



OAKVILLE

REPORT

Special Council

Meeting Date: October 29, 2024

FROM: Planning and Development Department

DATE: October 22, 2024

SUBJECT: **Town initiated Draft Official Plan Amendment - Midtown Oakville and Community Planning Permit System - Update**

LOCATION: Midtown Oakville

WARD: Town-wide

Page 1

RECOMMENDATION

1. That comments from Council and the public with respect to the draft Town-initiated Official Plan Amendment for Midtown Oakville and enabling policies for the Community Planning Permit System (Appendix A) be received.
2. That the Town Clerk provide a copy of this staff report to the Ministry of Municipal Affairs and Housing, Central Municipal Services Office, Planning Branch for information.

KEY FACTS

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

- Midtown Oakville (Midtown) is the town's primary strategic growth area.
- Consultation on updating Midtown official plan policies and schedules has been underway since 2018.
- A new draft OPA for Midtown is provided in Appendix A of this report. This draft is informed by new information related to a town-wide and Midtown specific growth forecast, market trends and analysis, spill flood hazard information from Conservation Halton (CH), and feedback received through Council meetings in the spring of 2024.
- The draft OPA builds on the work that has been undertaken to date, and proposes updates to the Livable Oakville Official Plan that provide the policy direction and guidance that is needed to ensure that the long-term development of Midtown addresses the needs of Oakville residents and businesses in general, and those within Midtown specifically.

- The OPA enables the Town to implement a community planning permit system within Midtown, and is drafted to provide clarity for new development, including public infrastructure, and the public, in terms of how this area is intended to evolve well beyond 2051.
- In accordance with staff analysis provided herein, the OPA meets the relevant requirements of the *Planning Act* as it relates to matters such as provincial interest, protected major transit station areas, and enabling the use of community planning permit systems. Furthermore, the OPA is drafted to be consistent with relevant policies of the Provincial Planning Statement, 2024, and to conform with requirements provided in the Region of Halton Official Plan (now deemed to be the Town of Oakville Official Plan).
- On-going consultation on this draft OPA is intended to facilitate a Council decision on the OPA in February 2025.
- Sharing this report with the Ministry of Municipal Affairs and Housing, now the approval authority for the Town's official plan, informs their review.

Subject Lands

Midtown is the area around the passenger rail station for Oakville GO/VIA rail station, and the bus terminal for GO/Oakville Transit. It includes the lands between the QEW Highway and Cornwall Road, from Sixteen Mile Creek to Chartwell Road. This area is home to approximately 639 residents and 5,459 jobs (2021 Census and the Region of Halton Employment Survey).

As the proposed OPA includes Community Planning Permit System enabling policies as well as other technical policies and definitions relevant to both Midtown and the Town overall, elements of this OPA are applicable on a townwide basis and are identified as such within the draft OPA.

Proposal

The draft OPA is a third version of official plan amendments intended to guide development and manage growth in Midtown. This version of the OPA considers current in effect Official Plan policies as well as policies proposed in May 2023 and April 2024, and attempts to apply the best of those policy directions in a manner that takes into account comments received to date and based on new technical information related to updated growth forecasts, market trend analysis, infrastructure planning, and flood hazard potential. (Appendix B of this report provides a compendium of policies on a thematic basis which include policies and schedules from: the current Midtown Oakville section of the official plan, draft Midtown Oakville OPA May 2023, and draft Midtown Oakville OPA April 2024, to assist the reader with understanding how the policies and approach to planning for Midtown have shifted over time.)

Key changes to the Livable Oakville Official Plan are proposed in relation to:

- Chapter 20 Midtown Oakville,
- Section 8.11 Rail,
- Section 8.12 Integrating Land Use and Transportation,
- Section 28.15 Development Permit System,
- Section 28.16 Community Improvement,
- Section 28.19 Pre-consultation and Complete Application Submission Requests,
- Policy Schedules: A1- Urban Structure, B-Natural Features and Hazard Lands, C-Transportation Plan, D-Active Transportation Plan, G-South East Land Use, and
- Growth Area Schedules: L1-Land Use, L2-Building Heights, and L3-Transportation Network, which are specific to Midtown.

The proposed changes are intended to:

- implement the town's urban structure and realize the longstanding expectation for this area to be the primary strategic growth area of the town,
- address direction from Council to "unlock" development potential in Midtown Oakville,
- optimize current and future infrastructure investment in this area and beyond, which includes a multi-modal transportation system, and
- address conformity and consistency with Provincial and Regional planning policy and legislation.

More information regarding key changes to the Livable Oakville Plan is provided in the section sub-titled: Livable Oakville Plan of this staff report.

BACKGROUND

The proposal for a municipally initiated amendment as it relates to Midtown dates back to 2018 when the Town undertook a Growth Area Review and established preliminary directions for Midtown Oakville with the intention of updating the Official Plan. The [Meet Midtown: Midtown Oakville Growth Area Review](#) webpage provides an overview of key steps that have been undertaken along with links to pertinent information, including staff reports and presentations.

The background information provided in this report focuses on recent matters as it relates to the updated draft Official Plan Amendment. These matters include:

- Council's March 18, 2024 direction regarding *Planning Act* tools to facilitate the provision of affordable housing;
- Preliminary information received from Conservation Halton regarding a potential spill flood hazard area on lands within Midtown; and

- Council and public comments received during the June 3, 2024 Special Council Meeting, along with new information regarding Oakville's forecasted growth to 2051, and market trends related housing, retail and office development.

Housing Strategy Implementation (March 18, 2024 Council Direction)

In March 2024, Council received information regarding various tools under the *Planning Act* that can be used to facilitate the development of affordable housing.¹ Council provided staff with direction to further pursue the use of the Community Planning Permit System, Inclusionary Zoning, and Community Improvement Plan. As noted in staff's [Housing Strategy and Action Plan Update](#) report that was presented on October 15, 2024 to Planning and Development Council, work on these three matters has commenced. Further to that, per the request of Council on June 3, 2024, staff have accelerated the CPPS process by inserting CPPS enabling policies within this updated draft OPA.

Conservation Halton Spill Flood Hazard analysis

Conservation Halton (CH) is undertaking analysis regarding the potential spill flood hazard that may occur in Midtown. As this work is underway, staff are working closely with CH to ensure that the OPA is developed in a manner that appropriately addresses this potential. Further updates to the OPA may be required as new information is received from CH as well as from the Province through their One-Window review of the draft amendment, to ensure that planning for Midtown is undertaken in a manner that is consistent with provincial policies and guidelines related to *hazardous lands*.

June 3, 2024 Special Council Meeting

On June 3, 2024, Council held a special meeting to discuss several matters related to planning for Midtown Oakville. The following provides additional information, on a thematic basis, in response to comments received from Council and the public, per the [minutes](#) of the June 3rd meeting:

Growth Forecast

Appendix C provides a report prepared by Watson Consulting regarding an updated growth forecast for the Town and Midtown specifically. This report was prepared to respond to questions from Council regarding the various population and job

¹ As of September 27, 2024, a Second Edition of the [White Paper: Planning Act Tools to Facilitate the Development of Affordable Housing](#) has been posted on the Town's website, in light of changes to the *Planning Act*, Provincial policy and programs, as well as federal programs, among other matters.

forecasts that have been prepared over the last few years. Accordingly, Watson Consulting undertook a review of the information and assumptions used to prepare the latest forecast: Joint Best Planning Estimates (JBPE), fall 2023. Based on their review and their own analysis regarding demographic and economic trends, Watson concludes that the fall 2023 JBPE is not likely to be realized by 2051, in light of newer immigration policies and economic factors. Based on their analysis, Watson estimates that the overall growth of Oakville by 2051 is more likely to be 388,000 residents and 190,600 jobs, which is higher than the Provincial estimate provided in ROPA 49 of 349,990 residents and 181,120 jobs, but not as high as what had been estimated through the JBPE of 442,941 residents and 212,116 jobs.

Notable observations in Watson's analysis are trends related to net migration within Oakville. The analysis is showing that population growth in the 20-34 year old and the 55-64 year old cohorts is declining². These are populations that are generally just entering family formation (20 – 34 year olds) or experiencing 'empty nest' (55 – 64 year old). While the former cohort is likely renter or first time buyers, the latter cohort are likely to be downsizing their home. As such, both cohorts are prone to be looking for housing that is affordable and more compact than the ground-related housing stock provided in Oakville, and also seeking to live in complete, walkable communities, with reliable access to transit and active transportation facilities, such as Midtown. However, delays in the evolution of such places, has meant that these cohorts are migrating to other communities outside of Oakville, such as Toronto and Peel Region.

Based on their analysis, which includes consideration of market trends (see below NBLC), they project that 11% of residential growth and 8% of employment growth across Oakville will be accommodated within Midtown by 2051. As such, Watson estimates that by 2051, Midtown is likely to be accommodating 18,500 residents and 11,400 jobs. This projection takes into consideration, active development applications, as well as assumptions regarding the pace of construction and market absorption relative to the expected development that is to occur in Midtown.

This total of 29,900 residents and jobs combined is an estimate based on current trends that show a downturn in development construction and population growth that is contrary to what had been assumed only 12 months earlier. This uncertainty regarding the pace of growth does not however change the fact that Oakville is still assumed to grow at a pace of 1.9% per annum for both population and jobs, and to that end the town does need to update its planning for Midtown to ensure that new development, including the provision of infrastructure, is properly guided over the long term.

The updated draft OPA provides policies and schedules that maintain the aspiration for Midtown to achieve 20,000 residents and jobs by 2031, which is aspirational

² See Figure 4-2 on page 21 of the Watson Report in Appendix C.

based on the Watson analysis to date. As is explained in the Policy Analysis section below, the OPA also creates the opportunity for it to grow to become a community that could accommodate approximately 52,900 residents and jobs well beyond 2051 (based on the maximum density of development that is allocated to development sites), in buildings that consist of a variety of sizes from two-storey commercial development to mid-rise buildings, and tall buildings³ that accommodate a mix of uses that include residential, commercial (including hotels and event facilities), office and community uses (including institutional and transit facilities). All within a compact urban form that is complemented by parks, open and natural spaces, as well as multi-modal transit and transportation facilities. It is important for the Town to plan for this level of capacity for growth within strategic growth areas to ensure that the intensity of development (as realized through built form) in these areas meets the needs of residents and businesses long into the future.

The success of Midtown will depend on how broad of range of housing and job opportunities this area can provide. Based on the socio-economic analysis, there is a need for affordable ownership and rental housing, special needs housing (including student housing and long-term care housing), small units and large-family oriented units. In terms of non-residential development, there is a need to provide jobs close to the housing market to support new business investment and ensure that households have access to jobs that can fund their housing, daily needs, and preferred lifestyle.

Market Analysis

Appendix D provides analysis of current housing, office and retail market trends, prepared by N. Barry Lyon Consultants (NBLC), in response to questions at the June 3rd meeting.

As with the rapidly changing growth forecasts, there are changing market trends, in part owing to changes in policy and legislation, as well as market forces well beyond the boundaries of the town, province and even nation. Consequently, while the OPA should be responsive to market trends, it is also a forward-looking document that can shape future trends.

Current trends as reported by NBLC indicate that during this uncertain time, the Town needs to focus on providing incentives to new development, especially in a place like Midtown where it is in the early stages of its evolution from a largely

³ The height of “tall buildings” is greater than 12 storeys. The proposed policy framework provides height thresholds (i.e. 10, 12 or 20 storeys, depending on the location of the development block). Buildings may exceed the height threshold subject to the design policies, the provision of community benefits, and provided the allocated maximum density is not exceeded. Based on modelling undertaken by staff, areas with a 20 storey height threshold could include buildings in the range of 30 to 45 storeys. Tall buildings occur on sites where lot coverage is low and maximum density is high.

commercial and employment area, with large tracts of vacant land, to a vibrant compact and complete community. To that end, NBLC recommends that the town invest in providing the necessary supporting amenities that make Midtown an attractive place to live, work and play. These amenities include matters such as high-quality streetscapes, active transportation routes, improved and frequent transit service, and well programmed parks.

Furthermore, the larger GTA wide analysis conducted by NBLC notes a downtrend of large development projects (i.e. 300+ units) owing to a lack of investors or risk-adverse investors, especially in areas outside of established markets such as downtown Toronto, the Vaughan Metropolitan Centre, and Mississauga City Centre. This is a large reason behind the slowdown in the pace of growth also noted in the Watson Report. However, with the Bank of Canada's current policy of reducing interest rates, there may be an uptick in new development investment.

The NBLC report also indicates that the market appeal for development in Midtown is likely to be on par with comparable Halton Region communities such as Aldershot, Appleby, Burlington and Milton where development applications are proposing buildings under 40 storeys in height. The NBLC commentary regarding building height informs the proposed CPPS policies and the development of Schedule L4 – Height Thresholds noted below.

In relation to office uses, the NBLC report states that the office market has softened significantly since the onset of COVID and they predict a much longer recovery to achieve pre-2019 office use levels.

On the other hand, the NBLC report notes that unlike other areas of the GTA, Oakville demonstrates that grade-related retail is working well where there is existing population and jobs to support it.

Accordingly, NBLC has made several recommendations in relation to the finalization of the Midtown OPA. These include:

- Focus retail uses along strategic spines, away from Trafalgar Road and Cornwall Road;
- If office space is desired, consider offsets and public-sector interventions;
- Maintain flexibility for future office development (*reserve land for future office*);
- Consider how public realm design (*i.e. streetscape and open space*) can support retail and other non-residential uses;
- Support retail uses with community amenities and consistent, quality programming, (*especially through active transportation connections to locations outside of Midtown, high-quality streetscapes, and parks*).

Accordingly, the updated OPA includes policies and schedules that address these recommendations. For example, a new Figure E1 is added that identifies streets where active frontages are required. In general, these are the streets with right of way widths of 20m that provide for generous sidewalks and support active transportation. The draft OPA requires new development that is fronting these streets to provide a proportion of non-residential uses and building treatments that encourage pedestrian travel. The OPA maintains office and commercial designations on certain lands to protect them for non-residential uses, and also requires non-residential uses to occur on other sites either integrated with development or in a stand alone format that may be phased in over time. Additionally, schedules of the draft OPA identify various public amenities and standards applicable to them that are intended to be located within Midtown over the fullness of time, including parks, schools, active transportation, transit, bridges and underpasses, to indicate the public commitment to support long-term Midtown development.

Community Planning Permit System (CPPS)

The updated draft OPA provides almost all CPPS enabling policies. Only the inclusionary zoning (IZ) related policies are not provided because the town must first complete its housing needs assessment. The OPA now states that the CPPS will be used in Midtown rather than traditional land use control tools like zoning and site plan control.

By using the CPPS, the town continues to apply criteria and conditions of development that are normally applied through site plan control, subdivision/consent, minor variance, parkland dedication, etc. however most of these would be applied through the approval and issuance of development permits.

Table 1 in the Planning Policy and Analysis section below provides an overview of proposed CPPS enabling policies. Most notable about the proposed CPPS related policies are the conditions of approval of development permits. These conditions include what is normally applied via site plan control, consent/subdivision, minor variance, etc. They also include conditions that are only permitted via CPP by-law, and that is to allow for an increase in height in exchange for a community benefit.

The proposed exchange is established as follows:

- 1) The OPA establishes minimum density and height of development that must be provided within a development site (unless exempt from doing so in accordance with the policies of the plan).
- 2) The OPA establishes “as-of-right” threshold height per development blocks shown on Schedule L4. This is the height of a building that may be permitted (beyond the minimum height) without the development proponent having to provide additional community benefits.

- 3) The OPA then allows the threshold to be exceeded, subject to:
 - a) The maximum density for the site is not exceeded, and
 - b) A community benefit(s), commensurate with the density of development that is achieved by exceeding the height threshold, is provided.

The Schedule L4 “as-of-right” height is proposed based on height permissions established in the Official Plan that currently range from six to twenty storeys depending on the location of the site. The rationale for the allocation of threshold height also attempts to maintain or improve the current “as of right” permission in accordance with the Schedule L1 land use designation and precinct within which a development site is located. This ensures no loss of current permissions, and to some degree carries forward the current Official Plan philosophy for how development plays a part in and is intended to benefit the whole community. Furthermore, threshold heights proposed on Schedule L4 of the OPA are proposed to ensure that the buildout of Midtown continues to meet stated objectives for this area to be the primary strategic growth area of the town.

By putting in place the CPPS, the town provides the development community and the public with a greater sense of certainty as to the overall massing of Midtown and how that massing may be achieved. By establishing minimum height and density, the Town can ensure that over the long term there is sufficient development to support investments in infrastructure, particularly transit. Utilising a threshold for height, the Town can ensure that development can be accommodated through traditional means such as development charges, parkland dedication, and education charges. By establishing “bonussing” policies that support the provision of above threshold heights, but within maximum site density allocations, the Town can ensure that additional community benefits can be supported. Meanwhile builders benefit from having certainty regarding permitted density and benefit from a tempering of land value that results by understanding that the allocated maximum GFA of a site is subject to entering into agreements with the Town in relation to community benefits.

Based on the proposed height thresholds and maximum floor space index assigned to development blocks, current modelling of this “bonussing” policy indicates that at maximum allocated FSIs approximately three-quarters of buildings within Midtown could contribute community benefits that would not otherwise be provided outside of a CPP system. However, if only achieving the minimum FSI, only about one-tenth of buildings could be a candidate for this bonussing condition, where lot coverage is assumed to be low.

Furthermore, it should be noted that the actual value and/or quantity of community benefits can not be determined until the Town has completed its work to establish the CPP by-law. Consultation on the development of the CPP by-law begins with focus group sessions the town will be undertaking in relation the Housing Needs

Assessment⁴ and through the more specific consultation process that will occur in relation to the by-law. The town will want to ensure that the community benefits sought do not impact the viability of development.

In accordance with the *Planning Act*, an open house will be held in November or December to provide more information regarding the CPPS enabling policies and next steps in terms of the developing the CPP by-law.

Mixing of Land Uses

As noted through consultation on the Midtown OPA over the last several years, there is a high degree of interest to ensure that Midtown does not become a vertical bedroom community, but rather to be an area that generates jobs and supports the town's economic aspirations. The OPA includes the following land use designations Office Employment and Community Commercial (which only permit non-residential development) and Urban Core (which allows for a mix of building types, including non-residential structures that are stand alone or integrated with residential development). Furthermore, within the Urban Core designation, the OPA proposes a policy that requires that a minimum of 18% of the development provide non-residential gross leasable area.⁵ Based on modelling, staff have determined that these policy permissions and requirements combined would ensure that approximately 30% - 35% of the total population and jobs in Midtown would be associated with jobs.

Built Form

The proposed draft OPA provides various policies and schedules to inform the overall built form within Midtown Oakville that coincide with the vision, goal and objectives established for this area and the range of permitted land use across the area. The built form policies allow for a range of building types with an emphasis on mid-rise and tall buildings. Policies include minimum height and density, maximum podium height, provision of streetwall, separation distances between towers and podiums, and providing highly pedestrian oriented, active building frontages especially for buildings fronting local streets. The policies and schedules also establish maximum density, to inform infrastructure planning, building mass, and land value.

⁴ Registration to attend focus groups is now open through the [form](#) provided on the town's website.

⁵ The OPA includes a policy wherein subject to the findings of a non-residential needs analysis, a reduction in the minimum GFA for non-residential uses may be permitted. This is important, given the changes that are occurring within the employment market. The Watson analysis provided in Appendix C, indicates that presently 27% of job growth in the town is related to home occupations, home-based businesses and off-site employment. If this trend continues, a developer may opt to create larger units, or provide buildings with more amenity space to support this type of work, and less gross floor area dedicated to traditional work sites (i.e. office and retail space).

Illustrations of the possible transformation of Midtown over the fullness of time are provided in Appendix E. These represent two scenarios: one where all development occurs at or below height thresholds, and the other assumes most sites are built to their maximum allotted density, and commensurate community benefits are provided to support building heights beyond the height thresholds assigned to development sites. Other scenarios could show a different range of building distribution, height and overall massing.

Affordable Housing

A key expectation is for Midtown Oakville to be an area where new affordable housing will be made available. The provision of affordable housing may be provided intrinsically through multi-unit housing that is more compact than typical ground-oriented housing found in other parts of the Town. In the current market even these types of units are often not affordable to most Oakville residents.⁶ Accordingly, the Town is in the process of undertaking several initiatives to facilitate the provision of affordable housing, as described in the Town's [October 15, 2024](#) staff report.

Specific to Midtown, the OPA includes policies regarding housing, indicating that the form of housing will be in mid-rise and tall buildings. The range of housing would include town-house and stacked townhouse like units in the podium of buildings, as well as apartment units. The OPA proposes policies that require amenities to address needs of households of all ages, and requires 35% of units within a building of 20 or more units to be two or more bedrooms. Special needs housing, which are geared to specific households that may not benefit from the larger unit format, are exempt from this policy. The OPA also recognizes the town's intent to adopt inclusionary zoning provisions, after completing its housing needs assessment and inserting new inclusionary zoning enabling policies in the official plan. This policy is to ensure that the development industry is aware of the town's intentions to undertake this work, as early as possible.

At the completion of the housing needs assessment, the town will update policies and definitions of the official plan, including the definition of affordable housing. As is noted in the [White Paper: Planning Act Tools to Facilitate the Development of Affordable Housing](#), there are various definitions of 'affordable' depending on the program, policy and/or governing body responsible for them. The town will need to determine what is the appropriate definition in relation to the Official Plan and its policies. The town will also need to consider what is the appropriate affordable housing target (in terms of the proportion of new housing units that are required to be affordable) and whether the town should consider area specific targets or a

⁶ The Canada Housing and Mortgage Corporation defines affordable as: Housing that costs less than 30% of a household before-tax income (Canada Mortgage and Housing Corporation, 2018).

singular town-wide target. Without the completion of the HNA, staff are not in a position to make recommendations on those matters, at this time.

Transportation

The minutes from the June 3rd meeting note a desire for rights-of-way (ROW) to support active transportation. As is shown in the Schedule L5 and L6 of the draft OPA, the proposed transportation network includes streets with varying ROW widths from as narrow as 20m to as wide as 36m. These ROWs are established based on the anticipated function of the streets as collector, minor collector, and local streets. Wider ROWs are able to accommodate a broader mix of mobility while continuing to create a pedestrian friendly environment, accommodating transit and cycling facilities, and providing opportunity for on-street parking/pick-up and drop-off. As is shown in the preliminary diagrams provided in Appendix F, all of these ROWs have the potential to support various types of active transportation, with pedestrian travel provided in all scenarios. As the diagrams demonstrate, the way in which travel is accommodated can change over time as: the network evolves, becomes more connected, development within Midtown further intensifies, and the demand for various forms of transportation shifts from one mode to another.

Transportation Modelling Assumptions

The transportation network and draft policies in the OPA are based on transportation analysis using a multitude of assumptions and available data from sources such as Halton Region and the Transportation Tomorrow Survey. Vehicle ownership assumptions used in the modelling are based on actual data from areas within the Greater Toronto and Hamilton Area (GTHA) that are currently functioning in a manner that is anticipated for Midtown over the long term. In that regard, the modelling assumes a vehicle ownership rate of 0.9 to 1.1 vehicles per household. Parking assumptions are made using the same ratio. The policies of the OPA recognize that as a Protected Major Transit Station Area⁷ (PMTSA), the Town can not establish minimum parking rates, and that over time the demand for parking on a per unit basis is likely to drop as active transportation and transit improvements are implemented within Midtown and beyond. To that end, the OPA includes policies that encourage shared parking facilities and the use of other means of transportation including ridesharing, transit and active transportation.

The transportation modelling for Midtown assumes 50% – 60% of trips will be via an auto driver, which will be achieved as improvements to active transportation and transit systems are made. While auto use is assumed to be constant, there may be seasonal shifts between active transportation and transit use. To support this mode-

⁷ Protected Major Transit Station Area is a term used in Section 16 of the *Planning Act*. These areas are delineated in Official Plans that are associated with stations or stops related to higher order transit facilities, such as a subway station, GO Train station, or bus rapid station or stop,

split, the OPA includes schedules to identify the extent and nature of needed mobility infrastructure within and beyond Midtown, and provides policy direction regarding transportation, transit, active transportation, parking and the development and implementation of transportation demand management opportunity reports.

The transportation modelling accounts for trips to and from Midtown for both residential and commercial purposes. The commercial trips, however, are not broken down in terms of shoppers, employees and deliveries. These commercial inputs are based on Institute of Transportation Engineers (ITE) Trip Generation Manual, which uses data from across North America.

The Midtown specific modelling is nestled within larger transportation master plan work undertaken on a townwide basis, (i.e. town's update to its Transportation Master Plan), and master plans undertaken by the Region, Metrolinx and Ministry of Transportation. All levels of government are represented at the technical meetings regarding the transportation implications and benefits of planning for Midtown. As noted in the [June 3, 2024 transportation memo](#), there is congestion in the transportation system irrespective of the growth scenario for Midtown because much of the congestion is a result of development well beyond Midtown. Accordingly, there is agreement that the development of compact, complete communities that support non-auto trips is important to mitigating congestion (not to mention climate change) and improving overall mobility.

Timing of Infrastructure Improvements

As noted in the June 3rd Transportation memo, the delivery of infrastructure to support growth in Midtown and beyond is expected to occur incrementally, and in lockstep with development. While the consultants have identified key infrastructure improvements to occur by 2031, 2041 and 2051. This preliminary timeframe will be refined during Phase 5 of the Midtown program, and the actual timing of delivery will depend on the pace of development that is taking place and the capital planning that is undertaken by the Town, Region and Province. There are proposed policies in the draft OPA that specifically address the phasing and transition of development and the infrastructure that is needed to support it.

Phase 5 work of the Midtown program will be undertaken based on the OPA policies and schedules. This phase includes the preparation of functional servicing plan, area servicing plan, transportation plan, etc. These plans and studies will rely on updated forecasts in order to inform the town's: development charges background study and by-law, capital budgeting, infrastructure phasing, and future development approvals.

Prospect of a North-South Road Parallel to Trafalgar on the West Side of Midtown

High level evaluation of additional north-south connections over the QEW on the west side of Trafalgar noted that there would be significant property acquisition required (for road widening) and increased traffic in the local community. The preliminary evaluation indicated that this option would have minor reductions to congestion on parts of Trafalgar Road and Cross Avenue. Those reductions were not deemed sufficient in relation to the increased congestion that was expected to occur where the new connections would be made within the existing neighbourhood community north of the QEW. As a result, this option was not advanced when developing the road network.

Transit

Oakville transit operates a diverse family-of-services network, with the Oakville GO station being a major network hub for transit. As such, transit services already operate in the Midtown area providing customers with high-frequency and reliable transit services. As the town and transit services continue to grow, accommodating the demand for transit services will require increased investment throughout the network, which will provide more transit capacity.

The transit improvements identified in Midtown Oakville schedules are needed to serve the whole of the Town of Oakville and will benefit all residents and businesses. Accordingly, investment in transit is required irrespective of the planning for Midtown specifically. Funding of the transit investment, however, will come from various sources, including development charges, to which development in Midtown will contribute.

The allocation of density and ROW requirements within Midtown take into consideration the proposed long term transit improvements, as do policies regarding built-form, to ensure that Midtown growth supports investment in this transit infrastructure, and provides opportunity for access to and from stations within Midtown and beyond.

PLANNING POLICY & ANALYSIS

The following is a description of key elements of the proposed amendments to the Livable Oakville Plan and staff's analysis of the draft OPA in relation to in-effect Provincial and Regional legislation and policies. Presently, provincial staff are reviewing the same document, and revisions may be made to the draft to better align with any comments received from the Ministry, as well as from Council, prescribed bodies, and the public.

Livable Oakville Plan

The draft OPA is intended to update existing Midtown Oakville policies to provide direction and guidance for where and how this primary strategic growth area is to redevelop and grow. The draft policies are intended to be read along with all other relevant policies of the Official Plan to guide the development of the implementing by-law and all land use related decision making within Midtown.

Key changes to the Official Plan provided in this draft OPA are as follows:

Land Use

Significant changes to the land use schedule are proposed where a large proportion (51 hectares) of land is being re-designated from *Office Employment, Urban Centre, and Community Commercial* to *Urban Core*. This change allows for a much greater mix of land uses to occur across most of Midtown lands that are not encumbered by the requirements to protect the CN railyard and corridor from incompatible land uses. The changes in land use, along with height and density permissions noted below, allow for a much greater proportion of residents to locate in Midtown than what the current plan permits. This is the most significant proposal to Midtown as a means to “unlock” its potential to support economic development, transit and infrastructure improvements, provide a broader range of housing options, and accommodate growth in Oakville overall.

Furthermore, the land use schedule is amended to conceptually designate future parkland proposed to support growth within Midtown, and the conceptual street network is also updated in accordance with completed and on-going infrastructure related environmental assessments.

Urban Design and Built Form

A series of new policies are proposed to provide clear guidance regarding the design of public and private realm within Midtown. These policies address various matters that will inform the implementing community planning permit by-law built form standards including matters such as building mass, height, set-backs, stepbacks, streetwalls, tower separation, façade treatments, landscaping, trees, etc.

As an example, the tower separation policy builds on direction provided in the 2014 urban design guidelines for Midtown, [Designing Midtown](#). This policy proposes that there is a minimum separation of 30 metres between towers when measuring from the base of a tower. The policy also requires that above the 25th storey, the tower separation should be expanded to a minimum of 35 metres. This policy direction

ensures sky view for units within lower levels of these tall buildings. Given that these are minimums, the actual tower separation may be greater for taller buildings.

These policies also establish minimum and maximum density of development within development blocks that are intended to ensure minimum density targets established by the Province and Region are accommodated, and to provide maximum density to align long-term infrastructure planning with anticipated long-term growth. The OPA also identifies height thresholds, beyond which new development would be able to increase building height subject to (a) not exceeding maximum density, and (b) providing a proportional community benefit in accordance with the Town's community planning permit by-law. The types of 'benefits' include the provision of long-term affordable housing, parkland (beyond what is required per the town's parkland dedication by-law), new bridges and other active transportation connections, and community facilities, such as a daycare or library, among others. The listed benefits are derived from the current policies in the official plan that were in relation to Section 37 Bonusing, which is no longer authorized by the *Planning Act*.

Mobility

New policies and schedules are provided in the OPA to address Midtown specific mobility needs. These measures include updating the street network within Midtown in accordance with completed and on-going environmental assessment work, identifying a future transit station east of Trafalgar Road as well as a bus rapid transit network that will flow from Midtown. These schedules also identify within right-of-way (ROW) and off-road future cycling facilities and multi-use trails, including new bridges and underpasses to improve connectivity within and beyond Midtown.

Amenities

The OPA recognizes the importance of providing amenities that serve residents and businesses within and outside of Midtown. In that regard, beyond the land use schedule which identifies parkland, there are proposed policies that encourage the integration of public service facilities within private development and also identify the requirement to provide new school facilities, in particular. The vision for Midtown includes the provision of facilities such as event centres, post secondary institutions, major office, major retail, a large variety of retail uses (especially along local roads), and as such, there are policies proposed that encourage and, in some cases, require their provision within specific land use designations.

Spill Flood Hazard

The updated OPA also recognizes that Conservation Halton is undertaking study to better understand potential flooding hazards that may occur in Midtown. CH analysis has shown the potential for *spill flood hazard*⁸, and to that end, CH has recommended adding policy to the OPA to address the potential for this to occur using a risk-based approach. Once CH has concluded their analysis and finalized their spill flood hazard policies, the town's policies and any requisite schedules can be updated accordingly, if necessary.

Community Planning Permit System (CPPS)

In March and April 2024 Council received information regarding the Community Planning Permit System, which is a tool under the *Planning Act* that is used to regulate land use instead of the traditional planning controls that utilize a zoning by-law and site plan control by-law. The Community Planning Permit System is enabled through Official Plan policy and implemented through a community planning permit (CPP) by-law. Once in effect, applicants are able to make one application which is approved by a single approval authority, rather than multiple applications such as a minor variance and a site plan that are approved by two different entities. The expectation is that this system results in a faster and more streamlined development approval process. In addition to that, this system allows the Town to approve development with a much broader range of conditions than what can be used per traditional planning tools. These conditions include matters related to urban design, sustainable development, as well as the provision of community benefits (not achieved via other means) in exchange for permissions to increase height and/or density above established thresholds (as noted above).

The OPA provides policies to enable the use of the CPPS in the Town, subject to identifying the specific CPP area in the Official Plan, and through this OPA establishes Midtown Oakville as a CPPS area. The OPA also includes a range of conditions that the Town may use when approving development permits. The details of the proposed conditions will be determined through future public consultation on the development of the CPP by-law. Conditions address a variety of matters such as land dedication for public uses, timing of development, the provision of cash-in-lieu of a required matter, and several others. Among other matters, the by-law would include the proportional relationship between the quantity or monetary value of the

⁸ The Conservation Halton defines a *spill flood hazard* as: as an area where “flood waters leave the valley and flood plain of a watercourse and “spill” into surrounding lands, either rejoining the watercourse at a distance downstream, flowing into an adjacent watershed, or remaining within the spill area (if there is no outlet). Spills typically flow in multiple directions, often in complex patterns, and generally do not follow the watercourse.” A report to the Conservation Halton Board provides more information regarding this matter, please see: [Report No. CHB 05 24 05](#) of the September 19, 2024 Conservation Halton Board meeting.

facilities, services and matters (community benefits) that may be required and the height or density of development that may be allowed in accordance with threshold policies provided in the official plan. The by-law would also include provisions commonly seen in zoning by-laws such as permitted and prohibited uses and built form standards. Furthermore, the by-law would provide direction regarding the administration of development permits.

While Council originally had supported a recommendation to enable the CPPS via two OPAs⁹, the draft OPA now includes all enabling policies (with the exception of Inclusionary Zoning¹⁰) in order for the Town to proceed with adopting the CPP by-law for Midtown Oakville.

The proposed implementation of the Community Planning Permit system provisions is based on the understanding that the draft OPA, as a result of significant land use conversions and the addition of density allocations on a development block basis, has provided a significant land value uplift to much of the developable area within Midtown. As such, the introduction of height thresholds and CPP policies along with the intention to implement inclusionary zoning provisions within the CPP by-law tempers that land value uplift. Given that land value is often identified as a key contributor to the lack of affordable housing and escalating cost of development in general, the adoption of this OPA would provide a significant first step for the town to work in partnership with the development community to achieve the objectives and vision for Midtown.

Further to the above, the OPA is drafted to address provincial, regional and public interests collectively, and to address Council's strategic priorities, as follows.

Planning Act

Regard for Matters of Provincial Interest

Section 2 of the *Planning Act* identifies matters of provincial interest and requires all decisions to have regard for these matters. Matters most relevant to planning for Midtown and enabling the use of a community planning permit system are as follows:

- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

⁹ See Minutes from the [March 18, 2024 Council Meeting](#).

¹⁰ The Town is unable to adopt Inclusionary Zoning policies until it has completed its Housing Needs Assessment Report. The Town has commenced this work and plans to complete it by March 2025.

- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

How these matters are proposed to be addressed by the draft OPA is noted in the following sections of this staff report.

Approval Authority Regard for Council decisions

Section 2.1 of the *Planning Act* states that an approval authority (i.e. the Minister of Municipal Affairs and Housing) or the Tribunal must also have regard to any decision of Council made under the *Planning Act* and the information and material that was considered by that Council as it relates to the same planning matter. As such, this staff report also provides information regarding the specific Oakville context within which these matters of provincial interest are being considered.

Protected Major Transit Station Areas (PMTSA)

Section 16(15) of the *Planning Act* authorises single tier and lower tier municipalities within upper tier municipalities without planning responsibility to delineate boundaries for Protected Major Transit Station Areas (PMTSA) within their respective official plans. The PMTSA areas are identified where they are associated with an existing or planned higher order transit station or stop. Higher-order transit is defined as “transit that operates in whole or in part in a dedicated right of way, including heavy rail, light rail and buses.” In the case of Midtown, the current GO and VIA stations and future bus-rapid station/stop make this area eligible for PMTSA status. Accordingly, when the Region of Halton had planning responsibility, the Province approved ROPA 49 which established Midtown Oakville as a PMTSA,

delineated its boundaries, and assigned a minimum density of development of 200 residents and jobs per hectare by 2031. As of July 1, 2024, the whole of the Halton Region Official Plan as it relates to the Town of Oakville is now considered the Town's Official Plan, and as such these policies and boundaries are already in effect within the Town's local official plan. What the draft OPA is proposing to do is establish land use permission and minimum built-from density for Midtown in accordance with Section 16(15)(b) and (c) of the *Planning Act*. These policies and schedules are provided in Section 20.4 Land Use Policies, Section 20.5.1 (e) and Schedule L2 (see Appendix A).

Development Permit/Community Planning Permit System

Section 70.2 of the *Planning Act* along with Ontario Regulation 173/16 authorise municipalities to establish community planning permit by-law (CPP by-law) as an alternative to using land controls provided in Part V of the *Planning Act* (such as zoning, site plan, minor variance, etc.). Council must enable the passing of a CPP by-law with official plan policies that address matters established in O. Reg. 173/16. As such, the OPA updates section 28.19 of the Official Plan that is currently sub-titled: Development Permit. The draft policies are established in a manner that would allow the Town to develop the CPP by-law for Midtown, and also to facilitate the use of such by-laws in other parts of the Town.

The OPA addresses administrative matters such as the opportunity to delegate approval of development permits to staff or committee, as well as to require pre-submission meetings and additional materials as part of a complete application, as is the case for other applications such as zoning and site plan.

The OPA also explains that the purpose of using a CPP by-law is to streamline planning approval and to implement the vision, goals, objectives and policies of the official plan.

The OPA notes that criteria for decision making related development permits shall be established in the CPP by-law in conformity with official plan general and area specific policies.

Furthermore, the OPA identifies various types of conditions that may be imposed prior to, at the time of or after development permit approval and/or issuance. These types of conditions include those already identified in O. Reg. 173/16's non-exhaustive list, as well as conditions related to timing or duration of development permit approval (similar to holding by-laws, lapsing provisions, and temporary use

by-laws), conditions that mimic the town’s community benefits charge by-law¹¹, and conditions related to payment of cash-in-lieu of any other requirement that is otherwise not met on site.

It is important to note that the CPP by-law development process, for which more public consultation will be undertaken, will provide the details for such conditions and determine which of them will be applicable to Midtown. The intent of these policies is to be broad to ensure that wherever this tool is used, the OP provides flexibility to build a by-law that addresses the specific needs of that area.

The following table identifies how the O. Reg. 173/16 official plan policy provisions have been addressed by this OPA.

Table 1: Draft OPA compliance with Ontario Regulation 173/16

Theme	O. Reg. 173/16 Provisions	Draft OPA Policies
LOCATION	Define area wherein the CPPS By-law would/could apply (O. Reg. 173/16 s. 3 (1) (a))	Section 28.15 (i) states that Midtown Oakville is a CPPA area.
AUTHORITY	Identify scope of authority that may be delegated and any limitations (O. Reg. 173/16 s. 3 (1) (b))	Section 28.15.5 authorizes Council to delegate approval authority and may do so when establishing the CPP By-law, no limitations are proposed.
PURPOSE	Provide statement of goals, objectives and policies in proposing CPPS for the CPPS area (O. Reg. 173/16 s. 3 (1) (c)(i))	Section 28.15.2 indicates that CPP By-law is an alternative to zoning by-law, Section 28.15.4 identifies criteria for Council to consider when determining its preference to use this tool within an area. Chapter 20 Midtown, preamble, Section 20.1 Goal, and Section 20.2 provide vision, goal, and objectives for Midtown that the by-law would implement. Furthermore, all of the policies in the OPA, along with policies already in the OP provide direction for planning in Midtown, including the development of the CPP by-law.
Decision Making CRITERIA	Set out types of criteria that <u>may</u> be included in the by-law for determining whether any class of development or any use of land may be permitted by community	Section 28.15.6 directs that the types of decision-making criteria for a development permit by-law are provided in the policies of the OP. The OP policies regarding land use permissions, built

¹¹The town has a Community Benefits Charge by-law in effect wherein development that is 5 storeys or taller with ten or more residential units is required to pay a fee towards or provide in-kind community benefits. Per Ontario Regulation 173/16, the town’s by-law does not apply within a CPPS area. As such, the OPA proposes to establish a condition in the CPP by-law that would mimic the CBC by-law that is otherwise applicable everywhere else in the town.

Theme	O. Reg. 173/16 Provisions	Draft OPA Policies
	<p>planning permit (O. Reg. 173/16 s. 3 (1) (c)(ii)) in accordance with the goals, objectives and policies for the CPPS area</p>	<p>form, sustainability, etc. will all inform the criteria that will be included in the CPP by-law and decision making with respect to development permits.</p> <p>Specific to Midtown, the proposed OPA identifies certain minimum requirements for matters such as: height, density, gross leasable area for non-residential uses, and active frontages. These policies provide decision makers with discretion to permit changes to standards based on a proposed use or the findings of required study, which would also be addressed in the implementing CPP by-law.</p>
CONDITIONS	<p>Sets out type of conditions that <u>may</u> be imposed when issuing decisions on development permit applications (O. Reg. 173/16 s. 3 (1) (c)(iii)) in accordance with the goals, objectives and policies for the CPPS area.</p>	<p>Section 28.15.7 – 28.15.12 provide policy direction regarding types of conditions, and authorizes the use of “bonusing.”</p> <p>Specific to Midtown, the proposed OPA includes several policies wherein certain matters such as: provision of public service facilities, urban design standards, green roofs, electric vehicle charging facilities, passive design and/or renewable energy facilities to increase energy efficiency of buildings, and community benefits (where proposed development exceeds maximum height and/or density provided the maximum is greater than the minimums established in the official plan), may be conditions of development.</p>
COMPLETE APPLICATION	<p>Identify additional material that should be submitted as part of Complete Application (O. Reg. 173/16 s. 3 (4))</p>	<p>Section 28.19.19 (re: complete application) is amended to include development permit applications.</p>
AFFORDABLE HOUSING	<p>Inclusionary Zoning policies per <i>Planning Act</i> s. 16 (5) within an area identified as PMTSA (O. Reg. 173/16 s. 4 (3) (d.1))</p>	<p>This will be addressed via a future OPA after the completion of the required housing needs assessment.</p>

Provincial Planning Statement (PPS 2024)

As of October 20, 2024, the Provincial Policy Statement, 2020 (PPS 2020), is replaced by the [Provincial Planning Statement, 2024](#). This new policy document attempts to consolidate the Growth Plan for the Greater Golden Horseshoe with the PPS 2020, in a manner that can be applicable across Ontario. The new PPS 2024

provides policy direction on matters of provincial interest. All decisions related to planning matters are required to be consistent with the PPS 2024, as of October 20, 2024 (unless a matter is subject to a forthcoming transition rule). The PPS 2024 provides policy guidance to address matters of provincial interest as itemized in section 2 of the *Planning Act*. Accordingly, the PPS 2024 provides growth and resource management policy direction, as well as direction regarding the provision of infrastructure to support growth, and the protection of public health and safety from natural and human made hazards.

Proposed policy and schedule updates provided in the draft OPA are developed to be consistent with the policies of the PPS 2024, and in some instances go beyond the minimum requirements of these policy documents to ensure that local objectives and the vision for Midtown are achieved over the fullness of time.

Building Homes, Sustaining Strong and Competitive Communities

Section 2.1 of the PPS focusses on planning for people and homes. The PPS requires using Ministry of Finance population forecasts, or those provided in the Growth Plan for the Greater Golden Horseshoe, or a modified projection.¹² The PPS 2024 also indicates that while municipalities should plan for a 20 to 30 year planning horizon, however it directs that a much longer horizon can be contemplated when planning for *strategic growth areas*, such as Midtown Oakville. As noted, above Watson Consulting has prepared a forecast to 2051 for the Town, which includes projections specific to Midtown. These projections are intended to be for a point in time, and are not representative of the Town's full capacity to accommodate growth beyond 2051. Based on current market and demographic trends, they have estimated that Midtown is expected to accommodate 11% of the population growth to 2051, while other growth areas and existing neighbourhood areas absorb the balance of growth.

Section 2.2 Housing of the PPS provides direction for where and how to plan for housing to accommodate all residents. Policy 2.2(1) directs municipalities to establish affordable housing targets. As noted above, this is a matter being considered as part of the Town's housing needs assessment work and will be addressed comprehensively through a future amendment to the Official Plan. Specific to Midtown, policy 2.2(1) of the PPS directs municipalities to permit and facilitate the redevelopment of underutilized commercial sites and previously

¹² Guidance on preparing local forecasts is forthcoming from the Province. A modification to current forecasts is acknowledged in the PPS 2024 given that the Ministry of Finance forecast (unlike the Growth Plan forecasts) is neither land based nor takes into consideration infrastructure and long term land use planning. A modified forecast, on the other hand, would consider current trends and means by which those trends can be reshaped to achieve municipal objectives and desired outcomes. Furthermore, as noted in the Watson Report in Appendix C, the current Ministry forecast is to 2046, and provided for all of Halton Region, not the individual lower tiers, let alone specific growth nodes.

developed sites, such a Midtown, for residential uses, at densities that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation.

Section 2.3.1 Settlement Areas of the PPS directs that the focus of growth and development should be in strategic growth areas, including major transit station areas. Accordingly, it is appropriate that in the Watson forecast, they have estimated that Midtown, which represents approximately 1% of the Town's land mass designated for residential development, accommodate approximately 11% of projected population growth.¹³

Section 2.4.1 of the PPS directs strategic growth areas to be planned to accommodate significant population and employment growth, be a focal area for education, commercial, recreational and cultural uses, accommodate and support the transit network, and support affordable, accessible and equitable housing. To that end, the OPA permits a range of density of development that, if maximized on all sites, could accommodate approximately 36,000 residents and 17,000 jobs, representing approximately 514 residents and jobs per gross hectare in Midtown Oakville. The land use permissions and schedules of the OPA conceptually designate land to accommodate future parks and priority school sites, and more generally a broad range of cultural, recreational, commercial and institutional uses. Furthermore, the schedules provide a detailed conceptual street network, that includes in-right-of-way and off-road multi-use trails. Lastly, the OPA encourages the provision of a range of housing types, sizes, and tenures, and notes the Town's intent to require affordable housing following the passing of an inclusionary zoning provisions in a town by-law (i.e. a community planning permit by-law).

Section 2.4.1 (3) of the PPS encourages a variety of matters regarding the prioritization of planning and investment for infrastructure and public service facilities, providing guidance regarding the type and scale of development and transition to adjacent areas while achieving complete communities and compact built form, considering student housing and intensifying commercial areas with a mixed-use residential development. To that end, the OPA identifies long-term infrastructure needs and provides policies requiring coordination of development with the provision of needed infrastructure, including public service facilities. The OPA also provides numerous urban design and built form policies and includes density and height threshold schedules to address massing of buildings and transition to adjacent lands. With Midtown Oakville being proximate to Sheridan College, the OPA provides policies that would support student housing and acknowledges that the policy that would otherwise require the provision of two or more bedroom units would not apply to such "special needs" housing. Finally, the

¹³ The Town of Oakville is approximately 140km², within which Midtown Oakville is approximately 1.03km². The area of land within Oakville that is designated to accommodate residential development is approximately 59.51km² whereas the developable area of Midtown is approximately 0.6km².

OPA supports the intensification of lands presently used for commercial and employment uses by redesignating them to the Urban Core land use designation that supports a mix of land use, and by establishing minimum requirements for the provision of non-residential uses on these sites to ensure the objective of mixed use development is achieved across Midtown.

Section 2.4.2 of the PPS is specific to major transit station areas (which have a similar definition to Protected Major Transit Station Areas in the *Planning Act*). The PPS requires that the delineation of the boundary in accordance with Section 26 of the *Planning Act*. (This section of the Act is specific to official plan reviews intended to comprehensively update official plans). The Midtown MTSA boundary was established through the Region of Halton official plan review process, which included the adoption of ROPA 49 that assigns minimum density target and provides a ratio of residents to jobs to ensure this community achieves an appropriate mix of land use that benefits from existing and planned infrastructure. The approved density target for Midtown is 200 residents and jobs per hectare, which exceeds the minimum target for MTSA's planned to be served by bus rapid transit established in the PPS 2024 of 160 r&j/ha. As noted above, implementation of the PPS 2024 is based on a "consistent with" standard and the PPS states that the policies provided represent minimum standards to address matters of provincial interest. In that regard, maintaining the approved density target of 200 r&j/ha for the Midtown PMTSA is consistent with the PPS 2024.

Section 2.4.2 (3) encourages planning authorities to promote development within the MTSA that achieves the minimum density target through land use and built form. To that end, updated policies provide additional permitted uses within Midtown beyond what is provided in the general land use section of the official plan, and the OPA includes density schedules which establish minimum and maximum building mass on a development block basis using floor space indices (FSI). The proposed minimum FSIs have been established to ensure that if all development across Midtown were built to the minimum FSI, the minimum gross density of 200 residents and jobs per hectare could be achieved. The maximum density assigned to development blocks, on the other hand, have been tested to ensure that the combination of existing and planned infrastructure can support the potential total residents and jobs that could be achieved if all development blocks were built to the maximum assigned density. These densities also ensure that the direction provided in policy 2.4.2(6) of the PPS, to encourage transit supportive planning and design is addressed. Additionally, policies and schedules of the OPA identify current and future transit stations and routes, as well as active transportation facilities to support multi-modal transportation across Midtown that connect with existing and planned networks.

Consistent with Section 2.8 Employment of the PPS, the OPA promotes economic development as follows:

- The OPA converts lands from Office Employment and Community Commercial to Urban Core which permits a mix of uses. To ensure that the employment function of this area continues, however, the OPA includes policies which require that a minimum of 18% of the GFA for the development site is devoted to non-residential uses. This proportion combined with lands that continue to be designated Office Employment and Community Commercial, ensure that the ROPA 49 ratio of 65 residents to 35 jobs is achievable within Midtown. This mix of residents and jobs ensures that residents of Midtown have access to businesses that serve daily needs and jobs, and similarly that businesses have immediate access to customers and employees, not to mention those that can arrive in Midtown via the multimodal transportation system within Midtown and beyond.
- The OPA permits a broad range of land use, including institutional, commercial, office, and recreational. Vision statements in the OPA also note the opportunity for accommodating event, civic and cultural centre(s), post-secondary institutional uses (ideally close to the transit stations), and employment uses that are not typically found in mixed use areas (limited to the employment designations).
- The OPA addresses policy 2.8.1(3) of the PPS regarding limiting sensitive uses within a 300m radius of the *employment areas* by recognizing land use compatibility issues that would arise from the existing CN railyard east of Midtown, and maintaining the Office Employment and Community Commercial uses in Midtown, within that radius, which acts as a buffer between the more industrial uses east and north of Midtown from residential uses that are otherwise proposed in the balance of Midtown.
- The OPA encourages the provision of major office and major institutional uses within podiums of mixed use buildings and also in stand-alone buildings, especially in areas proximate to the transit stations.

Consistent with section 2.9 Energy Conservation, Air Quality and Climate Change of the PPS, the OPA contemplates reducing greenhouse gas emissions and preparing for the impact of a changing climate as follows:

- The OPA provides policies and schedules to guide land use planning decisions that ultimately results in the evolution of Midtown from underutilized commercial and employment uses to a highly compact, transit supportive urban form, which would result in more energy efficient built form and a community that prioritizes active transportation over private cars.
- The OPA provides Midtown specific direction regarding storm water management, including the use of green infrastructure such as low impact development and subsurface stormwater retention facilities.
- The OPA enhances the town's sustainable development policies by identifying various means in which development can be more energy efficient, such as the use of renewable energy systems, district systems, and passive development techniques. It also indicates that as part of a complete

application the Town may request that a development applicant identify the tactics that are intended to be implemented within their development that address sustainable development interests of the Town, as described in the official plan. Furthermore, the OPA recognizes that when implementing the community planning permit by-law, the town may require certain sustainable development tactics as a condition of development permit approval/issuance.

Infrastructure and Facilities

Consistent with Chapter 3: Infrastructure and Facilities of the PPS, the draft OPA proposes intensification (beyond what is already permitted in the OP) of Midtown that better aligns with existing and planned infrastructure to improve financial viability of existing and new infrastructure. Following adoption of the OPA, the Town will continue with subsequent phases of the Midtown Implementation Program, which include functional servicing studies. The increase in intensification and change in land use proposed by the OPA optimizes existing and planned infrastructure and as such reduces demand to develop new infrastructure and public service facilities in other areas of the Town, as directed in the PPS section 3.1 (2). Furthermore, as is noted in the draft Schedule L1: Land Use, the draft OPA identifies future parkland and priority locations for public schools adjacent to them, along with policy direction that encourages co-location of public service facilities and integrating these facilities with private development, to support efficient use of land and infrastructure as per the direction of policies 3.1(4) and 3.1(5) of the PPS.

Draft Schedules L5: Transportation and L6: Active Transportation along with proposed policies regarding mobility (Section 20.5.2 of the draft OPA) implement PPS direction in Section 3.2 Transportation, by identifying long-term mobility networks within Midtown that connect with areas beyond the strategic growth area. This network supports improvements to the existing VIA, GO and Oakville transit systems, enhanced by a future bus rapid transit (BRT) system, new off-road multi-use trails and in right-of-way cycling facilities, and sidewalks on both sides of all streets. Furthermore, the draft OPA proposes a new policy section in the Town's Implementation section that provides direction for the development of Transportation Demand Management Options reports to ensure that consideration of managing transportation that better supports active transportation is built-in to new development within Midtown and the town in general.

Policies and schedules in the draft OPA work in combination to plan for and protect transportation and infrastructure corridors, consistent with direction in section 3.3. of the PPS. Policies specifically require that new development not preclude, but rather, support the provision of the planned infrastructure network. Further to that, they also recognize the opportunity to use utility lands, not only for the provision of necessary hydro-electric and rail infrastructure, but also to support the provision of transit

stations and related facilities, multi-use trails and recreational trails that co-exist with the primary use of these utility lands.

Consistent with Section 3.5 Land Use Compatibility of the PPS, the OPA also updates the Town's official plan by inserting new policies regarding railyards and corridors, as well as provincial highways to ensure land use compatibility, especially as it relates to sensitive uses, and to ensure new land use does not preclude the on-going operation of those uses. These updated policies are proposed to be provided in Section 8 of the official plan, and are in addition to policies that address land use compatibility.

To be consistent with PPS direction in section 3.6 Sewage, Water and Stormwater, the development of the draft OPA was undertaken in consultation with Halton Region which is responsible for regional infrastructure, including the provision of water and wastewater services. While Halton Region is undertaking their master planning processes, they have identified improvements to these services to not-only accommodate an increase in Midtown's population, but also that of the broader regional area. In that regard, the proposed improvements to town infrastructure specifically within Midtown will seamlessly integrate with the broader regional system, as those improvements are completed. At this time Regional staff advise that some of these capital works will commence in 2025. As such, the policies and schedules of the draft OPA, take into consideration both local and regional infrastructure initiatives and consider how these are supported and integrated with future development. Draft policies of the OPA make reference to on-going studies, and include direction regarding phasing and transitioning to ensure infrastructure and development alignment, as noted in Section 20.6.3 of the OPA.

Consistent with section 3.9 Public Spaces, Recreation, Parks, Trails and Open Space, the draft OPA provides permission for a full range of public and publicly accessible private open spaces, along with policies and schedules wherein parkland location and typology, and active transportation routes and policy guidance are provided.

Wise Use and Management of Resources

Within and adjacent to Midtown Oakville are areas, including valley lands, that are designated "Natural Area" and form part of the Town's natural heritage system. The OPA relies on the existing policies of the official plan relevant to these areas to maintain their on-going protection. The OPA also proposes to update town-wide schedules to ensure that they reflect the same boundaries for these natural areas as shown in Schedule L1 to the draft OPA.

Within and adjacent to Midtown Oakville are resources of cultural heritage significance. These resources include Heritage Part IV resources: the Cemetery

west of Lyons Lane and South of the QEW, the façade of what was the GE factory, and the basket factory flywheel located in Mill Parkette, and the CN Bridge that crosses over Sixteen Mile Creek that is a listed heritage site. The current policies of the official plan provide guidance and direction regarding development within and adjacent to these sites, along with the provisions of the *Ontario Heritage Act*. The draft OPA, however, supplements those policies by recognizing the rich Indigenous, railway, and industrial history of Midtown within the preamble of Chapter 20 and also through the proposed implementation policy 20.6.2(e) that contemplates the Town undertaking a Heritage Commemoration Strategy that would guide programming and placemaking within parks, open spaces and buildings.

Protecting Public Health and Safety

Chapter 5: Protecting Public Health and Safety of the PPS is specific to natural and human made hazards. As noted above, there is the potential for spill flood hazard within Midtown Oakville that is still under study by Conservation Halton. To date, CH is recommending a risk-based approach that relies on flood mitigation for most development, while prohibiting certain institutional, emergency services, and uses associated with hazardous substances from areas that are considered hazardous lands (i.e. the spill flood hazard area). To that end, the Section 20.5.4 of draft OPA includes recommended policies from CH that are consistent with PPS policies in section 5.2 Natural Hazards.

The draft OPA also provides a policy to enable, if deemed appropriate, the application of a two-zone concept¹⁴, rather than a one-zone concept which is the only approach currently permitted by the official plan. Since issuing the draft OPA, CH has advised that based on the nature of the flood hazard identified for this area, the use of a two-zone concept would not be applicable and as such, this proposed policy and related terms proposed in the glossary are not required in the OPA.

Implementation and Interpretation

Chapter 6: Implementation and Interpretation of the PPS directs that official plans implement the direction of the PPS and update by-laws accordingly. As is noted above, the OPA includes policy direction to enable the use of a community planning permit system, and as such following the adoption of the Midtown Oakville OPA, the town will be consulting on the development of its implementing CPP by-law.

¹⁴ The PPS 2024 describes a two-zone concept as follows: “an approach to *flood plain* management where the *flood plain* is differentiated in two parts: the *floodway* and the *flood fringe*.” And the PPS 2024, permits some development within the *flood fringe*, which would not otherwise be permitted when using the one-zone concept.

A Place to Grow (Growth Plan for the GGH 2020)

As of October 20, 2024, the Growth Plan for the Greater Golden Horseshoe (Growth Plan) will be replaced by the Provincial Planning Statement, 2024. Nevertheless, the guiding principles and directions of the Growth Plan remain in place in the Regional and Town Official Plans. Accordingly, the OPA continues to be drafted to conform with these good planning principles.

Halton Region Official Plan

As of July 1, 2024, the [Region of Halton Official Plan](#) (ROP) as it relates to the Town of Oakville is deemed the Town's local Official Plan. Planning decisions must continue to conform to both the Oakville Official Plan and the Region of Halton Official Plan.

Specific to Midtown and the draft OPA are the following matters:

Protected Major Transit Station Area

Within the ROP, the Midtown Oakville Protected Major Transit Station Area (PMTSA) boundary, minimum density target of 200 residents and jobs per hectare (planned to be achieved by 2031), and a general target ratio of 65% residents and 35% jobs over the long term are in effect. Further to those required PMTSA elements, the draft Official Plan amendment provides greater policy direction to implement the long-term growth objectives provided in the ROP, including the overall direction to create a compact, mixed-use, transit supportive community within Midtown.

The ROP establishes a Regional Urban Structure wherein Urban Growth Centres, such as Midtown Oakville, are the priority growth area found on the top of its strategic growth area hierarchy, in accordance with policy 79.2. This prioritization is acknowledged in the draft OPA by identifying Midtown as the primary strategic growth area for the town in the Chapter 20 preamble and within the objectives for Midtown (policy 20.2.3 (a)). Further to this, and in accordance with policy 80 of the ROP, the draft OPA advocates for investment of cultural, entertainment, institutional, commercial, recreational, office and residential uses wherein a significant share of population and employment will be accommodated.

The draft OPA further implements ROP direction to support seamless public transit services and active transportation, and to establish land use patterns and density of development that fosters strong live-work relationships that can be easily and effectively served by public transit and active transportation.

Strategic Growth Area Objectives

ROP policy 79 provides objectives for strategic growth areas as follows:

- 1) *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.*
- 2) *To provide opportunities for more cost-efficient and innovative urban design.*
- 3) *To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.*
- 4) *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.*
- 5) *To create a vibrant, diverse and pedestrian-oriented urban environment.*
- 6) *To cumulatively attract a significant portion of population and employment growth.*
- 7) *To provide high quality public parks and open spaces with site design and urban design standards that create attractive.*

The draft OPA provides policies and schedules intended to achieve those objectives, as follows.

Area Specific Plans for Areas identified as Protected Major Transit Station Areas, UGC, and Strategic Growth Areas

ROP policies 77(5) and 81.4 (4) (i) list policy direction to be provided in relation to strategic growth areas like Midtown Oakville. The following table itemizes the requirements and indicates how each requirement is proposed to be met.

Table 2 Area Specific Plan Requirements

Area Specific Plan Requirements	Draft OPA Response
a) a general statement of the intended character of the area or community,	See Section 20. Midtown Oakville preamble.
b) boundaries of the area or community,	See Schedule L series – legend item “Protected Major Transit Station Area/Growth Area Boundary.”
c) policies for the protection of the Regional Natural Heritage System and for the protection	See Section 20.5.4 Spill Flood Hazard and Hazardous Lands. Refer to existing OP re: natural heritage.

Area Specific Plan Requirements	Draft OPA Response
of public health and safety within hazard lands,	
d) capacity targets of population, housing units and employment, including targets for Affordable Housing,	<p>See Section 20.2.3 (b) which identifies a minimum density target of 200 r&j/ha by 2031. See 20.5.1(e) Site Density which restates the minimum density target, and in combination with Schedule L2 Minimum Density allocates minimum FSI to development blocks to achieve the minimum density target, and Schedule L3 which assigns maximum density targets. Collectively, these massing targets along with the residents to jobs ratio established in the ROP can be used to calculate capacity for residents, housing units, and jobs.</p> <p>The capacity target would reflect the minimum required density, which based on the density distribution and assumptions used in the modelling could be 18,125 residents, 7,200 jobs and approximately 8,340 units.</p> <p>An affordable housing target may be established for Midtown and/or on a Townwide basis following the completion of the housing needs assessment.</p>
e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,	Schedule L series identify land use designations which permit a broad range of uses, include conceptual parkland and priority sites for schools, and identify transportation networks, including transit and active transportation facilities and routes.
f) location, types and density of residential and employment lands that contribute to creating healthy communities through:	
[i] urban design,	Section 20.5.1 provides urban design and built form policy direction.
[ii] diversity of land uses,	Section 20.4 and Schedule L1 identify various land use designations which permit a diversity of

Area Specific Plan Requirements	Draft OPA Response
	uses appropriate for the location wherein the designations apply.
[iii] appropriate mix and densities of housing,	Section 20.4.1 (f) provides direction regarding housing and how it is expected to be provided in Midtown to meet the needs of Oakville residents.
[iv] provision of local parks and open space,	Section 20.4.2 (d), 20.5.1 (c) and Schedule L1 identify and guide the provision of a system of parks and open space within Midtown.
[v] strengthening live-work relationship through a proper balance of residential and employment land uses, and	Per policies in the ROP, the draft OPA provides land use and policy direction to achieve a mix of residents (~65%) and jobs (~35%) within Midtown. Lands designated Community Commercial and Office Employment are only intended for employment uses, whereas land designated Urban Core provide for a mix of land use, within which a minimum 18% of gross floor area is required to provide non-residential uses (see draft policy 20.4.2 (b)(i)). Furthermore, per ROP policy 79.3 (10.1) the draft OPA directs major office, retail and institutional uses to lands designated Urban Core, (see draft policy 20.2.2). Additionally, per ROP 77(22), the OPA requires that existing gross leasable area of non-residential development be replaced when such development is replaced (see policy 20.4.1(g)(iii)).
[vi] promoting active transportation and public transit use.	Sections 20.5.2 of the draft OPA along with Schedules L5 and L6 provide direction for the provision of transit and active transportation facilities to connect Midtown to the broader Oakville community. Policies protect for this new infrastructure and prohibit new development from precluding them. These schedules and policies implement ROP policy 173 (20) direction regarding the provision of transit services to residences within 400m of a transit stop or station.
f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,	The draft OPA relies on the general policies of the Official Plan to address land use compatibility matters, and further to those, the draft OPA adds new policies in Section 8 of the OP that address railyards and corridors, as well as provincial

Area Specific Plan Requirements	Draft OPA Response
	highways, to minimize and mitigate land use compatibility issues.
g) overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a,	Schedules L2 and L3 allocate minimum and maximum density within development blocks in order to achieve and exceed the target minimum density of 200 residents and jobs per gross hectare within Midtown.
h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,	See above re: item f[vi] and item (i).
i) development phasing,	Section 20.6.3 of the OPA provides policy direction regarding the phasing of development, to ensure alignment with the provision of infrastructure.
j) storm water management or, if the scale of development justifies, a Subwatershed Study as per Section 145(9),	Section 20.5.3 of the draft OPA provides policy direction regarding stormwater management, and recognizes various studies that may be relied upon regarding the watershed.
k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,	n/a
l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),	Policy 28.19.3 of the current official plan also identifies the provision of an air impact study, where deemed necessary, as part of a complete application for development. This would be required where development is proximate to arterial roads, provincial highways, and utility corridors.
m) water and wastewater servicing plans,	Section 20.6.2 recognizes the need to update and adhere to infrastructure master plans. The

Area Specific Plan Requirements	Draft OPA Response
	<p>draft OPA builds on work that has been completed to date with the recognition that more studies and Municipal Class environmental assessments are still required to support new development in Midtown.</p>
<p>n) provision of utilities,</p>	<p>Section 20.4.2 maintains the Utility land use designation within Midtown and expands use permissions to allow for secondary uses that would not preclude the corridor’s primary function, as per ROP policy 176(1). Furthermore Section 20.5.1 provides built form and design direction to minimize the utility related facilities from within the public realm, by locating these facilities under ground, where feasible, or within the interior of a building or development block.</p>
<p>o) a fiscal impact analysis,</p>	<p>In support of the OPA development, town consultants have and continue to undertake fiscal impact analysis to understand the cost and benefits associated with the expected growth and development of this area. Higher density development, in general, results in lower per capita costs for both new development and its on-going maintenance and operations. Furthermore, as per ROP policy 77(15) the draft OPA recognizes that through the use of municipal by-laws such as development charges, parkland dedication and community planning permit by-law, the new development is also required to fund its share of costs associated with growth in Midtown.</p>
<p>p) a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, socio</p>	<p>The town undertakes master planning work on a townwide basis rather than area specific. In early 2024, Council endorsed the Parks Plan, and presently work is underway regarding recreation, parks, and library master planning. In the meantime, the draft OPA identifies parkland sites to meet requirements provided in the parks plan (approximately 12 ha in total) and the draft policies permit public facilities anywhere within Midtown in stand alone buildings or integrated with development. Furthermore, the draft OPA includes phasing policies, in accordance with</p>

Area Specific Plan Requirements	Draft OPA Response
	ROP policy 77(18) that require alignment of development with the provision of infrastructure, including public service facilities, as noted in draft policy 20.6.3.
q) an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area.	n/a

In addition to the general requirements for Area Specific Plans, ROP 81.4(4) provides additional requirements for areas identified as Protected Major Transit Station Areas. The ROP requires establishing affordable housing targets and Inclusionary Zoning policies. As noted above, the Town is presently undertaking a housing needs assessment to inform the development of such policies for adoption through subsequent amendments to the Official Plan.

Implementation

ROP policy 79.3 (7.1) and (7.2) encourages the use of CPPS and implementation of Community Improvement Plan and Inclusionary Zoning, respectively. These tools are contemplated for Midtown and enabling policy for both the CPPS and CIP are in place, with enabling policy for IZ to follow the completion of the town’s housing needs assessment.

Based on the foregoing, the draft OPA has regard for matters of local and provincial interest, appropriately implements provisions of the Planning Act, is consistent with the Provincial Planning Statement 2024, and conforms with the Region of Halton Official Plan (now the town’s Official Plan).

TECHNICAL & PUBLIC COMMENTS

The draft OPA updates existing Midtown Oakville policies. Since 2018, several consultation efforts have taken place wherein questions and comments have been received and responded to through subsequent staff reports and presentations. The foregoing identified key concerns and questions from Council and the public regarding growth and market assumptions, anticipated growth capacity and built

form, and provision of necessary community amenities to support the long-term growth and success of Midtown.

Issues Under Review / Matters to be Considered

As noted above, the final version of the OPA will address any new information received by the end of December 2024 regarding the Conservation Halton spill flood hazard, as well as new comments from the public and prescribed bodies, including the Ministry of Municipal Affairs and Housing.

CONSIDERATIONS

(A) PUBLIC

- The town has hosted four statutory public meetings; more than 20 workshops, Public Information Centres, and technical advisory meetings; as well as seven Committee of the Whole meetings regarding Midtown Oakville.
- A copy of the draft OPA provided in Appendix A of this report was posted on the Town's website on September 27, 2024. Notification of the updated Midtown policies and the proposal to introduce Community Planning Permit System enabling policies was also posted on the Town's website.
- A digital tile was added on the landing page of oakville.ca.
- Social media posts were issued.
- Emails were sent to: the town's notification list for Midtown related matters, the Mississaugas of the Credit First Nation, Six Nations of the Grand River, the Haudenosaunee Development Institute, and all prescribed bodies in accordance with O. Reg. 543/06.
- An article was included in the October 10, 2024 edition of the town's digital newsletter.
- A Committee of the Whole Workshop was held on October 10, 2024 to inform Council of the draft Official Plan Amendment.
- An Open House is proposed in November/December, 2024, wherein the public may speak with staff and learn more about the draft policies and schedules for Midtown and the Community Planning Permit System enabling policies.
- A further statutory public meeting will take place in January 2025 wherein submissions can be received by Council.
- The public may make submissions to the [Town Clerk](#) on the draft OPA up until Council makes a decision on these matters, which is anticipated for February 2025.

(B) FINANCIAL

There are no financial implications in receiving this report for information.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The draft OPA was prepared in consultation with staff from various internal departments, external public agencies, and town consultants.

(D) COUNCIL STRATEGIC PRIORITIES

A key strategy within the Council's strategic priority is to develop plans that support the town's urban structure to manage forecasted growth while protecting natural areas, preserving cultural heritage, and maintaining the character of existing neighbourhoods. The Midtown Oakville Growth Area review is specifically identified as a key action to fulfill the Town's Growth Management priority of "managing growth for a vibrant local economy, meeting infrastructure needs, and ensuring the development of complete communities along with efficient mobility across the town."

(E) CLIMATE CHANGE/ACTION

Planning for Midtown Oakville as a high-density mixed use urban node provides numerous intrinsic GHG reduction opportunities. The draft OPA continues to support compact urban development that provides viable choices for transportation and opportunities for a transition to alternative energy sources per the town's Community Energy Strategy. Draft policies also support the use of by-laws to require the provision of green infrastructure within development, including green roofs, and supporting the provision of EV charging stations, among other matters.

NEXT STEPS

As noted above, public consultation regarding the draft OPA provided in Appendix A commenced on September 27, 2024 and will continue. A statutory public meeting is anticipated in January 2025. To assist with receiving comments, staff will host a statutory Open House in November/December 2024.

Council will consider a final report to adopt the recommended OPA after the January 2025 statutory public meeting.

Meanwhile, the town continues to undertake the town-wide housing needs assessment and consult on enabling policies for inclusionary zoning.

The Phase Five Midtown Implementation Program, which includes the preparation of functional servicing study, public realm and urban design guidelines, and the preparation of the CPP by-law, will also continue to advance with necessary public consultation.

CONCLUSION

Planning for Midtown Oakville is a Council Strategic Priority. Staff and Council have engaged with the public over the last six years to update policies in the official plan to unlock Midtown's potential as the primary strategic growth area of the Town. As noted in the foregoing, the draft OPA provided in Appendix A of this report is responsive to comments and concerns received to date, is consistent with in-effect Provincial policy, and conforms with the Regional Plan (now deemed to be the town's local official plan).

Consultation and engagement on the proposed OPA, which also includes community planning permit system policies, will continue to the end of the year in order to inform a recommended OPA for Council adoption in February 2025.

In accordance with the *Planning Act*, section 2.1, planning approval authorities are required to have regard to decisions of Council and the information and material that was submitted to Council; on that basis, staff recommend that this report be shared with the Ministry of Municipal Affairs and Housing, while provincial staff are undertaking their one-window review of the draft official plan.

APPENDICES

Appendix A – Draft Official Plan Amendment

Appendix B – Compendium of in-effect and previously proposed Official Plan policies

Appendix C – Growth Analysis Study, October 2024, Watson & Associates

Appendix D – Midtown Oakville Market Feasibility Analysis, September 2024, N. Barry Lyon Consultants Ltd.

Appendix E – Illustrations of development scenarios for Midtown

Appendix F – DRAFT Right-of-Way Cross Sections prepared by Jacobs

Prepared by:

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

Submitted by:

Gabriel A.R. Charles, MCIP, RPP
Director, Planning & Development