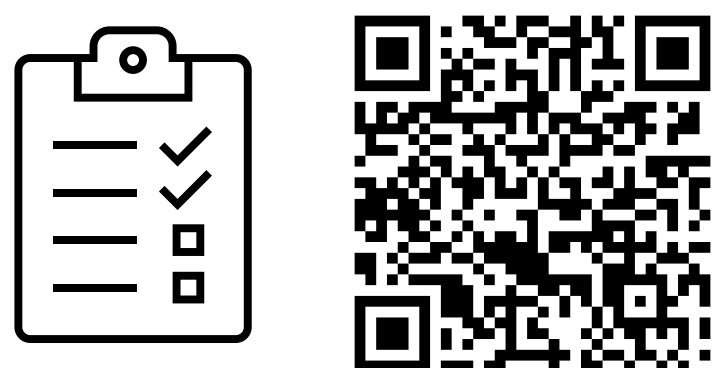


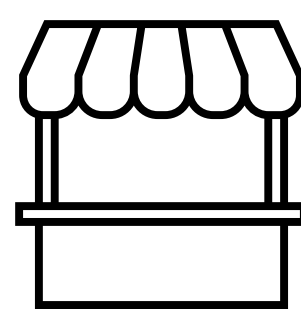
Welcome and thank you for attending!

Draft Midtown Oakville and Community Planning Permit System Official Plan Amendment

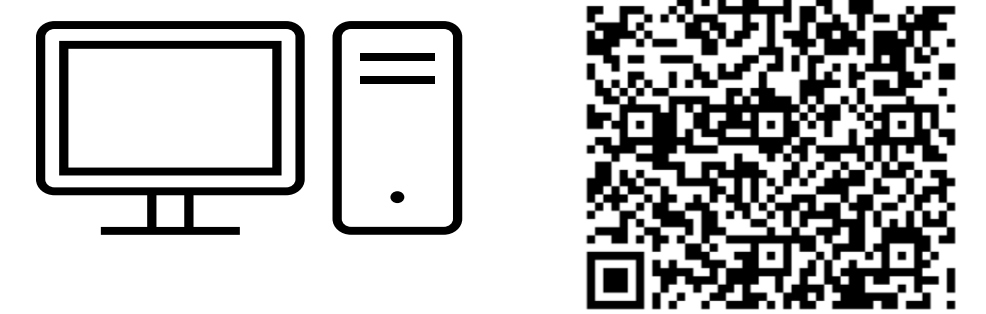
Tonight's Agenda and Open House Format:
6:30 p.m. - 9:00 p.m.



Check – in at the registration desk or on-line.

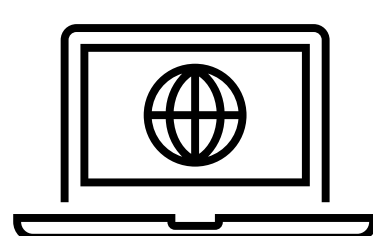


Visit the booth(s) of interest and ask your questions.

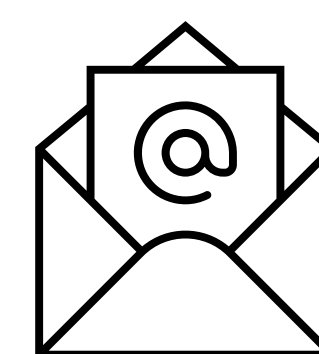


Complete the on-line questionnaire by **December 11, 2024.**

Following the Open House:



Learn more about the draft OPA at Oakville.ca/Midtown



Submit comments to Council c/o TownClerk@Oakville.ca

Let's
Talk...

Project Background

2018

Official Plan Strategic Growth Area Review Initiation

- Town of Oakville Growth Area Review identifies Midtown Oakville update directions.

2021 - 2024

Midtown Oakville Policy Update

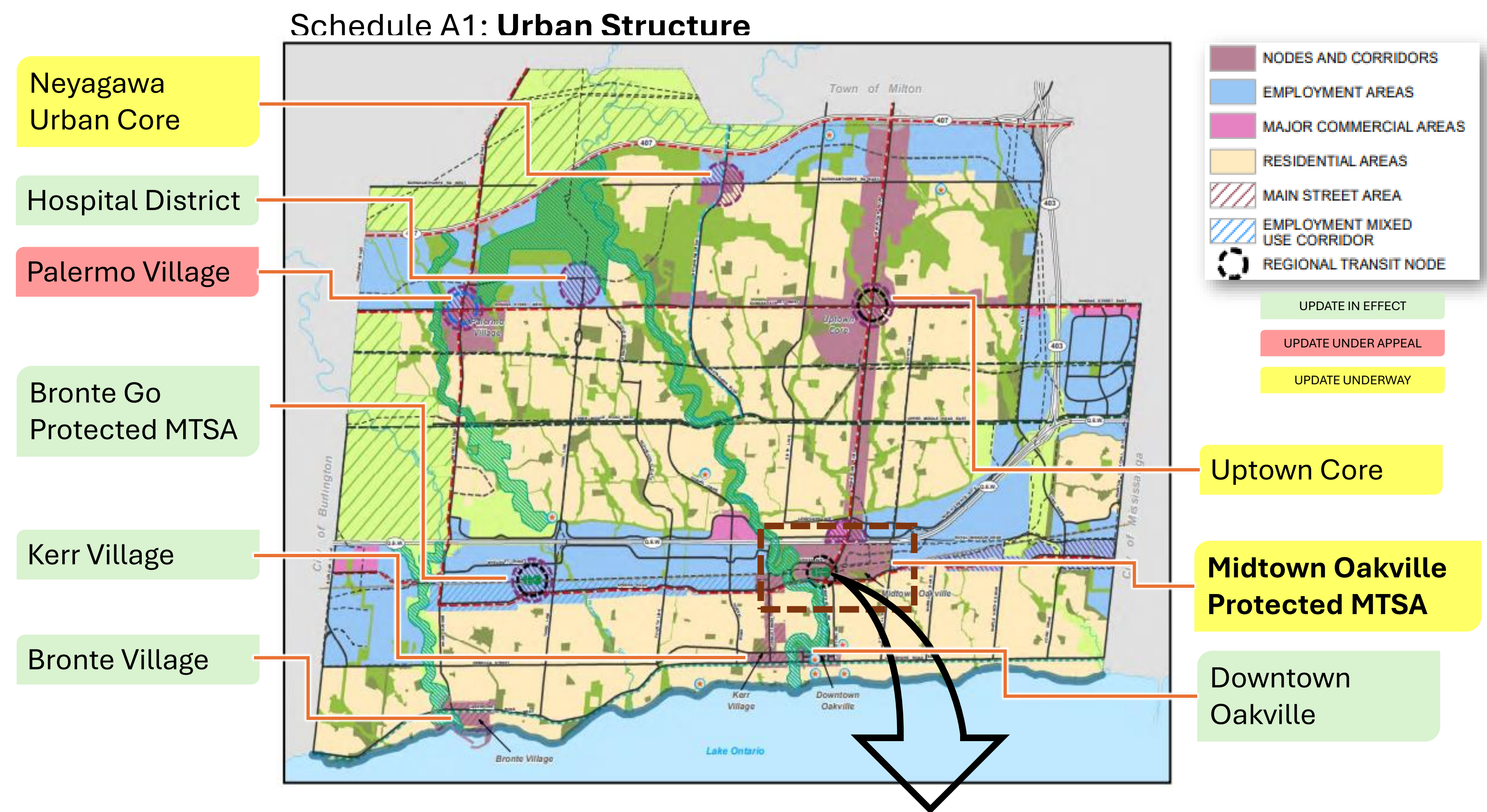
- Statutory Public Meetings, Workshops, Committee of the Whole Meetings regarding draft Midtown Oakville OPA.

2024

Community Planning Permit System in Midtown Oakville

- March 18, 2024 White-Paper: *Planning Act* Tools to Facilitate Affordable Housing, Council meetings regarding the Community Planning Permit System
- September 27, 2024 – Public engagement regarding new draft Midtown Oakville and Community Planning Permit System Official Plan Amendment begins.

Midtown Oakville is the primary Strategic Growth Area of Oakville.



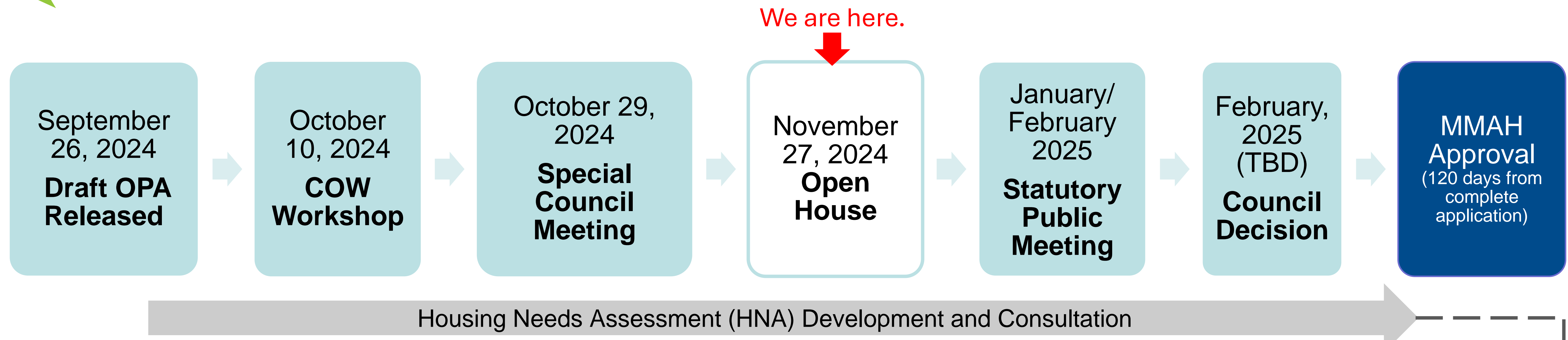
Midtown current context and built form.

Let's
Talk...

Project Timeline and Next Steps



Recent inputs into the draft official plan amendment



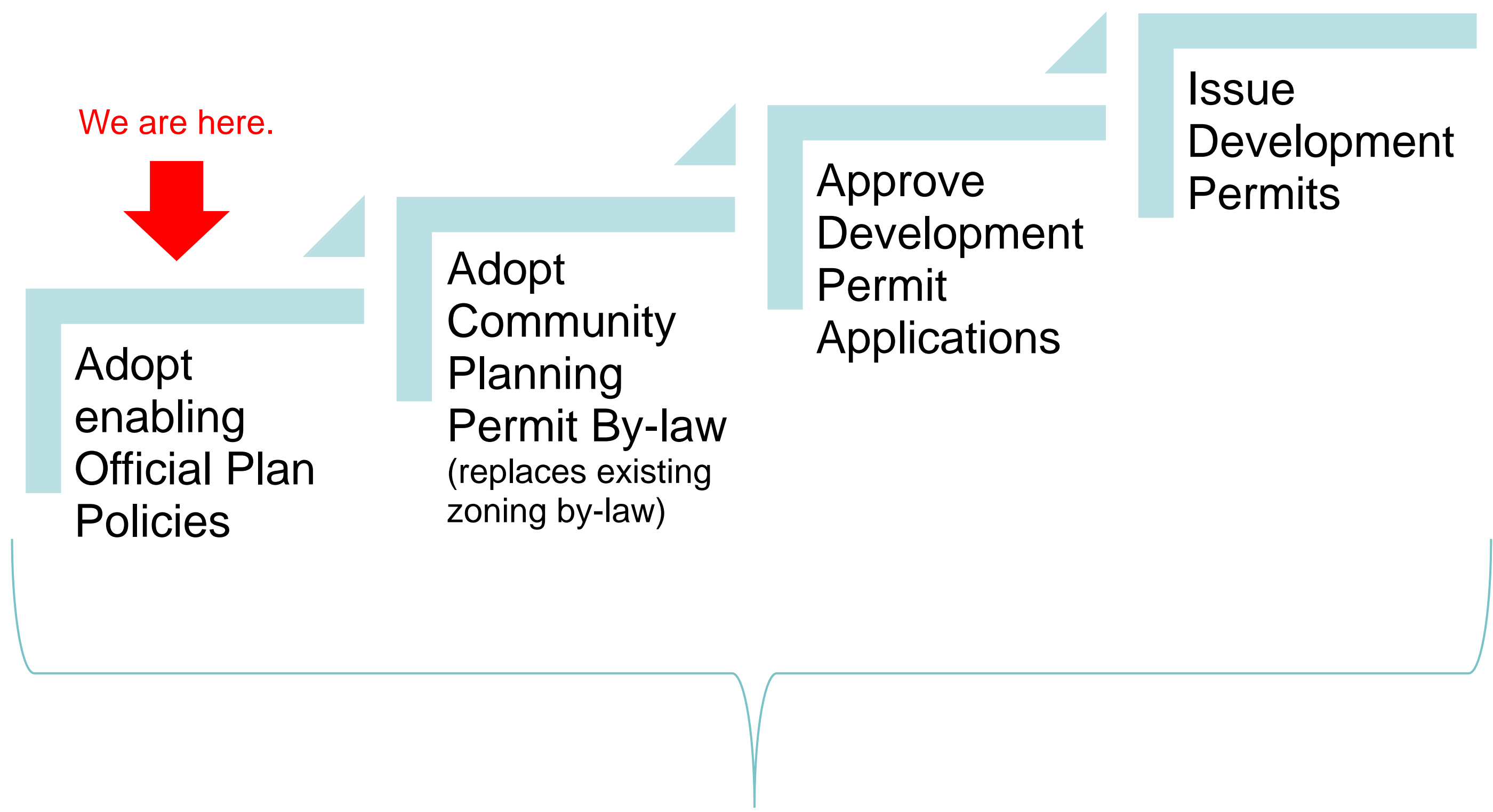
Finalizing and getting approval of the Official Plan Amendment allows the Town to proceed with undertaking many more initiatives to advance and achieve the overall vision for Midtown.





What is a Community Planning Permit System?

Steps to implement the Community Planning Permit System:



The Community Planning Permit System.

Steps are in accordance with Ontario Regulation 173/16 Community Planning Permit System

Results in a streamlined planning approval process:



A single **by-law** to control land use.



A single permit **application**.



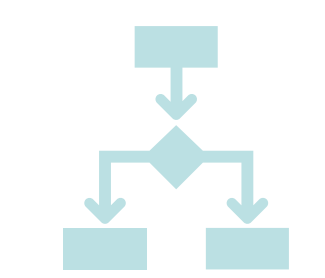
One approval authority issues the **permit**.

Note: A development permit consists of site plans and drawings and embeds site specific zoning provisions and permissions.

Through [this](#) draft official plan amendment, Midtown Oakville would be the **first** Community Planning Permit Area in Oakville.

Let's
Talk...

What are the Community Planning Permit System enabling policies?

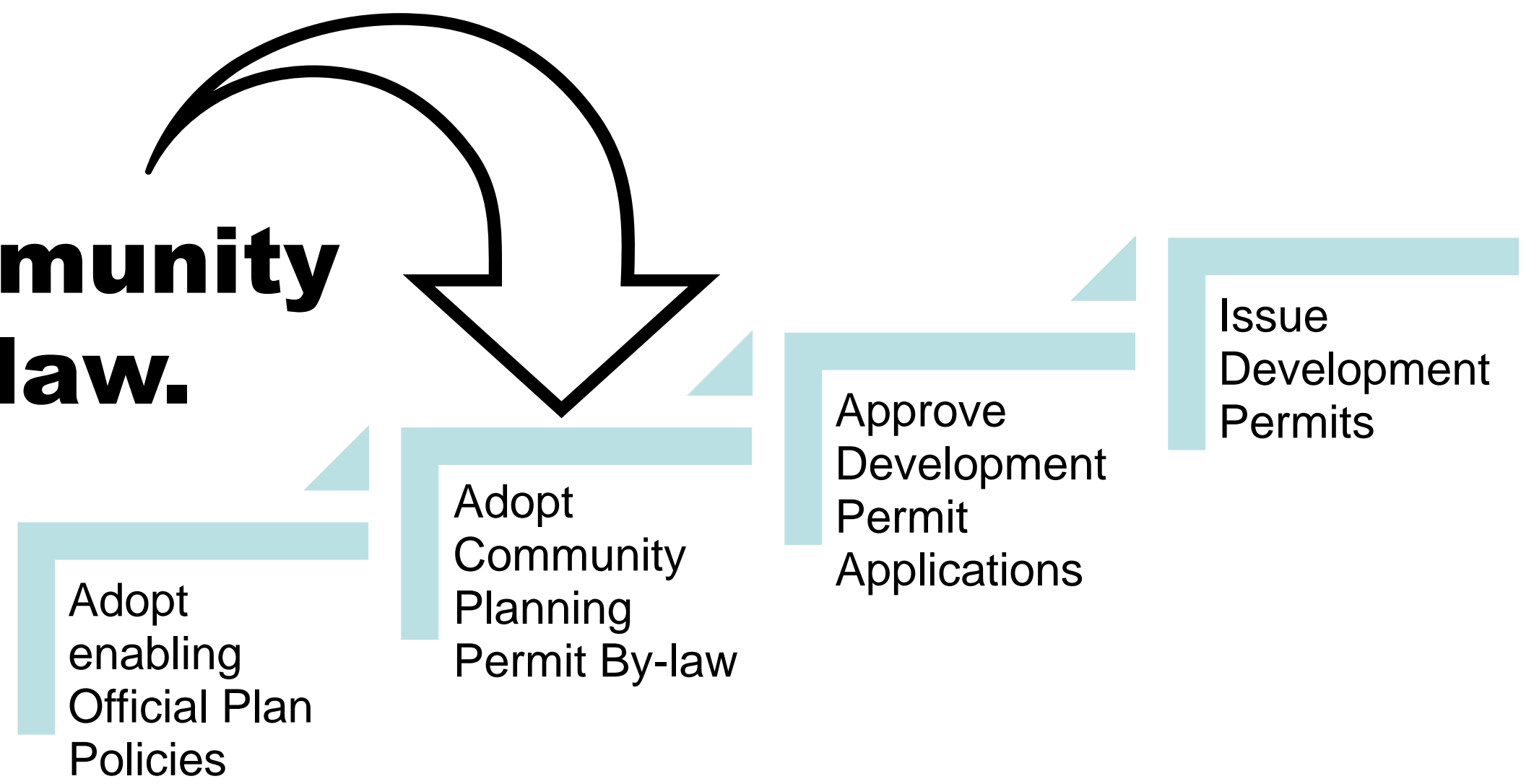


| Theme | Draft Policy |
|---------------------------------|---|
| LOCATION | Midtown Oakville is a CPPA area, policy 28.15.1 (i) |
| AUTHORITY | Approval of development permits may be delegated from Council to staff or a committee, as set out in CPP by-law, policy 28.15.5 |
| PURPOSE | Community planning permit system is an alternative to the use of a zoning by-law to implement official plan goals, objectives and policies, policy 28.15.2 and 28.15.4 . See also Section 20 Midtown , for Midtown specific goals, objectives, that provide purpose for use of CPPS. |
| DECISION MAKING CRITERIA | Criteria for decision making is provided in Official Plan Amendment (OPA) general and area specific policies. By-law may also include additional criteria that is more specific to guide decision making that is in accordance with OP goals and objectives, policy 28.15.6 . See also Section 20 Midtown policies. |
| CONDITIONS | Types of conditions that may be imposed when approving and issuing development permits include everything identified in O. Reg. 173/16 plus conditions identified in general and area specific official plan policies, policies 28.15.7 – 28.15.12 . See also Section 20 Midtown policies. |
| COMPLETE APPLICATION | The town may require additional material as part of a complete application, policies 28.19.3 and 28.19.19 . |
| AFFORDABLE HOUSING | [Will be added to the OP after the Town's Housing Needs Assessment is completed, as a separate OPA.] |

Let's
Talk...

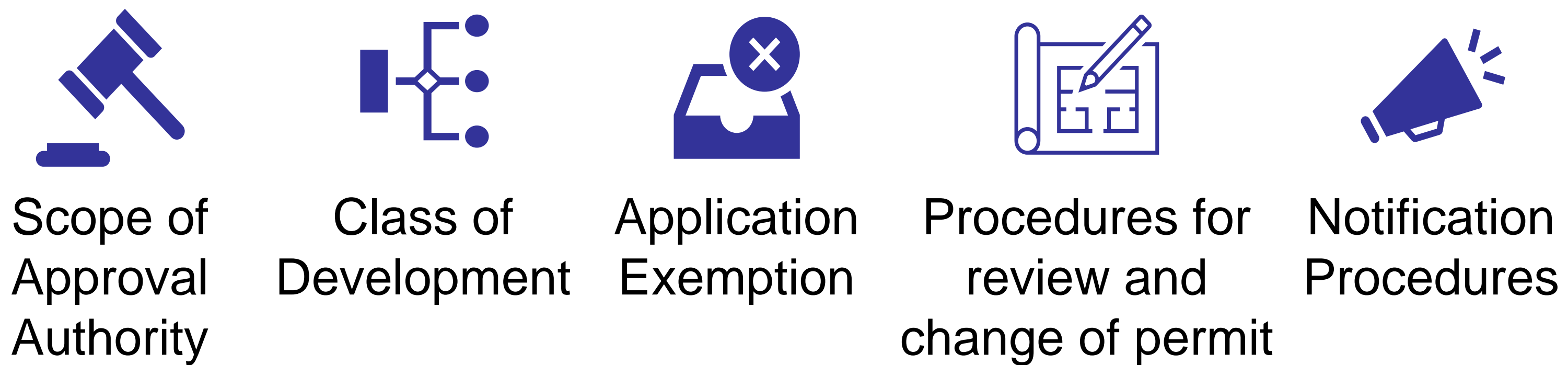
How will the Community Planning Permit System work after the OPA is approved?

Town creates the community planning permit by-law.



Through **future public consultation**, the town will prepare the community planning permit by-law that replaces the zoning by-law and will consist of the following content:

Administrative Matters



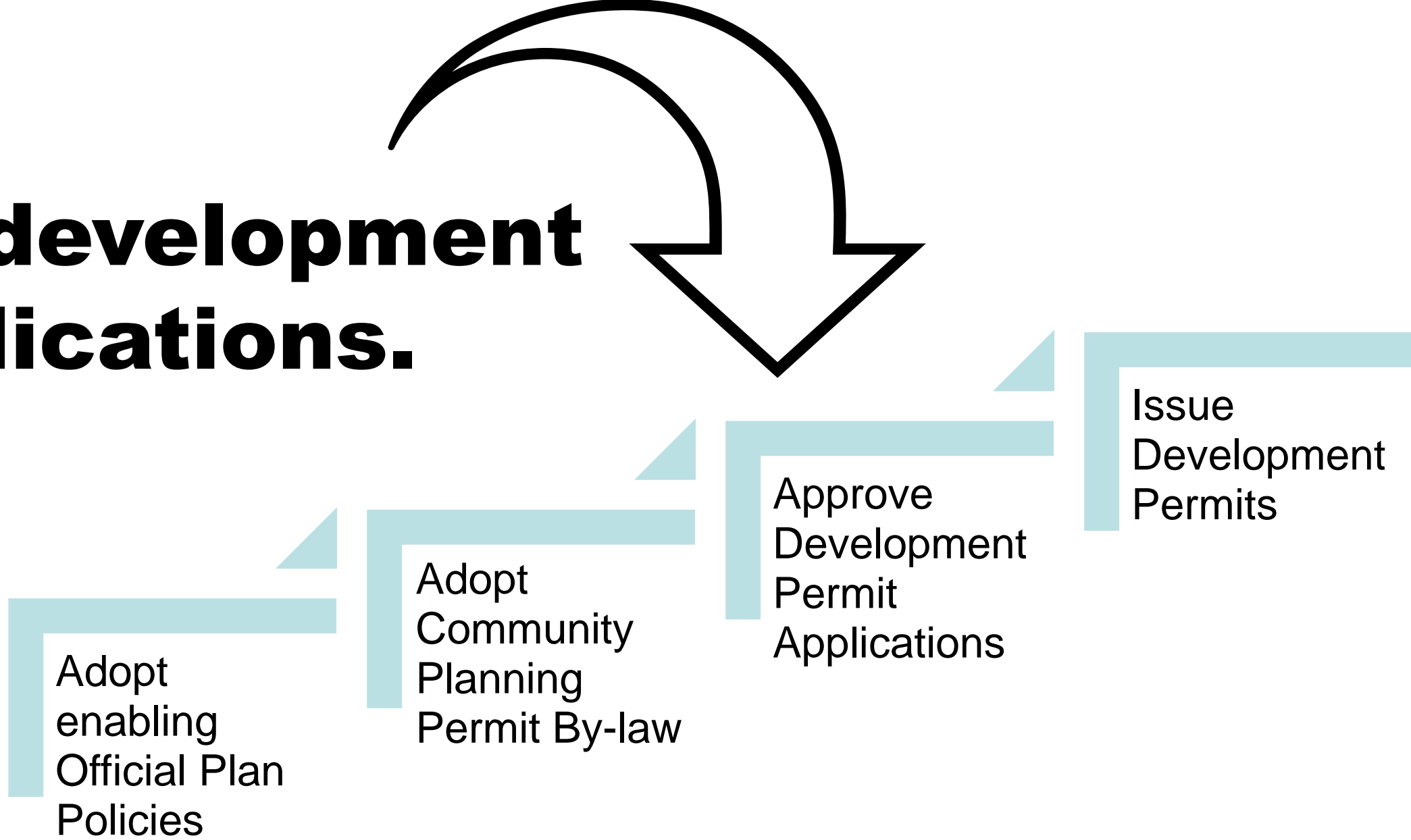
Community Building Matters



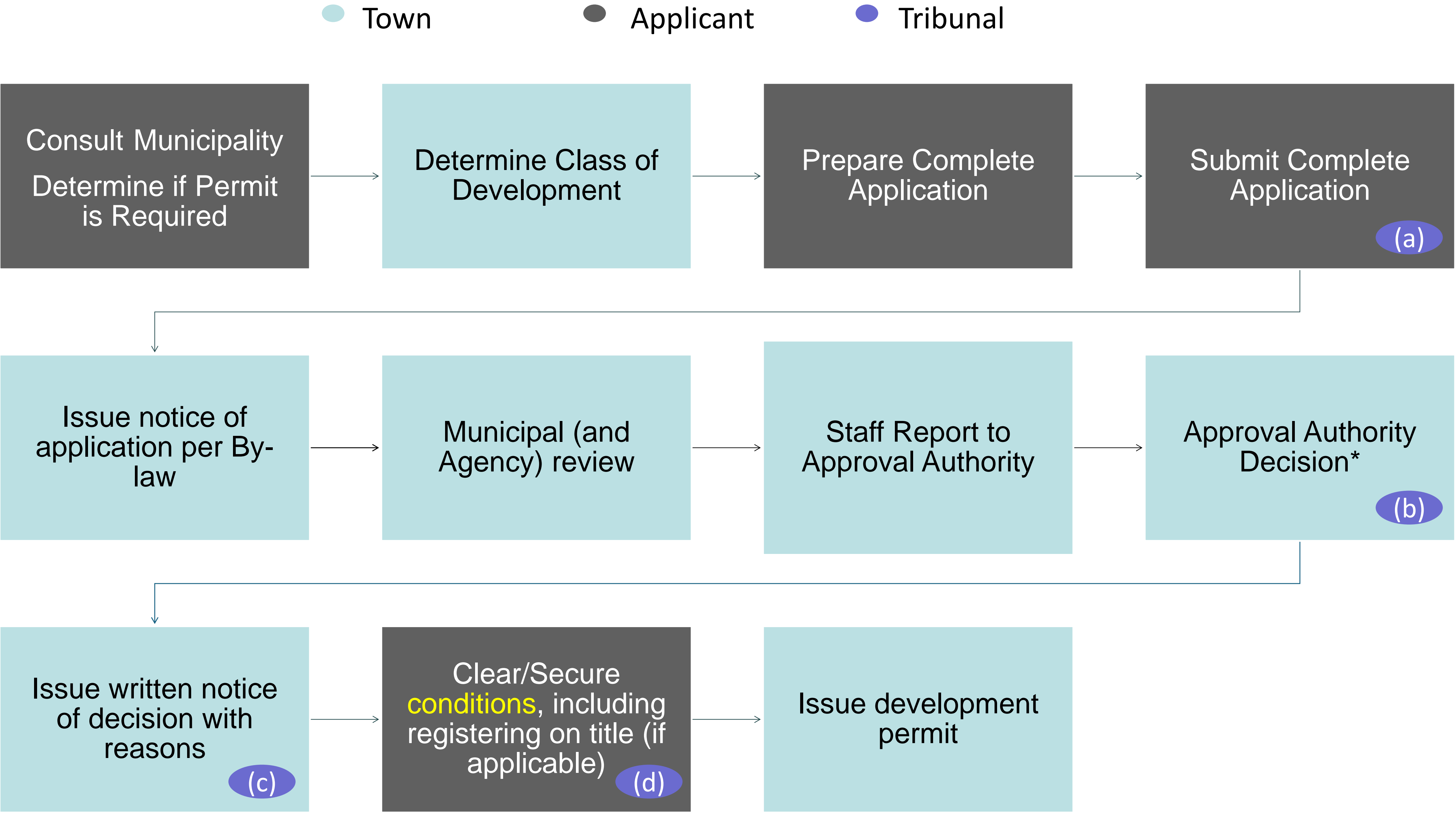
Let's
Talk...

How will the Community Planning Permit System work after the CPP by-law is passed?

Town reviews development permit applications.



A typical process to receive, review and approve a development permit application requires steps to be taken by the Town and applicant, and may involve the Ontario Land Tribunal, as follows:



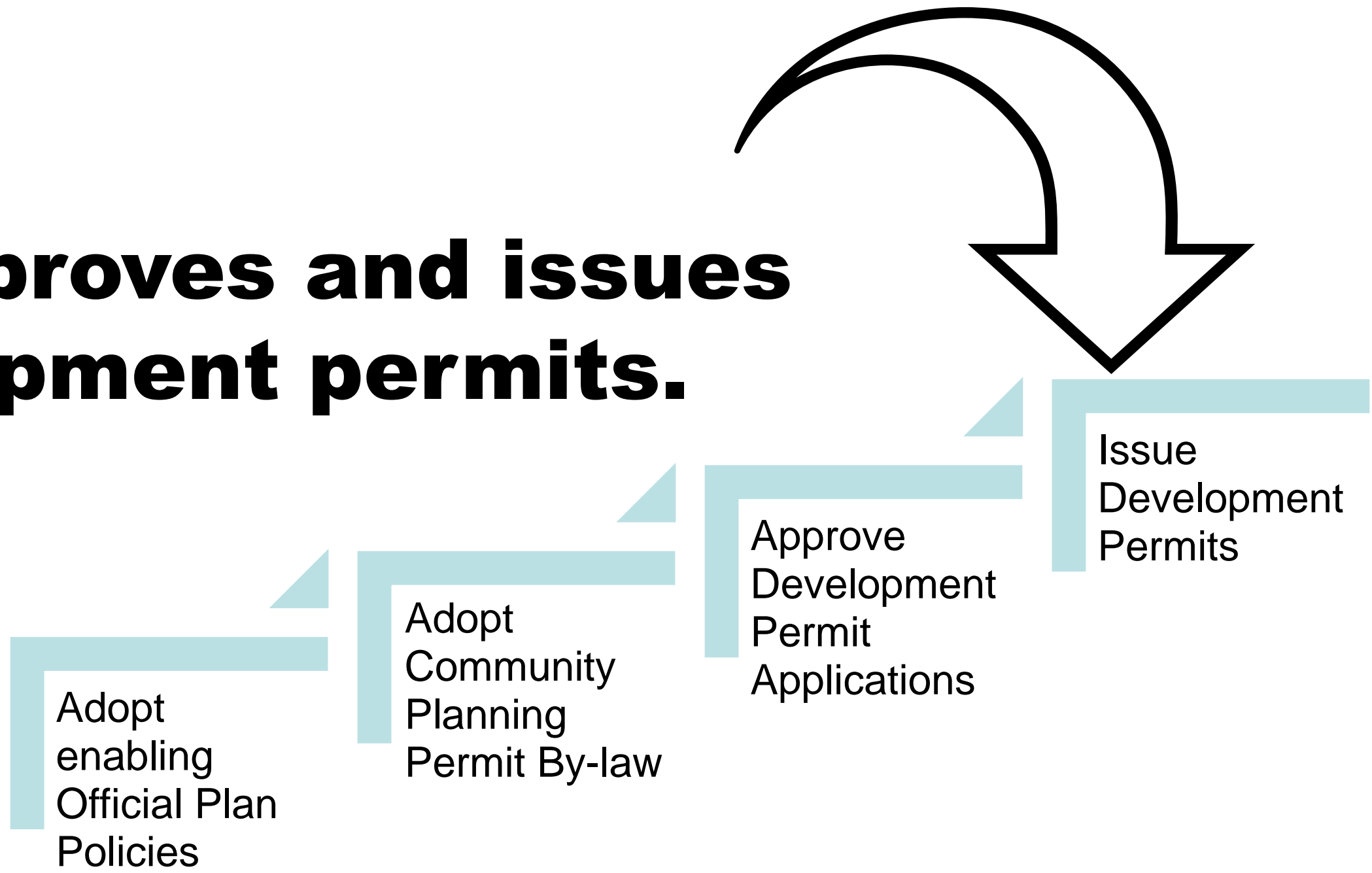
- * The Decision of the Approval Authority is one of the following:
- a) Refuse
 - b) Approve and issue permit
 - c) Approve and issue permit after conditions are met
 - d) Approve and issue permit with conditions, or
 - e) Approve, meet conditions, and issue permit with conditions

- The Ontario Land Tribunal may be involved in the following matters:
- a) Where Town or Applicant requests a motion for directions regarding a complete application.
 - b) Where the applicant appeals the development permit for lack of decision within 45 days of application being deemed complete.
 - c) Where applicant appeals decision within 20-days of it being issued.
 - d) Where applicant requests directions regarding a condition being met,





How will the Community Planning Permit System work after the CPP Development Permit is approved?

Town approves and issues development permits.



Approval and issuance of development permits may be subject to **conditions**. Conditions may be imposed at the time of approval, before permit issuance, and/or after the permit is issued.

Types of conditions include:

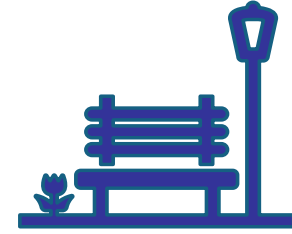
-  Conditions listed in O. Reg. 173/16
-  Additional conditions listed in policy.



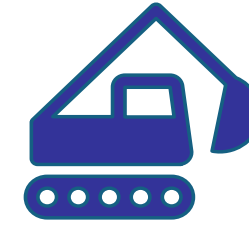
Cash in lieu of required parking, per s. 40 of *Planning Act*



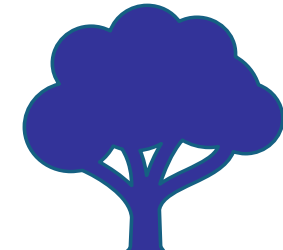
Conditions in relation site plan control (i.e. road widening, walkway, fences, easements, agreements) per Section 41 of *Planning Act*



Parkland dedication, Per s. 42 of *Planning Act*



A condition that is related to site alteration

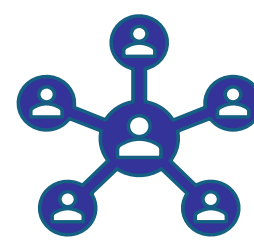


A condition that is related to the removal or restoration of vegetation.



A condition that is related to **ongoing monitoring and/or security** related to

- i. public health and safety, or
- ii. the natural environment.



A condition that is related to provision of community benefit in exchange for height and/or density which may be within minimum and maximum standard or outside of variation from standards. By-law must establish proportional relationship.



Inclusionary Zoning Conditions per Section 35.2 of *Planning Act*



Enter in and Register Agreement on title



- Holding of development permit issuance
- Lapsing of permit approval
- Temporary use permission



Payment in lieu of a matter otherwise required



Condition equivalent to that which is provided in CBC by-law

Let's
Talk...






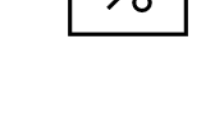
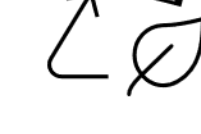

Why use the Community Planning Permit System in Midtown?

Midtown ...

- Is the **primary growth** area of Oakville.
- Has a lot of **redevelopment potential** and is experiencing redevelopment **interest**.
- Is an area within which the Town proposes to provide **new public facilities, services and matters** to serve the Midtown community and surrounding area.
- Would benefit by applying **streamlined development** approvals to capitalize on existing and planned transit and other infrastructure.



Midtown would benefit from the use of CPPS that **supports and enables:**

-  Coordinating Development with Infrastructure Service Delivery
-  Establishing Public Service Facilities
-  Establishing Park Facilities
-  Achieving Mixed-use Targets within Development
-  Achieving Housing/Affordable Housing Targets
-  Realizing Sustainability Measures
-  Protecting Natural Heritage and Prohibiting Development in Key Areas
-  Realizing Desired Urban Design Elements



See other
open house
booths to find
out how!

Let's

Talk...

What community benefits could the town request?

- The **Town can request** that a **community benefit(s)** is/are provided as a condition of development permit approval, where a **threshold** established in the official plan and community planning permit by-law is exceeded.
- The benefit must be **proportional** to the increase above the established threshold.
- The proportion is established when developing the community planning permit by-law.
- The decision regarding what the community benefit will be is made **at the time of development permit approval**.

The draft official plan amendment lists potential community benefits:

TOWN WIDE (Policy 28.15.11)

- public transit infrastructure, facilities, services and improved pedestrian access to public transit;
- public parking;
- affordable housing
- conservation and preservation of cultural heritage resources;
- protection and/or enhancement of natural features and functions;
- public service facilities*
- parkland and improvements to parks;
- day care centres;
- public art;
- integration of office uses in mixed use developments;
- green buildings; and,
- other local improvements.

MIDTOWN OAKVILLE (Policy 28.15.12 (a))

- grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
- community facilities;
- local transit facilities and transit user amenities; and
- district/renewable heating/cooling/energy system.



What is the vision for Midtown Oakville?

Vision (Chapter 20 Preamble)

Midtown is...

- Oakville's primary strategic growth area.
- An area planned to evolve into a vibrant, mixed-use, compact, complete urban community served by transit and active transportation facilities, while acknowledging its Indigenous, industrial, and railway history.

Goal (Section 20.1)

Midtown is the **leading** Strategic Growth Area within the Town. Leveraging multi-modal transit and transportation systems, with access to natural heritage, regional scale commercial, institutional, recreational and office facilities, Midtown will accommodate significant residential and employment growth in a dynamic urban setting.

Objectives (Section 20.2)

- Create a transit supportive community via built form
- Create a vibrant and complete community via mix of uses and human scale
- Achieve Midtown goals by achieving the 200 residents and job per hectare (r&j/ha) target by 2031, through monitoring and provision of infrastructure.

The official plan amendment makes this vision possible by:

Applying Community Planning Permit System

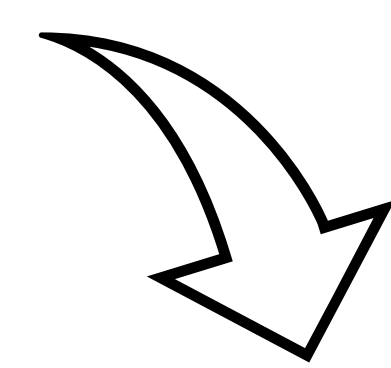
Up-Designating Land Use

Permitting Flexible Built Form

Diversifying Transportation Modes

Integrating Amenities with Development

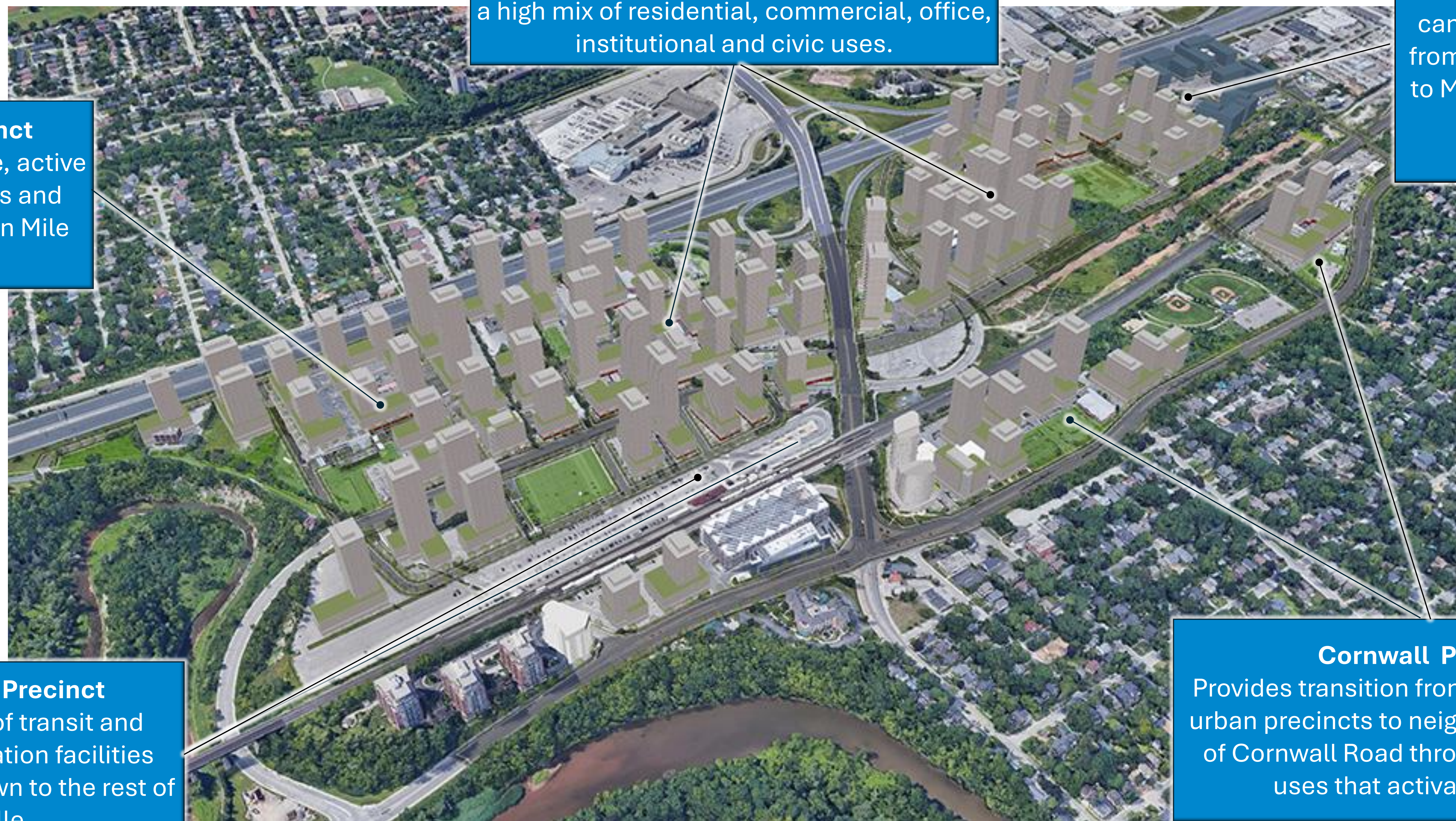
Managing Risk of *Spill Flood Hazard*



See other open house booths to find out how!

Let's
Talk...

What is the vision for Midtown Oakville Precincts?



Lyons Precinct
Provides walkable, active living, with views and access to Sixteen Mile Creek.

Trafalgar Precinct
Provides landmark features in Midtown with a high mix of residential, commercial, office, institutional and civic uses.

Chartwell Precinct
Provides a business campus and transition from employment areas to Midtown's mixed-use communities.

Transit Hub Precinct
Provides a mix of transit and active transportation facilities connecting Midtown to the rest of Oakville.

Cornwall Precinct
Provides transition from Midtown's highly urban precincts to neighbourhoods south of Cornwall Road through a mix of land uses that activate the area.

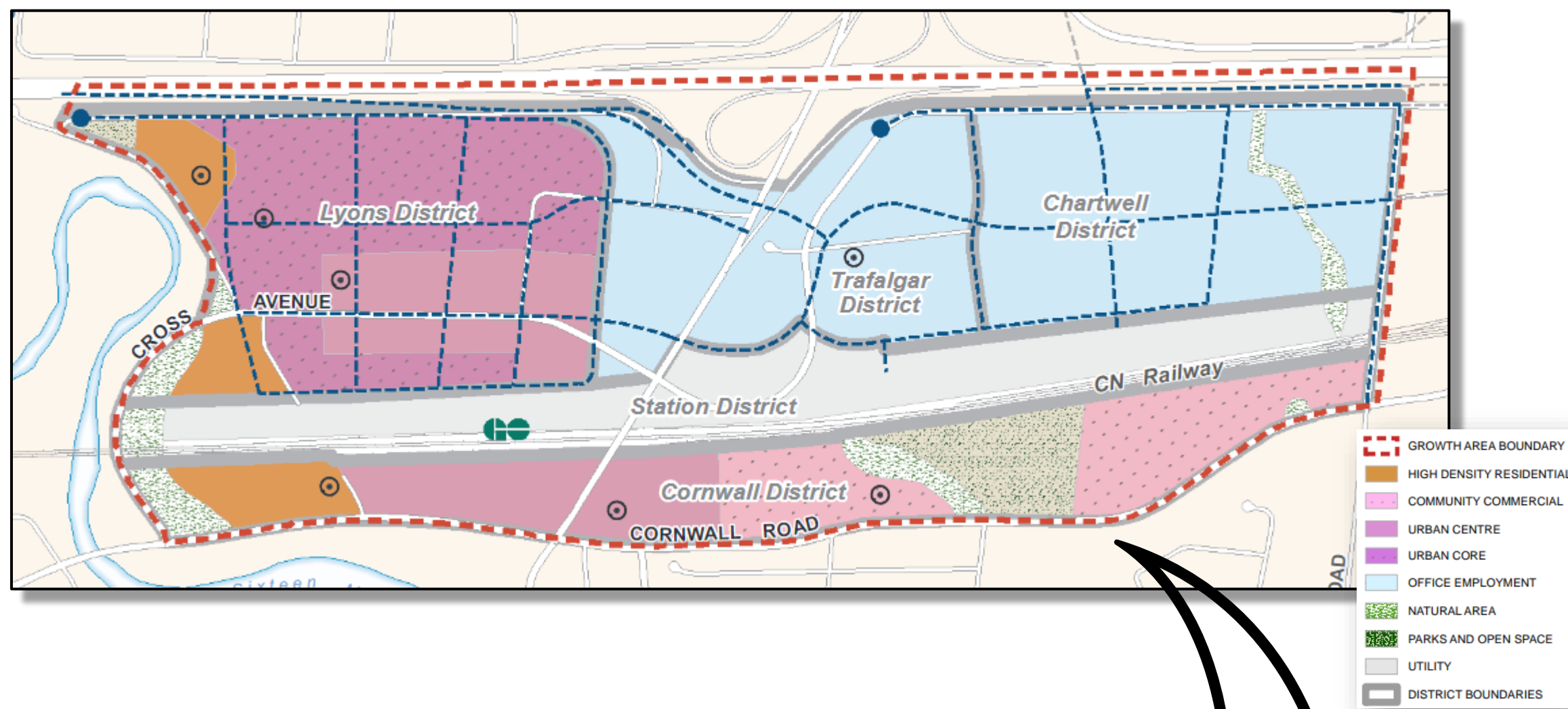
Illustration of potential development within maximum allowed density, where building height exceeds threshold heights in exchange for community benefits.

Let's Talk...

How will land be used in Midtown Oakville?

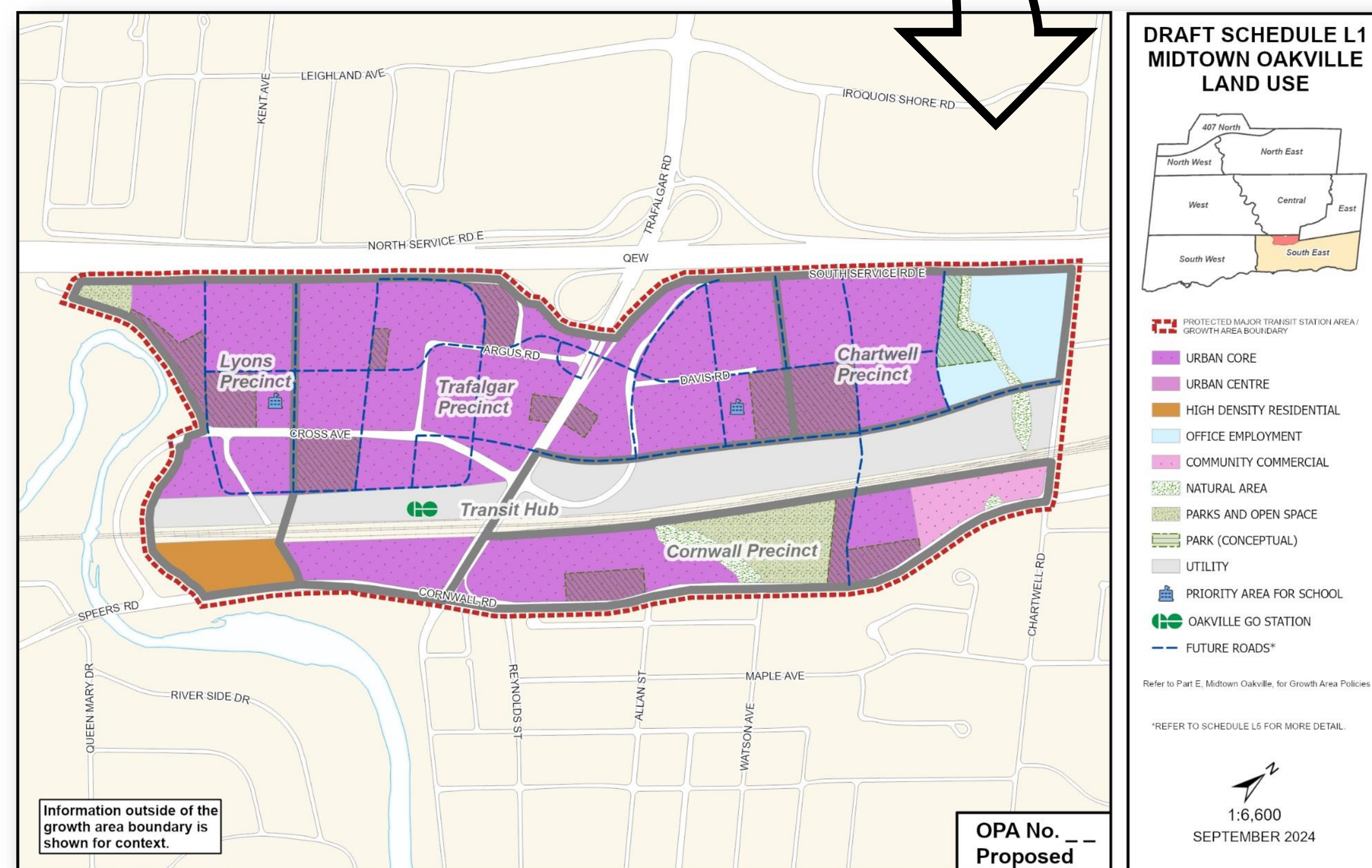
Midtown is planned to provide places to live, work, reflect, and play.

EXISTING



Approximately, **50 hectares** of land are to be redesignated from: Office Employment, High-Density Residential and Urban Centre to Urban Core through this OPA.

DRAFT



Lands are designated for a variety of uses based on their context and ability to evolve in a manner that supports the Midtown Oakville vision.

Examples of Permitted Uses:

Per Section 20.4 of the OPA and Livable Oakville Plan Sections 11.4 High Density Residential, 12.5 Urban Core, 13.4 Community Commercial, 14.3 Office Employment, 16 Natural Area, 17.1 Parks and Open Space, and 18 Utility.

✓ = Denotes that the use is explicitly addressed in policy associated with the above noted land use designation.

| | High Density Residential | Urban Core | Community Commercial | Office Employment | Parks and Open Space | Natural Areas | Utility |
|--|--------------------------|------------|----------------------|-------------------|----------------------|---------------|---------|
| Housing , including non-market housing, emergency, transitional, supportive, special needs and affordable housing | ✓ | ✓ | | | | | |
| Offices , including major office | | ✓ | ✓ | ✓ | | | |
| Community Uses/Public Service Facilities , such as: educational facilities, places of worship, day care centres, libraries, seniors' center, emergency services | ✓ | ✓ | ✓ | ✓ | | | |
| Public halls | | ✓ | ✓ | ✓ | | | |
| Commercial uses , including large and small scale retail; service uses | | ✓ | ✓ | | | | |
| Commercial schools and training facilities | | ✓ | ✓ | ✓ | | | |
| Retail and service commercial uses including restaurants | | ✓ | ✓ | ✓ | | | |
| Places of entertainment | | ✓ | ✓ | | | | |
| Hotels | | ✓ | ✓ | ✓ | | | |
| Light industrial uses | | | | ✓ | | | |
| Parks, parkettes; indoor and outdoor recreational uses | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Cultural heritage uses | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Cemeteries; watershed management and flood and erosion hazard control facilities | | | | | ✓ | | |
| Passive recreational uses , such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Fish, wildlife and conservation management , including forestry, essential public works, passive recreation features | | | | | ✓ | ✓ | |
| Transit-related uses and facilities , including station building and related office uses, transit terminal, passenger amenity areas and public open space, passenger pick-up & drop off, surface and structured parking | ✓ | ✓ | ✓ | ✓ | | | ✓ |



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: | | | |
|----------------------------|--|--|--|--|--|-----------------------------|--|--|--|
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Question 2

Let's Talk...

How will people and goods move in and out of Midtown Oakville?

Midtown Oakville is planned to accommodate multiple modes of travel on its streets and trails.



Streets and Trails (Policy 20.5.2 (a))

- Streets and trails provide connections and support travel within and beyond Midtown.
- Streets create walkable development blocks that frame buildings, and connect and complement parkland and open space.
- The long-term development of Midtown Oakville will occur with some streets being realigned and new streets, over- and under-passes provided.
- Streets will accommodate future bus, bus rapid transit and cycling facilities.
- Provision of the street and trail network will occur as part of development approvals, as well as capital and transportation master planning, and Transportation Demand Management implementation (policy 28.19).

Transit Improvements (Schedule L5)

- Transit improvements include provision of dedicated bus rapid transit lanes and stops, and expansion and relocation of the bus terminal.
- Transit improvements align with Metrolinx Regional Transportation Plan and Station Access Plan.

The Midtown Oakville transportation network is integrated with the overall Town, Regional and Provincial transportation systems in accordance with their respective master plan work.



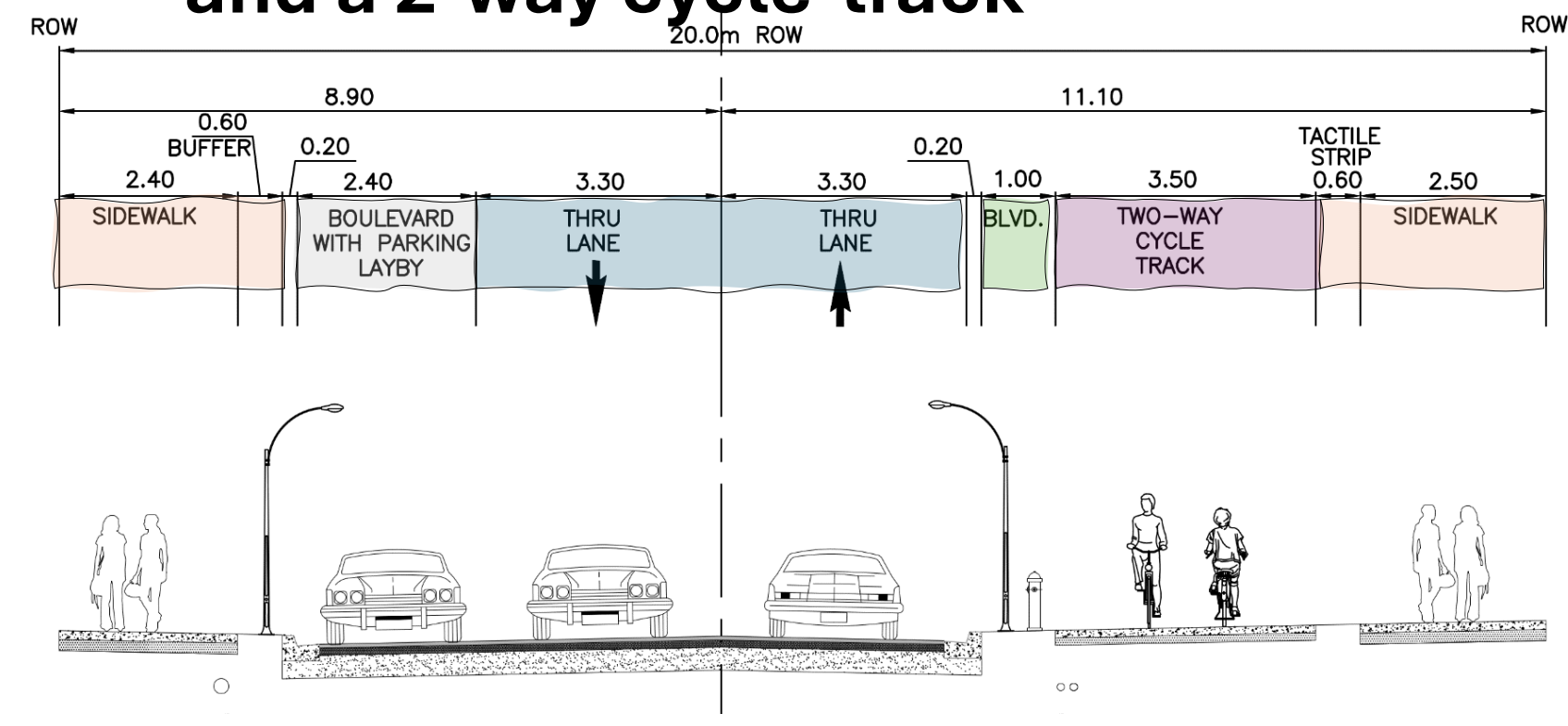
Let's Talk...

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

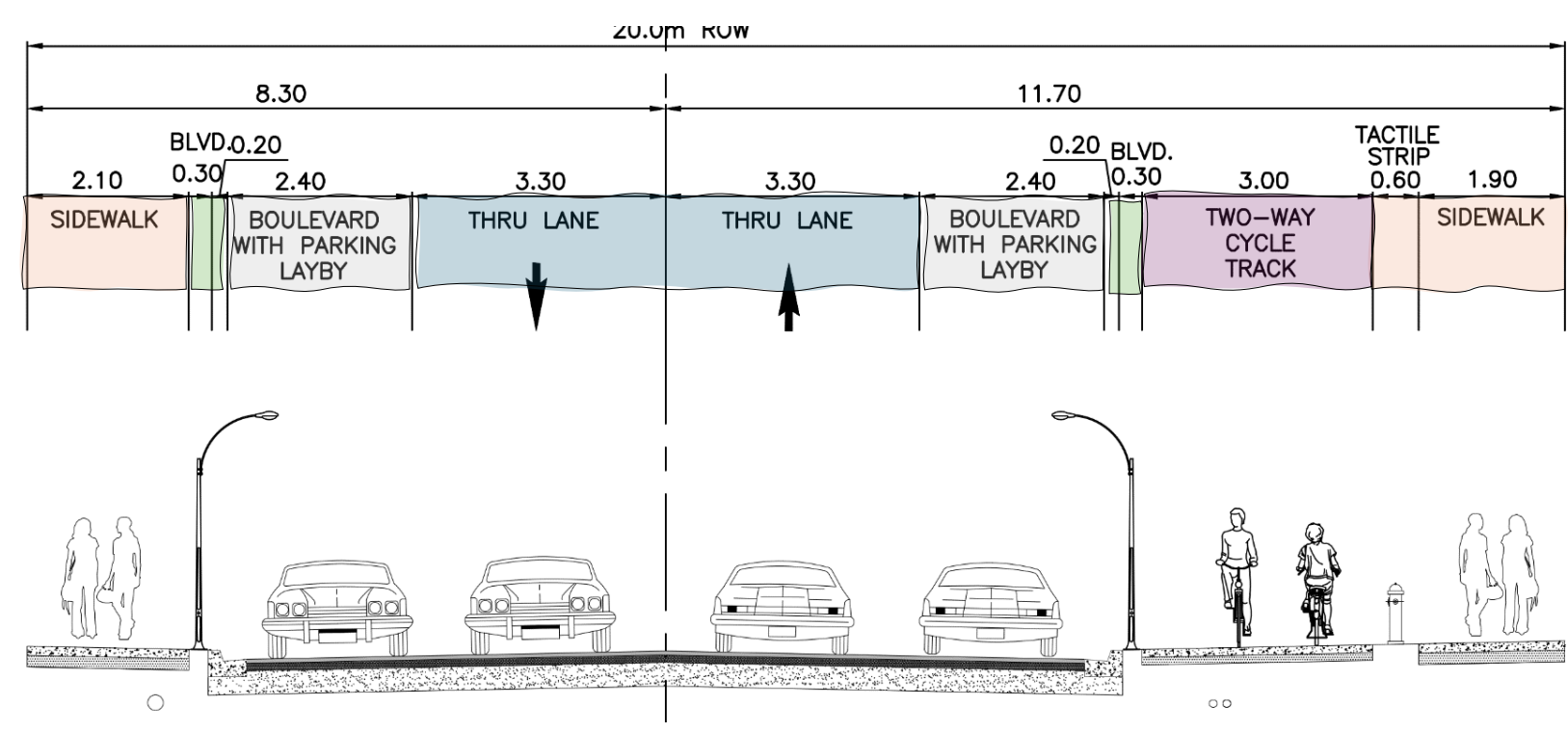
Midtown Oakville is planned to provide new streets and trails to improve connections and mitigate congestion.

Possible Cross Sections based on Street Typology

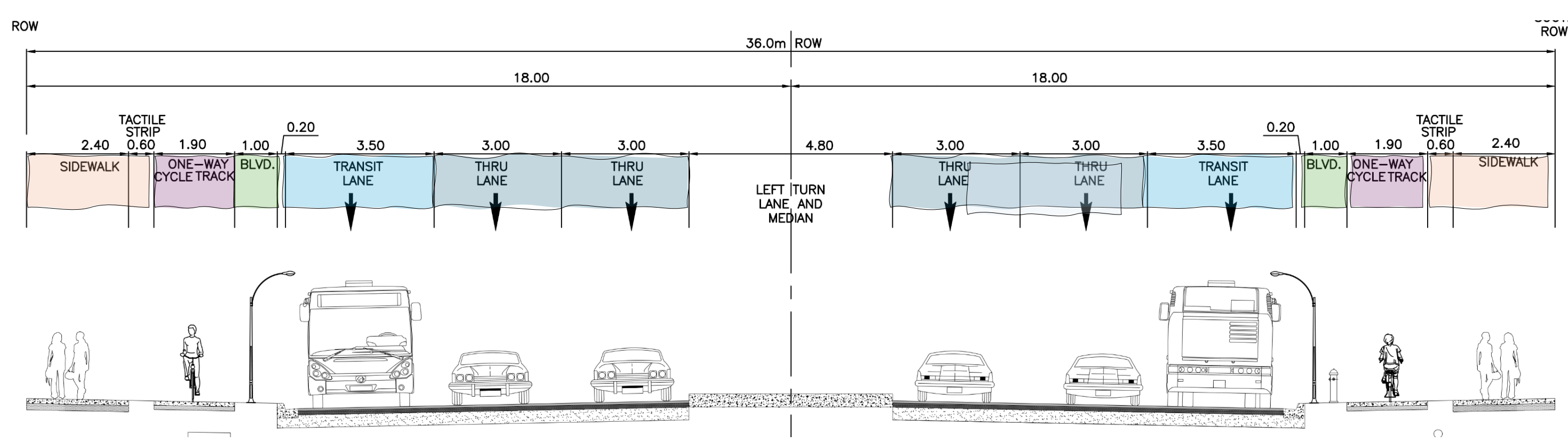
20M ROW with 2 thru-lanes, 1 layby parking lane, and a 2-way cycle-track



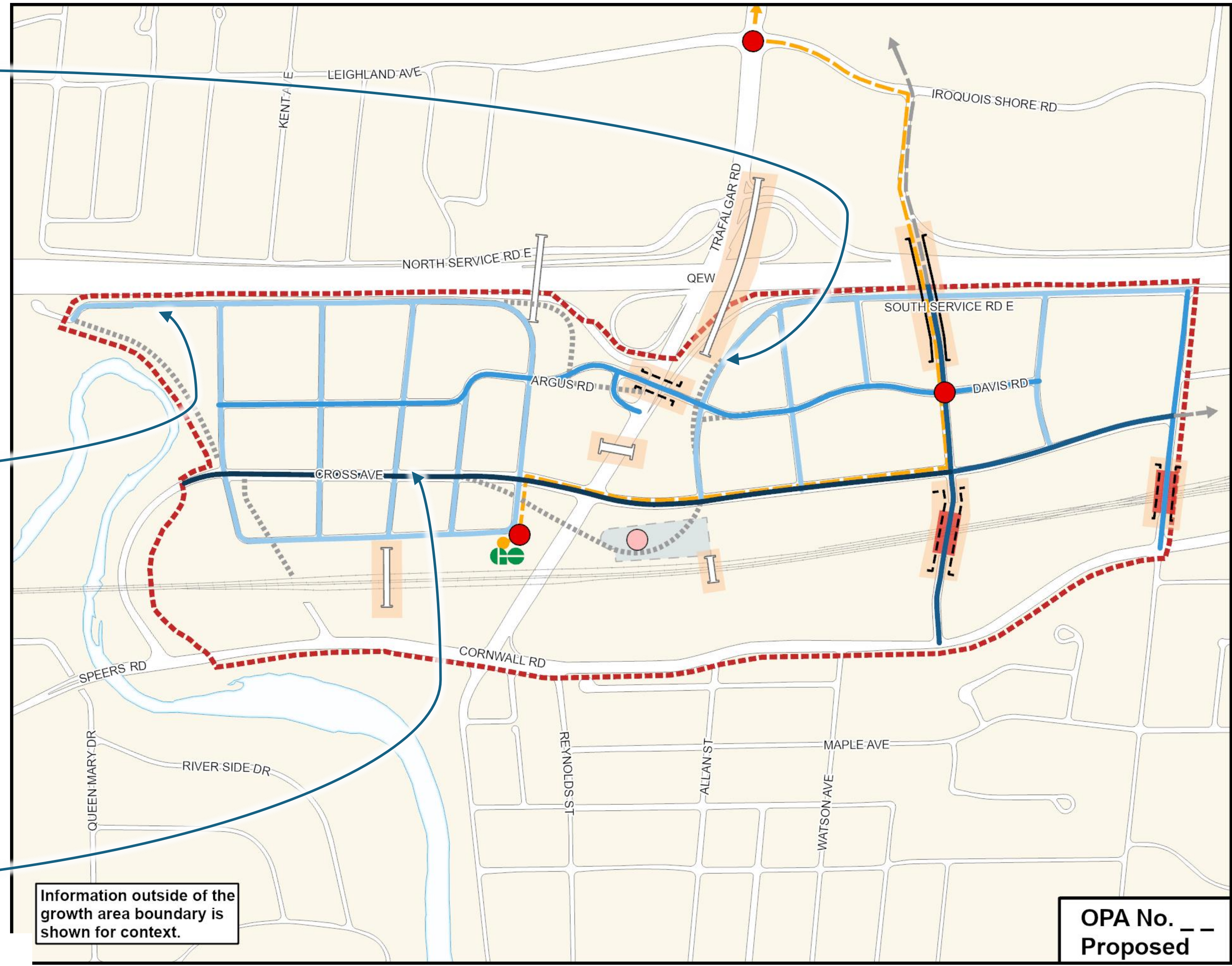
20M ROW with 2 thru-lanes and 2 layby parking lanes, and a 2-way cycle-track



36M ROW with curbside transit lane and left turn lane



Schedule L5: Proposed Transportation Network



DRAFT SCHEDULE L5 MIDTOWN OAKVILLE PROPOSED TRANSPORTATION NETWORK

- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- PROPOSED TO BE REMOVED
- FUTURE LOCAL ROAD (20M)*
- FUTURE COLLECTOR (26M)*
- FUTURE MINOR ARTERIAL (30M)*
- FUTURE ARTERIAL (36M)*
- FUTURE STREET EXTENSIONS OUTSIDE OF MIDTOWN BOUNDARY
- FUTURE BRIDGE
- FUTURE UNDERPASS
- FUTURE ACTIVE TRANSPORTATION BRIDGE
- BRIDGE AND UNDERPASS ALIGNMENT SUBJECT TO FURTHER STUDY
- POTENTIAL FUTURE RAILWAY GRADE SEPARATION
- MAJOR TRANSIT STATION
- FUTURE PROTECTED STATION AREA
- TRAFALGAR BRT
- PROPOSED BRT STOP
- ALTERNATE BRT STOP (subject to further study)

*THIS SCHEDULE DEPICTS THE PROPOSED FUTURE STREET NETWORK. FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.

1:6,600
SEPTEMBER 2024

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

OPA No. -- Proposed

See adjacent panel for more sample ROW cross sections.

Let's Talk...

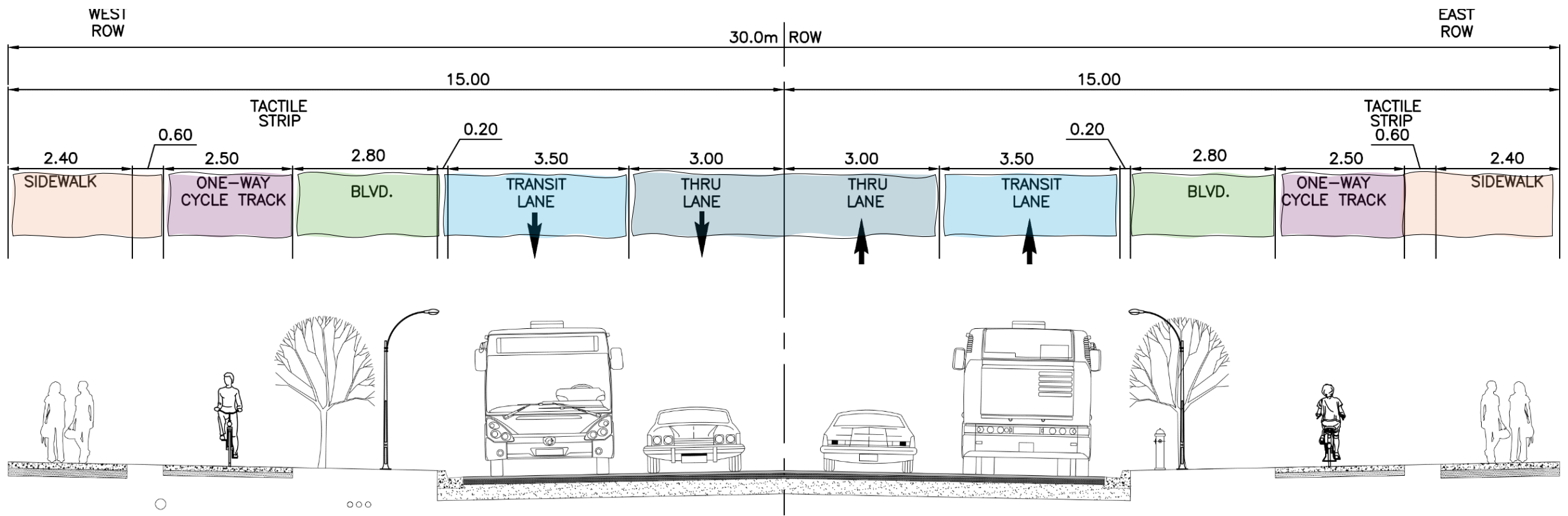
What would future streets look like in Midtown Oakville?

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.

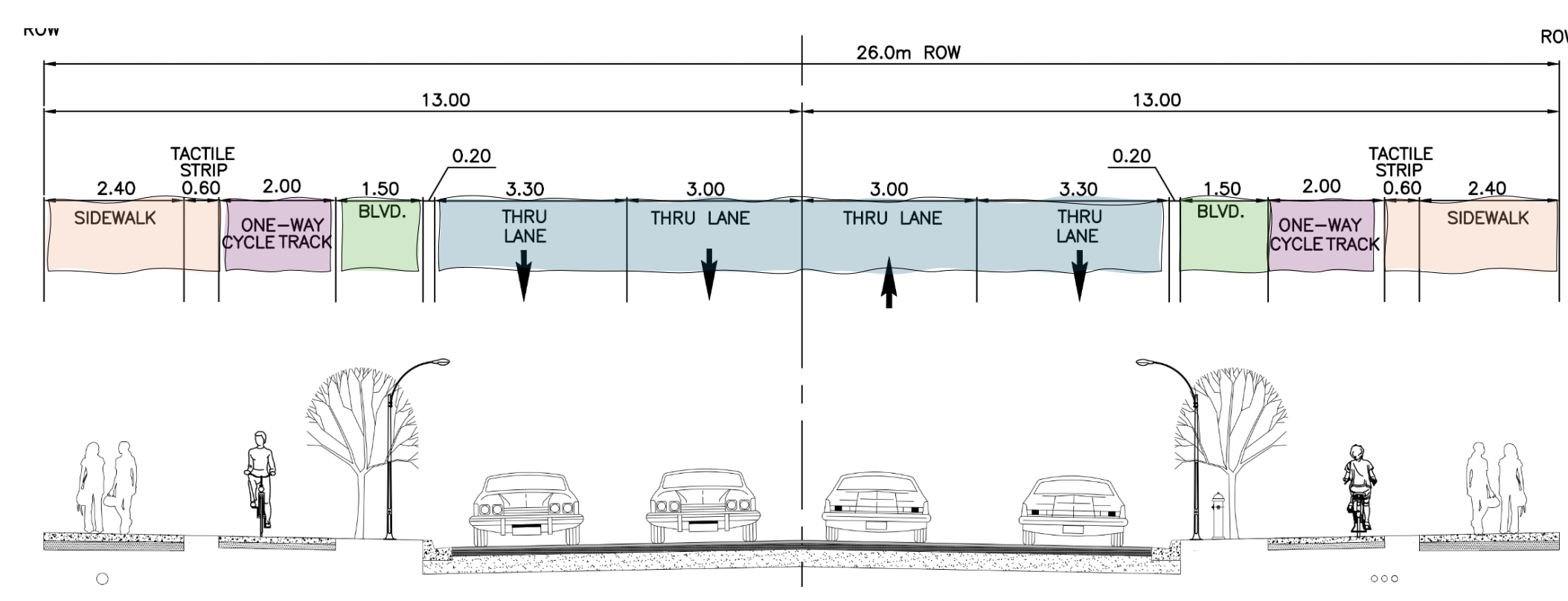
Minor Arterial Street

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



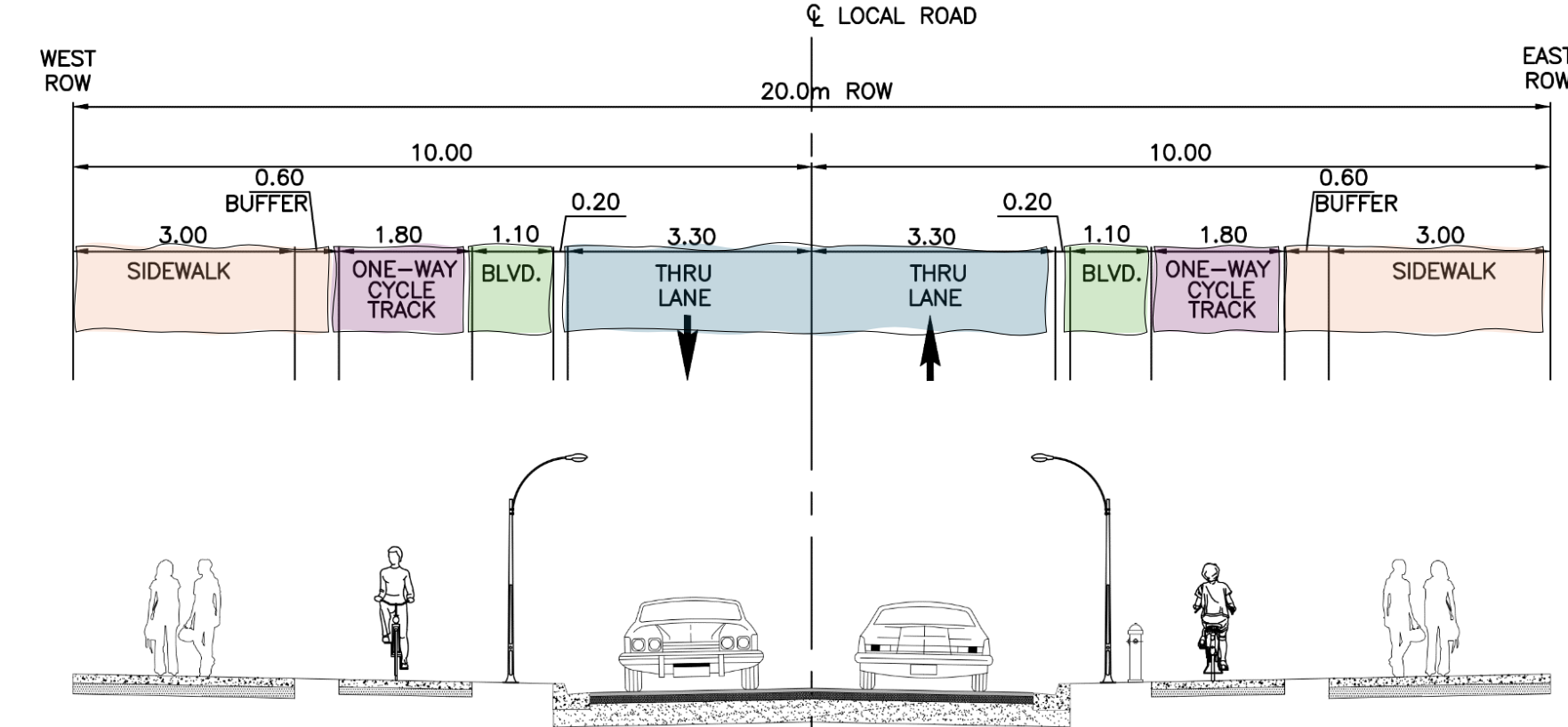
Collector Street

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

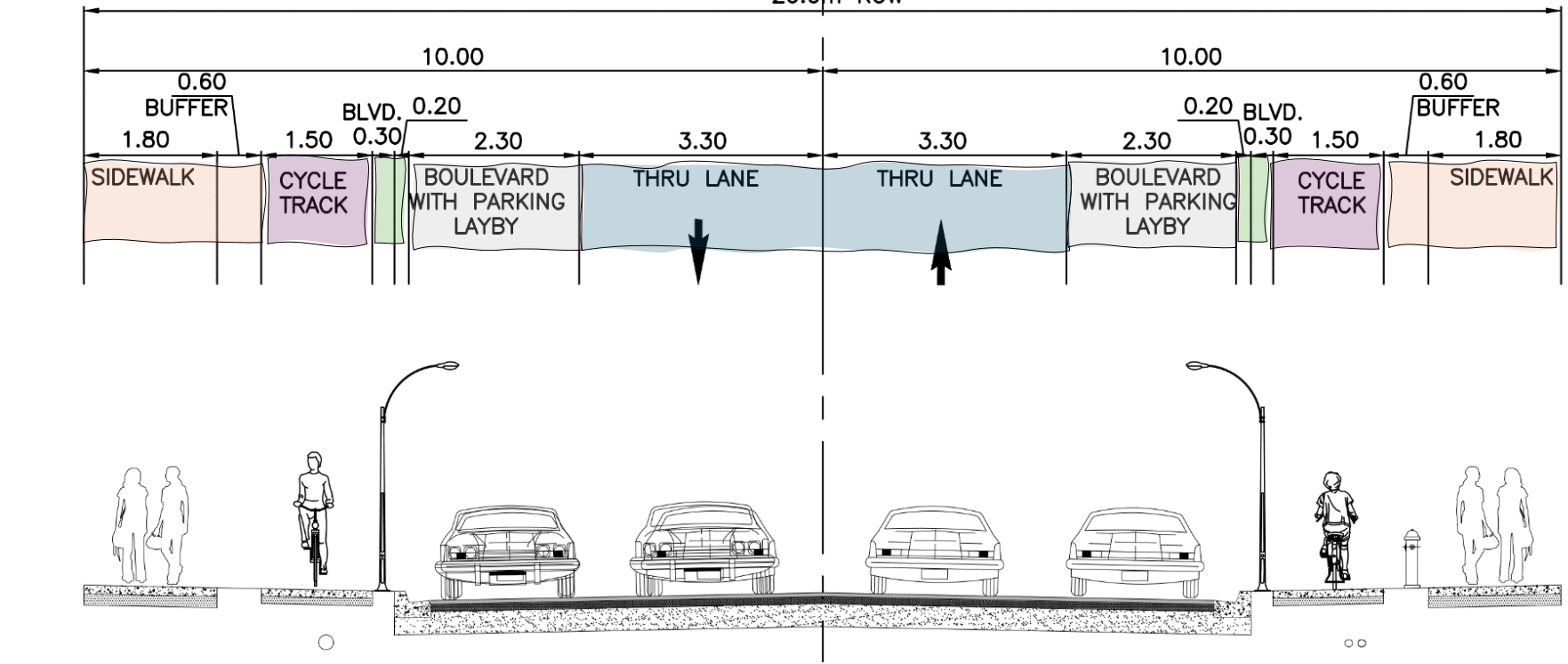


Local Street

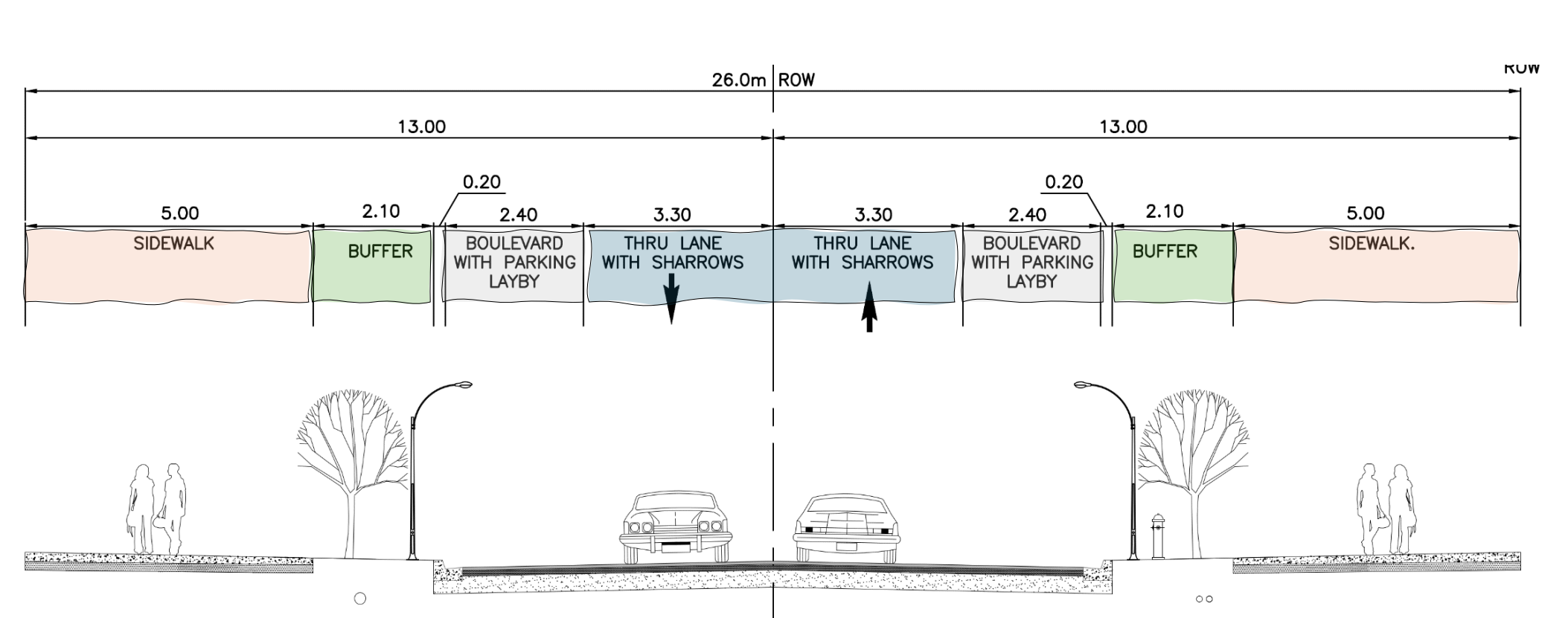
20M ROW with 2 thru-lanes and 2 cycle tracks



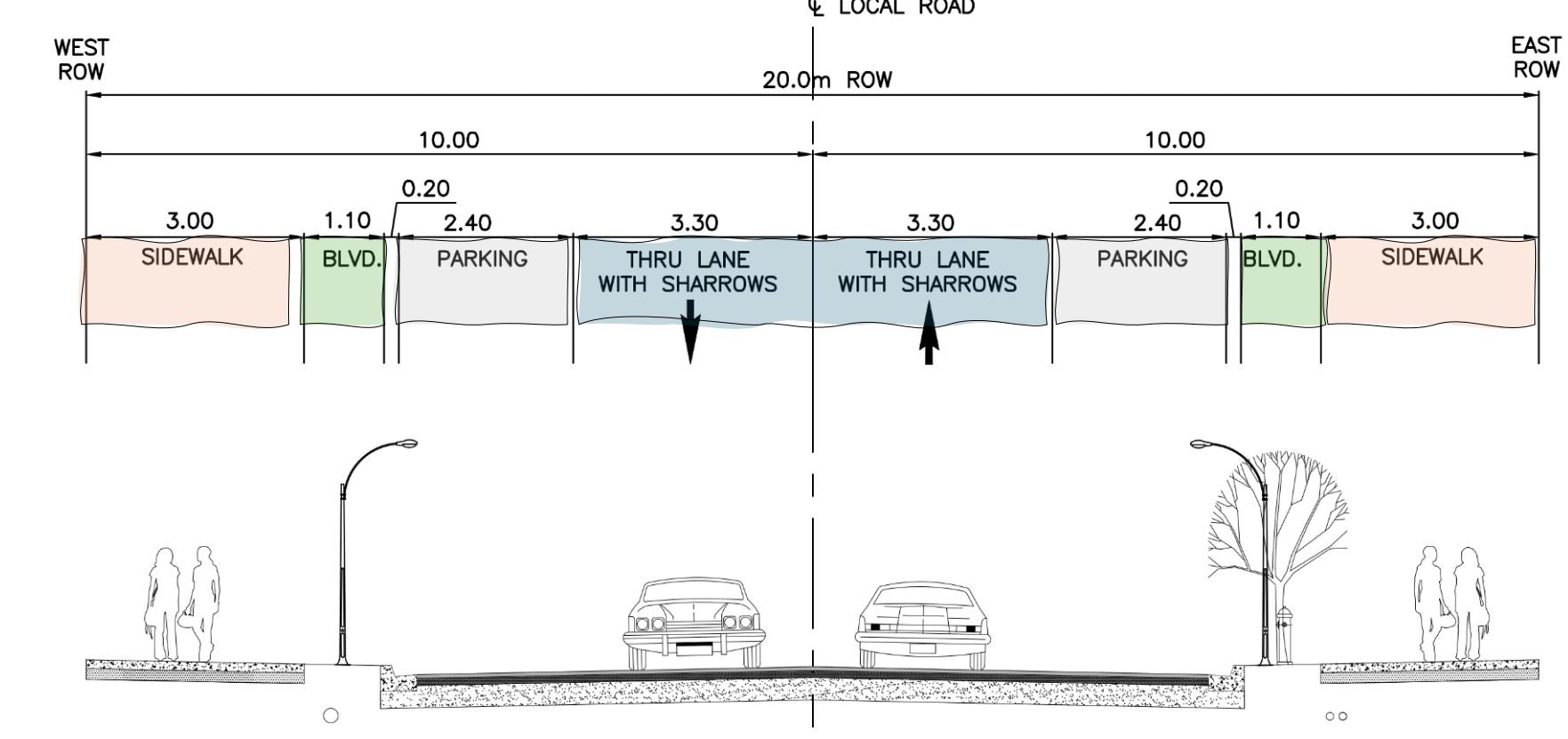
20M ROW with 2 thru-lanes, 2 layby lanes, and 2 cycle tracks



26M ROW with 2 thru-lanes and layby parking lanes



20M ROW with 2 thru-lanes and layby parking



See adjacent panel for more sample ROW cross sections.

Let's Talk...

How will active transportation be supported within and outside of Midtown?

Policy 20.5.2 (b) and Schedule L6: Active Transportation

Provides "last mile" options for transit users

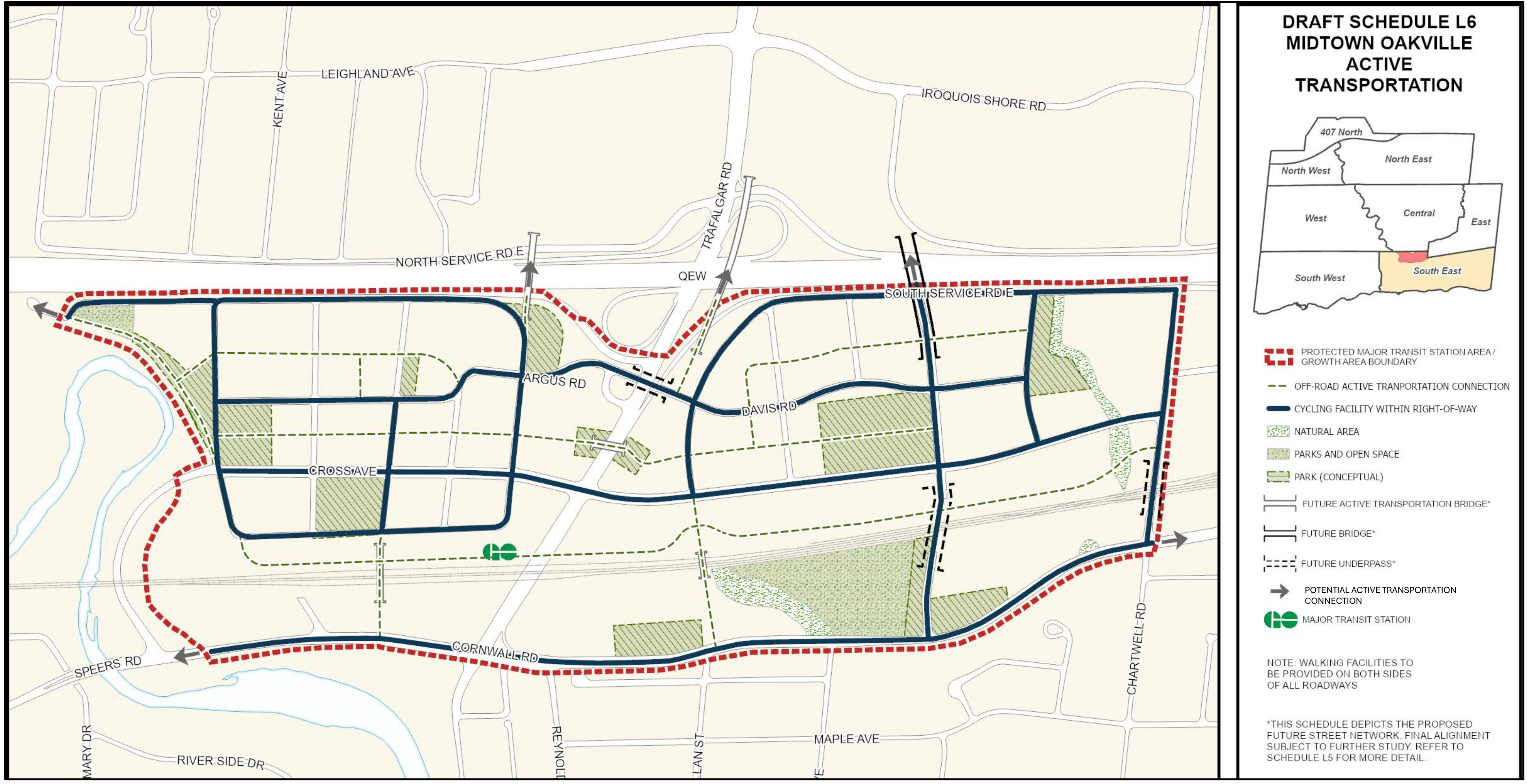
- Active Transportation network aligns with and enhances Metrolinx Station Access Plan.

Lakeshore West Line
Region of Halton
Town of Oakville

Links: table of contents | on-site table

| Station Access Mode | ID | Off-Site Improvements Identified Through Municipal Engagement |
|---------------------|-----------------|---|
| Walking | OFF-LSW-OKGO-01 | Work the Town of Oakville to explore options to implement the Midtown Strategy, which identifies two north-south active transportation crossings on either side of Trafalgar Rd. across the QEW. |
| Local Transit | OFF-LSW-OKGO-02 | Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs. |
| | OFF-LSW-OKGO-03 | Identify opportunities to coordinate timetables between agencies. |
| | OFF-LSW-OKGO-04 | Work with Oakville Transit to explore options for integrating a possible future BRT service from Midtown Oakville north along a dedicated alignment across QEW and then along Trafalgar Rd., with integration with planned bus infrastructure at Oakville GO station. |
| Cycling | OFF-LSW-OKGO-05 | Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cross Ave. |
| | OFF-LSW-OKGO-06 | Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cornwall Road including a buffered bike lane west of Trafalgar Rd. and an in-boulevard trail east of Trafalgar Rd. |
| | OFF-LSW-OKGO-07 | Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Queen Mary Dr. to connect Speers Ave. to Downtown Oakville. |
| | OFF-LSW-OKGO-08 | Encourage the Town of Oakville to develop cycling infrastructure along Pearson Dr. that could connect to a future active transportation crossing over the QEW, which would ultimately connect to Midtown Oakville. |
| Pick-up/Drop-off | N/A | No off-site plans identified through municipal engagement. |
| Drive & Park | N/A | No off-site plans identified through municipal engagement. |

Draft policies of the official plan amendment support the provision of parking facilities and pick-up and drop-off facilities to support transit use.



Walking and cycling facilities within Right-Of-Way

- Walking facilities are required on both sides of all streets.
- Cycle-facilities are assigned to local and collector streets that connect with transit facilities, parks, schools, open spaces within and beyond Midtown Oakville.

Off-Road Active Transportation

- Multi-use trails are proposed through the closure of Lyons Lane, within the hydro corridor, and within mid-block connections.



How will parking, loading and site access be accommodated in Midtown?

Vehicle parking is limited and required to be screened.

Section 20.5.2 (d) directs:

- Maximum parking standards to be established in CPP by-law.
- Parking is located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.
- Structured parking, preferably below-grade, is required.
- Above ground structured parking is required to incorporate active external uses at-grade and above grade where the building is facing a public street.
- Surface parking is only for visitor parking and/or short-term, temporary parking, and is located within the side or rear yard.
- Shared parking facilities are encouraged.
- Electric vehicle charging facilities shall/should be provided.



Above ground structures parking, with active frontage facing public street.



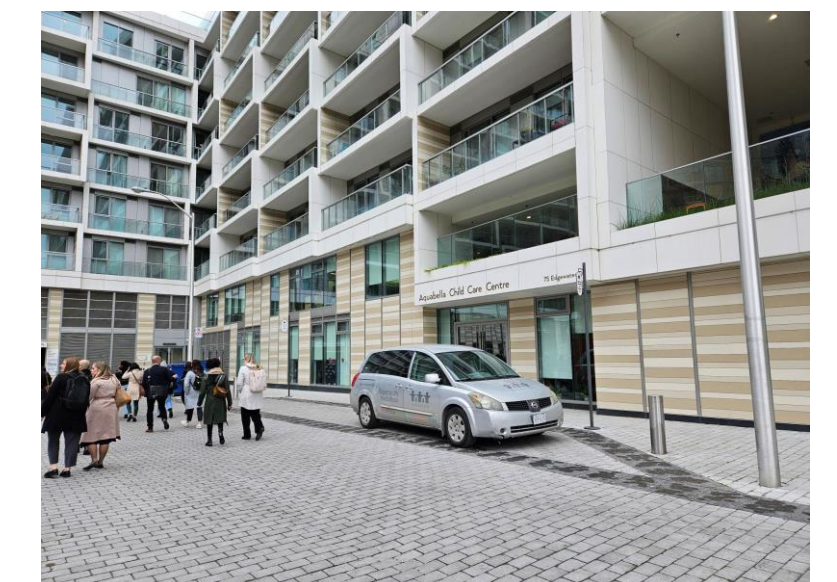
Parked vehicles are screened from the street (4.1.11)



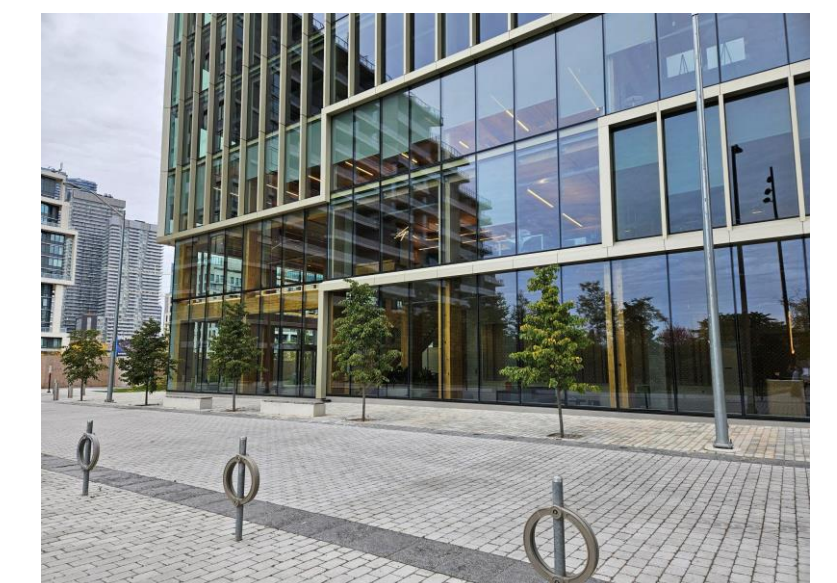
Loading and site access may be provided via mid-block connections.

Section 20.5.2 (c) directs for mid-block connections that are:

- Safe, barrier-free, convenient, predictable and publicly accessible;
- Used for site servicing and building access;
- Inclusive of:
 - active transportation infrastructure,
 - universally accessible measures,
 - pedestrian scaled lighting, and
 - clear signage and way-finding.



Mid-block building pedestrian and vehicle access points.



Mid-block pedestrian and bike travel route and facilities.

Facilities are required to promote active transportation.

Section 20.5.2 (b) directs for the accommodation of the following on-site and/or within the public realm:

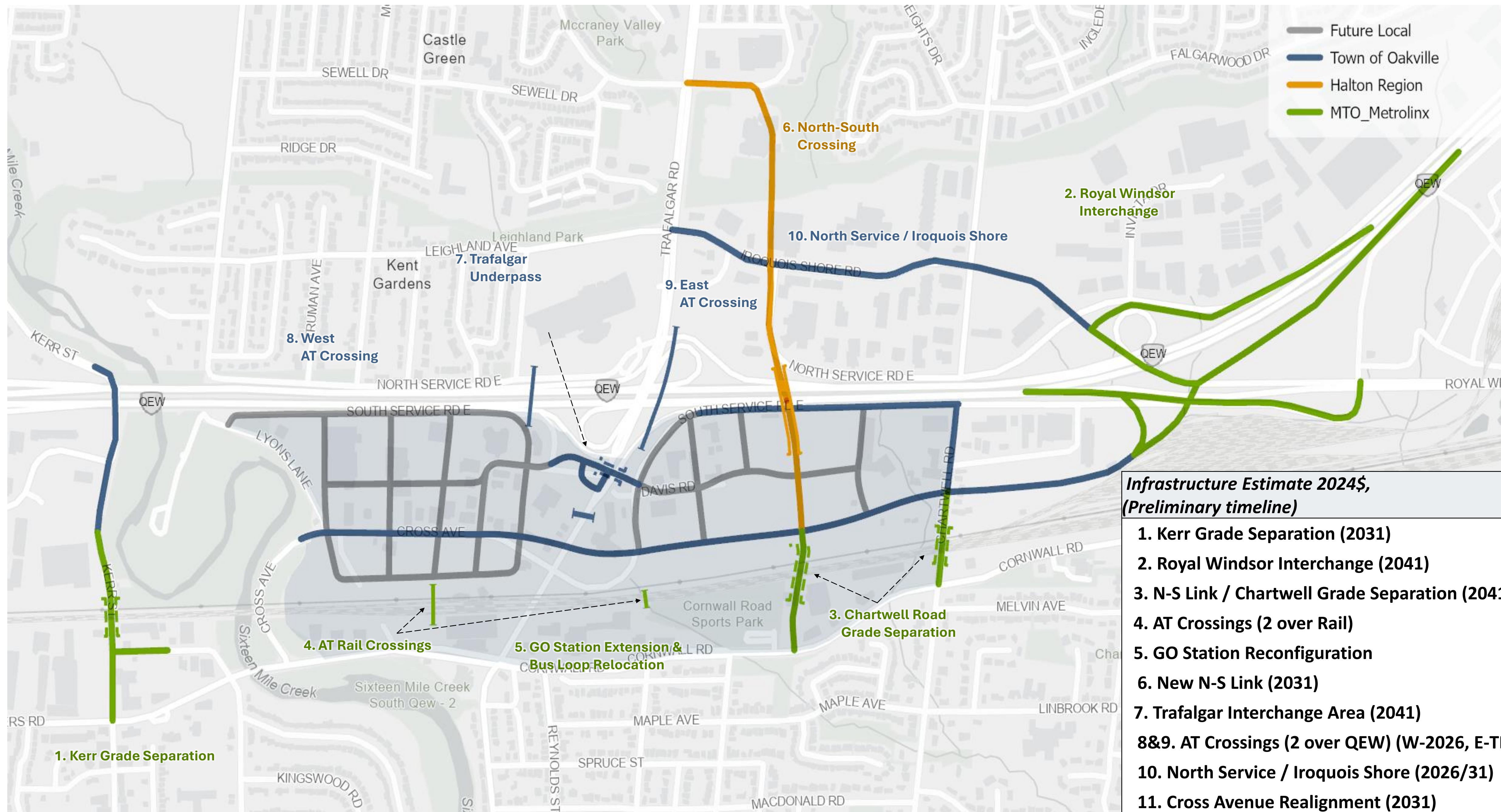
- Street furniture,
- Bike parking,
- Bike and other active mobility sharing facilities, and
- Transit shelters and seating.



Let's Talk...

Who will lead and fund Midtown Oakville related transportation projects?

Midtown and surrounding area transportation infrastructure needs include:



Transportation Projects

- Future Local
- Town of Oakville
- Halton Region
- MTO_Metrolinx

Transportation projects within and beyond Midtown will be led and financed by:

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

| Infrastructure Estimate 2024\$, (Preliminary timeline) | Province | Halton | Town | Developer | Est. Cost |
|--|---------------|--------------|---------------|---------------|---------------|
| 1. Kerr Grade Separation (2031) | \$168M | | \$65M | | \$233M |
| 2. Royal Windsor Interchange (2041) | \$42M | | \$17M | | \$59M |
| 3. N-S Link / Chartwell Grade Separation (2041) | \$89M | | \$98M | | \$187M |
| 4. AT Crossings (2 over Rail) | \$7M | | | | \$7M |
| 5. GO Station Reconfiguration | TBD | | | | TBD |
| 6. New N-S Link (2031) | | \$69M | | | \$69M |
| 7. Trafalgar Interchange Area (2041) | | | \$19M | | \$19M |
| 8&9. AT Crossings (2 over QEW) (W-2026, E-TBD) | | | \$31M | | \$31M |
| 10. North Service / Iroquois Shore (2026/31) | | | \$44M | | \$44M |
| 11. Cross Avenue Realignment (2031) | | | \$144M | | \$144M |
| Local Roads | | | | \$181M | \$181M |
| Total | \$306M | \$69M | \$418M | \$181M | \$974M |
| | 31% | 7% | 43% | 19% | 100% |

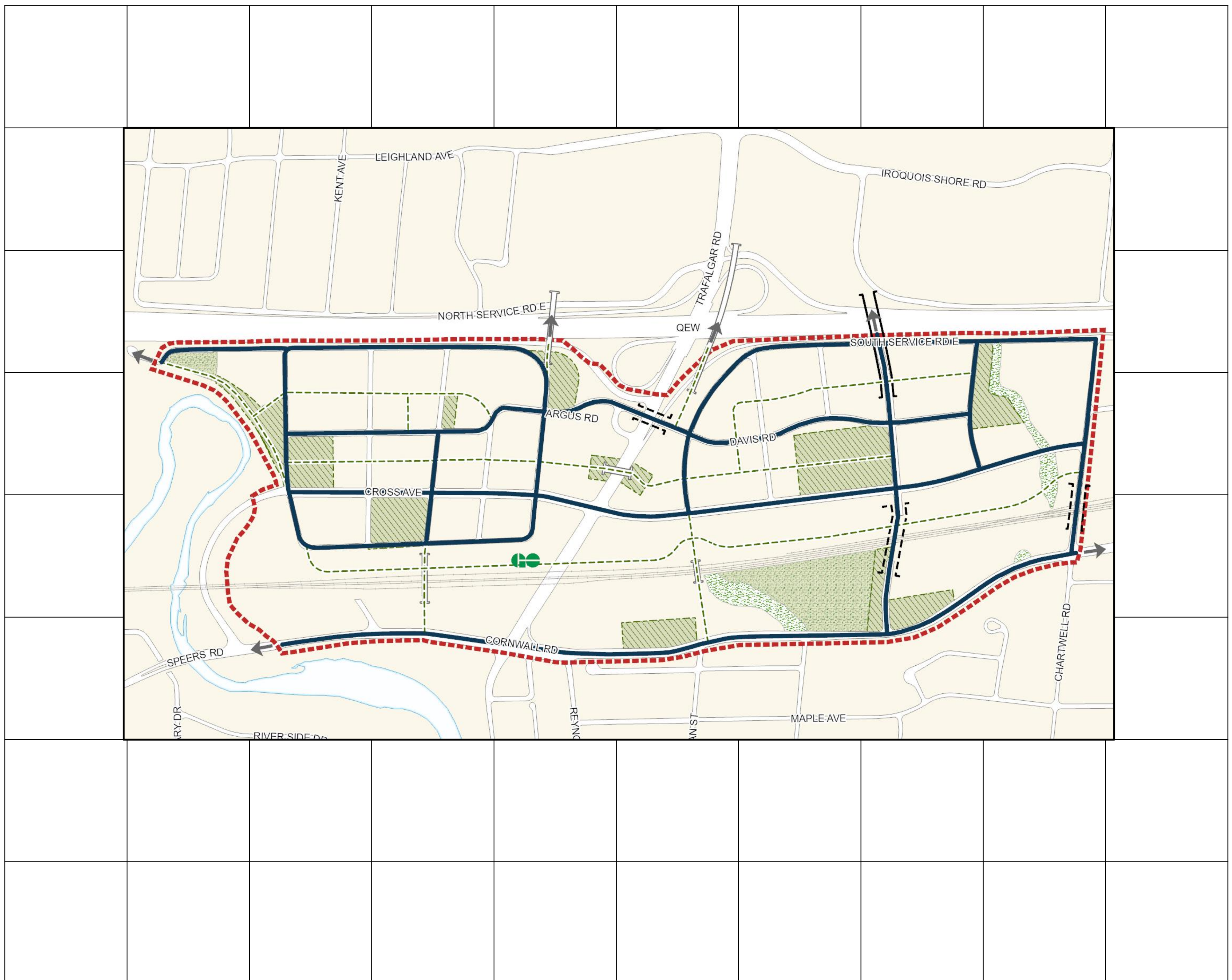
The Midtown Transportation Plan and the Townwide Transportation Master Plan will review and confirm the transportation needs in Midtown and surrounding areas.



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

Let's Talk...

What *Public Service Facilities* are planned for in Midtown Oakville?

Public service facilities are planned to provide a wide range of services and are encouraged to co-locate and be integrated with development to create a compact walkable and socially connected community.



The Town's Parks, Recreation and Library Master Plan identifies a future library and community hub within Midtown.)



The Town's Fire Master Plan proposes a future fire station located in Midtown.

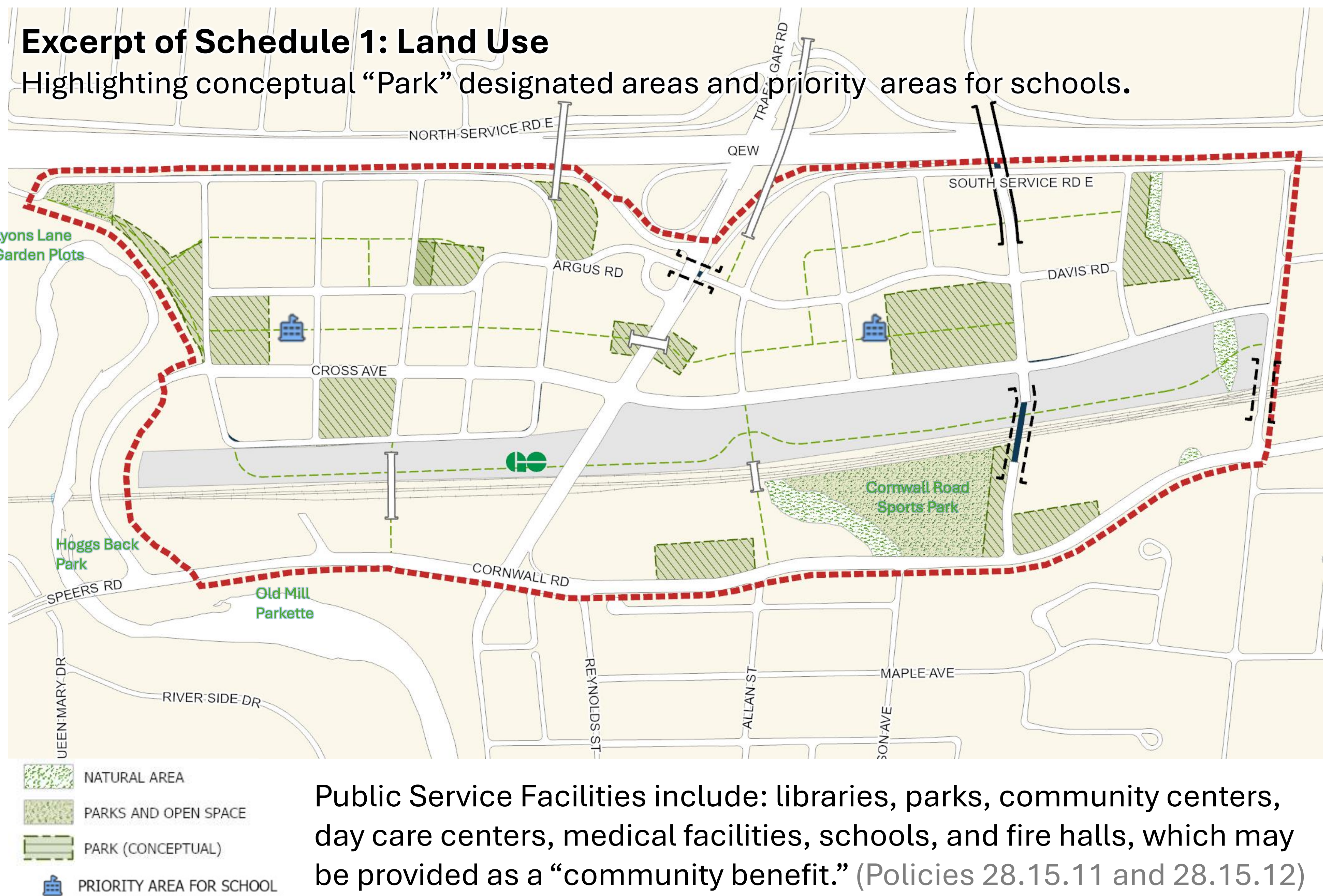


The Town's Parks Plan identifies the need for parkland within Midtown, and provides an acquisition strategy.

Approximately 12 ha of land is designated as Park on Schedule L1: Land Use. (Policies 20.4.2 (d) and 20.5.1 (c))



Priority sites for schools are identified on Schedule L1 Land Use. (Policy 20.4.1 (e))



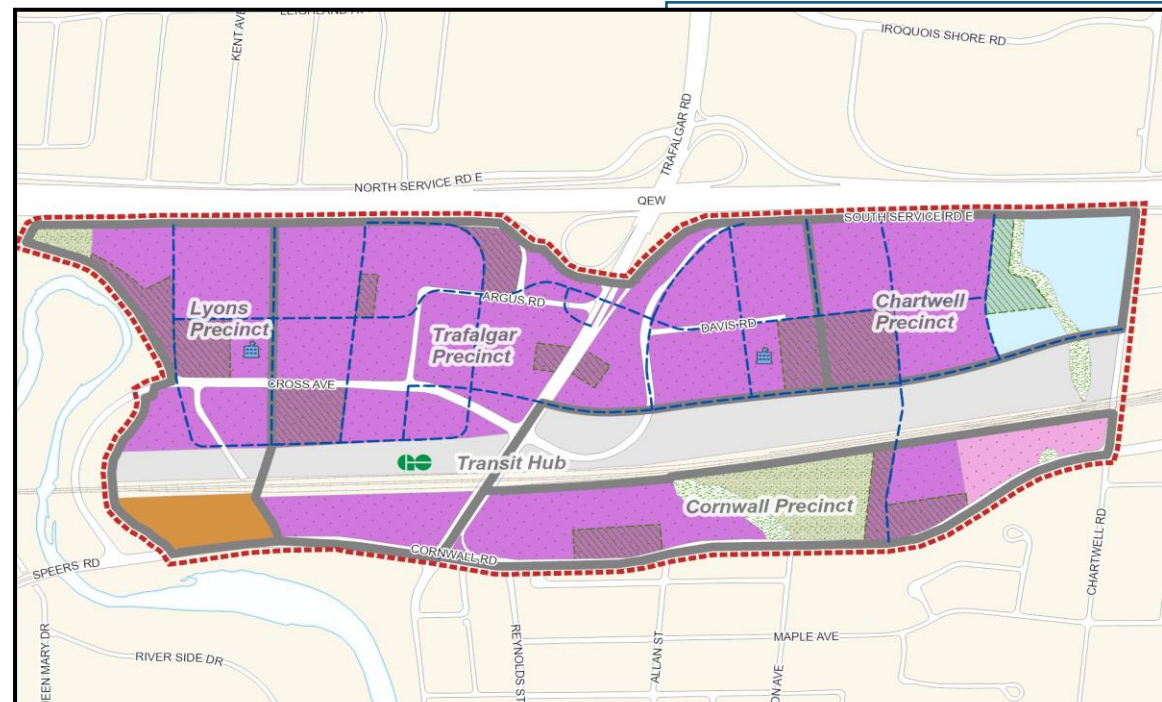
Public Service Facilities include: libraries, parks, community centers, day care centers, medical facilities, schools, and fire halls, which may be provided as a "community benefit." (Policies 28.15.11 and 28.15.12)

Let's Talk...

How is a mix of land use promoted/secured in Midtown Oakville?

Midtown is planned to provide a wide range of businesses and services that create new jobs and support the needs of residents, businesses and visitors, as well as the Town's overall economic prosperity objectives.

Schedule L1: Land Use



Midtown Land Use Designations

Majority of land in Midtown is designated to permit a broad variety of employment, commercial, institutional and civic uses

- **Urban Core** (broad mix of residential and non-residential uses)
- **Office Employment** (mix of office and light industrial uses) and
- **Community Commercial** (mix of commercial, office, and service uses).



Midtown Official Plan Policies (Section 20.4)

- Require replacement of equal or greater non-residential gross leasable floor area
- Require non-residential uses at grade where fronting streets and parks.
- Within Urban Core, require a minimum of 18% of total GFA to be non-residential
- Permit expansion of existing non-residential uses.

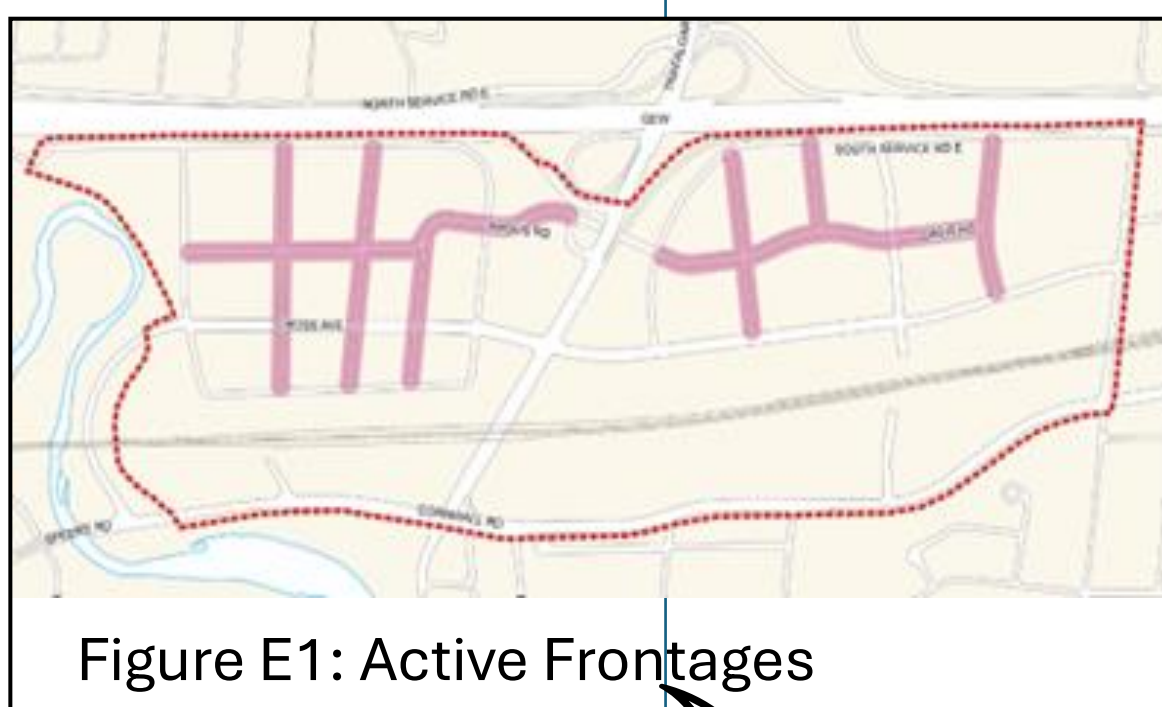
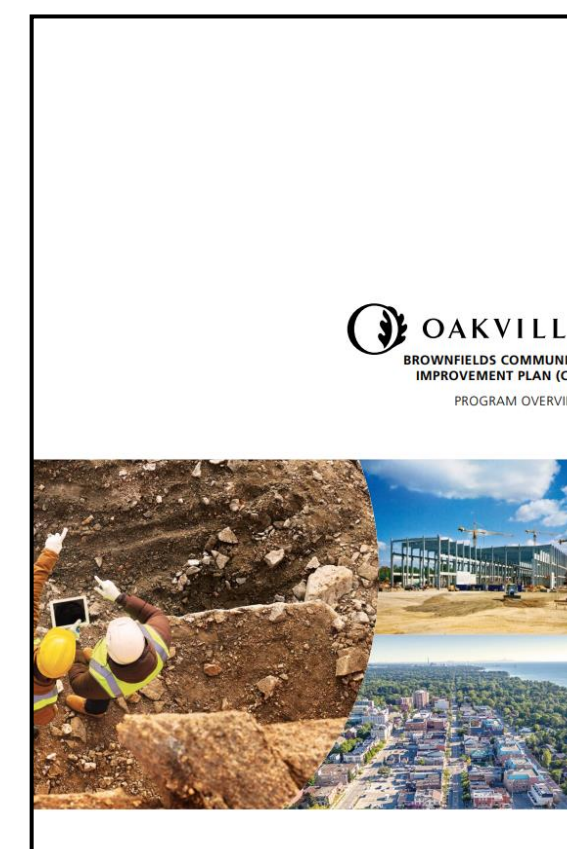


Figure E1: Active Frontages

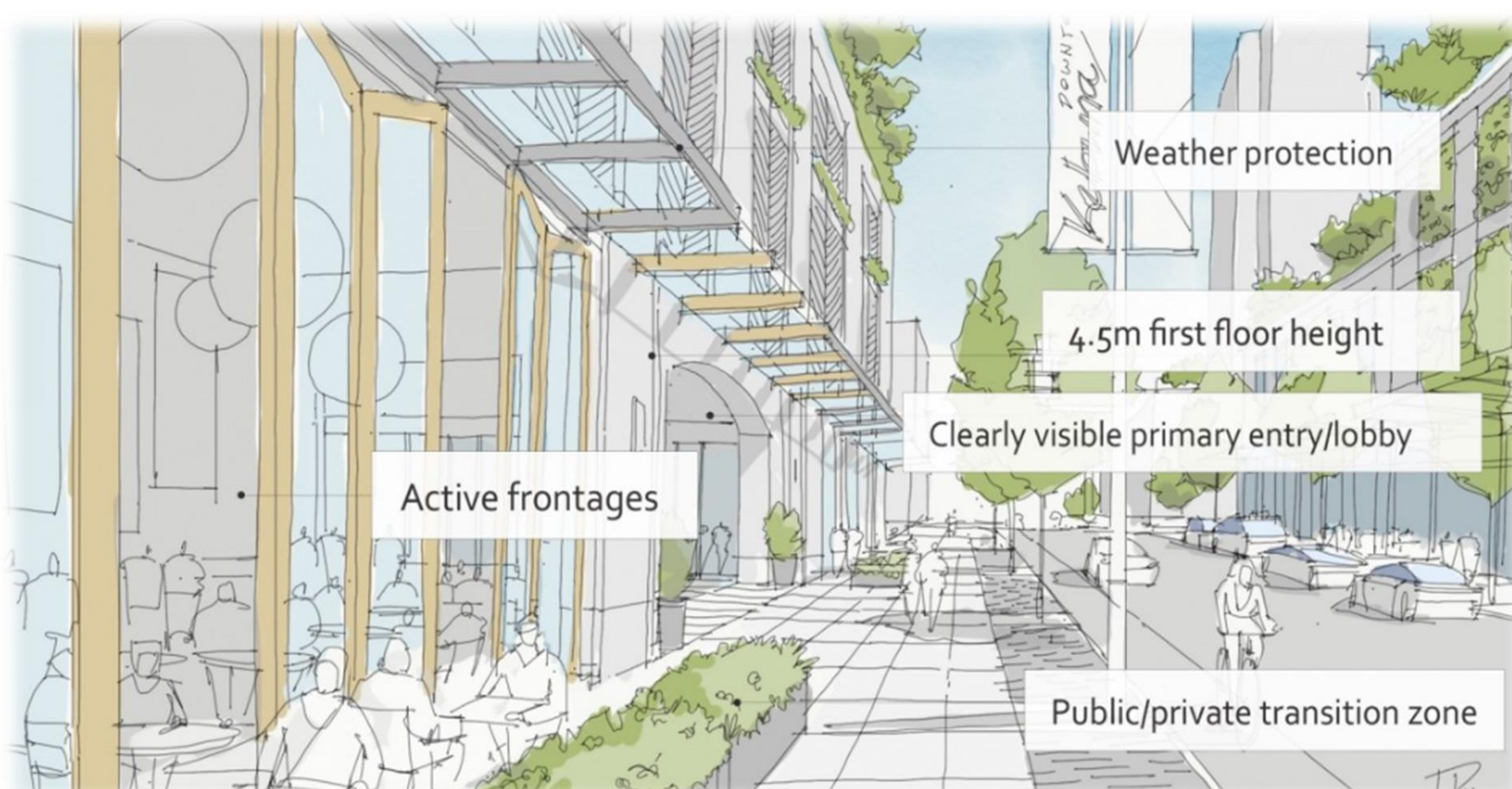
Active Frontage Requirements (Section 20.4.1 (h))

- Along streets identified in Figure E1 – Active Frontages, a minimum of 70% of the building fronting the street is required to accommodate non-residential uses (i.e. commercial, retail, office, institutional, and community uses).



Brownfield Community Improvement Plan (CIP)

- The Town's CIP incentivizes the remediation of brownfield areas (including lands in Midtown Oakville), and redevelopment sites for more intensive employment and/or affordable residential development.



Town of Oakville Economic Development Plan

- The Town is preparing a new Economic Development Plan (mid 2025).
- An investment attraction marketing plan will be developed with the town's value proposition in mind. It will be focused on target sectors, identification of target geographies (including Midtown) and key marketing partnerships and avenues.
- This plan is developed in collaboration and partnership with the business community and key stakeholders.



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.

The map shows a grid of streets in Midtown. A red dashed line outlines a central area. Within this area, several streets are highlighted with pink shading, indicating where active frontages are currently present or being considered. These streets include Cross Ave, Argus Rd, and Davis Rd. Other streets shown include Kent Ave, Leighland Ave, North Service Rd E, Trapalgar Rd, Iroquois Shore Rd, QEW, South Service Rd E, Cornwall Rd, Speers Rd, Y-Dr, Reynolds St, Allan St, Maple Ave, and Son Ave. A legend in the bottom left corner of the map area shows a pink rectangle labeled 'ACTIVE FRONTAGE*'. A QR code is located in the bottom right corner of the map area.

Question 5

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.

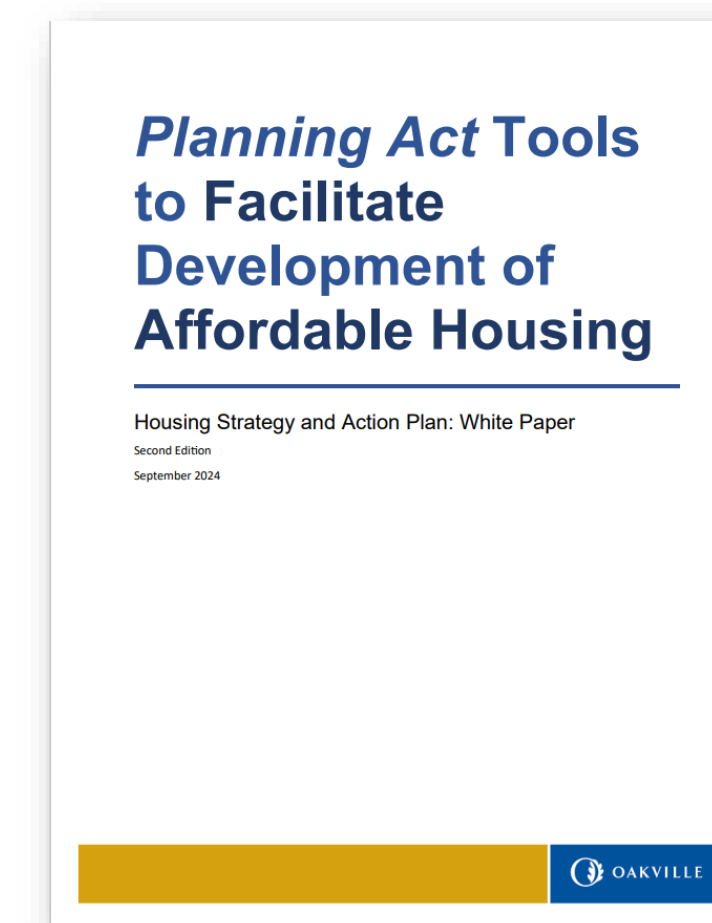
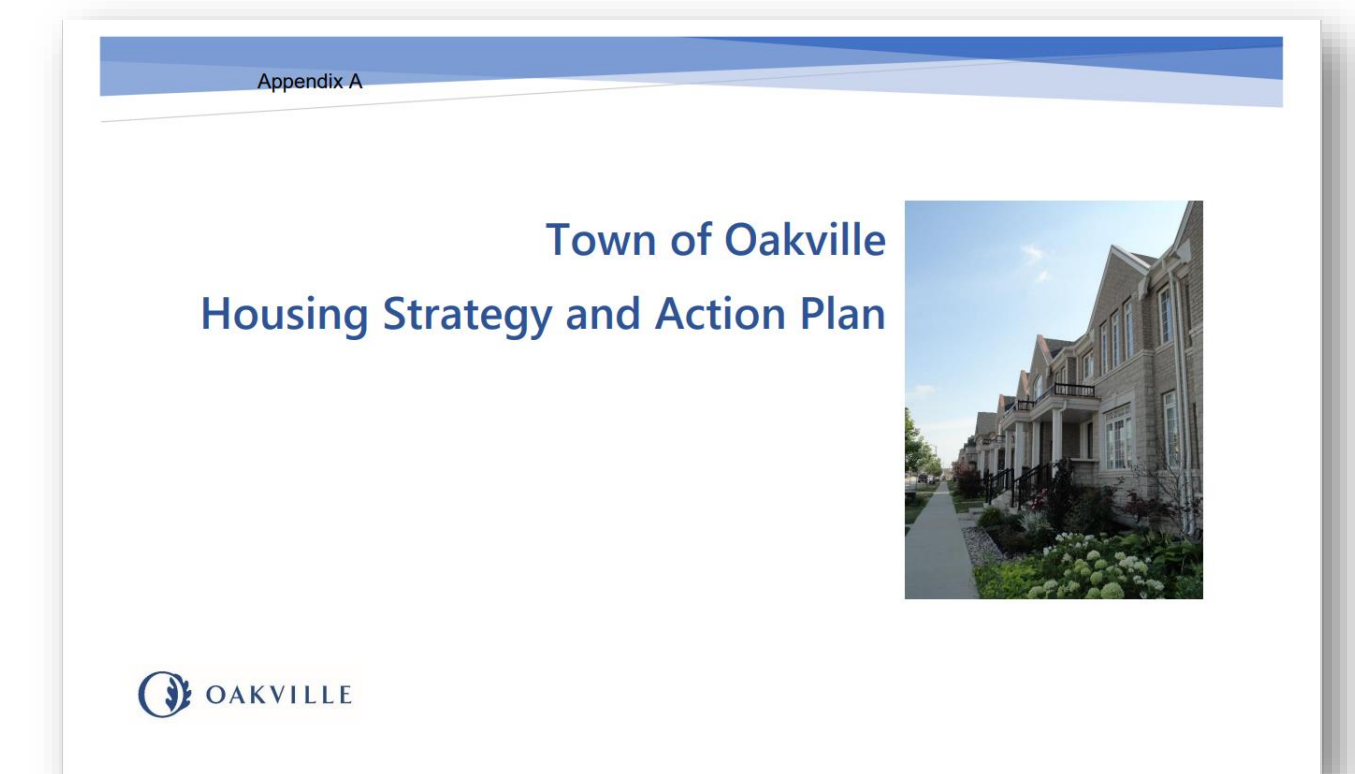
- **Housing Unit Variation** (Policy 20.4.1 (f) iii.)
 - a minimum of 35% units provide two or more bedrooms (except within buildings geared to *special needs* housing)

- **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 units will be mandated following completion of the Town's Housing Needs Assessment, adoption of Inclusionary Zoning Policies, and associated by-law.

And, there is more to come...

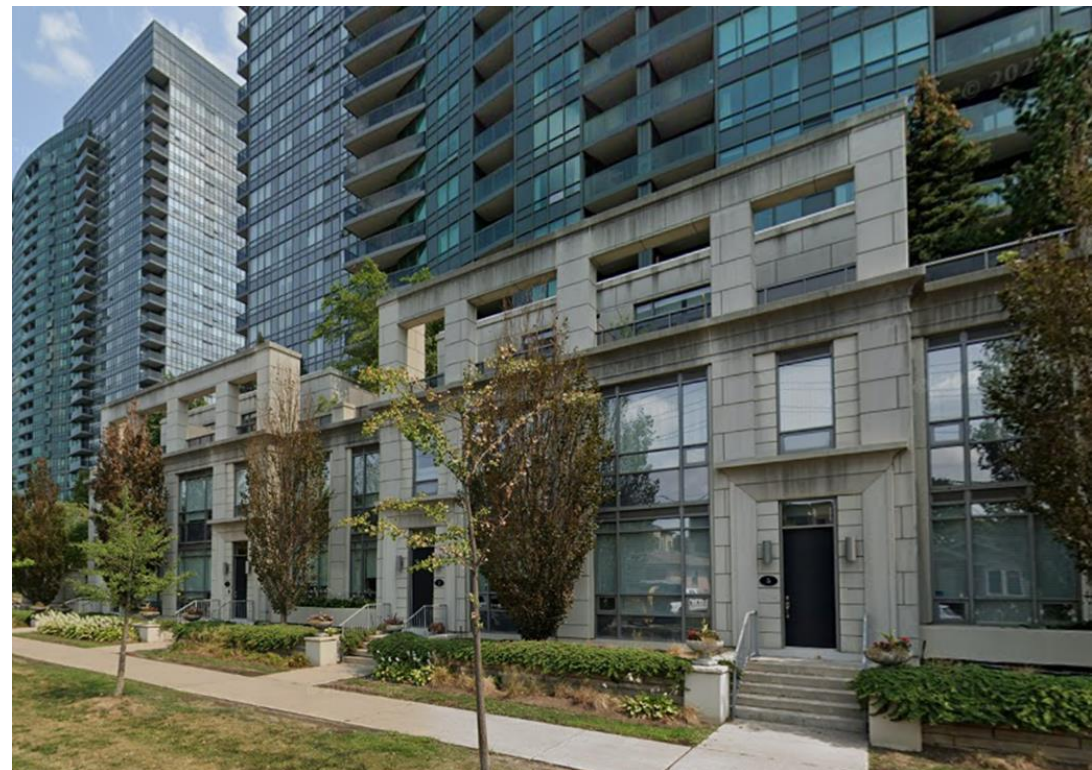
Town of Oakville **Housing Strategy** identifies 70+ actions to undertake to achieve housing targets.



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](https://oakville.ca)



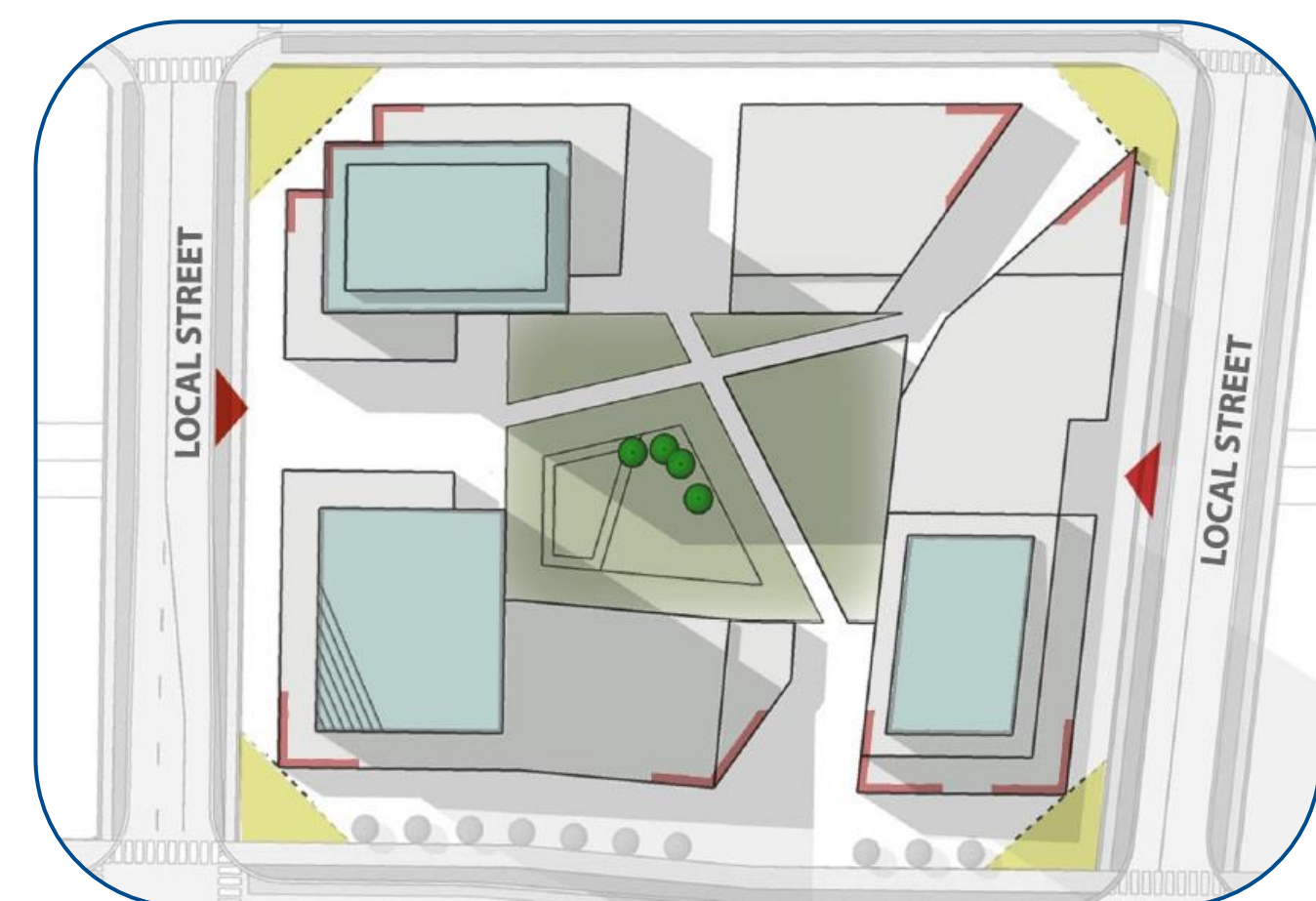
Let's
Talk...

What policies guide design in Midtown Oakville?

Midtown is planned to be livable and sustainable for many generations through policies that guide the design of the public realm, development blocks, and buildings in Midtown.



Design guidelines will inform the development of the implementing by-law and evaluation of development applications. (Policy 20.5.1 (a))



Comprehensive **block design** is required. Development blocks are conceptually shown in schedules L2 and L3 in accordance with the planned street and park network. (Policy 20.5.1 (l))



Applicants may be required to provide **area design plans** to illustrate how their proposal will be integrated with existing and future development to ensure coordination among landowners and phasing of development. (Policy 28.19.3(i))



Public realm policies direct for the type and quality of public realm elements (i.e. street trees, public art, landscaping, universally accessible, etc.) and how built form frames and complements streets and parks. (Policy 20.5.1 (b))



Parks and open space policies provide direction for where and how new parks will be established, and how they are to be complimented by related open space areas, such as natural areas, privately owned publicly 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))



Utility policies direct that new services are provided underground, interior to the site and/or screened from the public realm. (Policy 20.5.1 (d))

**Let's
Talk...**

What policies guide built form in Midtown Oakville?

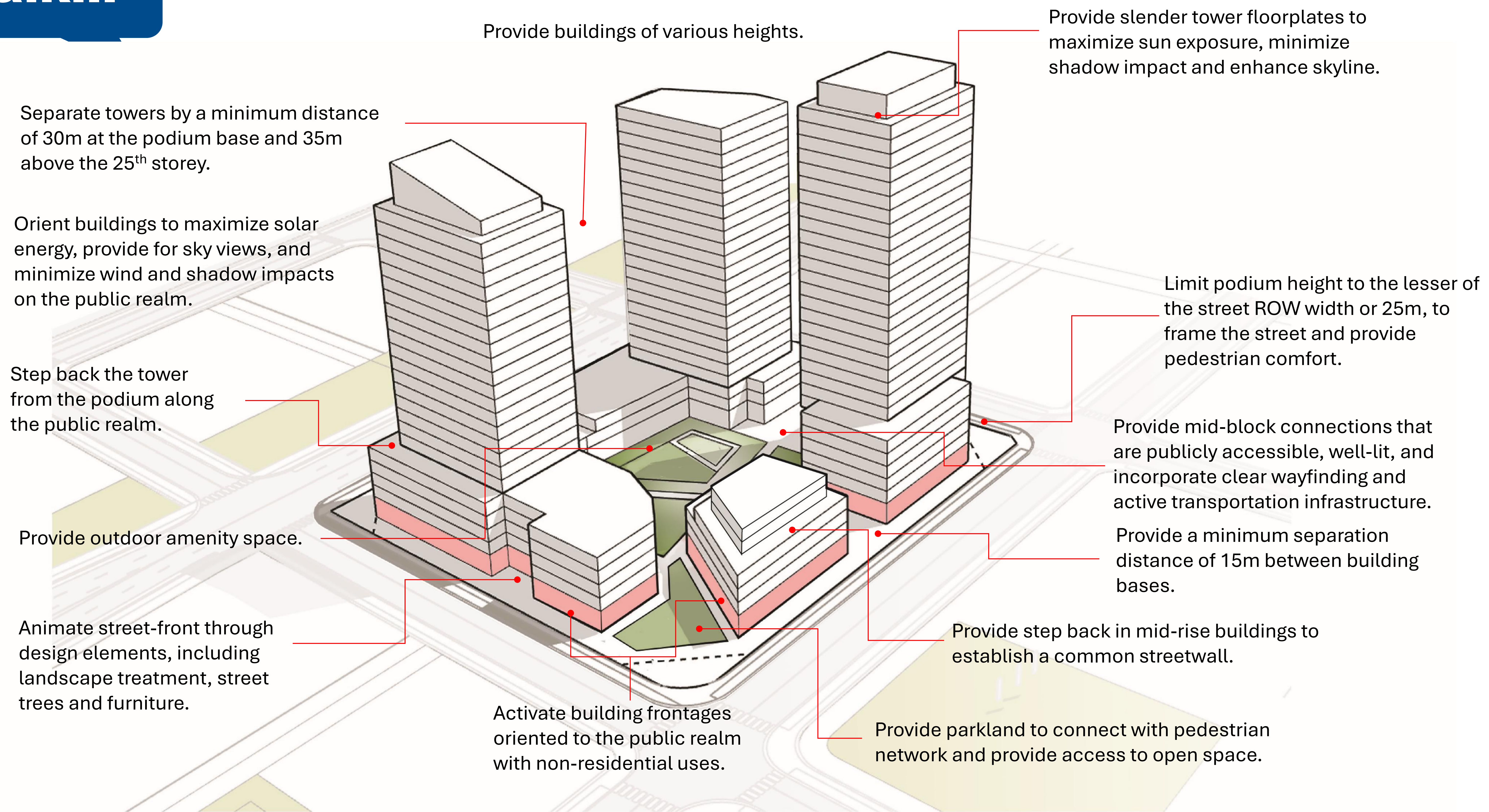


Illustration of policies 20.5.1, 20.5.2 (c), and Livable Oakville Plan.

Let's Talk...

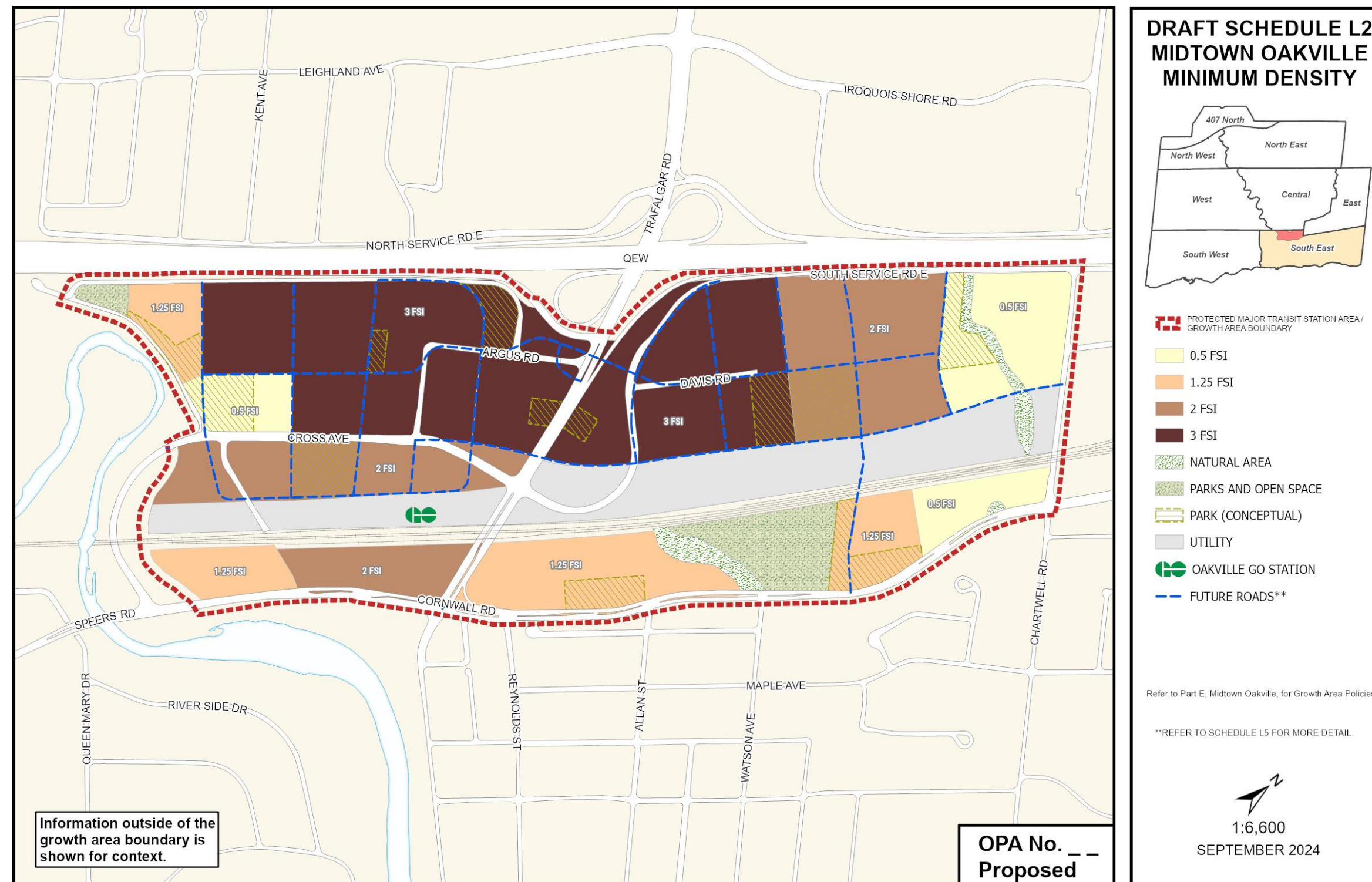
What policies and schedules inform the overall massing of buildings in Midtown Oakville?

Density and height limits and thresholds work together with policies to provide development certainty, livability and community benefits.

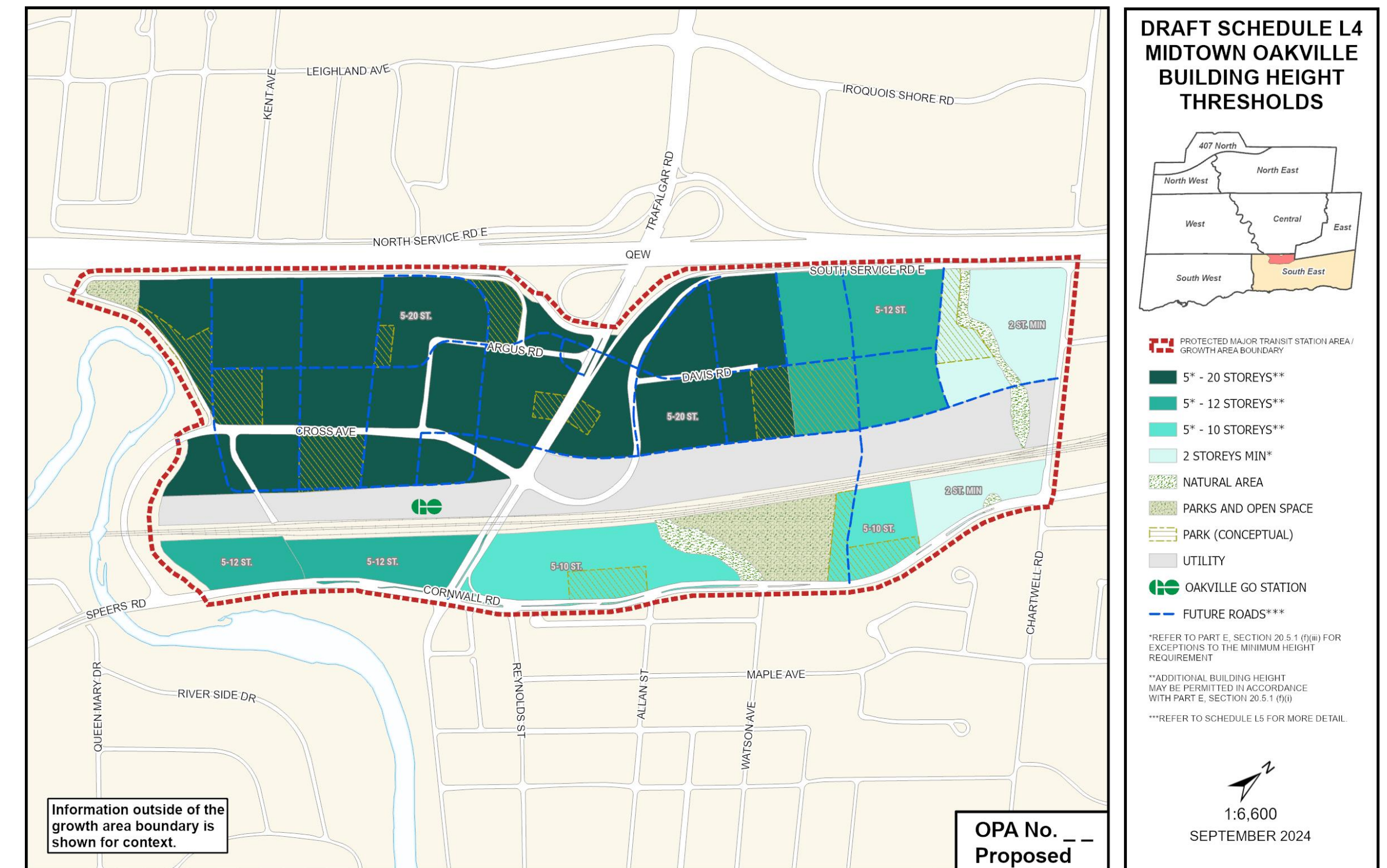
Site Density Schedules L2 and L3

Minimum Density Ranges from 0.5 – 3 FSI

To achieve transit supportive objectives and target of accommodating a minimum 200 people and jobs per hectare.

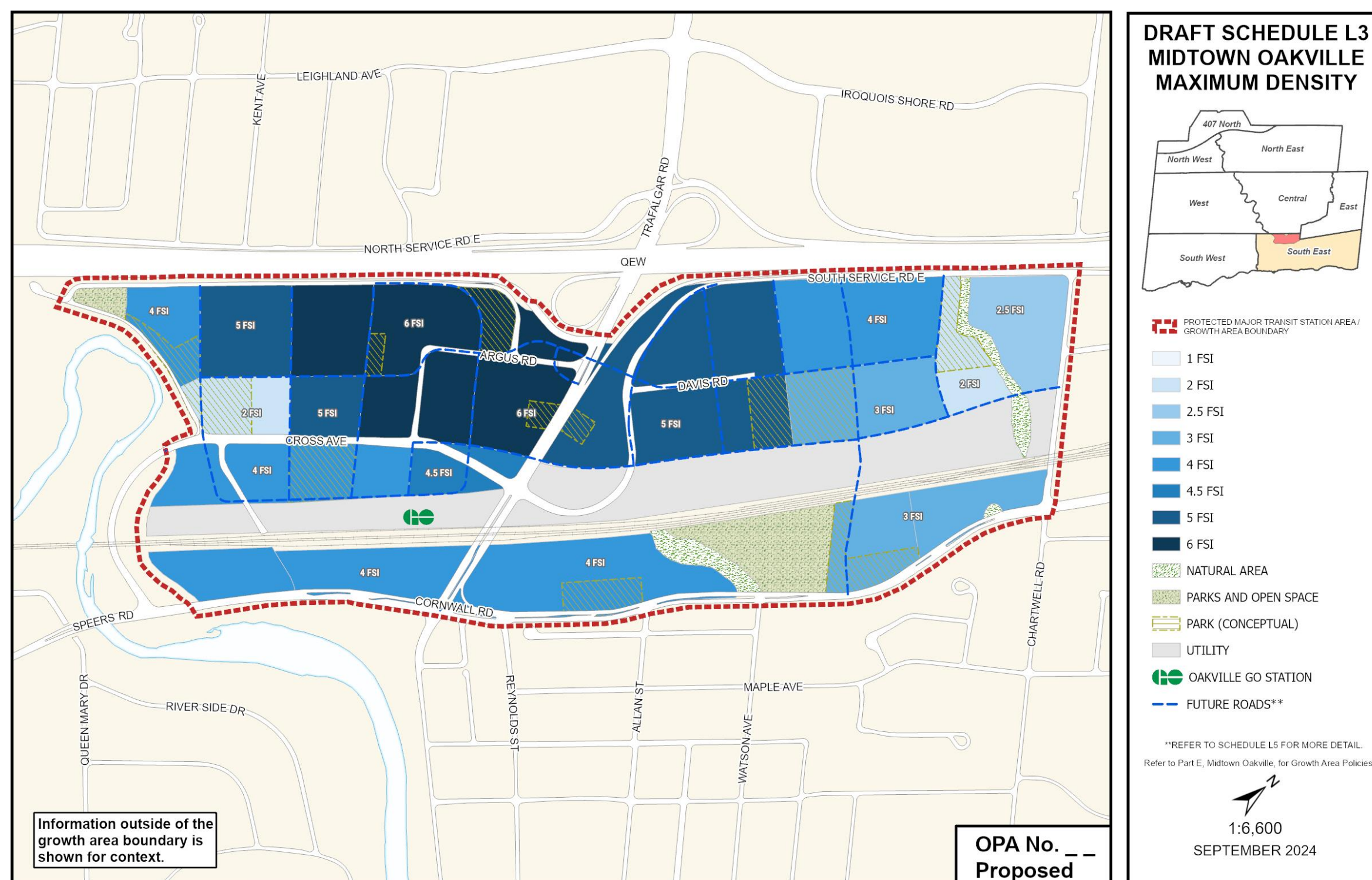


Height Thresholds Schedule L4



Maximum Density Ranges from 1.0 – 6 FSI

To inform infrastructure planning and land values across Midtown.



$$\text{Floor Space Index} = \frac{\text{Total Gross Floor Area permitted for the site}}{\text{Total site area (including lands to be dedicated)}}$$

Minimum Height

2 storeys within Office Employment and Community Commercial areas
5 storeys everywhere else, exemptions are permitted for public service facilities.

Threshold Height

- 10 – 20 storeys depending on location.
- No threshold for lands designated Office Employment and Community Commercial

Maximum Height

- Above threshold, however:
- Can not exceed maximum density identified for development site, and
- Is subject to provision of a community benefit. (See policy 28.15)



How will stormwater be managed in Midtown?

Implement official plan policies and recommendations from Studies Section 20.5.3 (a)

Development is required to :

- Apply appropriate stormwater management techniques
- Comply with the town’s Consolidated Linear Infrastructure Environmental Compliance Approval
- Protect known areas of flooding and/or erosion hazard
- Meet set criteria (standards) regarding:
 - water quantity (storage)
 - water quality (treatment), and
 - water balance
- Consider suitable groundwater/foundation drainage options

Apply Stormwater Management Techniques Section 20.5.3 (b)

Development is encouraged/required to provide “green infrastructure” such as:

- Rainwater harvesting
- Green roofs
- Bioretention
- Permeable pavement
- Infiltration trenches and soak-away pits
- Perforated pipe systems.



Let's Talk...

How is sustainable development promoted and implemented in Midtown Oakville?

Sustainable development is promoted based on a continuum and in accordance with legislation and policy in the OPA and in the Livable Oakville Plan.

Tools for Sustainability

Official Plan (underway)

- Identifies mandatory, discretionary and conditional measures.

Green Development Standards (to commence in 2025)

- Guides development permit applications.

Urban Design and Public Realm Guidelines (to be prepared in 2025)

- Guides and informs evaluation of development permit applications.

Community Planning Permit By-law (to be passed in 2026)

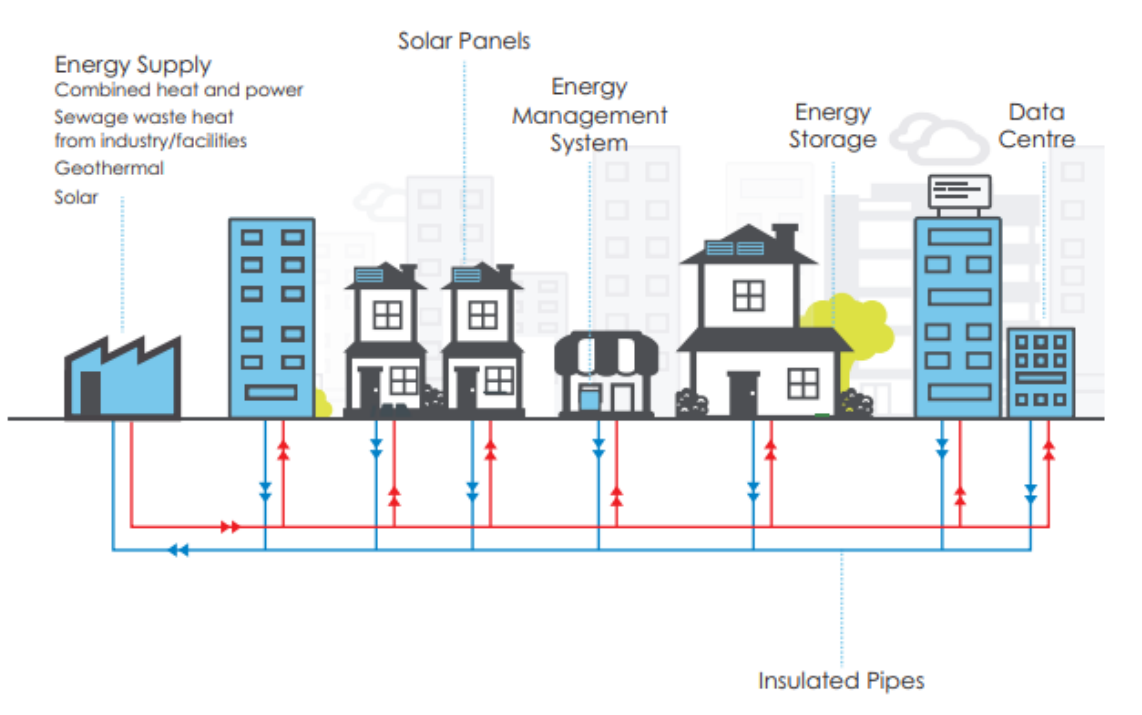
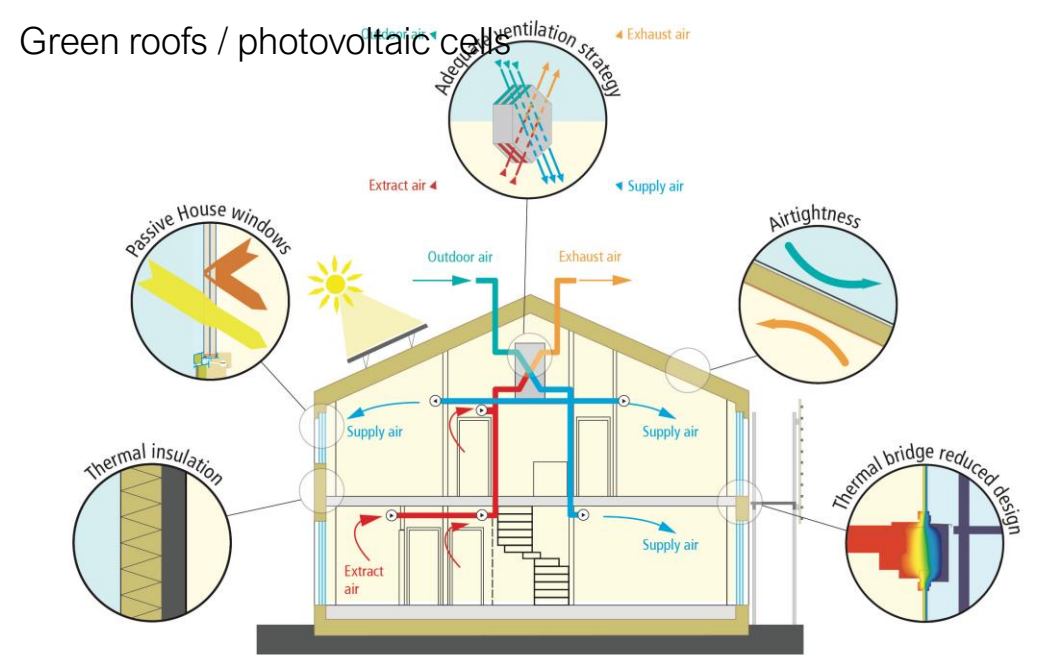
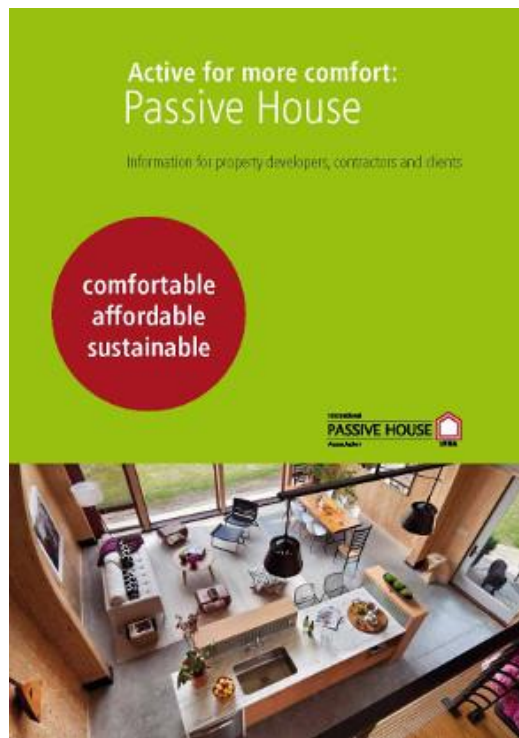
- Implements official plan policies. Conditions are applied before, at, or after development permit approval.

Draft Policies

- ### Mandatory Measures
- Compact urban form
 - Pedestrian facilities
 - Bicycle facilities
 - Transit facilities
 - Landscaping
 - Street trees
 - Street furniture
 - Stormwater management facilities and techniques
 - Green infrastructure (i.e. tree canopy, low impact development, green walls)
 - Flood hazard risk mitigation
 - Design buildings to:
 - maximize solar energy,
 - minimize wind conditions on pedestrian spaces,
 - avoid excessive shadows on public realm
 - Direct utilities underground, where possible.

- ### Discretionary Measures
- Green roof
 - Blue roof
 - Cooling roof materials
 - Bird friendly design
 - Glazing ratio for energy efficiency
 - EV charging facilities
 - On-site renewable energy production (i.e. solar panels)
 - Renewable energy generation facilities
 - Reduce embodied carbon energy in building materials (i.e. re-using materials; using lower carbon material, including tall timber; sourcing materials locally)
 - Target net-zero energy use and emissions

- ### Incentivized Measures
- Green Buildings
 - Renewable energy generation facilities
 - Measures towards achieving net-zero energy use and emissions
 - Improved local transit facilities and transit user amenities
 - Contributions towards a district/renewable heating/cooling/energy systems

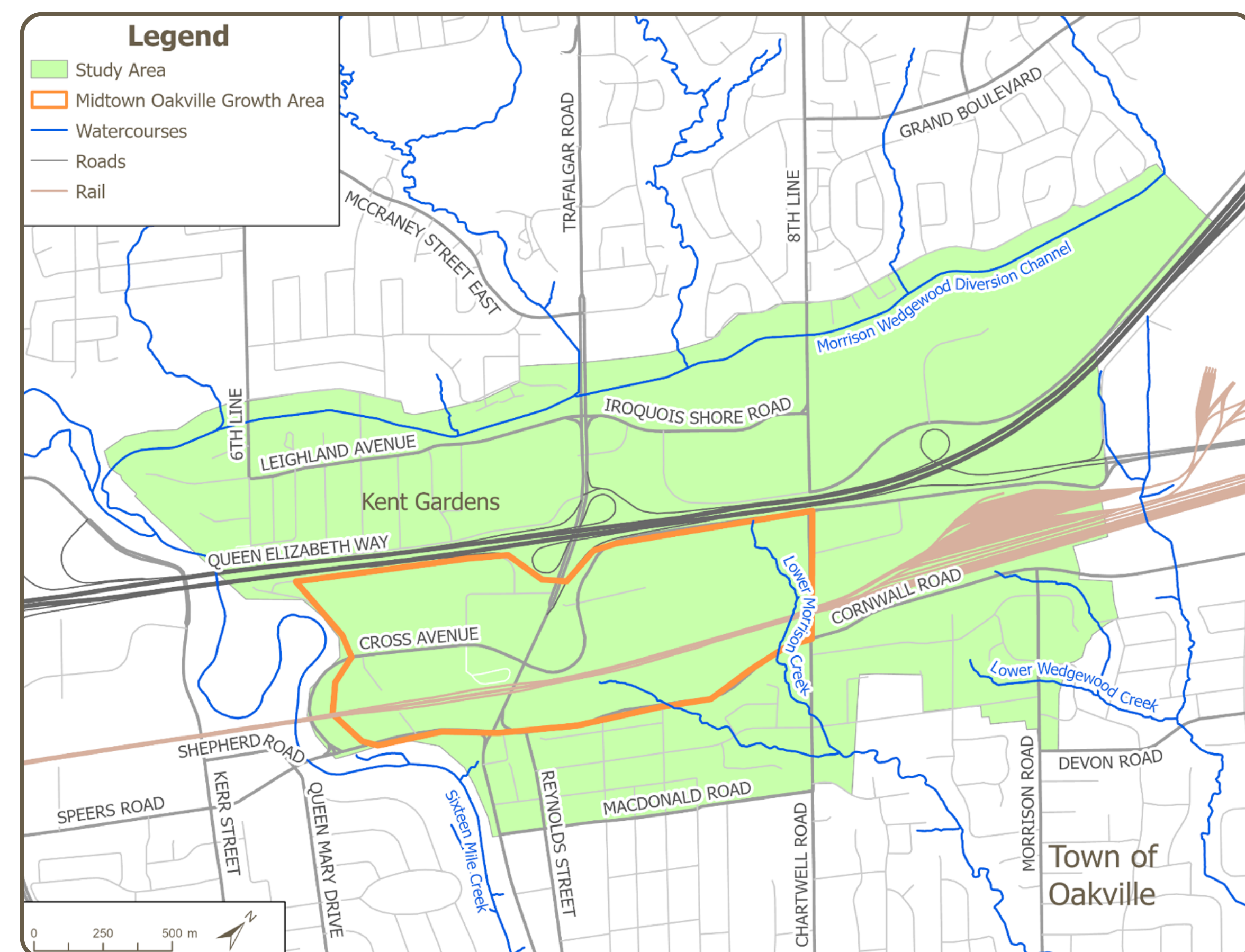


FLOOD HAZARD MAPPING STUDY

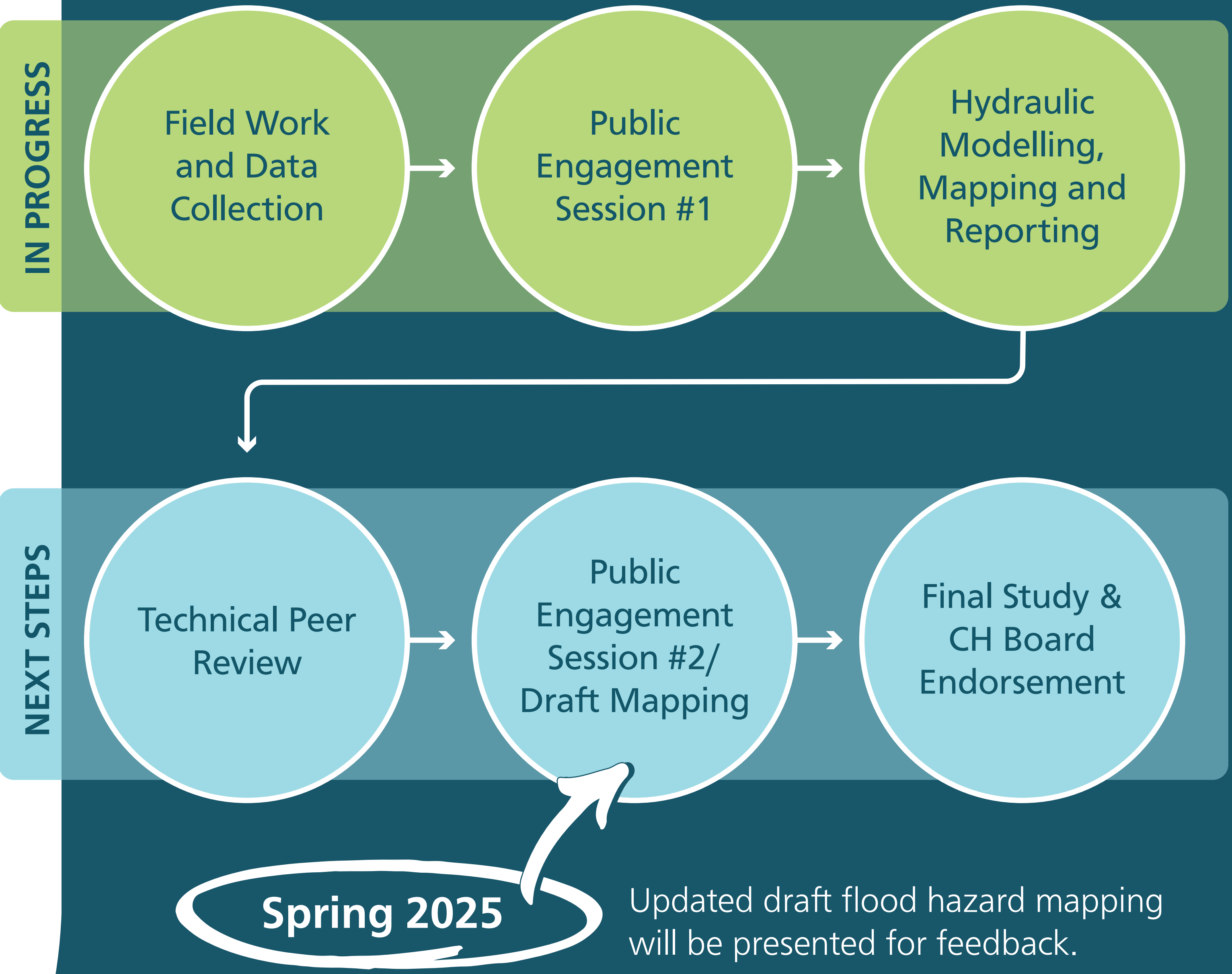
Purpose

- Update riverine flood hazard modelling & mapping to better understand the magnitude and extent of flood hazards for Kent Gardens, QEW Corridor, Midtown Oakville and adjacent areas
- Incorporate study results into Conservation Halton's regulatory mapping
- Provide the public and stakeholders with opportunities to learn about flood hazards, study results, and give feedback

Study Area



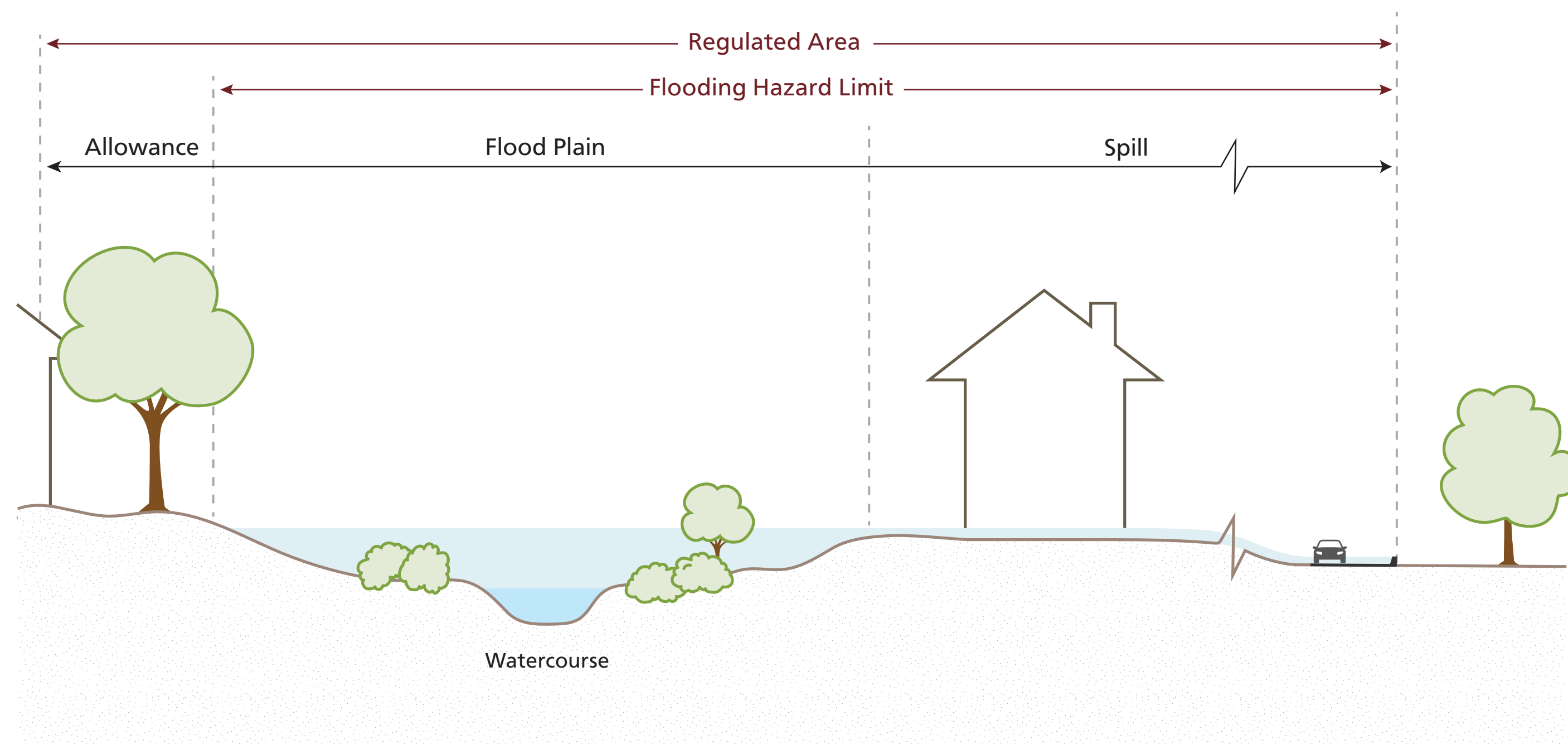
STUDY PROCESS & PUBLIC ENGAGEMENT



FLOOD HAZARDS 101

Riverine Flood Hazard

- **FLOOD PLAIN:** Area of land that is flooded by a nearby watercourse, such as a creek (riverine) or lake (shoreline), during large storm events
- **SPILL:** Flood waters that leave the valley and flood plain of a watercourse and “spills” over land, either rejoining the watercourse at a distance downstream, flows into another watershed, or remains within the spill area (if there is no outlet)



- **RIVERINE FLOOD HAZARD MAPPING:** uses models to predict where riverine flooding will occur and the extent of riverine flood hazards in an area. Flood Hazard mapping **does not create** a flood hazard—it shows where the hazard already exists.

Roles & Responsibilities



RESIDENTS

- Understand if your property is flood susceptible
- Make a plan
- Prepare a 72-hour supply kit

CONSERVATION AUTHORITY

- Flood Forecasting & Warning
- Dams & Channels Operations
- Regulation
- Flood Hazard Modelling & Mapping
- Wetland & Stream Restoration

LOCAL MUNICIPALITY

- Land Use Planning & Zoning
- Stormwater Management
- Emergency Services
- Municipal Infrastructure (e.g., culverts, roads, storm sewers)

REGIONAL MUNICIPALITY

- Emergency Management
- Regional Infrastructure (e.g., culverts, roads)

PROVINCE

- Legislation & Regulations
- Provincial Policy & Technical Guidelines
- Provincial Infrastructure (e.g., highways)

Questions?



E-mail: floodplainmapping@hrca.on.ca

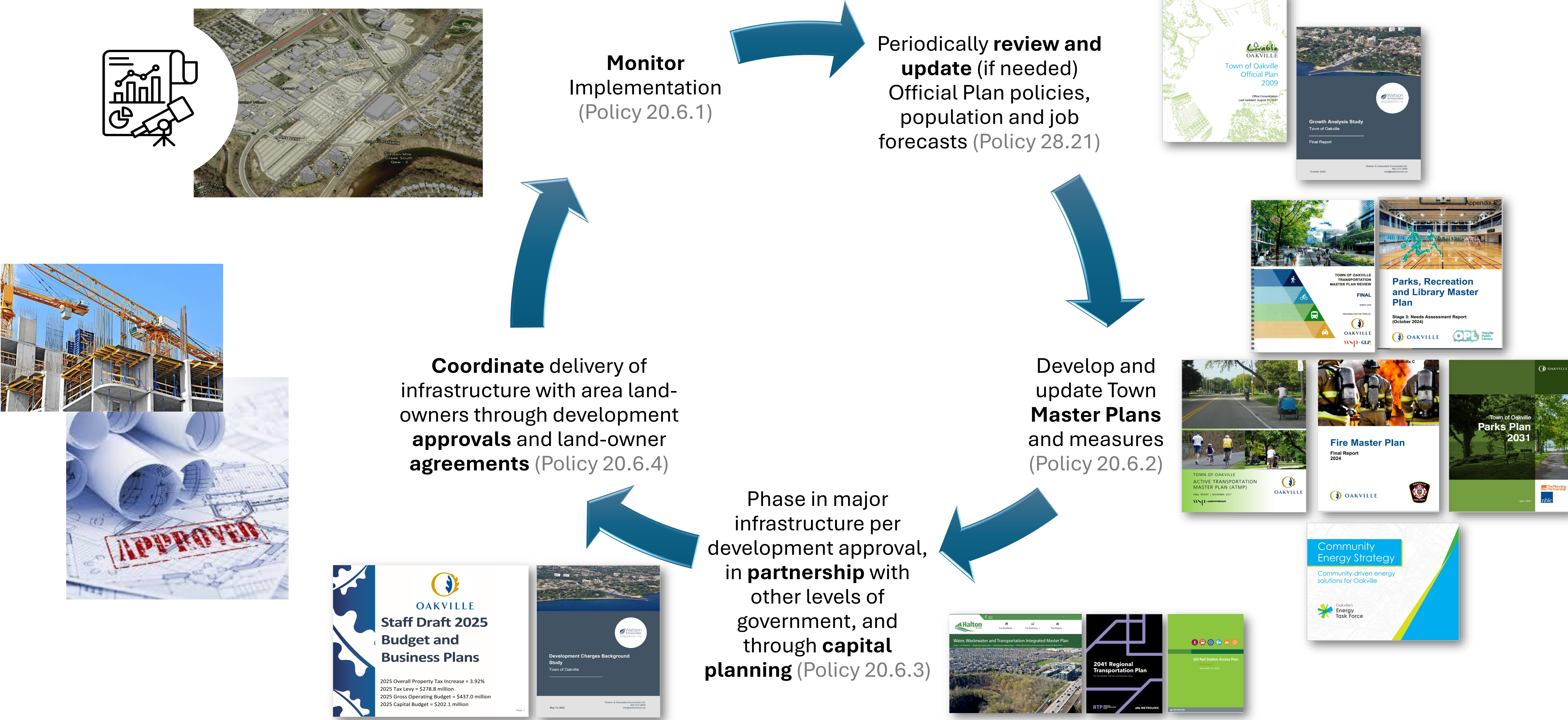
Phone: (905) 336-1158 ext. 2296

Website: www.conservationhalton.ca/public-notice-and-engagement/

Let's
Talk...

How will the Town manage growth in Midtown Oakville?

Development in Midtown will occur over several decades. Monitoring, planning, and revising will allow for improvement to respond to changing needs of the community.

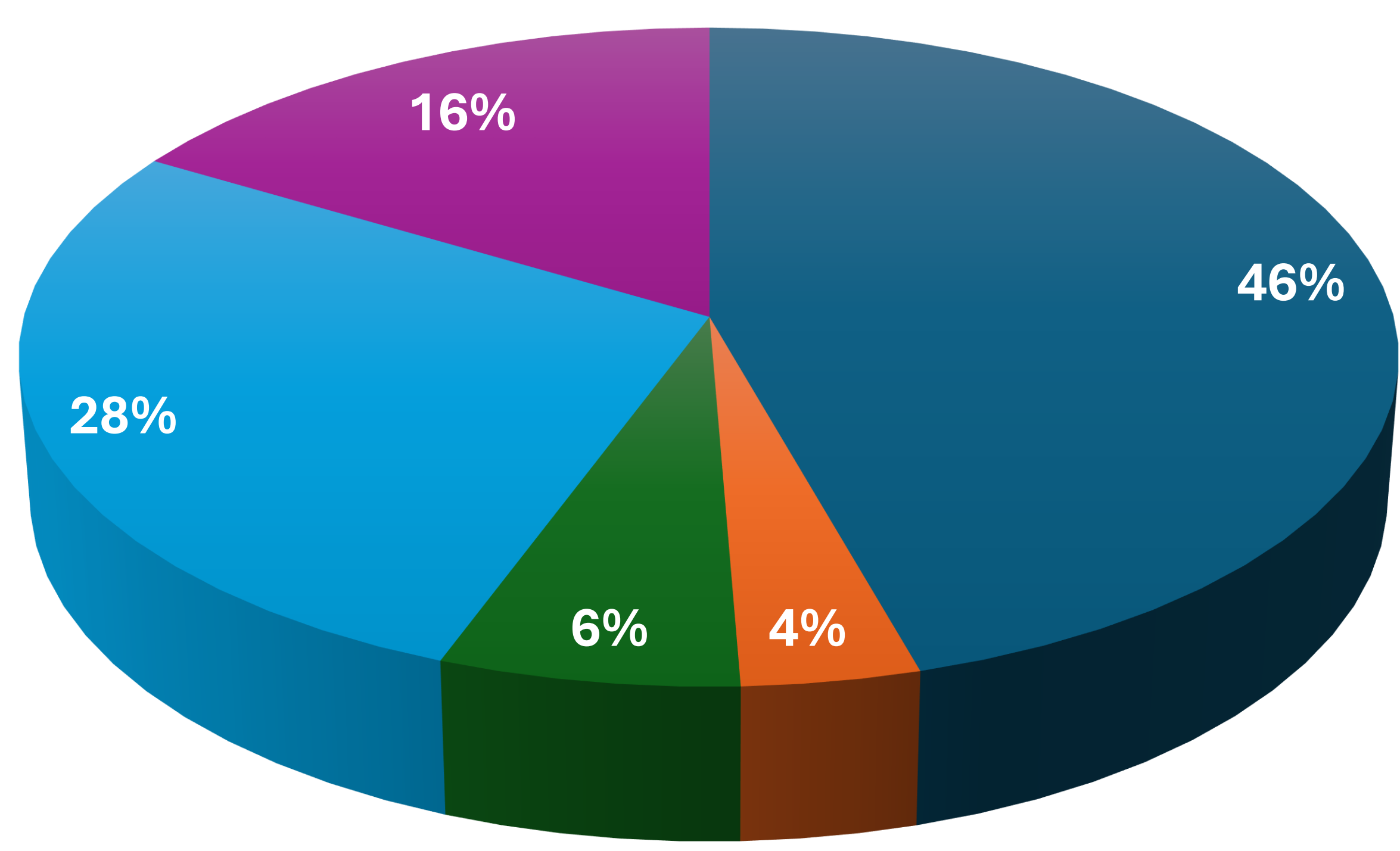


Let's
Talk...

How will Midtown Oakville related infrastructure projects be funded?

Town initiatives are funded through a variety of sources:

- Town Development Charge
- Town Tax Supported
- Halton Region
- Province
- Developer



| Town-related Projects (\$ millions) | Cost Estimate ¹ | Public Financing | | | | Private |
|-------------------------------------|----------------------------|-------------------------|--------------------|---------------|--------------|--------------|
| | | Town Development Charge | Town Tax Supported | Halton Region | Province | Developer |
| Transportation ² | \$975 | \$378 | \$41 | \$69 | \$306 | \$181 |
| Park Development ³ | \$77 | \$77 | | | | |
| Emergency Services | \$30 | \$30 | | | | |
| Library/Community Hub | \$16 | \$16 | | | | |
| Total | \$1,098 | \$501 | \$41 | \$69 | \$306 | \$181 |

¹ Cost estimates are refined through the Town's capital planning process.

² Includes property acquisition, excludes stormwater infrastructure.

³ Land for parks is to be acquired in accordance with the Town's Parkland Dedication By-law.

Note: Cost estimate do not include underground infrastructure (stormwater, water and wastewater), nor the GO Station Extension and Bus Loop Relocation.

- **Development Charges (DC)** are collected on a town-wide basis. Charges from new development and those within the Town's reserve will fund the DC related projects.
- Decisions on which projects are prioritized and executed occur through the Town's **master and capital planning** and annual **budget** processes.
- The Town continues to pursue **other levels of government** for additional funding opportunities.
- **Community Planning Permit System** height incentives may also reduce the Town's cost burden.