

Planning and Development Council Meeting  
June 7, 2022

**Comments Received Regarding Item 6.2**

Town-initiated Official Plan Amendment

Midtown Oakville Urban Growth Centre

File No. 42.15.59

<b>Relevant section of the document</b>  <i>Draft Proposed Midtown Oakville OPA, released May 12, 2022 for Review and Discussion</i>	<b>Comment/Question</b>
<b>20.3.8 (e) Development Density</b>	Can an exemption also be extended to <i>transportation facilities</i> (e.g., GO station facilities) provided within a residential mixed-use building, with respect to the calculation of floor space index when determining compliance with the density maximums shown on Schedule L2?
<b>Schedule L3 Midtown Oakville Transportation Network</b>	Stations Planning is pleased to see a future bike lane/MUP along Cornwall Road and Station Road.
<b>Schedule L2 Midtown Oakville Density</b>	FSI of 4.0 to 10 is encouraged for Metrolinx-owned station lands south of the rail corridor (fronting Cornwall Road), to provide flexibility for future transit-oriented development and transit infrastructure delivery therein.
<b>Schedule L2 Midtown Oakville Density</b>	Urban Core land use designation should be considered for the balance of the 547 Trafalgar Road property, that is not encumbered by the Cross Ave realignment or the hydro corridor. There appears to be lands on the southeast side of the proposed intersection of Trafalgar Road and Cross Avenue which should be considered for Urban Core (following the property line).
<b>Schedule L3 Midtown Oakville Transportation Network</b>	<p>With respect to the future 22m Local Road south of Cross Avenue (potentially impacting Metrolinx-owned land) and the Cross Avenue re-alignment through the 547 Trafalgar Road property:</p> <p>Metrolinx looks forward to further information about implementation and phasing of future arterial roads as part of the Town’s capital project planning to support Midtown Oakville and how this phasing will unlock future development and potential connections throughout.</p>

<p><b>Schedule L4 Public Realm</b></p>	<p>Metrolinx needs clarification (based on Schedule L4) on whether the east-west promenade is meant to be a vehicular promenade and whether it is meant to be a Town-owned public ROW.</p>
<p><b>20.3.3 (m) Public Realm</b></p>	<p>Metrolinx needs clarification of whether the 5% open space dedication is meant to be applied over and above the "Parks and Open Space" land use designation in Schedule L1, which represents a significant amount of Metrolinx-owned land.</p>
<p><b>Draft OP and associated Schedule L3</b></p>	<p>The schedule seems to specify a potential reconfiguration of road networks northeast of the station (where the bus terminal is currently located). Suggest amending the draft document/schedules to recognize the importance of the bus terminal and provide commentary that future design work would be done to delineate space for that facility (as proposed road network, land use and density maps seem to omit or contemplate imbricating the terminal location with new roadways and land).</p>

**From:** [Jonathan Sprawson](#)  
**To:** [Town Clerk](#)  
**Cc:** [Ben Sprawson](#); [Sandra Boardman](#)  
**Subject:** Midtown Proposal Appeal  
**Date:** Friday, August 20, 2021 12:15:07 PM

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SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Town Clerk,

We have an incredible opportunity to something really special, creative and community based with the 100 hectares of land referred to as Midtown Oakville. My home neighbours this site. I have been designing and building in Oakville for over 35 years. I am a graduate architect from the University of Waterloo.

What was proposed for this area had great words of intent but I feel the actual outcome will fall short. I have many specifics I would like to present to planning for their consideration.

I would like to appeal the Midtown proposal made June 2021. My questions were rewritten with changes to their content and the answers were not satisfactory.

If there is anything I have to do to make this appeal official, please let me know.

Kind regards,

Jonathan Sprawson  
DQI  
KINDplaces



**Trafalgar-Chartwell Residents' Association**  
*advocating for our community*

106-482 South Service Road East  
Box 177  
Oakville, ON  
L6J 2X6

[www.tcra.ca](http://www.tcra.ca)  
[info@tcra.ca](mailto:info@tcra.ca)



**Delegating June 7, 2022**

**Subject: Midtown Oakville Official Plan Amendment**

**Mayor Burton, Councillors and town Staff, my name is Jette James and I'm delegating on behalf of the Trafalgar-Chartwell Residents' Association Inc. to provide our input on the draft proposed Midtown Oakville Official Plan Amendment.**

**We are encouraged and pleased to see the Goals expressed as “a complete community where people are able to work and play in walkable, mixed-use neighbourhoods connected to the rest of Oakville by pedestrian, cycling, transit and street network”. Specifically, we are also encouraged by the stated Objectives – “To create a vibrant, people-oriented, transit-supportive and urban complete community by: (a) providing a mix of residential, commercial and employment, uses, and public service facilities, complemented by public open spaces and public art, to attract different users throughout the day and year round. (b) ensuring a high standard of urban design and architectural quality for development and the public realm that complements and contributes to the vitality of both Midtown Oakville and the Town;”**

**Let me repeat, the TCRA executives are very pleased to see these goals and objectives in the Midtown Oakville Official Plan Amendment. However, we feel strongly that these goals and objective are incompatible with a maximum building height of 255 metres.**

**The proposed maximum height of 255 metres equates to 75 – 80 storeys. Let's put the proposed height restriction of 255 metres into perspective, it is:**

- a. Almost half the height of the CN Tower**
- b. Taller than most of the downtown Toronto bank buildings and just short of the highest building in Canada as of 2021 – First Canadian Place**
- c. 30% taller than Mississauga's Marilyn Monroe towers.**
- d. Three times taller than the Oak & Co. Condos – the tallest buildings in Oakville right now.**

**The Proposed Midtown maximum height restriction is untenable. It is totally incompatible with the Goals and Objectives of the proposed Midtown Oakville Official Plan Amendment. The Goals and Objectives are merely a utopia “wish list” if the height restrictions are not amended.**

**In Conclusion:**

**The TCRA are vehemently opposed to the revised height restriction of 255 metres to facilitate the intensification of Midtown. We strongly suggest another solution be found (e.g. find more land to develop) to accommodate the Provincial mandate of intensification of Midtown. A solution that is in line with the stated Goals and Objectives of the Midtown Oakville Official Plan Amendment. A solution that addresses the safety and livability of existing and future residents of Oakville. A solution that preserves our status as one of the most Livable Towns in Canada. A solution that avoids a Hong Kong or New York style residential barrier wall of towers between north and south Oakville.**

**We offer to become engaged in any public consultation, focus group or round table aimed at achieving and selling compromise on the formidable problem of accommodating population growth without expanding existing urban boundaries.**

**Finally, the TCRA cannot explain or defend the proposed maximum building height of 255 metres, 75- 80 storeys to our members and our neighbours.**

**From:** [Routledge, Graham \(MTO\)](#)  
**To:** [Franca Piazza](#); [Geoff Abma](#)  
**Subject:** FW: Town-initiated proposed official plan amendment for Midtown Oakville, File No. 42.15.59, Ward 3  
**Date:** Monday, June 6, 2022 10:58:01 AM  
**Attachments:** [StatPM 42.15.59 Jun-7-2022.pdf](#)

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SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Franca,

In general, with regard to Official Plans, MTO recommends that the Municipality prepare a transportation master plan (TMP) as a component of this official plan review process in order to assess the potential impacts of any future development plans upon the provincial highway network and develop a strategy acceptable to MTO to deal with them. If highway improvements are required to accommodate the growth being planned for in this Municipal Comprehensive Review (OP review process), arrangements for financing should be discussed early with MTO to avoid delays in the future during the development review and permitting processes.

In co-operation with MTO, the Town should assess at an early stage whether the existing provincial highways and interchanges/intersections within the Town can adequately accommodate any planned anticipated growth. Regardless of where proposed development is located, traffic generated from any development will have an impact on all nearby roads, including provincial highways. The Town of Oakville is encouraged to work closely with MTO at each development phase of their official plan to ensure that good highway access management practices and principles are incorporated into the plan.

The Town is encouraged to contact MTO early in the process when they are contemplating any proposed improvements to any provincial highway facilities; improvements that will be reflected in their official plans and could impact upon a provincial highway. Such improvements could be a new intersection or interchange location that has not been planned or approved by the MTO. The Town would then become the proponent of the project. All financial responsibility would then lie with the proponent for the protection of the land from future development, the design of the interchange/intersection in consultation with the MTO and the construction and maintenance of the facility.

Assuming that new growth and development are being proposed in the Town OP, a general statement should be included in the official plan indicating that a traffic study will be conducted to address both the impact of any new development upon the provincial highway system and any associated highway improvements that are required prior to the approval of any secondary plans or subdivisions. A traffic study will require the prior approval of MTO. MTO TIS Guidelines can be provided upon request. In the roads section of the official plan, a policy should be included indicating that direct access onto a provincial highway will be restricted. Development should be encouraged to utilize local roads and service roads wherever possible.

The official plan should include the following policy under the General Provisions section of the official plan, to notify landowners adjacent to a provincial highway of the mandate of MTO: "In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited."

While some of the above may be more appropriately included in other sections of the Town's OP, including these comments now, early in the MCR process, will help inform the Town of potential MTO concerns with traffic associated with the considerable growth anticipated in Oakville in the coming years, including the need to assess land use planning changes in concert with transportation planning requirements.

These comments however are most pertinent where newly defined Growth Areas are anticipated by MTO to be occurring in close proximity to provincial highways, and where it is imperative that associated traffic impacts and mitigation strategies are identified early in the planning process.

**With specific regard to this PIC presentation regarding the proposed Official Plan Amendment:**

MTO has noted that the document points out at high level, the Official Plan Amendment steps till the future year 2051. Although land use and density changes to be adopted would lead to tremendous increase in traffic, particularly at the QEW/Trafalgar Road IC, the traffic aspect has not been touched upon. As such, we cannot provide more detailed comments at this time.

We note that the Midtown Oakville EA has the model covered up to 2031. With the Official Plan Amendment looking into 2051, a new model would be required for that exercise to assess traffic operations due to the significant land use changes. Typically, the traffic demand based on land use changes would first be captured in the macro model level. The macro model with traffic demand will then feed into microsimulation to assess traffic operations at the micro level.

**Draft OPA**

Comment ID	Section	OPA	MTO Comment
1	Appendix A	Project limits are: South of QEW North of Cornwall East of 16 mile Creek West of Chartwell Excludes lands in ramps at QEW/Trafalgar Road interchange	Does not address improvements proposed at Royal Windsor Drive and Trafalgar Road interchanges
2	20.33 Page A-11	Gateway elements shall be strategically positioned: (ii) at the intersection of the Trafalgar Road/QEW Eastbound off-ramp (iii) at the eastern and western edges of Midtown Oakville along the QEW/403	Sign location, dimensions, etc. subject to MTO's review and approval prior to placing sign.
3	20.3.5 P A-13	Development shall not preclude the following: (ii) a new multi purpose road N-S crossing across the QEW/403 to link the extension of Davis Road to Station Road (v) grade separated pedestrian and cycling facilities to be located across the QEW/403, east and west of Trafalgar Road	(ii) 7 (v) These improvements were proposed in the EA and MTO is agreeable in principle to them The final designs are subject to MTO review and approval.

**Part E: Existing Midtown Oakville Policies and Schedules**

Comment ID	Section	Existing Policy	MTO Comment
1	20.4.4 P E-7	(b) for the purpose of gross density calculations ... the QEW interchange ... shall be exclude from the land area calculations.	Agree.
2	20.7.2 P E-11	(c) Public benefits considered appropriate for the application of increased building heights in Midtown Oakville include, but are not limited to: (i) grade separated pedestrian and cycling facility across the QEW	Agree
3	Schedules L1 (Land Use), L2 (Building Heights), and L3 (Transportation Network)	Show conceptual location of north-south grade separation/transitway, east of Trafalgar Road	This improvement was proposed in the EA, which MTO endorsed. Final design is subject to MTO review and approval.

Does the Town's TMP adequately accommodate for the substantial growth envisioned in this OP. We note that land use planning and transportation planning should occur in concert. We further stress that robust transportation planning and appropriate mitigation planning and programming is critical to the successful and efficient implementation of land use planning. Land use changes should not be approved until such time as it is demonstrated that they can be supported from a transportation perspective.

MTO's expectation is that the Town will wish to engage with MTO as part of the municipality's process of technical



analysis for the proposed municipal growth with regard to the impacts to the provincial highway infrastructure, so that the municipality can plan for and program the necessary infrastructure improvements.

Please contact me if you would like to discuss this further

Thank you

Graham

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**From:** Franca Piazza <[franca.piazza@oakville.ca](mailto:franca.piazza@oakville.ca)>

**Sent:** May 12, 2022 11:51 AM

**Cc:** Geoff Abma <[geoff.abma@oakville.ca](mailto:geoff.abma@oakville.ca)>

**Subject:** Town-initiated proposed official plan amendment for Midtown Oakville, File No. 42.15.59, Ward 3

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Attached is the Statutory Public Meeting Notice served in accordance with the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

If you prefer that we use an alternative email address for service, please contact Franca Piazza, Legislative Coordinator at 905-845-6601 ext. 5986 or at [franca.piazza@oakville.ca](mailto:franca.piazza@oakville.ca)

**Franca Piazza**

**Legislative Coordinator**

**Planning Services**

Town of Oakville | 905-845-6601, ext.5986 | f: 905-338-4230 | [www.oakville.ca](http://www.oakville.ca)

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## **Statutory Public Meeting**

Proposed Official Plan Amendment  
Midtown Oakville  
Town-initiated  
42.15.59, Ward 3

**Tuesday, June 7, 2022, at 6:30 p.m.**

**Videoconference broadcast from the Council Chamber**

**Town Hall, 1225 Trafalgar Road**

**[youtube.com/TownofOakvilleTV](https://www.youtube.com/TownofOakvilleTV)**

You are invited to attend and provide input at this videoconferencing meeting hosted by Planning and Development Council. Council will NOT be making a decision about the proposed official plan amendment at this meeting.

Due to the COVID-19 pandemic, attendance at Town Hall is restricted and public meetings are being held by videoconference only. Instructions on how to view the meeting or participate by written submission, videoconference or telephone are provided below.

The purpose of the proposed official plan amendment is to update the land use policies applying to the Midtown Oakville Urban Growth Centre, as a protected Major Transit Station Area, in the Livable Oakville Official Plan to the year 2051.

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

1. Replace Section 20, Midtown Oakville, in its entirety, to provide new and updated area-specific policies to support the creation of a contextually appropriate, transit-supportive and complete community with the town's highest density mix of residential, commercial, institutional and community uses. The policies:
  - set out the area, introduction, goal, objectives and community framework for Midtown Oakville, including overall resident and job density targets
  - address urban design and provide for a high quality, pedestrian-oriented public realm, including parks and open spaces
  - address land uses, building heights and densities, transportation, active transportation, parking, and stormwater management
  - eliminate the existing bonusing permissions, and provide for phasing/transition, area design plans, the acquisition of land for future roads and parks, density transfers, and an implementation strategy and monitoring
2. Update and revise all schedules (maps) identifying the Midtown Oakville Urban Growth Centre boundary and area to match the urban growth centre boundary established by Halton Region through Regional Official Plan Amendment 48, which excludes 564 Lyons Lane and the valleyland between Cross Ave. and Cornwall Rd., and to show the existing land use

designations applying to those lands (being “Parks and Open Space” and “Natural Area”) on Schedule G (South East Land Use) instead of Schedule L1 (Midtown Oakville Land Use)

3. Replace Schedules L1, L2 and L3 for Midtown Oakville, which would set out revised land uses, new density ranges (instead of building heights) and a revised multi-modal transportation network to reflect and support the proposed policy changes, including the expansion of the “Urban Core” and “Urban Centre” mixed use designations and the elimination of the “Lands Eligible for Bonusing” overlay designation
4. Introduce a new Schedule L4 relating to Midtown Oakville’s public realm to support the proposed policy changes.

The subject land is located south of the QEW and north of Cornwall Road, between Sixteen Mile Creek and Chartwell Road.

This land is also subject to a Zoning By-law Amendment Application (File No. Z.1614.76), Official Plan Amendment and Zoning By-law Amendment Applications (File No. OPA1612.14, Z.1612.14 and OPA1614.77, Z.1614.77), a Zoning By-law Amendment and proposed Draft Plan of Subdivision Application (File No. Z.1614.73, 24T-19002/1614), and a Site Plan Application (File No. SP.1612.017/02).

If a person or public body would otherwise have an ability to appeal the decision of the Town of Oakville to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk’s department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 (Dropbox is located in front of Town Hall) or at [TownClerk@oakville.ca](mailto:TownClerk@oakville.ca) before the official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk’s department, before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

If you wish to be notified of the decision of the Town of Oakville on this matter, you must make a written request to the Town Clerk at the Town of Oakville, Clerk’s department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 or at [TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)

This meeting will be live streamed on YouTube at [youtube.com/TownofOakvilleTV](https://youtube.com/TownofOakvilleTV)

Any submission to the Planning and Development Council, either in hard copy or in electronic format, must be forwarded to the Clerk’s department for receipt no later than noon on June 7, 2022, to ensure its availability to the Members of Council at the meeting. Individuals wishing to make an oral submission at the public meeting are strongly encouraged to contact the Clerk’s Department by noon on June 7, 2022 by email to: [TownClerk@Oakville.ca](mailto:TownClerk@Oakville.ca) or call 905-815-6015 to register as a delegation and to obtain instructions on how to participate. Requests to participate electronically will also be received during the meeting to ensure that those watching the live stream will be given the opportunity to speak. Instructions will be given on how to speak to an item during the live stream of the meeting.

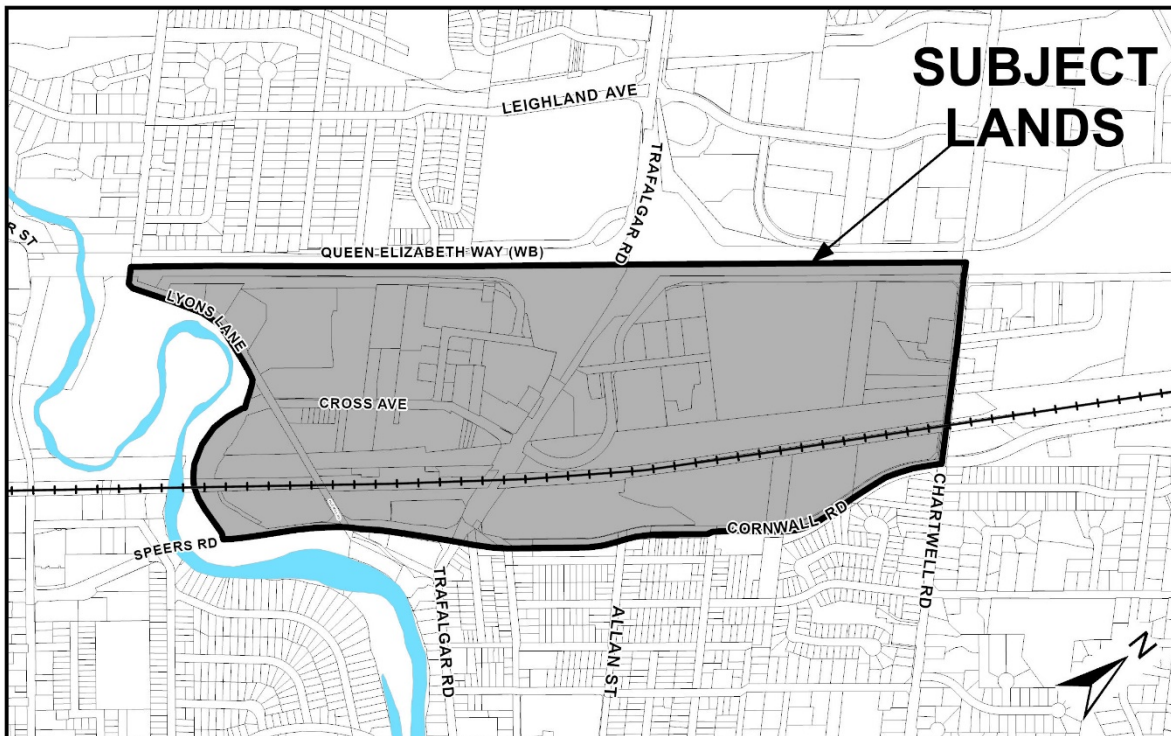
All submissions should include the full name and address of the presenter.

A copy of the proposed official plan amendment and information and material will be available to the public for inspection on or after May 12, 2022 along with more information about this matter, including preserving your appeal rights at <https://www.oakville.ca/planoakville/midtown-oakville-growth-area-review.html>, or contact Geoff Abma, Senior Planner, Planning Services department at 905-845-6601, ext. 3034 (TTY 905-338-4200) or at [geoff.abma@oakville.ca](mailto:geoff.abma@oakville.ca)

If you have any accessibility needs, please advise Geoff Abma one week before the meeting.

*The personal information accompanying your submission is being collected under the authority of the Planning Act, R.S.O. 1990, c. P.13, as amended, and may form part of the public record which may be released to the public.*

Dated at the Town of Oakville May 12, 2022





Delegation to Council

June 7<sup>th</sup>, 2022

Planning and Development Meeting, Item 6.2

Midtown Oakville Urban Growth Centre

Mayor Burton, members of Council, Ladies and Gentlemen

We Love Oakville is a consortium of Resident Associations in our town. Our purpose is to support Oakville RAs and represent them on issues which affect all of Oakville.

The Midtown development will be one of the largest projects in Oakville's history and we believe its success is critical to the future of our community as a great place for people to live.

Two members of WLO are delegating today, being Trafalgar Chartwell RA and Chartwell MapleGrove RA, as the Midtown area spans the northern territories of both. We are delegating in their support and to declare to Council and the citizens of Oakville that we will all work with Council and the planning team at the Town to provide input and feedback as best we can to them and to our members.

We do recognize and accept that accommodating provincially mandated growth projections for Halton Region, with no settlement boundary expansion, requires greater densification within built up areas. How that will be achieved is of keen interest to our members.

Our objective is to help ensure that Midtown achieves the goals of our Livable Oakville Plan and becomes a wonderful community which all Oakvillians would want to live in.

I would be pleased to clarify any points or respond to questions.

Rick Snidal, representing We Love Oakville

June 6, 2022

**VIA EMAIL**

Town Clerk  
Clerk's Department  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Dear Sirs

**Re: Midtown Oakville and Proposed Official Plan Amendment  
Your File No. 42.15.59, Ward 3**

We represent Mr. Michael Hohnjec, the owner of 564 Lyons Lane Oakville. This property is located within Midtown Oakville and will be greatly affected by the proposed Official Plan Amendment (the "OPA"). We therefore write to the Town of Oakville on Mr. Hohnjec's behalf to object to the proposed OPA.

We note that the OPA and the notices in respect of same specifically note that 564 Lyons Lane is excluded from the OPA. Instead of including it within the Midtown Oakville Land Use area on Schedule L1, the proposed OPA will place 564 Lyons Lane within the "Natural Area" designation for the Town. Mr. Hohnjec wishes to register his strong objection to the re-designation of his property and asks that 564 Lyons Lane be included in the proposed Official Plan Amendment, and that its current use as a residential property be reflected in the Official Plan Amendment.

This property is one of only a few rental properties in the Midtown area of Oakville, particularly one of the only ones that offer low-cost rentals. The current use of the land should be recognized in the Official Plan Amendment, as it is our client's intention to see that the current use of the property continues into the foreseeable future.

Our client is also concerned with any plans to "re-locate" Lyons Lane within the Midtown Plan, as the current use of the property takes its access and egress from Lyons Lane. Any plans to move the location of the right-of-way should not be allowed to impact on our client's right of access to a public street.

Royal Building  
277 Lakeshore Road East, Suite 211  
Oakville ON L6J 1H9



Toronto Meeting Rooms  
Brookfield Place, 161 Bay Street, Suite 2700  
Toronto ON M5J 2S1

Thank you for your consideration of the above points. We will be in attendance at the June 7, 2022 meeting to register our client's objection to the OPA as it is currently drafted.

Yours very truly

A handwritten signature in black ink that reads "R. D. Cheeseman". The signature is written in a cursive style with a prominent flourish at the end.

Russell D. Cheeseman

RDC/saf

cc: Michael Hohnjec

June 7, 2022

Our Project: OL.OA

**VIA EMAIL**

Mayor and Council  
c/o Town Clerk  
Clerks Department  
Town of Oakville  
1225 Trafalgar Road,  
Ontario,  
L6H 0H3

Dear Mayor Burton and Members of Council,

**Re: Official Plan Amendment – Midtown Oakville Urban Growth Centre**

Thank you for the opportunity to provide comments on the proposed Midtown Oakville Official Plan Amendment (OPA). SGL Planning & Design Inc. has been retained by Oak-Lane Park Investments Inc., the owner of lands located at 570 Trafalgar Road to review and comment on the proposed changes in the OPA.

We have reviewed the proposed amendments applying to the Midtown Oakville Urban Growth Centre, and we are supportive of the changes proposed in the OPA. We greatly appreciate the effort and commitment your staff have shown in advancing this important policy document.

However, we do have some questions and suggestions for clarity and flexibility of development.

Policy 20.3.2 b) refers to “An overall mix of approximately 7,875 residential and...”. Is this statement referring to residential units?

Policy 20.3.3 m) states that a minimum of 5% of the site should be provided through development as privately-owned publicly accessible open space. We request that this required open space contribute to any parkland dedication requirement.

Policy 20.3.3 k) requires that the promenade along Cross Avenue should have a minimum width of 20 metres. We request flexibility in that provision as there may be a situation where a deeper urban square is appropriate and other portions of the promenade could be shallower.

Policy 20.3.7 d) on built form states that where multiple towers are provided on a block, they should vary in height from one to another by a minimum of 25 metres. While we recognize



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the desire to create a varied and distinct skyline, the variation of 25 metres is arbitrary and could be onerous, for instance if there are four towers on a site does that mean there needs to be a variance of 75 metres from the shortest to tallest tower? As well two identical towers can create a distinct skyline. As such, the policy should not set out a specific measure but rather set out the principle for a distinct skyline which will be implemented through the Area Design Plan and subsequent site plan approval.

Policy 20.3.7 f) requires a maximum podium height of 80 percent of the width of the adjacent right-of-way and shall not exceed six storeys. Although we agree with the principle of the podium height reflecting the width of the right-of-way, a higher podium height than six storeys may be appropriate in certain circumstances such as along Trafalgar Road south of the interchange.

Policy 20.3.8 e) allows for certain uses to be exempt from the calculation of floor space index. Although public educational facilities are one of the exempt uses, other public and community facilities such as libraries are not exempt. We request that public and community facilities be added as exempt uses.

Policy 20.3.13 indicates that reduced and maximum parking standards shall be considered in the implementing zoning by-law. We recommend that the policy be expanded to indicate that reduced and maximum parking standards shall be considered in recognition of the transit accessibility offered by the GO station and intersecting bus transit routes.

We look forward to continuing working with staff and members of Council through the OPA approval process.

Yours very truly,

**SGL PLANNING & DESIGN INC.**



Paul Lowes, MES, MCIP, RPP

c.c. Geoff Abma  
Gabe Charles  
Oak-Lane Park Investments Inc.

/Volumes/SGL Server Data/Projects/OL.OA Oak Lane Park Investments\_Oakville /Correspondence/Letters/Comment on OPA.docx