



**Town of Oakville  
Planning and Development Council**

**AGENDA**

**Date:** Tuesday, February 18, 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)**  
There are no Consent Items listed for this agenda.
5. **Confidential Consent Item(s)**  
There are no Confidential Consent Items listed for this agenda.
6. **Public Hearing Item(s)**  
There are no Public Hearing Items listed for this agenda.
7. **Discussion Item(s)**

**7.1 Recommendation Report – Midtown Oakville and Community Planning Permit System Official Plan Amendment**

4 - 116

Recommendation:

1. That Council adopt the recommended town-initiated Official Plan Amendment (OPA 70) for Midtown Oakville which provides area-specific and town-wide policies regarding related matters including the use of a Community Planning Permit System.
2. That By-law 2025-37, a by-law to adopt OPA 70 to the *Livable Oakville* Plan, be passed.
3. That notice of Council’s decision to adopt OPA 70 reflect that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.
4. That staff prepare the prescribed record and submit OPA 70 to the Minister of Municipal Affairs and Housing for approval.

**8. Confidential Discussion Item(s)**

There are no Confidential Discussion Items listed for this agenda.

**9. Advisory Committee Minutes**

There are no Advisory Committee Minutes listed for this agenda.

**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 2025-036**

117 - 118

A by-law to declare that certain land is not subject to part lot control (Blocks 10, 22, 26 and 37, Plan 20M-1275 – GG Redoak Inc.)

**12.2 By-law 2025-037**

A by-law to amend the Livable Oakville Official Plan to incorporate new policies for the Midtown Oakville Protected Major Transit Station Area and Community Planning Permit System. (Re: Item 7.1)

**12.3 By-law 2025-048** 119 - 120

A by-law to declare that certain land is not subject to part lot control (Blocks 277 and 278, Plan 20M-1288 – Mattamy (Joshua Creek) Limited)

**12.4 By-law 2025-047** 121 - 121

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

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

**13. Adjournment**



OAKVILLE

## REPORT

### Planning and Development Council

Meeting Date: February 18, 2025

---

**FROM:** Planning and Development Department

**DATE:** February 4, 2025

**SUBJECT:** Recommendation Report – Midtown Oakville and Community Planning Permit System Official Plan Amendment

**LOCATION:** Midtown Oakville and Town-wide

**WARD:** Town-wide . Page 1

---

#### RECOMMENDATION:

1. That Council adopt the recommended town-initiated Official Plan Amendment (OPA 70) for Midtown Oakville which provides area-specific and town-wide policies regarding related matters including the use of a Community Planning Permit System.
2. That By-law 2025-37, a by-law to adopt OPA 70 to the *Livable Oakville* Plan, be passed.
3. That notice of Council's decision to adopt OPA 70 reflect that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.
4. That staff prepare the prescribed record and submit OPA 70 to the Minister of Municipal Affairs and Housing for approval.

#### KEY FACTS:

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

- Staff recommend that Council adopt the Midtown Oakville and Community Planning Permit System Official Plan Amendment (OPA) as provided in Appendix A.
- Following the passing of the by-law to adopt the recommended OPA, the Clerk will submit the OPA along with required materials to the Minister of Municipal Affairs and Housing for approval.
- This report builds on the staff report prepared for the [January 20, 2025](#) Planning and Development Council meeting.
- The recommended OPA is compliant with the *Planning Act*, consistent with the Provincial Planning Statement, 2024, conforms with the Halton Region

---

Official Plan (now an official plan of the Town of Oakville), aligns with the *Livable Oakville* Plan, and implements the Minister of Infrastructure’s Transit Oriented Community objectives.

- The development of the recommended OPA has occurred over several years and has been the subject of many Council, Committee of the Whole, and Special Council meetings, along with several public open house sessions. All of these engagement opportunities and materials that were made available at those sessions are listed on the Town’s [Midtown Oakville Growth Area Review](#) webpage.
- Adoption of this recommended OPA:
  - implements Council strategic priorities including efforts to address climate change and reduce greenhouse gas emissions;
  - advances the Town’s efforts to fulfill its [housing pledge](#);
  - implements the Town’s Urban Structure, which identifies Midtown as a primary strategic growth area and a protected major transit station area; and
  - constitutes Council’s position on how Midtown is expected to develop through the provision of various forms of new and improved infrastructure and development, in partnership with area landowners.

## **BACKGROUND:**

The recommended 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, including engagement with prescribed bodies, Mississaugas of the Credit First Nation, and Six Nations of the Grand River.

Key milestones in this process include:

- Council adopted Official Plan Amendment Number 15 (OPA 15) for a town-wide Urban Structure on September 27, 2017. The town-wide Urban Structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes – including the Midtown Oakville – and corridors. OPA 15 has been fully in effect since July 9, 2021.
- Council provided direction through the [growth area review](#) in January 2018, which included recommendations to update Section 20 Midtown Oakville within the *Livable Oakville* Plan.
- Regional Official Plan Amendment Number 48 (ROPA 48) identifies Midtown Oakville as a Protected Major Transit Station Area (PMTSA) in accordance with the *Planning Act*. ROPA 48 was [approved](#) with eight modifications by the Minister of Municipal Affairs and Housing on November 10, 2021. This approval confirmed:

- the PMTSA boundary (encompassing 103 hectares of land that includes the Oakville GO and VIA Rail stations and a transit hub along with future Bus Rapid Transit Stations),
  - the minimum density target of 200 residents and jobs per hectare by 2031, and
  - accommodating a general target proportion of 65% residents and 35% jobs within this area.
- In December 2022, Council contemplated implementing a community planning permit system (CPPS) in Oakville through a request for report (see [item 17.3 of the Council meeting minutes](#)). This report request was satisfied by the White Paper entitled: [Planning Act Tools to Facilitate Development of Affordable Housing](#), presented to Planning and Development Council on March 18, 2024, followed by a presentation 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 27, 2024, an updated draft Official Plan Amendment informed by additional analysis and study, was released to the public for consultation and circulated to the Minister of Municipal Affairs and Housing.
  - Following several engagement events, including a Committee of the Whole workshop (October 10, 2024), Special Council Meeting (October 29, 2024) and a Public Open House (November 27, 2024), a “proposed” Official Plan Amendment was released on December 23, 2024.
  - A Planning and Development Council meeting, which constitutes the statutory public meeting for this OPA, was held on January 20, 2025. Public submissions were received by the Town Clerk and Council. These submissions and comments from Council were considered and informed the recommended OPA (Appendix A).

### **Proposal**

The purpose of the recommended Official Plan Amendment (OPA) is to update the land use policies applying to the Midtown Oakville as a Protected Major Transit Station Area (PMTSA) and to update related policies that apply on a town-wide basis, including policies that enable the use of a community planning permit system, in the *Livable Oakville* Plan (Official Plan).

The effect of the recommended amendment is described in Part 1 – Preamble, Section B of the adopting by-law (Appendix A).

### **Location & Site Description**

The recommended amendment applies predominantly to the Midtown Oakville area which is located south of the QEW/Highway 403 and north of Cornwall Road, between Sixteen Mile Creek and Chartwell Road as shown in Figure 1 below.

Parts of the recommended amendment also apply on a town-wide basis as noted in Part 2 – The Amendment (see Appendix A).

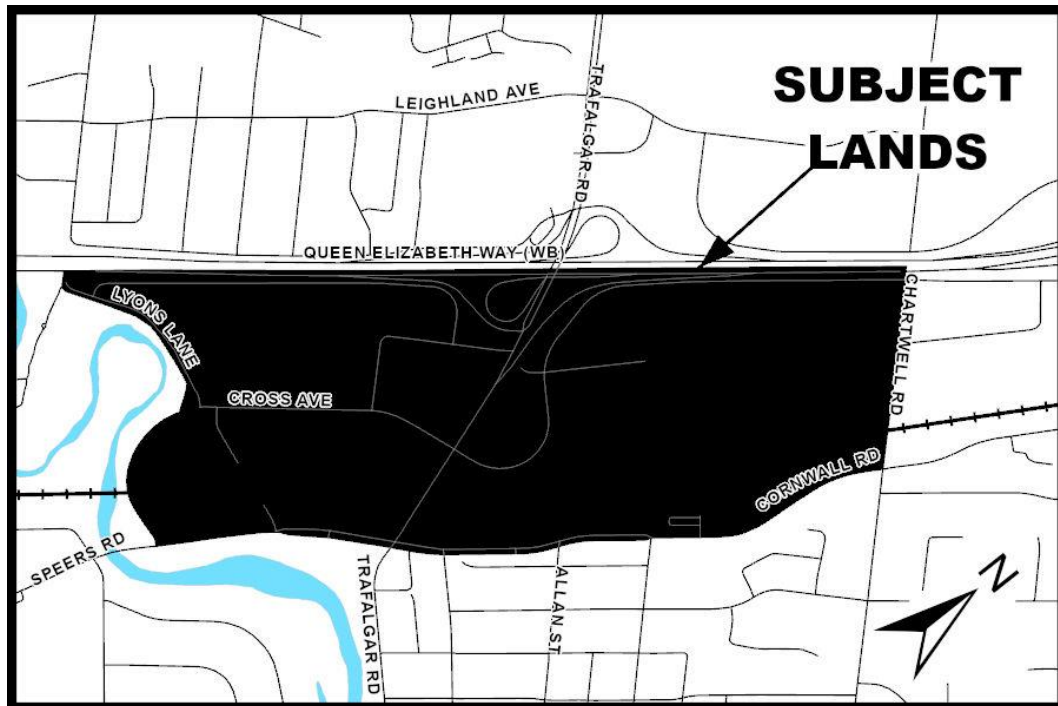


Figure 1 Midtown Oakville Area

### **PLANNING POLICY & ANALYSIS:**

The staff reports prepared for the [October 29, 2024](#) Special Council Meeting and the [January 20, 2025](#) Planning and Development Council Meeting provide a thorough analysis regarding the September 2024 [draft](#) and December 2024 [proposed](#) versions of this OPA. Given that the recommended OPA has not substantially changed, the rationale for the recommended OPA and its compliance and alignment with the Provincial Planning Statement, 2024, the Halton Region Official Plan, and the *Livable Oakville Plan* are not repeated in this report.

For the reasons provided in the [staff report](#) prepared for the October 29, 2024 Special Council Meeting this OPA:

- Has regard for matters of Provincial interest under section 2 of the *Planning Act*.
- Provides required policies regarding permitted land use and density in accordance with section 16 of the *Planning Act* as it relates to protected major transit station areas.
- Provides required enabling community planning permit system policies in accordance with Ontario Regulation 173/16 Community Planning Permits.

- Is consistent with the Provincial Planning Statement, 2024 as it relates to major transit station areas, strategic growth areas, provision of compact complete communities and transit supportive development, mitigation and adaptation to climate change, protection of natural and cultural heritage, land use compatibility, protection of public health and safety, and efficient use of existing and planned infrastructure, among others.
- Implements policies and schedules of the Halton Region Official Plan regarding the Midtown Oakville Protected Major Transit Station Area and planning for strategic growth areas in a manner that implements the Regional urban structure and efficiently uses land, resources, and infrastructure.

For the reasons provided in the January 20, 2025 Planning and Development Council [staff report](#), the recommended OPA supports the Minister of Infrastructure’s five objectives for Transit Oriented Communities, which are:

- 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.

The OPA provides guiding policies for development in Midtown Oakville and a foundation upon which more detailed planning, assessments, and development proposals can be undertaken. Through the implementation of the updated policies and schedules provided in this OPA, the long term development of Midtown will evolve from a car-centric predominantly commercial, industrial and vacant land area to one that is compact, transit-supportive, vibrant and liveable for new residents, workers and visitors to this area.

The implementation of the OPA includes new transportation connections for all modes of travel (active transportation, transit and car travel) as well as storm, water and sanitary infrastructure that serves Midtown as well as areas beyond.

Over the long term, this area will benefit from more housing units for small and large households, and more opportunities for new jobs, community amenities, public service facilities (such as parkland, schools, library, community hub, and fire station), and an increased tree canopy.

Given the size of Midtown and the rate of growth anticipated in Oakville in general, the evolution of this area will take several decades; as such, all of these benefits will not be realized immediately. On-going monitoring and planning for this area is required to ensure that transit supportive development and the provision of infrastructure to support it occur in lockstep, and to ensure that this area is prioritised as an area to accommodate growth.



### **Recommended Official Plan Amendment (OPA)**

The recommended OPA is substantively the same as what was shared with Council and the Public at the January 20, 2025 Planning and Development Council meeting. Appendix B: Policy Comparison to this report highlights where changes to policies have been made since the December 2024 proposed OPA was released. As noted in the table, edits have been made in response to questions and comments from Council, landowners and the public; to provide more clarity and brevity to ensure the OPA follows the structure of the *Livable Oakville* Plan; and to address requests from the Ministry of Municipal Affairs and Housing on behalf of One Window Ministries.<sup>1</sup> (See Appendix C for a copy of the Ministry's comments.) There is an understanding that while some of the One Window comments could be addressed through this OPA, other comments would be addressed through a future more comprehensive town-wide Official Plan update.

As an amendment to the Official Plan, the Midtown OPA needs to be read and implemented in conjunction with the balance of the Official Plan. When developing the implementing tools such as guidelines and the community planning permit by-law, all relevant policies and schedules will be addressed.

### **OPA Statistics**

Based on the policies and schedules of the recommended OPA, a summary of some of the likely outcomes of implementing the OPA over the fullness of time is provided in Appendix D: Summary of Midtown Oakville Statistics. The estimates in this list are based on multiple assumptions, including that the policies of the OPA are implemented in full. This list of estimates is also based on studies undertaken to date regarding the provision of infrastructure to support Midtown and beyond.

### **TECHNICAL & PUBLIC COMMENTS:**

At the [January 20, 2025 Planning and Development Council meeting](#), Council requested that staff receive comments and report back on the following matters:

- Clarify sustainable development matters that can be mandated and those that can be encouraged or incentivized, including consideration of whole building life-cycle assessments as they relate to embodied carbon.
- Describe what will constitute the planned 12 hectares of parkland in Midtown.
- Explain why finalization of the transportation plan is proposed to follow the adoption of the Official Plan Amendment.

---

<sup>1</sup> One Window Ministries include: Municipal Affairs and Housing; 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.

- Explain why the development of Midtown is anticipated to occur over 60 years based on the proposed permitted maximum densities.
- Explain how the Official Plan policies and schedules inform the development of bonussing provisions within the forthcoming community planning permit by-law.
- Confirm that holding provisions may be applied to development where there is a need to do so.
- Explain how affordable, special needs and rental housing are to be provided within Midtown.
- Explain how landowner agreement policies of the OPA are intended to be implemented.

The following provides a response to those matters:

### **Sustainability Measures**

Sustainable development is promoted based on a continuum and in accordance with legislation and policy in the OPA and in the *Livable Oakville* Plan. Table 2 below identifies measure where the Town is authorized to mandate certain sustainable measures per Provincial legislation or policy, and/or Regional Policy, as well as measures that are encouraged and may be incentivized through the implementation of the community planning permit system or other means such as a Community Improvement Plan.

The Official Plan and recommended policies of the OPA include policies to ensure that mandatory matters are addressed through the development review and approval process, and ultimately implemented. Recommended discretionary measures and suggested incentivized measures provided in Table 1 below are matters presently encouraged by official plan policies, and include new matters proposed in the recommended OPA.

*Table 1 1 Sustainable Development Measures*

<b>Authorized Mandatory Measures</b>	<b>Recommended Discretionary Measures</b>	<b>Suggested Incentivized Measures</b>
<ul style="list-style-type: none"> <li>• Compact urban form</li> <li>• Pedestrian facilities</li> <li>• Bicycle facilities</li> <li>• Transit facilities</li> <li>• Landscaping, including native species</li> <li>• Street trees</li> <li>• Street furniture</li> <li>• Stormwater management facilities and techniques</li> <li>• Green infrastructure (i.e., tree canopy, low</li> </ul>	<ul style="list-style-type: none"> <li>• Green roof</li> <li>• Blue roof</li> <li>• Cooling roof materials</li> <li>• Bird friendly design</li> <li>• Glazing ratio for energy efficiency</li> <li>• EV charging facilities</li> <li>• On-site renewable energy production (i.e., solar panels)</li> <li>• Renewable energy generation facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Green Buildings                             <ul style="list-style-type: none"> <li>– Renewable energy generation facilities</li> <li>– Measures towards achieving net-zero energy use and emissions</li> </ul> </li> <li>• Improved local transit facilities and transit user amenities</li> <li>• Contributions towards district/renewable</li> </ul>

Authorized Mandatory Measures	Recommended Discretionary Measures	Suggested Incentivized Measures
impact development, green walls) <ul style="list-style-type: none"> <li>• Flood hazard risk mitigation</li> <li>• Design buildings to:                             <ul style="list-style-type: none"> <li>- maximize solar energy,</li> <li>- minimize wind conditions on pedestrian spaces,</li> <li>- avoid excessive shadows on public realm</li> </ul> </li> <li>• Direct utilities underground, where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce embodied carbon energy in building materials (i.e., re-using materials; using lower carbon material, including tall timber; sourcing materials locally)</li> <li>• Target net-zero energy use and emissions</li> </ul>	heating/cooling/energy systems

*Consideration of Life Cycle Assessment*

The definition of a “life cycle assessment” (LCA) according to the International Organization for Standardization (ISO) [online browsing platform](#) is the “compilation and evaluation of the inputs, outputs and the potential environmental impacts of a product system throughout its life cycle”. A key component of an LCA when it comes to buildings is the carbon footprint of materials, also known as embodied carbon, which is the total of all greenhouse gases emitted or removed in the processes associated with the extraction, production, transportation to site, installation, use, refurbishment, replacement and disposal at end of life of materials, products and construction works.

The preparation a life cycle assessment as part of a development application is presently considered through policy 20.5.5 (c) where it states that development applicants may be required to provide a sustainable development report that identifies measures proposed to be undertaken to address policies of the Official Plan. Such a report could include a life-cycle assessment (LCA). LCA inclusion feasibility and compliance mechanisms will be explored as part of the green development standards project planned for 2025.

Following the Town’s finalization of Green Development Standards, new policies may be added to the Official Plan, as needed.

**Public Parkland**

Schedule L1 Land Use, designates existing parkland as “Parks and Open Space” and designates additional lands as “Parks (conceptual).” Collectively these designated areas are approximately 12 hectares. Through the redevelopment

process the precise size, configuration and location of the park will be determined. Presently, Cornwall Park and Lyons Lane Garden Plots provide 3.6 ha of parkland. Through additional land acquisitions, the Town has purchased 1.1 ha of land. This additional land will comprise portions of parkland identified along Lyons Lane in the Lyons Precinct and in the Chartwell Precinct of Midtown.

Through implementation of the Town’s parkland dedication by-law, staff estimate an additional 5.5 to 6.3 hectares of land may be secured either as parkland or cash-in-lieu of parkland (which the Town may use to purchase parkland in desired locations, when they become available or are needed).

The balance of land (approximately 1 – 1.8 ha) may be secured using additional parkland reserve funds, negotiation with development proponents through the implementation of the CPPS, or through partnership with public agencies (i.e., school boards and Metrolinx).

### **Midtown Transportation Plan and Town-wide Transportation Master Plan**

The OPA is the foundational document providing the vision and an overall future development concept for Midtown. The OPA was informed by various studies, plans and analysis since 2018, which led to the development of Schedules L5 Transportation Network and L6 Active Transportation. As well, updated and new transportation-related policies are provided in sections 20.5 Functional Policies, 20.6 Implementation, and 28.19 Transportation Demand Management. The transportation and land use policies complement and support each other.

The [Midtown Transportation Plan](#) is being undertaken in accordance with the Municipal Class Environmental Assessment (MCEA) master plan process. This MCEA master plan work commenced in October 2023; it builds upon the analysis and policies developed through the Town’s Official Plan and its development informs the recommended Midtown OPA. As per the requirements of the MCEA, following adoption of the Midtown OPA, the finalized Midtown Transportation Plan will develop a phasing strategy for the development of the Midtown transportation network, among other matters.

The purpose of the town-wide Oakville [Transportation Master Plan \(TMP\)](#) is to develop an equitable, sustainable, accessible, and connected transportation system that supports planned growth and enables the development of vibrant, people-oriented, and transit-supportive complete communities through 2051. The TMP work to date reveals that:

- some levels of automobile traffic congestion need to be tolerated and expected in key locations during peak hours,
- different modes of travel may work better in different areas of the town and for different types of trips, and

- that a greater focus on active transportation and transit improvements is required to accommodate overall mobility within Oakville.

Accordingly, the TMP will provide recommendations for guidelines, policies, programs and infrastructure improvements.

Figure 2 identifies the Midtown and broader area transportation network that will be addressed in the Midtown Transportation Plan and the town-wide Oakville Transportation Master Plan, respectively.

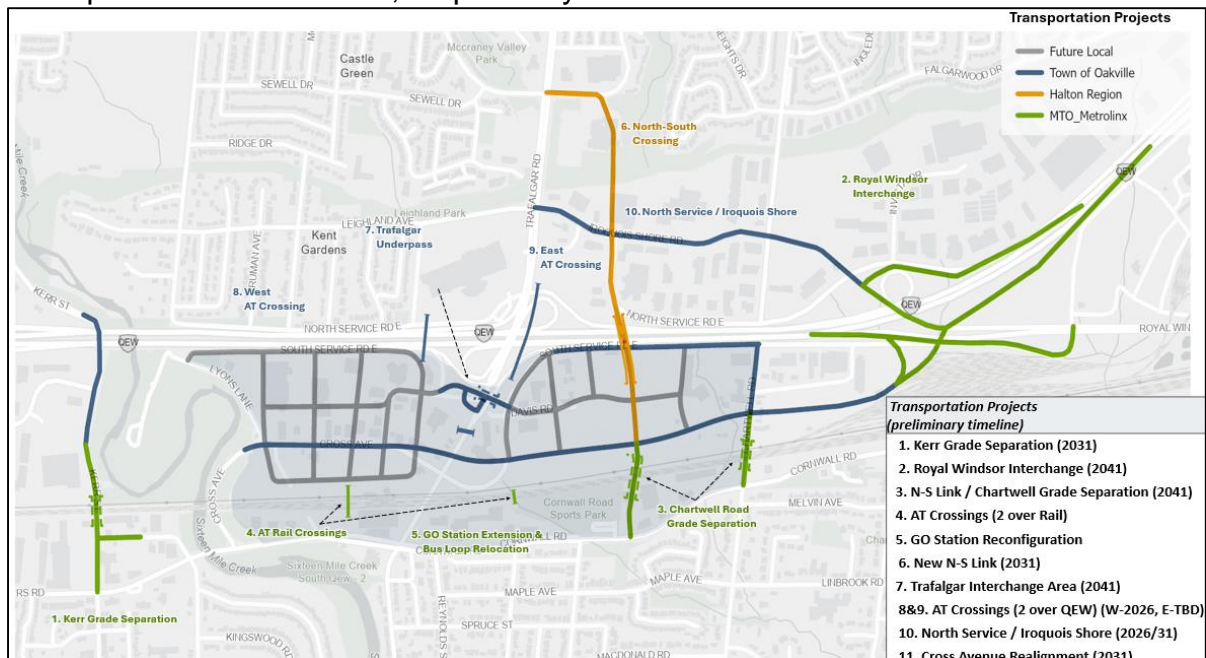


Figure 2 Transportation Network within and beyond Midtown

Given that the major pieces of infrastructure connecting Midtown to adjacent areas are serving Oakville and the existing community around Midtown more broadly and are not just supporting Midtown itself, it is important that the TMP and Midtown Transportation Plan complement each other and implement Official Plan direction.

The OPA Schedules L5: Transportation Network and L6: Active Transportation Network set the general alignment, and road rights-of-way within Midtown, while the transportation plans (TMP and Midtown Transportation Plan) inform the broader infrastructure components, phasing and implementation requirements.

Both the TMP and Midtown Transportation Plan are planned to be completed in Q3, 2025 with public consultation opportunities planned in May for the TMP, and in March and June for the Midtown Transportation Plan.

---

### **Midtown Planning Horizon (Beyond 2051)**

Intensification or redevelopment of a built-up area typically takes more time than the development of greenfield areas, like North Oakville. Many properties have existing, successful businesses on them, and while it is important for this area to intensify, the OPA is structured in a manner that allows these businesses sufficient time and opportunity to reconfigure into an urban, high-density format.<sup>2</sup> On that basis, the evolution of Midtown is expected to be gradual and well beyond the 2051 horizon year. At the same time, the OPA endeavours to attract development that individually is transit-supportive by accommodating new residents and jobs that can use available and planned transit in the early years of the Plan's implementation.

The minimum density target of 200 residents and jobs per hectare (r&j/ha) by 2031 was first established by the Growth Plan for the Greater Golden Horseshoe, 2006. The target, with the 2031 date associated with it, is intended to be a means to prioritize intensification in Midtown versus other growth nodes for which there is no set time associated with achieving their minimum density target. This minimum density target continues to be recognized in the Regional Official Plan and in the Town's urban structure. This is an interim target for Midtown growth. This target is greater than the minimum 160 r&j/ha target provided in the Provincial Policy Statement 2024 for strategic growth areas served by existing or planned bus rapid transit (as is the case in Midtown). Neither of these targets are intended to be caps.

The total population and jobs within the Town is forecasted to be about 388,000 residents and 190,700 jobs by 2051 (Watson, November 2024). This town-wide forecast aligns with the Ministry of Finance forecast for Halton Region. Of the town-wide forecast, 5% of the total residents and jobs (i.e., 29,900 residents and jobs) is assumed to be located within Midtown by 2051. These forecasts are based on a series of assumptions. They are not a cap on total growth within the Town or Midtown specifically.

The OPA's density allocations provide minimum and maximum requirements on a development site basis to ensure that as Midtown redevelops, the objectives of the plan to evolve into a transit-supportive and complete community are achieved. The allocated densities take into consideration various matters, including the residents and jobs per hectare target, market trends, land use and land use compatibility, among others. Furthermore, the density allocations are provided to ensure that the Plan can achieve the minimum population and jobs, while giving policy direction and guidance that motivates development to occur in this area in a manner that responds to the needs of Oakville residents and businesses. These allocations are based on total gross floor area, which is then translated into residents and jobs. While the schedule identifies a maximum gross floor area, it does not establish a

---

<sup>2</sup> Correspondence received from several landowners in Midtown have indicated their interest to redevelop at a pace that aligns with their business obligations and market demand, which may not align with the 2031 target nor the 2051 forecast.



---

cap on residents and jobs within Midtown, as the Town does not control how many people live or work in an individual unit or a specific place of work.

### **Community Planning Permit System Implementation**

In accordance with Ontario Regulation 173/16, the OPA provides required policies to enable the use of a community planning permit system (CPPS). The CPPS will be used to guide, regulate and implement development in Midtown, in lieu of the town's Zoning By-law which regulates land uses and performance standards (i.e. setbacks). The CPPS will be enacted through a future by-law.

These policies include enabling conditions of development that can be applied prior to, at the time of, or following the issuance of a development permit, once the CPP by-law is in effect. Possible conditions include the ability to negotiate community benefit(s) in exchange for permitting an increase in density or height above established thresholds.

In the case of Midtown, the recommended OPA includes Schedule L4: Building Height Thresholds. This Schedule provides the threshold height that would be identified as permitted height in the CPP by-law. The CPP by-law would also include provisions which would allow an increase in height (provided the maximum density is not exceeded) that is commensurate with community benefit(s) in cash or, ideally, in kind that would be provided along with the proposed development. Policies 28.15.12 and 20.6.6 identify the types of community benefits that could be considered, these include matters such as the provision of affordable housing, public art, as well as specific infrastructure identified in the OPA such as pedestrian bridges. Through the CPP By-law, the Town will establish a transparent system and protocol for exercising this authority.

The “threshold” height, unlike maximum density, is not a matter to manage and plan for growth, and, therefore, no residents and jobs projections are provided in Appendix D in association with Schedule L4. Rather, the schedule is used to carry forward the Town's previous practice<sup>3</sup> of permitting buildings to be taller than threshold heights identified in the Official Plan in exchange for community benefits, where a development proponent chooses to maximize allocated site density.

### **Holding Provisions**

Recommended policy 28.15.8 (f) directs that the issuance of a development permit may be put “on hold”. At the time of development permit approval, this “hold” would be identified as a condition of development permit issuance. The holding condition would need to explain the reason for the hold and provide direction in terms of what must occur for the hold to be released, and the development permit issued.<sup>4</sup> This

---

<sup>3</sup> In accordance with the bonussing provisions under the former Section 37 of the *Planning Act*.

<sup>4</sup> For more information regarding the CPPS, see Chapter 4, Appendix 4 and Appendix 5 of the [White Paper: Planning Act Tools to Facilitate the Development of Affordable Housing](#).

condition operates in a similar fashion to “holding provision by-laws” that the Town is authorized to pass under section 36 of the *Planning Act*.

### **Housing**

As noted in previous staff reports, the housing policies are permissive and enabling. Following the completion of the Town’s Housing Needs Assessment<sup>5</sup>, Inclusionary Zoning (IZ) enabling policies and updates to town-wide housing policies will be added to the Official Plan. Concurrent with the IZ enabling policies, the Town will adopt IZ provisions in the CPP by-law wherein a proportion of residential development will be required to provide affordable housing.<sup>6</sup>

In terms of the provision of special needs and rental housing, the OPA is permissive and enabling. In addition, the Town can work in partnership with providers of such housing, including non-profit organizations and Halton Region (the Housing Service Manager for Oakville) to provide such housing, in Midtown and other parts of the Town.<sup>7</sup>

### **Landowner Groups and Agreements**

As illustrated in Figure 2, some of the infrastructure that is required to support redevelopment within Midtown is required to be provided through the development approval process and funded by the individual development proponents. To assist with the co-ordination, funding and delivery of this infrastructure, section 20.6.4 of OPA includes policies regarding the creation of landowner group(s) and landowner agreement(s).

Landowners in Midtown acknowledge that there is a need for co-ordination and cost sharing, however they have indicated that in the context of Midtown, the formulation and administration of such a group is more challenging because not all landowners in Midtown plan to redevelop their lands in the same timeframe.

Based on feedback received, policy changes have been made to section 20.6.4 of the OPA. The OPA now recognizes that more than one landowner group may be established, and that rather than confirming participation in that group as a complete application requirement, that confirmation can be made as condition of draft plan of subdivision approval and issuance of a development permit. Until such time as the CPP By-law is in effect, this policy direction would similarly apply as a condition of site plan application approval.

---

<sup>5</sup> The *Planning Act* and regulations require the completion of a housing needs assessment as prescribed in [Ontario Regulation 232/18](#) before the town is permitted to adopt inclusionary zoning policies requiring the provision of affordable housing.

<sup>6</sup> For more information regarding Inclusionary Zoning, see Chapter 3, Appendix 2 and Appendix 3 in the [White Paper: Planning Act Tools to Facilitate the Development of Affordable Housing](#).

<sup>7</sup> Chapter 2 of the [White Paper: Planning Act Tools to Facilitate the Development of Affordable Housing](#) provides more information regarding the roles and responsibilities related to the provision of housing.



As such the implementation of this policy would occur as shown in Figure 4 below.

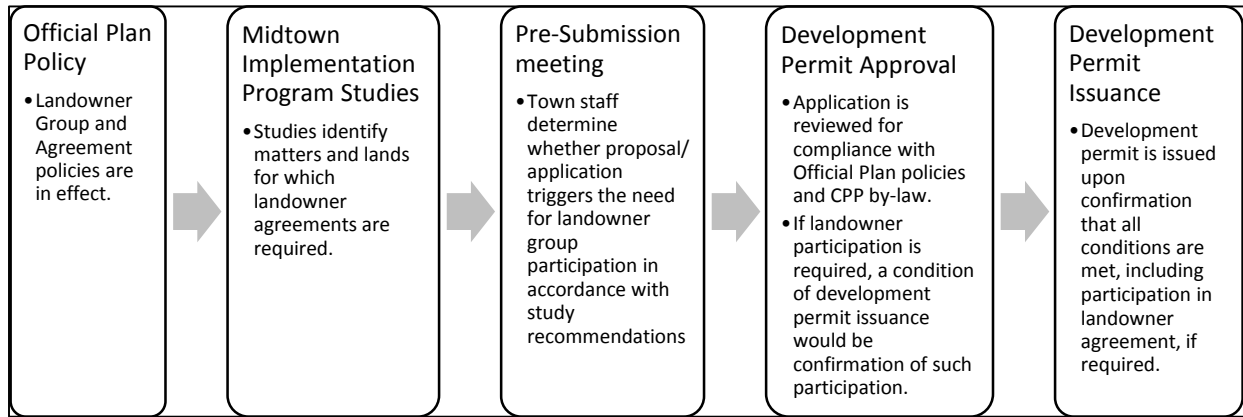


Figure 3 Landowner Agreement Process

### **Response to Additional Comments Received**

Appendix E provides a summary of comments received from the public since the draft OPA was first issued in September 2024. The appendix also provides additional staff responses to those comments, including links to past staff reports wherein the comment is addressed in a fulsome manner, and references to policies that have been revised in response to the comment provided.

### **NEXT STEPS:**

#### **Official Plan Amendment Approval**

On July 1, 2024, provisions of [Bill 185, Cutting Red Tape to Build More Homes Act, 2024](#), came into effect which now make the Minister of Municipal Affairs and Housing the approval authority for the Town’s Official Plan. While most amendments to the Official Plan are exempt from the Minister’s approval by way of [Ontario Regulation 525/97](#), Section 16 (18) of the *Planning Act* requires that the Minister retain approval of Official Plan Amendments that pertain to Protected Major Transit Station Area permitted uses and minimum density requirements.

Within 15 days of adopting the recommended OPA, the Town will issue notice of adoption and indicate that the OPA is subject to the Minister’s approval. In accordance with section 2.1 of the *Planning Act*, the Minister is required to have regard to decisions of Council and the information and material that was submitted to Council. Accordingly, the Town will provide a fulsome record including application form and fee to the Ministry of Municipal Affairs and Housing for its consideration.

#### **Ministerial Decision**

Per requirements under the Environmental Bill of Rights and its regulation, a notice of the Minister’s consideration of the adopted OPA will be placed on the

---

[Environmental Registry of Ontario](#) (ERO). Public submissions regarding the OPA for the Minister’s consideration can be made through the ERO.

The Minister has authority to approve, modify and approve, or refuse the OPA as outlined in s. 17 of the *Planning Act*. However, should the Minister fail to make a decision within 120 days of receiving the Town’s complete application, the Town is permitted to appeal this failure to the Ontario Land Tribunal, unless a decision is made to suspend the approval time in accordance with section 17 (40.1) of the *Planning Act*.

The following protected major transit station area matters are not subject to appeal and will come into effect the day after the OPA is approved:

- Policies and schedules that identify the PMTSA boundary;
- Policies that provide a minimum density target in terms of residents and jobs per hectare;<sup>8</sup>
- Policies and schedules that authorize use of land, buildings and structures;
- Policies and schedules that identify minimum and maximum density of buildings or structures;
- Policies and schedules that identify minimum and maximum height of buildings or structures.

For the remaining matters, within 20 days of the Ministry’s notice of decision, the following may appeal the Minister’s decision to the Ontario Land Tribunal:

- A *specified person* who, before the plan was adopted, made oral submissions at a public meeting or written submissions to the council,
- A *public body* that, before the plan was adopted, made oral submissions at a public meeting or written submissions to the council,
- The registered owner of any land to which the plan would apply, if, before the plan was adopted, the owner made oral submissions at a public meeting or written submissions to the council, and
- The Town.

The terms *specified person* and *public body* are defined in [section 1 of the Planning Act](#).

If there are no appeals, the balance of the OPA will come into effect on the day after the last day for filing a notice of appeal.

Section 26 of the *Planning Act* requires regular updating of Official Plan policies to ensure conformity with provincial plans and consistency with provincial policy

---

<sup>8</sup> The PMTSA boundary and minimum residents and jobs per hectare target are approved by the Minister through their approval of the Region of Halton Official Plan Amendment 48. The Schedules of the Recommended OPA simply reapply this boundary and policy 20.5.1 (e) restates the minimum residents and jobs per hectare density target.

---

statements. In Oakville’s case, this would involve a comprehensive review of the *Livable Oakville* Plan. When the Town completes its Official Plan Review Programme, a comprehensive amendment will be made that will be required to follow the various legislative steps under s.26, which have additional requirements from those under s.17.<sup>9</sup>

As has been the Town’s practice with other Strategic Growth Area Review OPAs, the Midtown OPA is being adopted under s.17 since it does not constitute a comprehensive Official Plan review under s.26.

### **Five-year Period for Community Planning Permit System matters**

In accordance with the section 17 of [Ontario Regulation 173/16](#), private applications to amend community planning permit system enabling official plan policies (in accordance with section 3 of the regulation) and/or provisions of the implementing CPP by-law are not permitted before the fifth anniversary of the day the implementing CPP By-law is passed, unless Council resolves to consider such applications. Table 1 of the [October 29, 2024 staff report](#) identifies the list of enabling official plan policies that are referred to in section 3 of the regulation and how those provisions are addressed throughout the OPA.

### **Current Development Applications**

Development applications are assessed against in-effect planning policies. Presently, there are several development applications in process. Some are at the early pre-submission stages, while others are matters before the Ontario Land Tribunal.

Pursuant to Section 2.1 of the *Planning Act*, approval authorities are required to have regard to Council’s decision when making their decisions. Council’s adoption of the OPA formalizes its position with respect to future development in Midtown.

While any new Midtown policies will be considered by the Tribunal, conformity with the adopted policies would not be required.

Four properties within Midtown are currently the subject of a proposal under the province’s Transit Oriented Community (“TOC”) program as well as subject to appeals regarding private development applications before the Ontario Land Tribunal. A decision by the province on the TOC may consider but is not required to conform with the town’s adopted policies.

### **Midtown Implementation Program**

Following adoption of the OPA, staff will continue progressing with the Midtown Implementation Program work, which includes the matters listed in Figure 5.

---

<sup>9</sup> s.17(36.5); s.21(3)(b) of the *Planning Act*



Figure 4 Midtown Implementation Program, Phases 5 - 7

The majority of the Midtown Implementation Program is required to support the review of development applications and implementation of infrastructure. Consultation on work, such as: the Transportation and Stormwater Plans, Designing Midtown, Public Realm Plan, and Midtown Oakville Community Planning Permit By-law, will commence in the spring of 2025.

### **Community Planning Permit By-law**

The *Planning Act* requires the passing of the community planning permit by-law (CPP by-law) within one year of the Minister’s approval of this OPA, to ensure that provisions regarding the appeal of certain protected major transit station area by-law matters are upheld. As such, staff will develop the Midtown Oakville community planning permit by-law.

Consultation on provisions of the by-law will include the development of a Key Directions Report (summer 2025), followed by circulation of a draft by-law for review and comment (fall 2025). The development of the by-law will be informed by various studies, including the Housing Needs Assessment work (on-going), as well as urban design guidelines, the public realm plan, and other matters to be completed in the coming months.

### **Inclusionary Zoning**

Concurrent with the CPP by-law development, the Town will also prepare Inclusionary Zoning enabling policies and by-law provisions. These policies and provisions will be informed by the Town’s Housing Needs Assessment (Part 1 to be completed by March 2025, and the final HNA to be completed in summer 2025).

Drafts of the IZ enabling OPA and IZ by-law provisions will be shared with Council and the public concurrent with the CPP by-law development and consultation, in the fall of 2025.

Approval of the IZ enabling OPA will occur concurrently with the Midtown CPP by-law which will include the required inclusionary zoning by-law provisions (by winter 2026).

## **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 recommended OPA is responsive to comments and concerns received throughout the consultation process.

The recommended OPA is consistent with in-effect Provincial policy, conforms with the Regional Plan, and implements the Minister of Infrastructure's Transit Oriented Community objectives.

Adoption and approval of the recommended OPA will allow the Town and development community to work together to achieve the goals and objectives of the *Livable Oakville* Plan.

## **CONSIDERATIONS:**

### **(A) PUBLIC**

Further to the list of public engagement opportunities provided in the [January 20, 2025 staff report](#), staff have had meetings with representatives from the following:

- Ministry of Municipal Affairs and Housing,
- Mississaugas of the Credit First Nation,
- First Capital REIT, and
- The landowner and representatives of 142 Cross Avenue.

Copies of all submissions received are provided with the following meeting minutes:

- [October 29, 2024 – Special Council Meeting](#)
- [January 20, 2025 – Planning and Development Council Meeting](#)
- February 18, 2025 – Planning and Development Council Meeting

Staff have taken into consideration all comments received along with direction from provincial and regional plans and legislation to recommend a plan for Midtown that meets the needs of Oakville residents and businesses, provides direction for viable development, and implements higher-order objectives associated with planning socially, economically, environmentally and fiscally sustainable development.

**(B) FINANCIAL**

Following adoption of this Official Plan Amendment, the OPA must be submitted to the Minister of Municipal Affairs and Housing for approval. The Town is required to prepare an application and record as prescribed in [Ontario Regulation 546/06](#). The Town is required to pay an application fee of \$14,065.00.

**(C) IMPACT ON OTHER DEPARTMENTS & USERS**

Numerous town departments have been involved in the preparation of the Midtown OPA. Following adoption and approval of this Official Plan Amendment, staff will undertake more detailed planning as noted above, including development of the CPP by-law and undertaking Midtown Oakville Implementation Program phase 5 – 7 work.

Following the passing of the CPP by-law which implements the policies of this OPA, development permits may be approved and issued. Through consultation on the CPP by-law, the administration of these development permits will be clarified, and any operational changes will be considered and applied as needed.

On-going monitoring of the implementation of this OPA is required to ensure that the goals and objectives of the *Livable Oakville* Plan are being met.

**(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 recommended 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 Greenhouse Gas reduction opportunities. The recommended 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. Recommended 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.

**APPENDICES:**

Appendix A – By-law 2025-037; OPA No.70

Appendix B – Policy Comparison

Appendix C - Comments from the Ministry of Municipal Affairs and Housing

Appendix D - Summary of Midtown Oakville Statistics

Appendix E - Summary of Comments Received since the release of draft OPA in  
September 2024.

Prepared & Recommended by:

Sybelle von Kursell, MCIP RPP  
Manager, Midtown Oakville and Special Programs

Submitted by:

Gabe Charles, MCIP RPP  
Director, Planning & Development





**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-37**

**Official Plan Amendment No.70**

A by-law to amend the Livable Oakville Official Plan to incorporate new policies for the Midtown Oakville Protected Major Transit Station Area and Community Planning Permit System

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

**WHEREAS** it is deemed necessary to pass an amendment to amend the Livable Oakville Official Plan to implement the findings of the Midtown Oakville Growth Area Review and to enable a Community Planning Permit System;

**WHEREAS** Midtown Oakville is a protected major transit station area in accordance with Section 16(15) of the *Planning Act*;

**WHEREAS** Section 16 (18) of the *Planning Act* states the Minister is the approval authority for Official Plan Amendments that add or change certain policies regarding protected major transit station areas; and

**WHEREAS** Section 2.1 of the *Planning Act* states that an approval authority must have regard to any decision of Council made under the *Planning Act* and the information and material that was considered by that Council as it relates to the same planning matter.

**COUNCIL ENACTS AS FOLLOWS:**

1. Official Plan Amendment Number 70 to the Livable Oakville Official Plan, attached as Appendix "A" to this by-law, is hereby adopted.
2. The Clerk is hereby authorized and directed to apply to the Approval Authority being the Minister of Municipal Affairs and Housing for approval of this Official Plan Amendment.

PASSED this 18 day of February, 2025

---

MAYOR

---

CLERK



**APPENDIX “A” to By-law 2025-37**

**Official Plan Amendment Number 70  
to the Town of Oakville’s Livable Oakville Plan**

**Constitutional Statement**

The details of the amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number 70 (OPA 70) to the Livable Oakville Plan.

**Part 1 – Preamble**

**A. Subject Lands**

The proposed amendment applies predominantly to the Midtown Oakville area which is located south of the QEW/Highway 403 and north of Cornwall Road, between Sixteen Mile Creek and Chartwell Road as shown in Figure 1 below.

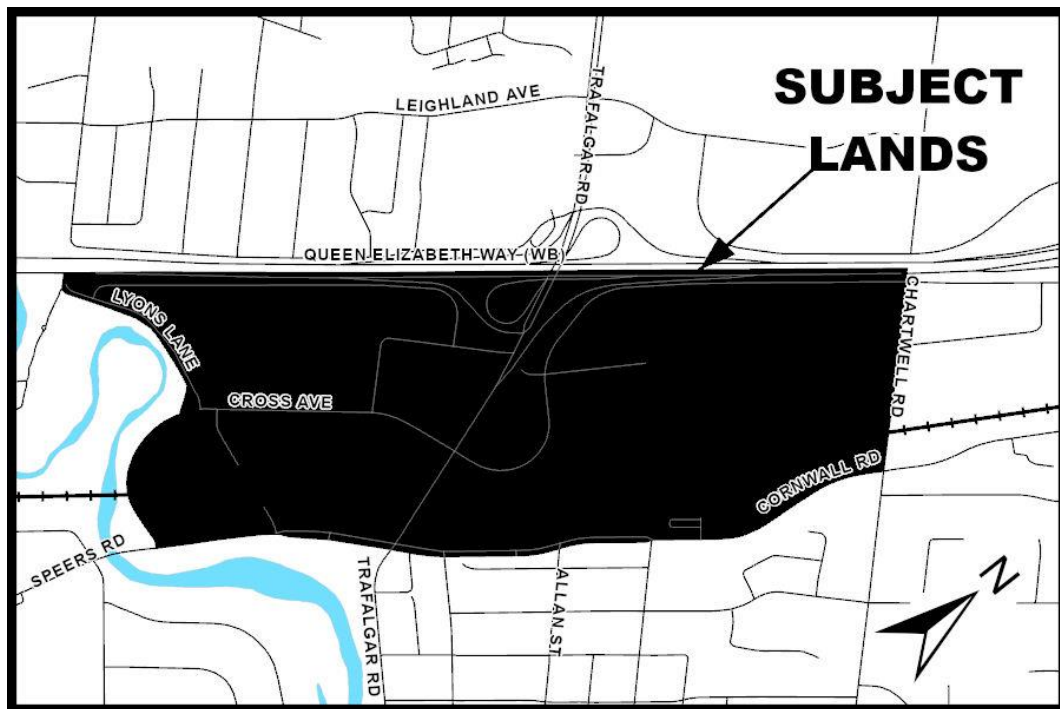


Figure 1 Midtown Oakville Area

Parts of the proposed amendment also apply on a townwide basis as noted in the Part 2 – The Amendment.

## **B. Purpose and Effect**

The purpose of the proposed Official Plan amendment (OPA) is to update the land use policies applying to Midtown Oakville as a Protected Major Transit Station Area (PMTSA) and to update related policies that apply on a townwide basis, including policies that enable the use of a Community Planning Permit System, in the *Livable Oakville Plan* (Official Plan).

The effect of the proposed amendment to the *Livable Oakville Plan* is to:

- a) Replace Section 20, Midtown Oakville, in its entirety, which would:
  - o update and revise the area, introduction, goal, objectives and development concept for Midtown Oakville
  - o 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,
  - o establish minimum and maximum site density, and building height minimums,
  - o 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.
- b) Update and revise all schedules identifying the Midtown Oakville protected major transit station area boundary, which excludes the following areas that were previously identified as 'urban growth centre': 564 Lyons Lane, and the valleyland between Cross Avenue and Cornwall Road. Show the existing land use designations applying to those excluded lands (being "Natural Area") on Schedule G (Southeast Land Use) instead of Schedule L1 (Midtown Oakville Land Use)
- c) Replace Schedules L1, L2 and L3, with new schedules that revise Midtown Oakville land uses, provide building height thresholds, minimum and maximum densities, and propose transportation networks to reflect and support the proposed policy changes.
- d) Update schedules A1, B, and G to be in accordance with revised Schedule L1.
- e) Update schedules C and D to be in accordance with new schedules L5 and L6, respectively.

- f) Add townwide policies which enable the use of a community planning permit system, and address matters such as land use compatibility in relation to rail yards and corridors and provincial highways, update hazard lands policies, enable the use of Community Improvement Plans to incentivize the provision of affordable housing, and, where appropriate, request the preparation of area design plans and transportation demand management options reports.

### C. Background and Basis

- Council adopted Official Plan Amendment Number 15 (OPA 15) for a town-wide Urban Structure on September 27, 2017. The town-wide Urban Structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes – including the Midtown Oakville urban growth centre – and corridors. OPA 15 has been fully in effect since July 9, 2021.
- In accordance with the Town’s [growth area review](#) supported by Council in January 2018, directions were provided to update Section 20 Midtown Oakville which precipitated undertaking this Official Plan amendment process.
- Regional Official Plan Amendment Number 48 (ROPA 48) to the Region of Halton Official Plan identifies the Midtown Oakville as a Protected Major Transit Station Area (PMTSA) in accordance with the *Planning Act*. ROPA 48 was [approved](#) with eight modifications by the Minister of Municipal Affairs and Housing on November 10, 2021. This approval established:
  - the PMTSA boundary (encompassing 103 hectares of land that includes the Oakville GO and VIA Rail stations and a transit hub along with future Bus Rapid Transit Stations),
  - the minimum density target of 200 residents and jobs per hectare by 2031, and
  - accommodating a general target proportion of 65% residents and 35% jobs within this area.
- In accordance with requirements of the Region of Halton Official Plan and the *Planning Act*, this OPA provides requisite permitted use and minimum built form policies and schedules.
- Furthermore, this OPA updates policies and schedules relevant to Midtown Oakville to better align with in effect Provincial and Regional legislation, policies, and programs as well as Regional and Town led master plans to ensure that planning in Midtown Oakville continues to be contextually sensitive and responsive to current and emerging trends related to intensification areas that are well served by transit. These updates include changes to the *Livable Oakville Plan* that would apply on a townwide basis,

including policies that enable the use of a Community Planning Permit System.

- 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 report 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.
- As noted in the [staff report](#) prepared for the October 29, 2024 Special Council Meeting this OPA:
  - Has regard for matters of Provincial interest under section 2 of the *Planning Act*.
  - Provides required policies regarding permitted land use and density in accordance with section 16 of the *Planning Act* as it relates to protected major transit station areas.
  - Provides required enabling Community Planning Permit System policies in accordance with Ontario Regulation 173/16 Community Planning Permits.
  - Is consistent with the Provincial Planning Statement, 2024 as it relates to major transit station areas, strategic growth areas, provision of compact complete communities and transit supportive development, mitigation and adaptation to climate change, protection of natural and cultural heritage, land use compatibility, protection of public health and safety, and efficient use of existing and planned infrastructure, among others.
  - Implements policies and schedules of the Halton Region Official Plan regarding the Midtown Oakville Protected Major Transit Station Area and planning for strategic growth areas in a manner that implements the Regional urban structure and efficiently uses land, resources, and infrastructure.
- As noted in the [staff report](#) prepared for the January 20, 2025 Planning and Development Council, this OPA supports the Minister of Infrastructure's five objectives for Transit Oriented Communities, which are:
  - 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.
- Furthermore, the policies and schedules prepared for this Official Plan are informed by policies, studies, and plans as listed in [Appendix H](#) to the staff report prepared for the January 20, 2025 Planning and Development Council meeting.
- As noted in staff reports provided to Council and Committee of the Whole since 2018, which are all available through the [Midtown Oakville Growth Area Review](#) webpage, the development of this OPA has undergone considerable public consultation and agency review, including engagement with the Mississaugas of the Credit First Nation, and Six Nations of the Grand River.
- On July 1, 2024, provisions of [Bill 185, Cutting Red Tape to Build More Homes Act, 2024](#), came into effect which now make the Minister of Municipal Affairs and Housing the approval authority for the Town's Official Plan. While most amendments to the Official Plan are exempt from the Minister's approval by way of [Ontario Regulation 525/97](#), Section 16 (18) of the *Planning Act* requires that the Minister retain approval of Official Plan amendments that pertain to protected major transit station area permitted uses and minimum density. As such, and in accordance with Section 17(17.1), the Town provided a copy of the draft OPA on September 26, 2024 to the Ministry of Municipal Affairs and Housing for their review.
- A copy of the [draft OPA](#) was also made available to the public, prescribed bodies and the Mississaugas of the Credit First Nation, Six Nations of the Grand River, and the Haudenosaunee Confederacy for their review and comment.
- A Committee of the Whole workshop regarding the draft OPA was held on [October 10, 2024](#), followed by a Special Council meeting on [October 29, 2024](#) wherein oral and written submissions were provided to Council.
- A statutory public open house (as required for the Community Planning Permit System enabling policies) was held on November 27, 2024. [Notice of this open house](#) was issued on November 12, 2024.
- A copy of the [proposed OPA](#) and [notice of statutory public meeting](#) for it was issued on December 23, 2024.
- The statutory public meeting was held on [January 20, 2025](#) wherein oral and written submissions were provided to Council.
- A recommendation report to adopt this Official Plan Amendment was presented to Council at the February 18, 2025 Planning and Development Council meeting.

**Part 2 – The Amendment**

**A. Text Changes**

The amendment includes the changes to the text of the *Livable Oakville Plan* as described in the following table. In the “Description of Change” column, text that is bolded and underlined is new text to be inserted into the Livable Oakville Plan.

Item	Section	Description of Change
1.	8.11 TRANSPORTATION Rail	<p>The following new policies are added:</p> <p><b><u>8. 11.4 Rail yard(s) and rail influence areas are depicted on Appendix 5.</u></b></p> <p><b><u>a) New or expanded residential or other sensitive land uses shall not be permitted within 300 metres of a rail yard.</u></b></p> <p><b><u>b) Proposed residential development 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.</u></b></p> <p><b><u>8. 11.5 Proposed residential or other sensitive use development within 300 metres of a railway right-of-way shall be required to:</u></b></p> <p><b><u>a) undertake noise studies, in consultation with the appropriate railway operator</u></b></p> <p><b><u>b) undertake appropriate measures to mitigate any adverse effects from noise that were identified, and</u></b></p> <p><b><u>c) investigate and implement available options, including alternative site layouts and/or attenuation measures</u></b></p>

		<p><u>to ensure appropriate sound levels are achieved.</u></p> <p><b><u>8.11.6 Any development within 300 metres of the Metrolinx Rail Corridor shall:</u></b></p> <p><b><u>a) demonstrate that it aligns with the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors.”</u></b></p> <p><b><u>b) be supported by an acoustical study to the satisfaction of the Town and Metrolinx, and</u></b></p> <p><b><u>c) where requested by Metrolinx, register an Environmental/Operational Easement in favour of Metrolinx over the subject lands.</u></b></p> <p><b><u>8.11.7 Any development within 75 metres of the Metrolinx Rail Corridor shall provide a vibration study to the satisfaction of the Town and Metrolinx.</u></b></p> <p><b><u>8.11.8 Development, 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.</u></b></p>
<p><b>2.</b></p>	<p><b>8.12</b> TRANSPORTATION Integrating Land Use and Transportation</p>	<p>The following new policy is added:</p> <p><b><u>8.12.4 Development within 800m of a provincial highway shall be reviewed in consultation with the Ministry of Transportation.</u></b></p>



		<p><b><u>8.12.5 Development 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.</u></b></p>
<p>3.</p>	<p><b>10.13</b> SUSTAINABILITY Hazard Lands</p>	<p>Section 10.13 is amended by adding the text shown below to policies 10.13.1 and 10.13.2:</p> <p>10.13.1 The delineation and regulation of hazard lands are administered by the Conservation Authorities. The general location of floodplain limits and shoreline hazard lands are conceptually shown on Schedule B. The limits of hazard lands on Schedule B may be updated without a Plan amendment. <b><u>Technical studies, prepared by qualified professionals, may be required to delineate and/or refine the limit of hazardous lands, and demonstrate that the policies of this plan have been met, to the satisfaction of the Town and Conservation Authority.</u></b></p> <p>10.13.2 No new <i>development</i> or site alteration is permitted within or adjacent to hazard lands without the approval of the Conservation Authority, <b><u>in accordance with the Conservation Authorities Act and associated regulations and policies. Appendix 6 provides the approximate Regulation Limit of the Conservation Authorities. The text of the Conservation Authorities Act and associated regulations prevail over any mapping. The regulation limit does not represent a development limit.</u></b></p>
<p>4.</p>	<p><b>20</b> MIDTOWN OAKVILLE</p>	<p>Section 20, Midtown Oakville of the <i>Livable Oakville Plan</i> is deleted and replaced with the new Section</p>



		20, including new figures E1 Precinct Areas and E2 Active Frontages provided in <b>Attachment 1</b> .
5.	<b>28.15</b> IMPLEMENTATION Development Permits	Section 28.15 Development Permits is deleted and replaced with a new Section 28.15 Community Planning Permit System as provided in <b>Attachment 2</b> .
6.	<b>28.16</b> IMPLEMENTATION Community Improvement	<p>Policy 28.16.2 is amended by adding a new item (k) as shown below.</p> <p>28.16.2 The designation of a <i>community improvement</i> project area shall be based on one or more of the following criteria:</p> <ul style="list-style-type: none"> <li>a) deficiencies in the physical <i>infrastructure</i> of the area, including water, sanitary sewers, storm sewers, roads, sidewalks, curbs, street lighting, traffic control and electrical facilities;</li> <li>b) deficiencies in the provision or design of off-street parking areas;</li> <li>c) inadequate parks, open space, landscaping and community or recreation facilities;</li> <li>d) evidence of economic decline in commercial areas, such as unstable uses or high vacancy rates;</li> <li>e) problems with incompatible land uses;</li> <li>f) buildings and structures in need of maintenance and repair;</li> <li>g) need to improve streetscape amenities on public and/or private property;</li> <li>h) need for heritage resource conservation;</li> <li>i) opportunities for infilling and <i>development</i> of under-utilized sites;</li> <li>j) existing or probable soil or water contamination, <b><u>and/or</u></b></li> <li><b><u>k) need for affordable housing and/or additional needs housing.</u></b></li> </ul>
7.	<b>28.19</b> IMPLEMENTATION Pre-Consultation and Complete Application	a) Section 28.19 is amended by inserting the words “development permit” to the preamble of policies 28.19.3 and 28.19.19 as follows:

	<p>Submission Requirements</p>	<p>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, <b><u>development permit</u></b>, draft plan of subdivision or draft plan of condominium, and shall be requested as applicable for other applications: ...</p> <p>28.19.19 An application for Official Plan amendment, zoning by-law amendment, site plan, <b><u>development permit</u></b>, draft plan of subdivision or draft plan of condominium shall be considered complete under the <i>Planning Act</i> only when all of the following items have been provided to the Town:...</p> <p>b) Section 28.19.3 is further modified by inserting new policies (i) Area Design Considerations, and (j) Transportation Demand Management Considerations as follows:</p> <p>28.19.3</p> <p>(i) <b><u>Area Design Considerations</u></b></p> <p><b><u>To address co-ordination issues between landowners and phasing of development, the area design plan shall:</u></b></p> <ul style="list-style-type: none"> <li>i. <b><u>be prepared in accordance with terms of reference approved by the Town;</u></b></li> <li>ii. <b><u>provide a comprehensive development scheme for the entirety of the block in which the subject lands are located;</u></b></li> <li>iii. <b><u>demonstrate how the proposed development shall not preclude development on adjacent properties in</u></b></li> </ul>
--	--------------------------------	---

		<p><b><u>accordance with the policies of this Plan;</u></b></p> <ul style="list-style-type: none"> <li>iv. <b><u>outline how <i>development</i> may be phased and co-ordinated between the subject lands and adjacent properties, including properties across any public streets from the subject lands;</u></b></li> <li>v. <b><u>identify the specific location and boundaries of land uses and designations;</u></b></li> <li>vi. <b><u>identify the density and distribution of built form, building heights, mixture of uses, and housing types including <i>affordable housing</i>;</u></b></li> <li>vii. <b><u>identify the detailed street pattern including <i>active transportation</i>, transit facilities, streetscape/public realm enhancements, and on street parking;</u></b></li> <li>viii. <b><u>identify the size and location of parks and open spaces;</u></b></li> <li>ix. <b><u>identify the size and location of <i>public service facilities</i> and <i>educational facilities</i>; and</u></b></li> <li>x. <b><u>identify the size, location, and general configuration of stormwater management facilities.</u></b></li> </ul> <p><b><u>(i) Transportation Demand Management Considerations</u></b></p> <ul style="list-style-type: none"> <li>i. <b><u>A <i>Transportation Demand Management (TDM) Options Report</i> shall demonstrate how the proposed <i>development</i> will promote a shift to more sustainable travel modes and support transit initiatives. A TDM Options Report and its implementation</u></b></li> </ul>
--	--	--

		<p><b><u>may include, but is not limited to the following:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Secure bicycle parking, including publicly accessible bicycle parking rooms;</u></b></li> <li>• <b><u>Cycling infrastructure and end-of-trip infrastructure, such as bike repair station/stand and shower and change room facilities, located in an accessible location;</u></b></li> <li>• <b><u>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;</u></b></li> <li>• <b><u>New or improved connections to the existing or planned Town cycling network;</u></b></li> <li>• <b><u>Pedestrian supportive features such soft landscaping, shade trees, street furniture such as benches, and marked safety crossings;</u></b></li> <li>• <b><u>Cyclist amenities such as bike racks, bike lockers, and showering facilities;</u></b></li> <li>• <b><u>Continuous pedestrian linkages;</u></b></li> <li>• <b><u>Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive;</u></b></li> <li>• <b><u>Weather protection, such as protective awnings or wind screening, along street frontages adjacent to transit stops;</u></b></li> <li>• <b><u>Subsidized transit passes or pre-loaded transit cards for residents, students and/or employees;</u></b></li> <li>• <b><u>Real-time technology that displays transit route and time information and technology that supports other</u></b></li> </ul>
--	--	--

		<p><b><u>modes of sustainable transportation;</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Publicly accessible car-share or ride-share services, pick-up drop-off areas, and parking spots;</u></b></li> <li>• <b><u>Preferential carpool parking;</u></b></li> <li>• <b><u>Paid parking for non-residential uses;</u></b></li> <li>• <b><u>Shuttle services;</u></b></li> <li>• <b><u>Varying hours of work to reduce peak-hour loads;</u></b></li> <li>• <b><u>Shared parking agreements; and,</u></b></li> <li>• <b><u>Other sustainable transportation measures that may be identified.</u></b></li> </ul> <p><b><u>ii. The development of site-specific <i>Transportation Demand Management (TDM)</i> strategies shall consider relevant parking strategies that the Town and/or Halton Region are a party to, and relevant by-laws that may authorize, permit or preclude proposed strategies.</u></b></p>
<p>8.</p>	<p><b>29.5</b> INTERPRETATION Glossary</p>	<p>a) The following new terms and definitions are inserted in alphabetical order into the Glossary:</p> <p><b><u><i>Additional needs housing</i> means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of additional needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for older persons, group homes, emergency shelter, housing for homeless, and independent permanent living arrangements where support services</u></b></p>

		<p><u>such as meal preparation grocery shopping laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community based support services in their own home.</u></p> <p><u><i>Gross Density</i> 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 <i>development</i> is prohibited and prior to lands being dedicated for public use), and as may be further defined in the implementing by-law.</u></p> <p><u><i>Gross leasable floor area</i> means the total floor area occupied by a commercial, retail or office facility for its exclusive use (excluding areas devoted to storage or refuse collection) and as may be further defined in the implementing by-law.</u></p> <p><u><i>Non-residential Needs Analysis</i> means a study prepared in support of a development application that proposes to not meet the minimum requirements for non-residential <i>gross leasable floor area</i>. This study shall demonstrate how the minimum equivalent job creation and complete community objectives and policies of the Official Plan will be achieved within the proposed development plan.</u></p> <p><u><i>Spill</i> means where flood waters leave the valley and floodplain of a <i>watercourse</i> and “spill” into surrounding lands, either rejoining the <i>watercourse</i> at a distance downstream, flowing into an adjacent watershed, or remaining within the <i>spill</i> area (if there is no outlet). <i>Spills</i> typically flow in multiple directions, often in complete patterns, and generally do not follow the <i>watercourse</i>.</u></p>
--	--	---

		<p><b><u>Spill Flood Hazard means a spill or portion of a spill that could be unsafe for development activity.</u></b></p> <p><b><u>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.</u></b></p> <p>b) The definition for Public Service Facility is modified by inserting “and including <i>educational facilities</i>” to the definition of Public Service Facility, as shown below.</p> <p><i>Public service facilities</i> 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, <b>and including <i>educational facilities</i>.</b> <i>Public service facilities</i> do not include <i>infrastructure</i>.</p>
9.	All	<p>a) Adjust the policy numbering and policy references throughout the <i>Livable Oakville Plan</i> in accordance with the above modifications.</p> <p>b) Add and italicize any defined terms from Part F, Section 29.5, Glossary, of the <i>Livable Oakville Plan</i> within the new text added to the Plan.</p>

**B. Schedule Changes**

This Official Plan Amendment includes the following modifications to the schedules to the Livable Oakville Plan:

<p>1.</p>	<p><b>POLICY SCHEDULES</b></p>	<p><i>Livable Oakville Plan</i> Policy Schedules are amended as follows:</p> <ul style="list-style-type: none"> <li>a) <b>Schedule A1 Urban Structure</b> is modified by updating the Midtown “Nodes and Corridors” boundary in accordance with the “Protected Major Transit Station Area/Growth Area Boundary” depicted on Schedule L1 provided in <b>Attachment 3</b>.</li> <li>b) <b>Schedule B Natural Features &amp; Hazard Lands</b> is modified by identifying floodplain, valleyland, and woodland within the Midtown Oakville area in accordance with lands designated “Natural Heritage” in Schedule L1 provided in <b>Attachment 3</b>.</li> <li>c) <b>Schedule C Transportation Plan</b> is modified by updating future roads and busway within the Midtown Oakville area in accordance with Schedule L5 provided in <b>Attachment 3</b>.</li> <li>d) <b>Schedule D Active Transportation Plan</b> is modified by adding a box around the Midtown area of the Schedule which refers the reader Schedule L6: Midtown Active Transportation Network.</li> </ul>
<p>2.</p>	<p><b>LAND USE SCHEDULES</b></p>	<p><b>Schedule G South East Land Use</b> is modified by updating the Midtown Growth Area boundary in accordance with the “Protected Major Transit Station Area/Growth Area Boundary” and expanding the Sixteen Mile Creek “Natural Area” boundary on lands that are no longer within the Midtown Growth Area Boundary as identified on Schedule L1 provided in <b>Attachment 3</b>.</p>
<p>3.</p>	<p><b>GROWTH AREA SCHEDULES</b></p>	<p>Livable Oakville Growth Area Schedules are amended as follows:</p>



		<p>a) The following schedules are deleted:</p> <ul style="list-style-type: none"><li>i. Schedule L1, Midtown Oakville Land Use</li><li>ii. Schedule L2, Midtown Oakville Building Heights</li><li>iii. Schedule L3, Midtown Oakville Transportation Network</li></ul> <p>b) The following new schedules in <b>Attachment 3</b> are inserted:</p> <ul style="list-style-type: none"><li>i. Schedule L1, Midtown Oakville Land Use</li><li>ii. Schedule L2, Midtown Oakville Minimum Density</li><li>iii. Schedule L3, Midtown Oakville Maximum Density</li><li>iv. Schedule L4, Midtown Oakville Building Height Thresholds</li><li>v. Schedule L5, Midtown Oakville Transportation Network</li><li>vi. Schedule L6, Midtown Oakville Active Transportation</li></ul>
--	--	--

## Attachment 1 to OPA 70 NEW Section 20, Midtown Oakville

### 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 continue to evolve and 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.

Midtown Oakville is a Protected *Major Transit Station Area* (PMTSA) in accordance with the *Planning Act*. 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 providing passive open space. New development will be located on the balance of lands within Midtown Oakville.

The Oakville GO and VIA Rail Stations anchor this *major transit station area* and are the Town's primary hub for existing and planned transit. 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 realize the goals and objectives established for Midtown Oakville. The transformation of this area will occur incrementally and will require on-going co-ordination 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 primary *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 live, work, and play 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 Create a transit-supportive community by:

- a) ensuring the entire area is designed and developed in a pedestrian oriented manner;
- b) providing a transportation network that connects 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 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;
- 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) co-ordinating public investment in transit, *infrastructure* and civic facilities to support future growth in accordance with town master plans;
- g) promoting *district energy* facilities and sustainable building practices in alignment with Town strategies; and
- h) protecting and maintaining natural heritage system, including lands along Sixteen Mile Creek.

### 20.2.3 Achieve Midtown Oakville goals by:

- a) identifying Midtown Oakville as a Community Planning Permit Area in accordance with section 28.15 of this Plan;
- b) continuously promoting and enabling the evolution of Midtown Oakville as the Town's primary *strategic growth area*;
- c) 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; and
- d) 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 relevant master plan work, 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 Figure E1 Precinct Areas.

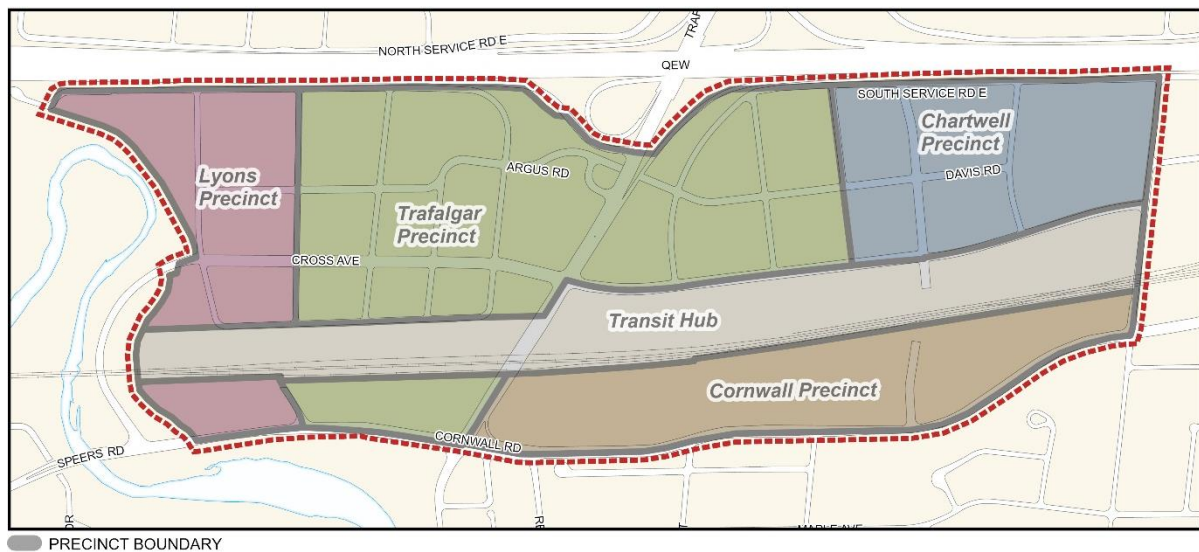


Figure E 1 Precinct Areas

#### 20.3.1 Transit Hub Precinct

The Transit Hub 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 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 to be located along local streets to serve the needs of users, and provide active street life.
- d) Office uses should be located close to the Oakville GO/Via Rail Station and transit terminal, providing easy and convenient connections for commuters.

- e) An event centre is particularly encouraged to locate in this Precinct.
- f) Trafalgar Road will be improved through landscaping treatments and building frontages that create an environment that supports and promotes walking.
- g) A public multi-use trail, which includes an overpass north of Cross Avenue, will provide a new connection west and east of Trafalgar Road.
- h) *Development* shall be provided in a form that supports frequent transit service along Cross Avenue to provide reliable access to and from the transit hub.

### **20.3.3 Lyons Precinct**

The Lyons Precinct 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 transit services along Cross Avenue to provide reliable access to and from the transit stations.
- c) *Development* shall protect views of and provide safe access to Sixteen Mile Creek.

### **20.3.4 Chartwell Precinct**

The Chartwell Precinct provides transition from urban mixed-use *development* to less intense *development* and a business campus area.

- 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 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 the *Planning Act*. 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*.

##### 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. New *public service facilities* shall be provided in accordance with the policies of this plan and town or public agency master plans.
- 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 plans 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*, shall be planned and designed to meet the requirements of the Town and 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-use 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, multi-purpose 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 locations for schools.
- 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, promotes 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 School Boards during the *development* pre-application process to determine the 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, *additional 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* shall provide, at a minimum, 35% of the units with two or more bedrooms.
- iv. *Additional needs housing* is exempt from policy 20.4.1 (c) (iii).

**d) Non-residential uses**

- i. A mix of commercial uses, including large and small-scale retail, service and community-serving uses, is encouraged within the Urban Core, Community Commercial, and Office Employment land use designated areas and should be located at-grade and designed to complement pedestrian-oriented access and street character.
- ii. New *major retail*, such as grocery stores, are permitted where they are integrated with *development*. Such uses should be located in the podium or base 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, are not 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-through facilities are not permitted.

**f) Active Frontages**

- i. Buildings required to have active frontages as identified in Figure E2 Active Frontages shall be pedestrian-oriented and human-scaled at grade.
- ii. Buildings with active frontages identified in Figure E2 Active Frontages should 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.
- v. Vehicular access to the site from roads with Active Frontages should be avoided.

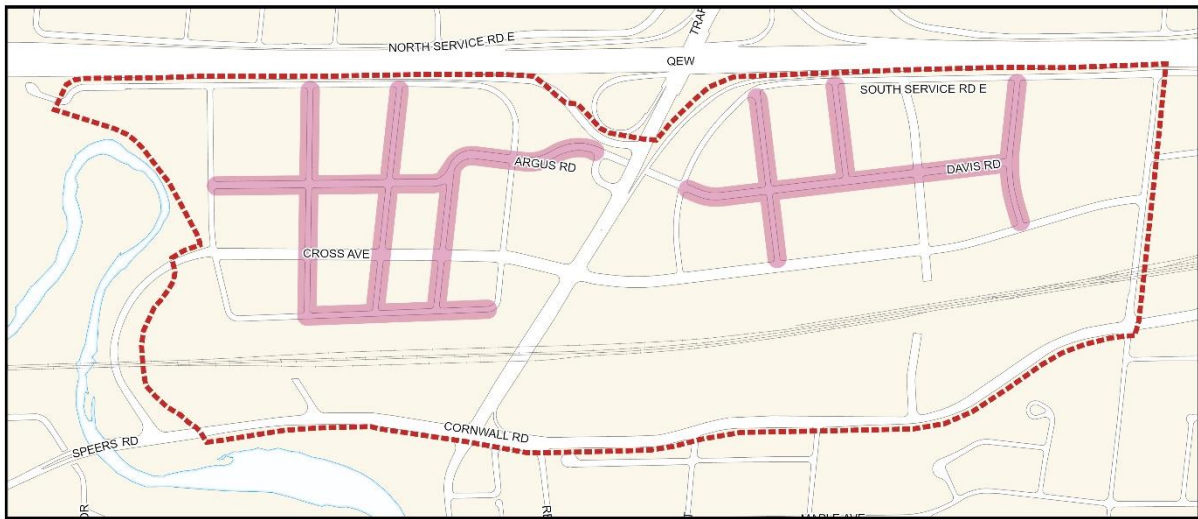


Figure E 2 Active Frontages

20.4.2 Designation Specific

**a) 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 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 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.

**b) Community Commercial**

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

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

**c) 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 draft plan of subdivision 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 20.4.2 (c) (i) above, without an amendment to this 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 School Boards 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.

d) **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.

e) **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 approval from relevant agencies.

## 20.5 FUNCTIONAL POLICIES

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

### 20.5.1 Urban Design and Built Form

In addition to the Urban Design policies in Section 6.0, the following policies apply.

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**

The public realm is comprised of public streets, parks and open spaces, including privately-owned publicly accessible 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 opportunities for 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*.

- 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 E2 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, should be incorporated into private *development* to enhance the pedestrian experience and contribute to the area's identity.
- vi. Public art is encouraged in strategic locations that create view termini, as well as animate the public realm.
- 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 implement the Town's Parks Plan.
- 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,
  - landscaped space associated with highway and street rights-of-way, and
  - open space associated with *educational facilities*.
- iii. The location and construction of public parks and open spaces shall be co-ordinated as *development* progresses to ensure that parks and open spaces are provided for new residents and employees.

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 overall density of *development* within Midtown Oakville 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 permitted gross floor area within buildings shall be as follows:

- i. Minimum *gross floor area* shall be provided on a development site in accordance with *floor spaces indices* provided in Schedule L2: Minimum Density, unless exempt per the policies of this Plan.
- ii. The maximum *gross floor area* that may be permitted on a development site shall be in accordance with *floor spaces indices* provided on Schedule L3: Maximum Density 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 calculated by applying the land area of the site (as described in the definition of *gross density*) within each density block multiplied by the allocated FSI for that block. The total permitted GFA will be based on the sum of the products calculated for each density block or portion thereof.

f) **Building Height**

- i. Building height thresholds are shown on Schedule L4. Additional height beyond the threshold may be permitted through a development permit application or through a rezoning application, subject to:
  1. the maximum density allocation for the site is not exceeded, and
  2. community benefits or cash-in lieu of benefits, which are listed in Section 28.15.12 and Section 20.6.6, are provided in accordance with town by-laws.
- ii. Portions of a building may be less than the minimum height shown on Schedule L4, 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*;
  - *public service facilities* operated by a public authority, including transit facilities, and
  - expansions to existing uses in accordance with policy 20.5.1 (e) (v).

**g) Tall Buildings**

- i. Tall buildings are those taller than 12 storeys in height. They shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form and environment, provide active façades oriented to the public realm, 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 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. Tall buildings facing the public realm should provide a step back between the podium base and tower portion to reinforce the character of the public realm.
- v. The floorplate of tall building towers (the portion of the building above the base or podium) shall provide a slender profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.
- vi. The distance between the facing walls of towers should be a minimum of 30 metres at the tower base, and be a minimum of 35 metres above the 25<sup>th</sup> storey, as applicable.
- vii. The distance between facing walls of podiums, where there are windows on both building faces, should be a minimum of 15 metres.

**h) Mid-rise Buildings**

Mid-rise buildings are taller than the streetwall height and up to 12-storeys. Midrise buildings should:

- 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 to another 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 should be designed and sited to maximize solar gain, 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 co-ordinated, *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 a range of uses and activities. The modified street network is designed for ease of pedestrian movement, 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 shall prioritize year-round *active transportation* and transit use.
- ii. *Active transportation*, transit, and street *infrastructure*, as shown on Schedules C, D, L5 and L6, is necessary to support the movement of people and goods. Certain existing street or street segments shall be abandoned, realigned, widened, extended, or replaced in accordance with this Plan.
- iii. The Town and/or Halton Region may require the early conveyance of rights-of-way, prior to *development*, to complete the street network.
- iv. The Town and/or Halton Region may secure rights-of-way on alignments as shown on Schedules C, D, L5 and L6 through the *development* 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, and the *development* 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 to ensure no negative environmental impact. Their implementation shall be co-ordinated as *development* progresses to ensure that transportation *infrastructure* is provided for new residents and employees. The timing of the delivery of such *infrastructure* shall be in accordance with the policies of this Plan and town or public agency master plans.
- vi. 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.
- vii. *Development* shall not preclude the provision of the planned transit and transportation network.
- viii. *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*.
- ix. Cross Avenue and the new north-south street connecting Cornwall Road to South Service Road east of 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 transit amenities, including stops, will be determined through future study.
- x. 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 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 Town safety standards and programs.
- 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 and connect with the broader townwide and provincewide networks.
- v. Street furniture, bike parking, active mobility sharing facilities, and transit shelters and seating shall be provided to encourage *active transportation* and transit ridership at appropriate locations.
- 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**

Mid-block 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 *development* approval process. The requirement to supply parking associated with *development* will progressively diminish as access to higher-order, *frequent transit* and *active transportation* facilities increases.
- ii. *Development* shall provide structured parking, preferably below-grade.
- iii. Where above-grade structured parking is included in a *development*, the design of the structure shall incorporate active uses, such as commercial, office and/or residential uses, facing the public realm.

- iv. Above-grade 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 shall only be permitted where:
  1. It is intended for visitor parking and/or short-term, temporary parking, including parking for vehicles that are associated with a ride-share program; and
  2. It is located in the side or rear yard and screened.
- vi. Shared parking facilities are encouraged.
- vii. All 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 facilitate 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, on-site 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.

#### 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 Community Planning Permit By-law

In accordance with Section 28.15, a Community Planning Permit (CPP) by-law shall be used to implement this Plan's goals, objectives, and policies within the Midtown Oakville community planning permit area, as identified on Schedules L1 – L6, which establish the criteria to be included in the Community Planning Permit by-law for decision making.

### 20.6.2 Monitoring

- a) The Town shall monitor the level of *development*.
- 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's and Halton 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.

20.6.3 *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 co-ordinated approach to *development* and *infrastructure* phasing, including monitoring key *development* indicators at regular intervals;
  - x. sustainability initiatives and environmental standards;
  - 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.
- 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, parkland, or other *public service facilities* are required, *development* applications shall include a *land division* process.

20.6.4 *Phasing/Transition*

- a) *Development* shall occur over the long-term and may include interim conditions and incremental implementation.
- b) *Development* shall be co-ordinated 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 service facilities*;
  - viii. stormwater management services and capacity;
  - ix. streetscape improvements; and,
  - x. *utilities*.
- c) 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 the 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) Private on-site controls and enhanced building design may be required to mitigate any increased demand that exceeds existing capacity, and will be determined on a case-by-case basis.

20.6.5 *Landowner Agreements/Cost Sharing*

- a) One or more landowners' group(s) shall be established for Midtown Oakville for the purposes of administering a cost sharing agreement(s) amongst Midtown 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.
- b) The Town shall determine through the development application process, whether the applicant is required to participate in a landowner group.
- c) Where a landowners' agreement is required, the landowner shall demonstrate they are in good standing with the relevant landowners' cost sharing agreement as a condition of draft plan of subdivision, and site plan approval or development permit issuance.
- d) Landowners are encouraged to enter into agreements to co-ordinate 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.

- e) Landowners, public agencies, and non-profit community service providers may enter into partnerships to support the provision, improvement, and expansion of *public service facilities*.

*20.6.6 Community Benefits*

In accordance with policy 28.15.10 a condition of development permit approval may be the provision of specified facilities, services and matters. In addition to the benefits listed in policy 28.15.12, the following are benefits that may be provided:

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



**Attachment 2 to OPA 70**  
**NEW Section 28.15 Community Planning Permit System**

28.15 COMMUNITY PLANNING PERMIT SYSTEM

28.15.1 The Town may identify community planning permit areas in the Official Plan. Where identified, the town shall establish by-laws pursuant to the provisions of the *Planning Act*, and in compliance with applicable regulations.

- a) Midtown Oakville as delineated in schedules L1 – L6 of this Plan is a community planning permit area. The goals, objectives, and policies in proposing a community planning permit system in this area are set out in section 20: Midtown Oakville.

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.

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 are deemed to also apply in the context of a community planning permit by-law.

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:

- 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;
- b) the area is identified as one that would benefit from the streamlined process that arises from implementing a community planning permit by-law;
- 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
- d) the area would benefit from having development permits issued in accordance with conditions and criteria provisions of a community planning permit by-law.

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 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. 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 permit applications may be subject to conditions that are to be met 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 authorizes conditions that require the provision of specified facilities, services and matters in exchange for a specified height or density of *development*, the CPP by-law shall:

- a) include provisions establishing a 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 density and/or height thresholds in accordance with CPP Area policies of this Plan. For the subject sites to which these provisions would apply, the threshold height and/or density must be greater than the required minimum and lower than the maximum height and/or density permitted in this Plan.
  - i. In the case of Midtown Oakville, the building heights set out on Schedule L4: Threshold Heights are the applicable building height thresholds, and the minimum and maximum densities set out on Schedules L2: Minimum Density and L3: Maximum Density are the applicable minimum and maximum densities, respectively, referred to in policy 28.15.10 (b).

28.15.11 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.

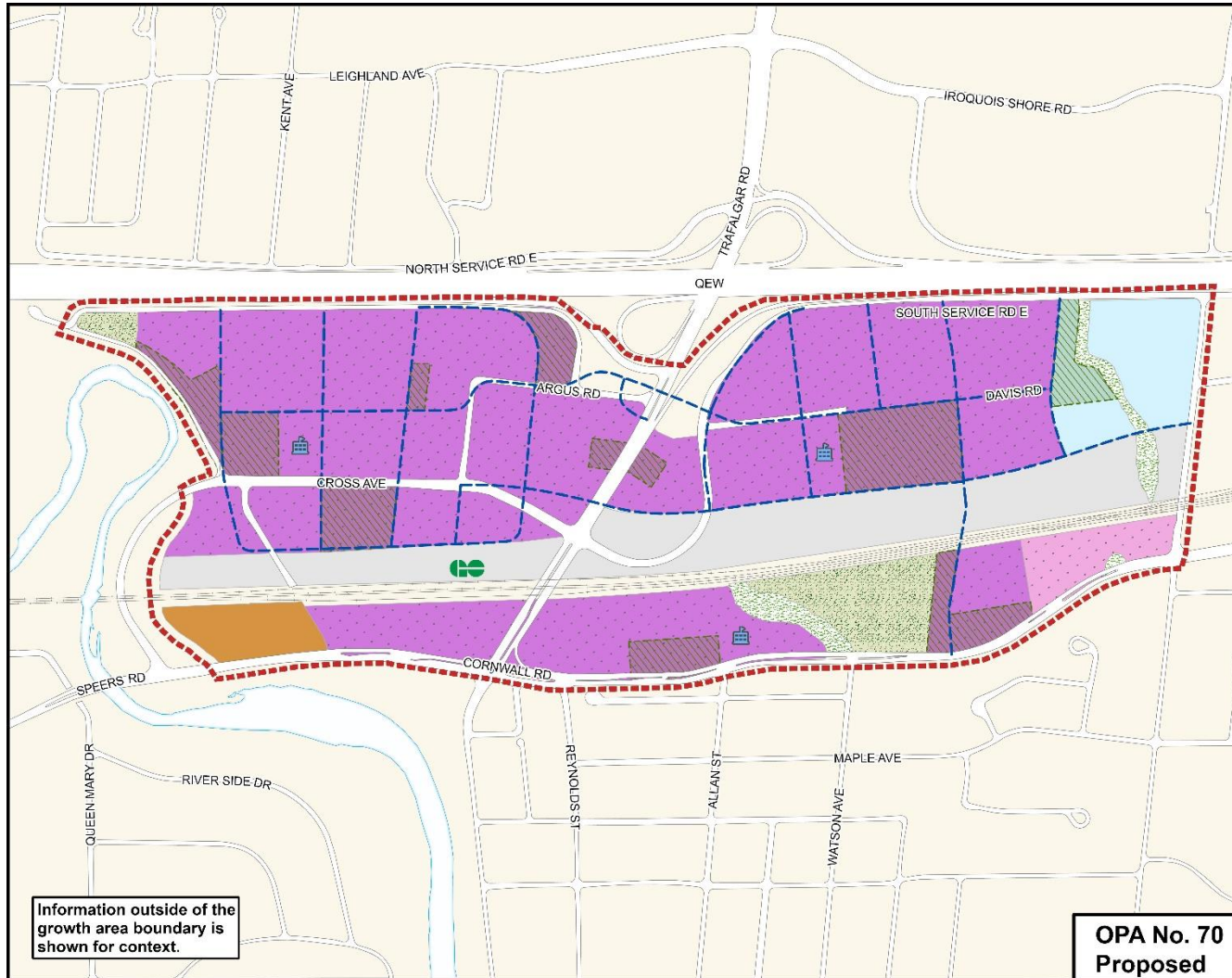
28.15.12 Benefits, All Areas

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) sustainable building initiatives; 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.

**Attachment 3 to OPA 70**  
Midtown Oakville Specific Schedules



Information outside of the growth area boundary is shown for context.

**OPA No. 70  
Proposed**

### SCHEDULE L1 MIDTOWN OAKVILLE LAND USE



-  PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  URBAN CORE
-  HIGH DENSITY RESIDENTIAL
-  OFFICE EMPLOYMENT
-  COMMUNITY COMMERCIAL
-  NATURAL AREA
-  PARKS AND OPEN SPACE
-  PARK (CONCEPTUAL)
-  UTILITY
-  PRIORITY AREA FOR SCHOOL
-  OAKVILLE GO STATION
-  FUTURE ROADS\*

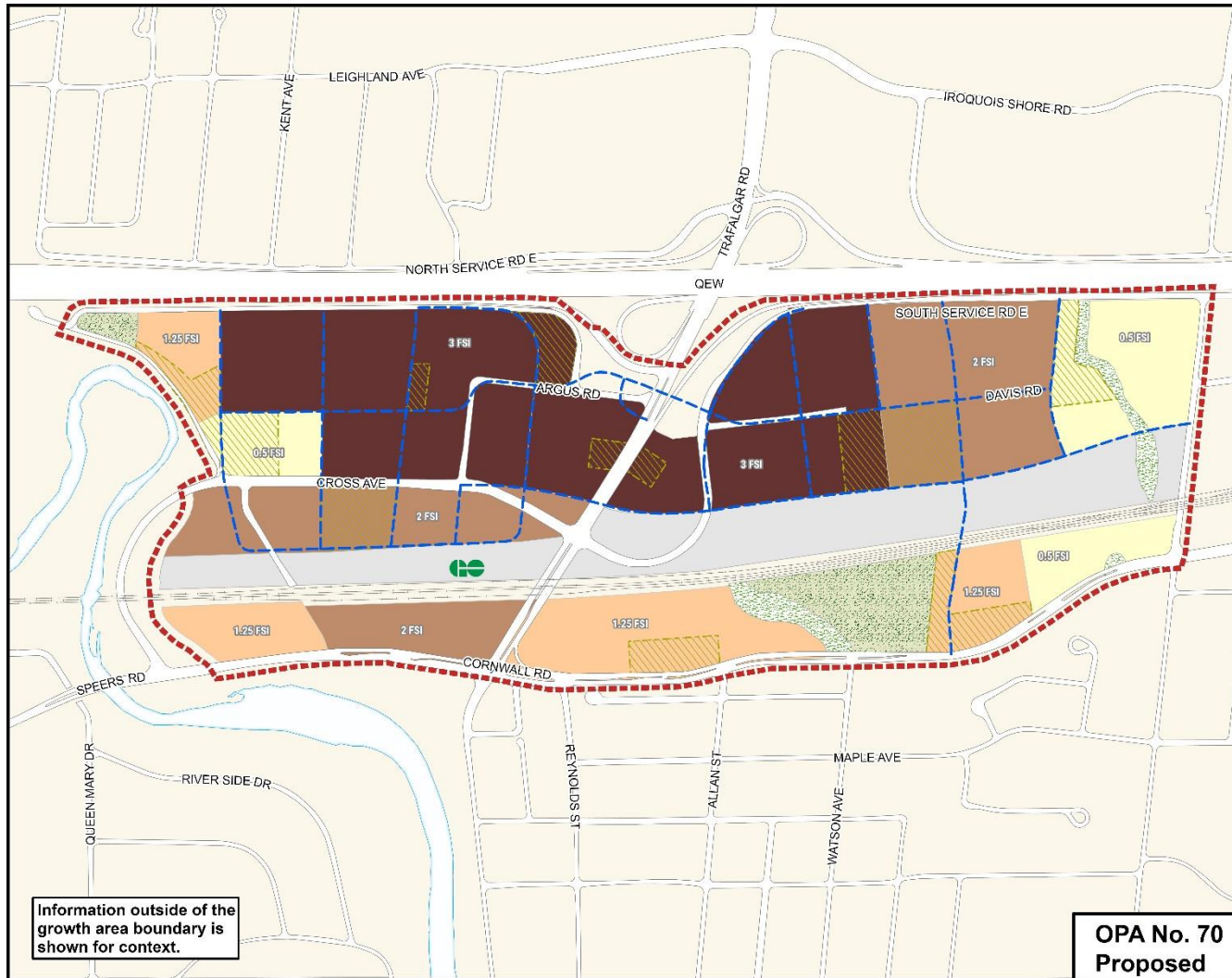
Refer to Part E, Midtown Oakville, for Growth Area Policies

\*REFER TO SCHEDULE L5 FOR MORE DETAIL



1:6,600  
FEBRUARY 2025

















Information outside of the growth area boundary is shown for context.

**OPA No. 70  
Proposed**


### SCHEDULE L2 MIDTOWN OAKVILLE MINIMUM DENSITY



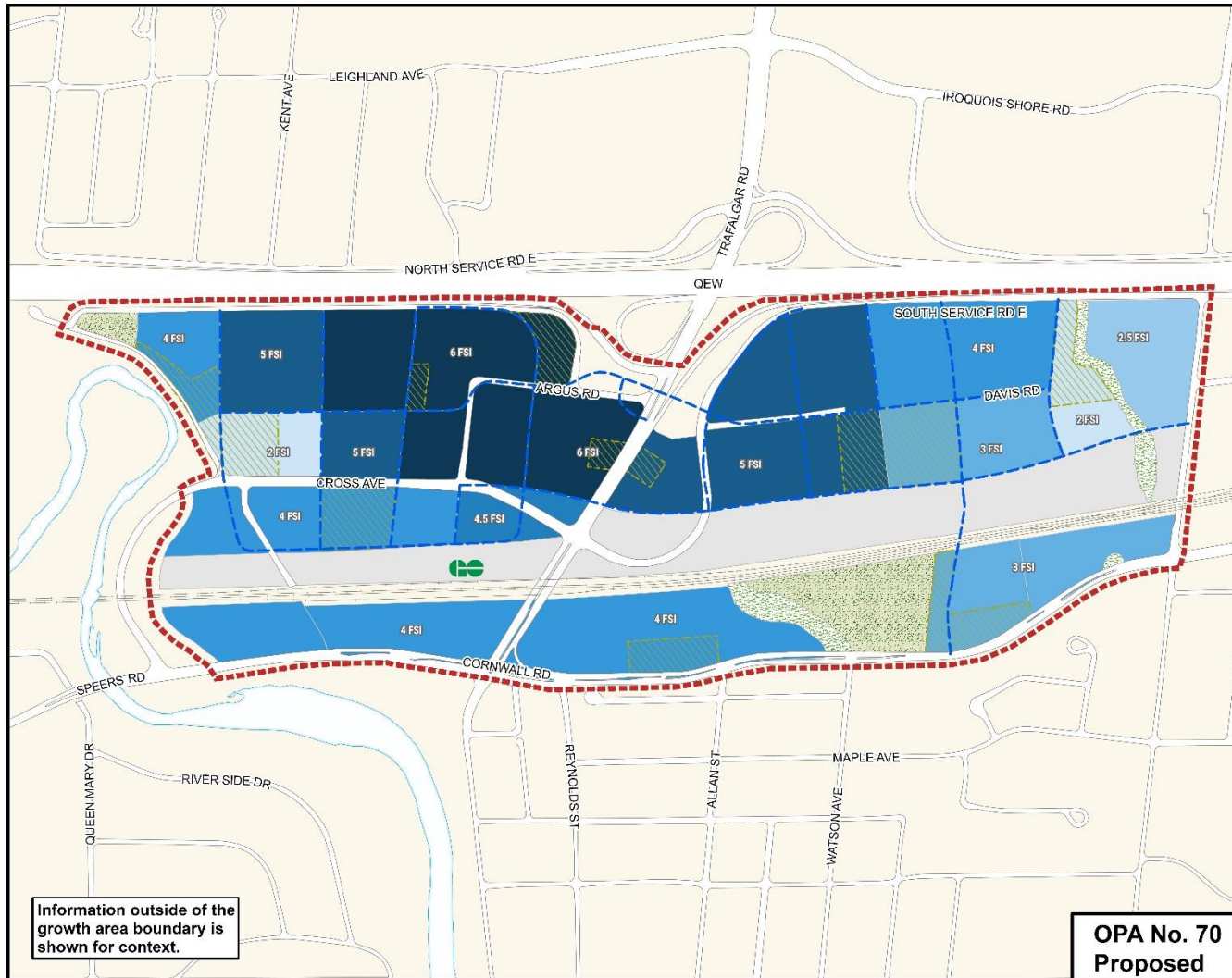
-  PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  0.5 FSI
-  1.25 FSI
-  2 FSI
-  3 FSI
-  NATURAL AREA
-  PARKS AND OPEN SPACE
-  PARK (CONCEPTUAL)
-  UTILITY
-  OAKVILLE GO STATION
-  FUTURE ROADS\*\*

Refer to Part E, Midtown Oakville, for Growth Area Policies


\*\*REFER TO SCHEDULE L5 FOR MORE DETAIL.


















1:6,600  
FEBRUARY 2025




### SCHEDULE L3 MIDTOWN OAKVILLE MAXIMUM DENSITY



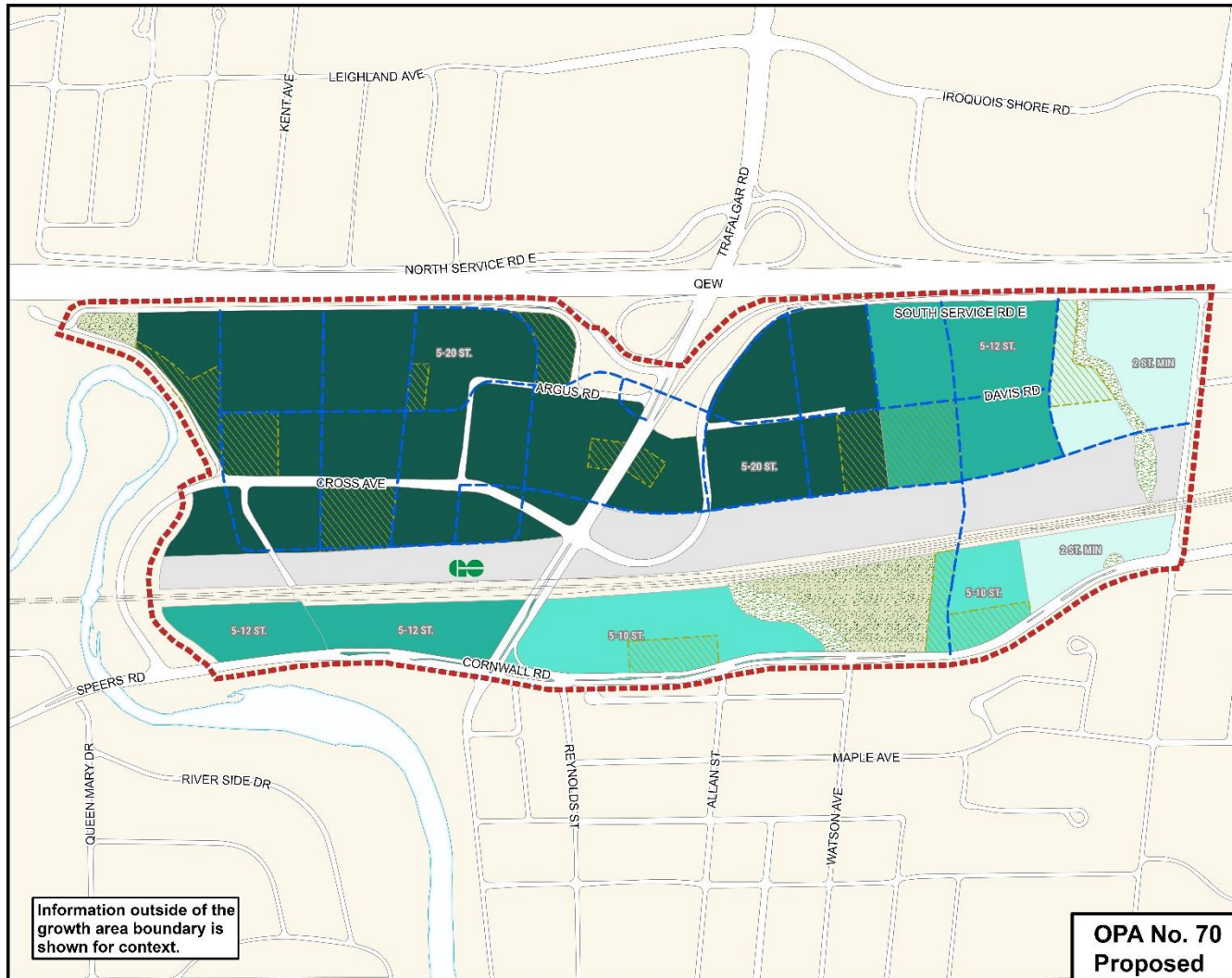
-  PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  1 FSI
-  2 FSI
-  2.5 FSI
-  3 FSI
-  4 FSI
-  4.5 FSI
-  5 FSI
-  6 FSI
-  NATURAL AREA
-  PARKS AND OPEN SPACE
-  PARK (CONCEPTUAL)
-  UTILITY
-  OAKVILLE GO STATION
-  FUTURE ROADS\*\*

\*\*REFER TO SCHEDULE L5 FOR MORE DETAIL.  
Refer to Part E, Midtown Oakville, for Growth Area Policies



1:6,600  
FEBRUARY 2025





### SCHEDULE L4 MIDTOWN OAKVILLE BUILDING HEIGHT THRESHOLDS



-  PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  5\* - 20 STOREYS\*\*
-  5\* - 12 STOREYS\*\*
-  5\* - 10 STOREYS\*\*
-  2 STOREYS MIN\*
-  NATURAL AREA
-  PARKS AND OPEN SPACE
-  PARK (CONCEPTUAL)
-  UTILITY
-  OAKVILLE GO STATION
-  FUTURE ROADS\*\*\*

\*REFER TO PART E, SECTION 20.5.1 (i)(iii) FOR EXCEPTIONS TO THE MINIMUM HEIGHT REQUIREMENT

\*\*ADDITIONAL BUILDING HEIGHT MAY BE PERMITTED IN ACCORDANCE WITH PART E, SECTION 20.5.1 (i)(i)

\*\*\*REFER TO SCHEDULE L5 FOR MORE DETAIL.




1:6,600  
FEBRUARY 2025



Information outside of the growth area boundary is shown for context.

**OPA No. 70  
Proposed**


### SCHEDULE L5 MIDTOWN OAKVILLE TRANSPORTATION NETWORK



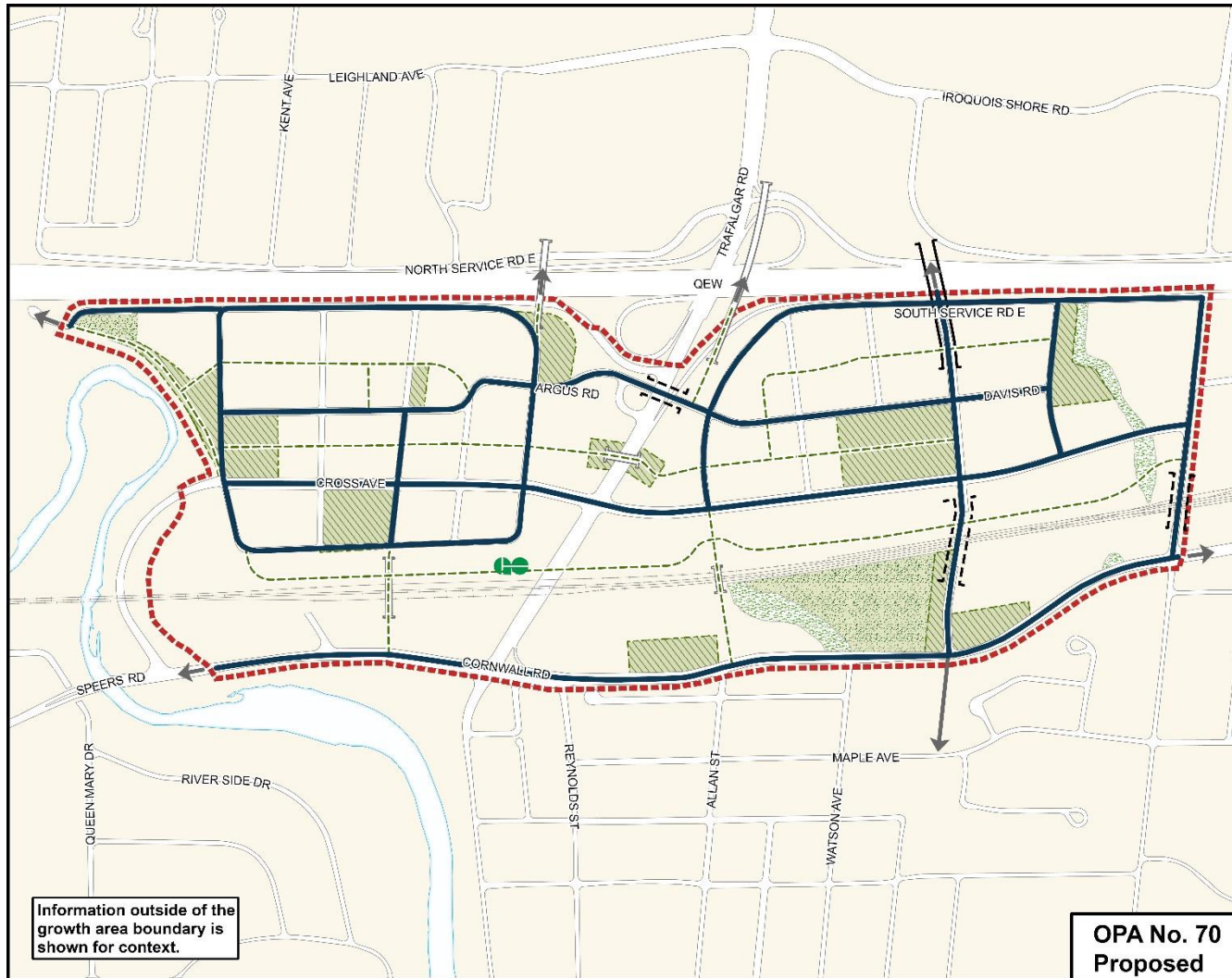
- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- PROPOSED TO BE REMOVED
- FUTURE LOCAL ROAD (20M)<sup>1</sup>
- FUTURE COLLECTOR (26M)<sup>1</sup>
- FUTURE MINOR ARTERIAL (30M)<sup>1</sup>
- FUTURE ARTERIAL (36M)<sup>1</sup>
- FUTURE STREET EXTENSIONS OUTSIDE OF MIDTOWN BOUNDARY
- FUTURE BRIDGE
- FUTURE UNDERPASS
- FUTURE ACTIVE TRANSPORTATION BRIDGE
- BRIDGE AND UNDERPASS ALIGNMENT SUBJECT TO FURTHER STUDY
- POTENTIAL FUTURE RAILWAY GRADE SEPARATION
- OAKVILLE GO STATION
- FUTURE PROTECTED STATION AREA
- TRAFALGAR BRT
- PROPOSED BRT STOP
- ALTERNATE BRT STOP (subject to further study)

<sup>1</sup>THIS SCHEDULE DEPICTS THE PROPOSED FUTURE STREET NETWORK. FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.

Refer to Part E, Midtown Oakville, for Growth Area Policies




1:6,600  
FEBRUARY 2025














Information outside of the growth area boundary is shown for context.

**OPA No. 70  
Proposed**

### SCHEDULE L6 MIDTOWN OAKVILLE ACTIVE TRANSPORTATION




-  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
-  OAKVILLE GO 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.

Refer to Part E, Midtown Oakville, for Growth Area Policies



1:6,600  
FEBRUARY 2025



**Midtown Oakville and Community Planning Permit System  
Official Plan Amendment (OPA)  
Comparison of Proposed OPA (December 2024) and  
Recommended OPA (February 2025)**

**Note to Reader**

The following table is provided to show changes, additions or deletions to policies since the [December 2024 Proposed OPA](#). It does not include policies that remain unchanged. Please see Appendix A of the Staff Report for the full text, schedules and figures of the Recommended OPA.

In chronological order, the table provides text from the December 2024 Proposed OPA and demonstrates how specific policy text has been modified for the February 2025 Recommended OPA with track changes (red text for insertions, ~~strikeouts~~ for deletions). A rationale for the change is provided in the second column.

Where changes have been made in terms of italics (for defined terms and legislation) or capitalization of words, those are not provided in the table. There are 37 defined terms in the OPA. Definitions for those terms are provided in the Livable Oakville Plan or, where a new term is added, within the amendment.

Recommended OPA (February 2025)	Rationale for change
<p><b>8.11 Transportation, Rail</b> 8.11.6 Any development within 300 metres of the Metrolinx Rail Corridor shall:</p> <p>a) demonstrate that it <del>aligns</del> <del>conforms</del> with the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors,”</p> <p>b) be supported by an acoustical study to the satisfaction of the Town and Metrolinx, and</p> <p>c) <del>require registration of</del> <del>where requested by Metrolinx,</del> <del>register</del> an Environmental/Operational Easement in favour of Metrolinx over the subject lands.</p>	<p>While the proposed policy was included in the OPA per the request of Metrolinx, the policies are modified to:</p> <ul style="list-style-type: none"> <li>- Recognize that the referenced documents are guidelines, which do not warrant a ‘conform with’ standard in the same manner as a provincial plan or legislation would.</li> <li>- Recognize that the registration of an easement may not be required in all circumstances.</li> </ul>
<p><b>8.12 Transportation, Integrating Land Use and Transportation</b> <i>New policy inserted</i></p> <p><b>8.12.4</b> <i>Development within 800m of a provincial highway shall be reviewed in consultation with the Ministry of Transportation.</i></p>	<p>This new policy is added to address the MMAH comment that indicated the Ministry of Transportation’s comment which stated: “ MTO has an obligation to maintain and repair highways, and the jurisdiction to control access points to highways within 800 m of any provincially owned highway.”</p>
<p><b>10.13 Sustainability, Hazard Lands</b> 10.13.1 The delineation and regulation of hazard lands are administered by the Conservation Authorities. The general location of floodplain limits and shoreline hazard lands are conceptually shown on Schedule B. The limits of hazard lands 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 hazardous lands, and demonstrate that the policies of this plan have been met, to the satisfaction of the Town and applicable Conservation Authority.</u></p>	<p>Deleted the word “applicable” for brevity.</p>
<p>10.13.2 No new <i>development</i> or site alteration is permitted within or adjacent to hazard lands without the approval of the Conservation Authority, <u>in accordance with the <i>Conservation Authorities Act</i> and associated regulations and policies.</u> <del>For reference purposes,</del> <u>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</u></p>	<p>Deleted “For reference purposes,” as it is already noted in the Livable Oakville Plan that the Appendix is provided for information.</p>

Recommended OPA (February 2025)	Rationale for change
<p>mapping. The regulation limit does not represent a <i>development limit</i>.</p>	
<p><b>Section 20. Midtown Oakville</b></p> <p>....</p> <p>Access by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the <i>infrastructure</i> and <i>development</i> opportunity for this area to <b>continue to</b> evolve <del>yet again</del> and <del>to</del> 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 <del>throughout the day and during all seasons</del>.</p> <p>Midtown Oakville is a Protected <i>Major Transit Station Area</i> (PMTSA) in accordance with the <i>Planning Act</i>. <del>As such,</del> <b>†</b>This area benefits from greater planning certainty in relation to density of development, building height, and <i>inclusionary zoning</i> provisions.</p> <p>Midtown Oakville is the Town’s primary <i>strategic growth area</i>. 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 <i>utility</i> corridors and the natural heritage system. These areas contribute to Midtown Oakville by facilitating goods and people movement and providing passive open space. <del>As such,</del> <b>n</b>New development will be located on the balance of lands within Midtown Oakville.</p> <p>The Oakville GO <del>and</del> <b>/</b> VIA Rail Stations <del>, the Town’s primary hub for existing and planned transit,</del> anchors this <i>major transit station area</i> <b>and are the Town’s primary hub for existing and planned transit</b>. Rail and bus...</p>	<p>Minor modifications for clarity and brevity.</p>
<p>20.1 GOAL</p> <p>Midtown Oakville is the <del>leading</del> <b>primary</b> <i>strategic growth area</i> within the Town’s urban structure. Midtown Oakville will accommodate significant residential and employment growth in a dynamic urban setting where people <del>embrace healthy, active lifestyles by living,</del> <b>embrace</b> working, and playing in a vibrant, walkable, mixed-use neighbourhood, connected</p>	<p>Modifications for brevity and clarity.</p>

Recommended OPA (February 2025)	Rationale for change
<p>to the rest of Oakville by pedestrian, cycling, transit and street networks.</p> <p>...</p>	
<p>20.2.1 <del>To e</del> Create a transit-supportive community by:</p> <p>a) ensuring the entire area is designed and developed as <del>in</del> a pedestrian oriented <del>manner</del> environment <del>focused on access to, and from, public spaces and transit;</del></p> <p>b) providing <del>internal road circulation and connections a</del> <del>transportation network that connects</del> to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,...</p>	Modified for brevity.
<p>20.2.2 <del>To e</del> Create a vibrant and <i>complete community</i> by:</p> <p>a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, <del>to attract different users throughout the day;</del> ...</p> <p>g) promoting <i>district energy</i> facilities and sustainable building practices in alignment with <del>Town strategies the Oakville Community Energy Strategy;</del> and...</p>	<p>Modified for brevity.</p> <p>Replaced reference to Oakville Community Energy Strategy with “Town strategies in recognition of forthcoming work the Town is undertaking.</p>
<p>20.2.3 Achieve Midtown Oakville goals by:</p> <p>a) <del>identifying Midtown Oakville as a Community Planning Permit Area in accordance with section 28.15 of this Plan;</del> ....</p>	<p>A new implementing action to achieve the Midtown goals is added, which is to identify the area as a Community Planning Permit Area, as is done through the adoption and approval of the OPA. This implementing action is similarly noted in Sectio 28.15.1 (a) of the OPA, where it states that Midtown Oakville is a CPP Area.</p>
<p>20.3.1 Transit Hub Precinct</p> <p><del>The Transit Hub Precinct includes all lands designated “Utility,” this</del> <b>The Transit Hub</b> Precinct includes the transit-related and transit-supportive uses and facilities that define Midtown Oakville as a <i>major transit station area</i>....</p>	<p>Removed locational description, reader may refer to Figure E1 Precinct Areas to understand what lands are within this precinct.</p>
<p>20.3.2 Trafalgar Precinct</p> <p><del>The Trafalgar Precinct that flanks Trafalgar Road</del> 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.</p> <p>a) Major civic and post-secondary institutional investment that benefits from this area’s multi-modal transportation system is strongly encouraged.</p> <p>b) ...</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p> <p>Modifications are made for clarity and brevity.</p>



Recommended OPA (February 2025)	Rationale for change
<p>c) At-grade retail space is intended <b>to be located</b> along local streets to serve the needs of <b>users</b><del>residents;</del> <del>workers and visitors to Midtown Oakville,</del> <b>and provide</b> <del>as well as create</del> an active street life.</p> <p>d) Office uses should be located close to the Oakville <b>GO/Via Rail</b> Station and transit terminal, providing easy and convenient connections for commuters.</p> <p>e) An event centre <del>may provide recreational and leisure space</del> <b>is particularly encouraged to locate in this Precinct.</b></p> <p>f) Trafalgar Road will be improved through landscaping treatments and building frontages that create an environment that supports and <del>encourages</del> <b>promotes</b> walking <del>within Midtown Oakville.</del></p> <p>g) <b>A</b> <del>P</del>ublic multi-use trail, <del>which (including an overpass north of Cross Avenue,)</del> <b>will provide a new connection</b> <del>ing</del> west and east of Trafalgar Road.</p> <p>h) <del>Development that</del> <b>shall be provided in a form that</b> supports frequent bus <b>transit service</b> <del>operations</del> along Cross Avenue to provide reliable access to and from the transit hub.</p>	
<p>20.3.3 Lyons Precinct The Lyons Precinct <del>is bound by Sixteen Mile Creek, the QEW, Trafalgar Precinct and Cornwall Road</del> and will evolve into a highly compact mixed-use and transit oriented community.</p> <p>a) ...</p> <p>b) <i>Development</i> shall support frequent <b>transit services</b> <del>bus operations</del> along Cross Avenue to provide reliable access to and from the <del>GO and Via train</del> <b>transit</b> stations. ...</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p>
<p>20.3.4 Chartwell Precinct The Chartwell Precinct, <del>east of Trafalgar Precinct and north of the Transit Hub Precinct,</del> <del>is an areas that</del> provides transition from urban mixed-use <i>development</i> to less intense <i>development</i> and a business campus area <del>of Midtown Oakville.</del> ... ....</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p>
<p>20.3.5 Cornwall Precinct The Cornwall Precinct, <del>east of Trafalgar Road and south of the Transit Hub Precinct,</del> shall include a mix of uses that define the southern edge of Midtown Oakville. ... ....</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p>
<p>20.4 LAND USE POLICIES The entirety of Midtown Oakville is a Protected Major Transit Stations Area (PMTSA) in accordance with <del>section</del></p>	<p>Modified for brevity.</p>

Recommended OPA (February 2025)	Rationale for change
<p><del>16</del> of the <i>Planning Act</i>. As such, <del>t</del>The boundary of the PMTSA is identified on Schedule L1 and delineated as “Growth Area Boundary.” ...</p>	
<p>20.4.1 (a) Public Service Facilities ... ii. <del>To support growth, n</del>New <i>public service facilities</i> shall be provided in accordance with the policies of this plan and <del>for</del> town or public agency master plans.</p>	<p>Modified for brevity. Clarified that provision of public service facilities will be in accordance with the Official Plan as well as public agency master plans.</p>
<p>20.4.2 (b) Educational Facilities i. Schedule L1 to this Plan identifies priority <del>areas</del>locations for schools <del>to be located</del>. ii. ... iii. ... iv. <i>Educational facilities</i> shall be built to an urban standard that optimizes the use of land, <del>encourages</del>promotes walking and cycling, and is connected to the broader transportation network. v. ... vi. Any landowner or developer proposing residential <i>development</i> shall consult with <del>applicable</del>School Boards <del>in advance of completing their application for</del> <del>during the development</del> <b>pre-application process</b>, to determine <del>a</del> <b>the</b> need for <i>educational facility</i> space within the proposed <i>development</i>.</p>	<p>Modifications are made for clarity and brevity.  Clarified that consultation with school boards are required to occur during the pre-application process.</p>
<p>20.4.3 (c) Housing i. Where residential uses are permitted, such development should include:  <ul style="list-style-type: none"> <li>• 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;</li> <li>• Amenities designed for households with children as well as older adults;</li> <li>• Non-market housing, including emergency, transitional, supportive housing, <del>special</del> <b>additional needs housing</b>, and affordable housing; and,</li> <li>• purpose-built rental housing</li> </ul> </p> <p>ii. ... iii. Multi-unit <i>development</i> shall provide, at a minimum, 35% of the units <del>in the form of 2</del> <b>with two</b> or more bedrooms. iv. <del>Special</del> <b>Additional needs housing</b> is exempt from policy 20.4.1 (c) (iii).</p>	<p>Changed “special” to “additional” per revised terminology of the Provincial Planning Statement, 2024 (PPS, 2024)</p>

Recommended OPA (February 2025)	Rationale for change
<p>20.4.1 (d) Non-residential uses</p> <ul style="list-style-type: none"> <li>i. A mix of commercial uses, including large and small-scale retail, service and community-serving uses, is encouraged throughout Midtown Oakville and <b>within the Urban Core, Community Commercial, and Office Employment land use designated areas</b> and should be located at-grade and designed to complement pedestrian-oriented access and street character.</li> <li>ii. New <del>large format</del> <b>major retail</b>, such as grocery stores, are permitted where they are integrated with development. Such <del>facilities are ideally</del> <b>uses should be</b> located in the podium <b>or base</b> of mixed-use buildings with pedestrian access from the public realm.</li> </ul> <p>...</p>	<p>Replaced “throughout Midtown Oakville” with the three land use designations wherein commercial uses are permitted, to align with land use specific policies.</p> <p>Changed “large format retail” to “major retail” per defined term in the Livable Oakville Plan.</p> <p>Inserted the words “or base” given that some buildings may be in a low-rise or mid-rise form and in those situations there may not be a podium (as would be required for tall buildings). As such, this clarifies that large format retail is permitted in a low- or mid-rise buildings as well.</p>
<p>20.4.1 (e) Automobile Related Uses</p> <p>...</p> <ul style="list-style-type: none"> <li>iii. New drive-throughs <b>facilities</b> are not permitted.</li> </ul>	<p>Modified for clarity.</p>
<p>20.4.1 (f) Active Frontages</p> <ul style="list-style-type: none"> <li>i. Buildings required to have active frontages as identified in Figure E2 <b>Active Frontages</b> shall be pedestrian-oriented and human-scaled at grade.</li> <li>ii. Buildings with active frontages identified in Figure E2 <b>Active Frontages should</b> <del>shall</del> provide deeper setbacks to the public realm, and be designed in accordance with Designing Midtown.</li> </ul> <p>...</p> <ul style="list-style-type: none"> <li>v. <b>Vehicular access to the site from roads with Active Frontage should be avoided.</b></li> </ul>	<p>Modified policies to provide Figure E2 name.</p> <p>Additionally, changing “shall” to “should” accounts for certain circumstances where the deeper setback may not be required/needed.</p> <p>Complementary to the Mid-Block policies of the OPA, a new policy is added to direct vehicular site access away from roads with Active Frontages.</p>
<p>20.4.2 (b) Community Commercial</p> <p>In addition to permitted uses provided <del>d</del> in Part D Sub-Section 13.4.1 of this Plan, on lands designated Community Commercial the following uses <del>are also</del> <b>may be</b> permitted: ...</p>	<p>Revised policy to be in accordance with land use policy conventions of the Livable Oakville Plan.</p>
<p>20.4.2 (c) Parks and Open Space</p> <p>In addition to Part D Section 17.1 of this Plan, lands designated Parks and Open Space are subject to the following policies</p> <ul style="list-style-type: none"> <li>i. Lands designated Parks and Open Space are conceptually shown on Schedule L1 Land Use. The size and configuration of these lands shall be</li> </ul>	<p>Modified for clarity and brevity.</p>

Recommended OPA (February 2025)	Rationale for change
<p>determined via site plan, development permit, consent and/or <b>draft</b> plan of subdivision approval process(es), without an amendment to this Plan.</p> <p>ii. Schedule L1 shall be updated to show the actual parkland size and configuration, after being established as noted in policy <b>20.4.1 (c)</b>(i) above, without an amendment to this Plan in subsequent office consolidations of the Official Plan. ...</p> <p>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. <del>Programming of such parkland shall be prioritized for school use during school operating hours.</del></p>	<p>Removed sentence regarding operation of park as this can be addressed through an agreement between the school board and the town.</p>
<p>20.5 FUNCTIONAL POLICIES In addition to the policies in Parts C and D of this Plan, the following functional policies apply <del>specifically to Midtown Oakville.</del></p> <p>20.5.1 Urban Design and Built Form</p> <p>In addition to the Urban Design policies in <del>Part C:</del> Section 6.0 of this Plan, the following policies <del>shall</del> apply to <del>Midtown Oakville.</del></p>	<p>Removed redundant words.</p>
<p>20.5.1 (b) Public Realm</p> <p><del>A major feature of Midtown Oakville shall be its</del> <b>The</b> public realm is comprised of public streets, parks and open spaces, including privately-owned publicly accessible <del>open</del> 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 <b>opportunities for</b> social connections, and promote environmental sustainability.</p> <p>i. <i>Development</i> shall contribute to the creation of a high-quality public realm that is safe and comfortable, <i>universally accessible</i>, encourages <i>active transportation</i>, and contributes to a distinct <i>character for Midtown Oakville.</i></p> <p>ii. ....</p> <p>iii. ...</p> <p>iv. ...</p>	<p>Modified policies for brevity and clarity.</p>

Recommended OPA (February 2025)	Rationale for change
<ul style="list-style-type: none"> <li>v. Landscaping, preferably with native species, <del>shall</del> <b>should</b> be incorporated into private <i>development</i> to enhance the pedestrian experience and contribute to the area’s identity.</li> <li>vi. Public art <del>that connects with the history of Midtown Oakville and the emerging culture of this area and Oakville overall</del> is encouraged in strategic locations that create view termini, as well as animate <b>the public realm</b> <del>streets, parks, squares, and building frontages</del>.</li> <li>vii. ...</li> </ul>	<p>Changed policy (v), given that all sites may not be able to accommodate landscaping in a manner as stated in the policy.</p> <p>Modified policy for brevity.</p>
<p>20.5.1 (c) Parks and Open Space</p> <ul style="list-style-type: none"> <li>i. The parks depicted in Schedule L1 shall <del>reflect</del> <b>implement</b> the Town’s Parks Plan <del>and consist of Public Commons and Urban Squares</del>.</li> <li>ii. ...</li> <li>iii. The location and <del>delivery</del> <b>construction</b> 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 <del>as needed</del>.</li> </ul>	<p>Modifications made for brevity and clarity. The Town’s Parks Plan provides guidance and direction regarding park typology.</p>
<p>20.5.1 (e) Site Density</p> <p>The minimum <b>overall</b> density of development within Midtown Oakville <del>as a whole</del> 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 <del>range of</del> permitted gross floor area within buildings shall be as follows:</p> <ul style="list-style-type: none"> <li>i. Minimum gross <del>floor area density, expressed as floor space indices (FSI)</del>; shall be provided on a development site in accordance with <b>floor space indices (FSI) provided on Schedule L2: Minimum Density</b>, unless exempt per the policies of this Plan.</li> <li>ii. <del>Up to</del> <b>The</b> maximum gross <del>floor area density, expressed as floor space indices (FSI)</del>; <del>that</del> may be permitted on a development site <del>shall be</del> in accordance with <b>floor space indices provided on Schedule L3: Maximum Density</b> and the policies of this Plan.</li> <li>...</li> <li>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 <del>calculated by applying the determined by calculating the site area (excluding non-developable lands)</del> <b>land area of the site (as described in the definition of gross density)</b> within each density block multiplied by the allocated FSI <del>for that block</del>. The total permitted GFA</li> </ul>	<p>Modifications made for clarity and brevity.</p> <p>Modifications made to ensure the approach to calculating the site area is consistently applied. To inform the site <u>land area</u> calculation and <u>floor area</u>, the policy refers to the definition of “gross density” wherein it states:</p> <p><i>Gross Density</i> means the product of total proposed building floor area (excluding sub-surface and mechanical areas) divided by land</p>

Recommended OPA (February 2025)	Rationale for change
<p>will be based on the sum of <b>the</b> products calculated for each density block or portion thereof.</p>	<p>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.</p>
<p>i.5.1 (f) Building Height</p> <p>i. <del>“As of right”</del> Building height thresholds are shown on Schedule L4. Additional height beyond the threshold may be permitted through a development permit <b>application</b> or through a rezoning application subject to:</p> <ol style="list-style-type: none"> <li>1 the maximum density <b>allocation</b> for the site is not exceeded, and</li> <li>2 community benefits or cash-in lieu of benefits, <b>which are listed in Section 28.15.12 and Section 20.6.6</b>, are provided in accordance with town by-laws.</li> </ol> <p>ii. <del>The minimum heights established on Schedule L4 are provided as an average height minimum of the building.</del> Portions of a building may be less than the minimum <b>height shown on Schedule L4</b>, provided the overall average of building height achieves the minimum. ...</p>	<p>Modifications are made to align policy language with section 28.15 policies.</p> <p>The policy is clarified to refer to a development permit <u>application</u>, which would be applicable when the CPP by-law for Midtown is in effect. Reference to “rezoning” remains in this section to address any development that may be proposed prior to the CPP By-law coming into effect.</p> <p>Reference to sections 28.15.12 and 20.6.6 lets the reader know what are the types of community benefits that the Town would accept.</p> <p>Removed redundant sentence from the policy.</p>
<p>20.5.1 (g) Tall Buildings</p> <p>i. Tall buildings <b>are those taller than 12 storeys in height. They</b> shall be designed to the highest architectural <del>and engineering</del> quality and detail, and shall ensure a pedestrian-oriented built form and <b>environment</b>, provide active façades oriented to <b>the public streets realm</b>, and contribute to a distinctive skyline.</p> <p>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 <del>variation in building height</del> and a distinctive skyline for Midtown Oakville.</p>	<p>Modifications made for clarity and brevity.</p> <p>Note: the term “should” is defined in the Official Plan, whereas “shall generally” is not.</p> <p>Further analysis and detail regarding tall buildings and other design matters will be undertaken through the development of urban design guidelines, which will inform the implementing community planning permit by-law wherein standards and criteria for variation from standards will be provided.</p>

Recommended OPA (February 2025)	Rationale for change
<p>iii. ...</p> <p>iv. For tall buildings facing the along public realm streets or publicly accessible amenity space should provide a step back between the podium base and tower portion should be provided to reinforce the character of the public realm.</p> <p>v. For tall buildings, The floorplate of tall building each towers (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.</p> <p>vi. The distance between the facing walls of towers shall generally should be a minimum of 30 metres at the tower base, and expand to be a minimum of 35 metres above the 25<sup>th</sup> storey, as applicable.</p> <p>vii. The distance between facing walls of podiums, where there are windows on both building faces, shall generally should be a minimum of 15 metres.</p>	<p>Accordingly, using “should” policies allows for some flexibility when implementing these policies that will be guided by the guidelines and by-law.</p>
<p>20.5.1 (h) Mid-Rise Buildings</p> <p>Mid-rise B buildings; are taller than the streetwall height and up to consisting of 12-storeys or less. Midrise buildings should shall:</p> <p>i. incorporate a step-back in the main building wall for storeys located above the established streetwall height; and,</p> <p>ii. provide a minimum building separation distance of 15 metres between a mid-rise with to another mid-rise building, or a tall building</p>	<p>Modifications made for clarity and brevity.</p>
<p>20.5.1 (j) Building Orientation</p> <p>j) Buildings shall should be designed and sited to maximize solar energy gain, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.</p>	<p>Modify policy to apply proper terminology.</p> <p>Changed policy from “shall” to “should” because all of these requirements may not always be met due to individual site context.</p>
<p>20.5.2 Mobility</p> <p>(a) Transportation</p> <p>Streets and streetscapes facilitate <i>multi-modal</i> movement year-round, provide valuable frontage for <i>development</i>, and provide the setting for the a range of uses and activities that define Midtown Oakville. The modified A grid of streets network is permeable, designed for ease of pedestrian movements, and fundamental to encouraging <i>active transportation</i>. ...</p>	<p>Modifications made for clarity and brevity.</p>



Recommended OPA (February 2025)	Rationale for change
<ul style="list-style-type: none"> <li>i. The design and operation of existing and new streets in <del>Midtown Oakville</del> shall prioritize year-round <i>active transportation</i> and transit use.</li> <li>ii. <del>Significant</del> <i>Active transportation</i>, transit, and street <i>infrastructure</i>, as shown on Schedules C, D, L5 and L6, is necessary to support <b>the movement of people and goods</b> <del>growth</del>. Certain existing street or street segments shall be abandoned, realigned, widened, extended, or replaced in accordance with this Plan.</li> <li>iii. ...</li> <li>iv. The Town and/or Halton Region may secure rights-of-way on alignments as shown on Schedules C, D, L5 and L6 through the <del>planning</del> <i>development</i> 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 <del>where required</del>, and the <del>planning</del> <i>development</i> approval process.</li> <li>v. The provision of future streets and other transportation <i>infrastructure</i>, including bridges and underpasses, shall be subject to studies to determine final alignment and <b>to ensure</b> no negative environmental impact. Their implementation shall be co-ordinated as <i>development</i> progresses to ensure that transportation <i>infrastructure</i> is provided for new residents and employees. The timing of the delivery of such <i>infrastructure</i> shall be in accordance with the policies of this Plan <del>and/or</del> town or public agency master plans.</li> <li>vi. ...</li> <li>vii. ...</li> <li>viii. ...</li> <li>ix. Cross Avenue and the new north-south street connecting Cornwall Road to <b>South Service Road east of</b> 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 <del>the</del> transit amenities, including stops, will be determined through future study.</li> </ul>	

Recommended OPA (February 2025)	Rationale for change
<p>X. ...</p> <p>20.5.2 (b) Active Transportation</p> <p>....</p> <p>ii. <i>Active Transportation</i> routes, including underpasses and bridges, shall be designed for pedestrian and cyclist comfort and safety, and limit motor vehicle speeds and volumes <b>consistent with Town safety standards and programs</b> with the Neighbourhood Traffic Safety Program.</p> <p>iii. ...</p> <p>iv. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network throughout Midtown Oakville, and connect with the broader townwide <b>and provincewide</b> networks.</p> <p>v. Street furniture, bike parking, <del>bike and other</del> active mobility sharing facilities, and transit shelters and seating shall be provided to encourage active transportation and transit ridership at appropriate locations <del>along future transit and active transportation routes</del>.</p> <p>vi. ...</p>	<p>Modifications made for clarity and brevity. Where specific documents or programs are cited, they have been changed to more generic language to address future name changes of such documents or programs.</p> <p>Inserted “and provincewide” to recognize that Midtown’s proposed cycling network includes connections identified within the provincial cycling network.</p> <p>Deleted redundant words in this policy.</p>
<p>20.5.3 (d) Parking</p> <p>i. The use of maximum parking standards shall be considered in the implementing by-law and through the <del>planning</del> <b>development</b> approval process. <del>It is the intent that</del> The requirement <del>and/or need</del> to supply parking associated with <del>planning</del> <b>development</b> will progressively diminish as access to higher-order, <i>frequent transit</i> and <i>active transportation</i> facilities increases <del>as Midtown Oakville becomes a complete community over time</del>.</p> <p>ii. <i>Development</i> shall provide structured parking, preferably below-grade.</p> <p>iii. Where above-<del>grade</del> <b>ground</b> structured parking is included in a <i>development</i>, the design of the structure shall incorporate active <del>external</del> uses, such as commercial, office and/or residential uses, facing <del>the</del> a public <b>realm</b> <del>street at grade and above grade</del>.</p> <p>iv. Above- <del>grade</del> <b>ground</b> 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</p>	<p>Modifications made for clarity and brevity.</p>

Recommended OPA (February 2025)	Rationale for change
<p>time due to shifts toward transit and <i>active transportation</i>.</p> <p>v. Surface parking <b>shall only be permitted where</b> <del>should not be provided as part of a development, unless:</del></p> <ol style="list-style-type: none"> <li>1. <del>Surface parking</del> <b>It is</b> only intended for visitor parking and/or short-term, temporary parking, including parking for vehicles that are associated with a ride-share program, and</li> <li>2. <del>Surface parking shall be</del> <b>It is</b> located in the side or rear yard and screened.</li> </ol> <p>vi. Shared parking facilities are encouraged.</p> <p>vii. <b>All P</b>arking facilities shall be located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.</p> <p>viii. <i>Development</i> 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 <del>encourage</del> <b>facilitate</b> the use of electrified vehicles and bicycles.</p> <p>ix. ...</p> <p>x. ....</p>	

Recommended OPA (February 2025)	Rationale for change
<p><i>20.6.1 Community Planning Permit By-law</i></p> <p>In accordance with Section 28.15, a Community Planning Permit (CPP) by-law shall be used to implement this Plan’s goals, objectives, and policies within the Midtown Oakville community planning permit area, as identified on Schedules L1 – L6, which establish the criteria to be included in the Community Planning Permit by-law for decision making.</p>	<p>A new subsection is added to affirm that the CPP by-law implements policies of the Official Plan that applicable to Midtown Oakville.</p>
<p><i>20.6.23 Implementation Measures</i></p> <p>a) The Town shall develop, in conjunction with School Boards, Conservation Halton, Halton Region, the Province and Metrolinx, implementation measures to address:...</p> <p>x. sustainability initiatives and environmental standards, including <del>district energy and green/solar roofs, in alignment with the Oakville Community Energy Strategy ;...</del></p> <p>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 <del>have regard for the Midtown Oakville Heritage Commemoration Strategy, as appropriate.</del></p> <p>....</p> <p>g) Where conveyance of roads, <del>or</del> parkland, <b>or other public service facilities are</b> required, development applications shall include a <i>land division</i> process.</p>	<p>The reference to the Town’s future implementation initiatives is simplified to identify the initiative only, as is the case with the other initiatives listed in this policy.</p> <p>Policy (e) is modified to relate the implementation of the commemoration strategy to Town initiatives only.</p> <p>Policy (g) is modified to recognize that a land division process may also be required in the case of other public service facilities.</p>

Recommended OPA (February 2025)	Rationale for change
<p>20.6.3 <i>Phasing/Transition</i></p> <p>c) Further to subsection (a) above, <del>t</del>The timing of <i>development</i> shall be subject to the availability of required <i>infrastructure</i>, including but not limited to future transportation network improvements, water and wastewater services, and stormwater management facilities.</p> <p>...</p> <p>f) <del>Development shall demonstrate compliance with the capacity of existing water, wastewater and stormwater networks.</del> Private on-site controls and enhanced building design may be required to mitigate any increased demand that exceeds existing capacity, <b>and will be determined on a case-by-case basis.</b></p>	<p>Modifications are made to remove redundant wording.</p>

Recommended OPA (February 2025)	Rationale for change
<p>20.6.4 Landowner Agreements/Cost Sharing</p> <p>a) <b>One or more</b> A landowners' group(s) shall be established for Midtown Oakville for the purposes of administering a cost sharing agreement(s) amongst <b>Midtown</b> 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 <del>among</del> <b>landowners</b>.</p> <p>b) The Town shall determine, <b>through the development application process</b>, following a pre-submission meeting, whether the applicant is required to participate in a landowner group.</p> <p>c) <b>Where a landowners' agreement is</b> <del>And if required, the development application shall not be deemed complete until the subject landowner has become a party to the</del> <b>the landowner shall demonstrate they are in good standing with the</b> relevant landowners' cost sharing agreement <b>as a condition of draft plan of subdivision, and site plan approval or development permit issuance.</b></p> <p>d) ....</p> <p>e) Landowners, public agencies, and non-profit community service providers <del>are encouraged</del> <b>may</b> enter into partnerships to support the provision, improvement, and expansion of <i>public service facilities</i>.</p>	<p>Modifications to the proposed policies are made to clarify the landowner agreement implementation process. The changes clarify that:</p> <ul style="list-style-type: none"> <li>• One or more landowner groups may be established</li> <li>• Not all applications require participation in a landowner agreement, and that the requirement to participate in an agreement will be identified by the Town during the pre-submission stage of a development application</li> <li>• Confirmation of participation in a relevant landowners agreement is moved from the complete application stage to the issuance of development permit stage. (A condition of site plan approval is also mentioned in the case that the CPP by-law is not yet in effect.)</li> <li>• Participation in a relevant landowners' agreement would be a condition of development permit issuance.</li> <li>• Consequently, the Town can proceed with the development approval while the applicant undertakes what is necessary to participate in a landowners' group and the relevant agreement amongst that group.</li> </ul>

Recommended OPA (February 2025)	Rationale for change
<p><b>20.6.6 Community Benefits</b></p> <p>In accordance with policy 28.15.10 a condition of development permit approval may be the provision of specified facilities, services and matters. In addition to the benefits listed in policy 28.15.12, the following are benefits that may be considered provided:</p> <ul style="list-style-type: none"> <li>a) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;</li> <li>b) community facilities such as: <ul style="list-style-type: none"> <li>• a creative centre, including associated studio, office, exhibition, performance and retail space; and,</li> <li>• a public library;</li> </ul> </li> <li>c) improved local transit facilities and transit user amenities; and</li> <li>d) contributions towards a district/renewable heating/cooling/energy system.</li> </ul>	<p>A new subsection is added. This modification moves policy 28.15.12 of the proposed OPA to section 20. By doing so, area specific community benefits are kept with the balance of the CPP Area policies in the official plan.</p>
<p><b>28.15 Community Planning Permit System</b></p> <p>28.15.1</p> <p>The Town may identify community planning permit areas 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 <del>described in Section 20 and</del> delineated in schedules L1 – L6 of this the Official Plan, is a community planning permit area. <b>The goals, objectives, and policies in proposing a community planning permit system in this area are set out in section 20: Midtown Oakville.</b></p>	<p>To provide more clarity regarding which schedules delineate the Midtown CPP area and to recognize that section 20 Midtown Oakville as well as the policies in section 28.15 together provide the CPPS enabling policies in accordance with Ontario Regulation 173/16.</p>
<p>28.15.7</p> <p>Approval of development permit <b>applications</b> may be subject to conditions that <del>may be imposed</del> <b>are to be met</b> prior to, at the time of, or following issuance of a development permit.</p>	<p>To clarify that the approval is with respect to the development permit application. The policy identifies the timing of when a <b>condition</b> may be required to be met.</p>
<p>28.15.10</p> <p>Where the CPP by-law <del>proposes</del> <b>authorizes</b> conditions <del>that require the provision of facilities, services and matters in exchange for a specified</del> <b>associated with permitting development at heights and/or densities of development that exceed maximum thresholds set for “as-of-right”</b></p>	<p>Modifications are made to these policies to provide clarity, as follows:</p> <ul style="list-style-type: none"> <li>• The word “maximum” is removed as it relates to “thresholds.”</li> <li>• The policy is clarified to recognize that the “threshold” would be the “as of right” permission in the by-law</li> </ul>



Recommended OPA (February 2025)	Rationale for change
<p>development in exchange for community benefits, the CPP by-law shall:</p> <p>a) include provisions regarding <b>establishing</b> 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</p> <p>b) establish <del>maximum</del> density and/or height thresholds in accordance with CPP <del>a</del>Area specific policies of this Plan. For the subject sites <b>to which these provisions would apply, such the threshold height and/or density must be greater than</b> <del>rates</del> <b>must ensure that the required</b> minimum density of the site can be exceeded and shall be <b>and</b> lower than the permitted maximum height and/or density <del>provided</del> <b>permitted</b> in this Plan.</p> <p>i. <b>In the case of Midtown Oakville, the building heights set out on Schedule L4: Threshold Heights are the applicable building height thresholds, and the minimum and maximum densities set out on Schedules L2: Minimum Density and L3: Maximum Density are the applicable minimum and maximum densities, respectively, referred to in policy 28.15.10 (b).</b></p>	<p>and an increase from that “threshold” triggers the implementation of the bonus policies wherein in exchange for an increase from the threshold, community benefits are provided in kind or through cash-in-lieu.</p> <ul style="list-style-type: none"> <li>• Policy (b), as a policy that applies to any community planning permit area, clarifies the Town may determine when preparing area specific policies for a CPP area whether minimum and maximum heights and densities will be provided. And if they are, any threshold must be higher than any minimum and lower than any maximum provided in OP policies.</li> <li>• Policy (b)(i) identifies the OP schedule that provides threshold building heights to be used for Midtown.</li> </ul>
<p>28.15.14<del>2</del> Benefits, All Areas</p> <p>k) <del>green buildings</del> <b>sustainable building initiatives;</b> and, ...</p>	<p>Modified from “green building” to “sustainable building” to better relate to sustainable development policies of the Plan.</p>
<p>28.15.12 Benefits, Area Specific</p> <p>In addition to the benefits listed in policy 28.15.11, the following are additional benefits that may be considered:</p> <p>a) Midtown Oakville</p> <p>i. <del>grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;</del></p> <p>ii. <del>community facilities such as:</del></p> <ul style="list-style-type: none"> <li>• <del>a creative centre, including associated studio, office, exhibition, performance and retail space; and,</del></li> <li>• <del>a public library;</del></li> </ul> <p>iii. <del>improved local transit facilities and transit user amenities; and</del></p> <p>iv. <del>contributions towards a district/renewable heating/cooling/energy system.</del></p>	<p>This policy is moved to the new Section 20.6.6.</p>

Recommended OPA (February 2025)	Rationale for change
<p>28.16.2 (k) k) need for <i>affordable housing</i> and/or <del>special</del> <i>additional needs housing</i>.</p>	<p>Changed “special” to “additional” per revised terminology of the Provincial Planning Statement, 2024 (PPS, 2024)</p>
<p>28.19 Implementation, Pre-Consultation and Complete Application Submissions Requirements</p> <p>Section 28.19.3 is further modified by inserting new policies (i) Area Design Plans <b>Considerations</b>, and (j) Transportation Demand Management <b>Considerations</b> as follows:</p> <p>28.19.3</p> <p>(i) Area Design Plans <b>Considerations</b> To address coordination issues between landowners and phasing of <i>development</i>, <del>t</del>The area design plan shall: ....</p> <p>(j) Transportation Demand Management <b>Considerations</b></p> <p>i. <b>A Transportation Demand Management (TDM) Options Report that shall demonstrate</b> how the proposed development <del>shall</del> <b>will</b> 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: ...</p> <p>ii. <del>The development of site-specific Transportation Demand Management (TDM) strategies shall consider relevant Town Parking Strategy(ies), other relevant</del> <b>parking</b> strategies that the Town and/or <b>Halton</b> Region are a party to, and relevant by-laws that may authorize, permit or preclude proposed strategies.</p>	<p>Modifications are made to provide consistency with existing policy style in this section of the Livable Oakville Plan.</p> <p>Modification removes reference to specific studies, to allow for a range of relevant studies to inform the TDM analysis.</p>
<p>Glossary <i>New term added</i></p> <p><b><i>Additional needs housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of additional needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for older persons, group homes, emergency shelter, housing for homeless, and independent permanent living arrangements where support services such as meal preparation grocery shopping laundry, housekeeping, respite care and attendant services are</i></b></p>	<p>Added a new term: Additional Needs Housing per the PPS, 2024. This new term combines the definition for additional needs housing provided in the PPS, 2024 along with the existing definition for “special needs housing” in the Livable Oakville Plan. Through the Town’s ongoing Official Plan Review process, more harmonization with the PPS 2024 will take place, which will include updating the term special needs housing in other policies of the official plan so that only the “additional needs housing” will remain.</p>

Recommended OPA (February 2025)	Rationale for change
<p>provided. It does not include households that receive community based support services in their own home.</p>	
<p>Glossary  <i>New term added</i></p> <p><i>Non-residential Needs Analysis means a study prepared in support of a development application that proposes to not meet where the minimum requirements for non-residential gross leasable floor area may not be met. This study shall demonstrate how the minimum equivalent job creation and complete community objectives and policies of the Official Plan will be achieved within the proposed an alternative development plan.</i></p>	<p>The definition is added to assist with the implementation of Midtown Oakville policies that are intended to ensure a mix of residential and non-residential development is provided across Midtown in a manner that addresses the residents to job target of 65:35 established in ROPA 48 to the Halton Region Official Plan.</p>
<p>Schedule L5 – <del>Proposed</del> Transportation Network</p>	<p>The word “proposed” is deleted, consistent with how the Official Plan schedules are titled.</p>

**Ministry of Municipal  
Affairs  
and Housing**

Municipal Services Office  
Central Ontario  
777 Bay Street, 16th Floor  
Toronto ON M7A 2J3  
Phone: 416 585-6226

**Ministère des  
Affaires municipales  
et Logement**

Bureau des services aux municipalités  
du Centre de l'Ontario  
777, rue Bay, 16e étage  
Toronto ON M7A 2J3  
Téléphone : 416 585-6226



January 9, 2025

Gabe Charles  
Director, Planning Services – Planning and Development  
Town of Oakville

Dear Gabe Charles,

**Re: Draft Midtown Oakville Official Plan Amendment – Town of Oakville  
MMAH File: 24-OP-240846**

---

Thank you for providing the Ministry of Municipal Affairs and Housing (“MMAH”) staff with the opportunity to review and provide comments on the draft Midtown Oakville Official Plan Amendment (“Midtown Oakville OPA”).

Midtown Oakville OPA proposes to delineate the Midtown Oakville Protected Major Transit Station Area (“PMTSA”) as established in the MMAH approved Amendment 49 to the Region of Halton Official Plan (“ROPA 49”). The Midtown Oakville OPA is intended to update policies and schedules of the Liveable Oakville Plan (2009) in relation to Midtown Oakville, to respond to changes in the *Planning Act* and other provincial policies. Midtown Oakville OPA also includes changes to implement new policies to enable the use of a Community Planning Permit System (“CPPS”) in accordance with the *Planning Act* and its associated regulation, Ontario Regulation 173/16.

In light of the removal of the Region of Halton’s statutory land use planning role, effective July 1, 2024, this Official Plan Amendment is subject to approval by the Minister of Municipal Affairs and Housing. The Town of Oakville should ensure the proposed amendment satisfies the requirements of the *Planning Act* (e.g., notice, open house, etc.) with respect to an amendment under section 17.

It is our understanding that the Town of Oakville anticipates bringing the draft Midtown Oakville OPA to Council for consideration in the first quarter of 2025. Once adopted, in accordance with subsection 17 (31) of the *Planning Act*, a fee of \$14,065.00 for a non-exempt Official Plan Amendment that is not adopted in accordance with section 26 of the *Planning Act* is required, payable to Minister of Finance. The Minister or delegate can consider waiver or reduction of these fees, where requested.

As part of the One Window Provincial Planning Service, the draft Midtown Oakville OPA was circulated to staff at the Ministry of Transportation (“MTO”); Ministry of Environment, Conservation and Parks (“MECP”); Ministry of Natural Resources (“MNR”); Ministry of Infrastructure (“MOI”); and the

Local Growth and Housing Division within MMAH. Additionally, MMAH staff circulated the draft Midtown Oakville OPA to the Region of Halton.

The comments contained in this letter and the appended table are based on a review of the draft Midtown Oakville OPA in the context of consistency with the Provincial Planning Statement, 2024 (“PPS, 2024”) and conformity with provincial plans, such as the Greenbelt Plan, 2017 and legislative requirements under the *Planning Act*.

#### Provincial Planning Statement, 2024

The PPS, 2024 came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020 (“PPS, 2020”) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“APTG, 2019”). It is recommended that the draft Midtown Oakville OPA policies and schedules be reviewed to ensure consistency with the PPS, 2024 prior to finalizing the document, as outlined in the following comments.

Please note the PPS, 2024 includes new and revised definitions which are recommended to be included in Section 29.5 Glossary of the draft Midtown Oakville OPA, as noted in the appended comment table.

#### Revoking Halton Region Official Plan

We understand that the Town is moving to revoke the Region of Halton’s existing Official Plan in response to legislative changes made by Bill 23, the *More Homes Built Faster Act*, and Bill 185, the *Cutting Red Tape to Build More Homes Act*.

As of July 1, 2024 and pursuant to the *Planning Act*, the applicable parts of the Halton Region Official Plan are now deemed to be part of the Town of Oakville’s lower-tier Official Plan. The Town now has charge of those parts of the Halton Region Official Plan, in addition to their existing Official Plan. In light of this deeming, the Town has the authority to amend or revoke those policies from the former Halton Region Official Plan, in the same manner they would amend or revoke the policies in their existing Official Plan.

The Ministry encourages the Town to review the policies and mapping of the Halton Region Official Plan and integrate any applicable content directly into the Town’s Official Plan, while revoking any non-applicable content (resulting in one consolidated document). We look forward to learning more about the Town’s process and timing for the review of the Liveable Oakville Plan.

#### Growth Forecasts

The draft Midtown Oakville OPA has set a density target of 200 residents and jobs combined per hectare by 2031. Based on PPS, 2024 policies 2.1.3 and 2.1.4, the Town could consider whether any adjustments to the densities and growth forecasts for the area are needed to better align with provincial direction related to maintaining a sufficient supply of designated residential lands and ensuring servicing capacity to meet both short-term and long-term housing needs, as well as providing an appropriate range and mix of housing options and densities to support current and future population growth.

Through the Town's update to its official plan, consideration could be provided particularly to the number of housing units based on the Town's ongoing housing needs assessment and population forecasts for 2051. Additionally, the Town may consider utilizing the population forecasts provided by the Ministry of Finance, in conformity with PPS, 2024 policy 2.1.1.

### Community Planning Permit By-law, Inclusionary Zoning Framework and Affordable Housing

The draft Midtown Oakville OPA establishes a policy framework for implementing the Community Planning Permit System, in accordance with the *Planning Act* and its associated regulation, Ontario Regulation 173/16. We acknowledge that the Community Planning Permit (CPP) by-law will be introduced by the Town in the future.

The draft OPA currently does not contain a definition of affordable housing, nor does it provide details on specific requirements for providing affordable housing. Ministry staff understand that the Town will update related policies and definitions in the official plan, including the definition of affordable housing, at the completion of the housing needs assessment. The Ministry is interested in learning more about the provision of affordable housing once the assessment is undertaken.

Further to this, we recognize the Town's intent to potentially implement inclusionary zoning provisions, including affordable housing requirements, following the completion of the housing needs assessment.

Ministry staff look forward to further discussion with the Town regarding the development and implementation of the Community Planning Permit System, inclusionary zoning provisions, and forthcoming affordable housing provisions.

### Transit Oriented Communities

We understand that the Town has been engaged with the Ministry of Infrastructure and Infrastructure Ontario regarding the Oakville Transit Oriented Communities (TOC) development proposal. A draft of the TOC proposal was shared with the Town for review and feedback. Additionally, the Province has initiated public engagement activities on the TOC proposal, including briefings for local Oakville municipal Councillors, Indigenous engagement, meetings of the Local Advisory Council, and open houses. The zoning process for the TOC lands and development is expected to be completed in the spring or summer of 2025.

The TOC proposal generally aligns with the land use and functional policies outlined in the draft Midtown Oakville OPA. However, it differs significantly from the draft OPA in terms of maximum density and height. The draft OPA sets a maximum density of 6 Floor Space Index (FSI) for the TOC lands, whereas the TOC proposal aims for an overall density of 10.8 FSI. Furthermore, while the draft OPA allows for a maximum building height of 20 storeys, the proposed building heights in the TOC lands range from 46 to 59 storeys.

We acknowledge the Town's intention to conduct further review on the TOC proposal, and we encourage the Town to continue collaborating with the Ministry of Infrastructure and Infrastructure Ontario to align the TOC development with the draft Midtown Oakville OPA, to the extent possible, without compromising program objectives.

### Flood Plain Management

It is noted the draft Midtown Oakville OPA includes a policy proposing the potential application of a two-zone concept for flood hazard areas, an alternative to the one-zone approach currently permitted by the Official Plan. However, we understand that Conservation Halton has advised the Town that, due to the specific nature of the flood hazard in this area, the two-zone concept is not applicable. As such, Conservation Halton has recommended the removal of this proposed policy, along with the related glossary terms, from the draft Midtown Oakville OPA. We acknowledge that this change will be made in the final draft Midtown Oakville OPA.

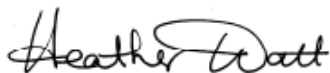
### Green Building

Section 28.15.11 k) of the draft Midtown Oakville OPA includes "green buildings" as an example of facilities, services, and matters that may be requested in exchange for exceeding the maximum "as-of-right" development standards. Although the draft policy does not explicitly conflict with provincial regulations, we would like to highlight a potential issue regarding compliance with Ontario Regulation 173/16, section 10(10)(3)(iii), which restricts including conditions related to the "manner of construction and construction standards" in a CPP by-law. We recommend that the Town ensure future by-law or permit conditions do not contravene this provision.

### Conclusion

Thank you again for providing the early opportunity to review and comment on the draft Midtown Oakville OPA. We look forward to continuing to work with the Town of Oakville as it moves forward with the public consultation and adoption of the draft Midtown Oakville OPA. Should you have any questions or wish to discuss the comments in more detail, please contact me directly at [Heather.Watt@ontario.ca](mailto:Heather.Watt@ontario.ca) or alternatively, you may contact Tahereh Granpayeh, Team Lead at [Tahereh.Granpayeh@ontario.ca](mailto:Tahereh.Granpayeh@ontario.ca).

Thank you,



Heather Watt  
Manager, Municipal Services Division – Central Region (West)

cc. Sybelle Von Kursell, Manager, Midtown Oakville and Special Programs  
Kirk Biggar, Manager, Policy Planning and Heritage  
Geoff Abma, Senior Policy Planner, Planning Services



Revisions Suggested to Implement the <i>Planning Act</i> , Provincial Planning Statement, 2024 and Provincial Plans					
Item	OPA Policy Number/ Schedule Reference	Comments/Concerns	Related Provincial Ministries	Reference to <i>Planning Act</i> , PPS, 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions
<b>Midtown Oakville Specific Policies Section 20.4.1: General</b>					
1	20.4.1	MTO has an obligation to maintain and repair highways, and the jurisdiction to control access points to highways within 800 m of any provincially owned highway.	MTO	<a href="#">MTO Highway Corridor Management Manual</a> ;  <i>Public Transportation and Highway Improvement Act (PTHIA)</i>	Please add text indicating that development of the Major Transit Station Areas (MTSAs) will be in consultation with MTO.
<b>Midtown Oakville Specific Policies Section 20.5.2: Mobility</b>					
2	20.5.2 b) iv	The Town is encouraged to acknowledge the Province-Wide Cycling Network (PWCN) (which can be found <a href="#">here</a> ) in the proposed OPA policies so as to ensure that local municipal segments of the network are promoted and considered in future planning.	MTO	PPS 2.9.1 d), 3.9.1 a);  Province Wide Cycling Network	Please modify the policy in section 20.5.2 b) iv as follows:  “Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network throughout Midtown Oakville and connect with the broader townwide network <b>and local municipal segments of the Province-Wide Cycling Network.</b> ”
<b>Townwide Policies Section 28.15.11: Community Planning Permit System</b>					

Revisions Suggested to Implement the <i>Planning Act</i> , Provincial Planning Statement, 2024 and Provincial Plans					
Item	OPA Policy Number/ Schedule Reference	Comments/Concerns	Related Provincial Ministries	Reference to <i>Planning Act</i> , PPS, 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions
3	28.15.11 k)	Green buildings as a service/ facility that may be provided through the CPP by-law.	MMAH	O. Reg. 173/16, section 10(10)(3)(iii)	Although the province would not approve the CPP by-law and the draft OPA policy does not explicitly conflict with provincial regulations, please ensure future by-law or permit conditions do not contravene Ontario Regulation 173/16, section 10(10)(3)(iii), which restricts including conditions related to the "manner of construction and construction standards" in a CPP by-law.
<b>Townwide Policies Section 28.19.3: Transportation Demand Management</b>					
4	28.19.3 (j) ii	MTO recommends acknowledging Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe and its policies and near-term actions that support cycling, active transportation, and transportation demand management (TDM) in general.	MTO	PPS 3.2.2;  <a href="#">Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe</a> 4.1, 5.3 and 5.5	Please modify the following policy in section 28.19.3 (j) ii as follows:  "The development of site-specific Transportation Demand Management (TDM) strategies shall consider relevant Town Parking Strategy(ies), Halton Region's Mobility Management Strategy, <b>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe</b> , 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."
<b>Townwide Policies Section 29.5: Glossary</b>					
5	29.5; Throughout the OPA	Please note the PPS, 2024 includes new and revised definitions which are recommended to be included in the Glossary section of the Midtown Oakville OPA.	MMAH	PPS 8	To ensure alignment with the PPS, 2024, please replace all references to "special needs housing" with "additional needs housing" throughout the OPA.

Revisions Suggested to Implement the <i>Planning Act</i> , Provincial Planning Statement, 2024 and Provincial Plans					
Item	OPA Policy Number/ Schedule Reference	Comments/Concerns	Related Provincial Ministries	Reference to <i>Planning Act</i> , PPS, 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions
		For example, the PPS, 2024 defines and uses “additional needs housing” instead of “special needs housing”.			In addition, please add new and revised definitions in accordance with the PPS, 2024, such as “additional needs housing”, and integrate the new definitions into the OPA, where applicable.
<b>Schedules, Figures and Appendix</b>					
6	All Schedules	The designation of the entire GO area as “Utility” may not align with Metrolinx’s use of certain properties (i.e. transit related infrastructure/ facilities) or long-term goals of transit-oriented development and maximizing the use of land around transit stations.	MTO		Metrolinx is the owner of several developable properties at Oakville GO (PINs as follows: 248160102; 248160103; 248160104; 248160105; 248160072; 248160059; 248160057; 248060009; 248060011. These properties currently contain various forms of transit related infrastructure/ facilities that support the function of the GO Station.  Rather than designate as ‘Utility Zones’ which are typically associated with infrastructure such as powerlines, water mains, etc. the Town could consider designating these lands surrounding the GO station as “transitional lands” or “mixed-use”, which would allow for residential, commercial, recreational, etc. This is in line with Metrolinx’s goal of creating integrated, accessible, and sustainable communities around transit stations.
7	Schedule L1 - Land Use	Section 20.3.1 states that the Transit Hub Precinct includes all lands designated “Utility”. Yet, the Utility designation appears to be within the	MMAH		Please modify section 20.3.1/Schedule L1 to avoid inconsistency between the policy text and mapping.

Revisions Suggested to Implement the <i>Planning Act</i> , Provincial Planning Statement, 2024 and Provincial Plans					
Item	OPA Policy Number/ Schedule Reference	Comments/Concerns	Related Provincial Ministries	Reference to <i>Planning Act</i> , PPS, 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions
		<p>Lyons and Trafalgar Precincts in Schedule L1.</p> <p>Additionally, the Schedule mapping does not show “Urban Centre”, which is” listed in the legend.</p>			Please also ensure that the Schedule mapping and legend are consistent, and remove any designations from the legend that do not exist in the mapping.
8	<p>Schedule L3 - Maximum Density;</p> <p>Schedule L4 - Building Height Thresholds</p>	Infrastructure Ontario’s TOC proposal	MOI		<p>The draft OPA sets a maximum density of 6 Floor Space Index (FSI) and a maximum building height of 20 storeys, which differs from what is outlined in the TOC proposal.</p> <p>We encourage the Town to continue collaborating with the Ministry of Infrastructure and Infrastructure Ontario to align the TOC development with the draft Midtown Oakville OPA, to the extent possible, and without compromising program objectives.</p>
9	Schedule L3 - Maximum Density	<p>Metrolinx properties are subject to maximum densities of between 4 and 5 FSI.</p> <p>These properties should have the greatest densities within Midtown Oakville, given their direct access to the GO Station.</p>	MTO	PPS 2.2.1.d), 2.3.1.2, 2.4.2.3	To maximize transit-supportive development, Metrolinx requests that its properties be subject to the greatest maximum density in Midtown Oakville.

Revisions Suggested to Implement the <i>Planning Act</i> , Provincial Planning Statement, 2024 and Provincial Plans					
Item	OPA Policy Number/ Schedule Reference	Comments/Concerns	Related Provincial Ministries	Reference to <i>Planning Act</i> , PPS, 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions
10	Schedule L4 - Building Height Thresholds	<p>Metrolinx properties on the south side of the rail corridor (PINs 248160102, 248160103, 248160104, 248160105) are subject to a building height threshold of 5 to 12 storeys.</p> <p>These properties should have the greatest heights within Midtown Oakville, given their direct access to the GO Station.</p>	MTO	PPS 2.2.1.d), 2.3.1.2, 2.4.2.3	To maximize transit-supportive development, Metrolinx requests that its properties on the south side of the rail corridor (PINs 248160102, 248160103, 248160104, 248160105) be subject to a building height threshold of 5 to 20 storeys.
11	Schedule L5 - Transportation Network	<p>Segments of the Strategic Goods Movement Network (SGMN) occur locally within the Midtown Oakville Plan Area, specifically along Trafalgar Road, north of Cornwall Road, as well as Cornwall Road.</p> <p>MTO recommends that the Midtown Oakville OPA explicitly acknowledges and plans for goods movement along these local segments by mapping them in Schedule L5.</p>	MTO	PPS 3.3.2;  Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe Map 6	Please depict local segments of the Strategic Goods Movement Network (Trafalgar Road and Cornwall Road) on Schedule L5.
12	Schedule L6 - Active Transportation	Segments of the Province-Wide Cycling Network occur locally within the Midtown Oakville Plan Area,	MTO	PPS 2.9.1 d), 3.9.1 a);	Please depict local segments of the Province-Wide Cycling Network along Trafalgar Road between Cross Avenue and Cornwall Road;

Revisions Suggested to Implement the <i>Planning Act</i> , Provincial Planning Statement, 2024 and Provincial Plans					
Item	OPA Policy Number/ Schedule Reference	Comments/Concerns	Related Provincial Ministries	Reference to <i>Planning Act</i> , PPS, 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions
		<p>specifically along Trafalgar Road between Cross Road and Cornwall Road; Cornwall Road, west of Trafalgar Road; and Lyons Lane.</p> <p>MTO recommends that the Midtown Oakville OPA explicitly acknowledges and plans for active transportation along these local segments by mapping them in Schedule L5.</p>		Province Wide Cycling Network	Cornwall Road, west of Trafalgar Road; and Lyons Lane on Schedule L6.

Summary of Midtown Oakville Statistics

Based on the policies and schedules of the recommended Official Plan Amendment, a summary of **some** of the likely outcomes of implementing the OPA over the fullness of time are provided. The estimates in this list are based on multiple assumptions, including that the policies of the OPA are implemented in full. This list of estimates is also based on studies undertaken to date regarding the provision of infrastructure to support Midtown and beyond.

Theme	Estimate
Planning Horizon	Beyond 2051
Existing Residents (2024, Watson)	~ 600 Residents
Existing Jobs (2024, Watson)	~ 5,500 Jobs
<b>Growth Projections<sup>1</sup></b>	
Projected Residents	~ 38,150 Residents
Projected Jobs	~ 16,400 Jobs
Projected Residents and Jobs (r&j)	~ 54,550 r&j
Projected Residents and Jobs per gross hectare- (gross=103 ha.)	~ 530 r&j/ha
Projected Residents and Jobs per net hectare (net = 65 ha.)	~ 847 r&j/ha
Projected Number of housing units	~ 19,660 units
Projected Non-Residential (i.e., office, institutional, commercial, etc.) gross floor area	~ 466,600 sq. m.

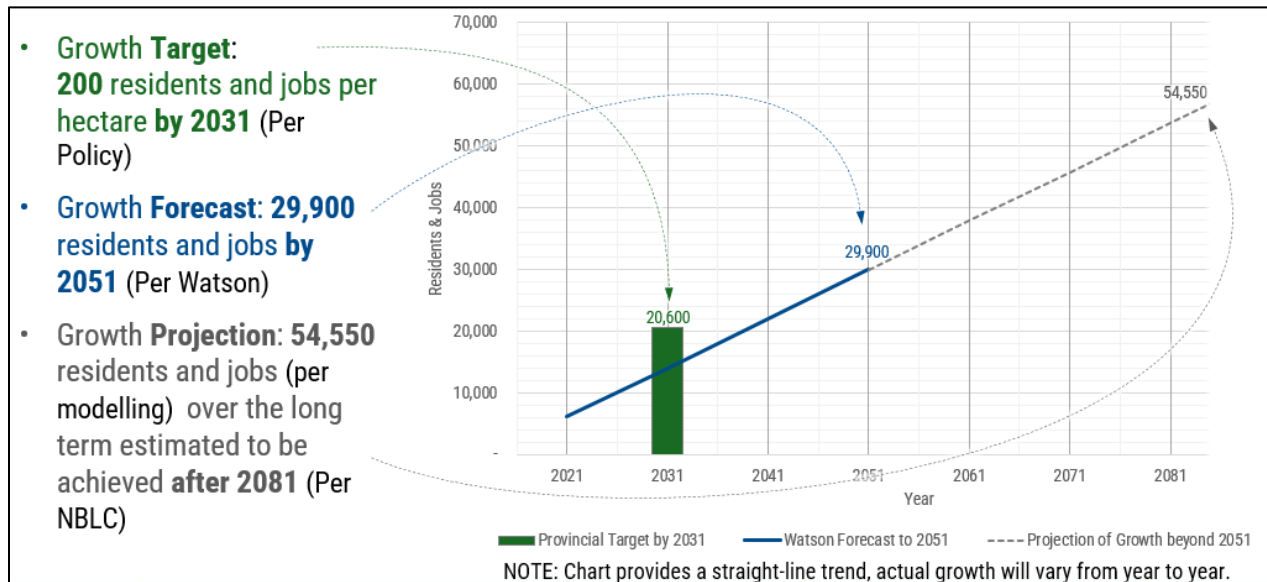


Figure 1 Growth Target (2031), Forecast (2051) and Projection (Beyond 2051)

<sup>1</sup> Projections are based on maximum gross floor area that is achievable based on the maximum floor space index allocated to development blocks. While these projections are for residents and jobs, the OPA does not control how many people live or work in an individual unit or a specific place of work, respectively.



Theme	Estimate
<b>Total designated land area per Schedule L1:</b>	
• Urban Core	~ 55 ha
• Office Employment	~ 6 ha
• Community Commercial	~ 2 ha
• High-density Residential	~2 ha
<b>Built Form</b>	
Range of Required Minimum Density (per Schedule L2) Note: exemptions are permitted for public service facilities, and existing/expanding uses.	0.5 – 3 FSI <sup>2</sup>
Range of Permitted Maximum Density (per Schedule L3)	1.0 – 6 FSI
Required Minimum Height (per Schedule L4 and policy 20.5.1 (f) (ii) and (iii)): Note: exemptions are permitted for public service facilities, and existing/expanding uses.	2 storeys (within Office Employment and Community Commercial area) 5 storeys (within Urban Core and High Density designated area)
Permitted Maximum Height (per policy 20.5.1 (f) (i))	<b>No numeric maximum</b> , height is limited by maximum permitted GFA in accordance with Schedule L3: Maximum Density and OP policies.
<b>Infrastructure</b>	
Total linear metres of roads (per Schedule L5) Note: does not include Trafalgar Road	~ 9,552 m
Total linear metres of active transportation (per Schedule L6) Note: does not include all sidewalks	~ 15,156 m (includes in right-of-way and off road facilities)
Total number of new bridges and underpasses (per Schedules L5 and L6)	5 active transportation only bridges, 1 bridge 2 underpasses Note: two options are shown for a future underpass in relation to the railway
Total public park land (existing and future) per Schedule L1. Note: additional open space is provided via natural areas, utility corridor, public right of way.	~ 12 ha. designated on Schedule L1: Land Use as either <i>Park and Open Space</i> or <i>Park</i> (Conceptual)
Educational Facilities (Public Schools)	3 Priority Areas identified on Schedule L1: Land Use
<b>Cost and Funding</b>	
Total cost of proposed infrastructure (includes: transportation, park, emergency services, and library/community hub)	~ \$1,098M (in 2024 dollars) (appropriation of funds occur in 2031, 2041, 2051 and beyond)
Apportion of funding for total cost:	46% Town Development Charges 4% Tax Supported 6% Halton Region 28% Province 16% Developer

<sup>2</sup> FSI means Floor Space Index. The Livable Oakville Plan states that floor space index means the gross floor area of all buildings on a lot divided by the lot area.

**Summary of Public Comments Received  
since the release of the draft OPA in September 2024**

Summarized Comments (grouped by theme)	Town Response
<b>General</b>	
<ul style="list-style-type: none"> <li>• Supportive of the direction of this OPA.</li> <li>• Oakville and the GTA require more roads, infrastructure, amenities, and services, rather than additional residential development, especially high density.</li> <li>• Policies propose highly prescriptive numerical standards that are not appropriate within an official plan.</li> </ul>	<p>The Midtown Oakville OPA is needed to provide updated development direction for this area of the Town. The direction responds to residential, non-residential and infrastructure needs of the Town in general and Midtown Oakville specifically.</p> <p>While Official Plans are policy documents from which more prescriptive requirements and standards are provided in implementing by-laws, it is common to include numerical standards, and in some cases required by the <i>Planning Act</i> and the Provincial Planning Statement, 2024.</p>
<b>Consistency with Provincial Interests and Provincial Planning Statement (PPS)</b>	
<ul style="list-style-type: none"> <li>• Policies are dismissive of the growth aspirations of the Provincial Planning Statement, particularly the Ministry of Finance population and employment forecast for Halton Region.</li> <li>• OPA fails to recognize importance of Midtown Oakville in making a significant contribution to resolving the ongoing housing crisis.</li> <li>• Densities should be increased to promote land uses and built forms that allow for appropriate growth and intensification that will achieve the minimum densities and nature of development for a PMTSA contemplated by the Provincial Planning Statement.</li> </ul>	<p>Alignment with Provincial and Regional legislation and policy and response to housing crisis is detailed in the <a href="#">October 29, 2024 Special Council meeting staff report</a>.</p> <p>Alignment with Ministry of Infrastructure transit oriented communities objectives is detailed in the <a href="#">January 20, 2025 Planning</a></p>

Summarized Comments (grouped by theme)	Town Response
<ul style="list-style-type: none"> <li>The Chartwell Precinct policies should be revised to prioritize higher-intensity residential development to support Midtown Oakville's housing and urban growth goals.</li> <li>Better alignment of Midtown policies with the province's TOC program is needed with a greater reflection of heights appropriate for a Transit-Oriented Community.</li> </ul>	<p><a href="#">and Development Council meeting staff report.</a></p>
<p><b>Population Forecasts and Growth Targets</b></p>	
<ul style="list-style-type: none"> <li>Maximum FSI should be set with the use of the Watson forecast for 29,900 residents and jobs in Midtown by 2051.</li> </ul>	<p>The <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> explains the purpose of the Watson 2051 Forecast.</p>
<ul style="list-style-type: none"> <li>Implore the Town to consider the Joint Best Planning Estimates when determining development potential of Midtown Oakville.</li> </ul>	<p>The <a href="#">Watson Report</a> explains why an updated forecast from the JBPE is needed</p>
<p><b>Density and Height (too much)</b></p>	
<ul style="list-style-type: none"> <li>Too much density can be harmful.</li> <li>Tall buildings (i.e. 45 storeys) do not make for a livable Oakville.</li> <li>Staff and developers continue to push high-rise condominiums for Midtown in spite of recent downward trends in the condo market and increased liquidation of condo projects across the GTA.</li> <li>Development in the area makes sense given the transit proximity but lower density (6-8 storeys max) makes much more sense.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provide the rationale for proposed minimum and maximum density of development, and proposed height thresholds.</p> <p>A <a href="#">market feasibility analysis</a> was prepared by NBLC that provides an overview of trends and makes recommendations for the OPA.</p>

Summarized Comments (grouped by theme)	Town Response
<ul style="list-style-type: none"> <li>• Revise policies to acknowledge that minimum heights do not apply to additions, alterations and/or replacement of existing uses.</li> </ul>	<p>Policy 20.5.1 (f)(iii) has been revised to exempt additions, alteration or replacement of existing buildings from the minimum height requirement, subject to not precluding the longterm redevelopment of Midtown.</p>
<p><b>Density and Height (not enough)</b></p>	
<ul style="list-style-type: none"> <li>• Proposed density permissions do not take full advantage of Midtown's strategic Major Transit Station Area location and its proximity to Highway 403.</li> <li>• Proposed densities do not capture the levels of growth, transit-oriented nature, and minimum densities required for a successful PMTSA.</li> <li>• Density around transit hubs is desirable and we have spent 9 years developing a good plan with abundant public input.</li> <li>• Proposed density regulations could significantly limit the area's capacity to provide a variety of housing options.</li> <li>• OPA limits, without justification, the number of units that can be constructed in Midtown which will contribute to the outmigration of young adults and empty-nesters from Oakville.</li> <li>• Implement a <b>minimum 10 FSI</b> for the entirety of Midtown.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provide the rationale for proposed minimum and maximum density of development, and proposed height thresholds.</p>
<ul style="list-style-type: none"> <li>• Proposed density and height permissions constitute a down-designation of existing permissions on some lands within Midtown.</li> <li>• Previous OPA drafts proposed higher density and building height permissions than the current proposed OPA.</li> </ul>	<p>Staff have reviewed all <b>existing</b> height and density permissions for the area to ensure that permissions are the same as or greater than current permissions for this area.</p>
<ul style="list-style-type: none"> <li>• The draft OPA unjustifiably lowers building heights to extract community benefits, undermining good planning and should be revised to restore taller buildings.</li> </ul>	<p>The OPA applies current (or taller) building height thresholds than what is now in the</p>

Summarized Comments (grouped by theme)	Town Response
<ul style="list-style-type: none"> <li>Consider elimination of prescribed height thresholds and density maximums to allow for the optimization of the land adjacent to the existing GO Station and future transit infrastructure.</li> </ul>	<p>Livable Oakville Plan for Midtown. The OPA carries forward the past practice of height and density bonuses using the Community Planning Permit System.</p>
<ul style="list-style-type: none"> <li>Proposed OPA will result in many site-specific OPAs and ZBAs and OLT appeals because the area is not planned appropriately.</li> </ul>	<p>As a Protected Major Transit Station Area, once policies and schedules are approved by the Minister, refusal or a non-decision pertaining to certain private application matters are not subject to appeal.</p>
<p><b>Building Height Threshold</b></p>	
<ul style="list-style-type: none"> <li>The bonusing provision allows for no additional floor space to offset the cost of the community benefits because the maximum FSI is fixed. A landowner can simply obtain the same floor area for their proposed development under the threshold with a different building configuration. Building above the threshold simply results in more expensive housing.</li> </ul>	<p>The policy framework of the OPA includes maximum densities and threshold building height. This transparent policy framework followed by the implementing Community Planning Permit By-law is intended to inform future land transactions and temper land speculation. Furthermore, the policy framework is provides the flexibility for the land owner to choose to develop above or at/below the height threshold.</p>
<p><b>Bonusing</b></p>	
<ul style="list-style-type: none"> <li>Frustrated that all versions of the proposed OPAs removed bonusing policies which allowed increases in building height in exchange for the provision of public benefits.</li> <li>Removal of bonusing policies, in combination with density and height maximums, restrict potential of this SGA and infringe upon non-negotiable growth targets.</li> <li>Return bonusing provisions.</li> </ul>	<p>The current Official Plan bonusing provisions were authorized by section 37 of the <i>Planning Act</i> have been repealed. Consequently, the Official Plan is being updated and the OPA is applying the Community Planning Permit System,</p>

Summarized Comments (grouped by theme)	Town Response
	<p>which permits the provision of specified facilities, services and matters in exchange for a specified height or density in a more transparent manner.</p>
<p><b>Urban Design and Built Form Policies</b></p>	
<ul style="list-style-type: none"> <li>• Defer to urban design guidelines instead of incorporating regulatory measurements in a policy document.</li> <li>• Zoning By-laws are the more appropriate tool to regulate height, bulk, location, size, floor area, spacing, character and use.</li> <li>• The 35-metre tower separation above the 25<sup>th</sup> storey is excessive and unnecessary given the existing 30-metre requirement below the 25<sup>th</sup> storey.</li> <li>• A 35-metre tower separation is unreasonable when tower floor plates may be constrained to ~800 square metres. Reduced shadowing, an attractive public realm and wind mitigation can still be achieved with a reduced tower separation.</li> <li>• Consider reducing the minimum tower separation distance to 25 metres, a standard already applied to tall buildings in other transit nodes within the GTHA.</li> <li>• Support the flexibility provided by not prescribing tower floor plate sizes.</li> <li>• Ensure that proposed buildings do not cast unwanted shadows on the neighbourhood north of the QEW.</li> </ul>	<p>Urban Design and Built Form policies will be implemented through new (updated) Urban Design Guidelines and the Community Planning Permit By-law. The CPP by-law will identify standards and provide criteria for variations to them. The by-law and approval of development permit applications will be informed by the design guidelines.</p> <p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> provides information regarding tower separation, tower floor plate, and shadow impact.</p> <p>During the November 27, 2024 Open House, staff provided a 3D virtual model of a conceptual build out of Midtown. This modelling included a demonstration of shadows that could be cast on adjacent lands. The model showed that the casting of shadows from tall buildings in Midtown onto lands north of the QEW would occur in the early morning during the spring and fall equinoxes, with smaller shadows occurring in the summer months.</p>

Summarized Comments (grouped by theme)	Town Response
<b>Unit Type / Size</b>	
<ul style="list-style-type: none"> <li>• More than 35% of units should be 2 or more bedrooms.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provide the rationale for proposed policy.</p>
<b>Transportation</b>	
<ul style="list-style-type: none"> <li>• Traffic is already busy during peak times and excessive development without the required supporting infrastructure will make congestion worse.</li> <li>• Ensure that there are good connections with areas north and south of Midtown.</li> <li>• Create more choices for mobility by linking people and places with a transportation system that includes workable roads and a sustainable financial plan.</li> <li>• Transportation schedule/plan does not provide separation of vehicles, pedestrians and bikes in key approaches to the west and south of Midtown boundaries.</li> <li>• Vision for Midtown as an urban community where residents do not own cars is not reflective of reality. Ensuring that future developments incorporate appropriate amounts of parking is an issue that needs to be addressed.</li> <li>• Prioritizing public transit over personal vehicles is essential for Midtown Oakville’s transportation strategy.</li> <li>• Where there are no parking minimums, there needs to be sufficient transit infrastructure and service nearby as well as shared parking facilities for visitors.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provide the rationale for proposed transportation policies and schedules. As noted in the reports, the phasing policies as well as Town master and capital planning processes are intended to work together to ensure that infrastructure is provided in lockstep with new development.</p>
<b>Future Road Alignments</b>	
<ul style="list-style-type: none"> <li>• Various landowners have requested that the proposed alignments of future local roads on the Midtown schedules be revised to avoid their lands.</li> </ul>	<p>Through the ongoing Midtown Transportation Plan, and in consultation</p>



Summarized Comments (grouped by theme)	Town Response
	with landowners, more precise road alignments will be determined.
<b>Parks</b>	
<ul style="list-style-type: none"> <li>• Various landowners have requested that the Parks (Conceptual) overlay shown on the Midtown schedules be removed from their lands.</li> <li>• Pleased with the revised distribution and reconfiguration of parkland in the latest OPA.</li> <li>• Parks must be a priority for Midtown and provision of parks must coincide with the phasing of Midtown. However, this could be difficult due to the limited availability of affordable land for parks in Midtown.</li> <li>• Dense urban centres with insufficient play space and community centres will have an adverse impact on the mental well-being of children in these areas.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provide the rationale for proposed parkland policies and schedules, and manner of their acquisition.</p>
<b>Schools</b>	
<ul style="list-style-type: none"> <li>• School construction needs to coincide with development, not built AFTER significant development occurs.</li> <li>• A lack of places to play, exercise or even walk safely to school is not the future I want for my children.</li> </ul>	<p>Policies in the OPA, including Policy 20.4.2 (b) provide guidance regarding the provision of schools in Midtown.</p>
<b>Non-Residential Floor Area Requirement</b>	
<ul style="list-style-type: none"> <li>• Support the reduction of the non-residential GFA requirement from 18% to 12%.</li> <li>• The 12% non-residential space requirement is too prescriptive and too high given low demand for office uses, risking development viability and hindering Midtown Oakville’s growth.</li> <li>• Instead of a percentage requirement for non-residential uses, policies should simply state the intent for retail and commercial uses.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provide the rationale for proposed non-residential floor area requirement policies of the OPA.</p>

Summarized Comments (grouped by theme)	Town Response
<ul style="list-style-type: none"> <li>• Recommend that ground floor non-residential space be required on specific streets and additional non-residential space be bonused through a 1-to-2 ratio of non-residential to residential floor area above the maximum FSI requirement.</li> <li>• Many of the condo developments already across the town only seem to attract nail salons, barber shops, small convenience stores which is not an approach to build a thriving community. Space sufficient for grocery stores, schools, and other larger retailers, corporate offices, restaurants helps to enable a community to develop and thrive.</li> <li>• Concerned about the possible displacement of existing commercial service center uses and other amenities already well-used within Midtown.</li> <li>• Policies do not permit existing retail and commercial uses to continue as interim uses, that could be altered and modified as needed, prior to intensification.</li> </ul>	<p>A new definition for <i>Non-Residential Needs Analysis</i> (NRNA) is provided in the Recommended OPA. Subject to the findings of the NRNA, a reduced minimum GFA may be permitted.</p> <p>Overall, the policies direct that Midtown provide more commercial, office, etc. uses along with the addition of residential development.</p>
<b>Mid-block Connections</b>	
<ul style="list-style-type: none"> <li>• Policy should indicate that mid-block connections within large blocks follow established lot lines or new lot lines for new development.</li> </ul>	<p>Schedule L6: Active Transportation conceptually identifies the location of mid-block connections. Actual connections will be determined through the development approval process and may be informed by Area Design Plans.</p>
<b>Flood Hazard</b>	
<ul style="list-style-type: none"> <li>• Regulating flood hazards in the draft OPA is premature since Conservation Halton's mapping is not yet finalized.</li> </ul>	<p>The policies provided in the OPA are implementing long established Provincial flood hazard policies, now provided in the Provincial Planning Statement, 2024.</p>

Summarized Comments (grouped by theme)	Town Response
<b>Rail</b>	
<ul style="list-style-type: none"> <li>The required Metrolinx easement is unlawful, granting it undue control over development approvals and should be removed.</li> </ul>	The recommended policy 8.11.6 has been modified.
<b>Requirement vs. Flexibility</b>	
<ul style="list-style-type: none"> <li>Reduce the utilization of 'shall' to ensure that policies are directive but remain flexible to recognize site-specific anomalies.</li> </ul>	Where appropriate, some policies have been modified from “shall” to “should.” Please see Appendix B: Policy Comparison.
<b>Landowner Group / Cost-sharing</b>	
<ul style="list-style-type: none"> <li>Agree with the need to have landowner coordination.</li> <li>Ask for greater flexibility in policies.</li> <li>Policies will delay advancement of lands wishing to develop immediately and delay ultimate funding and construction of the identified facilities needed for a complete community.</li> <li>The requirement for Midtown Oakville landowners to join a cost-sharing landowner group does not align with the respective development timelines of the area's landowners which range from immediate to long-term which limits the effectiveness of a landowners group as an effective cost-sharing tool.</li> <li>Policies do not establish an appropriate framework to facilitate development of lands in the short-term.</li> <li>Policies may prevent an application from being deemed complete.</li> <li>Recommend that it is geographically more logical to establish smaller landowner groups based on precincts or small areas, rather than a single landowner group.</li> </ul>	Section 20.6.4 Landowner Agreements/Cost Sharing is modified. Please see Appendix B which highlights the changes that have been made to this section of the OPA to address the listed concerns.

Summarized Comments (grouped by theme)	Town Response
<ul style="list-style-type: none"> <li>• Uncertain as to whether any form of landowner agreement or cost-sharing arrangement will still be formalized in light the province’s TOC program.</li> <li>• The timing and phasing of development across such a large area as Midtown with multiple landowners may disproportionately saddle landowners with costs that do not benefit them.</li> <li>• The OPA should not have a requirement for cost-sharing as a condition of proceeding with development.</li> <li>• Policies need to acknowledge existing development approvals and provide the ability for such development to proceed without the need to enter into a cost-sharing agreement.</li> </ul>	
<b>Community Planning Permit System (CPPS) Conditions</b>	
<ul style="list-style-type: none"> <li>• The CPPS condition policies risk thwarting development, are not reasonable, and defeat the purpose of providing certainty in the development process.</li> <li>• They do comply with the requirements of O. Reg. 173/16.</li> <li>• Policies are confusing when it refers to exceeding the maximum height and/or density thresholds and a subsequent sub-policy states that development shall be lower than the permitted maximum height or density provided in this plan.</li> </ul>	<p>Section 28.15 Community Planning Permit System is modified.</p> <p>Please see Appendix B which highlights the changes that have been made to this section of the OPA to address the listed concerns.</p>
<b>Cost to Tax Payers</b>	
<ul style="list-style-type: none"> <li>• Staff report does not indicate the total cost for which tax payers will be responsible.</li> </ul>	<p>The <a href="#">October 29, 2024 Special Council meeting staff report</a> and the <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a>, as well as the <a href="#">June 3, 2024 Special Council Meeting Staff Report</a>, and the <a href="#">November 27, 2024 Open House Panels (Number 39)</a> provide</p>

Summarized Comments (grouped by theme)	Town Response
	information regarding cost estimates for public infrastructure in and around Midtown and how they are to be funded.
<b>Exceptions</b>	
<ul style="list-style-type: none"> <li>• Ensure that approvals granted to properties previously, by way of site-specific exceptions, continue to be permitted within the Midtown OPA policies.</li> </ul>	<p>The <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> provides information in terms of how these exception policies are integrated within the policies and schedules of the OPA.</p>
<b>Green Building Standards</b>	
<ul style="list-style-type: none"> <li>• Implement green building standards for Midtown sooner than later.</li> <li>• Require timber construction as preferred building material.</li> <li>• Policies should indicate preference to developments that exceed minimum green building standards.</li> </ul>	<p>The <a href="#">January 20, 2025 Planning and Development Council meeting staff report</a> and the <a href="#">November 27, 2024 Open House Panels (Number 34)</a> provide information in terms of how sustainable development measures are addressed in the OPA and through future Town initiatives.</p>



OAKVILLE

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-036**

A by-law to declare that certain land is not subject to part lot control (Blocks 10, 22, 26 and 37, Plan 20M-1275 – GG Redoak Inc.)

**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 18<sup>th</sup> day of February, 2025

---

MAYOR

---

CLERK

**SCHEDULE "A"**

1. Block 10, Plan 20M-1275, designated as Parts 1 to 14, inclusive, on Plan 20R-22843, Oakville
2. Block 22, Plan 20M-1275, designated as Parts 1 to 6, inclusive, on Plan 20R-22834, Oakville
3. Block 26, Plan 20M-1275, designated as Parts 7 to 14, inclusive, on Plan 20R-22834, Oakville
4. Block 37, Plan 20M-1275, designated as Parts 15 to 30, inclusive, on Plan 20R-22843, Oakville





OAKVILLE

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-048**

A by-law to declare that certain land is not subject to part lot control (Blocks 277 and 278, Plan 20M-1288 – Mattamy (Joshua Creek) Limited)

**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 18<sup>th</sup> day of February, 2025

---

MAYOR

---

CLERK

**SCHEDULE "A"**

1. Block 277, Plan 20M-1288, designated as Parts 1 to 7, inclusive, on Plan 20R-22837, Oakville
2. Block 278, Plan 20M-1288, designated as Parts 8 to 16, inclusive, on Plan 20R-22837, Oakville



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-047**

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 18<sup>th</sup> day of February, 2025

\_\_\_\_\_  
Rob Burton

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Andrea Holland Acting Town Clerk