

Agenda Item 5.1  
January 27, 2024

# Midtown Oakville Official Plan Amendment



# All Growth Areas/ MTSA's Are Not Alike

UGAs differ in size, physical characteristics, level of development and location within a municipality. The same applies to MTSA's.

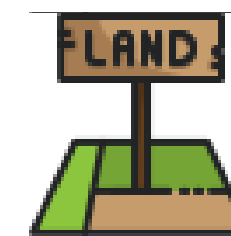
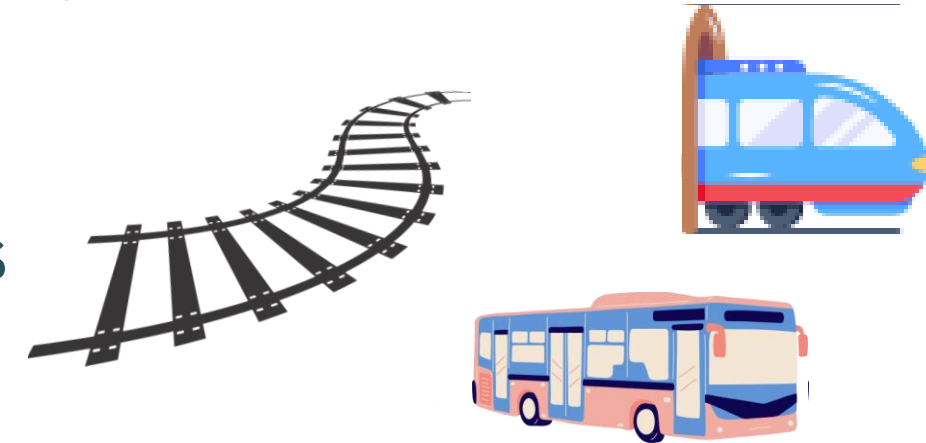
Some MTSA's are located on subway lines, some are on rail lines  
Still others are on bus rapid transit



Some are located at major transportation crossroads

Some are in the centre of a downtown area

Some are in brownfield areas or in undeveloped pockets



Some have great connectivity for cycling and pedestrians; others don't  
Some have natural areas or environmentally sensitive lands; others don't  
Some contain schools, cultural, medical and social amenities; others lack them.

**Every one of these factors influence a UGA or MTSA's capability for growth and liveability. You must assess each in context to create its future.**

# Capability Assessment

Peel Region has **91 MTSAs** under its umbrella. It analyzed each one based on a variety of characteristics, assigned a classification to each and gauged its ability to reach the assigned density target.

## What They Assessed:

- **Mobility** – the existing level of transit service and project timing, cycling and pedestrian connections and existing vehicular road network and truck routes.
- **Market Growth & Potential** – availability of vacant land/vacant sites/and under utilized sites; development pipeline activity; and, land parcel characteristics.
- **Land Use and Built Form** – the flood risk of parcels within 800m; the presence or proximity of environmentally sensitive lands; Growth Plan policies such as priority transit corridors, Urban Growth Centres, DGA, etc.
- **Community Considerations** – availability of programmed sports and recreational facilities; presence of a school and student capacity; presence of a shopping centre as a frequent community node; presence of arts and cultural facilities; presence of medical facilities and emergency services (including hospitals and medical clinics) ; and the presence of a library or community centre as a community destination.

**The public need and mobility characteristics Peel has used signal their importance in delivering liveability.**

# Step 2. Categorizations

If an MTSA possessed all or a majority of the characteristics it ranked Strong, an even balance was Moderate and a lack of characteristics would signal Limited. Depending on their scores, they were categorized according to their abilities.

**Station Ready:** Score highly across all 4 categories – no policy or implementation barriers exist.

**Market Lag:** Score high in every area except Market & Growth Potential – explore tools at Regional and Municipal level to kickstart.

**Market Push:** Score low in all areas except Market & Growth Potential – structural improvement including infrastructure and community amenities should be identified and prioritized. Overall better alignment of public and private investments are required.

**Limited Mobility:** Score high in all areas except mobility. Might represent auto-oriented commercial uses with sub-standard pedestrian realms.

**Strategic Alignment:** Score poorly in all areas with exception of Land Use. The planning framework is supportive, however the mobility infrastructure, market factors and community considerations are lacking. Realignment of policies and implementation approaches may be required.

# What About Midtown?

Community Considerations (public need or opportunity)		Mobility (level of connectedness)		Market & Growth Potential (market readiness)		Land Use & Built Form (favourable local context)	
Availability of programmed sports and recreation facilities	<b>P</b>	Existing level of transit service and project timing	<b>S</b>	The availability of vacant land, vacant sites and under-utilized sites	<b>S</b>	The flood risk of parcels within 800m	<b>M</b>
The presence of a school and student capacity	<b>P</b>	The existing cycling and pedestrian connections	<b>P</b> <b>M</b>	Development pipeline activity	<b>M</b>	The presence or proximity of environmentally sensitive lands.	<b>P</b> <b>M</b>
The presence of a shopping centre as a frequent community node	<b>P</b> <b>M</b>	The existing vehicular road network and truck routes	<b>M</b>	Land parcel characteristics	<b>M</b> <b>S</b>	Growth Plan policies including DGA, UGC, Priority Transit Corridor, Local municipal policies including existing land use and intensification corridors.	<b>S</b>
The presence of arts and culture facilities	<b>P</b>						
The presence of medical facilities and emergency services (including hospital and medical clinics)	<b>P</b>						
The presence of a library or community centre as a community destination.	<b>P</b>						



**Midtown could be characterized as a combination of Strategic Alignment and Market Push**



Midtown has no subway like Toronto, no planned LRT like Mississauga, no central location within a downtown and is geographically removed from the planned future Dundas St. BRT.

Midtown's lookalikes are often found in other MTSA GO line stations.

# Step 3. Reasonable Density

Development Capacity Analysis looked at the density (number of persons and jobs per hectare) that could be accommodated in each MTSA based on various built forms.

## Development Capacity uses three levels:

- Meets or exceeds density target with minimal or no intensification
- Potential to meet density target with intensification or land assembly
- May not meet density target despite intensification or land assembly

To determine the theoretical number of persons/jobs that could be accommodated within each MTSA, Peel Region considered three different built forms which could be accommodated on vacant lands and commercial lands for redevelopment.

- **stacked townhomes,**
- **mid-rise apartments, and**
- **high-rise apartments.**

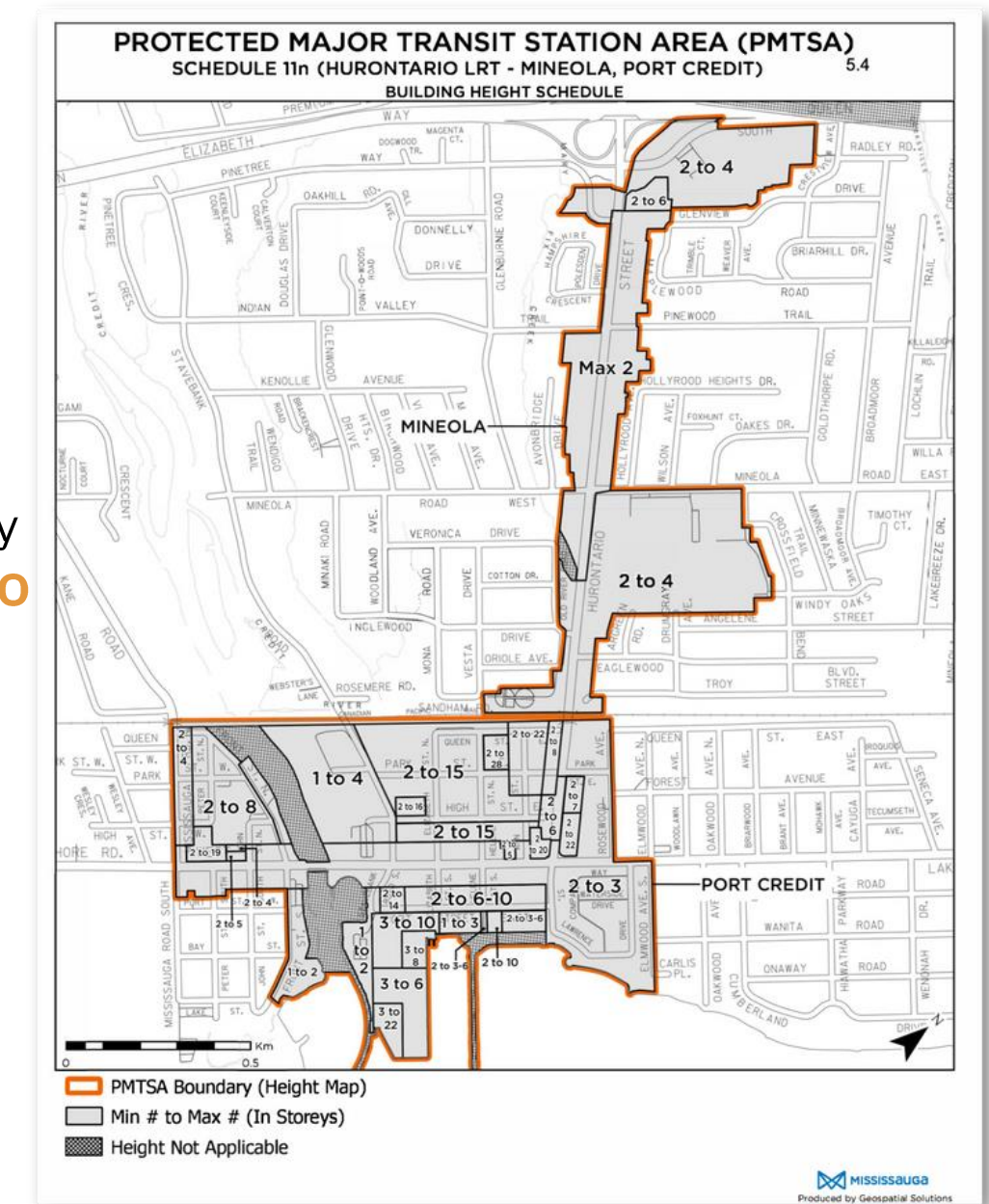
For non-residential built forms, commercial uses and mid-rise office uses were employed.

	Stacked Townhomes	Mid-Rise Apartments	High-Rise Apartments
Building Height (Storeys)	4 Storeys	4 to 5 Storeys	15 to 20 Storeys
Building Density (Units/Ha)	120	150	400
Persons Per Unit (PPU)	2.54	2.11	2.11
Persons Per Ha <sup>1</sup>	300	320	840
	Commercial	Mid-Rise Office	
Building Height (Storeys)	1	5	
Coverage	0.3	0.25	
Building Density (Sq.m./Ha)	3,000	12,500	
Floor Space Per Worker (Sq.m./Employee)	37	23	
Jobs Per Ha <sup>1</sup>	80	540	

<sup>1</sup> Rounded to nearest 10 persons or jobs.

# Test Results Examples

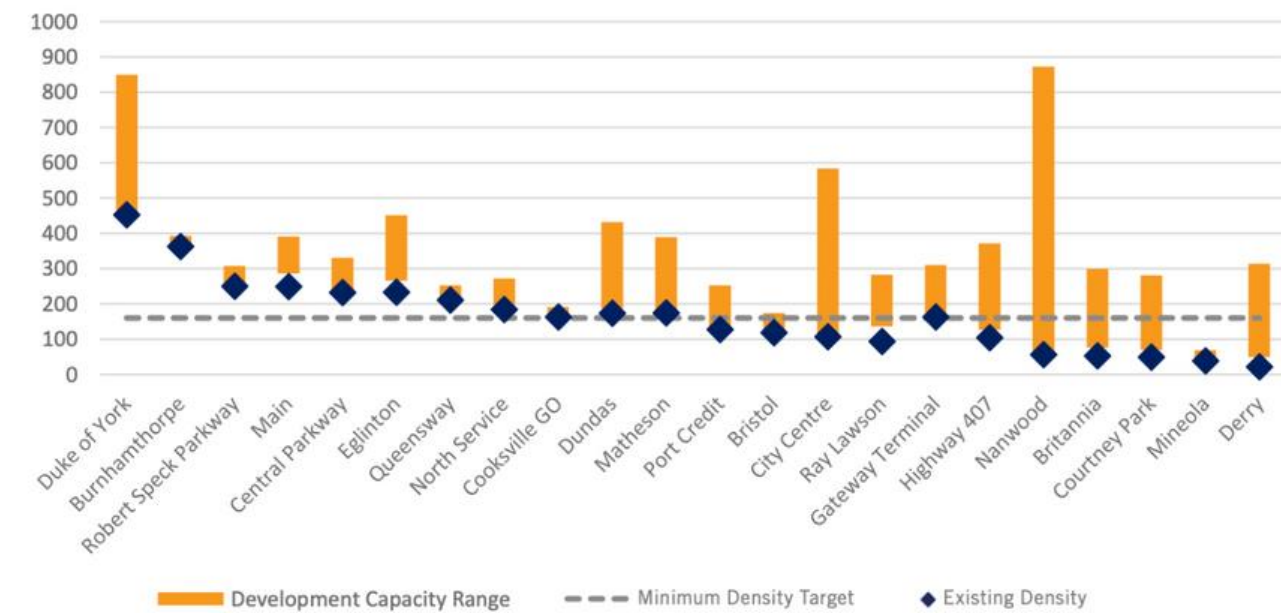
The three built form density assumptions were applied to the amount of vacant land and commercial lands that could be redeveloped in each MTSA. The actual density accommodated within each MTSA will likely fall somewhere between the minimum and maximum.



## Hurontario LRT

Figure 30 summarizes the development capacity in each MTSA along the Hurontario LRT. As shown, aside from Mineola, all MTSA could meet or exceed the minimum density target. For Bristol station to meet the minimum density target, it would require the redevelopment of all commercial lands located within the MTSA. Therefore, Bristol station could also have difficulty achieving the minimum density target.

Figure 30. Hurontario LRT – Development Capacity (Persons and Jobs Per Hectare)



\*Existing density refers to the development that currently exists within the MTSA, as well as sites with active development applications

## Port Credit PMTSA

Ability to achieve minimum density target with **potential to reach 250 ppl/jobs/ha**

- Building Heights Ranges  
 Official Plan Amendment:  
 2-6, 2-8, 2-15, 2-20, 2-22,  
 2-28  
 6-10  
 3-10, 3-6

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
HLRT - 1	Port Credit GO	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Mitigate impacts of development on environmentally sensitive lands. Update zoning to reflect existing local official plan designations to support intensification. Additional water and wastewater infrastructure is required. An upgrade to storm-water facility may be required.  Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	Primary

# MTSA GO Rail Examples

**Barrie – Urban Growth Centre/GO MTSA** – consists of the traditional downtown area as well as a significant portion of the historic Allandale neighbourhood – 156 ha – Density Target for 2051: UGA: 150ppl/jobs/ha; MTSA: 130 ppl/jobs/ha. **Building Height Max in UGC/MTSA: 25**

**Port Credit /GO MTSA** – positioned on the Hurontario LRT, downtown area near Lake Ontario located on GO Lakeshore Rail system – 81ha – Density Target for 2051: 200 ppl/jobs/ha  
**Building Heights across multiple categories with 28 storeys the highest.**

**Burlington – Urban Growth Centre/GO MTSA** – positioned on the GO Lakeshore Rail system – approx 105 ha – Density Target for 2051: 200 ppl/jobs/ha– developed under CPPS.  
**Building Heights across multiple categories (6–23 Storeys) with CPPS Class 2 max height of 45 Storeys**

**Clarkson/GO MTSA** – approx 82ha, **Density target** – 150ppl/jobs/ha – Protected MTSA allows for Inclusionary Zoning – **OPA in progress – projects max building heights of 25 storeys.**



# Takeaways

## **Midtown isn't**

on a subway or rapid transit line  
at a major crossroads of two transportation corridors  
set in the midst of a downtown centre  
equipped with schools, cultural, medical and social amenities  
a priority for Metrolinx  
capable of providing liveability in a scenario that envisions over-intensification.

**Since its inception two decades ago, the Midtown Growth Area has never been assessed and reviewed to determine its proper position in our changing growth scenario.**

## **Midtown is**

a centre that can redevelop, intensify and achieve 200 ppl/job/ha AND deliver liveability  
a PMTSA that qualifies for inclusionary zoning  
an area with under-utilized land parcels that would benefit from CPPS/CIP  
a site that justifies better alignment of public and private investments  
in need of a realignment of policies and implementation approaches to succeed.