



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: June 7, 2022

FROM: Planning Services Department

DATE: May 24, 2022

SUBJECT: **Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59) – June 7, 2022**

LOCATION: Midtown Oakville

WARD: Ward 3

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RECOMMENDATION:

1. That the staff report titled “Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59) – June 7, 2022” from the Planning Services Department be received.
2. That comments from Council and the public with respect to the draft town-initiated official plan amendment to implement the findings of the Midtown Oakville Growth Area Review (File No. 42.15.59) be received.

KEY FACTS:

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

- This report is about a new proposed official plan amendment (OPA) to the Livable Oakville Plan to implement the findings of the Midtown Oakville Growth Area Review by updating the land use policies and mapping related to Midtown Oakville, the town’s urban growth centre.
- Midtown Oakville is being planned to be an urban community where people are able to live, work, and play in walkable, mixed use neighbourhoods, connected to the rest of Oakville by pedestrian, cycling, transit and street

networks. It is to be a self-sufficient urban community with tall buildings, open spaces, recreational and retail amenities.

- The current 2022 Draft Midtown Oakville OPA replaces the 2021 Draft Midtown Oakville OPA presented at the Special Planning and Development Council meeting of March 22, 2021. While still a work in progress, it represents staff's current thinking.
- The 2022 Draft Midtown Oakville OPA (**Appendix A**) has been available on the town's website for public review since May 13, 2022. It is intended to provide clearer and enhanced urban design direction for Midtown Oakville, particularly for the public realm, to enable the creation of an attractive and desirable place designed for existing and future residents, workers and visitors. It also establishes a policy framework to facilitate the implementation of a connected system of parks and open spaces, and uses floor space indexes (floor area ratios) as the mechanism to describe the amount of development allowed for instead of building heights. Staff are seeking input on all of the proposed concepts, and acknowledge that further refinements will be required.
- The purpose of the statutory public meeting at Planning and Development Council is for Council to hear delegations on the draft proposed OPA, ask questions of clarification, and provide input by identifying additional planning matters to be considered. Staff will then review all comments received from Council, stakeholders, the public, and reviewing departments and agencies since 2021, and undertake further technical analyses and revisions to the proposed policies as appropriate. Opportunities will also be provided for property- or issue-specific meetings with area landowners and other individuals or groups.
- At this point, staff anticipate that a recommendation report — and revised OPA — may be ready for consideration (decision) by Planning and Development Council in the first quarter of 2023.
- Since 2006, Midtown Oakville has been one of 25 urban growth centres identified in the Province's Growth Plan for the Greater Golden Horseshoe (the Growth Plan). Urban growth centres are to be transit-supportive regional focal areas that are required to accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe. Midtown Oakville will continue to be an important component of the Region and town's overall growth management strategy.
- The existing Midtown Oakville policies in the Livable Oakville Plan (**Appendix B**) would enable the area to transform into a high density mixed use

community with a minimum gross density of 200 people and jobs combined per hectare by 2031 in conformity with the 2006 Growth Plan.

- The Midtown Oakville Growth Area Review is part of the town's Official Plan Review whereby the town's official plan documents are being updated to conform with the latest Provincial legislation, plans and policies, as well as the Halton Region Official Plan, as amended. This work is being coordinated with Halton's ongoing Regional Official Plan Review — a municipal comprehensive review — that is determining how the Region's forecasted population and employment growth to the year 2051 should be distributed among and within the local municipalities of Burlington, Halton Hills, Milton and Oakville.
- In November 2021, Regional Official Plan Amendment Number 48 (ROPA 48) refined the boundary of the Midtown Oakville urban growth centre / major transit station area in the Regional Official Plan to exclude lands in the vicinity of the QEW/Highway 403 ramps at Trafalgar Road, as well as lands within the Natural Heritage System along the east side of Sixteen Mile Creek. The gross area of the urban growth centre / major transit station area, including the railway and utility corridor lands, is 103 hectares.
- ROPA 48 also maintained the required minimum gross density target of 200 people and jobs combined per hectare for the Midtown Oakville urban growth centre, in conformity with the Growth Plan, and added new targets of 65% people and 35% jobs. Applying the required minimum density to the gross area, as well as the percentage targets, would result in a minimum of 20,600 residents and jobs combined, or approximately 13,390 residents and 7,210 jobs to conform with the Regional Official Plan.
- Currently, Midtown Oakville is home to about 900 residents and 3,000 jobs. That is a gross density of 38 people and jobs combined per hectare or 19% of the minimum the Region and town are required to plan to achieve in Midtown Oakville within the next nine years.
- The Regional Official Plan, as amended, recognizes the town's urban structure and directs intensification to strategic growth areas. At the top of the Regional hierarchy of strategic growth areas are the two "Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor" around the Burlington and Oakville GO stations. The Regional Official Plan includes detailed policies with respect to urban growth centres, major transit station areas and protected major transit station areas that set out specific requirements for local official plans and policies.
- The existing and proposed Midtown Oakville policies address the climate change emergency declared by Council by tackling two of the biggest

contributors to greenhouse gas emissions — energy used for transportation and the heating of our buildings. The draft proposed OPA continues to support compact urban development that provides viable choices for moving around, and opportunities to facilitate a transition to alternative energy sources and energy efficiency as outlined in the town’s Community Energy Strategy.

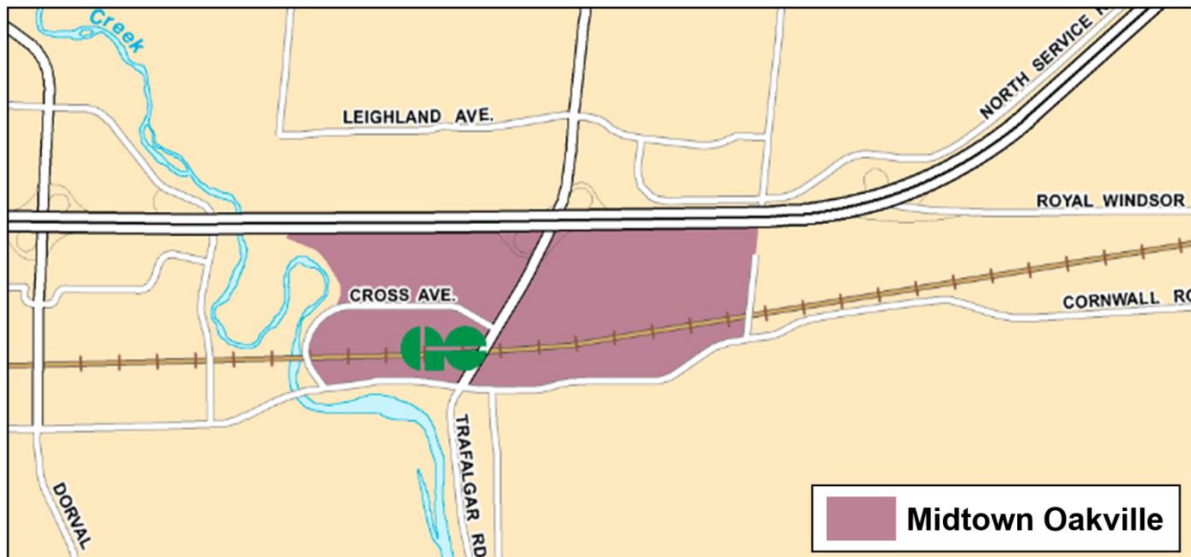
BACKGROUND:

The purpose of this report is to introduce a new draft proposed OPA for Midtown Oakville at a statutory public meeting hosted by Planning and Development Council (via videoconference) on June 7, 2022. This report and comments from Council and the public are to be received. The 2022 Draft Midtown Oakville OPA is attached as **Appendix A**.

Subject Lands

Midtown Oakville is the area around the Oakville GO/VIA Station (and Oakville Transit Station). It includes the lands between the QEW/Highway 403 and Cornwall Road, from Sixteen Mile Creek to Chartwell Road. Currently, this area is home to about 900 residents and 3,000 jobs (based on the 2016 Census and the 2019 Region of Halton Employment Survey).

Figure 1: Midtown Oakville Urban Growth Centre (Existing Boundary)



The Livable Oakville Plan (Official Plan)

Livable Oakville is the town’s official plan for the lands south of Dundas Street and north of Highway 407. It provides land use designations and policies to guide

development to the year 2031. The Plan was adopted by Council in June 2009 and approved by Halton Region in November 2009, with modifications, as it was deemed to conform with the 2006 Growth Plan and the Region's Official Plan, as amended, and to be consistent with the 2005 Provincial Policy Statement. A number of parties appealed the Region's decision to the Ontario Municipal Board. The Board subsequently adjudicated the majority of the appeals and approved the Plan, with further modifications, in May 2011.

The policies in Section 20, Midtown Oakville, of Livable Oakville — along with the related Schedules L1, L2 and L3 — were established at the time of the Plan's adoption to enable development to meet the province's growth requirement. They originated from the 2008/2009 Midtown Oakville Review. The policies set out the goals and objectives for Midtown Oakville, a description of the long-term development concept, functional policies that provide specific direction on transportation, parking, urban design and growth targets, as well as site-specific exceptions. There are also implementation policies that address matters such as phasing, bonusing and public sector partnerships. It is important to note that the area-specific policies in Section 20 are in addition to the general policies provided elsewhere in the Livable Oakville Plan (e.g., Urban Design, Transportation, Sustainability, Rail, Land Uses, Implementation and Interpretation).

On February 26, 2014, Council adopted OPA 4 (inZone Conformity and Housekeeping), which proposed minor changes to the Midtown Oakville policies to align with the new Comprehensive Zoning By-law – “inZone.” OPA 4 was modified and approved by the Local Planning Appeal Tribunal in LPAT file # PL140317, except for an outstanding appeal relating to 420 and 468 South Service Road East (General Electric Canada Property Inc.), and the proposed modification of three policies pertaining to Midtown Oakville (OPA 4, Items 38, 39 and 40).

The Midtown Oakville policies and schedules were also updated through OPA 14 (Midtown Oakville and Transportation Network Updates) as adopted by Council on September 11, 2017 and modified by the Local Planning Appeal Tribunal in LPAT file # PL171100. The primary purpose and effect of OPA 14 was to modify the text and schedules of the Livable Oakville Plan to implement the recommended transportation and municipal stormwater networks from the approved 2014 Midtown Oakville Class Environmental Assessment (“Midtown Oakville EA”), and to provide a revised local road network within Midtown Oakville.

Under the existing policies (**Appendix B**), Midtown Oakville, which covers an area of approximately 100 hectares, has been planned to accommodate a minimum of about 12,000 residents and 8,000 jobs (i.e., a minimum of 200 residents and jobs per hectare).

Town of Oakville Official Plan Review

Since 2015, the town's Official Plan Review work program has been advancing, while also responding to an evolving Provincial policy regime (e.g., 2017 Growth Plan, 2017 Greenbelt Plan, 2019 Growth Plan, as amended, Bill 108, Bill 197, 2020 Provincial Policy Statement, and Bill 109). The Region and town's official plan documents must be brought into conformity with the current Provincial land use legislation, policies and plans.

The work being completed through the town's Official Plan Review provides detailed analysis of local priorities for accommodating future growth in support of Halton Region's ongoing municipal comprehensive review. The town-wide foundational projects were the Urban Structure Review (2017) and Employment and Commercial Review (2018). Since then, the growth area projects undertaken include Main Street Growth Area Reviews (Downtown, Kerr Village and Bronte Village), Palermo Village Growth Area Review, Hospital District Study and Bronte GO Major Transit Station Area Study.

On September 27, 2017, at the conclusion of the Urban Structure Review, Council adopted Official Plan Amendment Number 15 (OPA 15) for a town-wide urban structure. The 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. It introduced a new Section 3, Urban Structure, and Schedule A1, Urban Structure (**Appendix C**), into the Livable Oakville Plan.

It is noted that, in January 2016, Planning and Development Council appointed the Livable Oakville (Official Plan Review) Council Subcommittee — comprised of the Mayor and half of Council — to provide input and guidance to staff on studies, public consultation and draft staff recommendations regarding Official Plan Review matters. A number of reports and presentations were provided to the Subcommittee until it was disbanded at the end of 2019. Now, all Official Plan Review-related reports are presented directly to Planning and Development Council.

Midtown Oakville Growth Area Review

Midtown Oakville is being planned to be an urban community where people are able to live, work, and play in walkable, mixed use neighbourhoods, connected to the rest of Oakville by pedestrian, cycling, transit and street networks. It is to be a self-sufficient urban community with tall buildings, open spaces, recreational and retail amenities. A glossary of relevant planning terms is provided as **Appendix E**.

The purpose of the Midtown Oakville Growth Area Review (MOGAR) is to confirm the vision and recommend updated land use policies to guide development-related

decisions in Midtown Oakville and provide for the creation of a vibrant, transit-supportive, urban community.

On January 15, 2018 the Livable Oakville Council Subcommittee received a report titled “Growth Area Reviews — Preliminary Directions for Midtown Oakville, the Uptown Core and Palermo Village.” That report listed a number of preliminary directions (**Appendix D**) to be considered as part of the MOGAR and signaled the commencement of the study.

On May 23, 2018, Planning Services staff hosted public information sessions at Town Hall about the MOGAR and the history of planning for Midtown Oakville. A total of forty people attended the afternoon and evening sessions, asked questions and provided their input about the existing policies. The majority of the comments related to the future transportation network (as proposed to be implemented through OPA 14 in 2017), potential traffic impacts, and the importance of active transportation routes and facilities within and through Midtown Oakville.

On January 14, 2019, the Subcommittee received a report titled “Official Plan Review Update” that included a brief status update about the MOGAR. However, the timeline originally anticipated for the project has been impacted by appeals of OPA 14, Provincial land use policy updates, other town Official Plan Review projects, and the COVID-19 pandemic.

Due to the scale and complexity of the planned transformation, Midtown Oakville has been the subject of ongoing study. Staff continue to consult with a multi-disciplinary internal working group, as well as staff from Halton Region and Metrolinx, to build on previous Midtown Oakville-related work, including:

- Midtown Oakville Mobility Hub Study, 2012 (Metrolinx)
- Midtown Oakville Transportation and Stormwater Class Environmental Assessment, 2014 (Town)
- OPA 4, inZone Conformity and Housekeeping, 2014 (Town)
- Midtown Oakville Parking Strategy, 2014 (Town)
- Designing Midtown Oakville, 2014 urban design direction, and the Livable by Design Manual (Town)
- GO Rail Station Access Plan, Oakville GO Station, 2016 (Metrolinx)
- Active Transportation Master Plan Update, 2017 (Town)
- OPA 14, Midtown Oakville and Transportation Network Updates, 2017 (Town)
- OPA 15, Urban Structure, 2017 (Town)
- Development Charge Background Study, 2017 (Town)
- Water and Wastewater Area Servicing Plan for Midtown Oakville, 2017 (Halton Region)
- Employment and Commercial Review, 2015-2018 (Town)

- Mobility Management Strategy (Halton Region)
- Recent development applications and approvals
- Transportation modelling
- Regulation Limit and Hazard Land Mapping (Conservation Halton)
- Geotechnical study of Lyons Lane

On March 22, 2021, Planning and Development Council hosted a statutory public meeting (via videoconference) about a previous draft proposed OPA for Midtown Oakville based on the findings of the Midtown Oakville Growth Area Review to that point. The comments received about the 2021 Draft Midtown Oakville OPA have been compiled as **Appendix F**.

Further to the statutory public meeting, two Council Workshops were held (via videoconference) to provide Council with additional information regarding Midtown Oakville. The workshop on May 31, 2021 focused on transportation and mobility, including connections to and from the rest of Oakville. The workshop on June 22, 2021 was about urban design for Midtown Oakville.

On June 28, 2021, staff hosted a virtual public information session, “Advancing Midtown Oakville,” to present the material from the Council Workshops.

Like the previously proposed OPA, the currently proposed OPA builds on the town’s previous planning work — including OPA 4 (inZone Conformity), OPA 14 (Midtown Oakville and Transportation Network Updates), and OPA 15 (Urban Structure) — and provides policies to support the evolution of the Midtown Oakville urban growth centre to 2051 and beyond. The 2022 Draft Midtown Oakville OPA also incorporates changes to address comments received on the previously proposed OPA and further technical analysis (e.g., to address transportation and urban design matters).

Policy and Plans Review

Since the Livable Oakville Plan came into effect, there have been a number of updates to the Provincial land use legislation, policies and plans.

As noted previously, at the time of its approval, the Livable Oakville Plan was consistent with the 2005 Provincial Policy Statement, and in conformity with the 2006 Growth Plan and the Regional Official Plan (ROPA 38). The Livable Oakville Plan must now be updated to be consistent with the 2020 Provincial Policy Statement, and in conformity with the 2019 Growth Plan, as amended.

The 2022 Draft Midtown Oakville OPA addresses the latest Provincial legislation, plans and policies, as well as the Regional Official Plan, as amended by ROPA 48.

Planning Act

Changes have been made to the *Planning Act* to, among other things, remove the authority for bonusing. This authority enabled the passage of zoning by-laws — at Council’s discretion — to permit increases in height and/or density of development, where such development provides public benefits above and beyond what would otherwise be required. The Livable Oakville Plan currently includes general and area-specific policies related to bonusing, including permissions for bonusing to be considered in Midtown Oakville north of the railway. The proposed Midtown Oakville OPA would remove those permissions.

Protected Major Transit Station Area

Section 16(16) of the *Planning Act*, provides that an upper-tier municipality (Halton Region) may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and may delineate the areas boundaries. If Halton Region identifies a protected major transit station area, it must identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area, and require lower-tier municipalities (i.e., Town of Oakville), to include policies in its official plan that identify permitted land uses and minimum densities.

Section 17(36.1.4) of the *Planning Act* provides that there is no appeal:

- To the Regional Official Plan in regard to policies that:
 - identify and delineate a protected major transit station area; and,
 - identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated;
- To the Town’s Official Plan, when the Regional Official Plan includes the policies above, in regard to policies that:
 - identify the authorized uses of land in the area and of buildings and structures on lands in the area; and,
 - identify the minimum and maximum densities that are authorized with respect to buildings and structures on the lands in the area.
- Identify the minimum or maximum heights that are authorized with respect to buildings and structures on lands in a protected major transit station area, except if the maximum height would result in the building or structure not satisfying the minimum density that is authorized in respect of that parcel.

Midtown Oakville is identified as a protected major transit station area in the Regional Official Plan, as amended by ROPA 48 (part of the Region’s municipal comprehensive review).

Inclusionary Zoning

Inclusionary zoning is a tool that allows municipalities to require the inclusion of affordable housing units within buildings or projects, containing other residential units, which are to be maintained as affordable housing units over time. Inclusionary zoning is implemented through by-laws passed under section 34 of the *Planning Act*, subject to policies provided in an official plan.

Together, Sections 16(4) and 16(5) of the *Planning Act* provide authority to adopt official plan policies applicable to a major transit station area, requiring the inclusion of affordable housing units within buildings or projects containing other residential units, which are to be maintained as affordable housing units over time in respect of an area that is identified as a protected major transit station area in an official plan.

Policies are required to be based on the completion of an assessment report meeting the requirements set out in O.Reg. 232/18. Section 17(24.1.2) of the *Planning Act* provides that there is no appeal in respect of policies described in subsection 16(4) for inclusionary zoning, including, for greater certainty, any requirements or standards that are part of such policies.

2020 Provincial Policy Statement

The Livable Oakville Plan must be updated to be consistent with the 2020 Provincial Policy Statement (the PPS), which sets out the Province’s land use vision and overall policy direction on matters of provincial interest related to land use and development. The principles of the PPS are to promote strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

Section 1.1.1(e) of the PPS mandates that healthy, liveable and safe communities are sustained by:

promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

A key component of the PPS is directing growth to settlement areas to achieve efficient land use patterns and promoting a compact development form. Midtown Oakville is an urban growth centre within a settlement area, which is required to be the focus of growth and development.

The policies of the PPS can be complemented and built upon by Provincial and municipal plans to provide comprehensive, integrated, place-based and long-term plans that support and integrate the principles of the PPS.

2019 Growth Plan for the Greater Golden Horseshoe

As stated previously, the Midtown Oakville policies in the Livable Oakville Plan currently conform with the 2006 Growth Plan. The Growth Plan is the Province's long-term framework to plan for growth and development in a way that supports economic prosperity, protects the environment and helps develop complete communities to achieve a high quality of life.

In the 2019 Growth Plan, as amended, the planning horizon has been extended to the year 2051, and new population and employment forecasts have been identified for all single- and upper-tier municipalities in the Greater Golden Horseshoe, including Halton Region. The requirement that Midtown Oakville urban growth centre be planned to achieve a minimum density of 200 people and jobs combined per hectare by 2031 has been maintained.

Schedule 3 of the Growth Plan sets out the distribution of population and employment for all of the single- and upper-tier municipalities in the Greater Golden Horseshoe to 2051. Halton Region must apply its Schedule 3 distribution of a population of 1,100,000 and employment of 500,000 (jobs) through its current municipal comprehensive review.

The Town and Halton Region continue to plan cooperatively to manage forecasted growth in accordance with Section 2.2.1.3 of the Growth Plan, which states:

2.2.1 Managing Growth...

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:
 - a) establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
 - b) be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
 - c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a more *compact built form*;
 - d) support the environmental and agricultural protection and conservation objectives of this Plan; and

- e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.

With respect to targets, Section 5.2.5 states that:

5.2.5 Targets

1. The minimum intensification and density targets in this Plan... are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan...
6. In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality *public realm* and *compact built form*.

Under the Growth Plan, Midtown Oakville is a “strategic growth area,” an “urban growth centre” and a “major transit station area,” and it is required to be planned as a “complete community” (see **Appendix E**, Glossary). The 2022 Draft Midtown Oakville OPA addresses the Growth Plan, which is to be read in its entirety. Select relevant policies are highlighted below.

Urban growth centres are existing or emerging downtown areas. Section 2.2.3 of the Growth Plan states that:

2.2.3 Urban Growth Centres

1. *Urban growth centres* will be planned:
 - a) as focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural, and entertainment uses;
 - b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
 - c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
 - d) to accommodate significant population and employment growth.
2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:
 - b) 200 residents and jobs combined per hectare for each of the... Midtown Oakville... urban growth centres;

The Lakeshore West GO rail line is considered to be higher order transit corridor. Under the Growth Plan, a major transit station area (MTSA) is the area including and around any existing or planned higher order transit station, such as the Oakville GO Station. The minimum density target for the Midtown Oakville urban growth centre would apply to this MTSA. Section 2.2.4 of the Growth Plan states that:

2.2.4 Major Transit Station Areas...

8. All *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where appropriate:
 - a) connections to local and regional transit services to support *transit service integration*;
 - b) *infrastructure* to support *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.
9. Within all *major transit station areas*, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and *affordable* housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as *joint development* projects;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of *transit-supportive* densities.
10. Lands adjacent to or near to existing and planned *frequent transit* should be planned to be *transit-supportive* and supportive of *active transportation* and a range and mix of uses and activities.
11. In planning lands adjacent to or near *higher order transit corridors* and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.

Section 2.2.5 of the Growth Plan provides direction with respect to Employment uses:

2.2.5 Employment...

2. *Major office* and appropriate major institutional development will be directed to *urban growth centres...* with existing or planned frequent transit service.

3. Retail and office uses will be directed to locations that support *active transportation* and have existing or planned transit.
4. In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated...
14. Outside of *employment areas*, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.
15. The retail sector will be supported by promoting *compact built form* and *intensification* of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of *complete communities*.

Section 2.2.6 of the Growth Plan provides direction with respect to Housing:

2.2.6 Housing...

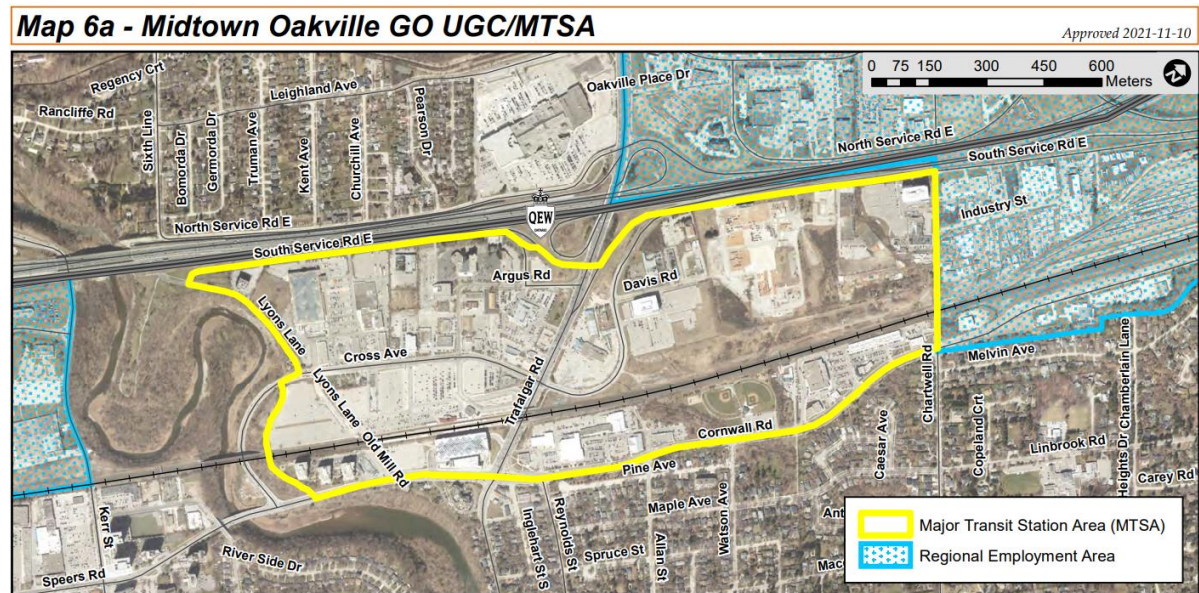
3. To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

With respect to climate change, the Growth Plan requires single- and upper-tier municipalities (e.g., Halton Region) to develop official plan policies “to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include... reducing dependence on the automobile and supporting existing and planned transit and active transportation” (Section 4.2.10.1(b)).

Halton Region Official Plan (November 10, 2021 Consolidation)

In the Regional Official Plan, as amended by ROPA 48, Midtown Oakville is delineated as an “Urban Growth Centre” and “Major Transit Station Area/MTSA” on top of the underlying “Urban Area” designation on Map 1H, Regional Urban Structure. Map 1H also identifies the “Major Transit Station” (Oakville GO/VIA station) and the “Priority Transit Corridor” (Lakeshore West GO rail) within Midtown and the “Higher Order Transit Corridor” (Trafalgar Road) immediately to the north. Map 6a shows the exact boundary of the Midtown Oakville GO Urban Growth Centre / Major Transit Station Area.

Figure 2: Halton Region Official Plan, Map 6a



As noted in 79.2 of the Regional Official Plan, “The Regional Urban Structure contains a hierarchy of *Strategic Growth Areas* as delineated or identified by symbol on Map 1H...” At the top of the hierarchy are the “Urban Growth Centres / Major Transit Station Areas on a *Priority Transit Corridor*” – specifically, Midtown Oakville / Oakville GO and Downtown Burlington / Burlington GO. According to Table 2B of the Regional Official Plan, each has a minimum density target (residents and jobs combined per hectare) of 200 (“planned to be achieved by 2031”) and a general target proportion of approximately 65% residents and 35% jobs.

Section 48 of the Regional Plan requires local municipalities (e.g., the town) to prepare Area-Specific Plans for Strategic Growth Areas in accordance with the policies of the Regional Plan. Section 77(5) sets out the requirements for all Area-Specific Plans. Further requirements for Local Official Plans are set out in the policies that apply specifically to Strategic Growth Areas (s. 79) Urban Growth Centres (s. 80.1) and Major Transit Station Areas (s. 81).

The bulk of Section 79.3 of the Regional Official Plan applies to the town’s planning for Midtown Oakville. It states that:

- 79.3 It is the *policy* of the *Region* to:
- (1) Direct *development* with higher densities and mixed uses to *Strategic Growth Areas* in accordance with the hierarchy identified in Section 79.2 of this Plan.
 - (2) Require Local Official Plans to identify *Strategic Growth Areas* with detailed boundaries in accordance with the *objectives* and *policies* of this Plan, and for *Urban Growth Centres* and *Major Transit Station Areas*, in accordance with the boundaries as delineated on Map 1H and Map 6.

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- (3) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for the *development* of a new *Strategic Growth Area* or the *redevelopment* of an existing *Strategic Growth Area*, in accordance with Sections 48 and 77(5) or for a *Major Transit Station Area*, in accordance with Section 81.2(4) of this Plan. The provisions for *Strategic Growth Areas* may be incorporated as part of a larger community plan.
 - (4) Require *Area-Specific Plans* or policies for *Strategic Growth Areas* to include:
 - a) a transportation network designed to integrate *active transportation*, local transit services and inter-municipal/inter-regional *higher order transit* services; and
 - b) urban design guidelines to promote *active transportation* and transit supportive land uses in accordance with Regional standards under Section 79.3(5).
 - (5) Adopt alternative design standards for *Arterial Roads* through *Strategic Growth Areas* to promote *active transportation*, pedestrian-oriented development and transit-friendly facilities while maintaining the mobility function of the *Major Arterial Road*.
 - (6) Require the Local Municipalities to ensure the proper integration of *Strategic Growth Areas* with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.
 - (7) Require the Local Municipalities to:
 - a) include Official Plan *policies* and adopt Zoning By-laws to meet *intensification* and mixed-use *objectives* for *Strategic Growth Areas*;
 - b) prescribe in Official Plans and Zoning By-laws minimum *development densities* for lands within *Strategic Growth Areas* in accordance with Table 2b where applicable;
 - c) prohibit site-specific reductions to *development density* within a *Strategic Growth Area* unless it is part of review of the Local Official Plan or a review of the *Area-Specific Plan* for the *Strategic Growth Areas* and only if it is not identified as a protected major transit station area and where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b; and
 - d) promote *development densities* that will support existing and planned transit services.
 - (7.1) Encourage the Local Municipalities to implement a Community Planning Permit System under the Planning Act for *development* approvals within *Strategic Growth Areas* and in which case, require that such a system be consistent with *policies* of this Plan.
 - (7.2) Consider *intensification* and *development* of *Strategic Growth Areas* as the highest priority of urban *development* within the *Region* and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected

Major Transit Station Areas under the Planning Act, to promote and support *intensification* and further the development of *Affordable Housing*.

- (7.3) Ensure that *Strategic Growth Areas* are *development-ready* by:
- a) making available at the earliest opportunity water, waste water and transportation service capacities to support the *development densities* prescribed for *Strategic Growth Areas*; and
 - b) requiring Local Municipalities to adopt the Zoning By-laws under Section 79.3(7), or equivalent Official Plan policies having the same effect, within one year of the approval of the Local Official Plan amendment introducing the *Strategic Growth Areas*.
- (8) Encourage the Local Municipalities to adopt parking standards and *policies* within *Strategic Growth Areas* to promote the use of *active transportation* and public transit.
- (9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the *development* of *Strategic Growth Areas*.
- (10) Direct Regional services and facilities, appropriate in an urban setting, to *Strategic Growth Areas* and encourage the Local Municipalities and other *public agencies* to do the same.
- (10.1) Require the Local Municipalities to direct *major office*, retail and appropriate major institutional *development* to *Urban Growth Centres*, *Major Transit Station Areas*, areas with existing *frequent transit services*, or existing or planned *higher order transit* services.
- (11) Monitor, in conjunction with the Local Municipalities and through the Annual *Intensification* Monitoring Report under Section 77(2.2) of this Plan, the performance of the *Strategic Growth Areas* in achieving the *goals* and *objectives* and implementing the *policies* and targets of this Plan.
- (12) Ensure the long-term operational and economic viability of existing or planned *major facilities*, and achieve land use compatibility between *major facilities* and *sensitive land uses* within or adjacent to *Strategic Growth Areas*, by:
- (a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, and, to minimize risk to public health and safety, in accordance with Provincial and Regional guidelines, standards and procedures; and,
 - (b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial and Regional guidelines, standards and procedures:
 - [i] there is an identified need for the proposed use;

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- [ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - [iii] *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
 - [iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated.
- (13) Require Local Municipalities to plan for employment uses within *Strategic Growth Areas* by:
- a) establishing development criteria to ensure that, outside of *Employment Areas*, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site;
 - b) implementing policies and development criteria that support planning to achieve over the long-term, where applicable, a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan;
 - c) utilizing tools such as Community Improvement Plans, Community Planning Permit Systems, Local Zoning By-laws, and other appropriate implementation tools to support, the development of employment uses; and
 - d) monitoring on a regular basis and in conjunction with the Region, residential and employment development within Strategic Growth Areas to assess progress toward achieving the targets identified in Table 2b and/or an *Area-Specific Plan*, and, if there are significant deficits or deviations from these targets, developing a strategy to redress them as part of a review of the Local Official Plan or applicable *Area-Specific Plan*.

Section 80, Urban Growth Centres, of the Regional Official Plan states that:

80. The *objectives* of the *Urban Growth Centres*, as shown on Map 1H, are:
- (1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.
 - (2) To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
 - (3) To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses.

-
- (4) To function as the primary *Strategic Growth Areas* of the Regional Urban Structure hierarchy where a significant share of population and employment growth will be accommodated.
- 80.1 The *Urban Growth Centres* are *Strategic Growth Areas*, which in turn are parts of the Urban Area and therefore are subject to the *objectives* and *policies* for both *Strategic Growth Areas* and the Urban Area. The boundaries of the *Urban Growth Centres* as delineated on Map 1H are to be interpreted in accordance with Section 52 of this Plan.
- 80.2 It is the *policy* of the *Region* to:
- (1) Require *Urban Growth Centres* to be planned to achieve a minimum *development density* target of 200 residents and jobs combined per gross hectare by 2031 or earlier, as identified in Table 2b.
 - (2) Require Local Official Plans to show how policies have been developed to plan to achieve the *development density* target for *Urban Growth Centres* under Section 80.2(1), including the submission to the *Region* of any supporting background documentation.

Section 81, Major Transit Station Areas, of the Regional Official Plan states that:

81. The *objectives* of the *Major Transit Station Areas*, as delineated on Map 1H and Map 6, are:
- (1) To leverage *infrastructure* investments and the development of *public service facilities* to support a significant share of growth, and achieve transit support densities through existing or planned *frequent transit* service.
 - (2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as *public service facilities* and parks and open spaces that support the area in a pedestrian-oriented urban environment.
 - (3) To function as an important *Strategic Growth Area* component of the Regional Urban Structure and leverage *infrastructure* investment and *frequent transit* service to accommodate increased densities and transit-supportive growth.
 - (4) To achieve *multimodal* access to stations and support *complete communities*.
 - (5) To plan for a diverse mix of uses, including additional residential units and *Affordable Housing*, where appropriate.
 - (6) To protect existing employment uses within *Major Transit Station Areas* by ensuring land use compatibility with adjacent new development is achieved.
 - (7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate *intensification*

opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of *Area-Specific Plans*.

Section 81.1, Protected Major Transit Station Areas, of the Regional Official Plan states that:

- 81.1 The *Major Transit Station Areas* (including the *Major Transit Station Areas* that are also *Urban Growth Centres*), with minimum density targets as identified on Table 2b, and as delineated on Map 1H and Map 6, are identified as Protected *Major Transit Station Areas* in accordance with Section 16(16) of the *Planning Act*.
- (1) Official plans of relevant Local Municipalities are required to include policies that,
 - a) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
 - b) identify minimum densities that are authorized with respect to buildings and structures in the area.
 - (2) The Region’s approval is required for local official plan amendments which add, amend or revoke the protected major transit station area policies under policy 81.1 (1).
- 81.2 It is the policy of the *Region* to:
- (1) Direct development with higher densities and mixed uses to *Major Transit Station Areas* in accordance with the hierarchy of *Strategic Growth Areas* identified in Section 79.2 of this Plan.
 - (2) Require Local Official Plans to plan to achieve:
 - a) the minimum density target for each *Major Transit Station Area* as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and
 - b) a general target proportion of residents and jobs within each *Major Transit Station Area* in accordance with Section 55.3 and Table 2b of this Plan, where applicable.
 - (2.1) The minimum density target for an individual *Major Transit Station Area* may be revised as part of the *municipal comprehensive review*, to address recommendations of the *municipal comprehensive review* and/or Local Municipal planning studies
 - (3) Require the Local Municipalities to delineate the boundaries of *Major Transit Station Areas* in accordance with Map 1H and Map 6 in their Official Plans.

-
- (4) Require the Local Municipalities to prepare detailed official plan *policies* or an *Area-Specific Plan* for a *Major Transit Station Area*, in accordance with Sections 48 and 77(5) of this Plan that also:
- a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.
 - b) identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.
 - c) identifies land uses to support *complete communities*.
 - d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.
 - e) identifies and protects lands that may be needed for future enhancement or expansion of transit *infrastructure*, as appropriate.
 - f) achieves land use compatibility, by ensuring that the planning and development of *sensitive land uses* or *major office* uses, avoids, or where avoidance is not possible, minimizes and mitigates *adverse effects* and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Sections 79.3(12) and 83.2(7) of this Plan.
 - g) identifies transportation and transit networks which are transit-supportive and achieve *multimodal* access to the stations, ensure connections to all transit service, and provide *infrastructure* to support active transportation.
 - h) encourages alternative development standards, including reduced parking standards in *Major Transit Station Areas*.
 - i) establishes *Affordable Housing* targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning *policies* authorizing a minimum number of *Affordable Housing* units, and/or a minimum gross floor area of *Affordable Housing*, within residential and mixed use buildings, and providing for their maintenance as *Affordable Housing* units over a period of time where appropriate. The Inclusionary Zoning *policies* will be based on the completion of an assessment report in accordance with the Planning Act, which is to the satisfaction of the Region.
 - j) includes detailed *policies* and development criteria to ensure that the development of employment uses planned within the *Major Transit Station Area* meet the requirements of Section 79.3(13) of this Plan.
 - k) may identify stable residential neighbourhoods where only contextually appropriate *intensification* opportunities in keeping with the neighbourhood character are contemplated.

It is also a policy of the Regional Official Plan to, “Implement, in conjunction with the Province, Metrolinx and the local municipalities, a network of *active transportation facilities* that is integrated with public transit services and *Intensification Areas*” (s. 173(16.1)).

Regional Official Plan Review (Municipal Comprehensive Review)

Halton Region’s ongoing Regional Official Plan Review — a municipal comprehensive review — is determining how to accommodate forecasted population and employment growth in the region to 2051 in conformity with current Provincial legislation, plans and policies. This work is being conducted through the Region’s Integrated Growth Management Strategy (IGMS) project. The allocation of forecasted growth to strategic growth areas, including urban growth centres, is an important component of the Region’s overall growth management strategy.

Through ROPA 48, components of the Regional Urban Structure were implemented to establish a hierarchy of strategic growth areas in the Regional Official Plan and address a number of local planning priorities.

ROPA 48 refined the boundary of the Midtown Oakville urban growth centre / major transit station area to exclude lands in the vicinity of the QEW/Highway 403 ramps at Trafalgar Road, as well as lands within the Natural Heritage System along the east side of Sixteen Mile Creek. The gross area of the urban growth centre, including the railway and utility corridor lands, would be 103 hectares.

ROPA 48 also maintained the minimum gross density target of 200 people and jobs combined per hectare for the Midtown Oakville urban growth centre, in conformity with the Growth Plan, along with a target of 65% people and 35% jobs. Applying the required minimum density to the gross area, as well as the percentage targets, would result in a minimum of 20,600 residents and jobs combined, or approximately 13,390 residents and 7,210 jobs.

As noted above, the Regional Official Plan has also been updated to include detailed policies with respect to urban growth centres, major transit station areas and protected major transit station areas that prescribe matters to be addressed in local official plans.

ROPA 49, the second amendment proposed through the Regional Official Plan Review, will be considered by Regional Council on June 15, 2022. It is intended to help define how and where Halton will grow by implementing the Region’s Integrated Growth Management Strategy. Population and employment growth before 2041 will be directed within Halton’s existing approved urban boundary. A subsequent amendment will define the specific distribution of growth between 2041 and 2051.

COMMENT/OPTIONS:

The Province has mandated that the town plan to accommodate significant numbers of people and jobs within Midtown Oakville as a provincially-designated urban growth centre. As an urban growth centre, Midtown Oakville is required to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit; to serve as a high-density major employment centre that will attract provincially, nationally or internationally significant employment uses; and to accommodate significant population and employment growth. Midtown Oakville is a vital feature of the town and Region's urban structure that will support future growth because of its strategic location along the Lakeshore West GO Rail line.

Additionally, Council has expressed the imperative of accommodating required growth while preserving Halton's agricultural land supply and natural environment and protect existing stable neighbourhoods through a carefully planned urban structure of growth centres connected by corridors serviced by transit.

How that growth will be accommodated is where the Midtown Oakville official plan policies play a significant role. They set out Council's vision for the 'look and feel' of the community that will be created to accommodate the mandated growth so that Midtown Oakville becomes an exciting and desirable place for new and existing residents alike.

The draft proposed OPA is not final. It is intended to facilitate discussion. Staff are seeking input on the proposed concepts in the draft proposed OPA, and acknowledge that further refinements will be required based on input from Council, stakeholders and the public, as well as ongoing technical review and analysis.

The draft proposed OPA is intended to accomplish the following:

- respond to the recent changes in the Growth Plan that changed the planning horizon, and population and employment distribution, to now require planning for growth to 2051;
- ensure that the Midtown Oakville structure supports the population and density requirements of the Growth Plan;
- continue to establish Midtown Oakville as both a transit oriented community and a complete community which facilitate a lifestyle with less reliance on the automobile;
- address the climate change emergency by tackling two of the biggest contributors to greenhouse gas emissions — energy used for transportation and the heating and cooling of our buildings — by establishing a policy

framework to accommodate future growth in Oakville in compact built form that provides viable choices for moving around and opportunities to facilitate a transition to alternative energy sources and improved energy efficiency, which may include district energy, as outlined in the town's Community Energy Strategy;

- establish a policy framework to facilitate the implementation of a connected system of public parks and open spaces in Midtown Oakville, including promenades, urban squares, public commons, connectors and other open space and natural areas;
- shift from using building heights to floor space indexes as the mechanism to describe the amount of development planned for in Midtown Oakville;
- provide clearer and enhanced urban design direction for Midtown Oakville, particularly for the public realm, to create an attractive, functional, and desirable place for future and existing residents and workers alike;
- expand mixed use opportunities, and encourage the integration of office uses with residential uses, create a mix of people and jobs throughout, particularly north of the railway, as a means to reinforce Midtown Oakville as a location that will serve as a high-density major employment centre and accommodate significant population;
- encourage the provision of affordable housing and direct the Town to consider implementing inclusionary zoning in Midtown Oakville;
- encourage the provision of larger residential apartment units designed to accommodate households with children;
- reinforce the multi-modal nature of development in Midtown Oakville which integrates active transportation and transit as foundational components of the underlying transportation network upon which the area is premised;
- establish a policy framework to facilitate implementation of the approved street network;
- revise the policy framework to address recent changes to provincial legislation and plans, including the removal of the section 37 bonusing provisions in the *Planning Act*; and,
- respond to recent updates from Metrolinx with respect to its long- and short-term plans for the station lands and surrounding lands currently under their control.

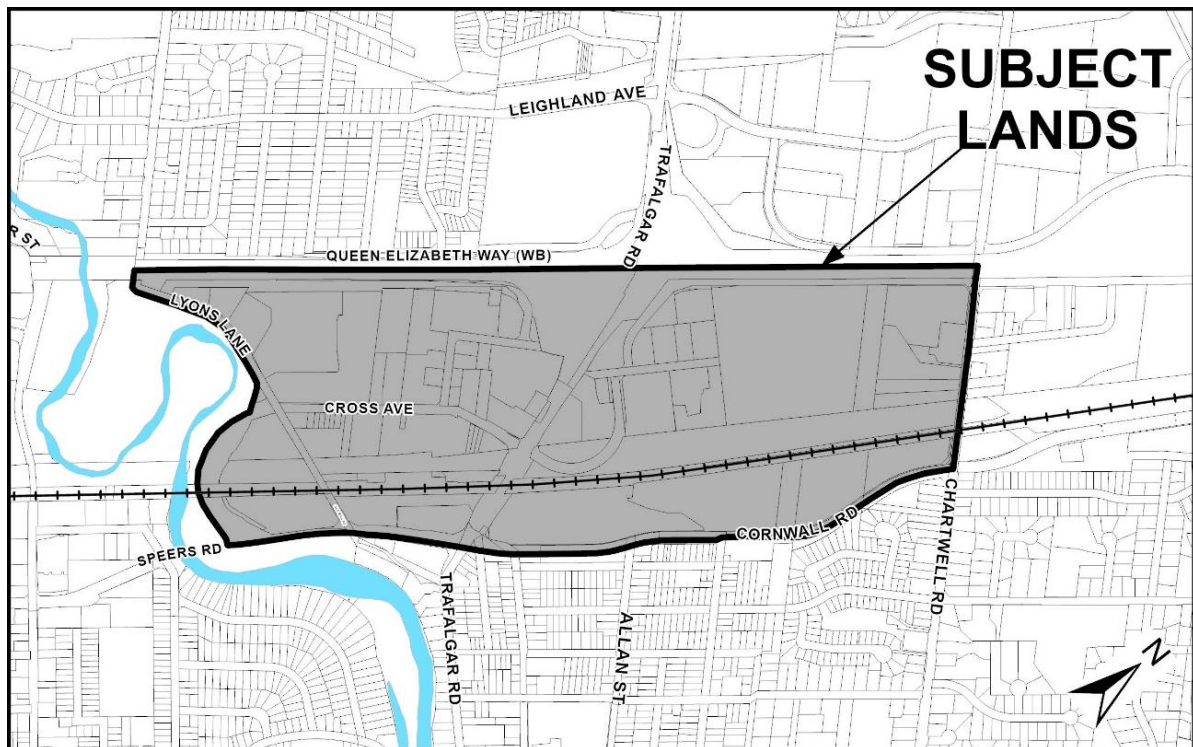
The effect of the draft proposed OPA is to:

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:
 - a) set out the area, introduction, goal, objectives and community framework for Midtown Oakville, including overall resident and job density targets
 - b) address urban design and provide for a high quality, pedestrian-oriented public realm, including parks and open spaces
 - c) address land uses, building heights and densities, transportation, active transportation, parking, and stormwater management
 - d) 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 Avenue and Cornwall Road, 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.

Description of the Official Plan Amendment

The 2022 Draft Midtown Oakville OPA applies to the subject lands identified in Figure 3 below.

Figure 3: Midtown Oakville Urban Growth Centre - Subject Lands



The proposed policies in this town-initiated OPA are based on the work undertaken as part of the Midtown Oakville Growth Area Review as described earlier in this report.

The following portion of this report is structured the same as the draft proposed OPA so that readers can compare the commentary in this description with the draft proposed OPA itself. It begins with a description of the Midtown Oakville Growth Area boundary and then continues with the same section headers as the proposed OPA (**Appendix A**).

Midtown Oakville Growth Area Boundary

Halton Regional Official Plan Amendment 48 refined the boundaries of the Urban Growth Centres in Burlington, Milton and Midtown Oakville as part of an amendment to the Regional Official Plan to identify a hierarchy of strategic growth areas for Halton. The boundaries were refined so that the UGC boundaries would be consistent with the Region's approach to delineating other Major Transit Station Areas.

Based on the revised growth area boundary, the new gross area estimate of Midtown Oakville is now 103 hectares. This equates to a minimum population and employment of 20,600 people and jobs based on the minimum density of 200 people and jobs per hectare required by the Growth Plan.


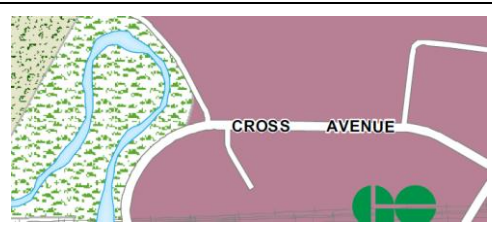

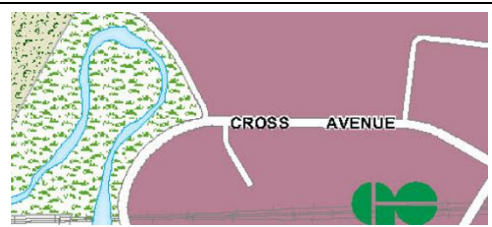


This represents a slight difference to the 20,000 people and jobs based on an approximate area of 100 hectares stipulated in the current policies for Midtown Oakville. The previous area estimate was based on a calculation that included the southern portion of the QEW, including the ramps, but excluded the existing hydro corridor lands.

The new boundary now includes the hydro corridor lands but removes the QEW lands from the area calculation. Halton Region, as the approval authority, will be using the 103 hectares figure to evaluate that the minimum density for the UGC prescribe in the Growth Plan is being properly implemented.

It is noted that two additional maps should have been included in the 2022 Draft Midtown OPA (**Appendix A**). As described above — and in Item 2, on Page A-2 of the OPA — changes are required to the following schedules to the Livable Oakville Plan so that the Midtown Oakville Urban Growth Centre boundary matches the one in the Regional Official Plan, as amended:

- Schedule A2, Built Boundary and Urban Growth Centre
- Schedule G, Southeast Land Use

Figure 4: Close-up of the Proposed Change to Schedules A2 and G of the Livable Oakville Plan at the Northwest Corner of Cross Avenue and Lyons Lane (564 Lyons Lane)

	Schedule A2	Schedule G
Existing		
Proposed		
Legend	 Midtown Oakville Urban Growth Centre / Growth Area  Natural Area	

As shown in Figure 4, in each case, the small triangle of land on at the northwest corner of Lyons Lane and Cross Avenue is to be shown as being outside of the Midtown Oakville Urban Growth Centre / Growth Area. That property, known as 564 Lyons Lane, has always been designated Natural Area in the Livable Oakville Plan, and was previously designated Natural Area in the 1984 Town of Oakville Official Plan, as amended. It is also designated as Natural Heritage System in the Regional Official Plan, and zoned “N – Natural Area” in the town’s Zoning By-law 2014-014. The proposed 2022 Draft Midtown OPA would not change any legal non-conforming single detached residential use.

Preamble to Section 20 Midtown Oakville

The introductory preamble has been updated to emphasize that Midtown Oakville is the town’s primary growth area and planned to accommodate a significant portion of the town and Region’s provincially-required intensification.

Midtown Oakville is a vital feature of the town and Region’s urban structure that will accommodate future growth because of its strategic location along the Lakeshore West GO Rail Line. It is the Town’s primary hub for current and planned transit anchored by the Oakville Station currently served by local, regional and inter-regional transit and intended as an important node for bus rapid transit in the future.

The preamble also acknowledges that change in Midtown Oakville will be incremental over time and that interim solutions and conditions will be necessary in order to achieve the objectives of the plan.

20.1 Goal and 20.2 Objectives

Complete Community

The goal and objectives for Midtown Oakville have been adjusted to better incorporate the principle of *complete community* as defined by the Growth Plan.

This change helps address the direction of the Livable Oakville Council Subcommittee to explore opportunities to better realize the concept of ‘complete communities’.

The planned number of residents and jobs has also been adjusted to reflect the refined Growth Area Boundary in Halton Region’s ROPR. The revised boundary has an approximate area of 103 hectares. The minimum density target of 200 people and jobs per hectare now equates to approximately a minimum of 20,600 people and jobs planned for Midtown Oakville.

These changes address the direction of the Livable Oakville Council Subcommittee to revise policy language with regarding the ‘minimum densities’ for further

alignment with the Growth Plan and provide consistency throughout the Official Plan.

20.3 Midtown Oakville Community Framework

General

While the province mandates that Oakville and Halton plan to accommodate growth, choices can be made at the local municipal level for how that growth is to be achieved. The town has the opportunity to influence the ‘look and feel’ of the community of Midtown Oakville that will grow as more and more people choose to live in this area. The urban design of Midtown Oakville as the primary growth area and high-density transit-oriented community is an important factor in creating a community in which people will choose to live, work and play.

The urban design vision for Midtown Oakville is that it will be designed as a regional destination with a compact urban form, complete with tall and mid-rise buildings that frame the pedestrian-oriented streetscape. These streetscapes will establish a vibrant public realm that promotes year-round walking, cycling and transit use.

In order to achieve this vision, urban design policies specific to Midtown Oakville have been strengthened in the draft proposed OPA. These policies are intended to function in addition to the town-wide urban design policies in Part C, Section 6 of the Livable Oakville Plan. Finally, the direction provided by the Livable by Design Manual, which includes the Designing Midtown Oakville document, will also serve as a crucial urban design guidance for development of Midtown Oakville as it transforms into a bustling and attractive neighbourhood.

The proposed changes to the urban design direction in the Midtown Oakville policies address the preliminary direction to explore opportunities to enhance ‘place-making’ opportunities including the introduction of new or revised urban design policies, schedules, and accompanying urban design direction. Place-making opportunities may include identification of view sheds, pedestrian connections, urban squares, and other design elements which build upon community building.

Population and Employment

Population and Employment Density policies have been relocated to the beginning of this section in order to clearly identify the Growth Plan requirements for Midtown Oakville.

ROPA 48 established a general target proportion for Midtown Oakville of approximately 65% residents and 35% jobs. This target mix has been accounted for in these policies.

Public Realm

The public realm is the spaces in between the buildings of Midtown Oakville where the public has unrestricted access such as streets, sidewalks, urban squares, parks and other public open space. The public realm can include public space as well as privately-owned publicly accessible open spaces (known as “POPS”).

Provision of adequate and appropriately-design parks and open space within Midtown Oakville is crucial to its success.

New public realm polices have been introduced through the draft proposed OPA that:

- ensure the public realm incorporates a year-round, walkable network of pedestrian-oriented urban parks, urban squares, open spaces and active transportation routes to support the needs of residents, employees and visitors alike;
- introduce a new schedule, Schedule L4 Public Realm, to illustrate and identify important components of Midtown Oakville’s public realm;
- direct that parkland dedication should be provided in the form of land where promenades, public commons, urban squares and connectors are identified on Schedule L4 Public Realm;
- require that the location of promenades, public commons, urban squares, connectors and other open space be provided in accordance with Schedule L4 Public Realm;
- ensure that the locations and delivery of public parks and opens spaces is coordinated to align with development as it progress such that these spaces are provided for new residents and employees in a timely manner;
- ensure that all parks and open space within Midtown Oakville, whether public or privately-owned publicly accessible spaces, are designed and maintained to be oriented to urban activities throughout the day and year-round;
- identify many of the design features that will make the public realm successful;
- identify minimum dimensions for promenades and connectors shown on Schedule L4 Public Realm;

- stipulate that privately-owned publicly accessible open spaces at grade should be provided as part of development (a minimum of 5% of the site area) to connect, integrate and complement the public realm; and,
- identify the creation of gateways to provide a sense of arrival and identity for Midtown Oakville.

Midtown Oakville's Main Streets

A key aspect of Midtown Oakville's 'experience' will be its main streets. Policies emphasizing Midtown Oakville's Main Streets have been introduced through the draft proposed OPA that:

- identify that Cross Avenue west of Trafalgar Road and Davis Road are intended to become active urbanized main streets, over time, forming the cultural spines of the Midtown Oakville neighbourhoods north of the railway;
- emphasize the movement of pedestrians, cyclists, transit vehicles, and goods movement while continuing to accommodate cars; and,
- indicate that these main streets be attractive, pedestrian-oriented streets animated by ground floor retail and service commercial uses and cohesive streetscapes, including landscaping and open spaces which enhance the public realm.

It is important that Midtown Oakville's Main Streets (Cross Avenue and Davis Road) become valuable community assets that facilitate informal gathering and passive recreation as a means to create streets that are more than simply utilitarian corridors to move people and goods. The promenades proposed along these main streets are intended to be the focal points for the neighbourhoods on either side of Trafalgar Road as urban open spaces that create a seamless interface between the street right-of-way and active retail building frontages dedicated to pedestrians.

The identification of Midtown Oakville's Main Streets and the associated urban design policies proposed in various parts of the draft proposed OPA address the preliminary direction to explore opportunities for enhanced streetscapes along key streets, including the consideration and location of utilities.

Transportation

The role of streets in the success of Midtown Oakville cannot be underestimated. They not only facilitate year-round movement using many different transport modes, but provide valuable frontage for development and the setting for the range of uses and activities that define Midtown Oakville. A fine-grain grid of streets will be

fundamental to encouraging walking, cycling and other active transportation modes, which in turn promote transit use.

The transportation policies and Schedule L3 Transportation in the draft proposed OPA have been revised to align with the Midtown Oakville Class Environmental Assessment road network that was introduced into Livable Oakville through OPA 14. Additional changes and refinements to the transportation network are also proposed based on further study and analysis by staff, and in response to stakeholder comments about the previous draft proposed OPA. Changes to the transportation system include:

- realignment of Cross Avenue to the Cross Avenue / Trafalgar Road intersection;
- a new north-south crossing of the QEW/Highway 403;
- the future local road network;
- active transportation facilities;
- grade separation of the railway at Chartwell Road (or alternative location);
- ultimate extension of the station rail platform east of Trafalgar Road;
- the prioritization of year-round walking, cycling and transit use in Midtown Oakville;
- a reconfiguration of the road network east of Trafalgar Road in order to minimize potential land fragmentation that could undermine the development potential of the area;
- a refinement of the right-of-way widths for the entire road network to better align with Oakville's road classification system and ensure that proposed rights-of-way can accommodate the elements necessary to create a multi-modal transportation network and public realm;
- identification of 'roads proposed to be abandoned' to add clarity to how the future road network will alter the existing network over time;
- addition of a grey underlay to identify where 'final road alignment(s) will be subject to further study' to clarify that the portions of the road network shown on Schedule L3 Transportation will be confirmed — or potentially re-aligned — through a future Class Environmental Assessment or other appropriate study;

- identification of an active transportation crossing of the railway east of Trafalgar Road; and,
- identification of an alternative railway crossing alignment east of Trafalgar Road if it is determined that a grade separation at Chartwell Road is not feasible.

Lyons Lane

Lyons Lane is a local road that runs along the edge of the Sixteen Mile Creek valley between Cross Avenue and South Service Road East. In accordance with section 16.1.9(h) of the Livable Oakville Plan, the town has also undertaken, "...a comprehensive geotechnical study within... Midtown Oakville... to determine whether modification to the setbacks from Sixteen Mile Creek valley... is appropriate and/or warranted given the location of existing development within and immediately adjacent to the valleylands."

Concerns have been raised regarding the stability of Lyons Lane in its current alignment given the close proximity to the Sixteen Mile Creek valley. As a result, the long term viability of Lyons Lane as a public street providing access to future development is in doubt.

The preliminary geotechnical investigation and slope stability analysis by EXP Services Inc. dated August 13, 2021 indicated that, "If the roadway is to remain at its current alignment, stabilization measures will be required in order to satisfy the required minimum factor of safety." Drawing 1 of the report demonstrated that the existing road is located below the current long-term stable top of slope. The report also indicated that, based on the Ministry of Natural Resources guidelines, there is support for an 'erosion access allowance' — which is a 15-metre development setback from the long-term top of slope typically required by Conservation Halton. Conservation Halton has indicated that they are willing to review the need for a full 15-metre setback in locations where there may be opportunities to reduce it. This review would happen through the review of a development application for applicable sites.

Lyons Lane is identified on proposed Schedule L3 Transportation as a 'road proposed to be abandoned' once the proposed street network in this area has been realized. It is also identified for a multi-use trail on proposed Schedule L3 Transportation — to be located within the 15-metre development setback from the long term stable top of slope. Interim access arrangements are now likely needed for properties that currently depend on Lyons Lane as their only public street access until such time that the full local street network in this area is established.

Block Design

The blocks in Midtown Oakville will be formed by the planned transportation network. Policies informing the design of blocks in Midtown Oakville have been introduced through the draft proposed OPA that:

- identify the intent for development on these blocks to be coordinated, and occur on consolidated parcels, when at all possible;
- ensure that development on one portion of a block does not preclude the development on other parcels within the same block, in the event that parcel consolidation within a block is not possible;
- direct that blocks develop as ‘perimeter blocks’ – where development occurs along the street edge to create active and/or transparent façades that support the public realm with service spaces and outdoor amenity areas located on the interior of the block;
- ensure that blocks are designed to be permeable — providing a safe, convenient and pleasant way for pedestrians to move internally through these blocks rather than being forced to travel around them along public streets — particularly, on the larger blocks in the network;
- discourage barriers to block permeability – such as boundary fences, retaining walls, long building facades without breaks into the block, and others;
- direct vehicular access into a development site to occur from a local road or service lane so that crossing of important streetscapes — such as ones along Midtown Oakville’s main streets of Cross Avenue and Davis Road — are minimized or avoided altogether;
- identify that shared vehicular access to blocks be pursued through landowner agreements;
- acknowledge that temporary vehicle access from existing road or primary streets can occur in the interim, with sites designed so that ultimate access is provided in accordance with the policies at the time that new roads and driveway access are constructed;
- direct utility vaults and meters to be located internal to a development block and/or otherwise concealed from view from the public realm; and,
- indicate hydro and other transmissions lines should be provided — or relocated — underground.

The proposed policies related to block plan design help to address the preliminary direction to explore land consolidation policies and/or strategies.

Built Form

The tallest buildings in Oakville will be located in Midtown Oakville. It is important that these buildings be designed well to ensure that the objectives for creating the Midtown Oakville envisioned by this plan are achieved.

Policies informing the built form of Midtown Oakville have been introduced through the draft proposed OPA, which build upon the Urban Design policies of Section 6 of Livable Oakville and provide additional direction for Midtown Oakville, that:

- emphasize an active pedestrian environment which will provide interest and comfort at ground level for pedestrians;
- identify the need for buildings on abutting sites and/or in close proximity to each other to vary in height from each other by a minimum of 25 metres in order to contribute to a distinct skyline for Midtown Oakville;
- identify a building height peak in Midtown Oakville where the buildings closest to the Oakville GO Station north of the railway are the tallest buildings within Midtown Oakville in order to contribute to a distinct skyline;
- direct the built form to maximize solar energy, ensure adequate sunlight and sky views, minimize wind conditions on the public realm, and avoid excessive shadowing;
- direct that the height of building podiums for buildings greater than 12 storeys in height be no greater than 80 percent of width of the adjacent right-of-way and no greater than 6 storeys in height;
- direct that the tower portion (the portion of the building above the podium) of buildings greater than 12 storeys in height ensure a slender profile in order to minimize shadow impacts, maximize sun exposure and enhance the Midtown Oakville skyline; and,
- ensure that green roofs and/or residential amenity space is provided on any rooftop visible from nearby tall buildings.

Development Density

Minimum density targets

As described earlier in this report (see *Planning Act* section, above), the *Planning Act* requires that a lower-tier municipality (i.e., Town of Oakville) include policies in

its official plan that identify minimum densities for protected MTSAs that have been identified in the official plan of an upper-tier municipality (i.e., Halton Region). ROPA 48 to the Regional Official Plan identified Midtown Oakville as a protected MTSA.

The Growth Plan requires that urban growth centres (e.g., Midtown Oakville) be planned to achieve a minimum density target of 200 people and jobs combined per hectare by 2031 or earlier (Growth Plan, s. 2.2.3.2(b)). Based on Midtown Oakville's gross area of 103 hectares, this equates to a minimum of 20,600 people and jobs to be planned for, as described earlier in this report.

Shift from Building Height to Floor Space Index

The overall amount of development permitted in Midtown Oakville is currently controlled by policy through minimum and maximum building heights, plus the ability to achieve additional height through bonusing.

However, the *More Homes, More Choices Act, 2019* removed the opportunity for bonusing by replacing section 37 of the *Planning Act* with provisions that permit a municipality to implement a Community Benefits Charge. As a result, the bonusing policies in the Livable Oakville Plan, including those applying to Midtown Oakville, must be eliminated to conform with the *Planning Act*, as amended.

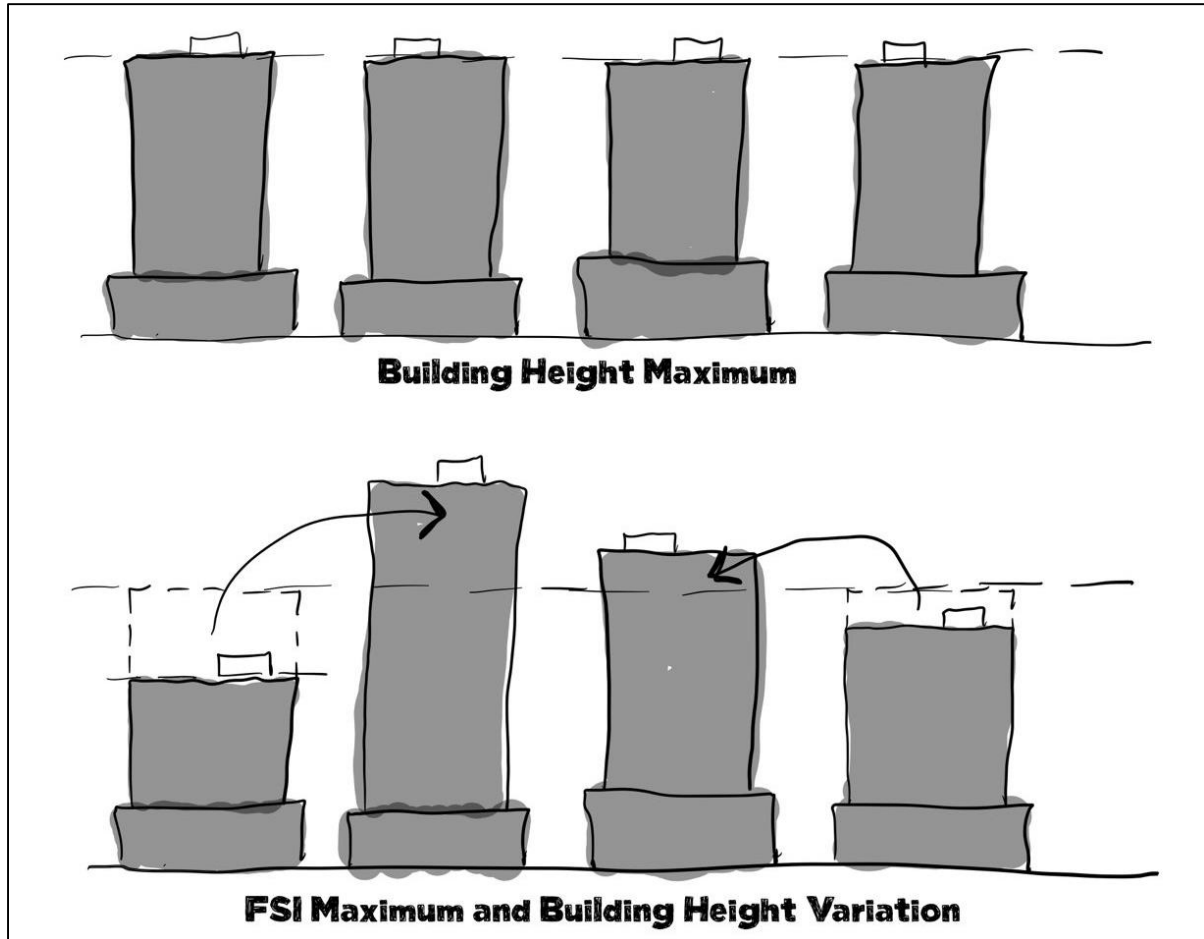
The draft OPA proposes to use floor space index (FSI) as the mechanism to control the overall amount of development instead of building heights. The existing bonusing policies and the associated overlay designation on Schedule L2 would also be removed.

Floor space index refers to the total gross floor area of a development divided by the site area. For example, a 1.0 ha site with a gross floor area of 30,000 square metres would have an FSI of 3.0 (a gross floor area that is 3 times the area of the site).

One of the primary design objectives for Midtown Oakville is for buildings to be constructed at varying heights — with this variation being easily perceivable at street level and from a distance — in order to create a distinctive skyline in Midtown Oakville over time.

When maximum building heights are used as the mechanism to establish the overall amount of development on a site, most development proposals will strive to maximize the development potential on a site. Proposals often include buildings that all reach the maximum height or vary from each other by only a few storeys. This height variation is not likely to be perceived at street level or from a distance.

Figure 5: Comparison of Building Height Maximum vs. Floor Space Index Maximum with required building height variation. An equivalent amount of overall gross floor area is maintained in both scenarios with differing results for the skyline.



Over time, the potential result in Midtown Oakville would be a community where a large number of buildings would be very similar in height. While there may be situations where ‘twin towers’ are a desirable architectural design and/or gateway feature, a community full of buildings of similar height would not be a desirable skyline outcome for Midtown Oakville.

Through the review of a development application, staff may request that an applicant provide more variation in height between proposed buildings. Generally, this would require an applicant to reduce the height of one or more buildings in their proposal, without the ability to increase the height of another building, due to the maximum building height policy. This request would then likely require an applicant to reduce the overall amount of development being proposed in addition to reducing the height of a building or buildings. In this way, using a maximum building height

policy to establish an overall amount of development permitted on a site would make it difficult to achieve buildings of varying heights in Midtown.

Regulating development density using floor space index instead of building heights, on the other hand, allows for building height variation without the likely loss in development potential that would otherwise result using the maximum building height mechanism. This would potentially make it easier to achieve the appropriate building height variation needed to create a distinct and desirable skyline for Midtown Oakville.

The top portion of Figure 5 demonstrates how a maximum building height policy can lead to multiple buildings of similar height as development proponents will attempt to maximize permissions. The lower portion of Figure 5 shows how using a maximum floor space index while requiring a variation in building height can result in an interesting skyline while continuing to maintain the same overall development potential or gross floor area.

Minimum FSI for Midtown (Schedule L2)

Approximately 60% of the land in Midtown Oakville is already, or will be, taken up by the railway, hydro-corridor lands, other utility lands, public street rights-of-way, and public parks and open space. As Midtown Oakville develops, additional land will be required for parks, open spaces, active transportation facilities and streets based on the draft proposed OPA. Ultimately, people and jobs will only be able to be accommodated on approximately 40 to 45 hectares of net developable area (approximately 40% of the 103 gross hectares in Midtown Oakville).

Staff have taken this net developable area into account in determining the minimum floor space index that would be required to meet the requirements of the Growth Plan. A minimum of 20,600 people and jobs would need to be accommodated on 40 to 45 hectares of land.

This equates to approximately 475 people and jobs combined per net hectare on the net developable area (i.e., on development sites) in order to achieve the overall minimum gross density target of 200 people and jobs combined per gross hectare required by the Growth Plan for Midtown Oakville by 2031.

The minimum floor space indexes to achieve this result are shown on the proposed Schedule L2, Midtown Oakville Density. For clarity, it is intended that the minimum and maximum floor space indexes on proposed Schedule L2 would apply to the net developable area of a site after all of the conveyances for public roads and public parks and open space have been accommodated. See the section entitled “Future Roads and Parkland Dedication” below for additional details regarding floor space index calculations.

People versus units in the Midtown Oakville Urban Growth Centre

How many units are required to accommodate the minimum number of people planned for Midtown Oakville?

According to the 2021 Census, the average reported household size for an ‘apartment in a building that has five or more storeys’ in Oakville is 1.8 people. Based on this average, if Midtown Oakville were to hypothetically redevelop with residential buildings only — notwithstanding the job percentage target or mixed use objectives — the minimum 20,600 residents required by the Growth Plan could be accommodated in approximately 11,445 residential units.

The estimated 11,445 residential units would only be accommodated on the approximately 43 hectares of net developable area in Midtown Oakville. This equates to a minimum density of approximately 265 units per site hectare for all developable sites within Midtown Oakville.

All of the developable sites in Midtown Oakville would need to be redeveloped at this minimum in order to meet the required minimum GROSS density requirement of 200 people and jobs combined per hectare by 2031 in conformity with the Growth Plan.

Maximum FSI for Midtown (Schedule L2)

In addition to planning for the minimum number of people and jobs required by the Growth Plan in Midtown Oakville, the draft proposed OPA is also planning for growth to 2051 and beyond. This means planning for more than the minimum requirements of the Growth Plan by 2031 and also planning for 2041, 2051 and beyond, informed by Halton Region’s current municipal comprehensive review.

Planning for Midtown Oakville today should establish a framework for growth for many decades to come as it will inform the provision of servicing and infrastructure to support growth now and into the future.

The maximum floor space indexes shown on the proposed Schedule L2 attempt to establish as-of-right development permissions and floor space indexes that are appropriate for an urban, transit-supportive, people-oriented community located at the second busiest GO Station in the GTA and near the intersection of two major 400-series highways.

Growth forecasting for Halton Region’s Integrated Growth Management Strategy anticipates that Midtown Oakville will achieve the minimum required 200 people and jobs per gross hectare some time after 2041. However, Midtown Oakville will not cease to grow at 2041, or 2051, and will continue to develop well beyond that date as the town’s primary growth node within its approved urban structure.

Modelling undertaken by staff estimate that the maximum floor space indexes shown on proposed Schedule L2 potentially represent a full build out of Midtown Oakville — conceivably many decades from now — of approximately 550 people and jobs combined per gross hectare.

For comparison, it is estimated that the Vaughan Metropolitan Centre Secondary Plan (based on the 2017 OMB settlement) would result in 546 people and jobs combined per gross hectare at full build out. The VMC is similar to Midtown Oakville in that it is located at a significant transit hub and the confluence of two 400-series highways. Based on a study of recent development trends in the VMC, it is estimated that at full build out it could have over 700 people and jobs combined per gross hectare.

Smaller development sites in Midtown Oakville are not expected to develop at the maximum density range proposed on Schedule L2. Policies are proposed that, where a development site does not meet the minimum size of 2,500 square metres, the maximum floor space index permitted on these sites would not be greater than 0.25 FSI greater than the minimum FSI as shown on Schedule L2.

For example, a site of 0.25 hectares or less with a minimum FSI of 4.0 would be limited to a maximum FSI of 4.25. The intent is for such sites to be developed with mid-rise buildings (no greater than 12 storeys) that are compatible with — can coexist with the surrounding area without unacceptable adverse impact (see **Appendix E**, Glossary) — development on adjacent sites or to be consolidated with adjacent parcels and planned comprehensively together.

Future Roads and Parkland Dedication

The future public road network and connected system of public parks and open spaces are vital to creating the appropriate pedestrian-oriented public realm and main streets for Midtown Oakville. Obtaining land for the road network and parks and open space network is paramount for Midtown Oakville.

Future Roads

Proposed Schedule L3 identifies the future road network introduced by the Midtown EA along with further refinements proposed through the draft proposed OPA. This road network includes both future arterial roads as well as future local roads.

Section 8.7.1 of Livable Oakville indicates that the Town may protect for new alignments and additional right-of-way requirements identified within Growth Areas, such as Midtown Oakville. However, the acquisition of roads is more complicated and requires a strategy that facilitates that process.

Land tends to be more expensive in Midtown Oakville compared to other locations in Oakville due to the development potential of the land. Conveying land to the town for a future road often then represents a loss in development potential for landowners. This makes acquisition of adequate land in Midtown Oakville for future roads challenging as landowners are often reluctant to give up this development potential.

The draft proposed OPA attempts to create incentive for landowners to voluntarily provide the land for the future road network to the Town associated with their particular property or development site.

Proposed polices provide an opportunity for a landowner to retain the development potential of land they convey to the town for the purpose of a future local road. This retained development potential would then be transferred to the development site over and above the maximum density that otherwise permitted on the site.

While not included in the draft proposed OPA, this policy could be extended to apply to all future road requirements in the final OPA.

This incentive would assist in facilitating a more cost effective and timely implementation of the future road network.

Parkland Dedication

A system of connected public urban parks and open spaces is vital to supporting the population anticipated in Midtown Oakville and making it an attractive and desirable community.

Proposed Schedule L4 Public Realm (and also proposed Schedules L1 Land Use and L2 Density) introduces important components of Midtown Oakville's public realm — consisting of a connected system of promenades, public commons, urban squares and connectors. This parks and open space system will also be informed by the town's forthcoming Parks and Open Space Strategy.

The draft proposed OPA directs that parkland dedication for these areas should be provided in the form of land. However, similar to land conveyances for future roads, landowners may be reluctant to give up the development potential of this land and prefer to provide cash-in-lieu of parkland.

The draft proposed OPA attempts to incentivize the provision of land for public parks and open space purposes. Proposed polices provide the opportunity for a landowner to retain the development potential of the land to be conveyed to the town for public parkland dedication purposes. That retained development potential would be transferred to the remainder of the development site over and above the maximum density that would otherwise be permitted on the net parcel.

Obtaining parkland in Midtown as Midtown properties redevelop would enable the implementation of public parks in a timely manner for new residents, employees and visitors.

A Win-Win Scenario

Providing incentives for the conveyance of land for future roads and parkland dedication could present a win-win scenario for the landowner and the town.

Landowners may be more willing to convey land to the town for these important purposes. The town would obtain the land needed for these community elements without the need to use limited cash-in-lieu resources to acquire land for parks or go through a potentially cumbersome expropriation process.

These proposed policies may also provide motivation for relevant landowners to proceed with development, and facilitate the achievement of a supporting road network and supporting parkland, earlier than might otherwise occur.

However, it needs to be emphasized again that these policies are not final and may change as Council, stakeholders and the public review the draft proposed OPA. Staff are looking for specific feedback on whether these policies create the necessary incentive that landowners would choose to take advantage of. The proposed policies would only be appropriate if they provide a strategy for the acquisition of future roads and parkland that make sense to the proponents of development in Midtown Oakville and align with the town's parkland dedication and development charges strategies.

Encouraging Affordable Units, Buildings for Households with Children, and more

The draft proposed OPA attempts to encourage the development of desired features in Midtown Oakville that might not otherwise develop in the absence of these policies. These features would include affordable housing units, apartment housing designed for households with children, public school space within mixed use buildings, office space within a residential mixed use building, and space dedicated to the care and storage of bicycles within buildings.

Regulating development potential using floor space indexes instead of building heights, as described earlier in this report, provides a mechanism to encourage the development of these desired components.

Policies have been proposed that would exempt the following from the calculation of floor space index — solely for the purposes of determining compliance with the maximum floor space index indicated on proposed Schedule L2 Density — for the lands north of the railway (see Schedule L2 Density):

- the net floor area of *affordable units*;
- the net floor area of public *educational facilities* provided within a residential mixed use building;
- 50% of the net floor area of 3-bedroom units designed specifically to accommodate households with children and located in a building specifically designed to accommodate households with children;

-
- the net leasable floor area of office space provided above the ground floor within a residential mixed use building, to a maximum of the equivalent floor area of 2.0 floor space index; and,
 - the floor area of bicycle parking and common amenities specifically dedicated for the care and storage of bicycles.

Housing

Long-term trends show that apartment housing is increasingly forming a share of the housing mix within Oakville and Halton. Policies related to housing in Midtown Oakville have been introduced through the draft proposed OPA that:

- direct residential development to provide a range of building types (i.e., a mix of mid-rise and tall buildings) in Midtown Oakville;
- direct residential development to provide units that will accommodate a variety of household sizes — from small to larger households — emphasizing the need to create buildings that are designed to accommodate households with children within Midtown Oakville;
- emphasize the need for purpose-built rental housing to facilitate a mix of housing tenure within Midtown Oakville;
- ensure that residential buildings in Midtown Oakville include both outdoor and indoor common amenity areas, balconies or terraces, operable windows and storage for residents; and
- direct that an inclusionary zoning framework be established for Midtown Oakville, as a Protected Major Transit Station Area, to enable the requirement for affordable housing to be incorporated in future development within Midtown Oakville.

Public Service Facilities

Policies related to public service facilities in Midtown Oakville have been introduced through the draft proposed OPA that:

- stipulate that the Town will monitor public service facility needs in Midtown Oakville over time and work with Halton Region and other agencies to enable the development of required facilities as they are identified and in a timely manner;
- direct that future educational facilities (i.e., schools) that may be required within Midtown Oakville to support the growing population, which should be

incorporated into mixed use development (i.e., into the podiums of mixed use buildings) rather than provided as stand-alone, single-use buildings;

- sets out potential contributions from future development needed to facilitate the delivery of public service facilities in Midtown Oakville that may be required; and,
- identifies design requirements of public service facilities in Midtown Oakville.

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

Rail

Development in proximity to railway operations can be challenging settings for new development, particularly residential development. Policies related to development near the railway have been introduced in the draft proposed OPA that:

- require a minimum 30-metre setback from the railway corridor;
- require a minimum 300-metre setback from the nearby railway freight yards; and,
- identify appropriate uses that may be permitted within those setbacks.

Stormwater Management

Policies related to stormwater management have been introduced into the draft proposed OPA that:

- require development in Midtown Oakville to implement the town’s master plans and other studies to ensure that development adopts the latest stormwater management techniques.

Parking

“Right-sizing” the amount of parking — not building more parking than is needed — in Midtown Oakville is crucial to the success of Midtown Oakville. Policies related to parking have been introduced into the draft proposed OPA that:

- direct that reduced parking requirements, and maximum parking standards, are continually considered within Midtown Oakville as development

progresses due to its proximity to the Oakville GO Station which is an inter-modal mobility hub serving local, regional and national transit and rail service;

- set out design direction for structured parking above grade;
- indicate that surface parking should not generally be provided as part of redevelopment in Midtown Oakville;
- indicate that where surface parking is provided as part of redevelopment, it should be primarily for visitor parking and/or short-term temporary parking and be located in side or rear yards with appropriate measure to mitigate its visual impact on the public realm; and,
- encourage the use of shared parking facilities.

These proposed policies help to address the preliminary direction to explore parking requirements and any “right-sizing”, as necessary.

20.4 Land Use

Land Use Designations

Proposed changes to the land use designations are primarily intended to expand mixed use opportunities and encourage the integration of office uses with residential uses, to create a mix of people and jobs throughout Midtown Oakville, particularly north of the railway.

The nature of employment and office development is rapidly changing. There appears to be a shift from standalone office buildings and office parks towards office space integrated into mixed use, urban environments that can attract professionals who are looking for the walkable, transit-oriented complete communities in which to both live and work. Further, we are experiencing a shift towards the use of office space more as ‘flex space’ rather than the traditional ‘cubicle-oriented’ offices.

The draft proposed OPA proposes a number of changes to the land use designations as shown on Schedule L1 Land Use that:

- expand use of the Urban Core designation, which is the primary high-density mixed use designation in Livable Oakville;
- introduce residential permissions to the lands along Trafalgar Road and extending east of Trafalgar Road past the new north-west road, which is proposed to include a new crossing of the QEW, by replacing the existing Office Employment designation with Urban Core in this area;

- replace the High Density Residential designation north of the railway with Urban Core;
- replace the Urban Centre designation that currently exists along Cross Avenue west of Trafalgar Road with Urban Core;
- re-designate lands housing the existing Metrolinx parking garage and train operations control facility as Utility to better reflect their function;
- identify a system of public parks and open space throughout Midtown Oakville;
- identify the eastern portion of the hydro utility corridor as parks and open space as it is the intent that the Town will utilize this for passive recreational space as a secondary use for this portion of the corridor; and,
- extend the existing Urban Centre designation, at the northeast corner of Trafalgar Road and Cornwall Road, eastward to the boundary of the Natural Area abutting the Parks and Open Space designation.

Land Use Policies

In addition to the general land use policies in Livable Oakville, the draft proposed OPA includes policies specific to Midtown Oakville that:

- direct new development in the Urban Core and Urban Centre designations to accommodate the same number of jobs (or more) in new development that may currently exist on a development site to ensure that jobs in Midtown Oakville are not lost as a result of redevelopment;
- clarify that a school board may determine that real property or lease of building space is required for schools in Midtown Oakville;
- specify that standalone major office, major institutional or residential buildings may be permitted in the Urban Core or Urban Centre designations where these buildings do not have frontage along a main street in Midtown Oakville (i.e., Cross Avenue or Davis Road);
- specify additional uses that may be permitted in the Urban Core, Urban Centre, and Utility designations;
- identify that high employment densities should be provided in the Office Employment designation; and

- indicate that new drive-through facilities and motor vehicle related uses will not be allowed within Midtown Oakville.

These proposed changes to the land use schedule and associated policies address the Livable Oakville Council Subcommittee’s direction to explore opportunities for additional growth and development in appropriate locations within the growth area.

20.5 Midtown Oakville Exceptions

New and revised exception policies are proposed in the draft OPA, as follows:

- For lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road the following changes are proposed:
 - the policies permitting a neighbourhood shopping centre and non-retail service commercial uses have been deleted because the site has been developed without these uses; and,
 - additional policies reflecting the recent development application approval for a fourth building at 70 Old Mill Road.
- For lands currently designated High Density Residential and known as 599 Lyons Lane, the policy exceptions — other than the policy permitting a potential encroachment into the 15 metre setback up to the nearest limit of the municipal right-of-way — have been deleted because the Urban Core designation is now proposed for the lands;
- For the lands currently designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, the exception policy has simply deleted the reference to Urban Centre as the Urban Core designation is now proposed for all the lands; and
- For lands designated Office Employment, known as 354 Davis Road, the exception policy has been amended to add the words, “or as determined through an approved environmental assessment,” to the existing exception policy.
- For lands currently designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road the following changes have been proposed:
 - the exception policy has been updated to reflect the proposed designation of Urban Centre for all the lands, and

- add a policy reflecting the recent Council approval at 281 Cornwall Road for a 14-storey tower and 291 Cornwall Road for a 19-storey tower;

The following new exception policies are being proposed through the draft proposed OPA:

- On the lands designated Urban Core and known as 570 Trafalgar Road, motor vehicle sales and service uses may continue as part of a comprehensive mixed use redevelopment.

20.6 Implementation Policies

Implementation Strategy

Implementation of Midtown Oakville will require a concerted effort between multiple levels of government as well as private landowners.

In addition to the policies in Parts F of Livable Oakville, additional implementation policies specific to Midtown Oakville have been proposed within the draft proposed OPA that:

- direct the Town to work with the Province, Halton Region and Metrolinx to work on implementation strategies to address the pieces needed to achieve the objectives of Midtown Oakville, including:
 - a parkland strategy,
 - transportation initiatives — including transit and active transportation,
 - streetscape and/or public realm plans,
 - parking strategies,
 - extension of the rail platform across Trafalgar Road,
 - community improvement plan,
 - sustainability initiatives such as district energy, geothermal heating/cooling, and other utilities,
 - public sector partnerships and programs, and
 - the municipal acquisition and disposal of land;
- provide direction to ensure that town master plans and implementation documents reflect the new 2051 planning horizon in the Growth Plan;
- emphasize that town master plans and implementation documents will need to be updated to support the planned growth and change in Midtown Oakville; and,

- acknowledge that innovative solutions and different ways of thinking about the delivery of infrastructure, parks and open spaces, and other community assets will be required.

Midtown Oakville will be a high density urban area that is unique from the typical lower density development of Oakville to date and will require a different way of delivering the pieces needed to build Midtown Oakville as envisioned.

Phasing / Transition

Development in Midtown Oakville will be incremental and long-term. The draft proposed OPA recognizes this evolution with policies that:

- indicate the progression of development will need to be coordinated with the provision of supporting infrastructure, including:
 - transit,
 - road network capacity,
 - active transportation facilities,
 - parks and open space,
 - water and wastewater services,
 - stormwater management facilities,
 - streetscape improvements, and
 - utilities;
- emphasize that development in Midtown Oakville will occur over the long term and may include conditions and incremental implementation until full build-out is achieved;
- enable redevelopment to occur in accordance with the Growth Plan and Regional Official Plan — however, implementation ultimately depends on public infrastructure investment from various levels of government and private development; and,
- specify that uses and buildings that legally existed prior to the adoption of this plan are permitted to continue — however, they are ultimately intended to be redeveloped.

Area Design Plans

Ideally, Midtown Oakville should develop on a block-by-block basis. To facilitate this as much as possible, policies have been introduced in the draft proposed OPA that:

- specify that an area design plan may be required as part of a development application, at Town staff's discretion, in order to address coordination issues and phasing of development(s); and,
- list the requirements of an area design plan — which is primarily intended to:
 - provide an overall design scheme for a block and surrounding area,
 - demonstrate how proposed development will not preclude development, or infringe upon the development rights, of adjacent properties, and
 - demonstrate compliance with Livable Oakville policies.

Monitoring

Developing key performance indicators and monitoring the development of Midtown Oakville will be an important role for the Town moving forward. The draft proposed OPA includes monitoring polices that:

- direct the Town to track the pace of development in order to identify and plan for infrastructure improvements as demand and activity in Midtown Oakville increases, including:
 - traffic characteristics on main routes and intersections,
 - the number of units and amount of non-residential floor spaces being included in existing, approved and proposed development,
 - transit usage,
 - modal share;
 - usage of active transportation facilities,
 - population and employment generated by development, and
 - relevant indicators of sustainability as determined by the Town.

Cost-sharing and Coordination

A notable difference between the 2021 Draft Midtown OPA and the current draft proposed OPA is the removal of policies related to cost-sharing and landowner agreements.

Feedback from stakeholders, particularly landowners and landowner representatives, expressed concern with the requirement to enter into agreements with adjacent landowners for cost-sharing and coordination purposes. Many were of the opinion that the tools available to the Town, such as development charges and community benefit charges, were the appropriate way to ensure fair cost-sharing among landowners in Midtown Oakville. Additionally, landowners looking to develop

their lands in the short-term did not want to be held up by landowners who have no interest in redevelopment at this time.

The Town is currently considering the use of a combination of tools to deal with the coordination of multiple landowners within Midtown Oakville to facilitate an equitable cost-sharing of infrastructure and other elements needed create the Midtown Oakville envisioned by this plan. Tools under consideration by the Town for this purpose include, but are not limited to:

- Town-wide Development Charges,
- Community Benefit Charge,
- Parkland Dedication (both land and cash-in-lieu),
- Local Service Policy, and
- Midtown Oakville Area-specific Development Charges.

Halton Region has recently undertaken an update to the Servicing Master Plan for the region, which could require 18 months to two years to complete. Once approved, the final version of this Midtown OPA would be an important input into the region's servicing master plan update as it would provide an estimate of the servicing capacity required for Midtown Oakville. The Midtown Oakville Area Servicing Plan would then also need to be updated.

Once updated, the regional servicing master plan would be used to determine the appropriate development charges required to fund servicing in support of Midtown Oakville. It is also possible that the Region will develop strategies to assist with the front-ending of servicing in Midtown Oakville that would allow development to proceed. Regional development charges and potential front-ending strategies would also be mechanisms to ensure equitable sharing of the cost of infrastructure in Midtown Oakville.

Climate Change and the Community Energy Strategy

The creation of high density, mixed use, pedestrian friendly, and transit-supportive complete communities — such as the community planned for Midtown Oakville — is inherently supportive of climate change mitigation and is a direct response in adapting to a changing climate.

Adapting to a changing climate and creating more efficient land use patterns are fundamental objectives of the Province's Growth Plan for the Greater Golden Horseshoe (Growth Plan). The Growth Plan requires municipalities to progressively manage growth and change by planning for intensification and transit supportive development in appropriate locations, and to reduce urban sprawl and the dependence on the automobile. Creating walkable, transit supportive complete communities enables the built environment necessary to reduce emissions that are generated by how we live, work, and move around.

Development of Midtown Oakville directly addresses two of the four strategic directions in Oakville’s Community Energy Strategy — unanimously endorsed by Council in February, 2020.

Strategic Direction 3 of the Community Energy Strategy relates to ‘Local Energy Supply and Distribution’. The Strategy indicates that deployment of technologies to distribute energy locally lowers the carbon impact of heating and cooling our homes and reduces lost energy associated with centralized energy systems. Oakville’s anticipated growth and densification — in strategic growth areas such as Midtown Oakville — creates new opportunities to utilize district heating and cooling such as the implementation of modern district energy systems which can be built on low carbon heat sources.

The draft proposed OPA continues to encourage the Town to include district energy and geothermal heating/cooling as important parts of the implementation strategy for Midtown Oakville. A key part of establishing the right-of-way widths shown on Schedule L3 is ensuring that adequate space is available for the installation of district energy infrastructure within the rights-of-way.

One of the next steps in the Town’s ongoing Official Plan Review is to examine the ‘Sustainability’ section of Livable Oakville and partner with the Town’s Climate Action group to explore more opportunities to further enable and facilitate the implementation of climate-friendly energy strategies town-wide and through area-specific strategies, including district energy.

Strategic Direction 4 of the Community Energy Strategy relates to ‘Transportation Efficiency’. The Strategy indicates that transportation accounts for almost half of community-wide greenhouse gas emissions in Oakville. Over 70% of transportation activity is personal vehicle use. Establishing land use policies that influence how we build more compact, walkable, bike- and transit-friendly communities is a vital role to be played by local municipal government in reducing the energy used to move us around. Another key piece of establishing the right-of-way widths shown on Schedule L3 is ensuring that adequate space is available for the installation active transportation facilities such as sidewalks, promenades, bike lanes, and multi-use trails within the Midtown Oakville rights-of-way.

The draft proposed OPA is an important piece of policy to influence the development of the type of communities that contribute to a reduction in energy use and resulting greenhouse gas emissions. Policies for Midtown Oakville are intended to facilitate the creation of a community that will reduce reliance on the automobile by providing a location-efficient community — one that is walkable and close to transit, jobs, schools and services. It will also be a community that provides viable alternative choices for how to move around — choices that can be significantly more energy efficient, and less carbon-emitting, than driving a car.

Process and Next Steps

Creating the envisioned urban growth centre community in Midtown Oakville is a complex undertaking that requires innovative cooperative effort at multiple levels of government and with a multitude of landowners and other stakeholders. Unlocking Midtown Oakville to incent and facilitate the right kind of development continues to be the focus of Town staff.

Unlocking Barriers to Development

The draft proposed OPA, as well as the previous draft proposed OPA from March 2021, are important parts of the process and work to address some of the existing barriers to development. Barriers to development in Midtown Oakville that staff continue to work to find solutions for include, but are not limited to:

- transportation network capacity;
- provision of new road infrastructure, including the new road network;
- waste and wastewater capacity;
- parkland dedication requirements;
- minimum parking requirements;
- appropriate cost-sharing; and
- fractured land ownership.

Other studies are being undertaken by the Town to help address these barriers in addition to this proposed OPA. Implementation of the results and recommendations from these associated studies may involve further amendments to the Livable Oakville policies at a later date.

Staff have also set up an internal advisory group that will continue to work on unlocking Midtown Oakville by examining the potential limiting factors to realizing redevelopment in Midtown Oakville. Efforts of this group have been, and will continue to be, to break down the overall policy and infrastructure requirements for Midtown Oakville into a series of manageable projects, initiatives and/or focus areas that are instrumental in creating redevelopment momentum that will in turn unlock other areas for redevelopment.

One example of this work would be to identify what future road segments are crucial to providing the necessary transportation infrastructure to support initial redevelopment proposals in Midtown Oakville. These redevelopment projects could then potentially provide other future roads and/or servicing infrastructure that would in turn facilitate further developments. Other initiatives would include exploring the best options for funding of the enabling infrastructure for Midtown Oakville.

Statutory Public Meetings

The statutory public meeting on June 7, 2022 is another important step in enabling the right kind of development for Midtown Oakville. Council, stakeholders and citizens will be provided the opportunity to ask questions of clarification on the proposed policies and provide input by identifying additional planning matters to be considered. Written and verbal feedback provided through the public statutory meeting will be considered by staff as the draft proposed OPA is further developed in the next number of months.

Town staff anticipate that a third public statutory meeting based on a future draft proposed OPA may be required, depending on the nature of further refinements to be made to the current draft proposed OPA throughout the remainder of this year. This next meeting would potentially occur in early 2023.

Stakeholder Feedback

Written feedback received to date on the previous draft proposed OPA has been included in **Appendix F**. Comments received touched on a number of topics, including but not limited to:

- the future transportation network
- building heights and the policies that would provide for additional building height
- parkland dedication requirements
- areas identified for parks
- active transportation routes
- servicing availability
- phasing and transition
- policies regarding block design plans and built form
- landowners' agreements and cost sharing

Town staff have been using the stakeholder feedback received thus far to inform preparation of the current draft proposed OPA. Similarly, stakeholder feedback provided on the current draft proposed OPA will be used to further refine and improve the policies in the coming months before returning to Council.

Staff will also be setting up meetings with key landowners and stakeholder groups based on request. Some meetings with landowners in Midtown Oakville have already occurred prior to this meeting.

A more fulsome summary of feedback received — both from the previous draft proposed OPA and the current draft proposed OPA — will be included in the staff report that makes recommendation to Council regarding a final Midtown Oakville OPA, anticipated some time in 2023.

Draft proposed OPA as a work-in-progress

It is important to once again emphasize that the draft proposed OPA is not final. It is intended to facilitate discussion. Staff are seeking input on the concepts proposed in the draft proposed OPA and acknowledge that further refinements will be required based on input from Council, stakeholders and the public, as well as ongoing technical review and analysis.

Staff will continue synthesizing the input received from all parties and work to improve the proposed policies before returning to Council again in 2023.

Items that staff are already continuing to consider for further refinement of the draft proposed OPA include:

- additional assessment and consideration of tools for obtaining land for the Midtown Oakville road network — for example, staff are continuing to consider whether the density transfer policies can also be extended to land voluntarily conveyed to the town for any public road, not just future local roads;
- further clarification in the OPA that the minimum and maximum densities shown on Schedule L2 Density apply to the net developable area of a site after all of the conveyances for public roads and public parks and open space have been accommodated;
- potential additional details with respect to the voluntary conveyance of land for roads and/or public parks and open space, including possible specifications such as:
 - land for the future road is provided to the Town free and clear of encumbrances and at no cost to the Town,
 - transfer of the land for the future road and the development receiving the additional height are being considered under the same planning application,
 - landowner agreements to secure the transfer of density to the retained parcel, and
 - the land for the future road and the development site are owned by the same landowner or landowner group.
- consideration of technical review comments;
- consideration of additional areas to require mixed use development in addition to the main streets of Cross Avenue and Davis Road; and,

- undertaking a detailed review of the requirements set out in the Regional Official Plan with respect to local official plan policies applying within urban growth centres and major transit station areas to ensure conformity.

Additional Work

At the same time that staff will be working on making changes to the draft proposed OPA based on the public input received, staff will be working to update the Designing Midtown Oakville document and other relevant urban design direction for Midtown Oakville. Staff will also begin preparation of a Zoning By-law Amendment (ZBA) to change the existing zoning in Midtown Oakville in order to implement the final proposed OPA.

Future OPA Recommendation

As mentioned earlier, staff anticipate that a potential public statutory meeting may be needed in early 2023 to present a final OPA. Town staff anticipate returning to Council with a recommended OPA in 2023.

It is possible that when staff return to Council with revised Midtown Oakville policies, the supporting urban design direction documents and new proposed zoning will also be brought forward for consideration by Council at the same time.

Should Council choose to adopt the final proposed OPA at the Recommendation Meeting, the OPA would then be forwarded to Halton Region for final approval as Halton Region is the approval authority for Oakville.

CONSIDERATIONS:

(A) PUBLIC

The draft proposed OPA has been available for review on the town's website (https://www.oakville.ca/planoakville/Midtown_Oakville-oakville-growth-area-review.html) since May 13, 2022.

Notice of the Statutory Public Meeting was published in the Oakville Beaver on May 12, 2022. Residents' associations were notified along with property owners in accordance with the *Planning Act* regulations and town practices. An email notice was also sent to the town's contact lists for the Official Plan Review and the Midtown Oakville Growth Area Review.

(B) FINANCIAL

There are no financial implications arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The draft proposed OPA was circulated to internal departments for review.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- Be the most livable town in Canada, and
- Improve town’s multi-modal transportation network to support effective movement of people and goods.

(E) CLIMATE CHANGE/ACTION

The existing and proposed Midtown Oakville policies address the climate change emergency declared by Council by tackling two of the biggest contributors to greenhouse gas emissions — energy used for transportation and the heating of our buildings. The draft proposed OPA continues to support compact urban development that provides viable choices for moving around, and opportunities to facilitate a transition to alternative energy sources and energy efficiency as outlined in the town’s Community Energy Strategy. Refer to the section in this report entitled, “Climate Change and the Community Energy Strategy” for more information.

CONCLUSION:

This report presents a proposed town-initiated OPA to the Livable Oakville Plan to update the policies and mapping related to the Midtown Oakville urban growth centre (**Appendix A**).

The draft proposed OPA responds to recent changes in the Growth Plan and the *Planning Act*, which include a revised planning horizon to 2051, with new population and employment estimates and the removal of section 37 bonusing opportunities. The draft proposed OPA also ensures that the Midtown Oakville structure supports the additional population and density requirements.

Proposed policies embrace the multi-modal nature of Midtown Oakville and reinforce active transportation and transit as foundational components of the Midtown Oakville transportation and street network.

Urban design direction incorporated into the draft proposed OPA ensures that the future design of Midtown Oakville appropriately responds to its context and is designed from the perspective of the resident and worker experience.

The vision and plan for Midtown Oakville responds to the climate change emergency and works to implement strategic direction provided in the town’s Community Energy Strategy.

Comments from the public, town departments and external agencies may result in changes to the proposed OPA before it is recommended for adoption. A recommendation report and an updated OPA will be presented to a future Planning and Development Council meeting.

Midtown Oakville-related implementation matters that are beyond the scope of the current proposed OPA will be addressed through other town and Regional projects such as development charge by-law updates, community benefits charges and capital budgets.

Staff will also continue to explore opportunities for funding partnerships for infrastructure projects, and work with development proponents to enable the implementation of the transportation network needed to support growth and the creation of a complete urban community in Midtown Oakville.

These policy updates for the Midtown Oakville urban growth centre, being brought forward in order to facilitate its development, are essential to the integrity of the town’s urban structure.

It is also imperative that the town demonstrate its commitment to facilitating the majority of intensification in its identified strategic growth areas — including its provincially-designated urban growth centre. These policy updates are important to assist the town in illustrating not only that it has planned for growth, but that intensification is actually occurring in its planned growth areas and achieving the Provincial Growth Plan requirements.

APPENDICES:

Appendix A	2022 Draft Midtown Oakville OPA (May 12, 2022)
Appendix B	Existing Midtown Oakville Policies and Related Schedules
Appendix C	Urban Structure
Appendix D	Preliminary Directions
Appendix E	Glossary
Appendix F	Comments Received About the 2021 Draft Midtown Oakville OPA

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