

Responses to Questionnaire

Regarding Draft Midtown Oakville and
Community Planning Permit System
DRAFT Official Plan Amendment



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Introduction

The Town released an online questionnaire to the public for input regarding the Draft Official Plan Amendment for Midtown Oakville and the Community Planning Permit System. This questionnaire was available during the open house held on Wednesday, November 27, 2024 and until December 11, 2024. The questions posed in the online questionnaire were also posted on panels during the open house and participants were encouraged to provide their responses on *Post-It* notes directly on the panels. This document provides a summary of the responses along with all of the original feedback received from participants.

The following instructions was provided at the commencement of the online questionnaire:

“Please provide your response to the following questions regarding the draft Official Plan Amendment (OPA). A copy of the OPA and supporting information is available at Oakville.ca/Midtown. Please refer to the OPA and/or the supporting documents when preparing your response. Your feedback will be used to inform the recommended Midtown Oakville and Community Planning Permit System OPA. These responses will be shared with town staff and Council to help refine draft policies for Council adoption.”

The questionnaire consisted of eight questions regarding the draft official plan related to the following topics:

- Community Planning Permit System
- Land Use
- Active Transportation
- Public Service Facilities
- Active Frontages
- Housing
- Urban Design, and
- Sustainable Development.

The following provides a summary of the responses received both through the online survey and at the open house, along with the full set of comments received.

COMMUNITY PLANNING PERMIT SYSTEM (CPPS)

On the online survey, the following information and question was provided:

In the draft Official Plan Amendment, new policies are provided to enable the use of a CPPS in Midtown. By using the CPPS, the town is able to streamline development approvals that otherwise go through two or more planning application processes that are approved by different bodies. More details are available on oakville.ca in the Midtown and Community Planning Permit System pages.

1. What questions do you have that still need to be answered?

Summary of Responses Received:

A total of 67 responses were provided to this question. While the question was specific to the Community Planning Permit System, responses addressed a much broader range of matters, as summarized below:

Questions raised regarding **Community Planning Permit System** include:

- How will this system work?
- How can the system provide flexible building design?
- Who prepares the development permit application?
- Who will be the approval authority for development permit applications?
- Why should increases in height be negotiated for community benefit?
- How will the Town ensure the community benefit is provided within Midtown and not elsewhere?
- What will be the formula for determining commensurate height and benefit?
- Would community gardens be considered a community benefit?

The following are additional questions and comments provided in response to this question:

Growth Management

- Why is Midtown Oakville identified as a primary growth area?
- How does the Watson forecast inform this official plan amendment process?

Density and Height

- Why is so much density and building height being planned for this area?
- How will traffic congestion be alleviated as density increases in this area?

Public Service Facilities

- Why type of services are expected for this area, will they include emergency services, medical services, parks, schools?

Mix of Uses and Market Trends

- Is the plan appropriately responsive to market demand for (affordable, rental, non-market) housing, commercial and needed public facilities?

Infrastructure

- What is the timing, and planned capacity of infrastructure to ensure this development is properly served? How is this infrastructure funded?
- How will current congestion along Trafalgar, Cross and QEW be reduced as Midtown is redeveloped?
- What studies have been completed in support of this OPA?

Additionally, several questions and comments are raised regarding the Transit Oriented Community proposal.

All responses received regarding this question (unedited):

Responses:

When can we expect major changes to the midtown area?

What approaches can the town take to negotiate with developers of new towers to allocate and finance land for community gardens, helping address Oakville's five-year waitlist for these spaces?

I still have many questions like

1. What is an appropriate and reasonable density target for Midtown that will achieve a livable community?
2. How is the Watson Economics population forecast being used? It seems to just sit there and not be connected to anything. It seems much more reasonable than the upper threshold limits.
3. The upper populations threshold limits seem far too high. What are the assumptions, calculations and rationale that are being used in these estimates?
4. How will the new FSI bonusing system that is part of CPPS actually work? Will it be effective in controlling height and density? What parameters should be set in the OPA to govern its usage?
5. The lack of specifics on parks, community facilities, schooling and other amenities raises huge concerns.
6. In my view, we are still lacking a compelling vision of what midtown could/should be. Too much planning, jargon and not enough vision. I think midtown should be a vibrant destination where people want to live, work, recreate, and visit.
7. What is the estimated magnitude of the infrastructure capital costs (e.g. water, sewage, roads, parks etc.) and operating costs (e.g. fire protection, policing) that will be required to support the development of Midtown contemplated in this OPA, and how will they be funded? What is the taxpayer exposure?

How will parks and schools be embedded and ensured? Plans are too vague, leaving the impression that condos will fill all available space, necessitating schools inside condos, with no big green space for kids

Due diligence must still be maintained. Just because we seem to be in a rush to build housing doesn't mean we should forgo necessary steps. We need to still ensure we have a safe, sustainable and viable solution that also takes into account the rights of existing residents.

UNDER THE CPPS ARE THE DECISIONS LEFT TO STAFF OR IS THERE PUBLIC CONSULTATION WHICH COUNCIL HAS TO TAKE INTO ACCOUNT TO MAKE A FINAL APPROVAL?

Why is this development still being considered when the density is far too great for the area

How high will the buildings be between Cross and North Service. Specifically what is the maximum height?

Can the density and height of the proposed towers be reduced? When will another bridge over and connecting to the QEW be completed to alleviate traffic on Trafalgar?

Why do the buildings need to be so high. Parking issues

Why would we allow the proposed 50+ storey developments in a single family home environment? Even downtown Toronto doesn't have this type of density.

Do we as Oakville residents have any say in the very secretive process in which the midtown hub has been developed. Is the ridiculous amount of structures and heights of said buildings been firmly established? Is there room for redevelopment in which open communication and compromise can be reached? Where will if any green space be located? Will the community have the capacity for a larger police force to accommodate the intense rise in population and the increased crime rate that will come with it. Has the transient nature of this community been addressed? Where will this increased population park?, and please don't tell these folks won't have cars. Will Oakville have the budget to develop a better public transportation infrastructure? Will the province of Ontario have the budget to deliver a better public infrastructure for transportation?

How will the planned density affect local traffic in an already busy traffic area? How will access to Oakville Place Mall be impeded? What provisions are being made for schools, playground areas, parking to accommodate visitors, maintenance people including many 2 car family occupants? Why pack so many units into one area when previous planning has allowed the town to grow without this amount of intensification? How will this affect properties surrounding this density if so much hardscape does not provide for proper disbursement of ground waters? Will we change Town of Oakville to city or Metropolis as such a diversion of current culture.

Are town or provincial staff establishing these policies? I would like to see that town professionals set the policies for Oakville

What is the province going to be able to override the town on.

Why do we need skyscrapers in Oakville?!

Why would the town wish to create more problems (traffic congestion for starters) for the existing residents of Oakville?

Encampment issues

What will you do about the gridlock on Cornwall & Trafalgar with all of these people moving in? How many people do you expect to move in?

How will the massive increase in traffic congestion at the already congested Trafalgar/Cross and Trafalgar/Cornwall intersections be mitigated.

How does the town proposal work to provide the required mix of housing, schools, parks and medical facilities? There is nothing there that promotes the high density, low height, missing middle.

Why isn't the property owned by the town and province being used to propose the best solutions first, instead of developer lands which have many strings?

How does the TOC plan play into the OPA? For example will the crazy density of the TOC allow/require the OPA for the rest of the parcel be scaled back? I sure hope so!

Why isn't there height restrictions for the entire parcel of land including TOC acres? No more than 20 story buildings should be the maximum

Why do we have to have so much density in such a small area? Who is driving this and why? There are a great number of empty lots throughout Oakville why not build on those in a liveable manner?

Oakville is not Mississauga and should not try to compete with them for high-rises. Why do the building bring proposed need to be 40 and 50 stories high? We don't have that elsewhere in Oakville.

Who prepares the CPPS application?

Is a template for the OPA requirements tailored for each location making an application

E.g. would a large developer doing say 11 towers do one or eleven applications ?

Exact heights and location of all new proposed Midtown buildings, have seen a number of three D plans and locations but what is the very latest information

Given the multitude of concerns why is midtown considered the optimal location for development?

Why is the town not offering an alternative location for development (e.g.) Trafalgar and 407?

Clear and honest answers and no spin from developers, we have to live here not the spin doctors and developers

How will provincial and municipal planners collaborate for the best joint and holistic design and plan?

Why does the province even have any say on what is best for the municipality?

Why is it acceptable for developers to get approval for building heights beyond the defined threshold just because they are willing to provide concessions?

Is it true that the developers have more say in the characteristics and specs of the building and land use than the councillors and town planners?

What measures is the Town taking to ensure that the minimum required density [of 200 residents+jobs per hectare] will not be exceeded in the final design? Like most people I know, I do want the fewest and lowest allowable high-rise buildings.

What measures is the Town taking to ensure that the impact of proposed redevelopment of the Metrolinx lands, to the immediate west of Midtown, is considered in combination with the Midtown redevelopment? Surely the combined redevelopment must be considered as a whole, because it will impose such a dramatic change to the neighbourhood.

Why is the Province ignoring the wishes of the residents and attempting to overload this area of our Town? Our Council and planners know best how to manage the required growth/ There should be no TOC order here, and certainly no forest of 60 storey towers. How can the Province justify overriding its own population requirements for this area?

Why isn't there at least one more entrance / exit to the QEW?

1. Where is all the information that addresses the terrible traffic congestion that will result from enormously outsized buildings? The road infrastructure on Cross Ave and Trafalgar Road cannot handle the current congestion. Where are all the traffic studies?

2. Why is Town Hall not listening to Oakville residents who are opposed to these massive, outsized buildings that are completely out of character for Oakville?

3. Have any studies on bird migration and the detrimental effects that these outsized structures will have been completed? If not, why not? If not, when?

4. Why are outsized buildings being proposed that have minimal parking availability? Oakville is not downtown Toronto and workers will need to commute by vehicles to get to jobs that are north, northeast and northwest of Oakville. Has real, actual employment and the necessary method of travel been taken into consideration when planning these outsized buildings?

5. Who in Oakville supports these outsized buildings (other than Town planners, developers and real estate agents)? Why do they support them? How many current Oakville residents have voiced their concerns?

6. Where is all the information that discusses the detrimental effects that Midtown congestion will have on the areas north of Midtown and north of the QEW?

7. Where are the transportation documents that link Midtown to areas north of the QEW, primarily the transit hub on the lands where the Town Hall currently sits? Why are Town planners not providing

information on plans that are directly linked to Midtown like the transit hub and the location move of Town Hall? Why is this not being communicated?

8. Where is the financial justification for moving Town Hall when the land it sits on is massive and could accommodate an extended structure where the northern parking lot and grassy area are located and an above-ground and/or underground parking garage could be built on the existing large west side parking lot?

How are these plans livable? Residents need services such as schools, grocery stores, parks, medical centres, etc. I don't see this specifically addressed except in vague terms. Those should be cornerstones around which the development takes place.

- What is Metrolinx contributing financially?

- Will there be increased police presence i.e. an office or station? Increased population is increased crime statistically

- Will there be a medical or hospital satellite type facility for easy access to emergency care?

How many new north south roads are you going to build? as Trafalgar road is already overloaded, even at non rush hour times

Are we going to be stuck with more condo-only buildings OR have a mix of rental units and condos? Also, how many units are going to be included to accommodate those with limited incomes? The St. Lawrence community in Downtown Toronto should act as a model for Oakville development in the vicinity of the GO Station.

Why you are still going attend with the absurd density and height, and ignoring the proposals that residents have shown for a livable, lower height plan?

For 2 years these public presentations have continued to ignore our concerns making them a farce.

Are the tall apartment/office buildings still included in the plan. These should NOT be included because of over-density & light interference.

There is mention of 'cash' for reduced parking spaces or other 'extras' requested by the developer. Where will this cash be used? Who will determine the amount? Sounds very ambiguous and, quite honestly, more like a bribery system.

By what process were the developers appointed to this project? Was it open and transparent and did The Town of Oakville select them via a comprehensive project pitch platform whereby many developers presented their proposed vision for the project and The Town of Oakville appointed them based on the vision for the future of Oakville that is in keeping with the town's vision, culture, and aesthetics - or did the Province appoint a developer without consultation? If so who is this developer and what is their connection to the current Premier of Ontario and does he, his family or his colleagues stand to profit personally from the development? Why is the proposed development not forward thinking like so many European designs (see Hamburg for cost effective, affordable, forward thinking, attractive design that creates community for many people, or King Charles's model city that is brand new but looks like it has been there for hundreds of years)? Most importantly, why is this development still being proposed for this one tiny hectare of land in Halton when the mandate was to spread it across ALL OF HALTON. Why are smaller, tasteful development that are forward thinking and aesthetically pleasing not being built around not only the Oakville Go station but also Bronte and other parts of Halton? Why is this development not happening along Speers Road to bolster economic growth and development not only on Kerr Street but also to expand along Speers? Most importantly, why does the province have the power to dictate this fast, cheap (and therefore not good!) development in this location and why does the Town of Oakville not have control over how to fulfill the mandate to provide more housing itself? This development reeks of corruption for personal gain,

masked as a need to provide for the greater good. Keep fighting for control of Oakville's autonomy over its own future councillors!!

how will car traffic to downtown Oakville be improved

How will town residents pay for these elaborate midtown re-development? What new services (hospital, schools, transit, roads, sewers, traffic, hydro, shopping, construction, etc.) will be needed and costed? Where do the population projections originate? Is a purely political projection by any level of government reliable, iron-clad and democratic? What in-put Messieurs Trudeau and Ford really want?

Why the minimum and maximum density numbers are so high. Minimum is above the mandated 200 persons per hectare, maximum is at a hyper density I hope we never see.

How are you accommodating the increased need for infrastructure such as doctors, roads and community services?

When are you going to realize that this is the wrong development for the space?

I am still not satisfied with the amount of more cars on the road around Cornwall and Trafalgar. Also with assess to bridges going over the highway. Currently during rush hour and busy times on Saturdays and Sundays, Cornwall and Trafalgar going north and south can be just pure hell and it can take up to 15

minutes to get from Cornwall to the westbound ramp to the 403/QEW. With this proposed development, traffic will be pure hell ALL the time!!

Why are you allowing such tall structure that will undermine the residential neighborhoods south and north of QEW?

It is not clear how the infrastructure will handle the sudden flux in population.

How are you going to avoid traffic gridlock? The traffic plan is not realistic.

What is the town doing about its decreased involvement in midtown Oakville?

1. How will you deal with traffic congestion when this area is already disrupted with high traffic flows and poor highway/roads access. How many lanes will Trafalgar, Cross, Cornwall and S. Service Roads increase by? What is the anticipated daily flow rate during peak hours, morning and evening?
2. How will you deal with GHG emissions from increased traffic. Please provide GHG emission evaluation and carbon capture analysis. Canada is moving towards reducing GHG emissions. This will increase the emissions volumes by idling cars in traffic.
3. How will you deal with the needs for additional infrastructure such as schools, hospitals, health care. Please provide what will be built and when.
4. With all the pavement and concrete, where will the stormwater retention ponds be located for drainage? What capture size?
5. As it is we have massive drainage problems from our backyards and streams. Now you will increase the flow which affects our personal and neighbourhood properties in east Oakville.

The level of detail given in the presentation is written for planners and developers. We need a presentation which gives specifics to Midtown and not just some modified material from planners.

A CPPS will take forever and will stop new development. It's not useful or efficient which is why no one uses them. Burlington can't figure it out either. There's more certainty with regular zoning if you actually want to deliver housing. IT's time to get on with it.

The traffic around Trafalgar Road and the QEW is horrendous and only one lane going in and out of downtown Oakville. Not everyone uses the train to go to work. Why is the government insisting on such high density residential going into the Midtown area?

what happens if the Minister doesn't approve of this CPPS? Does it mean that no amendments to the CPPS can be made? How will the CPPS by-law be flexible enough to allow variation in building design and encourage a variety of building forms?

Not about the CPPS in particular. I approve of less red tape and I like the concept of "Bonusing" conditions for developers in exchange for community benefits like public parking, green buildings, community facilities.

I'm a bit concerned that CPPS allows "Cash in lieu of required parking, " and "Payment in lieu of a matter otherwise required", what is to stop developers throwing cash around and undermining the overall plan of Midtown to be a livable area and instead turning it into a place where you can't park your car and there are minimal schools or parks?

I am very concerned about the extent of the proposed development. Many tall buildings where currently there is very little. How can Oakville possibly sustain such increases in population density, traffic etc. and remain 'livable'?

The TOC appears to include a grocery store. However, there was no indication on the plans of a location of the size of a traditional, full-line grocery store (i.e. 40,000 sf - 50,000 sf). This means that residents will most likely leave the site for their regularly shop. This will require a vehicle, contrary to the whole point of the TOC. Why is there no provision for a standard grocery store?

We want Oakville to make its own decisions we are not Pickering

What measures are proposed to prevent congestion on major thoroughfares like Trafalgar Road and Cross Avenue as the population grows?

How will the street network be optimized to facilitate efficient traffic movement during peak hours?

How will traffic not be adversely impacted?

What evidence is there that there is market appetite for such a large number of one bedroom apartments?

Has the shift to work from home not changed the market appetite for such a large number of one bedroom apartments by a train station?

Will most of these apartments not be purchased by foreign buyers and then turned into rentals?

What evidence is there that the limited green space is sufficient for such a large number of units?

How will children be protected from predators given location of schools proposed?

There appears to be limited parking so what evidence is there that such a large number of units can be sold to people without cars? Biking and walking are not easy options in the winter.

How is this different from "bonusing" that requires negotiating between Town & developer?

Why is the province allowing developers free rein to build whatever they like?

How high (how many stories) in residential or commercial towers are planned?

Why are you intent on destroying our once beautiful community?



Community Planning Permit System

What are questions that you have that still need to be answered?

Write your question on a *Post-It* note and leave it here, or scan the QR Code and submit your question online.

		<p style="font-size: small; color: purple;">These meetings are a fare development Run!</p>																		



Question 1

LAND USE IN MIDTOWN

On the online survey, the following information and question was provided:

The draft OPA includes policies regarding permitted and prohibited land uses, these are found in Section 20.4 of the OPA. These policies are in addition to policies in the Livable Oakville Plan in association with the relevant land use designations.

2. Are there any land uses that should be permitted or prohibited? If so, what are they and why?

Summary of Responses Received:

A total of 60 responses were provided to this question. Responses are summarized as follows:

Permitted Land Uses:

1. Mixed-Use Developments:

- Many respondents support mixed-use developments that integrate residential, retail, commercial, and recreational spaces. This could include shops, restaurants, fitness centers, and entertainment options to create a vibrant, walkable community.
- Respondents also expressed support for maintaining or expanding local retail that aligns with the income levels and needs of the community.

2. Low-Rise Residential and Family Housing:

- There is support for family-friendly housing options, such as townhouses or low-rise buildings, rather than high-rise towers.
- Housing should cater to a variety of needs, offering space for families and people of all ages.
- Housing developments should align with the community's character and involve attainable housing for a wide range of residents.

3. Sustainable, Green Building Practices:

- Respondents advocated for sustainable design that prioritizes energy efficiency, renewable energy, and environmentally friendly practices.
- Development should meet advanced green standards and reduce reliance on fossil fuels.

4. Community-Oriented Uses:

- Uses such as community centers, libraries, and recreational facilities were deemed beneficial for enhancing community life.

- Emphasis on green spaces and parks was strong, with a call for more parks and well-maintained, safe public areas for recreation and leisure.

Prohibited Land Uses:

1. High-Density, High-Rise Development:

- A majority of respondents oppose buildings taller than 12-20 stories, citing concerns about overcrowding, loss of local character, and traffic congestion.

2. Industrial and Hazardous Uses:

- Respondents noted that heavy industrial developments, prisons, and uses like garbage dumps and toxic waste facilities should be prohibited due to their potential negative impact on the environment and quality of life.

3. Office Buildings and Car-Oriented Uses:

- There was opposition to the inclusion of office buildings, with many believing that office space demand is declining, particularly post-COVID.
- Car dealerships, gas stations, and other car-centric facilities were also seen as inappropriate, with respondents advocating for less reliance on automobiles and a shift toward more pedestrian-friendly, transit-oriented developments.

4. Civic Uses and Unnecessary Public Investment:

- Some respondents argued that civic uses, such as relocating Town Hall to the area, should be prohibited to avoid unnecessary tax expenditures and disruptions to the community.

Additional Concerns:

- Respondents stressed the importance of addressing the traffic congestion and infrastructure needs that accompany increased development.
- Development should include plans for better roads, transportation options, and essential public services like healthcare and education.

All responses received regarding this question (unedited):

Responses:

All sorts of mixed-used and compact design should be allowed in the entire area. Shops, retail, housing, facilities, services, and more.

I thought all the examples of permitted uses were great!

All the ones that were already shown as examples should be permitted!!! Mix use development is what midtown and Oakville NEED more of

dense towers take away from the culture and uniqueness of what Oakville is. You are turning us into ghetto Mississauga

More emphasis on retail, restaurants, fitness, medical and entertainment.

Land-use restrictions should include density. The Town should fight to regain control from the Province over this matter.

Only if there is NO threat to environment, safety and OVERCROWDING.

THE 300 METER BUFFER AROUND THE RAILYARDS IS AN ARBITRARY DISTANCE - ONE AREA THAT DOES NOT MAKE SENSE IS NORTH OF THE QEW WHERE ROAD NOISE HAS TO BE GREATER THAN WHAT COMES FROM THE RAILYARDS. A STUDY WOULD BE IN ORDER TO DETERMINE WHERE THE MAJOR SWITCHING/NOISE GENERATION TAKES PLACE AND ADJUST THE BUFFER ZONE ACCORDINGLY.

Residential should not be considered in this already crowded area

Buildings should not be higher than 20 stories between Cross and North Service Road. The buildings along Cornwall should be maximum 3 stories in the first row (adjacent to Cornwall).

All the ultra high density land use

It makes sense to have a mix of residential and commercial and this should be supported by retail and green space for residents and the broader town population.

Please permit MORE GREEN SPACES!!!! These spaces need to be well thought out, maintained and be safe.

Do NOT PERMIT the height and number of buildings that are being suggested. Mr. Ford you should be ashamed of the secretive nature of this development as it involves "friends " of yours.

Yes too much intensification in one area. Better to diversify older Oakville neighbourhoods with single and multi family homes instead of mansions.

From the concept photos too much concrete., all car parking should be underground, leaving more green space for recreation, dog walking. Etc.

No factories, abattoirs

Buildings over 12 stories should be prohibited

More family dwellings, families can't live in one bedroom boxes

If I understand the question correctly, high density housing should be prohibited.

Parks and green space are important - the grid lock issue near go station should be resolved

No idea, but I think you should disperse people around Oakville, not put them all in 1 place

Any land close to Trafalgar or south of the Cross and South Service road. In driving through this area 4 times every weekday, I can tell you that any major increase in density will result in major traffic headaches. The train tracks simply make additional north/south arteries incredibly expensive as bridges and tunnels would need to be built.

Permitted: All to make a complete community.

Prohibited: gas fired generating plants, tall buildings, car oriented facilities (i.e. gas stations, parking garages, service centres, sales lots etc.).

A complete, HUMAN SCALE, people not car oriented community that reimagines what a high density suburb on a regional train line can look at. It will involve creative solutions that have worked all over the world. We need ATTAINABLE HOUSING, not just more housing, in real communities, for real people of all ages, backgrounds and abilities. We should work to make it sustainable, tax positive and not car centric. Cars are very important to the suburbs, but they come at a huge cost, let's make them less necessary.

Industrial, towers over 40 stories should be prohibited.

One of the main issues will be traffic. Need plenty of wide roadways.

Buildings higher than 20 stories should not be allowed.

You permit only the existing car dealership. No "new" dealership Could it be grandfathered ?
Other uses should be common sense ?

Liquor stores they can I as to more traffic and congestion

Only low rise, low density use of the land should be permitted. The current plan compromises the quality of life for existing residents. On a personal note, if we wanted to live in Mississauga we would have moved there.

Housing that is in the best interests of my town and not in Rob Forts and his pals, I want midtown devolved, it needs it, but not with 11 towers / with 30/60 floors, we can't handle that many people in such a small area

No high density

Industrial use should be prohibited, as well as any residential buildings that are beyond the density (and height) restrictions described in the Livable Oakville Plan.

Building heights must not exceed that required to achieve the minimum residents+jobs density. Anything more would inflict further damage to the character of our small town.

All building must meet the most advanced green standards, including having no reliance on fossil fuels. Climate action must be undertaken.

Vast numbers of apartment buildings over 20 storeys.

No hazardous waste.

Permitted should only be employment, residential and recreational. Civic uses should be prohibited since it's unnecessary and a complete waste of tax dollars to move Town Hall from its spacious lands.

That is a case by case issue.

Parks - yes

Community recreational facility - yes

Food shopping stores - most definitely

Important to maintain greenspace with additional density

Since it is likely that we'll lose the retail site presently occupied by Home Depot etc., how will any new development accommodate lost retail?

Retail must be geared to average community income in Oakville with a suitable range of goods and services offered. Our local "Ghost Mall", Hopedale/South Oakville, once had a wonderful range of retail. What a shame that neighbourhood focus has been lost!

Prohibit unreasonably high towers because they are more expensive, not environmentally friendly, and not necessary.

Currently there is too much parkland area, this is not necessary in this ultra urban setting.

No - livable Oakville plan covers it.

There are too many to list. In terms of this development, no building or structure including apartments should be higher than 12 stories. No structures should be built that do not fit with The Town of Oakville's vision for the future of Oakville, not the Province's. The Province should not be allowed to change the zoning by-laws to suit their own desires.

Houses, townhouses and apartment buildings should be constructed for residential living that include plenty of green space (of which there is a current lack even in Oakville as it is - there are so few places for kids to play or to walk dogs in a reasonably sized park - they continue to be filled in with developments like Brantwood school). Structures and communities should be built according to what sociologists know about human happiness and lifestyle satisfaction - this means high streets with shops and restaurants, walkability, small local schools and amenities. It means the ability to create human connection and live social and active lifestyles. By all studies, it does not include high rises and

tower living.

The development should not include office buildings or office blocks. Culturally these are becoming obsolete; in twenty years there will be exponentially less need for office buildings than there was twenty years ago; which is what these developers seem to be basing their designs upon (an outdated, paint by numbers approach to development). There is a plethora of unused office space downtown Toronto post covid and culturally the world has moved on to a hybrid approach whereby people's homes need to allow for more space for work-from-home, not smaller apartments for commute to office. Why these developers are proposing the inclusion of office space is indicative of lazy planning and backwards thinking.

Oakville can and should be at the forefront of intelligent development and design; this is not it. Do not let this land be used for high rises and glass and steel; an environmentally and culturally unfriendly environment.

No heavy industry, prisons.

Any increase in population should be supported with educational resources, road and medical infrastructure. This has not been addressed.

Light industry will cause even more traffic congestion

All of the space which will provide buildings in heights over moderate size such as the two other buildings in the area, i.e. the hotel. The density more than exceeds the space the plan suggests.

Such tall buildings do not go with the legacy and history of Oakville. We don't want to see the Square One area set up in Oakville. Too congested, no green spaces, not real proper retail areas.

More parkland, and community uses.

There should be no land use that discharges uncontrolled amounts of water or soil into Sixteen Mile Creek. There should be no land use within the floodplain of the creek. There should be no industrial land use, as this is not a good use of the area.

Not to have tall condos and not too many. To avoid further traffic congestion on Trafalgar & Speers/Cornwall. Especially during rush hours and go train.

Parkland should be a definite necessity. Prohibit industrial and commercial. Transitional zoned lands such as for churches are useful. Community centres and libraries are good.

Based on your drawings it is hard to imagine how all the land uses you refer to will be accommodated based on the 70 - 80 towers. So for example, how big will your dog lease free park be?

We need places for entertainment and shopping.

Commercial should be allowed but not residential as the traffic congestion is already an issue.

I see that auto dealerships are not permitted, but what if they are integrated at the ground floor of a building? E.g. in Yorkville Toronto there are dealerships at the base of the building. For 20.4.1(h)iii. a drug store is considered "commercial" but often doesn't have an active frontage. Sometimes even offices cover up their windows. Consider changing it to: "...active at-grade uses that animate the public realm, including: retail, recreation, entertainment, community services and facilities, and institutional uses".

I think that what should be permitted is obvious i.e. parks and green space and what should be prohibited is equally obvious i.e. garbage dumps, toxic waste. This was a really strange question.

Skyscrapers are not compatible with Oakville as a livable place.

Full-line grocery store.

Density is part of growth, I'm just objecting to the height of the planned development and the lack of mixed housing.

High-Density Residential Without Supporting Infrastructure. Traffic in Oakville has gone from wonderful to god awful, because you build so many buildings, and let so many people live here without expanding roads. This is a town, if you permit more people, you need roads to compensate and offset.

Any tower over 20 stories should be prohibited

One bedroom apartments should be prohibited

Increased parking should be included so that nearby streets are not overcome

The permission for POPS (Privately owned public spaces) should never be a replacement for PUBLIC parks. Examine the well-documented reasons why many urban planners don't recommend POPS. Inadequate & unclear access by public, private owners "changing their mind" and removing outdoor furniture, not replacing trees, adding gates etc. Nice in theory, but urge Town to purchase parkland or require developers to provide parkland (instead of "in lieu")

Anything that affects water runoff should be controlled.

Along the railroad corridor seems appropriate as long as towers aren't looming over the streets as is the case near Harbourfront. Leave existing park spaces alone!

Land use should not include towers to accommodate thousands of people in a relatively small area.
STOP BUILDING A CITY WITHIN A CITY!!!



Land Use in Midtown

Are there any land uses that should be permitted or prohibited? If so, what are they and why?

Write your proposed use on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.

Permitted use suggestions:	Prohibited use suggestions:
<p>More Community Gardens</p> <p>Co-working spaces</p> <p>Pop-up covered market</p>	
<p>Small cafes</p> <p>Produce stores</p> <p>Green pitch</p>	



Question 2

ACTIVE TRANSPORTATION

On the online survey, the following information and question was provided:

The draft Schedule L6 identifies future active transportation (i.e. walking and cycling) routes and connections via bridges and underpasses.

3. Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Summary of Responses Received:

A total of 57 responses were provided to this question.

Active Transportation Routes and Transit:

Common concerns regarding connections and routes for active transportation centred around the need to alleviate existing traffic challenges in the Midtown study area and to enhance connectivity to other areas of the Town from Midtown that are currently not accessible. Furthermore, respondents noted that safety and weather challenges must be addressed to ensure up-take of active transportation facilities.

Additional route suggestions were provided which would require more bridges/tunnels to connect over/under the QEW and the rail corridor, such as: connecting Eighth Line and Chartwell, and connecting Sixth Line and Lyons Lane (a better connection).

Respondents also suggested consideration of a Light Rail Transit (LRT) facility along Trafalgar Road.

Additional Comments:

In addition, many respondents believe infrastructure for cars, such as roads, tunnels, and bridges, is equally necessary to alleviate congestion alongside the provision of active transportation solutions. Furthermore, they suggested applying a ring-road transportation network within Midtown.

Despite the provision of new active transportation facilities, improved transit systems, and new streets, respondents expressed concern regarding the current congestion that is experienced in this area that is likely to be worse with added development in Midtown.

All responses received regarding this question (unedited):

Responses:

Active Transportation facilities should be prioritized and given easy access to key destinations like the GO station. Ramps and pathways that lead directly to Bike Parking and the platforms would work amazingly.

There is a lack of frequent transportation to and from large suburban areas

More frequent routes in and around midtown to allow for easier trips to and from the core! Also more safe and reliable cycling and pedestrian infrastructure

What measures can the town implement to improve pedestrian and cyclist safety when crossing the QEW from the north to Midtown? Additionally, how can the bus system be enhanced to provide more direct and timely access from the north to the lake and Old Town, bypassing long delays at the GO station?

LRT or subway is the only way to go. How can buses operate any better along Trafalgar given the congestion?

I think the development of Midtown could create a transportation nightmare. We already have serious traffic congestion. The Oakville GO station is the second busiest in the network and is used by people who live outside midtown. While we are developing Midtown, there will be even faster growth on the Trafalgar corridor, Oakville North, etc. In the short term people need to get to Midtown, get out of Midtown and get through Midtown by car. Walking and cycling is a valid long-term objective, but it is not a short/intermediate term solution.

Pedestrian Bridge across Trafalgar is necessary.

Frankly Oakville would expect to have so much traffic that it is inconceivable to see how any traffic solution would help. With the current proposal it is just not possible to accommodate all of this without major impact to the residents, businesses. The "liveability" of Oakville will be greatly diminished.

SAFETY CONSIDERATIONS ASIDE ACTIVE ROUTES SHOULD ALL BE UNDERPASSES TO REDUCE VERTICAL GRADES AND TO PROVIDE WEATHER PROTECTION. MISSING IS A ROUTE CONNECTING EIGHTH LINE TO THE SOUTH SERVICE ROAD. ROAD ACCESS CONNECTING EIGHTH LINE TO THE SOUTH SERVICE ROAD SHOULD ALSO BE INCORPORATED TO TAKE TRAFFIC OFF OF TRAFALGAR ROAD.

Significantly increased transportation avenues should be created before considering this plan

The road that will link Cross St (east of Trafalgar) to Iroquois Shore Road needs to be built sooner than planned. It may help with current Cross St congestion although may make things worse on Trafalgar. The extension of that road north should also happen ASAP as it provides the best chance of relieving congestion on Cross and Trafalgar.

Cycling does not happen in the winter. People do not use the buses. The town has downsized its buses and still I see empty ones.

I have not seen a plan that would allow traffic to function effectively through midtown. Existing traffic volumes already make it difficult to traverse the QEW at certain times of day. Active transit will be required to avoid this bottleneck creating gridlock.

Not if plan revisited.

A road connection between 8th line and the South service road. Anything to avoid Trafalgar Road. Traffic is congested now what it will be like after expanded development who knows!! May be a 2 tiered road system

Need more connections over the QEW to alleviate traffic bottle necks on Trafalgar. Connect Chartwell and 8th line and have 6th line go over QEW as well.

Throughout

intersections of Trafalgar at GO are already a nightmare

Safe movement of everyone is imperative. Separating pedestrians and traffic is a good idea

Since Trafalgar is already over-flowing at times, other bridges and underpasses would need to be built which should be completely paid for by any developers.

The road and transport grid provided seems very heavy handed. All roads are wide, car prioritized, and do not invite sustainable, active living for anyone.

I suggest a ring road for cars and trucks with inner streets that are human scale where cars are a guest. This will promote more walking and biking and less cars.

The connections north and south are truly important but very expensive or impossible to create. I suggest an LRT line started going up and down Trafalgar road. Even if it is only the preliminary work that makes a future line possible. The traffic study shows that none of the existing intersections work now, even with the low density existing. Adding more cars and lanes will not help, giving real options does

As a start, on Dorval and Neyagawa properly mark the existing active transit routes with signage and lanes, and a lane for walkers. If it were properly marked it could be more useful as a commuter way for cyclists, scooters, etc. Also, we need more east west active transit routes. Good start on Speers, and an active transit way on Rebecca and/or Lakeshore is needed. Obviously the active transit commuters are going to use and need the same routes as our automobile and transit commuters. After the above is complete then we can work on north south routes across Oakville. Many of the suburban areas north of the QEW have great and safe routes for families and recreational cyclists. It's only when we can have VIABLE options for active transit that we will reduce congestion.

The reworking of midtown is a great opportunity to be a hub for an active transit network.

Chartwell needs to go above or below the QEW. Kerr needs to be connected through the QEW. Cross needs to be widened.

How are people going to get south to Downtown on Trafalgar Road?

There should be walking paths all along 16 mile creek and Bronte creek.

Trafalgar and Cornwall was a major problem raised in 2014 traffic plan and has gotten worse as they anticipated. No relief has been budgeted in the current 10 year outlook to deal with added traffic relief from Midtown and there will be traffic chaos. So there are many suggested new routes but they are not in OPA

Building an underpass or overpass at Kerr St. R R crossing north of Cornwall

Redirect this unwanted and unnecessary expansion elsewhere.

Increase go service, buy back 407, more highway police patrol to curb bad drivers

Throughout the area, connecting seamlessly to routes to Oakville and Clarkson GO stations.

Another QEW entrance/exit.

To alleviate a massive change in traffic, active transportation needs to include the building of roadways with bridges or tunnels to cross the QEW at Chartwell Rd/Eighth Line and Lyons Lane/Sixth Line.

There should be a North/South bridge (or tunnel) connecting Chartwell Road and Eighth Line as a roadway with safe pedestrian and cycling routes.

There needs to be safe cycling lanes on Trafalgar Road going over the QEW overpass; this route is, and has always been unsafe for cyclists (ask anyone who cycles this route!).

There should be a North/South bridge (or tunnel) connecting Lyons Lane with Sixth Line as a roadway

with safe pedestrian and cycling routes (not just the pedestrian tunnel that exists now). Additional North/South roadways over/under the QEW especially Lyons Lane/Sixth Line will most certainly alleviate congestion away from Cross Ave/Trafalgar Road.

It's easier to have them in place rather than retrofitting. The question to answer is where are people going and how. It's not difficult to imagine.

Why is there a plan for transportation over or under Chartwell Rd. at Cornwall when earlier engineering studies indicated that was not possible, hence the new road link north where the OMHS is?

going south to Lakeshore to improve that route?

Ideally, the proposed development at the Oakville GO/VIA Station must be linked to nearby neighbourhoods with bike paths. Also, an LRT line must be built between the Uptown Core to the rail terminal on Cross Avenue via Sheridan College. It's about time Oakville started thinking and planning as a city of 300,000 plus residents in the future. We are a "city suburb" of Toronto... enough of the "small town", parochial thinking!

There are only 3 routes onto the QEW. Trafalgar will be a nightmare as will Ford due to the massive Costco warehouse being built. The new road should be built first, before the buildings.

There has to be direct connection to the GO train & Oakville buses & the road's need to accommodate the increased traffic; currently they are already jammed in rush hour.
- we have to accommodate cars & buses.

What's not really addressed in the at is the weather. AT is great spring, summer, fall, but winter is a huge problem unless these corridors are protected or covered. Cycling is mostly out on slushy roads and it's just too cold with the implied wind. What's the backup transportation mode?

1. Across QEW from W side of Midtown to Oakville Place. 2. Active route across creek to Kerr village - possibly using QEW bridge structure. 3. Across Trafalgar - bridge between Midtown sites. 4. From Midtown West side across Cornwall to Bronte creek. 5. Boardwalk path (raised on pilings and well lit) down Bronte Creek using islands in creek to downtown Oakville.

The Go system cannot support its current population so needs to be reworked and become efficient PRIOR to inundating it with tens of thousands of new travellers. The Go system should provide more trains at closer intervals (ten minutes like in most European cities) and at higher speeds.

There should be better access to North Oakville and the hospital. The majority of the population of Oakville lives north of the QEW; the GO Station would be better repositioned further north of its current location.

The road system is already congested due to North American city planning that based its communities around cars rather than walkability.

The proposed development falsely assumes that people will get rid of their cars in lieu of using public transportation, but this will never happen as long as the communities continue to be built around roads and train stations, rather than thoughtfully building new communities with a heart (high street, schools, hospitals, etc.); building shelters (high rises) is not building successful community. People will not stop driving just because there is train access.

need improved access from North Oakville to downtown Oakville

Sixth Line over the QEW from Lyons. This would alleviate pressure on Trafalgar Road for College Park residents.

Yes! People from all sides of midtown may want to venture there by foot or bike, and Midtown residents may want to leave Midtown and want to do things in the rest of Oakville some times.

Missing are safe connections to the South and West for active transportation. Consider adding a tunnel system under/ around the Cornwall and Trafalgar intersection, and a pedestrian bridge across the 16 to connect with the Kerr Village area. Also there needs to be a safe active route to get to downtown and the lake from Cornwall or Speers.

Yes we need infrastructure. It is up to our councillors and mayor to provide guidance with the resources from outside consulting firms.

It is not evident how current traffic congestion around Cross and Trafalgar and Cornwall is going to be alleviated. Will only become impossible.

Trafalgar Road, Cross Avenue, Cornwall and Speers Road to Kerr Street

You need to provide proper access from Allan Street to the area west of Sixteen Mile Creek, and proper access to the QEW from the area. Gridlock is not acceptable.

- Anything to do with go train traffic.

-

More GO Train service frequency, bicycle lanes, more roads and lanes for increased traffic.

Improvements to roads identified in #1

Please provide a realistic transportation based on current and the addition required to service the Midtown residences.

Not on Trafalgar, but on new road bridges to the east and west.

Very few people walk and cycle from the existing condos off Speers and Kerr. It is delusional to think this is how people transport themselves to work or shopping on a daily basis. Bike paths and walking paths look good on paper but will not be the main form of transport. Traffic is a very serious issue. High traffic makes it unsafe for all pedestrians. Trafalgar road had a pedestrian death where a female was walking on the sidewalk and got hit by a car that went up the curb.

a better cycling access from the trail behind Oakville Town Hall to Downtown Oakville

Every route and connections already identified in draft Schedule 6

Certainly not at the Trafalgar/Cornwall intersection which can already get quite busy.

Number of units should be reduced and size of unit increased and parking spaces increased so that likely use of GO train increases without causing local parking congestion.

Connectivity is the biggest issue and until there is better connectivity and safe SEPARATED bike lanes, you'll find that most people don't feel safe using bike lanes. Reduce usage of "sharrows" which are a confusing concept for a car centric society. Many urban planners say that it is actually safer to NOT use sharrows. Paint won't protect cyclists. (Brent Toderian, Vancouver B.C)

Active transportation is not going to happen anytime soon. Trafalgar Road is going to be a deathtrap.

1 lane High speed LRT from Oakville Go to corner of Trafalgar and Lower base line, from Trafalgar east to Ninth Line, west to Appleby. Might ease traffic in residential areas due to congestion and encourage use of public transit rather than cars

Too much money has already been spent on SOCIALIZED transportation in this community.

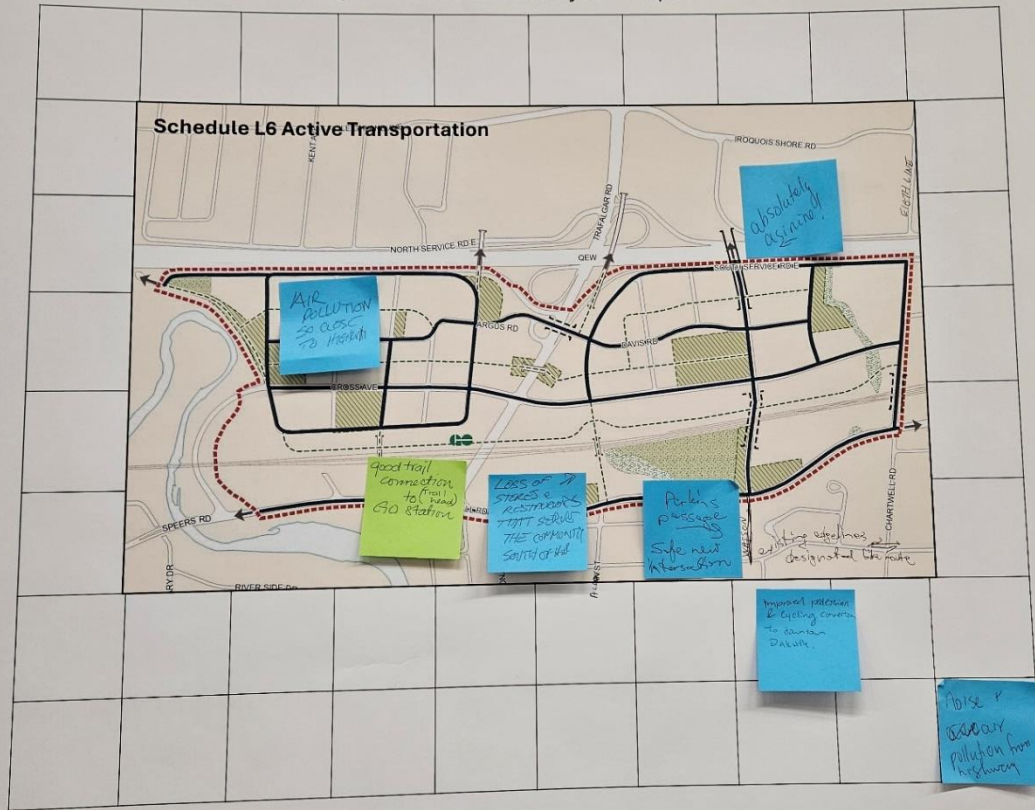
All we see is empty and under used buses.



Active Transportation

Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Mark-up the map below where you think more connections or routes are needed within Midtown to support an active lifestyle, and provide a brief explanation on a Post-It Note; or scan the QR Code and submit your response online.



Legend

- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- OFF-ROAD ACTIVE TRANSPORTATION CONNECTION
- CYCLING FACILITY WITHIN RIGHT-OF-WAY
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)

- FUTURE ACTIVE TRANSPORTATION BRIDGE*
- FUTURE BRIDGE*
- FUTURE UNDERPASS*
- POTENTIAL ACTIVE TRANSPORTATION CONNECTION
- MAJOR TRANSIT STATION

NOTE: WALKING FACILITIES TO BE PROVIDED ON BOTH SIDES OF ALL ROADWAYS

*THIS SCHEDULE DEPICTS THE PROPOSED FUTURE STREET NETWORK. FINAL ALIGNMENT SUBJECT TO FURTHER STUDY. REFER TO SCHEDULE L5 FOR MORE DETAIL.



Question 3

PUBLIC SERVICE FACILITIES

On the online survey, the following information and question was provided:

Public service facilities are lands, buildings and structures such as community centres, libraries, parks, fire stations and more where town programs and services are provided. These uses are permitted in most areas of Midtown.

4. For future public service facilities, are there other policy directions that should be provided, beyond what is stated in section 20.4.1 of the OPA? If so, what and why?

Summary of Responses Received:

A total of 44 responses were provided to this question.

Overall, the comments stress the need for proactive planning to ensure community services, infrastructure, and public spaces grow in tandem with development. Suggestions for policy enhancements include preparing community service and facility studies to identify what services are required to support proposed development, and inclusion of policy direction to provide green technologies into the design of public service facilities.

Respondents identified emergency and healthcare services, parks, schools and recreation centres as priorities for public service facilities in Midtown. There was also support for the integration of these services and facilities within development sites. Furthermore, it was suggested that consideration be given to hosting family-friendly events within Midtown.

Additional comments and questions were provided in relation to traffic, planning for cars, bikes and transit, and funding of these services.

All responses received regarding this question (unedited):

Responses:

Everything looks good! More housing will always be worth it though!

I think the current policies are really good already! Love the community gardens idea! More public services like libraries/community centers would be great as well

Community centres, libraries, parks etc. must be built as Midtown is developed,, and cannot be provided decades after people move in.

This question is difficult to respond to without the document in hand to refer back to without exiting the survey.

Building height should be restricted to 25 stories or less. The plan to mitigate traffic along corridors especially Trafalgar is not adequate as laid out in the proposal. Currently, even with Trafalgar expansion there is still traffic issues at the QEW and Trafalgar. North South traffic and Speers road is totally inadequate to handle the population projections. Are there any results from traffic studies. This land was never intended to house this many people. I believe the town should take a cautious approach and start with retrofitting certain buildings and slow population growth to make sure the

services, traffic and facilities and be maintained without undue stress on the residents and town. There is no consideration here for air pollution, light pollution and noise mitigation (other than current bylaws) which I can see will be in violations of current bylaws.

IT IS STATED IN GENERAL TERMS BUT WHERE IS THE DETAILED PLANS AS ADHOC DECISIONS MAY NOT RESULT IN THE BEST OUTCOMES? SCHOOLS SHOULD BE A CONSIDERATION - THERE IS TOO MUCH BUSING OF STUDENTS IN OAKVILLE. A DIFFICULT DECISION NEEDS TO BE MADE IN REGARD TO DISCONTINUING SEPARATE PUBLIC AND CATHOLIC SCHOOLS SYSTEMS!!!

A police station in Midtown is required and an EMS station in the area would be wise as well. There are car thefts and home invasions occurring in the area south east of the new midtown developments now. Added population could potentially increase that risk.

We need to make sure the development has it's own services that allow walkable living and keep people out of cars. This includes schools, public services, healthcare, restaurants and grocery, whether or not 'integrated' with a development.

Clearly the province and developers believe families will not be living in these small condominiums. They are sorely mistaken. Therefore, recreational development, green spaces, daycare and school facilities should be considered.

Senior Centre integrated within walking distance.

A second hospital as Oakville's one hospital as the present one already struggles to accommodate the existing number of residents.

Anything to enhance Oakville's children to enjoy the areas. Family events are always an integral part of Oakville. We love Oakville should be supported !

We need police stations in SE Oakville, or at a minimum, south of the QEW.

And while you are at it, put one right in that area, since there will most definitely be increases in crime

You ask the wrong question the TOC area and Metrolinx properties will not offer any public service facilities

So they will be on other property whose owners will realize they are getting "stuck" with these obligations.

More bike lanes, better bus and go service,

Defer to the Town's assessments of what is needed at the appropriate time.

Include a full library branch (this, or at Sixteen Mile Arena, is actually where the Central Branch should be located not in the ridiculous old post office downtown).

Include a full recreation centre with ice pads, swimming, gym, program rooms, seniors centre, etc. with large outdoor area and fields.

Sidewalks and green strips between buildings should not be considered in the calculations. There needs to be a real park with room for outdoor activities such as a dog park, playground, splashpad, room to kick a ball and have a picnic., . These are apartment dwellers and need common outdoor space to have a livable neighbourhood.

I assume that families with children will be accommodated in any new development. Young people in particular require open space and a major recreation centre since they will likely be living 40 plus floors up a high rise building. If these components are not seriously examined and acted upon, expect delinquency in the area to increase.

You should provide a synopsis to the section quoted and not make us look it up to answer this question.

Don't turn the area into total gridlock; you MUST accommodate cars!

A lot of people in a small space: need library, large community centre (gym, swimming pool, courts). Ideally move Oakville Performing arts centre to Midtown as a venue accessible by transit - and use

revenue to do this from sale of downtown site for high end retail and condos. Make it a place people want to be.

The town should consider the need for a hospital or other meaningful triage centre with the proposed population of Midtown. It should consider the need for walkable schools (NOT big box schools which have also been proven to be so detrimental to children, their learning and their social development). The town should consider the evolution of Speers Road as the more organic locations for creating another high street type environment with shops, restaurants and as the next livable community area with higher density. The town should consider the actual nature of the town itself and where this likely population and development growth would naturally occur, rather letting people who know nothing of the town or its essence pick a point on a map based on nothing but theory and cost convenience. The town should be looking to Speers Road and to North of the QEW up Trafalgar for the way the traffic will eventually flow.

If the TOC gets approved then the build will be for warehousing short term residents who commute downtown. They won't need public service facilities.

Community centres, libraries will be under utilized. A family community is not planned. Most of the people living / renting there will be transients with little interest in the community and supporting it.

Stop turning Oakville into a mini Mississauga

There is nothing about providing for the safety of people in these facilities. What about security? What about preventing homeless people from taking over the places?

Better roads and intersection planning. All public service facilities listed.

With different developers and land owners, who is financing the public service facilities?

These uses should be integrated into skyscrapers and not off to the side.

has a community services and facilities study been done to identify what type of services would be needed here? should that be a requirement in the OPA for development over a certain scale?

Cannot think of anything beyond making sure that they are considering all current and future technologies in the design and build of public service facilities. Make it smart, green, and draw on other cities successes and failures.

I don' have the expertise to respond.

While Section 20.4.1 of the OPA provides a solid foundation for public service facilities in Midtown Oakville, several additional policy directions could strengthen the approach to ensuring these facilities meet the needs of a growing community:

Proactive Capacity Planning:

Policy Direction: Require an assessment of current and projected population demographics to ensure public service facilities are scaled appropriately for future growth. Why: To prevent overcapacity issues and ensure facilities remain accessible and effective as the area grows.

Not sure what this means. Local public services as noted in the questions should be provided. As I understand it the community centre will not include a baseball diamond or soccer field. Both should be included

Not sure what you are referring to. You should have explained or paraphrased within your question!

Yes, but once Distrikt builds its monster towers, what land will be left for any of these?

The density of buildings to accommodate population growth must be paired with public walking/ green spaces in higher proportions than is currently legislated. Not everyone can afford to use recreational services so green spaces are more important than ever.

TAXPAYERS are tired of subsidizing the MAYORS vanity projects.

Time to take a breather and give taxpayers... people who WORK, a break,



ACTIVE FRONTAGES

On the online survey, the following information and question was provided:

Midtown Oakville is envisioned to be a highly walkable community. OPA policies include specific directions to ensure that certain public streets, as shown on Figure E1, are highly activated through the provision of commercial and institutional uses at-grade and comfortable walking conditions through building and site design.

5. Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, what are they and why?

Summary of Responses Received:

A total of 42 responses were provided to this question.

Several responses directly related to this question, with some suggesting all streets be identified for active frontage, especially those around the GO station.

Several comments noted that Oakville tends to be car-oriented and had difficulty accepting the Midtown walkable community aspiration. In that regard, responders suggested that consideration be given to where and how parking of vehicles will be accommodated.

Finally, responders high-lighted the need to create safe streets and noted that a variety of uses are required to promote active frontages such as: food stores, restaurants, pharmacies, pet stores, daycare, medical services, places of worship, etc.

Others commented that residential uses could be considered to contribute to active frontage as well as non-residential uses.

All responses received regarding this question (unedited):

Responses:

Frontages and mixed-use zoning should be allowed in the entire area to allow for better access to services, retail, and other destinations.

I think there are routes to the vast majority of active frontages (uptown core, upper middle, etc.), but the frequency is challenging because a 10 minute car ride takes an hour on the bus (with connections)

Midtown should be developed so that vibrant and diverse neighbourhoods can emerge. This requires affordable at grade space for retail, restaurants etc.

The focus on Cross as a main road is good. It needs to be wide enough for a huge volume of traffic and delivery trucks.

Again is there a traffic and safety analysis on increased commercial frontage? How is street parking provided. I have seen there unfettered commercial growth has increased traffic issues, parking issues and safety problems for residents. Look at crime rates in and around major traffic hubs, train stations and major highway proximity. CRIME will increase significantly. Is the town prepared to accept this?

AN UNDERGROUND NETWORK OF WALKWAYS CONNECTING BUILDINGS TO THE TRANSIT HUB SIMILAR TO WHAT EXISTS IN TORONTO SEEMS MORE IMPORTANT TO ME.

The commercial plaza (Whole Foods, LCBO etc.) currently cause traffic chaos because it adds to the congestion on Cornwall and Trafalgar. The new road planned for 4041 needs to be moved forward by at least 10 years to deal with traffic that will come with such a huge influx of residential owners/renters.

There should be pedestrian zones that animate the area but do not cause gridlock with parking. Planners need to consider parking for those people visiting the area. Suggest that Trafalgar is not an active frontage and could be separated from the development to allow clear north/south movement of traffic.

Within the residential units there should be commercial units to buy food and commodities like a village with dry cleaners, newspaper corner stores, restaurants, laundromats, pet clinic. Doctors clinics, physio clinics, foot clinics, etc. police, social workers,

All over

as many as possible, so that the people don't need to leave that area, especially if they don't have a car

All frontages should be active. This should have include homes on some streets, town homes or low rise apartments for example. An active street needs many things to make it work, one is many doors on and off it.

Smaller scale development blocks would help intensify the street experience and bring down cost, open up development to smaller local builders, and provide the much needed missing middle homes and shops, facilities required in a complete community.

Look at any neighbourhood in Oakville where the average person is more than a 10 minute walk away from groceries, drug store, hairdressers, etc. This probable describes all of Oakville. The former Hopedale mall could be a candidate for active frontages, Pinegrove mall, Brontë at Lakeshore to name a few

40% of routes should have
Commercial uses at grade.

I don't think any connections are planned around Cornwall and Trafalgar at all
I don't see anything concrete over 16 Mile Creek or to walk south on Trafalgar either

Again, defer to the Town's expertise at the appropriate time.

Churches, medical, food, restaurants, pet, police, fire, paramedics

Oakville residents may walk but Oakville is, and will remain, a car community and, as much as you and the developers want to ram this terrible development through, you will not change what people do when you are a suburban or exurban community. Do not build to the street like you have at Trafalgar/Cross, Church/Dunn, etc. These proposed oversized buildings will cast long shadows depriving people of light.

Yes. Grocery store, restaurants, take out, pharmacy etc... all the stores that are needed by the residents. No one wants to live where you can't easily access these services.

Food stores south of the tracks on Cornwall Rd. where First Capital will be replacing Whole Foods and Longo's for unsellable overpriced small condos

Close to the GO station, for shops and other vendors, not offices

Commercial uses must be integrated in the structures. Such commercial outlets need to be accessible by automobile as well as by pedestrians and bicycles. Instead of our local politicians visiting and using the Mississauga Square One and Vaughan Metropolitan Centre developments as models for Oakville, why not dispatch them plus planning staff to Europe to examine how cities should be built. They are miles ahead of us!

Show a link to figure E 1 so I can answer.

Around the station area primarily.

Speers Road, Trafalgar Road north of Oakville Place and the Town Hall, closer to Sheridan College where accommodation is actually in high demand in need. Oakville Place itself (should this not be the site of development?!).

Everywhere close to the Home Depot area should have commercial use. It is already a commercial area or destination hub for shopping. So keep the same theme.

Public safety is paramount. Ensure there is sufficient security in these areas.

Public Safety and accessibility are essential. This is an unclear question, please contact the writer. What does 'highly activated' mean ?

They should be everywhere.

Major grocery store should be included

Why doesn't Cross Ave have active frontage?

Don't have an opinion

If you think people walk in Oakville, you clearly do not live here. Go out and see the traffic for yourselves. Stop building a field of dreams where you think people walk in our climate and our garbage transit.

Unlikely this will turn out to be a highly walkable area. Towers proposed are too big creating canyons with limited sunlight. From my experience in London England and NYC, people will leave the area to go to walk elsewhere except they will not have enough space for their cars so they won't actually buy into these towers.

Providing food and services for the community is important. Even more important is to make them accessible to local residents, so that theoretically anyone could walk/bike to what they regularly need. Food, pharmacy, pet store, daycare, corner convenience stores, dentist, doctor, hardware stores, fruit market. The spaces should be built to suit these purposes. There are only so many nail spas that any neighbourhood can support. Provide affordable rental units, so that the spaces don't sit empty.

Please - we live in Canada, where there is snow 5-6 months per year.

I must say, examining E1, it's hard for someone without planning knowledge to indicate what is best. The lots north of Davis (facing the QEW and east of Trafalgar) seem appropriate. Traffic on Cornwall will increase dramatically.

Sure. More stores.

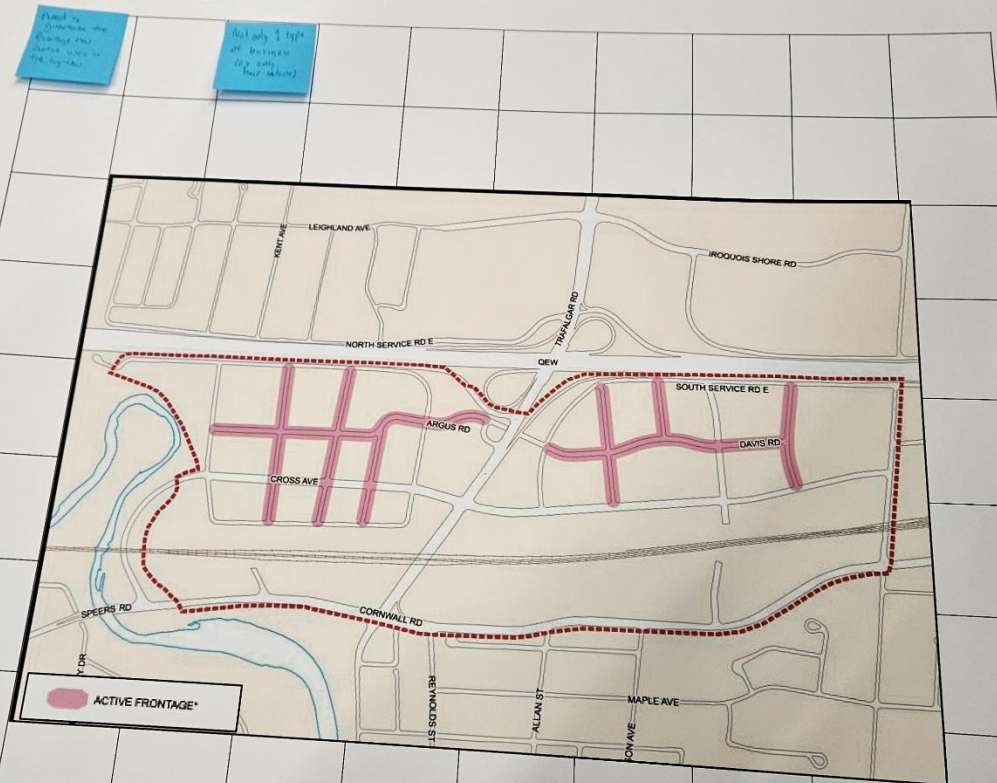
Thieves need more places to rob.



Active Frontages

Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, where and why?

Mark-up the map below where you think active frontages are needed within Midtown to support economic development, social interactions, and walking in Midtown, and provide a brief explanation on a *Post-It Note*; or scan the QR Code and submit your response online.



Handwritten note: "Handwritten note on a sticky paper, partially legible, possibly mentioning 'Active Frontage' and 'Commercial'." (Note: This is a transcription of the handwritten note's content based on the image.)

Handwritten note: "Handwritten note on a sticky paper, partially legible, possibly mentioning 'Active Frontage' and 'Commercial'." (Note: This is a transcription of the handwritten note's content based on the image.)



HOUSING

On the online survey, the following information and question was provided:

Residential uses are permitted in most areas of Midtown, in buildings five storeys or taller. They can be in the form of apartments and townhouses or stacked townhouses in the podium of buildings.

6. For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Summary of Responses Received:

A total of 54 responses were provided to this question.

Common themes regarding housing centred around the need for wide range of housing types, with high-priority given to the provision of affordable housing and larger-sized units to accommodate families. There are also concerns regarding height and density permissions; based on the responses received, most are not in favour of high- density developments and prefer medium density housing, with lower height buildings that do not exceed 20-storeys. Meanwhile some comments suggested that tall buildings in Midtown address a need that is not yet fulfilled in Oakville.

All responses received regarding this question (unedited):

Responses:

Housing needs to be a core priority. Midtown is a good first step but we should really think about applying some of these zoning changes to the area around midtown as well as alongside Trafalgar.

Affordable housing options for families of all sizes is most important for me! Young people can't afford to move to Oakville

I think affordable housing for all types of family units is a must MUST

I think housing types for big families, retired folks, single people, students, or new couples would be incredible

Affordable housing should be a priority.

people do not want condos. They want freehold towns, semis or detached. You are not building what people want

Affordable housing needs to be addressed.

The biggest issue for the Town is the insertion of the province into matters. The Mayor and every councillor should be advocates for this.

There is little mention on Noise and none on light pollution 9 (improper or extraneous use of lighting) . What about impact to plant life.

Air pollution levels? Recall the Gas plant was cancelled due to potential air quality impact. Air quality is already compromised in and around Oakville. What about impact on Senior and those with

disabilities. Will this plan address how they will be impacted and what to do? The universal accessibility act is not what I consider adequate for this proposal.

Future housing in Midtown Oakville should be reconsidered all together

The unbelievable density being proposed is scary! I believe power should be transferred from the Developers to Town staff who are elected and have almost always done what is best for residents and the Town.

Less height and density and adequate parking places in new buildings.

Policy direction should limit density and population growth to that mandated by the Province. We do not need to destroy our community by over developing for the benefit of the current landowners.

Where do I begin?

- lower heights of buildings, by a great margin.
- lower density. High density leads to higher crime rates.
- more green space
- public input that is taken seriously

Limit the height of buildings. Not 30 stories, too tall and become ghettos, make sure there is a seniors centre and a hotel that visitors can stay at., a seniors residence (not private) so that seniors aging out can still stay near to family and friends.

Low rise townhomes and apartments

No encampments should be permitted in the area.

No other policy directions to suggest.

Reduced heights

Smaller lots

Smaller roads

Varied housing made possible

A clear master plan to provide the right high density, 400 ppha.

No buildings higher than 20 stories. Even the ugly buildings being built by Caivan on north Bronte and Trafalgar are not 30 stories high. Suitable green space for any new areas built. Underground parking to service all residential and commercial tenants. Above all keep Oakville liveable. Glen Abby is a good example of a good liveable community. Why can we have more density of this type?

There is zero affordable housing .Ratios for larger multi bedroom units are low

I also believe 50% availability of parking space will backfire into wars with Metrolinx and other commercial parking providers in Mid Town

Slower growth and study progress and adapt

What determines if housing is "affordable"?

The wording is very vague and non committal, with many bullet points prefixed by "should".

Developers seem to be able to build whatever they want, as long as the provide "community benefits" and / or \$\$\$

The minimum required density [of 200 residents+jobs per hectare] must not be exceeded in the final design. Like most people I know, I do not want the fewest and lowest allowable high-rise buildings. The impact of proposed redevelopment of the Metrolinx lands, to the immediate west of Midtown, must considered in combination with the Midtown redevelopment. Surely the combined redevelopment must be considered as a whole, because it will impose such a dramatic change to the neighbourhood.

Balance above all.

Build missing middle / low rise housing that's under 6 stories. Massive, tall buildings are undesirable according to most studies on residential use.

Accessibility considerations.

More affordable housing and lower building high rises

Provision of sufficient green space, parks and play areas

Perhaps this has already been answered in the report. Would any future development be built essentially as a self contained community? Is there thought being given to how such a massive development could fit in with the surrounding neighbourhoods in South Central Oakville in a manner which does not overwhelm the social and environment characteristics of what is presently mainly a single home community?

What's the point, we recommend, you ignore.

Don't worry about housing, if people want to live there they will. Do not go overboard on social housing.

Minimum number of affordable units per building? Minimum number of multi- bedroom units or size of units so families can grow within the community?

Need an overall FSI for all of Midtown with stated density that cannot be exceeded - so if one area is high density, another area must be less dense (dealing with TOC).

No building should be higher than 12 stories. A minimum of 30% of the land in any proposed development should be green space. 10% of that land should be untouchable natural environmental haven for wildlife. Amenities like independent shops and restaurants should be stationed in central hubs (not strip malls, as high streets) at intervals that accommodate every 10,000 people so that they are walkable. People should be able to walk to get essential food items and clothing items. Many streets should be pedestrianized. Developers should consider the elderly and people with babies (strollers), small children and dogs.

Policy should be human-centric, not developer-centric.

The policy direction should be that The Town of Oakville is responsible for how the need to address additional housing is executed, NOT THE PROVINCE.

Development should tie in to the natural, organic development of a place. It should not be determined by outside forces who do not understand the best, most inherently sensible way for a town to develop to continue its success.

The policy should be that The Town of Oakville has the power and authority to determine its own future and fulfill the need for population growth in a manner and location that makes sense for the overall organic growth of the town. The Policy should be that the Province only has the power to tell a town that it needs to fulfill a certain need - only the town itself should be able to determine how that mandate is implemented. The Province should not have jurisdiction over the details of growth and development of the municipalities.

I realize the condo market is challenged, and investors prefer small units. Somehow there needs to be encouragement for a higher ratio of multi bedroom units. And not tiny 3 bedrooms, encourage decent square footage.

Stop over populating without adequate resources.

More purpose built rental units for people who use public transit, not their own vehicle

Start over. Scrap what you have as it undermines Oakville.

Don't put 50-storey condos in this area. Put a limit on height. 10 Storeys maximum.

- must be lower condo heights

- fewer condos per acreage

- condos need to be larger in size to accommodate families
- very low percentage of small square footage/studio/1 bedroom

1. Curtail rentals by foreign ownership where the owner does not care about maintenance and maintaining beauty of the property, including weed and grass cutting, stream maintenance and upkeep.

Policy directives should limit residence and employment to what is mandated by the province. Anything over this is counter to the 'liveable' description of Oakville.

We need more density and skyscrapers for all the people coming to Oakville. 20 stories isn't enough, more buildings like District is proposing so midtown is different and unique.

The midtown area has never had major sources of residences. The population is growing exponentially in Oakville. Why would such a small land mass be chosen to house so many people, when back in the 70's it was commercial zoning. To make it residential in this day in age with so many cars on the road is ludicrous. North Oakville has lots of land to increase Oakville's population. The beauty and charm of Oakville is being destroyed with this project.

add that if a development is proposing 3 or more buildings on a development block/site, at least one should be a midrise. The 3 tower+ proposals are very unappealing.

Disappointed that the whole area has a minimum 5 storey limit, so there will be no 3 storey townhomes for example to give families an outside space for children to play. The only place children will be able to play is if families go to a park. I don't think this sets Midtown up to have long term residents who will stay and build community.

Not sure

Previously answered

While the draft OPA provides a strong framework for housing development in Midtown Oakville, additional policy directions could help ensure sustainable growth, address population concerns, and maintain a balanced community. Below are some recommendations:

Infrastructure Alignment with Residential Growth

Policy Direction: Require detailed assessments to align new residential developments with infrastructure improvements, such as roads, public transit, water systems, and schools. Why: To prevent overburdening existing infrastructure and ensure residents have access to adequate services and facilities as the population grows.

Buildings should not be greater than 20 stories in height. Parking should be always included. Green space should always be included.

There is very little reference to urgent action to mitigate climate change. Where are the Green Building Standards that will ensure that buildings built will conform to the highest standards to battle high energy usage. Green Infrastructure or NATURE-BASED solutions should be a requirement. AFFORDABLE and subsidized housing is a must! Get acting on it please. Arresting the unhoused is NOT a solution. Please prioritize green over gray- conveying water in underground pipes is not a sustainable solution, especially with more extreme storm events.

Housing must be family-oriented and affordable. It will be neither.

No higher than 20 stories, as L4 suggests. That said.. make the developers reduce overall units to give more green space

Just ask Rob Burton what he wants.

He does not want to know what the residents of Oakville prefer.

Mr. Nondisclosure.

For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Write your proposed policy directions on a *Post-It* note and leave it here, or scan the QR Code and submit your response online.

Every apartment parking spot must have a spot for an EV charging station			Green Livable	How is "affordable" defined?	Don't clutter 60 story towers
	less density				
Permit as of right min of 10% really more		Ensure affordable + deeply affordable housing	more green space	people need parks + meeting space please parks on street corners	Who will live in Midtown? The demographics will determine the impact on transportation
EV charging required		more affordable housing		Need Supportive Housing options - Partnerships	Risk-let all high end Expensive High End Technological Expensive have what affordable
	Include non-profit partners			We need family housing - not small condos	Build units which can support a family of 4 or more
		Ensure no barriers to housing forms i.e. - separate, shared, coop		and we need family amenities - town hall, larger units	We need affordable housing
					more 2+3 Bedroom units for families



Question 6

**Let's
Talk...**

What is the planned range of housing in Midtown Oakville?

Midtown is planned to accommodate a wide range of households, including singles, couples, and families, of various ages, stages of life, and incomes.

Draft Policies address...

- **Housing Form** (Section 20.4.1 (f) and Schedule L4)
 - apartment units within buildings 5 storeys or greater,
 - townhouse and stacked townhouse units that are within the podium of a mid-rise (up to 12storeys) or tall buildings.
- **Housing Tenure** (Policy 20.4.1 (f) i.)
 - ownership
 - rental
 - co-operative/not for profit
 - non-market housing, including emergency, transitional, supportive, special needs, and affordable housing.
- **Housing Unit Variation** (Policy 20.4.1 (f) iii.)
 - a minimum of 35% units provide two or more bedroom within buildings geared to *special needs* housing
- **Affordable Housing Incentives** (Policy 28.16)
 - Policy 28.16 Community Improvement Plan (CIP) is updated to explicitly permit the use of CIP for affordable housing.
- **Affordable Housing Required** (Policy 20.4.1 (f) ii.)
 - Requirement to provide affordable housing to be mandated following completion of the Town of Oakville Housing Needs Assessment, adoption of Inclusionary Zoning and associated by-law.

And, there is more to come...

Town of Oakville **Housing Strategy** identifies 70+ actions to undertake to achieve housing targets.



Per recommendations of the White Paper, the Town is undertaking:

- **A Housing Needs Assessment**
- **Inclusionary Zoning** enabling official plan policies
- **A community improvement plan** to incentivize the provision of affordable housing.

For more information, please see: Oakville.ca



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URBAN DESIGN AND BUILT FORM

On the online survey, the following information and question was provided:

Policies are provided in relation to the design and form of buildings and their surroundings, including public streets, trails and parkland, in sections 20.5.1 and 20.5.2 of the OPA. These policies work together with related Livable Oakville Plan policies to create attractive, livable community.

7. Are there urban design and built form directions that should be provided? If so, what are they and why?

Summary of Responses Received:

A total of 46 responses were provided to this question.

A common theme among responses is to promote green space amenities and sustainable design elements, including the provision of active transportation facilities, and encourage a more walkable community to reduce car dependency.

Specific urban design considerations include building separation at grade, setbacks from streets, 4-6 storey podiums, use of angular plane where development is abutting low-rise residential development, and providing context appropriate development that embraces modern sustainability principles and reflects that character and history of Oakville .

Differing comments were made regarding the provision of a common palette versus one that is varied in terms of building style and façade treatment.

Many responses are not in favour of higher density development, and prefer medium density development that includes townhouses and low-rise buildings, to preserve Oakville's character.

All responses received regarding this question (unedited):

Responses:

Pedestrian, bicycle, and Transit focus on all parts of Midtown. Especially on busy streets. This will allow for Midtown to be a welcoming and accessible area that also moves people efficiently and allows for all modes of travel.

Like I said previously, safe, frequent and reliable transit, bike infrastructure, and pedestrian infrastructure is a good way to make midtown for the environment and better for PEOPLE not cars

How can the town ensure that new buildings are designed sustainably, incorporating features such as green roofs, LEED-certified elements, native landscaping, and space for community gardens or foodscaping, while also maintaining aesthetic appeal?"

Keep the current OP building height, limit of 20 stories, and allow a new zoning system to increase building height to 35, maybe 40 stories, but no more.

A town as special as Oakville should be a world leader in environmental design , green technologies and the use of wood in buildings.

Row housing with consistent design and "look" would be preferred vs uncontrolled building esthetics. If this is not done Midtown could become hideous.

IN THEORY WHAT IS STATED SOUNDS GOOD - IT IS THE DETAIL AND HOW IT IS ACHIEVED THAT WILL MAKE THE DIFFERENCE.

I believe the Town should have control over Urban design overall but, at minimum, over the development that will front onto Cornwall between Trafalgar and Chartwell. The area to the south has heritage homes (and some very strict rules that apply to them). Consideration should be given to insure the development is in keeping with the Town's urban planning for the area. For developers to have the final say on Urban Planning details is madness.

How about Land Lease properties, to reduce cash outlay for purchaser.

We should look to successful precedent. The development needs to provide sufficient density, be of mixed heights and be sympathetic to the community. We should ensure that we do block the centre of our town preventing movement North and South. We should develop something to be proud of in the future, not something we look back at with regret.

Oakville has a variety of building styles. Don't build a lot of the same look in one area.

Not too much glass, concern of over heating in the summer. Space between the buildings so your not looking in someone else's apartment

Yes. Directions that preserve the special characteristics of Oakville, not a bunch of ugly towers

Tall glass towers are uninviting and detract from the character of both Mid-Town and South Oakville. If something more creative can't be envisioned or built, the towers should be as far away from the other residential communities as possible.

Yes. The promotion of smaller, efficient missing middle type buildings. Many other jurisdictions have done this. It does not need to be reinvented.

Every structure should be subject to Green Building standards. A little shorter pain for significant long term cost savings. This will be for upcoming generations

There needs to be proper setbacks from roads. Not like the garbage built on Highway 25

Once again no buildings higher than 20 stories. Why can't you build a community in mid town that is like a Whistler/Blackcomb village. Make it interesting not like downtown Toronto or Mississauga.

District has small POPs and no other publicly available areas or green space
Unless they agree why would others agree to trails or parkland?

Let's build in more ruler area and stop building in already high density areas

The term "attractive" is very subjective and if it means anything like the abomination sub division being stood up north east Trafalgar and Dundas, it is a big mistake.

We should have no more than the fewest and lowest allowable high-rise buildings; otherwise the character of our town will be further destroyed. And, to take responsible climate action, all buildings should meet the most advanced green standards, including having no reliance on fossil fuels.

Increase the amount of parkland -- far too little for the number of new residents. Parks are essential, as the pandemic showed so clearly.

Provide lots of green space and parks. Build a community not a cold, ratty sky high conglomeration of buildings that will ruin our Oakville community and pollute our skyline with ugliness and unnecessary light.

A big park, stores, schools, spaces for people outside of their apartments.

To allow sufficient light during the day for optimal health

The density of the proposed Midtown development would be quite overwhelming with relation to the current recreational, transportation and service requirements of the South Central Oakville neighbourhoods. More attention must be given to medium density development. Super tall residential buildings do not lend themselves to healthy social interaction between the residents in the towers and the local low density community.

The residents have proposed many, you just ignore.

20 storey limit plus bonusing is good approach. Focus on small urban green areas and squares. Focus on provision of space for schools and combined park / school recreation - playing fields on parks. Schools can be in multi-level podium bases but looking onto greenery and play areas.

These are two phenomenal, cutting edge, forward thinking urban design groups that would fulfill the need and put Oakville at the forefront of culture, design and community development:

KING WEST DEVELOPMENT, TORONTO: <https://kingtoronto.com/>

HEATHERWICK STUDIOS, LONDON: <https://heatherwick.com/projects/buildings/>

Others doing amazing, cutting edge work and showing genuine care for humans and communities (not developers) include:

POUNDBURY, ENGLAND: <https://poundbury.co.uk/>

"The development is built to a high-density urban pattern, intent on creating an integrated community of shops, businesses, and private and social housing. The development around people rather than the car and aim to provide a high-quality environment. To avoid constant construction, utilities are buried in common utility ducts under the town." (Wikipedia)

HAMBURG, GERMANY: The Guardian - https://www.theguardian.com/environment/2024/oct/24/hamburg-green-space-contract-agreement-wildlife-biodiversity?CMP=Share_iOSApp_Other

"Stitched together by a series of green axes and rings, nature reserves make up more of the state of Hamburg than any of the other federal states in Germany – nearly 10%. “We call it Hamburg’s green network,” says Barbara Engelschall of the city’s environment authority...The authorities signed an agreement with the citizen’s initiative to protect 30% of Hamburg’s land area – 10% as untouchable nature reserves and 20% with a looser conservation status – and ensure the share of public green space in the city rises over time. The city also agreed to increase the biotope value, an index it uses to measure the quality of nature. "

Somehow access to the 16 mile creek natural area should be provided, perhaps a trail from the Speers bridge following the creek and linking to the Dorval and North Service road area. This would be a great feature, enhancing the livability for residents.

Alternatives to massive towers were presented at the Town Hall some months ago which envisaged less density and much lower building heights. Seems those suggestions have been ignored.

Should blend into the area similar to other buildings already there, not glass covered facades which kill birds and not ugly black and white stacks like those at the uptown core transit terminal.

Yes, I’m suggesting the below points:

4 to 6 storey podiums shall be required with minimum 3 meters tower step back from podium edge.
Height of buildings should vary with shortest tower facing public roads.
45 degree angular plane study shall be required when abutting or facing low-rise residential.
Green buffers shall be introduced to separate public realm from private.

I'm not a planner. I'm concerned with safety and gridlock.

1. Don't build higher than 15 stories. Don't block sunlight
2. Build attractive buildings not institutional, jail like structures with bland colours and textures. Make it bright and fun for neighbours and occupants to enjoy and be proud of. How will the public be allowed to participate in exterior design processes?
2. What is the proportion of trail lengths to occupants? i.e. ratio of Total # of people /trail lengths in metres.

We should look to successful developments. We should build low to mid-height with a mix in the accommodation provided from town-homes to 2-4 bedroom condos.

Vancouver has great skyscrapers - we need more of those, not this Copenhagen stuff people talk about.

Who would go to a park in that area? Oakville has beautiful land North of Dundas. This would be a concrete jungle with a pretend park that nobody would use. Trails? Along where? Running along the railway tracks? There's no nature around there.

variety of built form should be encouraged. for a distinct skyline, also encourage shaping/tilting the tower - this helps with wind mitigation as well.

No hyper-density is all I can say.

Can't respond

Contextual Design to Reflect Community Character

Policy Direction: Require new buildings to incorporate design elements that reflect the architectural character and history of Oakville while embracing modern sustainability principles. Why: Maintains a sense of place and identity, ensuring Midtown feels connected to the broader Oakville community.

Oakville should have complete control on the type of buildings and design not the Province which does not understand the nature of the area

Mid- rise density is a much more HUMANE way to provide housing that supports happy healthy residents. SUPER intensification is not an answer- we need to get it right. Trees, greenspace, places to meet and socialize. WE have an obligation to provide these to future residents. LOTS of info to guide these visions: Paris for example...be innovative and future-thinking. Car-centric communities are destined to fail.

No opinion

See former

No one wants this project as is planned.

These plans DESTROY OAKVILLE!!!



Urban Design and Built Form

In Fair Built Form

Are there urban design and built form directions that should be provided? If so, what are they and why?

Write your proposed policy directions on a Post-It note and leave it here, or scan the QR Code and submit your response online.

Do they exist but have not been realized yet?

NOTE to Public
Maximum height will generally be 40' in all areas except in the downtown area

Height + Density need to be the same as they do in the South

QUALITY EXTERIOR MATERIALS - MIXTURE SHOULD BE BEAUTIFUL!

Where are the green and innovative buildings?
- when something is "old school" as the planning? all these are vertical gardens

Green roofs or new similar sustainability initiatives should be incorporated Urban agriculture opportunities

Sustainability active transit greenspace

→ pedestrian scale street level heights
→ mix of medium & tall buildings
variety of heights

in North Bldg FSI are too high



SUSTAINABLE DEVELOPMENT

On the online survey, the following information and question was provided:

Sustainable development policies are provided sections 20.5.3, 20.5.4 and 20.5.5 of the OPA. These policies identify several different measures that can be implemented to address and mitigate climate change impacts.

8. Are there sustainable development measures that should be prioritized as a community benefit and incentivized by permitting heights above the thresholds noted in Schedule L4? If so, what are they and why?

Summary of Responses Received:

A total of 50 responses were provided to this question.

There is support for sustainable development measures such as green space, energy-efficient building practices, and stormwater management, however, many respondents believe these measures should be mandatory rather than offered in exchange for height increases.

Furthermore, there is strong sentiment against developers using height increases as a bargaining tool, with many arguing that the height limits should be clear and non-negotiable.

Common themes of responses are as follows:

1. Affordable Housing

- Mandating affordable housing units in exchange for permitting taller buildings was viewed as an essential community benefit to address housing equity and ensure that new developments serve the needs of all residents.

2. Public Realm Enhancements

- Community parks, walkways, cycle paths, and public spaces should be prioritized as community benefits; if not mandated.
- Community gardens were highlighted as important for food security and community interaction.

3. Environmental and Green Building Standards

- Green building certifications like LEED or Net Zero should be incentivized, with developers encouraged to adopt energy-efficient, water-conserving, and low-carbon designs.
- Measures like geothermal energy or district energy systems were suggested as alternatives to traditional energy sources, providing more sustainable energy solutions for buildings.

- Solar panels should be integrated into buildings to reduce reliance on non-renewable energy sources.
- Green roofs were mentioned as a mandatory measure, as they improve energy efficiency, manage stormwater, and contribute to urban biodiversity.
- Advanced stormwater management techniques, including rain gardens, permeable pavements, and greywater recycling, should be incorporated to mitigate flooding risks and protect local water systems, if not mandated.

4. Sustainable Transportation and Mobility Infrastructure

- Bike storage, electric vehicle (EV) charging stations, and improved transit connections should be prioritized to reduce carbon emissions and encourage sustainable transportation options.

Additional sustainability considerations suggested include use of native landscaping, where native plant species could be used in landscaping to reduce maintenance and water consumption, while supporting local ecosystems and enhancing aesthetics.

Additionally, comments were provided related to traffic and population density, with some respondents suggesting that medium-density development should be prioritized over high-density options to reduce traffic congestion, preserve the character of the town, and maintain a livable community.

All responses received regarding this question (unedited):

Responses:

Heights above the threshold should definitely be considered. Building up allows for better and more efficient land use meaning less land needs to be cleared for more development. Also encourages more housing options which we desperately need.

1. Green Building Standards (LEED/Net Zero):

Sustainable certifications like LEED or Net Zero ensure energy-efficient, water-saving, and low-carbon designs. Incentivizing these reduces environmental impact while attracting eco-conscious residents and businesses.

2. Green Roofs and Solar Panels:

Green roofs improve energy efficiency, manage stormwater, and enhance urban biodiversity. Solar panels reduce reliance on non-renewable energy sources. Both contribute to sustainability goals.

3. Affordable Housing:

Mandating affordable units as a condition for height bonuses addresses housing equity while ensuring community benefit.

4. Public Realm Enhancements:

Investments in pedestrian-friendly streetscapes, parks, or urban plazas contribute to livability and align with smart growth principles.

5. Transportation and Mobility Infrastructure:

Prioritizing bike storage, EV charging stations, and connections to transit encourages sustainable transit options and reduces carbon emissions.

6. Community Gardens and Foodscaping:

Allocating space for community gardens or edible landscaping promotes food security, community interaction, and sustainable land use.

7. Use of Native Landscaping:

Landscaping with native species minimizes maintenance and water use, supports local ecosystems, and improves aesthetics.

we need to prioritize green space. more parks, natural lands

In Toronto building applications submitted on or after May 1, 2022 are required to meet Version 4 of the Toronto Green Standard. Tier 1 performance measures must be met and compliance is reviewed through the planning approval process. Why can't these or similar standards be used for the development of Midtown?

Any significant development measures should be incentives with modest height increases only. Every slight increase adds to the profit margins, and heights are already too generous.

YES SLOW DOWN. Build very conservatively. Lets not succumb to "RUSH RUSH we need more more" Rather, if we are going to do this lets do this right. Perhaps we can start by "cleaning" up Midtown and making it more efficient, getting proper infrastructure in place and build a little bit. There are so many old worn out building with all sorts of issues that need to be addressed. Lets not add to the problem.

The BOTTOM line is that the population estimate are too high for this town! Please listen to your residents and those who elected this municipal administration.

TAKE A LOOK AT "raw wastewater energy project" is underway at Toronto Western Hospital. THE OPA DOES MENTION DISTRICT ENERGY BUT THERE NEEDS TO BE A DETAILED PLAN TO ACHIEVE THAT. A SYSTEM SUCH AS THAT BEING BUILT AT TORONTO WESTERN HOSPITAL COULD PROVIDE MUCH OF THE ENERGY DEMANDS FOR THESE BUILDINGS WITHOUT THE CREATION OF CO2 EMISSIONS. AS I UNDERSTAND IT THERE ARE THREE PHASES TO THEIR PROJECT SO IT IS SCALLABLE AS THE DEMAND INCREASES.

I do not believe in bartering for increasing density any further than the 20 story max in the area between Cross St and North Service Road. The 10 story max on Cornwall is bad enough but to allow bartering to go even higher is unacceptable. The density is already insane for this project.

Absolutely not

No, heights should be restricted to absolutely no more than those mentioned in L4.

The height of this development is TOO HIGH!!! The lack sunlight due the density and height is inexcusable.

Proposed building heights unacceptable. Only winners are the builders.

I'm against permitting heights above the threshold. Developers find any which way to take advantage of this loop hole.

Parks should be provided - minimal increased heights

absolutely, but no idea what they should be.

The residents had some great proposals, but I'm not really sure why you are bothering to send out the questionnaire if the province has already decided what's going to be built. In either case, even though I have grown up and raised my family in Oakville, I will be out of here before they are all built.

No further suggestions.

Thanks for this opportunity.

I have a big problem with asking for something that is needed and having to give more for it. The development should have all it needs without holding out carrots to get them. The town should have those things included in their proposal.

I don't know enough about this to comment

The answer is yes...but the cost/benefits are not there for the developer so they will need to be mandated

No, heights are already in place and should not be changed just because developers promised incentives [6]

Green roofs are a great idea, whether that means natural environment (grass, shrubbery, trees) or the usage of solar panels to generate sustainable power for the building. These measures should be mandatory on all buildings.

However, there needs to be a limit to building heights that can be allowed, even at the provision of community benefits. There must be some reconciliation with the integrity of the Livable Oakville Plan and the restriction from monster skyscrapers.

I would want the entire development to be world-class in terms of sustainability and climate-friendly. And the number and height of high-rise buildings should be kept to the absolute minimum allowable.

Exceeding heights designated by the Town should not be exceeded for any reason. The consequences on existing residents are too severe.

These heights should not be permitted. Use low carbon emission building products and processes.

No 'bonusing' given to developers in exchange for community parking! Who runs the show here? It should be mandated unconditionally that developers provide free municipal parking for the community and retail stores

I don't think heights above those noted in Schedule L4 should be permitted. Access to green space and traffic flow still have to be considered,

Medium density is preferable over high density development. Low to medium density residential developments blend in a more appealing visual manner with the traditional low density, historic neighbourhoods immediately south of the proposed Midtown Core. Obviously developers wish to maximum profits by building higher on as small parcels of land as possible. To save Oakville's unique identity our town will have to reach an agreement pleasing to both sides. I wish our town good luck in face of current provincial urban development policies!

Again, you ignore our proposals.

No, beyond height restrictions.

I think the heights above threshold opens up a very subjective process and kind of sabotages the new permit system. Developers will ask for more and want to pay as little as possible for it. That's going to lead to prolonged negotiations on the permit and then start setting a new precedent on ways to get around the new max height permit system. Seems to me we'll be right back to where we are today. It's got to be more clear. For example: max height is 20, you can do 25 for 'x' (x being cash for infrastructure, a park or other community beneficial asset), you cannot go any higher. Period.

Geo-thermal heating and cooling. Aim from Toronto Green standards level 4.

Yes. See Hamburg article linked on page 9.

The inclusion of more green space should NOT allow for greater height though, this is entirely backwards. Green space is not a trading point for height. No backwards incentives should be agreed to. Height is not a benefit to anyone other than development companies. Green space is of benefit to all. The solution is better, more forward thinking development that will be of lasting environmental and human benefit and positive living experience.

Do not let the province force the town to deliver on its own mandate of fast and cheap! If this development must go forward it is essential that it is at minimum good...and even better that it is

excellent and an example of what cutting edge, socially and environmentally conscious development should be.

Let this be an opportunity to put Oakville on the map in a good way...not in the terrible direction it is heading in!

We are in a climate crisis. Anything that promotes environmental benefits should be encouraged. There are absolutely no benefits too offset the truly ridiculous heights that are currently planned.

This survey completely misses the mark in asking relevant questions. Just more of the same from Consultants on a great boondoggle.

Less use of cars, increasing the parking ratio to suite count to lower the car parking requirement.
Encouraging the use of geothermal or district energy - if possible.
Less use of gas and more use of electricity specifically for heating

No buildings higher than 10 storeys.

1. See #1. Limit number of people to reduce traffic to reduce GHG and climate change effects from cars idling
2. More trees and vegetation for carbon capture, including large tree canopies.
3. Control stormwater drainage and treatment prior to discharge into Lake Ontario
4. Rooftop gardens that are watered by rainwater collection

1. Stormwater management techniques which accommodate the increase pressure on the town.
2. A higher ratio of green space (parks, walk-ways, cycle-paths) to building density.
3. Green build technology

just get building already!!

Shadow casting is an issue with taller buildings for current residences north of the QEW. Too tall means too many people and too much traffic. Landscape will also be ruined for our charming Town.

I don't have the expertise in sustainable development to provide a cogent answer.

The heights already seem excessive to me so I can't imagine any circumstances under which heights above permitted could be a benefit

NO!

Enhanced Stormwater Management Systems

Measure: Mandate the inclusion of innovative stormwater management features like permeable pavements, rain gardens, and greywater recycling.

Why: Mitigates flooding risks, conserves water, and ensures resilience to extreme weather events. We do not need more flooding like we have had in 2024 devastating much of the community because the city infrastructure was not prepared.

Increasing heights of buildings is not a sustainable development measure or a community benefit. This is a misguided concept.

Again, explain Schedule L4. Not everyone is going to understand this question.

Heights are already too high, with too much density. There is not enough room left to allow mitigation.

No. There are no viable reasons why Oakville should accommodate > 20 story towers. For one thing, the folks who need housing the most can't afford Oakville prices, even micro-condo sizes.

TEN STOREY BLUE GARBAGE BINS WITH MAYOR BURTON'S FACE ON THEM....SMILING OF COURSE.



Sustainable Development

Are there sustainable development measures that should be prioritized as a community benefit and incentivized by permitting height above thresholds noted in Schedule L4? If so, what are they and why?

Write your proposed policy directions on a Post-It note and leave it here, or scan the QR Code and submit your response online.

Handmade Building Reg. more expensive + lots of fencing coming	Roof Cooling is Very important	Roof top cooling should be encouraged and incentivized with zoning changes										
Negotiate at planning community input Stage developing			Bird friendly									
Negotiate Incentivizing Building Designs	Change "shall" to "shall" or any mandatory measures and more more flexible measures in regulation measures											
Negotiate Leads Certification Construction												





Open space policies provide direction for new parks will be established, and to be complimented by related open space as natural areas, privately owned accessible spaces. (Policy 20.5.1 (c))



Green roofs are encouraged, and by by-law may be required, on podium and/or roof tops.

(Policy 20.5.1 (k))

"encouraged" and "may be" need to be changed to "required" and "will be" (re. GREEN ROOFS).

n

Public House November 27, 2024

Additional Feedback received at Open House:

Let's Talk...

What is the future transportation network within and outside of Midtown?

Midtown Oakville is planned to provide new streets and trails to improve connections and mitigate congestion.

Possible Cross Sections based on Street Typology

- Local Street – 20 M ROW**
 - 20M ROW with 2 thru-lanes, 1 layby parking lane, and a 2-way cycle-track
 - 20M ROW with 2 thru-lanes and 2 layby parking lanes, and a 2-way cycle-track
- Arterial Street – 36M ROW**
 - 36M ROW with curbside transit lane and left turn lane

Schedule L5: Proposed Transportation Network

Information outside of the growth area boundary is shown for context.

OPA No. ... Proposed

See adjacent panel for more sample ROW cross sections.

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Public Open House November 7, 2024

OAKVILLE

Let's Talk...

What would future streets look like in Midtown Oakville?

Identified right-of-way widths ensure that multiple modes of travel may be accommodated to support walking, cycling, transit and auto use.

Cross sections are shown for illustrative purposes only, they will be refined through the Midtown Transportation Plan, during Phase 5 of the Midtown program.

Minor Arterial Street

- 30M ROW with curbside transit lane and 2 cycle-tracks

Collector Street

- 26M ROW with 4 thru-lanes and 2 cycle tracks
- 26M ROW with 2 thru-lanes and layby parking lanes

Local Street

- 20M ROW with 2 thru-lanes and 2 cycle tracks
- 20M ROW with 2 thru-lanes, 2 layby lanes, and 2 cycle tracks
- 20M ROW with 2 thru-lanes and layby parking

See adjacent panel for more sample ROW cross sections.

18 **meetmidtown**

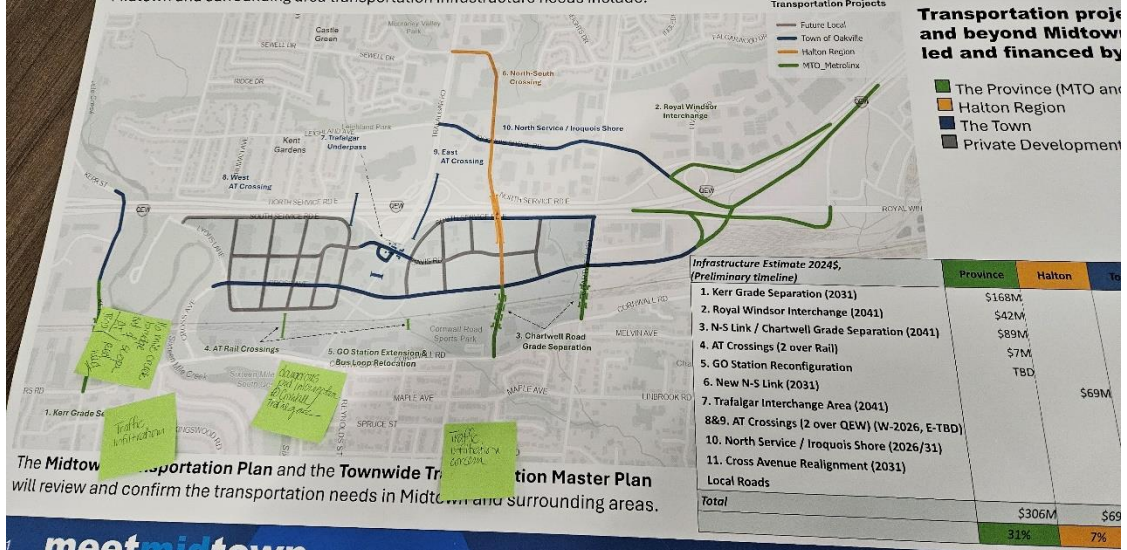
Public Open House November 7, 2024

OAKVILLE

Let's Talk...

Who will lead and fund Midtown Oakville related transportation projects?

Midtown and surrounding area transportation infrastructure needs include:



Transportation projects and beyond Midtown led and financed by:

- The Province (MTO and Metrolinx)
- Halton Region
- The Town
- Private Development

Infrastructure Estimate 20245, (Preliminary timeline)	Province	Halton	Town
1. Kerr Grade Separation (2031)	\$168M		
2. Royal Windsor Interchange (2041)	\$42M		
3. N-S Link / Chartwell Grade Separation (2041)	\$89M		
4. AT Crossings (2 over Rail)	\$7M		
5. GO Station Reconfiguration	TBD		
6. New N-S Link (2031)			\$69M
7. Trafalgar Interchange Area (2041)			
8&9. AT Crossings (2 over QEW) (W-2026, E-TBD)			
10. North Service / Iroquois Shore (2026/31)			
11. Cross Avenue Realignment (2031)			
Local Roads			
Total	\$306M	\$69M	
	31%	7%	

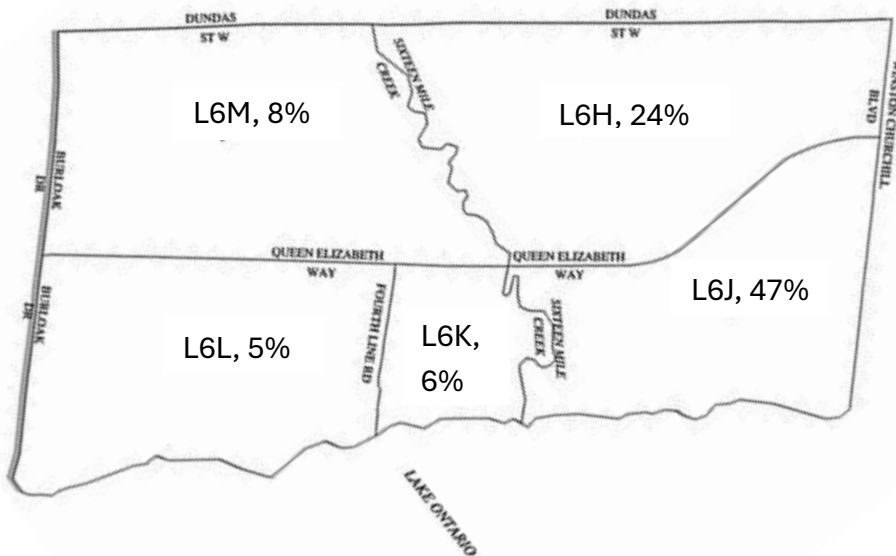
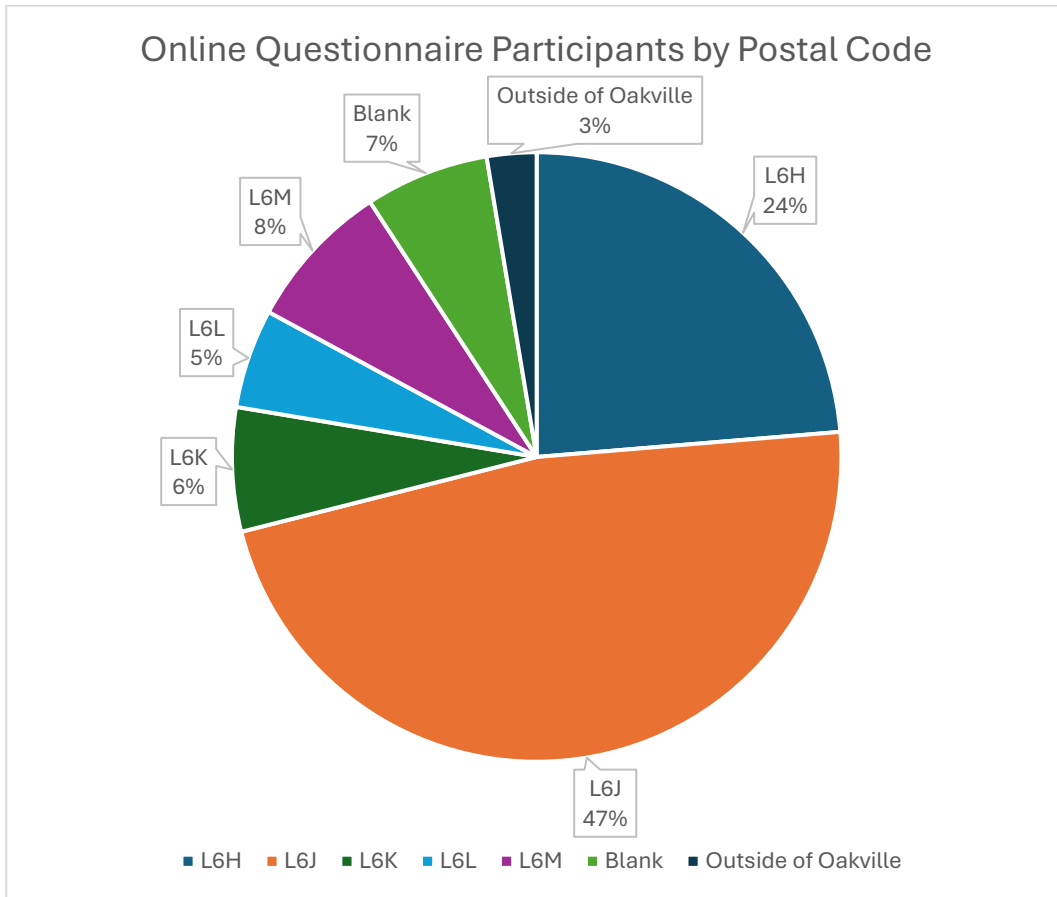
The Midtown Transportation Plan and the Townwide Transportation Master Plan will review and confirm the transportation needs in Midtown and surrounding areas.

meet midtown

Pub. & Open House November 27, 2024

Online Questionnaire Participation

A total of 76 online responses were received.



Note: 10% of responses were from either outside of Oakville or undisclosed.

Appendix 1: Copy of Online Questionnaire



Questionnaire - Draft Midtown Oakville & Community Planning Permit System OPA

Official Plan Amendment (OPA)

Please provide your response to the following questions regarding the draft Official Plan Amendment (OPA). A copy of the OPA and supporting information is available at [Oakville.ca/Midtown](https://oakville.ca/Midtown). Please refer to the OPA and/or the supporting documents when preparing your response.

Your feedback will be used to inform the recommended Midtown Oakville and Community Planning Permit System OPA. These responses will be shared with town staff and Council to help refine draft policies for Council adoption.

Note: Personal information captured in this questionnaire is collected under the Municipal Act for the purpose of gathering feedback to help support the Midtown Oakville OPA. Your responses will not be distributed to any external sources and will only be used by the study team. Questions about the collection or for alternate formats of the questionnaire can be sent to sybelle.vonkursell@oakville.ca or call 905-845-6601, ext. 6020.

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COMMUNITY PLANNING PERMIT SYSTEM (CPPS)

In the draft Official Plan Amendment, new policies are provided to enable the use of a CPPS in Midtown. By using the CPPS, the town is able to streamline development approvals that otherwise go through two or more planning application processes that are approved by different bodies. More details are available on oakville.ca in the Midtown and Community Planning Permit System pages.

1. What questions do you have that still need to be answered?

Enter your answer

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LAND USE IN MIDTOWN

The draft OPA includes policies regarding permitted and prohibited land uses, these are found in Section 20.4 of the OPA. These policies are in addition to policies in the Livable Oakville Plan in association with the relevant land use designations.

2. Are there any land uses that should be permitted or prohibited? If so, what are they and why?

Enter your answer

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ACTIVE TRANSPORTATION

The draft Schedule L6 identifies future active transportation (i.e. walking and cycling) routes and connections via bridges and underpasses.

3. Are there routes or connections where active transportation facilities should be provided? If so, where and why?

Enter your answer

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PUBLIC SERVICE FACILITIES

Public service facilities are lands, buildings and structures such as community centres, libraries, parks, fire stations and more where town programs and services are provided. These uses are permitted in most areas of Midtown.

4. For future public service facilities, are there other policy directions that should be provided, beyond what is stated in section 20.4.1 of the OPA? If so, what and why?

Enter your answer

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ACTIVE FRONTAGES

Midtown Oakville is envisioned to be a highly walkable community. OPA policies include specific directions to ensure that certain public streets, as shown on Figure E1, are highly activated through the provision of commercial and institutional uses at-grade and comfortable walking conditions through building and site design.

5. Are there routes or connections where active frontages (i.e. commercial uses) should be required? If so, what are they and why?

Enter your answer

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HOUSING

Residential uses are permitted in most areas of Midtown, in buildings five storeys or taller. They can be in the form of apartments and townhouses or stacked townhouses in the podium of buildings.

6. For future housing in Midtown, are there other policy directions that should be provided, beyond what is stated in the draft OPA? If so, what are they and why?

Enter your answer

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URBAN DESIGN AND BUILT FORM

Policies are provided in relation to the design and form of buildings and their surroundings, including public streets, trails and parkland, in sections 20.5.1 and 20.5.2 of the OPA. These policies work together with related Livable Oakville Plan policies to create attractive, livable community.

7. Are there urban design and built form directions that should be provided? If so, what are they and why?

Enter your answer

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SUSTAINABLE DEVELOPMENT

Sustainable development policies are provided sections 20.5.3, 20.5.4 and 20.5.5 of the OPA. These policies identify several different measures that can be implemented to address and mitigate climate change impacts.

8. Are there sustainable development measures that should be prioritized as a community benefit and incentivized by permitting heights above the thresholds noted in Schedule L4? If so, what are they and why?

Enter your answer

9. Please provide the first three digits of your postal code.

Enter your answer

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Thank you for filling out the questionnaire. Continue to check www.oakville.ca/midtown for updates.

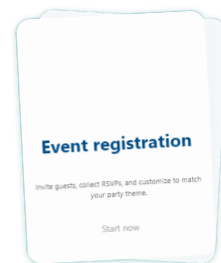
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