared by Watson & Associates Economists Ltd.

Under the recommended long-term population forecast, the Town will be required to accommodate a total of 68,220 new households from 2021 to 2051, representing an average of 2,270 new households per year. Over the 2021 to 2051 forecast period, new housing is expected to comprise 12% low-density units (singles and semi-detached), 20% medium-density units (multiples), 63% high-density units (apartments), and 5% secondary suites.



Midtown Oakville Population, Housing, and Employment Growth Forecast

As part of this growth analysis update a long-term population, housing and employment forecast has been prepared for Midtown Oakville in consideration of the following demand and supply factors:

- Supply of potential future housing stock in the development process by housing structure type and approval status;
- Provincial and local policy direction regarding forecast residential growth by broader planning policy area;
- Historical residential building permit activity (new units only) by structure type from 2014 to 2024 (Y.T.D.) across the Town's existing corridors (refer to subsection 4.2.1.2);
- An assessment high-density housing market demand within Midtown Oakville for considering future net migration by major age group as well as the demographic and socio-economic characteristics of the existing population base; and
- The anticipated share of future high-density housing growth in Midtown Oakville within the context broader demand for high-density housing at the Town-wide, Halton Region and G.T.H.A. level.

Figure 7-2 summarizes the allocation of population and housing growth to Midtown Oakville between 2021 and 2051. Over the 2021 to 2051 planning horizon:

- Midtown Oakville is expected to account for 11% the Town-wide population growth, with 17,900 people planned to be accommodated in this area; and
- To accommodate this level forecast level of population, Midtown is anticipated to require 8,300 total households, or just under 300 new households per year between 2021 and 2051. It is noted that occupied residential development is anticipated by 2029, representing just over 400 new households per year from 2029 to 2051.



Figure 7-2
Midtown Oakville
Summary of Population and Housing, 2021 to 2051

Year	Population ^[1]	Low Density ^[2]	Medium Density ^[3]	High Density ^[4]	Total Units
Mid-2021	600	0	0	300	300
Mid-2051	18,500	0	480	8,730	9,200
Mid-2021 to Mid-2051	17,800	0	480	8,430	8,900
Annual Growth (2021 to 2051)	594	-	16	281	297

^[1] Population includes net Census undercount.

^[2] Includes single detached and semi-detached dwellings.

^[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[4] Includes stacked townhouses, and bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Note: Figures have been rounded.

Source: Watson & Associates Economists Ltd.

Figure 7-3 summarizes Midtown Oakville’s employment growth by major land use category. Key findings are as follows:

- Midtown Oakville is expected to accommodate just under 6,000 jobs over the next three decades, accounting for approximately 8% of Town-wide employment growth;
- Most of the employment growth in Midtown Oakville is estimated to be P.R.E. (i.e., commercial, retail, institutional and work at home), comprising 83% of Midtown’s total employment growth, or just under with 5,000 jobs;
- The remaining 1,000 jobs in Midtown Oakville are anticipated with the M.O.E. category. M.O.E. is forecast to accounts for approximately 17% of total jobs Midtown, representing approximately 6% of Town-wide M.O.E.;
- There are no industrial jobs anticipated to be accommodated within this area;
- By 2051 there are 29,900 people and jobs in Midtown Oakville.



Figure 7-3
Midtown Oakville
Total Employment Growth Forecast by Employment Category, 2024 to 2051

Category	Midtown Oakville	Town of Oakville	% Share of Town of Oakville
2024 Total Employment	5,500	117,000	5%
2024 to 2051 Employment Growth			
Major Office Employment	1,000	16,200	6%
Population-Related Employment	4,960	40,030	12%
Employment Land Employment	0	17,470	0%
Rural Employment	0	0	-
Total Employment Growth	5,960	73,700	8%
2051 Total Employment	11,400	190,700	6%

Note: Figures have been rounded. Employment figures include work at home and no fixed place of work.

Source: Watson & Associates Economists Ltd.



Appendix A

Growth Projections Methodology



Appendix A: Growth Projections Methodology

Approach and Methodology

The population, household, and employment forecast methodology adopted for this study utilizes a combined forecasting approach that incorporates both the traditional “top-down” cohort-survival forecast methodology (i.e., population by age-cohort) and a “bottom-up” household formation methodology. This combined approach is adopted to ensure that both regional economic/demographic trends and local housing market conditions are adequately assessed in developing the long-term growth potential for the Town of Oakville.

A.1 Economic Base Model

Local/regional economic activities can be divided into two categories: those that are “export-based,” and those that are “community-based.” The export-based sector comprises industries (i.e., economic clusters) that produce goods that reach markets outside the community (e.g., agriculture and primary resources, manufacturing, research and development). Export-based industries also provide services to temporary and second-home residents of the Town of Oakville (hotels, restaurants, tourism-related sectors, and colleges and universities) or to businesses outside the region (specialized financial and professional, scientific and technical services). Community-based industries produce services that primarily meet the needs of the residents in the Town (retail, medical, primary and secondary education, and personal and government services). Ultimately, future permanent population and housing growth within the Town of Oakville has been determined in large measure by the competitiveness of the export-based economy within the Town of Oakville and the surrounding market area.

On the other hand, population growth in the 65+ cohort will continue to be largely driven by the aging of the Town’s existing population and, to a lesser extent, the attractiveness of the Town to older adults and seniors through net migration, including the conversion of seasonal dwellings to permanent households.

A.2 Cohort-Survival Population and Household Forecast Methodology

The cohort-survival population forecast methodology uses, as its base, population age groups by sex, and ages each group over time, taking into consideration age-specific

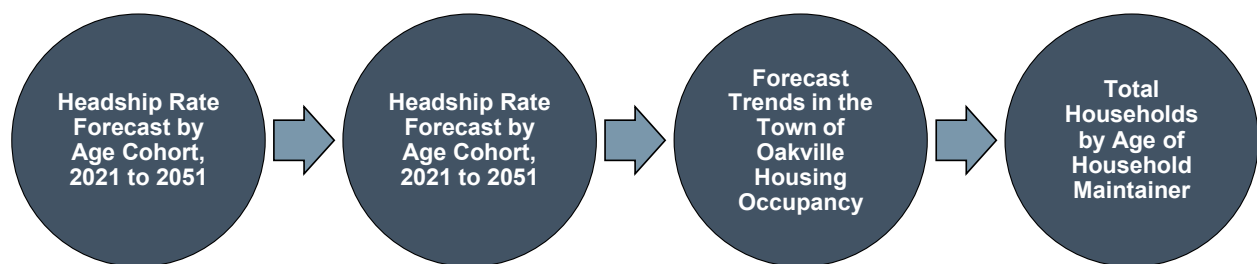


death rates and age-specific fertility rates for the female population in the appropriate years (to generate new births). To this total, an estimated rate of net migration is added (in-migration to the municipality, less out-migration, by age group).

Forecast trends in population age structure provide important insights with respect to future housing needs based on forecast trends in average household occupancy. Total housing growth is generated from the population forecast by major age group using a headship rate forecast.

A headship rate is defined as the number of primary household maintainers or heads of households by major population age group (i.e., cohort). Average headship rates do not tend to vary significantly over time by major age group; however, the number of maintainers per household varies by population age group. For example, the ratio of household maintainers per total housing occupants is higher on average for households occupied by older cohorts (i.e., 55+ years of age) as opposed to households occupied by adults 29 to 54 years of age. This is important because, as the Town of Oakville's population ages, the ratio of household maintainers is anticipated to increase. The average headship rate represents the inverse of the average number of persons per unit (P.P.U.). As such, as the Town's population ages over time, the average P.P.U. is forecast to steadily decline as the ratio of household maintainers per total housing occupants increases. Figure A-1 summarizes the cohort-survival forecast methodology, which is a provincially accepted approach to projecting population and the corresponding total household formation.^[31]

Figure A-1
Cohort-Survival Population and Household Forecast Methodology



^[31] Projection Methodology Guideline. A Guide to Projecting Population, Housing Need, Employment and Related Land Requirements, 1995.



This forecasting approach has been developed in accordance with the Ontario Provincial Projection Methodology Guidelines and industry best practices.^[32] This approach focuses on the rate of historical housing construction in the Town of Oakville and the surrounding area, adjusted to incorporate supply and demand factors by geographic area, such as servicing constraints, housing units in the development process, and historical housing demand. Population is then forecast by developing assumptions on average household size by unit type, taking into consideration the higher average occupancy of new housing units and the decline in P.P.U. over time within existing households.

A.3 Employment Forecast

The long-term employment growth potential for the Town of Oakville has been developed from the labour force growth forecast, which considers both the rate and age structure of forecast labour force growth over the 2021 to 2051 planning horizon. A long-term employment growth forecast by major employment sector/category (i.e., primary, industrial, commercial, institutional, work at home) was then established using the employment “activity rate” method.^[33]

When forecasting long-term employment, it is important to understand how employment growth in the Town of Oakville by major employment category (i.e., industrial, commercial, and institutional) is impacted by forecast labour force and population growth. Population-related employment (i.e., retail, schools, services, and commercial) is generally automatically attracted to locations convenient to residents. Typically, as the population grows, the demand for population-related employment also increases, to service the needs of the local community. Forecast commercial and institutional activity rates have been based on historical activity rates and employment trends, and future commercial and institutional employment prospects within a local and regional context.

^[32] Projection Methodology Guideline. A Guide to Projecting Population, Housing Need, Employment and Related Land Requirements, 1995.

^[33] An employment activity rate is defined as the number of jobs in a municipality divided by the number of residents.



Similar to population-related employment, home-based employment is also anticipated to generally increase in proportion to population growth.^[34]

Industrial and office commercial employment (export-based employment), on the other hand, is not closely linked to population growth. This type of employment tends to be more influenced by broader market conditions (i.e., economic competitiveness, transportation access, access to labour, and distance to employment markets) and local site characteristics, such as servicing capacity, highway access and exposure, site size/configuration, physical conditions, and site location within existing and future Employment Areas throughout Oakville and the surrounding market area. As such, industrial employment (employment lands employment) is not anticipated to increase in direct proportion to population growth and has been based on a review of the following:

- Macro-economic trends influencing industrial and employment lands development (i.e., industrial and office employment) within Oakville and the surrounding market area);
- Historical employment trends (i.e., review of established and emerging employment clusters), non-residential construction activity, and recent employment land absorption rates; and
- The availability of serviced industrial and employment land supply (i.e., shovel-ready industrial and employment lands) and future planned greenfield development opportunities on vacant designated industrial and employment lands within Oakville and the surrounding market area.

^[34] Due to further advancements in telecommunications technology, it is anticipated that home-based employment activity rates may increase over the forecast period for the Town.



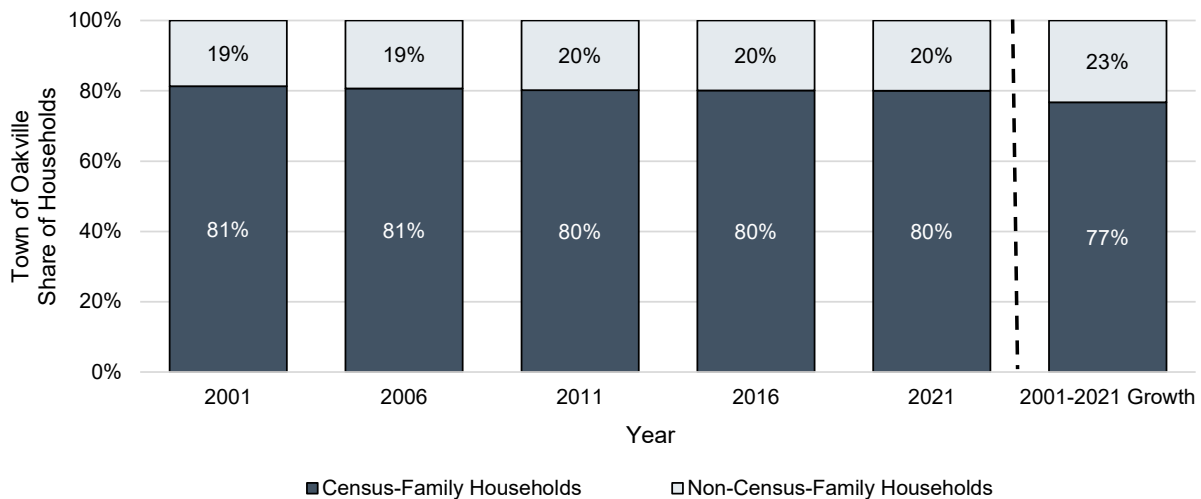
Appendix B

Household Profiling and Trends



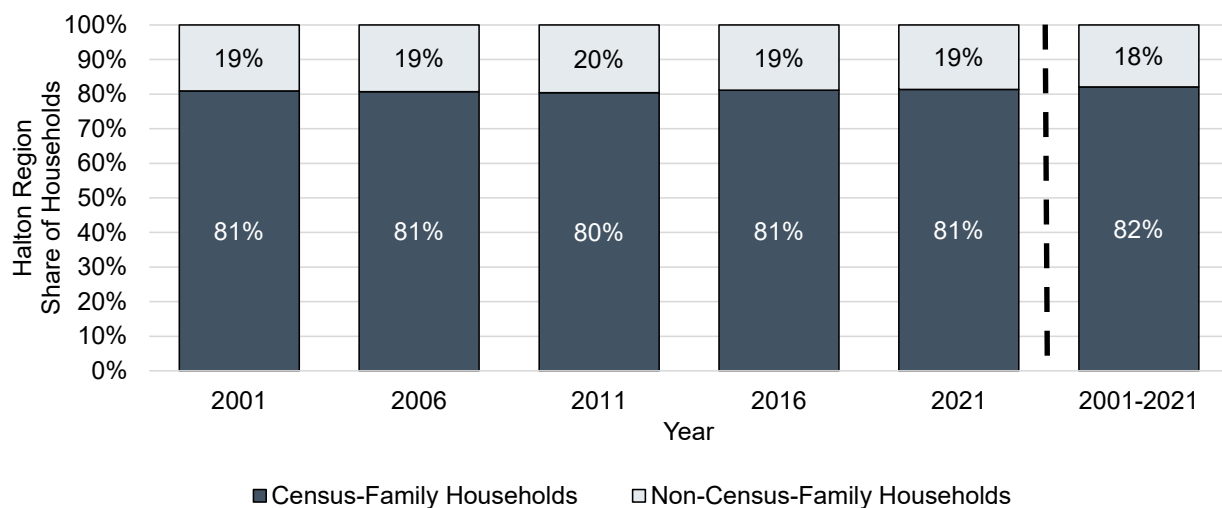
Appendix B: Household Profiling and Trends

Figure B-1
Town of Oakville
Household Trends by Family Structure, 2001 to 2021



Source: Derived from 2001 to 2021 Statistics Canada Census data by Watson & Associates Economists Ltd.

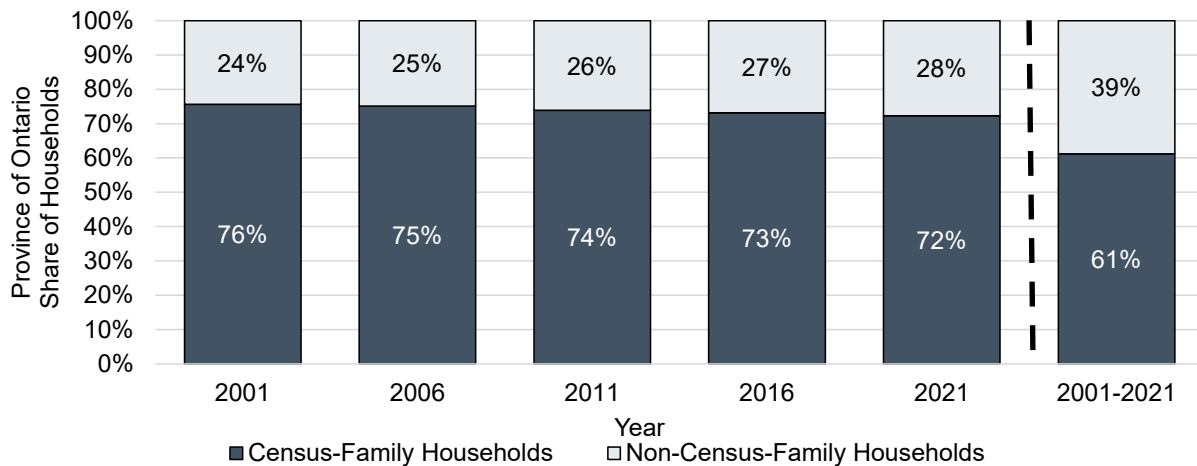
Figure B-2
Halton Region
Household Trends by Family Structure, 2001 to 2021





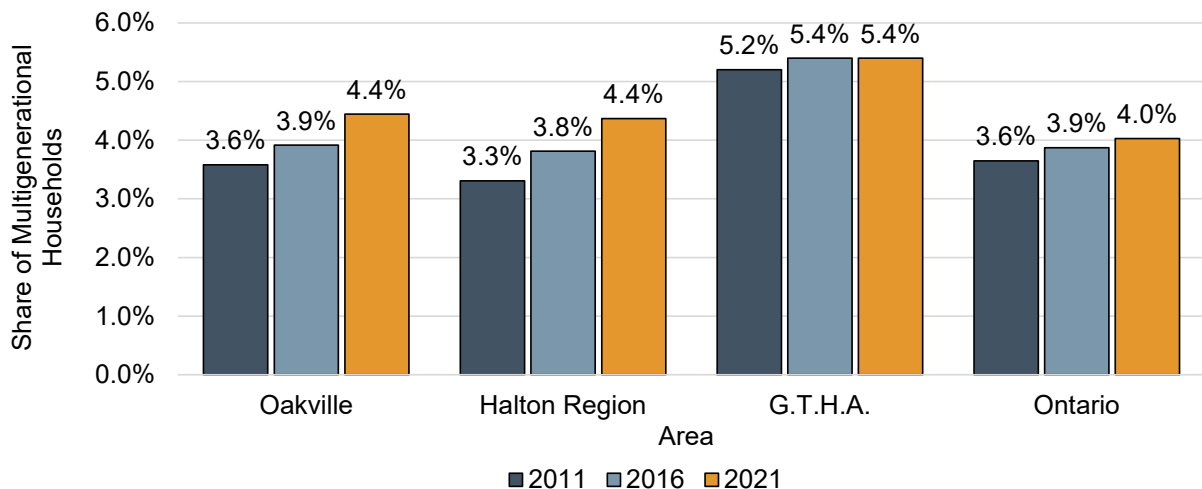
Source: Derived from 2001 to 2021 Statistics Canada Census data by Watson & Associates Economists Ltd.

Figure B-3
Province of Ontario
Household Trends by Family Structure, 2001 to 2021



Source: Derived from 2001 to 2021 Statistics Canada Census data by Watson & Associates Economists Ltd.

Figure B-4
Multigenerational Households, 2011 to 2021



Note: G.T.H.A. means Greater Toronto and Hamilton Area.

Source: Derived from 2011 to 2021 Statistics Canada Census data by Watson & Associates Economists Ltd.

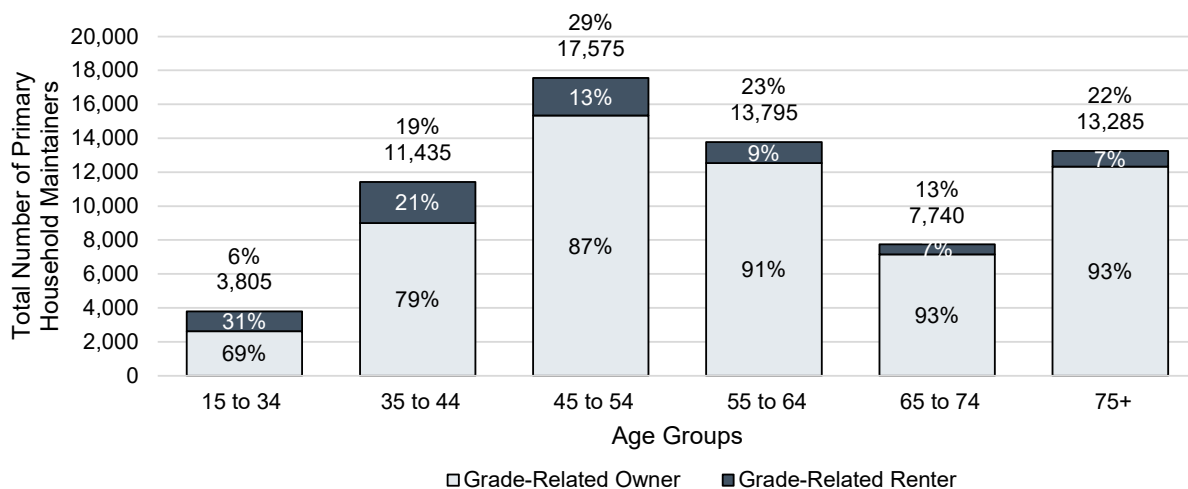


Figure B-5
Town of Oakville
Population and Households Trends by Area, 2016 to 2021

-	North Oakville	South Oakville
Total Population 2016	6,400	187,400
Total Population 2021	21,300	192,400
Total Households 2016	1,930	64,340
Total Households 2021	6,530	67,030
	2021 Totals	2021 Totals
Multigenerational Households	480	2,790
Non-Census-Family Households	130	1,545
One-Person Households	840	12,580
	2021 Shares	2021 Shares
Multigenerational Households	7%	5%
Non-Census-Family Households	2%	3%
One-Person Households	13%	21%

Note: Figures have been rounded and may not add precisely.
 Source: Derived from 2016 and 2021 Statistics Canada Census information by Census Tracts, summarized by Watson & Associates Economists Ltd.

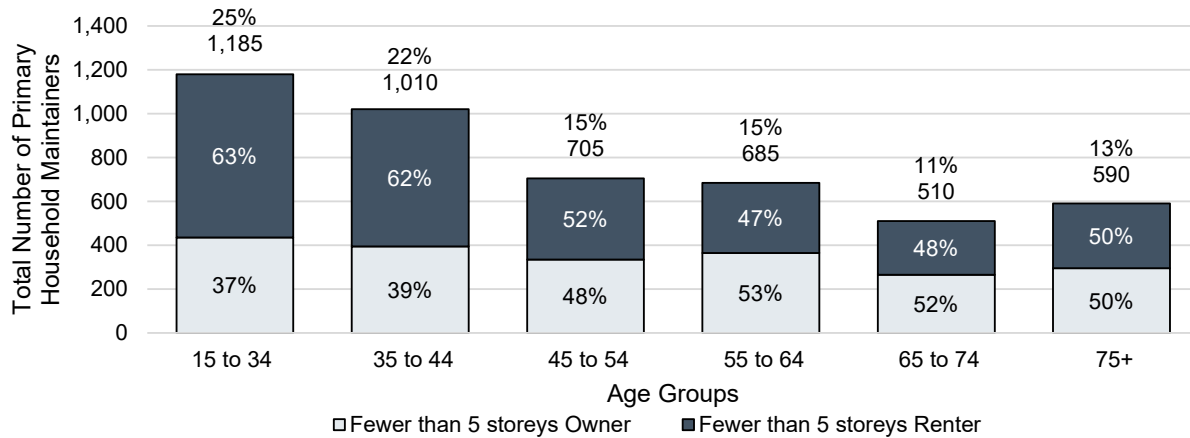
Figure B-6
Town of Oakville
Grade-Related Housing by Age of Primary Maintainer and Tenure, 2021



Note: "Grade related" includes singles and semi-detached houses, townhouses, apartments in duplexes, and other single detached dwellings.
 Source: Statistics Canada custom data order and Table 98-10-0231-01, summarized by Watson & Associates Economists Ltd.

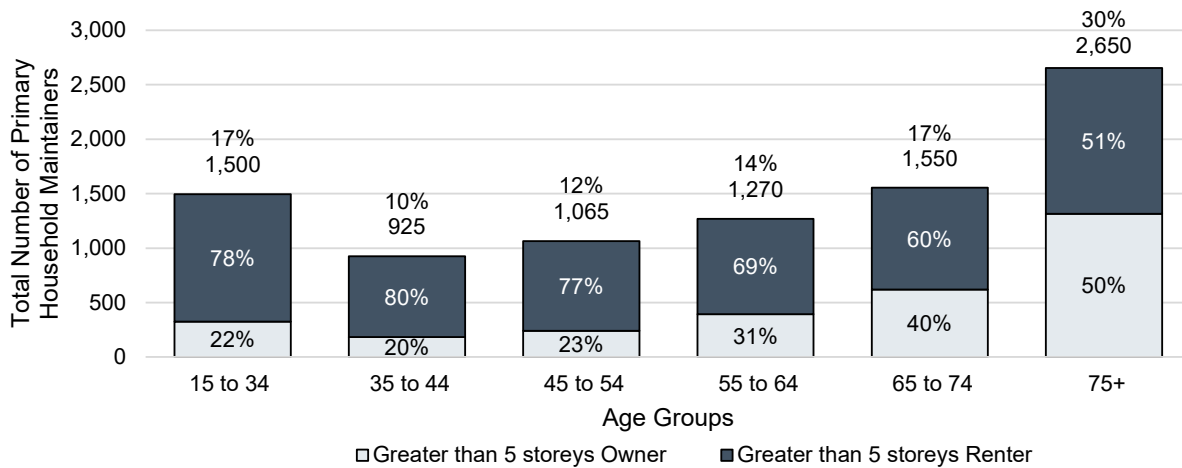


Figure B-7
Town of Oakville
High-Density Housing (Fewer than Five Storeys)
by Age of Primary Maintainer and Tenure, 2021



Source: Statistics Canada custom data order and Table 98-10-0231-01, summarized by Watson & Associates Economists Ltd.

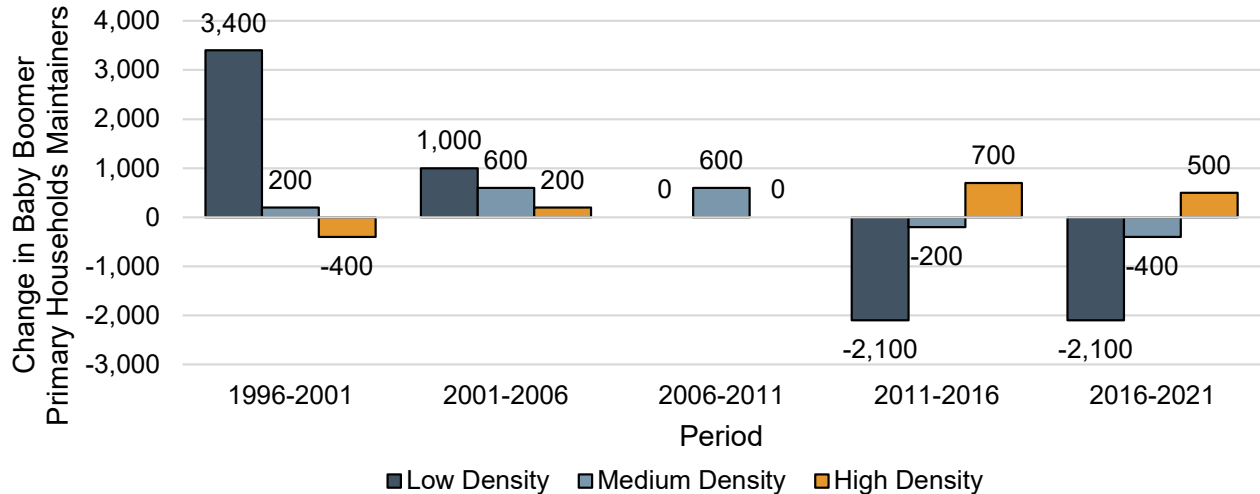
Figure B-8
Town of Oakville
High-Density Housing (Greater than Five Storeys)
by Age of Primary Maintainer and Tenure, 2021



Source: Statistics Canada custom data order and Table 98-10-0231-01, summarized by Watson & Associates Economists Ltd.



Figure B-9
Town of Oakville
“Baby Boomer” Housing Demand by Structure Type, 1996 to 2021



Note: Figures have been rounded.

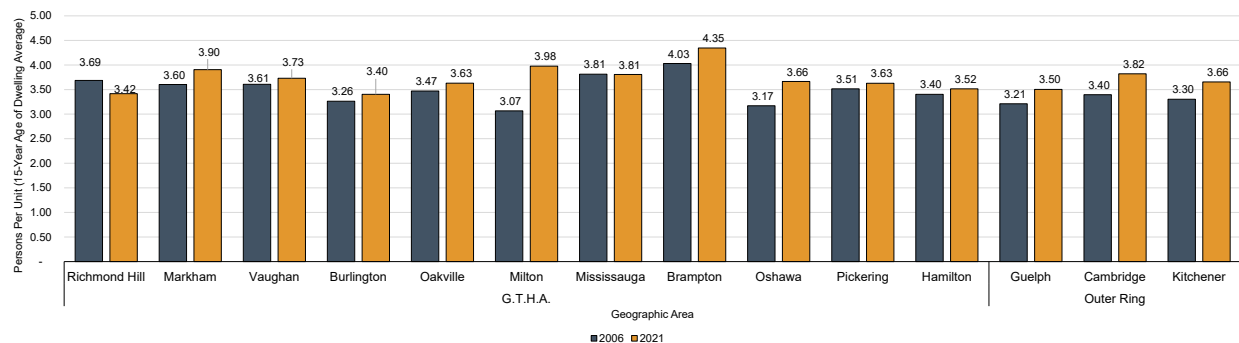
Low Density includes single and semi-detached dwellings.

Medium Density includes row townhouses, back-to-back townhouses, and apartments in duplexes.

High Density includes bachelor, 1-bedroom, and 2-bedroom+ apartment units, and stacked townhouses.

Source: Derived from 1996 to 2021 Statistics Canada Census data, summarized by Watson & Associates Economists Ltd.

Figure B-10
Greater Golden Horseshoe
New Unit Persons Per Unit Trends for Low Density, 2006 and 2021

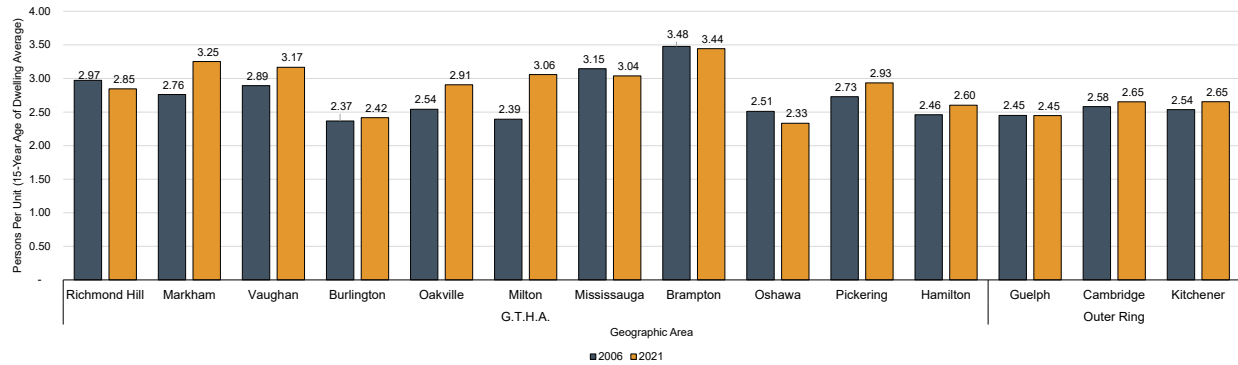


Notes: Low Density includes single and semi-detached housing units 15 years old and newer. G.T.H.A. means Greater Toronto and Hamilton Area.

Source: Derived from Statistics Canada custom order, summarized by Watson & Associates Economists Ltd.



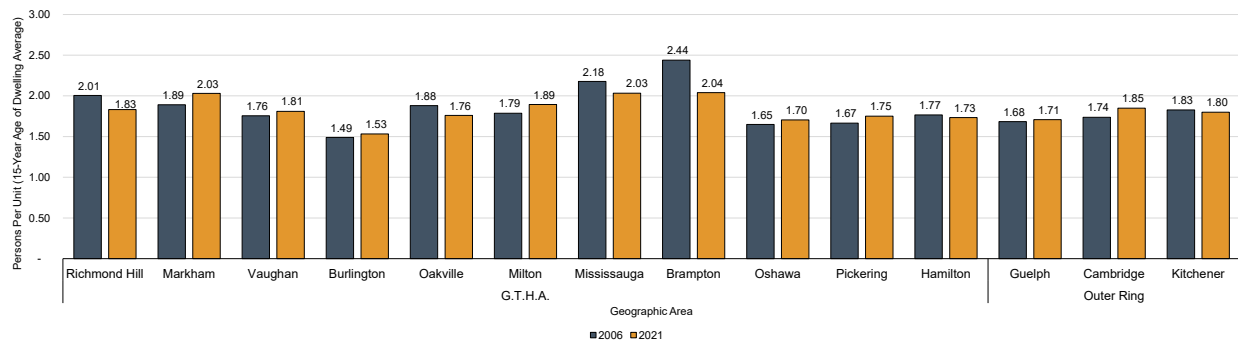
Figure B-11
Greater Golden Horseshoe
New Unit Persons Per Unit Trends for Medium Density, 2006 and 2021



Notes: Medium Density includes row townhouses, back-to-back townhouses, and apartments in duplexes in dwellings 15 years old and newer. G.T.H.A. means Greater Toronto and Hamilton Area.

Source: Derived from Statistics Canada custom order, summarized by Watson & Associates Economists Ltd.

Figure B-12
Greater Golden Horseshoe
New Unit Persons Per Unit Trends for High Density, 2006 and 2021



Notes: High Density includes bachelor, 1-bedroom, and 2-bedroom+ apartment units, and stacked townhouses in dwellings 15 years old and newer. G.T.H.A. means Greater Toronto and Hamilton Area.

Source: Derived from Statistics Canada custom order, summarized by Watson & Associates Economists Ltd.



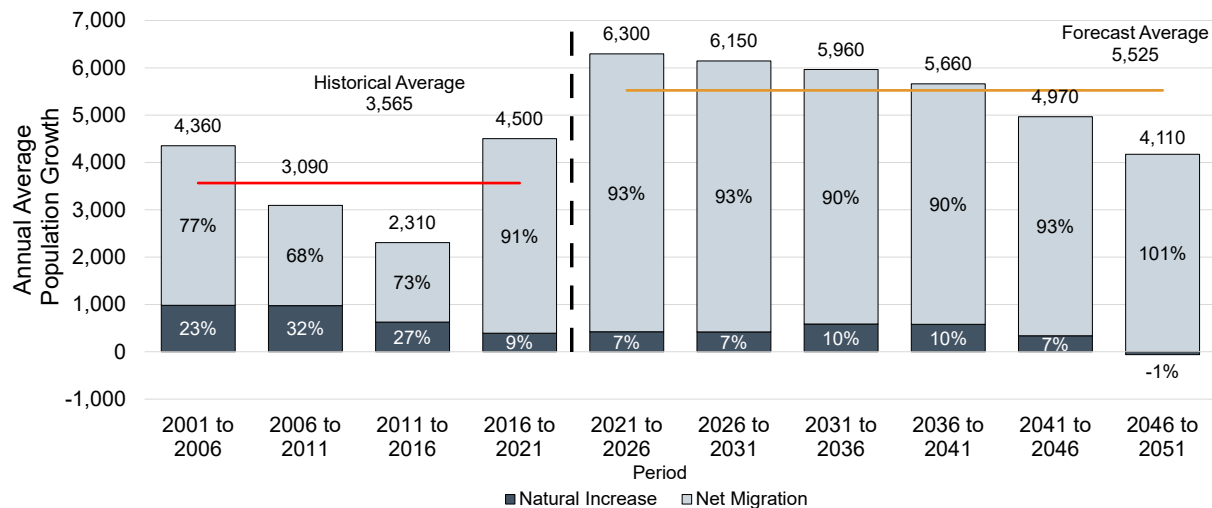
Appendix C

Components of Population Growth



Appendix C: Components of Population Growth

Figure C-1
Town of Oakville
Components of Population Growth, 2001 to 2051



	2001-2006	2006-2011	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036	2036-2041	2041-2046	2046-2051
Natural Increase	980	980	630	390	420	420	590	580	340	-60
Net Migration	3,370	2,120	1,680	4,110	5,870	5,730	5,380	5,080	4,630	4,170
Population Growth	4,360	3,090	2,310	4,500	6,300	6,150	5,960	5,660	4,970	4,110

Note: Figures have been rounded and may not add up precisely. Population figures include net Census undercount.
Source: Historical data derived from Statistics Canada Table 17-10-0136-01; forecast by Watson & Associates Economists Ltd.



Figure C-2
Town of Oakville
Net Migration by Age Cohort, 2006 to 2051

Cohort	2006-2011	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036	2036-2041	2041-2046	2046-2051
0-19	6,100	8,000	11,100	13,200	10,600	12,200	12,500	11,100	9,900
20-34	-1,500	-4,100	-600	300	200	-200	-200	-200	-100
35-44	4,300	5,100	8,500	11,300	14,700	12,700	9,400	9,300	8,200
45-54	1,300	1,400	2,800	5,500	3,700	2,800	4,200	3,500	3,400
55-74	-100	-2,200	-1,900	-1,900	-1,300	-1,000	-800	-800	-800
75+	600	300	700	1,000	700	400	300	200	200
Total	10,700	8,500	20,600	29,400	28,600	26,900	25,400	23,100	20,800

Note: Figures include net Census undercount and have been rounded.

Source: Historical data derived from Statistics Canada Table 17-10-0136-01; forecast by Watson & Associates Economists Ltd.

Figure C-3
Town of Oakville
Share of Net Migration by Age Cohort, 2006 to 2051

Cohort	2006-2011	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036	2036-2041	2041-2046	2046-2051
0-19	58%	95%	54%	45%	37%	45%	49%	48%	47%
20-34	-14%	-49%	-3%	1%	1%	-1%	-1%	-1%	-1%
35-44	41%	60%	41%	38%	51%	47%	37%	40%	39%
45-54	12%	17%	14%	19%	13%	11%	16%	15%	16%
55-74	-1%	-26%	-9%	-7%	-5%	-4%	-3%	-4%	-4%
75+	6%	3%	3%	3%	3%	2%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note: Figures include net Census undercount and have been rounded.

Source: Historical data derived from Statistics Canada Table 17-10-0136-01; forecast by Watson & Associates Economists Ltd.



Figure C-4
Town of Oakville
Population by Age Cohort, 2006 to 2051

Cohort	2006	2011	2016	2021	2026	2031	2036	2041	2046	2051
0-19	47,790	50,720	52,550	56,330	61,200	62,380	66,920	72,890	76,830	76,870
20-34	30,270	30,480	31,310	37,250	45,160	55,130	58,770	59,580	61,010	63,310
35-44	30,220	29,590	28,100	29,240	32,970	36,390	42,140	48,130	50,130	50,010
45-54	27,580	32,530	34,460	36,650	41,180	45,320	49,250	51,580	55,180	60,720
55-64	17,270	21,080	24,850	28,640	32,400	37,410	41,240	45,190	49,730	51,760
65-74	10,320	12,680	15,390	18,180	21,130	24,780	28,980	34,040	37,750	41,590
75+	9,100	10,920	12,880	15,770	19,510	22,880	26,790	31,000	36,620	43,550
Total	172,550	188,000	199,540	222,060	253,550	284,290	314,090	342,410	367,250	387,810

Note: Figures include net Census undercount and have been rounded.

Source: Historical data derived from Statistics Canada Table 17-10-0136-01; forecast by Watson & Associates Economists Ltd.

Figure C-5
Town of Oakville
Share of Population by Age Cohort, 2006 to 2051

Cohort	2006	2011	2016	2021	2026	2031	2036	2041	2046	2051
0-19	28%	27%	26%	25%	24%	22%	21%	21%	21%	20%
20-34	18%	16%	16%	17%	18%	19%	19%	17%	17%	16%
35-44	18%	16%	14%	13%	13%	13%	13%	14%	14%	13%
45-54	16%	17%	17%	17%	16%	16%	16%	15%	15%	16%
55-64	10%	11%	12%	13%	13%	13%	13%	13%	14%	13%
65-74	6%	7%	8%	8%	8%	9%	9%	10%	10%	11%
75+	5%	6%	6%	7%	8%	8%	9%	9%	10%	11%
Total	28%	27%	26%	25%	24%	22%	21%	21%	21%	20%

Note: Figures include net Census undercount and have been rounded.

Source: Historical data derived from Statistics Canada Table 17-10-0136-01; forecast by Watson & Associates Economists Ltd.



Appendix D

Headship Rates



Appendix D: Headship Rates

Figure D-1
Town of Oakville
Headship Rates, 2006 to 2051

Age Cohort	2006	2011	2016	2021	2026	2031	2036	2041	2046	2051
15-24	0.03171	0.03161	0.02555	0.02171	0.02171	0.02171	0.02171	0.02171	0.02171	0.02171
25-34	0.32664	0.29046	0.26544	0.25874	0.25874	0.25874	0.25874	0.25874	0.25874	0.25874
35-44	0.47663	0.48022	0.45999	0.45726	0.45726	0.45726	0.45726	0.45726	0.45726	0.45726
45-54	0.53632	0.53825	0.54157	0.52790	0.52790	0.52790	0.52790	0.52790	0.52790	0.52790
55-64	0.54651	0.54775	0.55275	0.54975	0.54975	0.54975	0.54975	0.54975	0.54975	0.54975
65-74	0.57298	0.56263	0.55684	0.53982	0.53982	0.53982	0.53982	0.53982	0.53982	0.53982
75+	0.54087	0.54147	0.53884	0.55809	0.55809	0.55809	0.55809	0.55809	0.55809	0.55809
Total	0.32792	0.33199	0.33212	0.33131	0.33423	0.34180	0.34810	0.35255	0.35781	0.36534

Source: 2006 to 2021 derived from Statistics Canada data; 2026 to 2051 forecast by Watson & Associates Economists Ltd.



Appendix E

Town-wide Housing Units with Development Applications



Appendix E: Town-wide Housing Units with Development Applications

Figure E-1
Town of Oakville
Housing Units with Development Applications

	Low Density ^[1]	Medium Density ^[2]	High Density ^[3]	Total Units
Registered or Draft Approved	1,102	789	6,096	7,987
Proposed	36	21	946	1,003
Ontario Land Tribunal Appeals	308	114	7,178	7,600
Total	1,446	924	14,220	16,590

^[1] Includes single and semi-detached dwellings.

^[2] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units, and stacked townhouses.

Note: There are 3,847 additional units in the development approvals process that do not have a density type assigned; as a result, there are approximately 20,437 units that are active in the development approvals process.

Source: Data provided by the Town of Oakville Planning Portal Hub, summarized by Watson & Associates Economists Ltd.

Figure E-2
Town of Milton – Midtown Oakville
Housing Units with Development Applications

	Low Density ^[1]	Medium Density ^[2]	High Density ^[3]	Total Units
Registered or Draft Approved	-	-	435	435
Proposed	-	-	2,461	2,461
Ontario Land Tribunal Appeals	-	-	5,140	5,140
Total	-	-	8,036	8,036

^[1] Includes single and semi-detached dwellings.

^[2] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units, and stacked townhouses.

Source: Data provided by the Town of Oakville Planning Portal Hub, summarized by Watson & Associates Economists Ltd.



Appendix F

Town-wide Population, Housing and Employment



Appendix F: Town-wide Population, Housing, and Employment Scenarios

Figure F-1
Town of Oakville
Population and Housing Summary

	Year	Population (including Census undercount) ^[1]	Excluding Census Undercount			Housing Units					Persons Per Unit (P.P.U.) with undercount	Persons Per Unit (P.P.U.) without undercount	
			Population	Institutional Population	Population Excluding Institutional Population	Low Density ^[2]	Medium Density ^[3]	High Density ^[4]	Accessory Units ^[5]	Other			Total Households
Historical	Mid-2006	172,500	165,600	1,900	163,700	38,870	8,830	8,790	-	50	56,530	3.052	2.930
	Mid-2011	188,000	182,500	2,100	180,400	42,030	10,610	8,600	1,110	60	62,410	3.012	2.924
	Mid-2016	199,500	193,800	2,100	191,700	43,150	12,020	9,920	1,120	70	66,270	3.011	2.925
	Mid-2021	222,100	213,800	1,700	212,100	46,400	13,460	12,410	1,230	70	73,570	3.019	2.906
Forecast	Mid-2026	253,500	244,100	1,900	242,100	48,130	15,250	19,530	1,760	70	84,740	2.992	2.880
	Mid-2031	284,300	273,700	2,200	271,500	50,000	18,230	26,590	2,280	70	97,160	2.926	2.816
	Mid-2036	314,100	302,400	2,400	300,000	51,580	20,970	33,920	2,800	70	109,330	2.873	2.765
	Mid-2041	342,400	329,600	2,600	327,000	52,890	23,360	41,080	3,320	70	120,710	2.836	2.731
	Mid-2046	367,200	353,500	2,800	350,700	54,010	25,340	48,150	3,830	70	131,400	2.795	2.690
	Mid-2051	387,800	373,300	3,000	370,400	54,930	27,010	55,330	4,340	70	141,680	2.737	2.635
Incremental	Mid-2006 to Mid-2011	15,500	16,900	200	16,700	3,160	1,780	8,600	1,110	10	5,880		
	Mid-2011 to Mid-2016	11,500	11,300	0	11,300	1,120	1,410	1,320	10	10	3,860		
	Mid-2016 to Mid-2021	22,600	20,000	-400	20,400	3,250	1,440	2,490	110	0	7,300		
	Mid-2021 to Mid-2026	31,400	30,300	200	30,000	1,730	1,790	7,120	530	0	11,170		
	Mid-2021 to Mid-2031	62,200	59,900	500	59,400	3,600	4,770	14,180	1,050	0	23,590		
	Mid-2021 to Mid-2036	92,000	88,600	700	87,900	5,180	7,510	21,510	1,570	0	35,760		
	Mid-2021 to Mid-2041	120,300	115,800	900	114,900	6,490	9,900	28,670	2,090	0	47,140		
	Mid-2021 to Mid-2046	145,100	139,700	1,100	138,600	7,610	11,880	35,740	2,600	0	57,830		
Mid-2021 to Mid-2051	165,700	159,500	1,300	158,300	8,530	13,550	42,920	3,110	0	68,110			

^[1] Population includes net Census undercount estimated at approximately 3.9%.

^[2] Includes single detached and semi-detached dwellings.

^[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[4] Includes stacked townhouses, and bachelor, 1-bedroom, and 2-bedroom+ apartment units.

^[5] Accessory units include self-contained living accommodations such as apartments and small residential units that are located on a property that have a separate main residential unit.

Note: Figures may not add precisely due to rounding.

Source: 2006 to 2021 derived from Statistics Canada Census data; 2026 to 2051 forecast by Watson & Associates Economists Ltd.



Figure F-2
Town of Oakville
Employment Summary (Activity Rates)

-	Population (including Census undercount) ^[1]	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	N.F.P.O.W. ^[2]	Total Employment
Mid-2011	188,000	0.09%	4.41%	11.35%	17.76%	8.68%	0.00%	42.29%
Mid-2016	199,500	0.08%	5.32%	11.67%	19.13%	9.84%	5.56%	51.60%
Mid-2024	241,100	0.06%	6.47%	10.65%	17.77%	8.75%	4.80%	48.51%
Mid-2026	253,500	0.06%	6.49%	10.45%	17.80%	8.77%	4.82%	48.38%
Mid-2031	284,300	0.05%	6.60%	10.36%	17.94%	8.82%	4.91%	48.67%
Mid-2036	314,100	0.05%	6.70%	10.15%	18.05%	8.86%	4.98%	48.80%
Mid-2041	342,400	0.04%	6.80%	9.94%	18.17%	8.91%	5.05%	48.92%
Mid-2046	367,200	0.04%	6.90%	9.74%	18.29%	8.96%	5.13%	49.05%
Mid-2051	387,800	0.04%	7.00%	9.53%	18.40%	9.00%	5.20%	49.17%
Total Incremental								
2011-2016	11,500	-0.02%	0.91%	0.32%	1.37%	1.16%	5.56%	9.31%
2016-2024	41,600	-0.01%	1.14%	-1.02%	-1.36%	-1.09%	-0.76%	-3.09%
2024-2026	12,400	0.00%	0.02%	-0.21%	0.03%	0.01%	0.02%	-0.13%
2024-2031	43,200	-0.01%	0.14%	-0.29%	0.16%	0.07%	0.10%	0.17%
2024-2036	73,000	-0.01%	0.24%	-0.50%	0.28%	0.11%	0.18%	0.29%
2024-2041	101,300	-0.02%	0.34%	-0.71%	0.40%	0.16%	0.25%	0.41%
2024-2046	126,100	-0.02%	0.43%	-0.92%	0.51%	0.21%	0.33%	0.54%
2024-2051	146,700	-0.02%	0.53%	-1.13%	0.63%	0.25%	0.40%	0.66%
Annual Average Incremental								
2011-2016	2,300	0.00%	0.18%	0.06%	0.27%	0.23%	1.11%	1.86%
2016-2024	5,200	0.00%	0.14%	-0.13%	-0.17%	-0.14%	-0.09%	-0.39%
2024-2026	6,200	0.00%	0.01%	-0.10%	0.02%	0.01%	0.01%	-0.06%
2024-2031	6,171	0.00%	0.02%	-0.04%	0.02%	0.01%	0.01%	0.02%
2024-2036	6,083	0.00%	0.02%	-0.04%	0.02%	0.01%	0.01%	0.02%
2024-2041	5,959	0.00%	0.02%	-0.04%	0.02%	0.01%	0.01%	0.02%
2024-2046	5,732	0.00%	0.02%	-0.04%	0.02%	0.01%	0.01%	0.02%
2011-2016	2,300	0.00%	0.18%	0.06%	0.27%	0.23%	1.11%	1.86%



Figure F-2 (Continued)
Town of Oakville
Employment Summary (Employment)

-	Population (Including Census undercount) ^[1]	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	N.F.P.O.W. ^[2]	Total Employment
Mid-2011	188,000	170	8,290	21,340	33,390	16,310	0	79,500
Mid-2016	199,500	150	10,620	23,290	38,160	19,630	11,090	102,940
Mid-2024	241,100	150	15,590	25,680	42,850	21,100	11,580	116,950
Mid-2026	253,500	150	16,440	26,480	45,130	22,220	12,220	122,640
Mid-2031	284,300	150	18,770	29,450	50,990	25,070	13,950	138,380
Mid-2036	314,100	150	21,050	31,890	56,700	27,840	15,640	153,270
Mid-2041	342,400	150	23,290	34,050	62,210	30,500	17,300	167,500
Mid-2046	367,200	150	25,340	35,750	67,150	32,890	18,830	180,110
Mid-2051	387,800	150	27,150	36,940	71,360	34,900	20,170	190,670
Total Incremental								
2011-2016	11,500	-20	2,330	1,950	4,770	3,320	11,090	23,440
2016-2024	41,600	0	4,970	2,390	4,690	1,470	490	14,010
2024-2026	12,400	0	850	800	2,280	1,120	640	5,690
2024-2031	43,200	0	3,180	3,770	8,140	3,970	2,370	21,430
2024-2036	73,000	0	5,460	6,210	13,850	6,740	4,060	36,320
2024-2041	101,300	0	7,700	8,370	19,360	9,400	5,720	50,550
2024-2046	126,100	0	9,750	10,070	24,300	11,790	7,250	63,160
2024-2051	146,700	0	11,560	11,260	28,510	13,800	8,590	73,720
Annual Average Incremental								
2011-2016	2,300	-4	466	390	954	664	2,218	4,688
2016-2024	5,200	0	621	299	586	184	61	1,751
2024-2026	6,200	0	425	400	1,140	560	320	2,845
2024-2031	6,171	0	454	539	1,163	567	339	3,061
2024-2036	6,083	0	455	518	1,154	562	338	3,027
2024-2041	5,959	0	453	492	1,139	553	336	2,974
2024-2046	5,732	0	443	458	1,105	536	330	2,871
2024-2051	5,433	0	428	417	1,056	511	318	2,730

Notes associated with Figure F-2:

^[1] Population adjusted to account for net Census undercount estimated at approximately 3.3%.

^[2] Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

Source: Historical data derived from Statistics Canada Place of Work data; forecast prepared by Watson & Associates Economists Ltd.



Appendix G

Town-wide Employment Growth by Land Use Category



Appendix G: Town-wide Employment Growth by Land Use Category

Figure G-1
Town of Oakville
Total Employment by Land Use Category
2024 to 2051

Year	Major Office Employment	Population-Related Employment	Employment Land Employment	Rural Employment	Total Employment
Mid-2024 to Mid-2026	1,290	3,120	1,270	0	5,670
Mid-2024 to Mid-2031	4,630	11,300	5,500	0	21,420
Mid-2024 to Mid-2036	7,870	19,280	9,160	0	36,310
Mid-2024 to Mid-2041	11,000	27,020	12,520	0	50,540
Mid-2024 to Mid-2046	13,810	34,010	15,320	0	63,140
Mid-2024 to Mid-2051	16,200	40,030	17,470	0	73,700

Notes: Figures have been rounded. Employment figures include work at home and no fixed place of work.

Source: Forecast prepared by Watson & Associates Economists Ltd.



Appendix H

Population, Housing, and Employment Allocations for Midtown Oakville



Appendix H: Population, Housing, and Employment Allocations for Midtown Oakville

Figure H-1
Midtown Oakville
Summary of Population and Housing
2021 to 2051

Year	Population ^[1]	Households			Total Units
		Low Density ^[2]	Medium Density ^[3]	High Density ^[4]	
Mid-2021	600	0	0	300	300
Mid-2024	600	0	0	300	300
Mid-2026	600	0	0	300	300
Mid-2031	1,800	0	0	930	930
Mid-2036	6,000	0	110	2,880	2,990
Mid-2041	10,200	0	230	4,860	5,090
Mid-2046	14,400	0	360	6,830	7,190
Mid-2051	18,500	0	480	8,730	9,200

^[1] Population includes net Census undercount.

^[2] Includes singles and semi-detached units.

^[3] Includes row townhouses, back-to-back townhouses, and apartments in duplexes.

^[4] Includes stacked townhouses, bachelor, 1-bedroom, 2-bedroom+ apartment units, and secondary suites.

Note: Figures have been rounded.

Source: Watson & Associates Economists Ltd.



Figure H-2
Midtown Oakville
Summary of Employment by Major Land Use Category
2024 to 2051

Year	Major Office Employment	Population-Related Employment	Employment Land Employment	Rural Employment	Total Employment
Mid-2024 to Mid-2026	0	0	0	0	0
Mid-2024 to Mid-2031	0	310	0	0	310
Mid-2024 to Mid-2036	490	1,400	0	0	1,890
Mid-2024 to Mid-2041	680	2,590	0	0	3,270
Mid-2024 to Mid-2046	850	3,800	0	0	4,650
Mid-2024 to Mid-2051	1,000	4,960	0	0	5,960

Notes: Figures have been rounded. Employment figures include work at home and no fixed place of work.
Source: Forecast prepared by Watson & Associates Economists Ltd.

Studies Supporting the Proposed OPA Development and Its Implementation

The following studies and policy updates have informed the preparation of this OPA.

Completed Studies

- Midtown Oakville Mobility Hub Study, 2012 (Metrolinx)
- Midtown Oakville Transportation and Stormwater Class Environmental Assessment, 2014 (Town)
- OPA 4, inZone Conformity and Housekeeping, 2014 (Town)
- Midtown Oakville Parking Strategy, 2014 (Town)
- Designing Midtown Oakville, 2014 urban design direction, and the Livable by Design Manual (Town)
- Halton Region Goods Movement Strategy, 2015 (Halton Region)
- Trafalgar Road Environmental Study Report, 2015 (Halton Region)
- Halton Region Active Transportation Master Plan, 2015 (Halton Region)
- GO Rail Station Access Plan, Oakville GO Station, 2016 (Metrolinx)
- Oakville Goods Movement Study, 2016 (Town)
- Active Transportation Master Plan Update, 2017 (Town)
- OPA 14, Midtown Oakville and Transportation Network Updates, 2017 (Town)
- OPA 15, Urban Structure, 2017 (Town)
- Development Charge Background Study, 2017 and 2022 (Town)
- Water and Wastewater Area Servicing Plan for Midtown Oakville, 2017 (Halton Region)
- Employment and Commercial Review, 2015-2018 (Town)
- 2041 Regional Transportation Plan (Switching Gears), 2018 (Metrolinx)
- Transportation Master Plan, 2018 (Town)
- Mobility Management Strategy (Halton Region)
- Defining Major Transit Requirements in Halton, 2019 (Halton Region)
- Community Energy Strategy, 2020 (Town)
- Urban Mobility and Transportation Study, 2021 (Town)
- Regional Official Plan Updates including ROPA 48 and 49, 2022 (Halton Region)
- Lyons Lane Geotechnical Study, 2021 and 2022 (updated)
- Housing Strategy and Action Plan, 2024 (Town)
- *Planning Act* Tools to Facilitate Development of Affordable Housing, 2024 (Town)
- Oakville Transit Five-Year Business Plan (2025 – 2029), 2024 (Town)
- Provincial Planning Statement, 2024
- Fire Master Plan, 2024 (Town)
- Parks Plan, 2024 (Town)

- Parks, Recreation and Library Master Plan, 2024 (Town)
- Midtown Oakville Market Feasibility Analysis, 2024 (Town)
- Town of Oakville Growth Analysis Study, 2024 (Town)
- Transit Priority Corridor Operationalization Study - Phase 1, 2024 (Halton Region)

On-going studies and inputs

- Recent development applications and approvals
- Oakville Transportation Master Plan Update
- Regulation Limit and Hazard Land Mapping (Conservation Halton)
- Spill Flood Hazard Policy Review and Update (Conservation Halton)
- Water, Wastewater and Transportation Integrated Master Plan (Halton Region)
- Lyons Lane Environmental Assessment

Following the adoption and approval of the OPA the Town will continue with the final phases of the Midtown program which include the following studies, assessments and by-laws:

Phase 5 – Functional Design Elements

- Transportation Plan
- Stormwater Plan
- Area Servicing Plan
- Functional Servicing Report
- Designing Midtown (urban design direction and guidelines)
- Public Realm Plan
- Roadway and Functional Design
- Utilities Plan
- Capital Cost Estimates

Phase 6 – Phasing and Implementation Elements

- Municipal Land Acquisition and Disposal Strategy
- School Strategy
- Economic Development Strategy
- Phasing Strategy
- Community Planning Permit By-law

Phase 7 – Funding and Financing

- Capital Plan
- Cash Flow Analysis
- Funding and Financing Options

Phase 8 – Development, Design and Construction

- Environmental Assessments
- Detail Design Drawings and Contract Specifications



Heritage Oakville Advisory Committee

MINUTES

Date: December 17, 2024

Time: 9:30 am

Location: Council Chamber

Members: Drew Bucknall, Chair
Gerarda (Geri) Tino, Vice-Chair
Councillor Gittings
Russell Buckland
Kerry Colborne
George Gordon
Susan Hobson
Jason Judson
Bob Laughlin

Regrets: Councillor McNeice

Staff: K. Biggar, Manager of Policy Planning and Heritage
C. Van Slightenhorst, Supervisor of Heritage Conservation
S. Schappert, Heritage Planner
F. Loconte, Manager - Parks Capital Planning & Management
J. Radomirovic, Council and Committee Coordinator
L. Harris, Council and Committee Coordinator

Also Present: Janis Olbina, ArborFront Consulting
Darren Lougheed, Steve Hamelin Design Studio
Afshin Souzankar, Optimum Structural Corp.

A meeting of the Heritage Oakville Advisory Committee was held on December 17, 2024, in the Council Chamber of the Oakville Municipal Building, commencing at 9:30 a.m.

These minutes will go forward to the Planning and Development Council meeting of January 20, 2025 for approval. Please view those minutes to note any changes Council may have made.

1. Regrets

As noted above.

2. Declarations of Pecuniary Interest

No declarations of pecuniary interest were declared.

3. Confirmation of Minutes of Previous Meeting(s)

3.1 Minutes November 26, 2024

Moved by Gerarda (Geri) Tino

That the minutes of the Heritage Oakville Advisory Committee meeting of November 26, 2024 be approved.

CARRIED

4. Discussion Item(s)

4.1 Heritage Permit Application HP026/24-42.40T – 179 Trafalgar Road – Reconstruction of Replica Bandstand

The following delegates spoke on this item:

Janis Olbina, ArborFront Consulting

Moved by Kerry Colborne

1. That Heritage Permit Application HP026/24-42.20T for the reconstruction of the replica bandstand in George's Square at 179 Trafalgar Road, as attached in Appendix B to the report dated December 3, 2024, from Planning Services, be approved; and
2. That this heritage permit expires two years from the date of final approval by Council.

CARRIED

4.2 Heritage permit application HP027/24-42.20L – 1118 Lakeshore Road East – Deconstruction and reconstruction of sunroom wing (December 17, 2024)

The following delegates spoke on this item:

Darren Lougheed

Moved by Bob Laughlin

1. That Heritage Permit Application HP027/24-42.20L for the deconstruction and reconstruction of the sunroom wing at 1118 Lakeshore Road East, as attached in Appendix B to the report dated December 3, 2024, from Planning Services, be approved subject to the following:
 - a. That the c.1866 portion of the building, including its existing wood windows, remain and not be removed or replaced;
 - b. That final details on the windows and doors be submitted to Heritage Planning staff for final approval;
2. That this heritage permit expire two years from the date of final approval by Council.

CARRIED

4.3 Notice of amendment to By-law 2021-136 – St. John’s United Church at 262 Randall Street (December 17, 2024)

A separate staff report(s) will be forwarded to a future Planning and Development Council meeting for consideration.

Moved by George Gordon

That notice be issued under subsection 30.1(3) of the *Ontario Heritage Act* to the owners of 262 Randall Street of the proposed amendments under subsection 30.1(2) of the *Ontario Heritage Act* to By-law 2021-136.

CARRIED

5. Information Item(s)

5.1 Heritage Conservation District Update

5.2 Designation Project Update

5.3 2024 Bronte Oak Tree Health Assessment

5.4 Delegated Heritage Permits, August to December 2024

Moved by Susan Hobson

That the information item(s) be received.

CARRIED

6. Date and Time of Next Meeting

Tuesday January 28, 2025

Oakville Municipal Building

Council Chamber- 9:30 a.m.

7. Adjournment

The meeting adjourned at 10:22 a.m.



OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-011

A by-law to declare that certain land is not subject to part lot control (Blocks 10, 11, 12 and 13, Plan 20M-1279 – Fernbrook Homes (Seven Oaks 2021) Ltd.)

WHEREAS By-law 2006-125 delegates to the Director of Planning and Development the authority to approve certain applications to designate lands not subject to part lot control; and

WHEREAS the Director of Planning and Development has approved such an application for the lands described in Schedule “A”;

COUNCIL ENACTS AS FOLLOWS:

1. Part lot control pursuant to subsection 5 of Section 50 of the *Planning Act*, R.S.O. 1990, c.P-13, as amended does not apply to lands as set out in Schedule “A” attached hereto.
2. This by-law expires one (1) year from the date it has been passed by Council.
3. Schedule “A” forms part of this by-law.
4. The solicitor is hereby authorized to amend the parcel designation, if necessary, upon registration of this by-law.

PASSED this 20th day of January, 2025

Rob Burton

Mayor

Andrea Holland Acting Town Clerk

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SCHEDULE "A"

1. Block 10, Plan 20M-1279, designated as Parts 33 to 42, inclusive, on Plan 20R-22852, Oakville
2. Block 11, Plan 20M-1279, designated as Parts 22 to 32, inclusive, on Plan 20R-22852, Oakville
3. Block 12, Plan 20M-1279, designated as Parts 11 to 21, inclusive, on Plan 20R-22852, Oakville
4. Block 13, Plan 20M-1279, designated as Parts 1 to 10, inclusive, on Plan 20R-22852, Oakville



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-015

A by-law to confirm the proceedings of a meeting of Council.

COUNCIL ENACTS AS FOLLOWS:

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed and every resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

PASSED this 20th day of January, 2025

Rob Burton

Mayor

Andrea Holland Acting Town Clerk