

## Compendium of policies: Current (in effect) Official Plan, May 2023 Draft OPA, and April 2024 Draft OPA

This information is provided for information only. Policies are listed on a thematic basis as follows:

Midtown-Specific Policies .....	2
Preamble, Goal, Objectives .....	2
<b>Preamble</b> .....	2
<b>GOAL</b> .....	3
<b>OBJECTIVES</b> .....	3
District/Precinct .....	5
Functional/Midtown Specific Policies .....	8
Transportation .....	8
Main Street .....	11
Parking .....	12
Rail .....	12
Stormwater .....	13
Urban Design .....	14
Public Realm .....	14
Block Design .....	17
Height .....	18
Density .....	20
Land Use .....	22
Public Facilities .....	22
Housing .....	24
Non-Res replacement .....	25
Transit facilities .....	25
Urban Core/Centre .....	25
Office Employment .....	26
Community Commercial .....	26
Parks and Open Space .....	27
Exceptions .....	27
<b>Exceptions</b> .....	27
Implementation .....	28
Schedules .....	36
Townwide Policy and Terms .....	41
Community Planning Permit System .....	41
Glossary .....	42

# Policy Table: Midtown Oakville **Current (In-Effect) OP**, **May 2023 OPA**, and **April 2024 OPA**

NOTE: Colours in table generally represent where text is carried forward from one version into the other. Blue text = current OP, Brown text=May 2023 version, and Black text= April 2024 version.

## Midtown-Specific Policies

### Preamble, Goal, Objectives

Preamble	Current OP	May 2023 OPA	April 2024 OPA
<p><b>Preamble</b></p>	<p>The interchange of Trafalgar Road and the QEW and the Oakville Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the infrastructure and development opportunity to create a complete urban community comprised of a mix of high density residential and employment uses.</p> <p>Midtown Oakville is one of 25 areas identified as an urban growth centre in the Province’s Growth Plan for the Greater Golden Horseshoe: Places to Grow, 2006 (the Growth Plan). Urban growth centres are to be transit-supportive regional focal areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe.</p> <p>The size and location of the Midtown Oakville urban growth centre was defined by the Province, in consultation with the Town. It is approximately 100 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.</p> <p>The Oakville GO/VIA Station, the Town’s primary hub for current and planned transit, anchors this major transit station area. Rail and bus connections currently service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be express commuter rail service and bus rapid transit corridors along Trafalgar Road and Highway 403. The bus rapid transit systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.</p>	<p>Midtown Oakville is the Town’s primary strategic growth area and is planned to accommodate a significant portion of the Town and Region’s required intensification to the year 2051 and beyond. It comprises an area of approximately 103 hectares bounded by the QEW/Highway 403 to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.</p> <p>This urban growth centre and protected major transit station area is located on the Lakeshore West GO provincial priority transit corridor. It is anchored by the Oakville GO/VIA Station, which is the Town’s primary hub for current and planned transit. Regional and inter-regional rail and local and inter-regional bus systems currently service the area (Via Rail, GO Transit, Oakville Transit). In the future, bus rapid transit (BRT) systems will connect Midtown Oakville with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.</p> <p>The Oakville GO/VIA Station and the interchange of Trafalgar Road and the QEW/Highway 403 are major entry points to the Town. That accessibility, combined with a large amount of vacant and underutilized land, distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth.</p> <p>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 strategic growth areas and are to be transit-supportive regional focal areas that accommodate a significant portion of future population and employment growth. The Growth Plan requires that Midtown Oakville be planned to achieve a minimum density target of 200 residents and jobs combined by 2031.</p> <p>The Town will work with its regional and provincial partners, to implement the plan for Midtown Oakville to provide the necessary infrastructure, programs, services, and incentives for development.</p> <p>The transformation of this urban growth centre and major transit station area will be incremental as individual private sector development proposals and public sector capital budget projects are constructed over time.</p>	<p>Midtown Oakville is the Town’s primary strategic growth area and is planned to accommodate a significant portion of the Town and Region’s required intensification to the year 2051 and beyond. It comprises an area of approximately 103 hectares bounded by the QEW/Highway 403 to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.</p> <p>This strategic growth area and protected major transit station area is located on the Lakeshore West GO provincial priority transit corridor. It is anchored by the Oakville GO/VIA Station, which is the Town’s primary hub for current and planned transit. Regional and inter-regional rail and local and inter-regional bus systems currently service the area (Via Rail, GO Transit, Oakville Transit). In the future, bus rapid transit (BRT) systems will connect Midtown Oakville with the broader Greater Toronto and Hamilton Area (GTHA) transportation network, with Trafalgar Road planned as a regional intensification corridor.</p> <p>The Oakville GO/VIA Station and the interchange of Trafalgar Road and the QEW/Highway 403 are major entry points to the Town, distinguishing Midtown Oakville as a strategic location to accommodate both population and employment growth.</p> <p>Since 2006, Midtown Oakville has been identified as 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 accommodate a significant portion of future population and employment growth.</p> <p>The Town will work with its local, regional and provincial partners to implement the plan for Midtown Oakville through a strategy that provides the necessary infrastructure, programs, services and incentives for redevelopment.</p> <p>The transformation of this urban growth centre will be incremental as individual private sector development proposals and public sector capital projects are constructed over the long-term.</p>

GOAL	Current OP	May 2023 OPA	April 2024 OPA
<p><b>Goal</b></p>	<p><b>20.1 Goal</b></p> <p>Midtown Oakville will be a vibrant, <i>transit-supportive</i>, mixed use urban community and <i>Employment Area</i>.</p>	<p><b>20.1 Goal</b></p> <p>Midtown Oakville is being planned and designed to become an urban community and destination for residents and visitors.</p> <p>The Midtown Oakville urban growth centre shall be designed with a compact urban form, complete with tall and midrise buildings framing a pedestrian-oriented public realm that prioritizes walking, active transportation, and transit use. Midtown Oakville will be a complete community that will focus on people and where they can live, work and play in walkable, mixed-use neighbourhoods. New developments and public realm improvements shall support this direction.</p>	<p><b>20.2 Goal</b></p> <p>The Midtown Oakville urban growth centre will be a liveable, vibrant, high-density, mixed use urban destination focused on people and transit.</p> <p>20.2.1 The Midtown Oakville urban growth centre will be a complete community where all ages, abilities, and incomes can conveniently access most of the necessities for daily living, including a mix of jobs, local retail and services, a range of housing, transportation options and community services, and a variety of outdoor recreational opportunities and amenities. Midtown Oakville will be integrated into the broader Oakville community, with access to Town and Regional services and amenities</p>
OBJECTIVES	Current OP	May 2023 OPA	April 2024 OPA
<p><b>General Objectives</b></p>	<p><b>20.2 Objectives</b></p> <p>As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.</p>	<p><b>20.2 Objectives</b></p> <p>As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications and development proposals, use the following objectives to guide decisions.</p>	<p><b>20.3 Objectives</b></p> <p>20.3.1 As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications and development proposals, use the following planning objectives to guide decisions related to Midtown Oakville’s evolution.</p>
<p><b>TOD objective</b></p>	<p>20.2.1 To create a <i>transit-supportive development</i> by:</p> <ul style="list-style-type: none"> <li>a) ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;</li> <li>b) improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,</li> <li>c) promoting a <i>compact urban form</i> with higher density and higher intensity land uses.</li> </ul>	<p>20.2.2 To create <i>transit-supportive communities</i> by:</p> <ul style="list-style-type: none"> <li>a) ensuring the entire area is developed as a place that prioritizes people, active transportation and transit;</li> <li>b) improving connections to and through Midtown Oakville for active transportation and public transit;</li> <li>c) reducing parking standards over time to promote transit ridership and facilitate mixed-use development;</li> <li>d) ensuring a compact urban form with high density and high intensity land uses while providing a high-quality, active transportation-focused public realm; and,</li> <li>e) aligning the planning and implementation of transit-supportive infrastructure, transit services and operations with new and existing development.</li> </ul>	<p>20.3.3 To create <i>transit-supportive communities</i> by:</p> <ul style="list-style-type: none"> <li>a) Facilitating public investment in transit, active transportation, infrastructure and public service facilities to support future growth.</li> <li>b) Developing a connected mobility network including streets, active transportation and existing and planned higher order transit routes that support multi-modal circulation and choice of movement.</li> <li>c) Creating a street network comprised of rights-of-way that support pedestrians, street-level shopping environments and active transportation.</li> </ul>

<p><b>New community objective</b></p>	<p>20.2.2 To create a vibrant and complete new community by:</p> <ul style="list-style-type: none"> <li>a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;</li> <li>b) directing <i>major office</i> and appropriate large scale institutional <i>development</i> to Midtown Oakville ;</li> <li>c) ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;</li> <li>d) providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;</li> <li>e) facilitating public investment in transit, <i>infrastructure</i> and civic facilities to support future growth; and,</li> <li>f) promoting <i>district energy</i> facilities and sustainable building practices .</li> </ul>	<p>20.2.1 To create a vibrant, people-oriented, transit-supportive and complete community by:</p> <ul style="list-style-type: none"> <li>a) providing a mix of high density and compact residential, commercial and employment uses, educational facilities and public service facilities, complemented by publicly accessible open spaces and public art, to attract different users throughout the day and year-round;</li> <li>b) creating a continuous, well-connected, and robust public realm focussed on human interactions, and active uses at-grade;</li> <li>c) ensuring a high standard of urban design and architectural quality for development and the public realm;</li> <li>d) facilitating public investment in transit, infrastructure and public service facilities to support growth by matching density with required infrastructure through the town’s planning approval process;</li> <li>e) Requiring that the provision of future roads and other transportation infrastructure shall be coordinated as development progresses to ensure that transportation infrastructure is provided for new residents and employees in a timely manner;</li> <li>f) promoting the use of district energy and sustainable building practices, in alignment with the Oakville Community Energy Strategy; and,</li> <li>g) directing major office and appropriate large scale institutional development to Midtown Oakville.</li> </ul>	<p>20.3.2 To create a vibrant, people-oriented, urban complete community by:</p> <ul style="list-style-type: none"> <li>a) Providing a mix of residential, commercial and employment, uses, and public service facilities, complemented by public open spaces and public art, to attract different users throughout the day and year-round.</li> <li>b) Directing major office, office, commercial, retail, institutional development and other high-intensity employment uses to establish Midtown Oakville as a desirable and attractive employment centre.</li> <li>c) Providing for a range of arts and culture uses, establishing Midtown Oakville as a cultural hub within Oakville.</li> <li>d) Realizing a diversity of housing choices, employment opportunities, educational facilities, public service facilities, and destinations that support a vibrant and liveable urban environment for people of all stages of life.</li> <li>e) Ensuring a high standard of urban design and architectural quality for development and the public realm that complements and contributes to the vitality of both Midtown Oakville and the Town.</li> <li>f) Promoting a compact urban form that emphasizes human-scaled building massing and contains a range of building forms including low-rise, mid-rise and tall buildings.</li> <li>g) Directing the greatest height and density within Midtown Oakville to the precincts intended to realize the most diverse mix of land use, including the Trafalgar Road Precinct and the Argus Arts Precinct.</li> <li>h) Providing an appropriate transition in density within Midtown Oakville from the highest concentration, mix and massing of uses and buildings north of the railway toward the neighbouring areas to the south and east.</li> <li>i) Creating a well-connected public realm focused on human interactions and active uses at-grade, providing opportunities for public art, wayfinding, or other placemaking elements.</li> <li>j) Establishing a connected network of parks and open spaces that will support the population of Midtown Oakville and express distinct character, role, and function within the Midtown community.</li> <li>k) Promoting sustainable development standards and practices for buildings and infrastructure , to ensure long term resilience</li> </ul>
<p><b>Growth Objective</b></p>	<p>20.2.3 To achieve required growth targets by:</p> <ul style="list-style-type: none"> <li>a) promoting and enabling the evolution of Midtown Oakville as an <i>urban growth centre</i> and the Town’s primary Growth Area;</li> <li>b) ensuring a minimum gross density of 200 residents and jobs combined per hectare– a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the <i>Growth Plan</i>;</li> <li>c) providing opportunities for increased building height through bonusing; and,</li> <li>d) ensuring that <i>development</i> occurs in a comprehensive and progressive manner by monitoring key <i>development</i> indicators at regular intervals.</li> </ul>	<p>20.2.3 To enable the evolution of Midtown Oakville as an urban growth centre and the Town’s primary growth area by:</p> <ul style="list-style-type: none"> <li>a) planning for a minimum gross density of 200 residents and jobs combined per hectare – a minimum of 20,600 residents and jobs – by 2031 in accordance with the Growth Plan;</li> <li>b) ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals; and,</li> <li>c) ensuring future population growth, beyond 2051, is accommodated through sufficient infrastructure planning.</li> </ul> <p>[NTR: See also policy 20.3.2 below.]</p>	<p>20.3.4 To enable the evolution of Midtown Oakville as an urban growth centre and the Town’s primary strategic growth area by:</p> <ul style="list-style-type: none"> <li>a) Planning for a minimum gross density of 200 residents and jobs combined per hectare – a minimum of 20,600 residents and jobs – in accordance with the Growth Plan, while accommodating potential growth in the future; and,</li> <li>b) Ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.</li> </ul>
<p><b>Economic Development</b></p>		<p>20.2.4 To attract new investment, and retain and grow existing businesses to enhance the economic development of Midtown Oakville by:</p>	

		<ul style="list-style-type: none"> <li>a) promoting the economic function of the Midtown Oakville area by providing a mix of office and other uses to support employment;</li> <li>b) promoting partnerships with existing post-secondary institutions, economic development and innovation organizations, and local businesses to support new and emerging companies; and,</li> <li>c) introducing an incentive strategy, policies and zoning regulations, informed by an economic development strategy, that will promote and support business and talent attraction goals.</li> </ul>	
--	--	--	--

District/Precinct

	Current OP	May 2023 OPA	April 2024 OPA
<b>Development Concept</b>	<p><b>20.3 Development Concept</b></p> <p>Midtown Oakville is comprised of five <i>development</i> districts. Each district shall have a distinct <i>character</i> in terms of land use and built form in accordance with Schedules L1, L2 and L3 and the following policies.</p>		<b>20.5 Precincts</b>
<b>Station District</b> (lands within the rail and hydro ROW)	<p>20.3.1 Station District</p> <p>The Station District includes the transit-related and transit-supportive uses and facilities that define Midtown Oakville as a <i>major transit station area</i>. The station includes the train platform, station buildings, bus terminal and parking areas. The Town will work with Metrolinx to develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station.</p>		[NTR see also 20.4 Land Use Policies, 20.4.5 Utility]
<b>Trafalgar District</b> (Lands flanking Trafalgar Road, north of the CN ROW)	<p>20.3.2 Trafalgar District</p> <p>The Trafalgar District will develop as the focus of Midtown Oakville with a mix of office, civic, cultural, and recreational uses and public spaces.</p> <ul style="list-style-type: none"> <li>a) Civic and community uses, complemented by a public plaza, are intended to become landmark features of the community and the Town.</li> <li>b) Along Cross Avenue at-grade retail space is intended to serve the needs of residents, workers and visitors to Midtown Oakville, as well as contribute towards the creation of an active street life.</li> <li>c) Office uses shall be located close to the Oakville Station, providing easy and convenient connections for commuters.</li> <li>d) An event centre will provide recreational and leisure space.</li> <li>e) Trafalgar Road will have a distinctive identity, defined by landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville.</li> <li>f) A municipal parking garage will provide shared parking facilities for uses in the area.</li> </ul>		<p>20.5.1 Trafalgar Road Precinct</p> <p>The Trafalgar Road Precinct is located in the heart of Midtown as shown as shown in Schedule L2 and shall be characterized by the most diverse mix of land uses and highest intensity of development in Midtown to create a people oriented, transit-supportive complete community. The Trafalgar Road Precinct shall include mixed use development including residential uses with a focus on establishing a significant centre for employment-generating uses including office, retail, commercial, and post-secondary institutional uses to support a range of land use activity throughout all times of day. The Trafalgar Road Precinct shall be an important entryway into Midtown, is a suitable location for distinct signature architecture, and shall establish a strong sense of unique identity.</p> <p>On lands within the Trafalgar Road Precinct:</p> <ul style="list-style-type: none"> <li>a) Residential uses as well as significant office, retail, and post-secondary institutional uses, should be provided to support activity throughout the day and week.</li> <li>b) The Town should maximize opportunities to attract office and institutional uses including but not limited to post-secondary institutional uses, libraries, cultural facilities, community centres, economic development uses, and innovation uses, reinforcing Midtown as a major office, education, employment, and economic area.</li> <li>c) Development in this precinct should:                             <ul style="list-style-type: none"> <li>i. Contribute to the most diverse mix of residential, office, retail, and institutional uses that contribute to a vibrant Midtown;</li> </ul> </li> </ul>



			<ul style="list-style-type: none"> <li>ii. Reinforce Trafalgar Road as a regional intensification corridor;</li> <li>iii. Prioritize the realization of office, post-secondary institutional, economic development, and research and innovation uses, reinforcing Midtown as a major office node and employment centre;</li> <li>iv. Feature the highest density and tallest buildings in Midtown in accordance with the built form policies of this plan;</li> <li>v. Include a minimum of 30% of the total proposed gross floor area as non-residential uses such as office, retail, commercial, or institutional uses. The minimum non-residential requirement may be modified on a case-by-case basis provided a Non- Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Trafalgar Precinct can support the long-term employment objectives of this Plan; and,</li> </ul> <p>d) Provide or contribute to direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses or on-site open space connections and be integrated and well planned with transit-supportive development.</p>
<p><b>Lands west of Trafalgar and north of CN ROW</b></p>	<p><a href="#">20.3.3 Lyons District</a></p> <p>The Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.</p>		<p><a href="#">20.5.2 Argus Arts Precinct</a></p> <p>The Argus Arts Precinct is located to the west of the Trafalgar Road Precinct and to the north of the GO Station as shown in Schedule L2 and is envisioned to be the cultural hub of Midtown. The Argus Arts Precinct shall include mixed use development, including residential uses with a focus on providing the widest range of arts and cultural facilities and retail areas, fostering the development of a complete community in Midtown Oakville.</p> <p>On lands within the Argus Arts Precinct:</p> <ul style="list-style-type: none"> <li>a) Significant residential, retail, arts and culture, recreational, and community uses should be provided to support activity throughout the day and throughout the week, and to create a space for creative uses.</li> <li>b) Development in this precinct should: <ul style="list-style-type: none"> <li>i. contribute to a mix of residential, arts and cultural, employment, retail, institutional, and office uses that contribute to a vibrant Midtown;</li> <li>ii. prioritize the realization of arts and culture and associated uses, reinforcing Midtown as a cultural hub;</li> <li>iii. provide for heights and densities that are less than those in the Trafalgar Road Precinct, but higher than other areas of Midtown;</li> <li>iv. include a minimum of 15 percent of the total proposed gross floor area as non-residential uses such as cultural or community uses. The minimum non-residential requirement may be modified on a case-by-case basis provided a Non- Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Argus Arts Precinct can support the long-term objectives of this Plan to establish Midtown as a cultural hub; and,</li> <li>v. provide direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses or on-site open space connections and be integrated with transit-supportive development</li> </ul> </li> </ul>
<p><b>Residential focused lands</b></p>	<p><a href="#">20.3.5 Cornwall District</a></p> <p>The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are <i>compatible</i> with the residential</p>		<p><a href="#">20.5.3 Residential Precincts</a></p>

	<p>neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area. Taller residential and mixed use buildings shall be located in the vicinity of Sixteen Mile Creek and Trafalgar Road.</p>		<p>The Residential Precincts, as illustrated on Schedule L2, include the following three precincts: Sixteen Mile Creek Residential Precinct; Davis Residential Precinct and the Cornwall Residential Precinct.</p> <p>The Residential Precincts are located in the west, east and southern edges of Midtown. They are envisioned as mixed use neighbourhoods which shall include residential uses and community-serving retail and service uses. The Residential Precincts are envisioned as welcoming residential neighbourhoods which shall provide transition between the highest intensity precincts in the centre of Midtown and the established neighbourhoods surrounding Midtown.</p> <p>On land within the Residential Precincts:</p> <ul style="list-style-type: none"> <li>a) Residential uses, as well as community-serving non-residential uses, should be provided.</li> <li>b) Development in these precincts should:             <ul style="list-style-type: none"> <li>i. contribute to the development of a residential complete community with a mix of housing built form types in grade-related, mid-rise, midrise with grade related townhouses and tall building forms as shown in Table 1, and include residential and population serving retail, commercial, and institutional uses;</li> <li>ii. provide for appropriate transition to the existing and planned context while contributing to overall the intensification of Midtown;</li> <li>iii. include active at-grade uses along the Primary and Secondary Main Streets identified in Schedule L6, and other public frontages, to foster an animated, pedestrian-oriented environment and main street character. Active at-grade uses include commercial, recreational, entertainment, retail, office, community services and facilities, or institutional uses;</li> <li>iv. contribute to direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses, pedestrian bridges or on-site open space connections and be integrated with transit-supportive development, where feasible and appropriate; and,</li> <li>v. incorporate flexible building forms that can accommodate residential, commercial, and live-work uses over time</li> </ul> </li> </ul> <p>20.5.5 Community Commercial Precinct</p> <p>The Community Commercial Precinct is located at the southeastern corner of Midtown as shown on Schedule L2. It is intended to provide a non-residential land use buffer between the rail yard and sensitive uses, while also providing important retail, commercial, service, and institutional uses to serve the local community.</p> <p>On lands within the Community Commercial Precinct, development should:</p> <ul style="list-style-type: none"> <li>a) Contribute to a mix of non-residential uses to serve the local community.</li> <li>b) Provide transition from the established community to the evolving Midtown context with greater intensity of redevelopment.</li> </ul>
<p><b>Employment lands</b></p>	<p>20.3.4 Chartwell District</p> <p>The Chartwell District shall be a business campus providing space for employment activities that do not typically locate in high-rise office</p>		<p>20.5.4 Office Employment Precinct</p> <p>The Office Employment Precinct is located in the easterly area of Midtown as shown on Schedule L2. It is and is intended to support existing and future</p>

	<p>buildings. A diverse range of employment opportunities, including high-tech industries and innovative business and office uses, will be provided for. A post-secondary educational use shall also be permitted in this area. The extension of Cross Avenue shall link this district to the rest of Midtown Oakville.</p>		<p>employment uses including major and secondary office uses. Other nonresidential uses may be located within this precinct, providing they comply with other policies of this plan and provide appropriate buffering to the rail yard.</p> <p>On lands within the Office Employment Precinct:</p> <ul style="list-style-type: none"> <li>a) The Town should maximize opportunities to attract office and other employment generating non-residential uses, reinforcing Midtown as a desirable destination for employment.</li> <li>b) Development within this precinct should contribute to a mix of office, retail, and institutional uses that contributes to a vibrant Midtown.</li> </ul>
--	---	--	--

Functional/Midtown Specific Policies

	Current OP	May 2023 OPA	April 2024 OPA
<b>Preamble</b>	<p><b>20.4 Functional Policies</b> In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Midtown Oakville.</p>	<p><b>20.3 Midtown Community Framework</b> In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville. They set out the framework of components required to build the community envisioned by this Plan.</p>	
<b>Midtown Community Framework</b>		<p>20.3 .1 Midtown Oakville shall be designed as a regional destination and urban community with a compact form, complete with a mix of building forms and types, that will include tall and midrise buildings, framing a public realm that prioritizes active transportation and transit use. New developments and public realm improvements shall support this direction</p>	

Transportation

	Current OP	May 2023 OPA	April 2024 OPA
<b>Transportation</b>	<p><b>20.4 Functional Policies</b></p> <p>20.4.1 Transportation</p> <ul style="list-style-type: none"> <li>a) Significant road, transit and active transportation infrastructure, to the Midtown Oakville as shown on Schedules C, D and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced.</li> <li>b) The Town may secure rights-of-way on alignments as shown on Schedules C, D and L3 through the planning approval process. Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.</li> <li>c) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D and L3, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and <i>intensification</i> opportunities are not precluded.</li> <li>d) The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.</li> </ul>	<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.5 Transportation</p> <p>Streets and streetscapes facilitate multi-modal movement year-round, provide valuable frontage for development, and provide the setting for the range of uses and activities that define Midtown Oakville. A grid of streets is fundamental to encouraging active transportation and creating a positive pedestrian experience, which in turn promotes transit use.</p> <ul style="list-style-type: none"> <li>a) Significant active transportation, transit, and road infrastructure, as shown on Schedules C, D, and L3, is necessary to support growth. Certain existing roads or road segments shall be abandoned, realigned, widened, extended, or replaced in accordance with this Plan.</li> <li>b) The Town may secure rights-of-way on alignments as shown on Schedules C, D, and L3 through the planning approval process or through a public land expropriation process. Final rights-of-way shall be consistent with Schedules C, D, and L3, or otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.</li> <li>c) The provision of future roads and other transportation infrastructure shall be coordinated as development progresses to ensure that transportation infrastructure is provided for new residents and employees in a timely manner.</li> <li>d) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads, and active transportation facilities, as shown on Schedules C, D, L3 and L4, will not require an</li> </ul>	<p><b>20.10 Transportation and Mobility</b></p> <p>20.10.1 Street Network</p> <ul style="list-style-type: none"> <li>a) Midtown shall be developed as a pedestrian- and transit-supportive environment that prioritizes year-round walking, cycling and transit, providing various multi-modal options for the people and goods movement, enhancing the public realm, and improving connections between precincts, the surrounding community, and across town.</li> <li>b) Schedule L4 establishes a streets hierarchy that recognizes the function and character of existing roads , while creating a fine-grained pattern of streets and connections to support convenient, pedestrian, cyclist and other forms of active transportation movement and circulation.</li> <li>c) Street rights-of-way shall be kept to the minimum width needed to deliver a multi-modal system.</li> <li>d) Midtown is envisioned as a transit-supportive environment prioritizing movement and accessibility by walking, cycling and transit, providing various options for the movement of people and goods and enhance the public realm's character and connection between precincts and with the surrounding community.</li> <li>e) The reconstruction of existing roads and design of new streets in Midtown Oakville shall prioritize year-round walking, cycling and transit use.</li> <li>f) Significant street, transit and active transportation infrastructure, as shown on Schedules L4 and L5, is needed to accommodate the growth in Midtown Oakville.</li> <li>g) Certain existing roads or road segments shall be removed, realigned, widened, extended, or replaced in accordance with this Plan.</li> </ul>



	<p>e) <i>Development</i> shall not preclude the following as contemplated in this Plan:</p> <ul style="list-style-type: none"> <li>i) the realignment and extension of Cross Avenue from Lyons Lane to Chartwell Road as a multi-purpose arterial road;</li> <li>ii) a new multi-purpose arterial road – the North-South Crossing – across the QEW to link to the extension of Cross Avenue, east of Trafalgar Road, and Station Road;</li> <li>iii) the future local road network as identified on Schedule L3;</li> <li>iv) a grade separation of Chartwell Road at the railway; and,</li> <li>v) grade separated pedestrian and cycling facilities, as shown on Schedule D, to be located across:             <ul style="list-style-type: none"> <li>a. the QEW, east and west of Trafalgar Road; and,</li> <li>b. the railway, east of Trafalgar Road.</li> </ul> </li> </ul> <p>f) The extension of the rail platform to the east side of Trafalgar Road shall be encouraged to improve rail passenger access to and from the Lyons and Cornwall Districts. The Town will work with the Region and Metrolinx to study the associated impacts to traffic, and local and inter-regional transit operations, including parking.</p> <p>g) The design of existing and new roads in Midtown Oakville shall promote walking, cycling and transit use.</p> <p>h) <i>Development</i> shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</p> <p>i) The need for the future local road between South Service Road and the intersection of Cross Avenue and Lyons Lane, as identified on Schedule L3, shall be determined through the planning approval process.</p>	<p>amendment to this Plan provided that the general intent and purpose of this Plan is maintained.</p> <ul style="list-style-type: none"> <li>e) The rights-of-way of future roads shall be required to achieve the widths identified on Schedule L3 unless otherwise determined by the Town through future study and/or confirmed through detailed design.</li> <li>f) The design and operation of existing and new streets in Midtown Oakville shall prioritize year-round active transportation and transit use.</li> <li>g) The town may require the early conveyance of rights-of-way, prior to development, to complete the street network.</li> <li>h) <i>Development shall not preclude the following as contemplated in this Plan:</i> <ul style="list-style-type: none"> <li>i. the realignment and extension of Cross Avenue as a multi-purpose street;</li> <li>ii. a new multi-purpose arterial road – the North-South Crossing – across the QEW/Highway 403 to link to the extensions of Davis Road and Cross Avenue;</li> <li>iii. the future local road network as identified on Schedule L3;</li> <li>iv. a grade separation of the railway at Chartwell Road or an alternate location east of Trafalgar Road as determined through an environmental assessment; and,</li> <li>v. grade separated active transportation facilities to be located across:               <ul style="list-style-type: none"> <li>• the QEW/Highway 403, east and west of Trafalgar Road; and,</li> <li>• the railway, east of Trafalgar Road.</li> </ul> </li> </ul> </li> <li>i) The Town will work with Halton Region and Metrolinx to:             <ul style="list-style-type: none"> <li>i. implement the extension of the rail platform east of Trafalgar Road and improve transit passenger access from the east side of Trafalgar Road; and</li> <li>ii. implement relocation of the shared bus terminal to east of Trafalgar Road.</li> </ul> </li> </ul>	<p>h) Final rights-of-way shall be consistent with Schedules L4, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.</p> <ul style="list-style-type: none"> <li>i) Public right-of-way dedications may be required to provide for expanded public realm, sidewalks, landscaping, or to accommodate additional transportation servicing capacity, and shall be taken in accordance with Schedule L4.</li> <li>j) Development shall contribute to the creation of a connected public street and mobility network as shown on Schedules L4 and L5 and through the following measures:</li> <li>k) Connecting internal streets and site access points to contribute to a continuous street grid;</li> <li>l) Conveying land for public streets through development applications;</li> <li>m) Developing privately or publicly owned mid-block connections in accordance with the policies of this plan; and,</li> <li>n) Not preclude the delivery of future grade separations, including pedestrian bridges, or underpasses.</li> <li>o) Where the general intent and connectivity of the street network is maintained, adjustments to the alignment of streets and mid-block connections shown on Schedule L4 and L5 shall not require an amendment to this Plan.</li> <li>p) The provision of future streets and other transportation infrastructure shall be coordinated as development progresses to ensure that transportation infrastructure is provided for new residents and employees in a timely manner.</li> <li>q) Trafalgar Road is identified as a Regional Transit Priority Corridor for higher-order transit, as identified on Schedule C and is key to connecting people via intra-regional transit throughout the region as well as to local destinations within the Town.</li> </ul> <p>20.10.2 Mid-Block Connections [NTR – See Block Design below]</p> <p>20.10.3 Active Transportation</p> <p>Creating a safe pedestrian and cycling network in Midtown Oakville can provide additional transportation choices, reduce traffic congestion, and in turn lower vehicular emissions and enhance the livability of Midtown. A grid of connected streets is fundamental to encouraging active transportation and creating a positive pedestrian experience, which in turn, promotes transit use.</p> <ul style="list-style-type: none"> <li>a) Development in Midtown Oakville should provide safe and sustainable travel options, fostering a complete community with more mobility options and support the active transportation network as shown on Schedule L5.</li> <li>b) The Town’s Urban Mobility Strategy, updated Transportation Master Plan, and Midtown Transportation Plan shall establish an overall plan that appropriately allocates safe spaces for all users of the street including pedestrians, cyclists, motorists, those with accessibility needs, and public transit users as well as goods delivery and service vehicles.</li> <li>c) The plan for Midtown shall:             <ul style="list-style-type: none"> <li>i) prioritize pedestrians, cyclists, public transit, and service vehicles;</li> <li>ii) reduce dependence on single occupant vehicles; and,</li> <li>iii) promote accessibility and improve options for walking, cycling, and transit usage.</li> </ul> </li> </ul>
--	--	---	--

			<p>d) roads and streets within Midtown shall provide sidewalks on both sides;</p> <p>e) Crosswalks at intersections shall be well-marked. Protected intersections, including but not limited to raised crosswalks or tabletop intersections, shall be considered where feasible.</p> <p>f) Active Transportation routes, shown conceptually on Schedule L5 should be designed for pedestrian and cyclist comfort and safety, with strategies to limit motor vehicle speeds and volumes consistent with the Neighbourhood Traffic Safety Program.</p> <p>g) The exact location, design, facility type, and alignment of the Active Transportation connections shown on Schedule L5 may be refined without amendment to this Plan, provided that the overall intent and connectivity is maintained.</p> <p>h) Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network throughout Midtown,</p> <p>i) Street furniture, bike racks, bike and other active mobility sharing facilities, and transit shelters shall be provided to encourage active transportation and transit ridership shall be provided at appropriate locations along future transit and active transportation routes.</p> <p>j) Future pedestrian bridges and underpasses that include active transportation connections are identified on Schedule L5. These connections are intended to provide safe, accessible connections across the Queen Elizabeth Way and Trafalgar Road. The exact location, size and alignment shall be subject to future study and environmental assessments. Adjustments to the alignment of these connections shown on Schedule L5 shall not require an amendment to this Plan.</p> <p>k) Development in the vicinity of a future pedestrian bridge or underpass shall have consideration for the location and connectivity objectives of these connections and shall not preclude their realization.</p> <p>20.10.4 Transit</p> <p>a) The Town shall work with Halton Region and Metrolinx to extend the rail platform east of Trafalgar Road and improve transit passenger access from the east side of Trafalgar Road.</p> <p>b) In addition to transit-supportive land use development, a high level of service, reliability and amenities are needed to attract transit riders.</p> <p>c) The Town shall promote greater use of transit by:</p> <ol style="list-style-type: none"> <li>i. Maintaining efficient transit service through improvements to travel time, reliability, overall routes, frequency, and regularity of service, especially for those routes that link to Regional Transit Priority Corridors and destinations throughout town.</li> <li>ii. Providing transit priority measures to lessen delays on transit vehicles, including transit signal priority or dedicated transit lanes.</li> <li>iii. Providing accessible stops and shelters with real-time technology that displays transit route and time information at transit stops.</li> </ol> <p>d) Development shall not preclude or hinder public access to existing and proposed transit infrastructure, including but not limited to higher-order transit access in addition to bus station access.</p> <p><i>[NTR See Implementation re: TDM]</i></p>
--	--	--	---

Main Street

	Current OP	May 2023 OPA	April 2024 OPA
<p><b>Midtown's Main Streets</b></p>		<p><b>20.3.4 Midtown's Main Streets (Cross Avenue)</b></p> <p>a) Cross Avenue shall be an active urbanized main street that forms the social spine of Midtown Oakville and emphasizes the movement of pedestrians, other active transportation users, and transit vehicles while continuing to accommodate goods transport and automobiles.</p> <p>This main street shall be an attractive, active transportation-oriented street animated by ground floor retail and service commercial uses tied together by an enhanced pedestrian streetscape and promenade with priority given to transit ridership, landscaping, and open spaces which enhance the public realm.</p>	<p><b>20.7 Midtown Main Streets</b></p> <p>20.7.1 The Main Streets identified in Schedule L6 shall be attractive, pedestrian oriented and pleasant to experience. They shall form the cultural spines of the Midtown neighbourhoods north of the railway, which shall include landscaping and open spaces to further enhance the public realm.</p> <p>20.7.2 Primary and Secondary Main Streets identified in Schedule L6 shall exhibit a generous public realm through a combination of high-quality storefront design as defined in Designing Midtown, in addition to high quality municipal public realm design in line with the Streetscape Masterplan.</p> <p>a) To foster an animated, pedestrian-oriented environment and main street character, development on Main Streets shall provide active at-grade uses. Active at-grade uses include commercial, recreational, entertainment, retail, office, community services and facilities, or institutional uses. Active at-graded uses shall be provided as follows:</p> <ul style="list-style-type: none"> <li>i. Development fronting onto Primary Main Streets shall provide a minimum of 70 percent active non-residential uses at-grade facing the Primary Main Streets frontages.</li> <li>ii. Development fronting onto Secondary Main Streets shall provide a minimum of 40 percent active non-residential uses at-grade facing Secondary Main Street frontages.</li> <li>iii. Active at-grade frontage may also contribute to the non-residential use requirements of Section 20.4.</li> </ul> <p>b) The minimum at-grade activation requirement may be modified on a case-by-case basis provided a Non-Residential Needs Analysis demonstrates that an alternative amount of Non-Residential active at-grade use on a Precinct-level basis can support the long-term objectives of this Plan to establish Midtown as a mixed use cultural hub.</p> <p>c) The appropriate size and orientation of active at-grade uses shall be determined through the development application process.</p> <p>d) Buildings should be designed to facilitate and promote active frontages, using methods such as window transparency, high quality building design and articulation, defined building entrances, and universal accessibility.</p> <p>e) The physical character and design of Primary and Secondary Main Streets shall be defined through Designing Midtown and the Public Realm Master Plan.</p> <p>f) Buildings located along all main streets shall provide appropriate setbacks, building orientation, and step-backs to achieve appropriate streetwalls designed to frame the street and provide a comfortable pedestrian-oriented environment as defined in the Designing Midtown Guidelines and the Public Realm Master Plan.</p> <p>g) The Town may utilize Zoning By-laws, Site Plan Control, or a Community Planning Permit System to ensure the policies of this plan are achieved.</p>

Parking

	Current OP	May 2023 OPA	April 2024 OPA
Parking	<p><b>20.4 - Functional Policies</b>                      20.4.1 Transportation                      j) Parking</p> <ul style="list-style-type: none"> <li>i. Parking structures are preferred for the provision of required parking.</li> <li>ii. Surface parking lots are discouraged. However, where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping in accordance with the Livable by Design Manual and the Designing Midtown document.</li> <li>iii. Reduced parking standards may be considered in the implementing zoning.</li> <li>iv. Individual driveway access to Trafalgar Road shall not be permitted.</li> <li>v. Shared driveways and parking facilities shall be encouraged.</li> <li>vi. Access to parking, service and loading areas should be from local roads or service lanes, and to the side or rear of buildings.</li> <li>vii. Implementation of the Midtown Oakville Parking Strategy shall be undertaken.</li> </ul>	<p><b>20.3 - Midtown Community Framework</b>                      20.3.14 Parking</p> <ul style="list-style-type: none"> <li>a) Reduced minimum parking standards, and the use of maximum parking standards, shall be considered in the implementing zoning and through the planning approval process. It is the intent that the requirement and/or need to supply parking associated with development will progressively diminish as access to higher-order, frequent transit and active transportation facilities increases as Midtown Oakville becomes a complete community over time.</li> <li>b) North of the railway, structured parking above grade that abuts a public street shall incorporate permitted commercial, office and/or residential uses between the exterior wall facing the public street and the area designated for parking.</li> <li>c) Surface parking should generally not be provided as part of redevelopment in Midtown. Where surface parking is provided:                             <ul style="list-style-type: none"> <li>i. Surface parking shall primarily be visitor parking and/or short-term, temporary parking.</li> <li>ii. Surface parking shall be located in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and screening.</li> </ul> </li> <li>d) Shared parking facilities shall be encouraged.</li> <li>e) Existing surface parking lots should be redeveloped over time to achieve the objectives of this Plan. Screening is encouraged to be incorporated into existing surface parking lots.</li> </ul>	<p><b>20.10 Transportation and Mobility</b>                      20.10.6 Parking and Access</p> <ul style="list-style-type: none"> <li>a. Minimum parking standards are not required in Midtown.</li> <li>b. Maximum parking standards shall be implemented over the long term.</li> <li>c. Parking for development should be provided below grade.</li> <li>d. Where below-grade parking is not feasible, parking should be provided in structured parking.</li> <li>e. Where structured parking is included in a development, the design of the structure should incorporate active external uses, such as commercial, office and/or residential uses, facing a public street at-grade and above grade.</li> <li>f. Shared parking facilities are included in the parking strategy with analyses for consideration.</li> <li>g. Surface parking should not be provided as part of development in Midtown. Where surface parking is provided:                             <ul style="list-style-type: none"> <li>i. surface parking shall be primarily visitor parking, car-share services, or temporary parking;</li> <li>ii. no surface parking shall be located in the Main Street Areas; and,</li> <li>iii. side or rear yard and the visual impact shall be mitigated by a combination of setbacks and landscaping in accordance with the Livable by Design Manual, which includes the Designing Midtown document.</li> </ul> </li> <li>h. Parking facilities, service access points, loading and any visible waste collection/management areas shall be located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.                             <ul style="list-style-type: none"> <li>i. Where feasible, development should provide shared access at the side and/or rear of buildings to aid in providing for these functions.</li> <li>j. Access points shall be provided through appropriate local and collector streets in a manner than minimizes interruption to pedestrian and cycling infrastructure.</li> <li>k. Development should include electric vehicle charging infrastructure and be designed to support the provision of additional electric vehicle charging facilities over time to encourage the use of electrified vehicles and bicycles.</li> <li>l. Opportunities for strata parking arrangements shall be considered on a case-by-case basis, including the location of parking or utilities under parks, open space, mid-block connections, shared servicing access, or streets for an associated adjacent use.</li> </ul> </li> </ul>

Rail

	Current OP	May 2023 OPA	April 2024 OPA
Rail		<p><b>20.3 - Midtown Community Framework</b>                      20.3.12 Rail</p> <p>It is recognized that while transit-oriented communities like Midtown Oakville support sustainable transit, areas in proximity to railway operations can be challenging settings for new <i>development</i>, particularly residential <i>development</i>.</p>	<p><b>20.13 Transit Station, Rail, and Highways</b>                      [NTR see also Implementation]</p> <p>20.13.2 Rail facilities and rail influence areas are depicted on Schedule 9.</p> <ul style="list-style-type: none"> <li>a) New or expanded residential or other sensitive land uses shall not be permitted within 300 metres of a rail yard.</li> <li>b) All other residential development or other sensitive land uses located between 300 m and 1000 m of a rail yard shall be required to undertake land use compatibility studies to the satisfaction of both the Town and rail operator to</li> </ul>

		<p>a) <i>Development</i> in proximity to the railway right-of-way or the railway freight yard east of Chartwell Road shall include measures to mitigate related safety, security, noise, vibration and trespass issues in consultation with the owner of the railway.</p> <p>b) Conditions of <i>development</i> or warning clauses may be implemented, where appropriate, in consultation with the owner of the railway to:</p> <ul style="list-style-type: none"> <li>i) ensure that property owners and tenants are notified of the existence and nature of the rail operations, the potential for increased rail activities, and the potential for annoyance and disruption; and,</li> <li>ii) provide for the long-term maintenance of railway mitigation infrastructure.</li> </ul> <p>c) Minimum building setbacks from railway property shall be as follows, or as determined in consultation with the owner of the railway:</p> <ul style="list-style-type: none"> <li>i) 30 metres from the nearest property line of the railway right-of-way; and,</li> <li>ii) 300 metres from the nearest property line of a railway freight yard</li> </ul> <p>d) Uses within a required setback from railway property may include public and private roads, parks and open space, outdoor amenity space, parking, and storage buildings.</p>	<p>support the feasibility of the proposed development and, if feasible, to include appropriate mitigation measures.</p> <p>20.13.3 Sensitive land uses are not encouraged adjacent or in proximity to rail facilities.</p> <p>a) Proposed residential or other sensitive use development within 300 metres of a railway right-of-way shall be required to:</p> <ul style="list-style-type: none"> <li>i. undertake noise studies, in consultation with the appropriate railway operator</li> <li>ii. undertake appropriate measures to mitigate any adverse effects from noise that were identified, and</li> <li>iii. investigate and implement available options, including alternative site layouts and/or attenuation measures to ensure appropriate sound levels are achieved.</li> </ul> <p>b) Conditions of development or warning clauses may be implemented, where appropriate, in consultation with the owner of the railway to:</p> <ul style="list-style-type: none"> <li>i. ensure that property owners and tenants are notified of the existence and nature of the rail operations, the potential for increased rail activities, and the potential for annoyance and disruption; and,</li> <li>ii. provide for the long-term maintenance of railway mitigation infrastructure.</li> </ul> <p>c) Minimum building setbacks from railway property shall be as follows, or as determined in consultation with the owner of the railway:</p> <ul style="list-style-type: none"> <li>i. 30 metres from the nearest property line of the railway right-of-way;</li> <li>ii. 300 metres from the nearest property line of a railway freight yard;</li> <li>iii. Uses within a required setback from railway property may include public and private roads, parks and open space, outdoor amenity space, parking, and storage buildings.</li> </ul> <p>d) Notwithstanding Policy 12.6 above, reduced setbacks may be considered in certain circumstances dependent on the proposed use and in conjunction with additional study and alternative safety measures, in consultation with the appropriate railway operator.</p> <p>e) Development in and adjacent to the Ministry of Transportation right-of-way may be required to provide a setback per Ministry policy and to obtaining necessary Ministry of Transportation permits prior to the commencement of construction.</p>
--	--	---	---

Stormwater

	Current OP	May 2023 OPA	April 2024 OPA
<p><b>Stormwater management</b></p>	<p><b>20.4 - Functional Policies</b></p> <p>20.4.3 Stormwater Management</p> <p><i>Development</i> within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the Midtown Oakville Class Environmental Assessment, 2014.</p>	<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.13 Stormwater Management</p> <p>a) <i>Development</i> within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of relevant studies or updates to mitigate urban flooding and spill flooding hazards. Development within Midtown Oakville should incorporate stormwater management on site</p> <p>b) Parks and open space areas should incorporate <i>green infrastructure</i> that enhances the ecological function of the area and supports stormwater management, including subsurface stormwater facilities where appropriate.</p>	<p><b>20.14 Infrastructure and Servicing</b></p> <p>20.14.1 <i>Development</i> within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the following studies and any other subsequent studies or updates:</p> <ul style="list-style-type: none"> <li>a) Flood Mitigation Opportunities Study for Lower Morrison and Wedgewood Creek Systems;</li> <li>b) Stormwater Master Plan, 2019; and,</li> <li>c) <a href="#">Midtown Oakville Class Environmental Assessment, 2014</a>.</li> </ul> <p>20.14.2 Parks and open space areas should incorporate <i>green infrastructure</i> that enhances the ecological function of the area and supports stormwater management, including subsurface stormwater facilities where appropriate.</p>



			20.14.3 Development should address climate change resiliency through low impact development (LID) practices and green infrastructure to improve air quality, absorb stormwater, minimize the urban heat island, and enhance biodiversity.
--	--	--	---

Urban Design

	Current OP	May 2023 OPA	April 2024 OPA
<b>Urban Design</b>	<p><b>20.4 - Functional Policies</b></p> <p>20.4.2 Urban Design</p> <p>a) In addition to the urban design policies of this Plan, <i>development</i> and the public realm shall address the urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document.</p> <p>b) Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail.</p> <p>c) A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.</p> <p>d) <i>Development</i> shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</p>		<p><b>20.11 Urban Design</b></p> <p>In addition to the Urban Design policies in Part C: Section 6.0 of this Plan, the following policies shall apply to the Midtown Oakville major transit station area:</p> <p>20.11.1 Public Realm</p> <p>a) Development shall contribute to the creation of a high-quality public realm that is safe and comfortable, universally accessible, visually pleasing, encourages active transportation, and contributes to a distinct character for Midtown.</p> <p>b) The public realm shall incorporate pedestrian-oriented spaces and routes that enhance walkability year-round, reinforce the surroundings and provide quality spaces for public life.</p> <p>c) Buildings shall be oriented to, and have their main entrance(s) on, a public street.</p> <p>d) Curb cuts across the streetscapes and the public realm for loading and servicing shall be minimized. Opportunities for shared access shall be encouraged.</p> <p>e) The public realm shall include trees and landscaping, lighting, furnishings, urban amenities, gateway treatments, wayfinding and public art that enhance the local context and create a sense of identity and supports pedestrian comfort.</p> <p>f) Public art and landscaping shall be incorporated into private development to enhance the pedestrian experience and contribute to the area’s identity.</p> <p><i>[NTR see Implementation re Public Realm Master Plan]</i></p>

Public Realm

	Current OP	May 2023 OPA	April 2024 OPA
<b>Public Realm</b>		<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.3 Public Realm</p> <p>A major feature of Midtown Oakville will be its public realm – comprised of public streets, parks and open spaces, as well as privately-owned publicly accessible open spaces – designed to create a desirable place for residents, workers and visitors alike.</p> <p>As a compact urban community and destination, the planning, design, and implementation of the public realm in Midtown Oakville will be influenced by the Urban Park Hierarchy for strategic growth areas, outlined in the Town’s Parks Plan. Urban park spaces are diverse, flexible and connected, contain a mixture of green and hardscape design components, and are inherently connected to the public realm.</p>	<p><b>20.9 Parks and Open Space</b></p> <p>20.9.1 A major feature of Midtown Oakville shall be its public realm – comprised of public streets, parks and open spaces, as well as privately-owned publicly accessible open spaces – designed to create a desirable place for residents, workers and visitors alike.</p> <p>20.9.2 The parks and open space system is shown conceptually on Schedule L3 of this Plan. The parks and open spaces system shall be further complemented by active transportation connections (including privately-owned active transportation), as well as privately-owned publicly accessible spaces (POPS) which may be delivered through future development applications.</p> <p>20.9.3 A network of public parks and open spaces of varying types and sizes shall be provided throughout Midtown Oakville to support the needs of residents,</p>

		<p>The urban parkland system includes primarily public spaces but can also include semi-public spaces and private components that form an interconnected network, animated by people who walk from place to place. Key components of the urban parkland system that will influence the Midtown Oakville public realm include the following:</p> <ul style="list-style-type: none"> <li>• Public commons, which are large social and recreational focal points that meet the needs of the local community, support a balance of active and passive uses, and shall be coordinated with urban school sites, where possible. Public commons accommodate special features that contribute to placemaking, including locations for public art.</li> <li>• Promenades are substantial linear spaces, located between adjacent building facades and the adjacent road right-of-way, used to enhance the pedestrian experience together with highly activated at-grade retail spaces. Promenades may include public art, small outdoor game areas, seating, places to eat and relax, as well as street-related activities such as vendors and exhibit spaces.</li> <li>• Urban squares support community-oriented social opportunities, as well as town-wide entertainment and cultural events depending on their size and location. Urban squares may include many of the same uses and amenities as promenades.</li> </ul> <ol style="list-style-type: none"> <li>a) The public realm shall incorporate networks of accessible, interconnected and predictable pedestrian-oriented spaces and routes that enhance walkability and other active transportation year-round, reinforce the surroundings, and provide quality spaces for public life.</li> <li>b) A network of urban parkland, including public parks and open spaces of varying types and sizes should be provided throughout Midtown Oakville to support the needs of residents, employees, and visitors.</li> <li>c) The locations and delivery of urban parkland, including public parks and open spaces shall be coordinated as development progresses to ensure that parks and open spaces are provided for new residents and employees in a timely manner.</li> <li>d) Urban parkland, including public commons, promenades, urban squares, connectors, and other open spaces, whether public or privately-owned publicly accessible open spaces, shall be designed, maintained, and operated as:             <ol style="list-style-type: none"> <li>i. flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;</li> <li>ii. places designed to complement the built form and public realm and incorporate hardscapes, softscapes, tree plantings, furnishings, context-sensitive lighting and other urban amenities; and,</li> <li>iii. an integral part of the public realm by providing convenient active transportation routes and places to gather and facilitate public activity. The location of servicing and back of house should not be located along public frontages.</li> </ol> </li> <li>e) The public realm shall include trees and landscaping, lighting, furnishings, urban amenities, wayfinding, and public art that enhance the local context and create a sense of identity.</li> </ol>	<p>employees and visitors. The parks and open space depicted in Schedule L3 shall reflect the Town’s Parks Plan 2031 and consists of:</p> <ol style="list-style-type: none"> <li>a) Public Commons: Parks that are over 0.8 hectares in size and provide the social and recreational focal point of the community, and in some instances may accommodate town-wide facilities.</li> <li>b) Urban Squares: Parks that are between 0.1 to 0.8 hectares in size and provide community-oriented social opportunities.</li> <li>c) Natural Areas: Contain natural features as described by Part D Section 16 of this Plan.</li> <li>d) Utility Areas: Located within the Utility Land Use Designation, provided in accordance with the policies of this Plan.</li> <li>e) educational facilities should be located adjacent to Public Commons and Urban Squares to enable shared use of parks. Designated shared use spaces for educational facilities may include certain fencing or separation methods for safety purposes and to indicate that certain areas not be publicly accessible during school operational hours.</li> <li>f) Adjustments to the location, size and configuration of parks shown on Schedule L3 of this Plan shall not require an amendment to this Plan provided that the intent of this Plan is maintained.</li> <li>g) Overall public parkland should be planned to achieve approximately 12 percent of the gross land area of Midtown over the long term. This proportion of parkland does not include privately owned publicly accessible spaces.</li> <li>h) The locations and delivery of public parks and open spaces shall be coordinated as development progresses to ensure that parks and open spaces are provided for new residents and employees in a timely manner.</li> <li>i) Development should contribute to the provision of parks and open spaces through parkland dedication and other available instruments.</li> <li>j) Parks and open spaces shall be integrated and connected into the broader public realm network through components that includes streets, mid-block connections, an interconnection active transportation and trails network, and privately-owned publicly accessible spaces.</li> <li>k) Parks shall have frontage on at least one public street and be designed to maximize frontage along public streets or publicly accessible active transportation routes to ensure ease of access, high visibility and to create a focus for development and public life.</li> <li>l) Parks should be adjacent to public streets or bordered by complementary uses such as Natural areas, schools, and animated uses, to further expand their function in the public realm.</li> <li>m) Parks and open spaces, and privately-owned publicly accessible open spaces, should be designed and maintained as:             <ol style="list-style-type: none"> <li>n) flexible spaces that are active or passive in programming and oriented to urban activities that occur throughout the day and year-round.</li> <li>o) places designed to complement the built form and public realm and incorporate hardscapes, softscapes, tree plantings, furnishings, context sensitive lighting, and other urban amenities; and,</li> <li>p) integral parts of the public realm, providing barrier-free, predictable pedestrian routes and places to sit and gather.</li> </ol> </li> </ol> <p>20.9.4 Parks and Open Spaces shall be encouraged to include an appropriate mix of soft and hard landscaping as appropriate based on the size, use, and function of each space.</p>
--	--	--	--

		<ul style="list-style-type: none"> <li>f) A streetscape and/or public realm master plan shall be developed for Midtown Oakville in alignment with the Town of Oakville Streetscape Strategy, as amended.</li> <li>g) Streetscapes shall reinforce the active transportation-oriented and urban environment and provide a seamless interface between the public and private realms.</li> <li>h) As the Town’s urban growth centre, Midtown Oakville will draw residents, workers, and visitors from local and regional origins daily. Gateway elements are intended to provide a sense of arrival through well-designed built form, public art, landscaping, and streetscape treatments that together, promote a distinctive identity and establish points of reference. Gateway elements should be positioned at the following locations, in general accordance with Schedule L4:             <ul style="list-style-type: none"> <li>i. the intersection of Trafalgar Road and Cornwall Road;</li> <li>ii. the intersection of Trafalgar Road and the QEW/Highway 403 east-bound off-ramp; iii) at the eastern and western edges of Midtown Oakville along the QEW/Highway 403.</li> </ul> </li> <li>i) Parkland dedication should be provided as land for promenades, public commons, urban squares and connectors located in general accordance with Schedule L4, which identifies public realm elements, and may be refined through the planning approval process. Changes to the location of elements on Schedule L4, as refined through the planning approval process, can be made without amendment to this Plan.</li> <li>j) The promenades identified on Schedule L4 should generally have the following minimum depth, measured from the ultimate edge of the public street right-of-way to the property line of the adjacent net development parcel:             <ul style="list-style-type: none"> <li>i. Cross Avenue, west of Trafalgar Road: 13 metres;</li> <li>ii. Cross Avenue, east of Trafalgar Road: 8 metres; and,</li> <li>iii. Davis Road: 8 metres.</li> </ul> </li> <li>k) The depth of the promenades identified on Schedule L4 may be reduced below the minimum depths identified in subsection (j) to enable building articulation and other variability to enhance the public realm, provided that the resulting promenade:             <ul style="list-style-type: none"> <li>i. provides a depth of no less than 10 metres along Cross Avenue, west of Trafalgar Road;</li> <li>ii. provides a depth of no less than 5 metres along Cross Avenue, east of Trafalgar Road;</li> <li>iii. provides a depth of no less than 5 metres along Davis Road;</li> <li>iv. has an overall area on a site that is not less than the area that would have been provided at the minimum depth identified in subsection (j) without the building articulation or variability; and,</li> <li>v. continues to provide connection to adjacent promenades.</li> </ul> </li> <li>l) In addition to the parkland identified on Schedule L4, privately-owned publicly accessible open space at grade that is connected and integrated with the public realm should be provided through development.</li> </ul>	
--	--	--	--

Block Design

	Current OP	May 2023 OPA	April 2024 OPA
Block Design		<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.6 Block Design</p> <p>To facilitate appropriate block design and coordinated <i>development</i> within Midtown Oakville, the following policies shall apply:</p> <ul style="list-style-type: none"> <li>a) <i>Development</i> blocks are formed by the planned transportation network and shall be designed comprehensively.</li> <li>b) Where properties within a block cannot be consolidated so that <i>development</i> may be coordinated, <i>development</i> on a portion of a block shall not preclude the <i>development</i> of the remainder of the block in accordance with this Plan.</li> <li>c) Blocks should be designed using the perimeter block concept whereby buildings are situated along the street edges to support a vibrant public realm, and service spaces and private outdoor amenity areas are located interior to the block, accessed through strategic breaks in the street walls of the blocks to facilitate access to service and amenity space.</li> <li>d) <i>Development</i> shall promote safe, convenient, and predictable active transportation circulation routes and mid-block connections, shown conceptually on Schedule L4, to increase the permeability of blocks and to maintain physical and visual connections to community destinations, landmarks, and amenities without boundaries. The location of mid-block connections should relate to the placement of the buildings, align with existing or planned active transportation circulation routes, and be sized in alignment with human-scaled architecture and design. Potential barriers along these routes, such as boundary fences or retaining walls, shall be avoided.</li> <li>e) Mid-block connections shown conceptually on Schedule L4, shall be provided as publicly accessible active transportation connections, open space and/or mews which can be accessed by the general public 24 hours a day, year-round. It is the intent that privately-owned publicly accessible spaces (POPS) provided by development will create the mid-block network identified on Schedule L4.</li> <li>f) Active transportation circulation routes and mid-block connections will be established through the planning approval process and should improve and consolidate access to development and enhance connections and mobility within and through the area.</li> <li>g) Vehicular access to parking, service facilities and loading areas shall be planned from local roads. Temporary or interim vehicular access from an existing road may be permitted as a condition of the planning approval process, or through an agreement with the Town, until such time that a new local road and access are constructed.</li> <li>h) Shared vehicular access, and shared service facilities internal to a block, with regards to where service facilities are contemplated, are preferred and shall be pursued through landowner agreements, and implemented through the planning approval process.</li> </ul>	<p><b>20.11 Urban Design</b></p> <p>20.11.2 Block Design</p> <p>Development blocks are formed by the planned transportation street network and each development block shall be designed comprehensively.</p> <ul style="list-style-type: none"> <li>a) The configuration of development blocks shall create a connected network of streets in a fine-grained block network to support a walkable street and block network that connects to parks and open spaces, pedestrian and cycling facilities, and transit stops and afford multiple options for all types of movement.</li> <li>b) Where properties within a block cannot be consolidated so that development may be coordinated, development on a portion of a block shall not preclude the development of the remainder of the block in accordance with this Plan.</li> <li>c) Development shall promote safe, barrier-free, convenient, and predictable pedestrian circulation routes to increase the permeability of blocks and to maintain connections to community destinations and amenities.</li> <li>d) Vehicular access to parking, service facilities and loading areas shall be accessed from local roads.</li> <li>e) Temporary or interim vehicular access from an existing road may be permitted as a condition of development approval, or through an agreement with the Town, until such time that a new local road and access are constructed.</li> <li>f) Shared vehicular access, and shared service facilities internal to a block, should be pursued through landowner agreements.</li> <li>g) Utility vaults and meters should be concealed from view from the public realm.</li> <li>h) Hydro and other transmission lines should be provided or relocated underground as infrastructure improvements and development progress.</li> </ul> <p><b>20.10 Transportation and Mobility</b></p> <p>20.10.2 Mid-Block Connections</p> <ul style="list-style-type: none"> <li>a) Development shall promote safe, barrier-free, convenient, and predictable active transportation circulation routes and mid-block connections, shown conceptually on Schedule L3 and L5, to increase the permeability of blocks and to maintain physical and visual connections to community destinations, landmarks, and amenities.</li> <li>b) The location of mid-block connections should relate to the placement of the buildings, align with existing or planned active transportation circulation routes, and be sized in alignment with human-scaled architecture and design.</li> <li>c) Mid-block connections as shown on Schedule L3 and L5 may be publicly or privately owned and shall be publicly accessible.</li> <li>d) Mid-block connections may take various forms, including, but not limited to multi-use trails, active transportation circulation routes, pedestrian pathways at grade and open to the sky above.</li> <li>e) Mid-block connections may only be used to support site servicing or site access where there are no other viable options.</li> <li>f) Notwithstanding Policy 20.9.2.d), a mid-block connection may be considered for site servicing or site access where a site has limited access options, and the</li> </ul>



		<ul style="list-style-type: none"> <li>i) Utility vaults, meters, and similar infrastructure shall be located internal to a development block and/or the buildings, or underground to ensure a clear and unobstructed public realm.</li> <li>j) Hydro and other utility transmission lines, where located within a public right-of-way, should be provided, or relocated, underground, where feasible, as infrastructure improvements and development progress.</li> </ul>	<p>mid-block connection is appropriately sized and designed to provide the necessary safety and signage for active transportation users.</p> <ul style="list-style-type: none"> <li>g) Mid-block connections should:                             <ul style="list-style-type: none"> <li>i. form uninterrupted connections through a block to allow for continuous active transportation opportunities throughout Midtown Oakville;</li> <li>ii. provide a minimum width of 15.0 metres that accommodates a multiuse path with landscaping on both sides to provide a buffer to any adjacent private spaces;</li> <li>iii. provide connections to the public realm, parks and open spaces, transit, community uses, and other destinations;</li> <li>iv. be designed to be universally accessible;</li> <li>v. include appropriate pedestrian-scaled lighting;</li> <li>vi. incorporate landscaping elements with street furniture and active transportation infrastructure such as bicycle parking; and,</li> <li>vii. have appropriate and clear signage and way-finding.</li> </ul> </li> </ul>
--	--	--	---

Height

	Current OP	May 2023 OPA	April 2024 OPA
<p><b>Height</b></p>	<p><b>20.4 - Functional Policies</b></p> <ul style="list-style-type: none"> <li>e) It is intended that some of the Town’s tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.</li> <li>f) <b>Building Heights</b> <ul style="list-style-type: none"> <li>i) Minimum and maximum building heights shall be permitted in accordance with Schedule L2 and the policies of this Plan.</li> <li>ii) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.</li> <li>iii) Minor reductions to the minimum building heights required by Schedule L2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned intensification for the site(s) can be achieved.</li> </ul> </li> </ul>	<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.7 Built Form</p> <p>The tallest buildings in Oakville will be located in Midtown Oakville. The highest densities are intended north of the railway, with lower densities south of the railway as a transition to existing residential areas. Buildings and public spaces will be designed to ensure that the objectives for creating the community envisioned by this Plan are achieved.</p> <p>In addition to the policies in Section 6, Urban Design, of this Plan, the following policies apply specifically to Midtown Oakville. They provide direction to ensure that the cumulative effective of multiple tall and midrise buildings in Midtown Oakville contribute to building a strong, livable community, and incorporate distinctive architecture and built form that contributes to a unified sense of identity and character for the area.</p> <ul style="list-style-type: none"> <li>a) Tall buildings shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form, provide active façades oriented to public streets, and contribute to a distinctive skyline.</li> <li>b) Buildings shall be designed and sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.</li> <li>c) Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another generally by a minimum of 20 metres in order to create variation in building height and a distinctive skyline for Midtown Oakville. Exceptions may be permitted for development sites where two or more towers of the same height is an important design feature. Building height variation will be reviewed on a site-by-site basis and implemented through the planning approval process.</li> </ul>	<p><b>20.8 Development Density and Height</b></p> <p>20.8.1 Maximum heights expressed as storeys, shall be permitted in accordance with Schedule L7 and the policies of this Plan.</p> <p><b>20.11 Urban Design</b></p> <p>20.11.3 Built Form</p> <ul style="list-style-type: none"> <li>a) Development and the public realm shall implement the urban design direction provided in the Designing Midtown Oakville document and the Livable by Design Manual.</li> <li>b) Development should demonstrate a diversity of high-quality built form to create a well-connected and compact urban design, which prioritizes pedestrian comfort and pedestrian-scaled street walls, with massing that contributes to human-scaled spaces and street walls, and that complements an active, pedestrian-oriented public realm.</li> <li>c) Development shall demonstrate design excellence by:                             <ul style="list-style-type: none"> <li>i. utilizing distinctive and high-quality architecture that promotes and contributes to a sense of community identity;</li> <li>ii. positioning buildings on and orienting them towards the street frontage(s) to frame public realm spaces and provide comfort at ground level for pedestrians;</li> <li>iii. designing and siting buildings to minimize wind conditions on pedestrian spaces and adjacent properties, and to promote a comfortable microclimate on adjacent public realm, natural areas, parks and open spaces;</li> <li>iv. designing and siting buildings to mitigate shadowing on adjacent streets, parks and open spaces and provide adequate sky views;</li> <li>v. ensuring that roof top mechanical equipment, such as exterior stairs and elevator vestibules, are sized, located and screened to minimize impacts on the public realm;</li> </ul> </li> </ul>



		<p>d) The distance between the facing walls of towers shall generally be a minimum of 30 metres.</p> <p>e) Building setbacks adjacent to public streets are intended to be landscaped spaces or, where appropriate, extensions of the public sidewalk that contribute to the character of an area.</p> <p>f) The height of the building base (podium) for tall buildings should generally be equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres in height, in order to frame the street and enhance pedestrian comfort.</p> <p>g) For tall buildings along public streets or publicly accessible amenity space, a stepback between the podium base and tower portion should be provided that is generally no less than 5 metres to reinforce the character of the public realm.</p> <p>h) For tall buildings, the floorplate of each tower (the portion of the building above the base or podium) shall generally be no more than 750 square metres to ensure a slender tower profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.</p>	<p>vi. varying building heights of multiple towers within a block, development site, or within proximity to each other on abutting sites to create a distinctive skyline; and,  <i>[NTR see below re: green roofs]</i></p> <p>d) Mid-rise buildings, should:</p> <ul style="list-style-type: none"> <li>i. exhibit a podium element defined as a step-back above the seventh floor; and,</li> <li>ii. include a minimum building separation distance of 15.0 metres between a mid-rise with another mid-rise building, or a tall building.</li> </ul> <p>e) Tall buildings, which include residential uses, should:</p> <ul style="list-style-type: none"> <li>i. be designed with a podium and tower form that appropriately frames streets and open spaces and contributes to a comfortable public realm;</li> <li>ii. be designed with a building base (podium) height generally no greater than 80 percent of the width of the adjacent right-of-way,</li> <li>iii. should contain a podium not less than 4 or greater than 7 storeys to frame the street and enhance pedestrian comfort;</li> <li>iv. incorporate tower floorplates (for the portion of the building above the base or podium) that ensures a slender tower profile, to minimize shadow impacts and to maximize sun exposure on the public realm, and to enhance the Midtown Oakville skyline;</li> <li>v. include a minimum tower separation distance of 30.0 metres between tower faces. If a site cannot provide the required minimum tower separation distance, the site may not be appropriate for multiple towers; and,</li> <li>vi. provide an adequate tower step-back to ensure a distinguishable pedestrian street wall, where towers are stepped back from the edges of podiums.</li> </ul> <p>f) Appropriate tower separation and floorplate sizes for office buildings shall be determined at the time of development application and established through the implementing Zoning By-Law or Community Planning Permit System</p>
<p>Height minimum – ancillary use</p>	<p><b>20.5 Land Use</b></p> <p>20.5.9 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.</p>		

<p><b>Roof treatment, at grade animation</b></p>		<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.7 Built Form...</p> <ul style="list-style-type: none"> <li>i) Green roofs and/or amenity space should be provided on the roof of any building base or above-grade parking structure where the rooftop will be visible from nearby tall buildings.</li> <li>j) Retail and service commercial uses shall be provided on the ground floor of mixed-use buildings that directly front onto an arterial or collector road, as reflected on Schedule L3, with the exception of Chartwell Road. These uses may be extended to other floors.</li> <li>k) Where provided, ground floor retail and service commercial uses shall be continuous along a frontage, interrupted only by building lobbies, transit station entrances, or other public or institutional uses. A minimum of 70% of the frontage along the ground floor of the building shall be devoted to retail, service commercial or public uses, unless it can be demonstrated that there are functional or operational constraints that warrant relief, as determined through the planning approval process.</li> </ul>	<p><b>20.11 Urban Design</b></p> <p>20.11.3 Built Form...(c) Development shall demonstrate design excellent by:</p> <ul style="list-style-type: none"> <li>vii) incorporating where possible rooftop terraces, gardens, landscaped areas for private amenity areas, climate improving infrastructure (green roofs) and/or storm water management infrastructure (blue roofs) on the roof of any building base or above-grade parking structure where the rooftop shall be visible from nearby tall buildings, where possible.</li> </ul>
--	--	--	--

Density

	Current OP	May 2023 OPA	April 2024 OPA
<p><b>Density</b></p>	<p><b>20.4 - Functional Policies</b></p> <p>20.4.4 Growth Targets</p> <ul style="list-style-type: none"> <li>a) Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031 in accordance with the <i>Growth Plan</i>. This translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.</li> <li>b) For the purpose of gross density calculations, the <i>utility corridor</i>, railway, QEW interchange and Sixteen Mile Creek valleylands shall be excluded from the land area calculation.</li> </ul>	<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.2 Population and Employment</p> <ul style="list-style-type: none"> <li>a) In accordance with the <i>Growth Plan</i>, Midtown Oakville has been planned to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. Based on its gross area of 103 hectares, this translates to a minimum of 20,600 residents and jobs.</li> <li>b) An overall mix of approximately 7,875 residential units and a gross floor area ranging from 165,000 to 510,000 square metres of retail, service commercial and employment space should be accommodated to provide for a minimum of approximately 13,390 residents and 7,210 jobs.</li> </ul>	
<p><b>Density</b></p>	<p>[no similar policies in Parent OP]</p>	<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.8 Development Density</p> <ul style="list-style-type: none"> <li>a) Minimum and maximum density, expressed as <i>floor space indices</i> (FSI), shall be permitted in accordance with Schedule L2 and the policies of this Plan, which may permit additional density.</li> <li>b) Smaller sites are encouraged to consolidate with adjacent lands to enable a comprehensively designed development that comprises most of the associated block. As such, notwithstanding subsection (a), sites less than 2500 square metres in gross area shall be permitted a maximum density of no more than 0.25 floor space index greater than the minimum density shown on Schedule L2.</li> <li>c) The gross floor area calculated by using the maximum floor space index, as shown on Schedule L2, for a portion of a lot that is to be dedicated to the Town for a public road, public park, or other public open space, may</li> </ul>	<p><b>20.8 Development Density and Heigh</b></p> <p>20.8.2 Transfers of development rights may be accommodated, subject to land use regulations through the implementing Zoning By-law or Community Planning Permit System.</p> <p>20.8.3 The transfer of development rights shall not allow building heights to exceed four storeys greater than the maximum building height permissions in accordance with Schedule L7 and established in the implementing Zoning Bylaw or Community Planning Permit System.</p> <p>20.8.4 Transfers of development rights may be undertaken to achieve the following policy objectives:</p> <ul style="list-style-type: none"> <li>a) conservation of built heritage resources and cultural heritage landscapes;</li> <li>b) provision of at-grade parks and open space;</li> </ul>

		<p>be transferred to the retained lot or block and accommodated on the lot or block as increased density above the maximum density, as shown on Schedule L2, subject to all other policies of this Plan. Privately-owned publicly accessible spaces (POPS) do not qualify.</p> <p>d) Notwithstanding subsection 20.3.8 (a), on lands designated Urban Core north of the railway, the following floor areas may be exempt from the calculation of floor space index when determining compliance with the density maximums shown on Schedule L2 and when provided within a residential mixed-use building, to be implemented through the planning approval process:</p> <ul style="list-style-type: none"> <li>i. the net floor area of             <ul style="list-style-type: none"> <li>• affordable housing;</li> <li>• educational facilities;</li> <li>• community facilities, including daycares;</li> <li>• urban-format grocery stores with a net floor area greater than 2000 square metres;</li> </ul> </li> <li>ii. the net leasable floor area of office space provided above the ground floor;</li> <li>iii. up to 50 percent of the net floor area of:             <ul style="list-style-type: none"> <li>• 2-bedroom or 3-bedroom units, when provided in developments where more than 25 per cent of the total residential units are provided as 2-bedroom or 3-bedroom units; and</li> <li>• hotels.</li> </ul> </li> </ul> <p>e) Required minimum densities are provided on Schedule L2. Notwithstanding the minimum densities shown on Schedule L2, minimum densities shall not apply to:</p> <ul style="list-style-type: none"> <li>i. lands required for public parks and open spaces;</li> <li>ii. educational facilities;</li> <li>iii. community uses operated by a public authority; and,</li> <li>iv. above ground parking structures operated by a public authority.</li> </ul> <p>f) Reductions to the minimum density required by Schedule L2 may be considered as part of a comprehensive development application to provide flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned intensification for the site(s) can still be achieved.</p> <p>g) Notwithstanding the minimum density shown on Schedule L2, building additions, alterations and/or replacements to existing development may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.</p>	<p>c) retention of existing open space/park areas adjacent to private development; and,</p> <p>d) mitigation of shadow or wind impacts on the public realm and surrounding properties.</p> <p>20.8.5 A minimum density of 1.0 FSI (floor space index), is required across all developable areas of Midtown Oakville. Notwithstanding, minimum densities shall not apply to:</p> <ul style="list-style-type: none"> <li>a) existing buildings;</li> <li>b) lands required for public parks and open spaces;</li> <li>c) community uses operated by a public authority; and,</li> <li>d) above ground parking structures operated by a public authority.</li> </ul> <p>20.8.6 Development proposals shall not preclude or inhibit the achievement of the minimum density requirement of 1.0 FSI for Midtown Oakville, including current or future opportunities for intensification and the development of sensitive land uses, on or adjacent to the development proposal site.</p> <p>20.8.7 Notwithstanding Policies 7.3 and 7.4 above, sites less than 2500 square metres in gross area shall be permitted a maximum density of no more than 0.25 floor space index greater than the required minimum density of 1.0 floor space index.</p> <p>20.8.8 Where the planned scale or configuration of development is not feasible on an individual property within Midtown, property consolidation shall be required.</p> <p>20.8.9 Notwithstanding Policies 7.3 and 7.4 above, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property, as set out in this Plan. <i>{NTR See "Implementation" below re: CPP By-law and community benefits}</i></p>
<p>No max residential Density within HDR designation north of railway</p>	<p><b>20.5 Land Use</b></p> <p>20.5.4 On lands designated High Density Residential north of the railway, there is no maximum residential density.</p>	<p>[no similar policies in Draft OP]</p>	

Land Use

	Current OP	May 2023 OPA	April 2024 OPA
<b>Preamble – land use</b>	<p><b>20.5 Land Use Policies</b></p> <p>Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.</p>	<p><b>20.4 Land Use Policies</b></p> <p>Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.</p>	<p><b>20.4 Land Use Policies</b></p> <p>Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply to Midtown Oakville.</p>
<b>General</b>			<p>20.4.1 General Land Use Policies</p> <p>a) The predominant use of land within Midtown Oakville shall be mixed use, transit-supportive development.</p> <p>b) The following uses are permitted in all land use designations within Midtown Oakville:</p> <p>i) public service facilities,</p>
<b>Drive-Through facilities</b>	<p>20.5.1 Drive-through facilities proposed within any of the land use designations within Midtown Oakville will require an amendment to the Town’s Zoning By-law and be subject to the following:</p> <ul style="list-style-type: none"> <li>a) demonstration that the <i>development</i> of a drive-through facility does not preclude the planned function and <i>intensification</i> for a site;</li> <li>b) conformity with the urban design policies in section 6;</li> <li>c) the Town’s Drive-through Urban Design Guidelines; and,</li> <li>d) demonstration that the proposed drive-through facility:                             <ul style="list-style-type: none"> <li>i) does not change the <i>character</i> of the existing and planned streetscape;</li> <li>ii) maintains the scale of the urban environment; and,</li> <li>iii) does not compromise the safe and efficient movement of pedestrians and cyclists.</li> </ul> </li> </ul>	<p>20.4.8 New drive-through facilities and motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall not be permitted.</p>	<p>ii) drive-through facilities <b>shall not be permitted</b> in Midtown Oakville.</p>
<b>Automobile uses</b>	<p>20.5.2 New automobile sales and automobile related uses, including automobile service stations, shall not be permitted.</p>	<p>[no similar policies in Draft OP]</p>	<p>iii) Existing motor vehicle dealership and related uses, including motor vehicle service stations, may be permitted to redevelop provided where it can be demonstrated that they are in a compact, urban form, meet the urban design polices of this plan, and do not preclude the long-term development of the lands as set out in this plan.</p>

Public Facilities

	Current OP	May 2023 OPA	April 2024 OPA
<b>Educational Facilities</b>		<p><b>2.3 – Midtown Community Framework</b></p> <p>20.3.10 Educational Facilities</p> <p>Midtown Oakville provides a unique opportunity to accommodate a growing urban community and provide educational facilities in a high density, mixed-use, urban community. The policies establish a framework by which school boards can identify the need for educational facilities and engage the development community to acquire educational facility space within a proposed mixed-use development. The policies contained within this Plan are intended to support the Midtown Oakville urban community secure access to educational facilities and shared use of public park space.</p> <p>These policies are representative of a shift from a suburban greenfield-focused school model to an integrated urban school model. This Plan</p>	<p><b>20.12 Public Service Facilities</b></p> <p>20.12.2 Educational Facilities</p> <ul style="list-style-type: none"> <li>a) A minimum of four (4) elementary schools shall be required to serve Midtown. Schedule L3 to this Plan identifies two general priority areas for schools to be located.</li> <li>b) Additional school areas beyond those identified in Schedule L3 may be identified as this Plan is implemented, without amendment to this Plan.</li> <li>c) The precise location, size and phasing of any educational facility site shall be determined in consultation with the School Boards.</li> <li>d) Educational facilities shall be built to an urban standard that optimizes the use of land, consistent with the policies or requirements of the respective School Board.</li> </ul>

		<p>recognizes the importance of planning at the outset for school boards to have the ability to acquire school space within a mixed-use development, as it is required.</p> <p>a) A public school board may determine that real property, or a lease, is required for an educational facility as development proceeds and projected demand aligns with student population. As such:</p> <ul style="list-style-type: none"> <li>i. Any landowner proposing to develop or redevelop a mixed-use building within the Urban Core designation in Midtown Oakville shall be required to notify all of the public school boards of proposed development plans as part of a complete planning application, to provide the school boards with an opportunity to determine a need for an educational facility space within the proposed development; and,</li> <li>ii. The Town may require, as part of a complete application, written confirmation from the school boards that the developer has provided them the opportunity to determine a need for education facility space within the proposed development.</li> </ul> <p>b) Educational facilities should be planned and designed to meet the requirements of public school boards for an urban, higher-density community, and should:</p> <ul style="list-style-type: none"> <li>i. be incorporated into mixed-use developments and are encouraged to provide outdoor space through a combination of space on building podiums, at-grade and/or through shared use of nearby public park space through an appropriate shared use agreement with the Town;</li> <li>ii. have floor area distributed vertically to minimize floor plates and make efficient use of land;</li> <li>iii. have prominent pedestrian entrances on the main building façade fronting onto a public street which are clearly visible and directly accessible from a sidewalk on a public street;</li> <li>iv. be co-located in mixed-used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;</li> <li>v. be located adjacent to parks and open spaces, specifically Public Commons, where possible, to enable synergies between facilities and potential shared use of public park space, where appropriate and applicable;</li> <li>vi. be designed to enable local community use outside of school hours; and,</li> <li>vii. when entering into a shared use agreement with the Town to use public park space, limit obstructions or physical buffers that inhibit access to and movement through public parks, such as fences within or enclosing public parks, to allow for a holistic and flexible park design which enables community activity in the park during and outside of school hours.</li> </ul>	<p>e) Educational facilities should utilize strategies to optimize the use of land, including but not limited to:</p> <ul style="list-style-type: none"> <li>i) integrating schools within development;</li> <li>ii) building multi-storey educational facilities;</li> <li>iii) minimizing parking and pick up/drop off areas, and sharing parking with compatible community use facilities;</li> <li>iv) co-locating schools with compatible community uses such as daycare facilities; and,</li> <li>v) co-usage of outdoor green spaces with schools (i.e. public parks) under shared use agreements that consider the school boards’ outdoor play area requirements.</li> </ul> <p>f) Educational facility sites should be designed to encourage walking and cycling and should be connected to the larger active transportation network of sidewalks, bike lanes and multi-use paths and be located on collector or local streets</p> <p>g) Educational facilities may provide for multi-purpose co-use by public community facilities.</p> <p>h) A school board may determine that real property, or a lease is required for educational facilities as development within Midtown Oakville proceeds, and as projection demand aligns with student population:</p> <ul style="list-style-type: none"> <li>i) Any landowner or developer proposing to develop or redevelop a mixed use building in Midtown Oakville shall notify all public school boards of proposed development plans as part of a complete planning application, to provide school boards with an opportunity to determine a need for educational facility space within the proposed development.</li> <li>j) The storeys consisting of public educational facilities uses within a mixed use building shall not be considered in contributing to the maximum heights, as shown on Schedule L7.</li> </ul>
<p><b>Public Services Facilities</b></p>		<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.11 Public Services Facilities</p>	<p><b>20.12 Public Service Facilities</b></p> <p>20.12.1 General Policies</p>



		<ul style="list-style-type: none"> <li>a) The Town shall monitor public service facility needs as Midtown Oakville develops, and work with Halton Region and public agencies to enable the development of required facilities as they are identified.</li> <li>b) New public service facilities shall be provided in a timely manner to support growth.</li> <li>c) Public service facilities should be planned and designed to meet the requirements of the Town and/or public agencies, and should:             <ul style="list-style-type: none"> <li>i. be provided in visible locations with strong pedestrian, other active transportation and transit connections;</li> <li>ii. be co-located in mixed-used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;</li> <li>iii. be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and,</li> <li>iv. provide for multi-functionality through flexible, accessible, multipurpose spaces that can be programmed in different ways and can adapt over time to meet the evolving needs of the community.</li> </ul> </li> <li>d) Development may be required to contribute to the delivery of community service facility, through contributions to a community benefits charge, needs identified through the planning approval process or other Town master plan or strategy by providing:             <ul style="list-style-type: none"> <li>i. new space for on-site community facilities;</li> <li>ii. new space for off-site community facilities within an appropriate distance; and/or,</li> <li>iii. a contribution towards a specific community service facility that meets identified needs.</li> </ul> </li> <li>e) Landowners, public agencies, and/or non-profit community service providers are encouraged enter into partnerships to support the provision, improvement and expansion of public service facilities.</li> </ul>	<ul style="list-style-type: none"> <li>a) The Town shall monitor public service facility needs as Midtown develops, and work with Halton Region and public agencies to enable the development of required public service facilities as they are identified.</li> <li>b) New public service facilities shall be provided in a timely manner to support growth.</li> <li>c) Educational facilities may be required as development proceeds and projected demand aligns with student population growth.</li> <li>d) Development, in accordance with Town By-laws, should contribute to the delivery of public service facility needs identified through the planning application process or other Town master plan or strategy by providing:             <ul style="list-style-type: none"> <li>i) new space for on-site public service facilities;</li> <li>ii) new space for off-site public services facilities within an appropriate distance;</li> <li>iii) a contribution towards a specific public service facility that meets identified needs; and,</li> <li>iv) landowners, public agencies, and/or non-profit community service providers are encouraged to enter into partnerships to support the provision, improvement, and expansion of public service facilities.</li> </ul> </li> <li>e) Public service facilities should be planned and designed to meet the requirements of the Town and/or public agencies, and should:             <ul style="list-style-type: none"> <li>i. be provided in visible locations with strong pedestrian, cycling and transit connections;</li> <li>ii. be co-located in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;</li> <li>iii. be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and</li> <li>iv. provide for multi-functionality through flexible, accessible, multipurpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.</li> </ul> </li> </ul>
--	--	--	---

Housing

	Current OP	May 2023 OPA	April 2024 OPA
Housing		<p><b>20.3 - Midtown Community Framework</b></p> <p>20.3.9 Housing</p> <ul style="list-style-type: none"> <li>a) Within Midtown Oakville, residential <i>development</i> should include:             <ul style="list-style-type: none"> <li>i) a range of building types, and unit types and sizes, to accommodate a variety of households, including those with children;</li> <li>ii) amenities designed specifically for households with children;</li> <li>iii) <i>affordable housing</i>; and</li> <li>iv) purpose-built rental housing.</li> </ul> </li> </ul> <p><i>[NTR – See also policy 20.6.5 re: affordable housing, IZ]</i></p>	<p><b>20.6 Housing</b></p> <p>20.6.1 Residential development should include:</p> <ul style="list-style-type: none"> <li>a) Mid-rise and tall building types, and unit sizes that can accommodate a variety of households, including those with children and residents at different stages of life;</li> <li>b) Amenities designed for households with children as well as older adults;</li> <li>c) Non-market housing, including emergency, transitional, supportive housing, special needs housing, and affordable housing; and,</li> <li>d) purpose-built rental housing.</li> </ul> <p>20.6.2 Residential development should be designed to include:</p> <ul style="list-style-type: none"> <li>a) balconies or terraces;</li> <li>b) common outdoor amenity areas;</li> <li>c) common indoor amenity areas;</li> <li>d) operable windows; and,</li> <li>e) storage areas for use by unit occupants.</li> </ul> <p><i>[NTR see: Implementation below for policies re: IZ and CIP]</i></p> <p>20.6.5 The demolition and/or redevelopment of existing rental housing units shall be governed by the Rental Housing Protection By-Law. Where a proposal for</p>

			redevelopment requires demolishing or converting a building containing six (6) or more rental residential housing units is proposed, a Section 99.1 Permit must be obtained before proceeding with demolition works on the site.
--	--	--	--

Non-Res replacement

	Current OP	May 2023 OPA	April 2024 OPA
<b>Non-res uses/ replacement</b>			<ul style="list-style-type: none"> <li>iv. Development shall provide for the replacement of all existing non-residential gross floor area. The replacement of all existing non-residential gross floor area may be modified on a case-by-case basis, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the relevant Precinct, as described in Section 4, can support the long-term employment objectives of this Plan.</li> <li>v. A mix of commercial uses, including large and small scale retail, service and community-serving uses, is encouraged throughout Midtown Oakville and should be located at grade and designed to complement pedestrian-oriented access and street character.</li> </ul>

Transit facilities

	Current OP	And	April 2024 OPA
<b>Utility lands</b>	<p><b>20.5 Land Use</b></p> <p>20.5.3 On lands designated Utility within the Station District, only transit-related and transit-supportive uses and facilities, including passenger amenity areas and surface parking, which provide for the protection of the underground <i>utilities</i> may be permitted.</p>	<p><b>20.4 Land Use Policies</b></p> <p>20.4.5 On lands designated Utility, transit-related and <i>transit-supportive</i> uses and facilities may also be permitted, subject to the protection of underground and above-ground <i>utilities</i>, including:</p> <ul style="list-style-type: none"> <li>a) station buildings and related office uses;</li> <li>b) bus terminals;</li> <li>c) passenger amenity areas and public open spaces;</li> <li>d) passenger pick-up and drop-off (PUDO) areas; and,</li> <li>e) surface and structured parking.</li> </ul>	<p><b>20.4 Land Use Policies</b></p> <p>20.4.5 Utility</p> <p>In addition to Part D Section 18.0 of this Plan, lands designated Utility are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>a) The following uses are also permitted:                             <ul style="list-style-type: none"> <li>i. Transit-related and transit-supportive uses and facilities, subject to the protection of underground and above-ground utilities, including:                                     <ul style="list-style-type: none"> <li>• station buildings and related office uses;</li> <li>• bus terminals;</li> <li>• passenger amenity areas and public open spaces;</li> <li>• passenger pick-up and drop-off (PUDO) areas; and,</li> <li>• surface and structured parking.</li> </ul> </li> <li>ii. Passive recreational uses, such as such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas, subject to the protection of the function of utilities and the consultation and approval from relevant agencies</li> </ul> </li> </ul>
<b>Urban Core adjacent to Utility lands</b>	[no similar policies in Parent OP]	20.4.4 On lands designated Urban Core adjacent to lands designated Utility, <i>transit-supportive</i> uses and facilities may also be permitted, including bus terminals, passenger pick-up and drop-off (PUDO) areas, structured parking and limited surface parking.	<p>20.4.2 Urban Core</p> <p>a. (<i>permitted uses</i>)</p> <ul style="list-style-type: none"> <li>v. On lands adjacent to lands designated Utility or in proximity to the GO Station, transit-supportive facilities may be permitted, including but not limited to bus terminals, passenger pick-up and drop-off (PUDO) areas, structured parking and limited surface parking.</li> </ul>

Urban Core/Centre

	Current OP	May 2023 OPA	April 2024 OPA
<b>Urban Core/Centre lands – additional permitted use</b>	20.5.5 On lands designated Urban Core or Urban Centre, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted.	<p>20.4.1 On lands designated Urban Core or Urban Centre:</p> <ul style="list-style-type: none"> <li>a) Redevelopment for retail and service commercial should maintain floor space to provide for a similar number of jobs to remain accommodated on-site; and,</li> </ul>	<p>20.4.2 Urban Core</p> <p>In addition to Part D Section 12.5 of this Plan, lands designated Urban Core are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>a) The following uses are also permitted:</li> </ul>

		<p>b) Retail and service commercial uses shall be provided on the ground floor of mixed-use buildings that directly front a public street. These uses may also extend to other floors.</p> <p>20.4.2 On lands designated Urban Core or Urban Centre that do not have frontage on an arterial or collector road, as identified on Schedule L3, stand-alone major office, major institutional or residential buildings may be permitted.</p> <p>20.4.3 On lands designated Urban Core or Urban Centre, the following uses may also be permitted:</p> <ul style="list-style-type: none"> <li>a) <i>public service facilities;</i></li> <li>b) a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community; and,</li> <li>c) municipal parking facilities.</li> </ul>	<ul style="list-style-type: none"> <li>i. educational facilities;</li> <li>ii. cultural uses and cultural facilities;</li> <li>iii. municipal parking facilities;</li> <li>iv. all non-market housing, including but not limited to special needs housing; and,</li> <li>v. <i>{NTR – see above utility for item “v”}</i></li> </ul> <p>b) Permitted uses in Policy 12.5.1 of Part D of this Plan, may be stand alone provided they meet the other policies of this plan.</p> <p>On Primary Mainstreets, include a minimum of 30% of the total proposed gross floor area as non-residential uses such as office, retail, commercial, or institutional uses. The minimum non-residential requirement may be modified on a case-by-case basis provided a Non- Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Trafalgar Precinct can support the long-term employment objectives of this Plan.,</p>
Urban Core within Lyons District – additional use	<p>20.5.6 On lands designated Urban Core within the Lyons District the following uses may also be permitted:</p> <ul style="list-style-type: none"> <li>A) single-use buildings; and,</li> <li>B) townhouses and stacked townhouses, with a minimum height of three storeys, in combination with permitted residential or mixed-use buildings.</li> </ul>		<p>On Secondary Mainstreets, include a minimum of 15 percent of the total proposed gross floor area as non-residential uses such as cultural or community uses. The minimum non-residential requirement may be modified on a case-by case basis provided a Non- Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Argus Arts Precinct can support the long-term objectives of this Plan to establish Midtown as a cultural hub; and,</p>

Office Employment

	Current OP	May 2023 OPA	April 2024 OPA
Office Employment lands – additional use	<p>20.5.7 On the lands designated Office Employment within the Trafalgar District the following uses may also be permitted:</p> <ul style="list-style-type: none"> <li>a) civic uses, including government offices and a court house;</li> <li>b) a public plaza appropriate for an array of public event uses;</li> <li>c) a large-scale recreational facility of Town-wide or regional significance; and,</li> <li>d) municipal parking facilities.</li> </ul>	<p>20.4.7 On lands designated Office Employment, uses should provide for high employment densities to ensure that the planned function and intensification of the site(s) can be achieved through the planning approval process.</p>	
Office Employment within Chartwell District – additional use	<p>20.5.8 On the lands designated Office Employment within the Chartwell District, <i>educational facilities</i> affiliated with a college or university may also be permitted.</p>		<p>20.4.3 Office Employment</p> <p>In addition to Part D Section 14.3 of this Plan, lands designated Office Employment are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>a) The following uses are also permitted: <ul style="list-style-type: none"> <li>i. <i>Municipal parking facilities;</i></li> <li>ii. Convenience retail, accessory retail, and service commercial uses, including restaurants.</li> </ul> </li> </ul> <p>Uses should provide for high employment densities to ensure that the planned function and intensification of the site(s) can be achieved.</p>

Community Commercial

	Current OP	May 2023 OPA	April 2024 OPA
Community Commercial			<p>20.4.4 Community Commercial</p> <p>In addition to Part D Section 13.4 of this Plan, lands designated Community Commercial are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>a) The following uses are also permitted:</li> </ul>

			i) Offices, including <i>major office</i>
--	--	--	---

Parks and Open Space

	Current OP	May 2023 OPA	April 2024 OPA
<b>Parks &amp; Open Space</b>		20.4.6 On the lands designated Parks and Open Space along the north side of the railway, passive park uses and landscaping that provide for the protection of underground <i>utilities</i> may be implemented subject to the necessary approvals by the Town and Province.	

Exceptions

Exceptions	Current OP	May 2023 OPA	April 2024 OPA
<b>Preamble - Exceptions – Schedules L1, L2 and L3</b>	<b>20.6 Midtown Oakville Exceptions – Schedules L1, L2 and L3</b>  The following additional policies apply to certain lands on Schedule L1, Midtown Oakville Land Use, Schedule L2, Midtown Oakville Building Heights, and Schedule L3, Midtown Oakville Transportation Network.	<b>20.5 Midtown Oakville Exceptions – Schedules L1, L2 and L3</b>  The following additional policies apply to certain lands as identified on Schedule L1 (Midtown Oakville Land Use), Schedule L2 (Midtown Oakville Density), and Schedule L3 (Midtown Oakville Transportation Network).	<b>20.16 Midtown Oakville Exceptions</b>  The general locations of the following exceptions are shown on Schedule L8:
<b>Cornwall Road &amp; Old Mill Road</b>	20.6.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:  a) A neighbourhood shopping centre with a maximum of 930 square metres of gross leasable area may also be permitted.  b) A maximum of 2,300 square metres of non-retail service commercial area, including office and private recreational uses, may also be permitted.	20.5.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:  a) A maximum residential density of 300 units per site hectare is permitted. b) A maximum building height of 12 storeys, excluding one interior mezzanine level, may be permitted at 70 Old Mill Road. c) A maximum of 155 square metres of net leasable commercial floor area may also be permitted at 70 Old Mill Road.	a) The lands designated Urban Core at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies: i) A maximum residential density of 300 units per site hectare is permitted. ii) A maximum building height of 12 storeys, excluding one interior mezzanine level, may be permitted at 70 Old Mill Road. iii) A maximum of 155 square metres of net leasable commercial floor area may also be permitted at 70 Old Mill Road
<b>599 Lyons Lane</b>	20.6.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policies:  a) A maximum building height of 26 storeys may be permitted subject to the owner entering into an agreement under section 37 of the <i>Planning Act</i> .  b) Underground structures, and above-ground architectural features, <i>utilities</i> and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.	20.5.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policy:  a) Underground structures, and above-ground architectural features, <i>utilities</i> and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.	
<b>Cornwall Road &amp; Trafalgar Road</b>	20.6.3 The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policy:  a) Redevelopment in this location may occur gradually in a phased manner and should:	20.5.6 The lands designated Urban Centre at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies:  a) Redevelopment in this location may occur gradually in a phased manner and should:  i) Provide an attractive gateway to Midtown Oakville and a transition to the established residential neighborhood to the south; and,	e) The lands designated Urban Core at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies: i) Redevelopment in this location may occur in a phased manner and should: ii) Provide an attractive gateway to Midtown Oakville and a transition to the established residential neighborhood to the south; and iii) Be a collection of buildings, diverse in design and character, and in harmony with each other.

	<ul style="list-style-type: none"> <li>i) provide an attractive gateway to Midtown Oakville and a transition to the established residential neighbourhood to the south; and,</li> <li>ii) be a collection of buildings, diverse in design and <i>character</i>, and in harmony with each other.</li> </ul>	<ul style="list-style-type: none"> <li>ii) Be a collection of buildings, diverse in design and character, and in harmony with each other.</li> <li>b) Notwithstanding Schedule L2, Midtown Oakville Density, the maximum building heights for the towers municipally known as 281 Cornwall Road and 291 Cornwall Road shall be 14 storeys and 19 storeys, respectively.</li> </ul>	
<b>Cross Avenue &amp; Lyons Lane</b>	<p>20.6.4 The lands designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>a) Redevelopment will occur gradually in a phased manner.</li> <li>b) The proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.</li> <li>c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.</li> </ul>	<p>20.5.3 The lands designated Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>a) Redevelopment will occur in a phased manner.</li> <li>b) <b>Unless expropriated</b>, the proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.</li> <li>c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.</li> </ul>	<p>b) The lands designated Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:</p> <ul style="list-style-type: none"> <li>i) Redevelopment shall occur in a phased manner.</li> <li>ii) <b>Unless expropriated</b>, the proposed roads, as shown on Schedule L8, shall only be required as part of a comprehensive site redevelopment.</li> <li>iii) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan</li> </ul>
<b>570 Trafalgar Road</b>		<p>20.5.4 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.</p>	<p>c) 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.</p>
<b>354 Davis Road</b>	<p>20.6.5 On the lands designated Office Employment, known as 354 Davis Road, access shall be provided to the existing property at the time of construction of the future Cross Avenue and future ramp as identified on Schedule L3.</p>	<p>20.5.5 The lands designated Urban Core and <b>known as 354 Davis Road</b>, are recognized as permitting the existing 6-storey office building and associated existing surface parking and are subject to the following additional policy:</p> <ul style="list-style-type: none"> <li>a) access shall be provided to the existing property at the time of construction of the future Davis Road and future ramp as identified on Schedule L3, or as determined through an approved environmental assessment.</li> </ul>	<p>d) The lands designated Urban Core and <b>known as 354 Davis Road</b>, are recognized as permitting the existing 6-storey office building an associated existing surface parking and are subject to the following additional policy:</p> <ul style="list-style-type: none"> <li>i) access shall be provided to the existing property at the time of construction of the future Davis Road and future ramp as identified on Schedule L4, or as determined through an approved environmental assessment</li> </ul>

Implementation

	Current OP	May 2023 OPA	April 2024 OPA
<b>Implementation policies</b>	<p><b>20.7 Implementation Policies</b></p> <p>In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Midtown Oakville.</p>	<p><b>20.6 Implementation Policies</b></p> <p>In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Midtown Oakville.</p>	<p><b>20.17 Implementation Policies</b></p> <p>In addition to the policies in Part F of this Plan, the following implementation policies also apply:</p>
<b>Phasing/Transition</b>	<p>20.7.1 Phasing/Transition</p> <ul style="list-style-type: none"> <li>a) <i>Development</i> will likely occur gradually over the long-term and be co-ordinated with the provision of <i>infrastructure</i>, including: <ul style="list-style-type: none"> <li>i) transit (conventional and rapid transit);</li> <li>ii) road network capacity;</li> <li>iii) pedestrian and cycling facilities;</li> <li>iv) water and waste water services;</li> <li>v) stormwater management facilities;</li> <li>vi) streetscape improvements; and,</li> <li>vii) <i>Utilities</i>.</li> </ul> </li> </ul>	<p>20.6.2 Phasing/Transition</p> <p><i>Development</i> will occur gradually over the long-term. This may include interim conditions, phased zoning regulations (including holding provisions), master plan coordination, capital funding and incremental implementation until full build-out.</p> <ul style="list-style-type: none"> <li>a) <i>Development</i> shall be coordinated with the provision of <i>infrastructure</i>, including: <ul style="list-style-type: none"> <li>i) Pedestrian and other active transportation facilities;</li> <li>ii) transit;</li> <li>iii) parks and open space;</li> </ul> </li> </ul>	<p>20.17.2 Phasing / Transition</p> <ul style="list-style-type: none"> <li>a) Development shall occur over the long-term and may include interim conditions and incremental implementation.</li> <li>b) Development shall be coordinated with the provision of <i>infrastructure</i>, including: <ul style="list-style-type: none"> <li>i) transit;</li> <li>ii) road network capacity;</li> <li>iii) pedestrian and cycling facilities;</li> <li>iv) parks and open space</li> <li>v) <i>water and wastewater services</i> and capacities;</li> </ul> </li> </ul>



	<p>b) Initial phases of <i>development</i> shall not preclude the achievement of a compact, pedestrian-oriented and <i>transit-supportive</i> urban form, or the transportation network on Schedule L3.</p> <p>c) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.</p> <p>d) The redevelopment of existing low-rise commercial centres and uses may occur gradually in a phased manner. Notwithstanding the minimum heights shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.</p>	<p>iv) streetscape improvements; v) phased parking reductions; vi) road network capacity; vii) water and wastewater services; viii) stormwater management facilities; and, ix) utilities.</p> <p>b) Further to subsection (a) above, the timing of <i>development</i> will be subject to the availability of required infrastructure, including but not limited to future transportation network improvements and water and wastewater services.</p> <p>c) Initial phases of <i>development</i> shall not preclude the achievement of a compact, pedestrian-oriented and <i>transit-supportive</i> urban form, or the transportation network identified on Schedule L3.</p> <p>d) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.</p>	<p>vi) stormwater management facilities and capacity; vii) streetscape improvements; and, viii) utilities.</p> <p>c) Further to subsection (a) above, the timing of development shall be subject to the availability of required infrastructure, including but not limited to future transportation network improvements, water and wastewater services, and stormwater management facilities.</p> <p>d) Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time subject to the availability of servicing infrastructure and other requirements both at the Local and Regional levels</p> <p>e) Initial phases of development shall not preclude the achievement of a compact, pedestrian oriented and transit-supportive urban form, or the transportation network identified on Schedule L4.</p> <p>f) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan</p> <p><b>20.14 Infrastructure and Servicing</b></p> <p>20.14.4 The Town may require that new development demonstrate the adequacy of the existing and proposed water, sanitary sewer, site controls and other utility infrastructure systems and their capacities to satisfy the demands of a proposed development through a Functional Servicing Study.</p> <p>20.14.5 Where development is proposed within or adjacent to hazard lands, the Town may require technical studies, prepared by qualified professionals, to establish the limits of hazard lands and manage risks related to development within or adjacent to hazard lands.</p> <p>20.14.6 Conservation Halton’s approximate regulated area is illustrated on Schedule B. The mapped lines are approximate. Technical studies may be required to identify hazard lands, watercourses and wetlands that are unmapped and/or refine mapping at a site-specific level. Conservation Halton must be contacted to confirm the approximate regulated area and permit requirements.</p> <p>20.14.7 Development shall demonstrate compliance with the capacity of the existing adjacent water and wastewater servicing networks. Private on-site controls and enhanced building design may be required, to mitigate any increased demand that exceeds existing or planned capacity.</p>
<p><b>Landowners’ Agreement/Cost Sharing</b></p>		<p><b>20.6.3 Landowners’ Agreement / Cost-Sharing</b></p> <p>a) Development shall only be permitted when a landowners’ group has been established for Midtown Oakville for the purposes of administering a cost sharing agreement among landowners to ensure that the costs associated with development, including but not limited to the provision of parkland, parking, infrastructure and servicing, are distributed in a fair and equitable manner among landowners.</p> <p>b) Individual developments in Midtown Oakville shall generally not be approved until the subject landowner has become a party to the landowners’ cost sharing agreement.</p>	<p><b>20.17.5 Landowners’ Agreement / Cost Sharing</b></p> <p>a) Development shall only be permitted when a landowners’ group has been established for Midtown Oakville for the purposes of administering a cost sharing agreement amongst landowners to ensure that the costs associated with development, including but not limited to the provision of parkland, parking, infrastructure, and servicing, are distributed in a fair and equitable manner among landowners.</p> <p>b) Individual development in Midtown Oakville shall not be approved until the subject landowner has become a party to the landowners’ cost sharing agreement.</p>

			<p>c) Landowners are encouraged to enter into agreements to coordinate the provision of urban format grocery stores within mixed use buildings, and the delivery of public road infrastructure and parks.</p> <p>d) Landowners, public agencies, and/or non-profit community service providers are encouraged to enter into partnerships to support the provision, improvement, and expansion of public service facilities</p>
<b>Area Design Plans</b>		<p><b>20.6.3 Area Design Plans</b></p> <p>a) As part of any <i>development</i> application in Midtown Oakville, an area design may be required as part of a development application, solely at the Town’s discretion, in order to address coordination issues between landowners and phasing of development(s). The area design plan shall:</p> <ul style="list-style-type: none"> <li>i) be prepared in accordance with terms of reference approved by the Town;</li> <li>ii) provide a comprehensive <i>development</i> scheme for the entirety of the block in which the subject lands are located;</li> <li>iii) demonstrate how the proposed <i>development</i> will not preclude <i>development</i> on adjacent properties in accordance with the policies of this Plan;</li> <li>iv) outline how <i>development</i> may be coordinated between the subject lands and adjacent properties, including properties across any public streets from the subject lands;</li> <li>v) identify the specific location and boundaries of land uses and designations;</li> <li>vi) identify the density and distribution of built form, building heights, mixture of uses, and housing types including <i>affordable housing</i>; and,</li> <li>vii) identify the detailed street pattern including <i>active transportation</i>, transit facilities, streetscape/public realm enhancements, and on- street parking;</li> <li>viii) identify the size and location of parks and open spaces;</li> <li>ix) identify the size and location of <i>public service facilities</i>, if any;</li> <li>x) identify the size, location, and general configuration of stormwater management facilities, if any,</li> <li>xi) address coordination with land uses, street patterns, and conceptual redevelopment of lands outside, but adjacent to, the lands which are the subject of the area design plan, and;</li> <li>xii) demonstrate compliance with this Plan and the Livable by Design Manual, which includes the Designing Midtown document, as amended or its successor.</li> </ul>	<p><b>20.17.3 Area Design Plans</b></p> <p>a) As part of any development application in Midtown Oakville, an area design plan may be required as part of a development application, at the Town’s discretion, to address coordination issues between landowners and phasing of development. The area design plan shall:</p> <ul style="list-style-type: none"> <li>i) be prepared in accordance with terms of reference approved by the Town;</li> <li>ii) provide a comprehensive development scheme for the entirety of the block in which the subject lands are located;</li> <li>iii) demonstrate how the proposed development shall not preclude development on adjacent properties in accordance with the policies of this Plan;</li> <li>iv) outline how development may be phased and coordinated between the subject lands and adjacent properties, including properties across any public streets from the subject lands;</li> <li>v) identify the specific location and boundaries of land uses and designations;</li> <li>vi) identify the density and distribution of built form, building heights, mixture of uses, and housing types including affordable housing;</li> <li>vii) identify the detailed street pattern including active transportation, transit facilities, streetscape/public realm enhancements, and onstreet parking;</li> <li>viii) identify the size and location of parks and open spaces;</li> <li>ix) identify the size and location of public service facilities and educational facilities, if any; and</li> <li>x) identify the size, location, and general configuration of stormwater management facilities, if any.</li> </ul>
<b>Affordable Housing</b>		<p><b>20.6.5 Affordable Housing</b></p> <ul style="list-style-type: none"> <li>a) An inclusionary zoning framework should be established for the Midtown Oakville protected major transit station area.</li> <li>b) An inclusionary zoning framework shall be informed by an assessment report prepared in coordination with Halton Region.</li> <li>c) The assessment report may inform the development of a Town initiated official plan amendment for Midtown Oakville.</li> </ul>	<p><b>20.6 Housing</b></p> <p><b>20.6.3 Affordable Housing</b></p> <ul style="list-style-type: none"> <li>a) An inclusionary zoning framework may be established for the Midtown Oakville protected major transit station area.</li> <li>b) An inclusionary zoning framework shall be informed by an assessment report prepared in coordination with Halton Region.</li> <li>c) Development shall provide affordable housing to meet targets that are established and updated by the Town’s housing needs assessment and inclusionary zoning assessment report, as applicable.</li> </ul>

			<p>20.6.4 The Town may provide financial and other incentives as authorized by a Community Improvement Plan and/or undertake infrastructure improvements to facilitate the provision of affordable housing and/or special needs housing.</p>
<p><b>Bonusing/Community Benefits</b></p>	<p><b>20.7 Implementation Policies</b></p> <p>20.7.2 Bonusing</p> <p>a) The Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits in section 20.7.2 c).</p> <p>b) Bonusing shall only be permitted if:</p> <p>i) in conformity with section 20.7.1; and,</p> <p>ii) supported by a transportation impact analysis which confirms that the additional <i>development</i> will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant.</p> <p>c) Public benefits considered appropriate for the application of increased building height in Midtown Oakville include, but are not limited to:</p> <p>i) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;</p> <p>ii) community facilities such as:</p> <ul style="list-style-type: none"> <li>▪ a creative centre, including studio, office, exhibition, performance and retail space; and,</li> <li>▪ a library;</li> </ul> <p>iii) improved local transit facilities and transit user amenities;</p> <p>iv) parkland improvements beyond the minimum standards for public squares and plazas; and,</p> <p>v) public art.</p> <p>d) For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit and no Official Plan amendment shall be required to increase building height as a result of bonusing.</p>		<p><b>20.8 Development Density and Height</b></p> <p>20.8.10 Where this Plan is implemented by a Community Planning Permit (CPP) By-law, and in accordance with the O. Reg. 173/16 Community Benefits Charge by-law is not applicable,. Accordingly, the CPP by-law may establish maximum density and/or height thresholds after which community benefits or cash-in-lieu of those benefits, are required as a condition of development permit issuance. The CPP by-law shall include provisions regarding the proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height or density of development that may be allowed. The facilities, services, and matters that may be provided by operation of these provisions include, but are not limited to, matters listed in policy 28.8, and may be further specified in the by-law.</p> <p>20.4.1 General Land Use Policies b) (re: permitted use)...</p> <p>vi) Permitted and/or prohibited uses established in the implementing by-law, may be varied, added, or excluded based on site and area context that is assessed through a development application.</p>
<p><b>Implementation Strategy</b></p>	<p><b>20.7 Implementation Policies</b></p> <p>20.7.3 Programs and Initiatives</p> <p>a) Implementation Strategy</p>	<p><b>20.6 - Implementation Policies</b></p> <p>20.6.1 Implementation Strategy</p> <p>a) The Town shall develop, in conjunction with the Region, the Province and Metrolinx, implementation strategies to address:</p>	<p><b>20.17 Implementation Policies</b></p> <p>In addition to the policies in Part F of this Plan, the following implementation policies also apply:</p> <p>20.17.1 General</p>

	<p>The Town shall develop, in conjunction with the Region, the Province and Metrolinx, an implementation strategy for Midtown Oakville including, but not limited to:</p> <ul style="list-style-type: none"> <li>i) <i>community improvement</i> programs, through a <i>community improvement plan</i>, to address redevelopment incentives, which may include <i>brownfield site</i> remediation, property acquisition and rehabilitation, and streetscape improvements;</li> <li>ii) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy</li> <li>iii) reconstruction of the rail platform in coordination with Metrolinx;</li> <li>iv) transportation and transit initiatives;</li> <li>v) sustainability initiatives and environmental standards;</li> <li>vi) the acquisition and disposition of public lands; and,</li> <li>vii) partnerships, programs and incentives.</li> </ul>	<ul style="list-style-type: none"> <li>i) parkland and a parks strategy for Midtown Oakville, including a parkland acquisition strategy;</li> <li>ii) transportation, including active transportation and transit initiatives;</li> <li>iii) streetscape and/or public realm plans;</li> <li>iv) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;</li> <li>v) the extension and improvement of the Oakville GO rail platform, and re-location of the bus terminal, in coordination with Metrolinx;</li> <li>vi) emergency services provision in Midtown Oakville;</li> <li>vii) community improvements through a community improvement plan;</li> <li>viii) economic development strategy for Midtown Oakville;</li> <li>ix) a coordinated approach to development and infrastructure phasing, including monitoring key development indicators at regular intervals;</li> <li>x) sustainability initiatives and environmental standards, including district energy, in alignment with the Oakville Community Energy Strategy;</li> <li>xi) public sector partnerships and programs; and,</li> <li>xii) the municipal acquisition and disposition of lands.</li> </ul> <ul style="list-style-type: none"> <li>b) Town master plans and implementation documents shall be updated to support the planned growth and change in Midtown Oakville to 2051 and beyond.</li> <li>c) Innovative engineering and design solutions or alternate standards for infrastructure, parks and open spaces, that are appropriate for a high density urban area and optimize environmental sustainability and life cycle costs shall be encouraged and implemented through master plans, implementation documents, <i>development</i> and infrastructure projects, subject to any necessary approvals.</li> <li>d) The town shall work with Oakville Hydro and other utility providers to ensure services located within a public right-of-way are provided or relocated underground, where feasible, as infrastructure improvements and development progress.</li> </ul>	<ul style="list-style-type: none"> <li>a) The Town shall develop, in conjunction with the Region, the Province and Metrolinx, implementation strategies to address:             <ul style="list-style-type: none"> <li>i) a parks plan;</li> <li>ii) transportation, including active transportation and transit initiatives;</li> <li>iii) streetscape and/or public realm plans;</li> <li>iv) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;</li> <li>v) the extension of the rail platform in coordination with Metrolinx</li> <li>vi) community improvements through a community improvement plan;</li> <li>vii) economic development and investment attraction plan;</li> <li>viii) public sector partnerships and programs;</li> <li>ix) a plan for the acquisition and disposition of lands; and,</li> <li>x) sustainability initiatives and environmental standards, including district energy.</li> </ul> </li> <li>b) Town master plans and implementation documents shall be updated to support the planned growth and change in Midtown Oakville to 2051 and beyond.</li> <li>c) Development shall demonstrate compliance with the capacity of the existing adjacent water and wastewater servicing networks. Private on-site controls and enhanced building design may be required, to mitigate any increased demand that exceeds existing or planned capacity. Innovative engineering and design solutions or alternate standards for infrastructure, parks and open spaces, that are appropriate for a high-density urban area and optimize environmental sustainability and life cycle costs shall be encouraged and implemented through master plans, implementation documents, development and infrastructure projects, subject to any necessary approvals</li> </ul> <p><b>20.4 Land Use Policies</b></p> <p>20.4.1 General Land Use Policies</p> <ul style="list-style-type: none"> <li>c) The Town of Oakville shall undertake a Long-Range Commercial Needs Assessment to determine the commercial land requirements for Midtown Oakville to the year 2051.</li> </ul> <p><b>20.9 Parks and Open Space</b></p> <p>20.9.5 The Town shall develop a Midtown Public Realm Master Plan to define the role, function, and character of streetscapes, parks, and midblock connections in Midtown Oakville.</p> <p>20.9.6 The Town shall develop a Midtown Public Realm Master Plan to define the role, function, and character of streetscapes, parks, and midblock connections in Midtown Oakville.</p> <p><b>20.11 Urban Design</b></p> <p>20.11.1 Public Realm</p> <ul style="list-style-type: none"> <li>f) The Town shall develop a Midtown Public Realm Master Plan to define the role, function and character of streetscapes, parks, and mid-blocks connections</li> </ul>
--	--	---	--

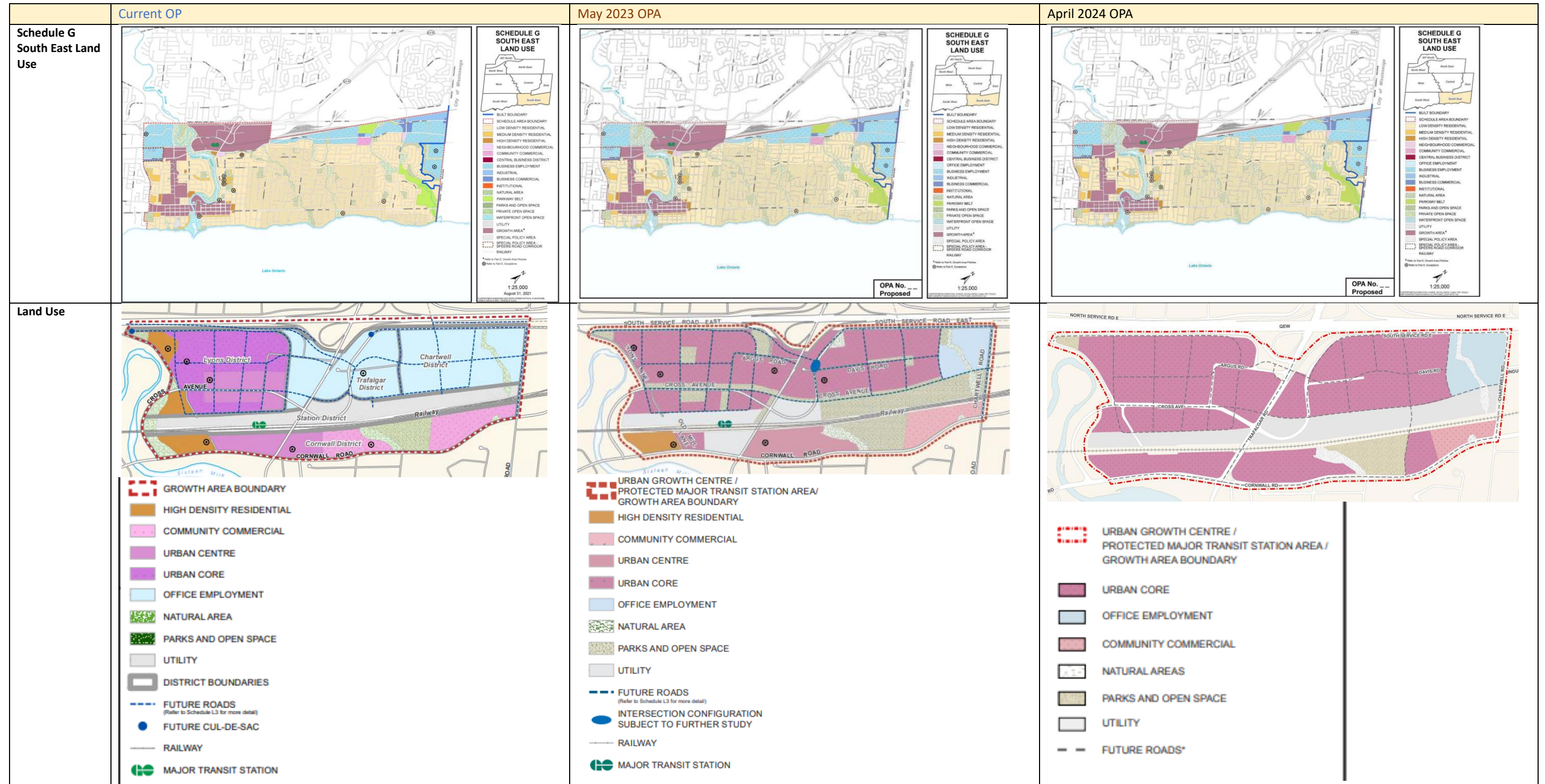
			<p><b>20.14 Sustainability</b></p> <p>20.15.1 Development should:</p> <ul style="list-style-type: none"> <li>a) identify opportunities to implement renewable energy generation in proposed development, with a focus on reducing carbon emissions;</li> <li>b) incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;</li> <li>c) use a suitable glazing ratio for energy efficiency;</li> <li>d) incorporate bird-friendly design strategy elements;</li> <li>e) integrate on-site renewable electricity production (e.g. solar panels) to reduce electricity demand;</li> <li>f) reduce embodied carbon energy in building material (e.g. re-using materials, using lower-carbon materials, sourcing materials locally); and,</li> <li>g) target net-zero energy use and emissions. Development should address climate change resiliency through low impact development (LID) practices and green infrastructure to improve air quality, absorb stormwater, minimize the urban heat island, and expand biodiversity.</li> </ul> <p>20.15.2 Development i shall incorporate high quality durable building materials for energy efficiency.</p> <p>20.15.3 To increase the energy efficiency of buildings, all commercial, institutional, mixed use and multi-unit residential development should use passive design and renewable energy approaches, this may include any of the following:</p> <ul style="list-style-type: none"> <li>a) a green or blue roof;</li> <li>b) solar capture equipment;</li> <li>c) cooling roof materials;</li> <li>d) urban tolerant trees and other vegetation to provide shade and additional tree canopy;</li> <li>e) soft landscaping on the flat portion of rooftops (excluding the area required for mechanical equipment);</li> <li>f) options for district energy, and design features that would enable the future implementation of district energy;</li> <li>g) a minimum of 30% of the building’s total energy requirements through alternative energy sources, including solar hot water, photovoltaic, or geothermal, etc.; and,</li> <li>h) low demand or low flow fixtures.</li> </ul> <p>20.15.4 Applications for development in the Midtown Oakville should submit a Sustainable Development Report that describes how the applicant has endeavoured to incorporate the policies of this Plan, including any or all of the following, as deemed appropriate and applicable through the pre-application consultation process:</p> <ul style="list-style-type: none"> <li>a) energy efficiency measures;</li> <li>b) water conservation measures;</li> <li>c) alternative energy use and Solar design strategy;</li> <li>d) heat Island mitigation;</li> <li>e) indoor air quality enhancement;</li> <li>f) Low Impact Development (LID) stormwater management;</li> <li>g) solid and construction waste reduction and management; and</li> <li>h) the level to which a proposed development is district energy ready or electric vehicle ready (if applicable).</li> </ul>
--	--	--	--



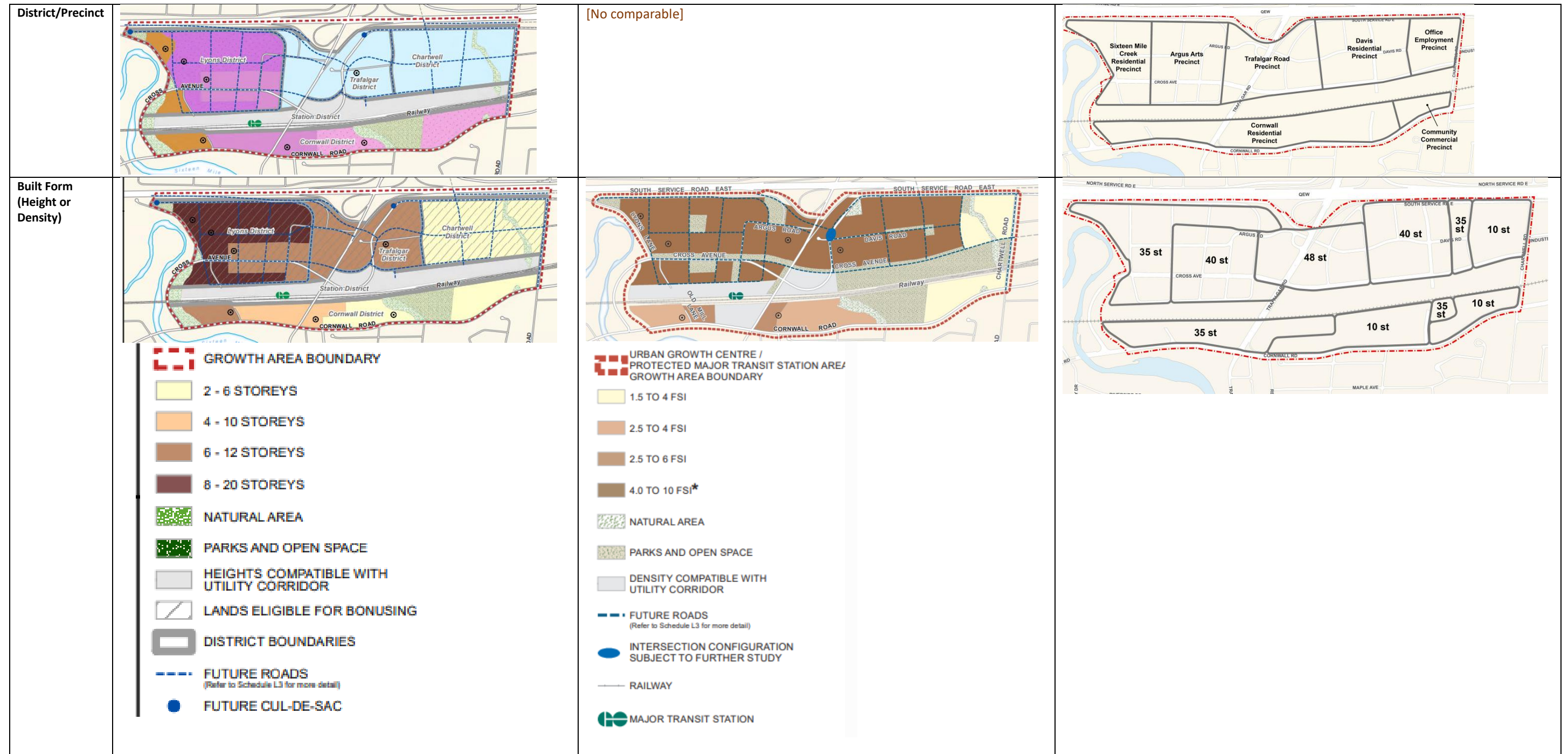
			<p>20.15.5 The Town shall consider the use of tools such as the Community Benefits Bylaw, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate</p> <p><b>20.13 Transit Station, Rail and Highways</b></p> <p>20.13.1 Applicants shall develop, submit and implement, as part of any official plan amendment, zoning by-law amendment, plan of subdivision, and/or site plan application, a comprehensive report that demonstrates how the proposed development in proximity to the railway right-of-way or the railway freight yard east of Chartwell Road shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada and include measures to mitigate related safety, security, noise, vibration and trespass issues in consultation with the owner of the railway.</p>
<p><b>TDM</b></p>			<p><b>20.10 Transportation and Mobility</b></p> <p>20.10.5 Transportation Demand Management</p> <p>a) Applicants shall submit and implement a comprehensive Transportation Demand Management (TDM) Options Report as part of any official plan amendment, zoning by-law amendment, plan of subdivision, and/or site plan application to the satisfaction of the Town that demonstrates how the proposed development shall promote a shift to more sustainable travel modes and support transit initiatives. A TDM Options Report and its implementation may include, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>i) Secure bicycle parking, including publicly accessible bicycle parking rooms;</li> <li>ii) Cycling infrastructure and end-of-trip infrastructure, such as bike repair station/stand and shower and change room facilities, located in accessible location;</li> <li>iii) Micromobility options including scooter share, bike share and electric scooter/bike charging stations;</li> <li>iv) Dedicated cycling routes internal to the site to and from key destinations;</li> <li>v) New or improved connections to the existing or planned Town cycling network;</li> <li>vi) Pedestrian such soft landscaping, shade trees, street furniture such as benches, and marked safety crossings;</li> <li>vii) Cyclist amenities such as bike racks, bike lockers, and showering facilities;</li> <li>viii) Continuous pedestrian linkages;</li> <li>ix) Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive;</li> <li>x) Weather protection, such as protective awnings or wind screening, along street frontages adjacent to transit stops;</li> <li>xi) Subsidized transit passes or pre-loaded transit cards for residents, students and/or employees;</li> <li>xii) Real-time technology that displays transit route and time information;</li> <li>xiii) Publicly accessible car-share or ride-share services, pick-up drop-off areas, and parking spots;</li> </ul>

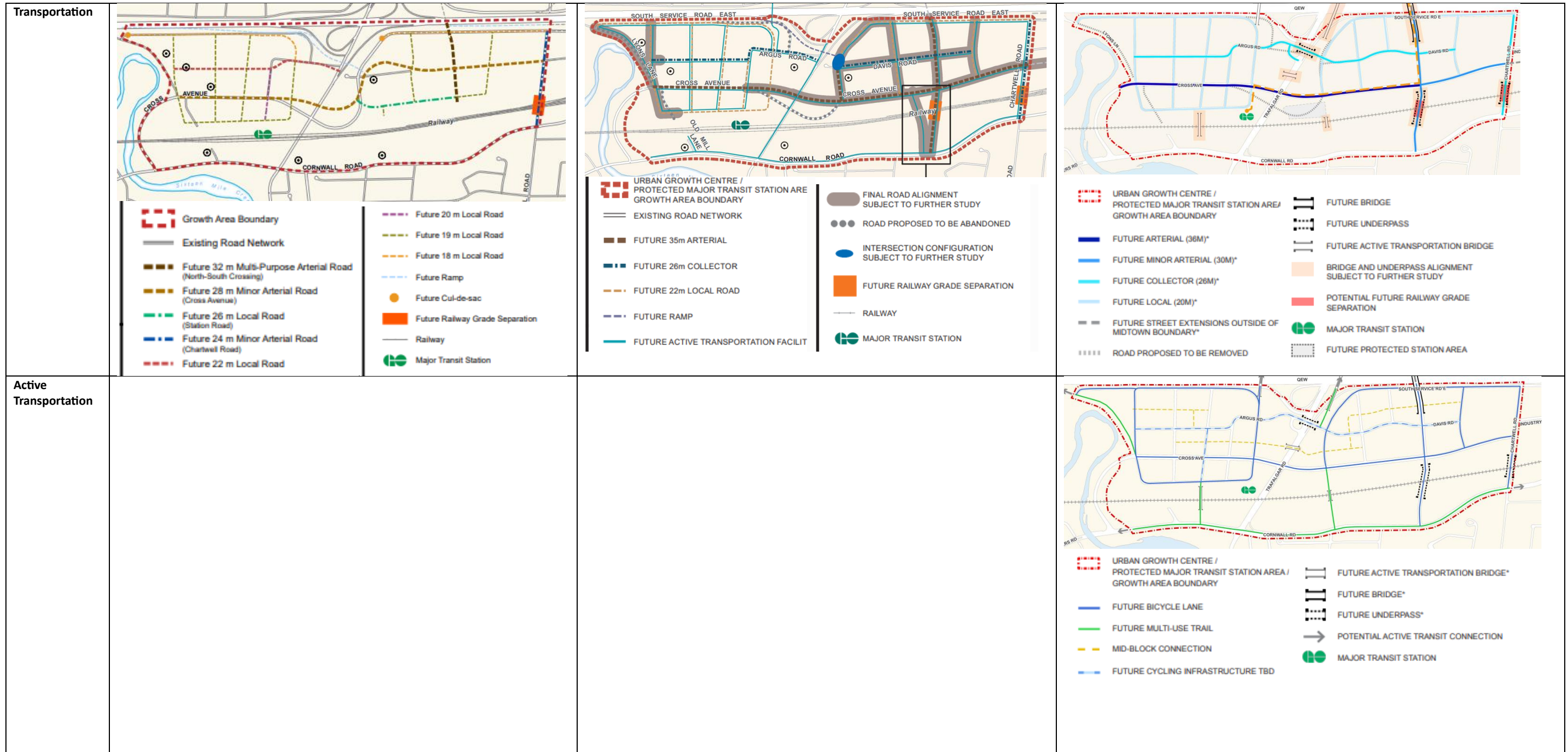
			<p>xiv) Preferential carpool parking;                  xv) Paid parking for non-residential uses; xvi) Shuttle services;                  xvii) Varying hours of work to reduce peak-hour loads;                  xviii) Shared parking agreements; and,                  xix) Other measures that may be identified.                  b) The development of site-specific Transportation Demand Management (TDM) strategies shall consider the Midtown Parking Strategy, and Region of Halton's Mobility Management Strategy</p>
<p><b>Monitoring</b></p>	<p><b>20.7 Implementation Policies</b>                   20.7.3                  b) Monitoring                  i) The Town will monitor the level of <i>development</i> and associated traffic conditions within Midtown Oakville.                  ii) In order to track the pace of <i>development</i> and identify and plan for transportation improvements, the monitoring program shall evaluate the following:  <ul style="list-style-type: none"> <li>▪ traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;</li> <li>▪ existing, approved and proposed <i>development</i>, including the number of residential units and the amount of non-residential floor space;</li> <li>▪ transit usage and <i>modal share</i>;</li> <li>▪ population and employment generated by existing <i>development</i> and projected for approved <i>development</i> not yet occupied; and,</li> <li>▪ indicators of sustainability to be determined by the Town.</li> </ul> </p>	<p><b>20.6 Implementation Policies</b>                  20.6.4 Monitoring                   a) The Town will monitor the level of <i>development</i> within Midtown Oakville.                  b) In order to track the pace of <i>development</i> and identify and plan for infrastructure improvements, including <b>active transportation and transit</b>, the monitoring program shall evaluate the following:                   i) traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;                  ii) existing, approved and proposed <i>development</i>, including the number of residential units and the amount of non-residential floor space;                  iii) transit usage and <i>modal share</i>;                  iv) <b>usage of active transportation facilities</b>;                  v) population and employment generated by <i>development</i>; and,                  vi) indicators of sustainability to be determined by the Town.                  c) The Town will monitor the provision of community amenities and services. To support Midtown residents and businesses, the town may require new development to provide additional amenities, land uses, or services, where deficiencies are identified, as part of a planning approval.</p>	<p><b>20.17 Implementation Policies</b>                  20.17.4 Monitoring                   a) The Town shall monitor the level of development within Midtown Oakville.                  b) To track the pace of development and identify and plan for infrastructure improvements, including <b>active transportation and transit</b>, the monitoring program shall evaluate the following:                  i) traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;                  ii) existing, approved and proposed development, including the number of residential units and the amount of non-residential floor space;                  iii) transit usage and modal share;                  iv) <b>usage of active transportation facilities</b>;                  v) population and employment generated by development; and,                  vi) indicators of sustainability to be determined by the Town.</p>

Schedules











<p><b>Public Open Space</b></p>			
<p><b>Main Streets</b></p>	<p>[See Schedule L4, identifies Cross/Davis as Main Street]</p>	<p>[See Schedule L4, identifies Cross/Davis as Main Street]</p>	

<p><b>Exceptions</b></p>	<p>[See Schedule L1 – L3, identifies exception areas on all 3]</p>	<p>[See Schedule L1 – L34, identifies exception areas on all 3]</p>	
<p><b>Rail Facility and Influence Area</b></p>			

## Townwide Policy and Terms

### Community Planning Permit System

	Current OP	May 2023 OPA	April 2024 OPA
<b>Community Planning Permit System</b>	<p><b>28.15 Development Permits</b></p> <p>28.15.1 The Town may, in a by-law, designate one or more development permit areas within the Plan area pursuant to the provisions of the Planning Act, subject to compliance with applicable regulations.</p> <p>28.15.2 Upon authorization of a development permit system, the Town may implement this Plan, as it applies to the designated development permit area(s), by the use of a development permit regime independent or supplemental to its powers of implementation described in this Plan.</p>		<p><b>28.15 Development Permits</b></p> <p>28.15.1 Pursuant to Section 70.2 of the Planning Act, the Town may pass a By-law to establish a Development Permit System (also referred to as a Community Planning Permit System) and designate for one or more Development Permit Areas within the Plan area.</p> <p>28.15.2 Notwithstanding policy section 28.3.1, the Town may use a community planning permit by-law, in lieu of a zoning by-law, to implement the objectives and policies of this plan within areas identified as community planning permit areas under this Plan.</p> <p>28.15.3 Identification of a community planning permit area and passing of a community planning permit by-law shall be guided by the following:</p> <ul style="list-style-type: none"> <li>a) a clear vision, goals and objectives, and policies to achieve them is established prior to or concurrently with the proposed by-law for the specified area through a broad consultative process;</li> <li>b) the area is identified as one that would benefit from the streamlined process that arises from implementing a community planning permit by-law;</li> <li>c) the area is identified as one that requires public facilities, services, and matters to be provided commensurate with the area’s growth and development over time; and/or</li> <li>d) the area would benefit from having development permits issued in accordance with conditions and criteria provisions of a community planning permit by-law.</li> </ul> <p>28.15.4 Upon authorization of a Community Planning Permit System, the Town may implement this Plan, as it applies to the designated development permit area(s), using a development permit regime independent or supplemental to its powers of implementation described in this Plan.</p> <p>28.15.5 Within the community planning permit by-law, Council may delegate its decision-making authority as prescribed to a committee or staff member. This authority may include approving or refusing development permit applications, entering into agreements, and issuing development permits with or without conditions. All such decisions shall be in compliance with the provisions of the community planning permit by-law.</p> <p>28.15.6 Prior to passing a By-law to establish a Development Permit Area(s), the Official Plan shall:</p> <ul style="list-style-type: none"> <li>a) Identify the area as a proposed development permit area;</li> <li>b) Set out the scope of the authority that may be delegated and any limitations on the delegation, if Council intends to delegate any authority under the Development Permit By-law; and</li> <li>c) Identify for each proposed development permit area:                             <ul style="list-style-type: none"> <li>i) A statement of the Town’s goals, objectives and policies in proposing a Community Planning Permit System for the area;</li> </ul> </li> </ul>

			<p>ii) The types of criteria that may be included in the Development Permit By-law for determining whether any class of development or any use of land may be permitted by development permit; and</p> <p>iii) The types of conditions that may be included in the Development Permit By-law.</p> <p>28.15.7 A Development Permit By-law shall:</p> <ul style="list-style-type: none"> <li>a) Contain a description of the area to which the By-law applies, which shall be within the boundaries of an area identified in this Plan as a proposed Development Permit Area;</li> <li>b) Set out and define the permitted land uses;</li> <li>c) Set out a list of minimum and maximum standards for development;</li> <li>d) Set out any internal review procedures regarding decisions made on development permit applications;</li> <li>e) Set out the manner in which notices shall be given of decisions on development permit applications</li> <li>f) Provide that a development permit may be amended as described in the By-law;</li> <li>g) Provide that an agreement between the landowner and the Town may be amended as described in the By-law;</li> <li>h) Provide that any pre-existing agreements between the landowner and the Town may be amended in the same manner as described in the By-law;</li> <li>i) Outline any conditions that Council may want to impose in making decisions on a development permit application; and,</li> <li>j) Set out the scope of the authority that is delegated and any limitations on the delegation if Council is delegating any authority under the By-law.</li> </ul>
--	--	--	--

Glossary

<p><b>Glossary</b></p>			<p><i>Building Forms</i></p> <p><b>Building forms</b> can be described as low-rise, mid-rise and tall buildings. In Oakville, building forms mean the following ranges in storeys:</p> <ul style="list-style-type: none"> <li>a) Low-rise – up to and including 6 storeys</li> <li>b) Mid-rise – 7 to 12 storeys</li> <li>c) Tall buildings – 13 storeys or greater</li> </ul>
------------------------	--	--	--