

Monday, January 20, 2025

**Town of Oakville**  
1225 Trafalgar Road,  
Oakville, Ontario  
L6H 0H3

**Attention:** Town Clerk

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

Gabe Charles, MCIP, RPP  
Director,  
Planning and Development

**Re: Town Initiated Proposed Official Plan Amendment – Midtown Oakville and Community  
Planning Permit System  
1539059 Ontario Inc.  
349 Davis Road**

On behalf of 1539059 Ontario Inc. (Client), Corbett Land Strategies Inc. (CLS) is pleased to submit this letter to the Mayor and Members of the Council containing our response to the Midtown Oakville Proposed Official Plan Amendment (proposed OPA), released on January 8, 2025. This letter is being submitted in advance of the Public Statutory Meeting to be held on January 20, 2025, which is intended to receive public feedback on the proposed OPA.

This submission relates to the lands legally described as Part of Lot 12 Concession 3 South of Dundas Street, Town of Oakville, and municipally known as 349 Davis Road (the 'Subject Lands') and serves as a continuation of previously submitted comments responding to the Midtown Oakville Official Plan Amendment.

CLS is pleased to advise that the Client has participated in several meetings and discussions with other landowners in the area on the formation of a landowner group. This coordination is in response to the proposed policies of the OPA which require the formation of a landowner group. Given the wide range of property owner timelines and development objectives, it is felt amongst many landowners that the current OPA landowner group policies do not establish an appropriate framework which facilitates the development of lands on the short-term. The Client is appreciative of the importance of landowner coordination on the delivery of public and community infrastructure, and believes that direction should be contained within the OPA, however greater consideration on the implementation of the current landowner group policies is

necessary and whether the current policies, which may prevent an application from being deemed complete, help or harm the realization of the housing and intensification goals of the Town.

## **Executive Summary**

As a Major Transit Station Area (MTSA) and Urban Growth Centre, Midtown Oakville is to accommodate a significant amount of Oakville's overall population growth and development forecasted to 2051. The exercise to plan for that growth has been ongoing for several years, with several iterations of policy being released for public review and comment. However, the most recent provisions and schedules outlined in the proposed OPA are inconsistent with Provincial interests and significantly restrict the development potential of the Subject Lands located at 349 Davis Street.

The proposed OPA is dismissive of the growth aspirations of the Provincial Planning Statement, in particular the Ministry of Finance population and employment forecast for the Region of Halton and Oakville to 2051. Current provisions which cap the Floor Space Index at 5 and building height at 20 storeys for the Trafalgar Precinct are insufficient and will not satisfy the need to accommodate the population projections through to 2051 and beyond to support the objectives of the Major Transit Station Area. Furthermore, the proposed transportation network and road alignment particularly for Davis Road is unjustified. The Town of Oakville has not provided an updated Class Environmental Assessment or technical studies to justify the alignments and rights-of-way proposed, and to support any eventual land expropriation. The concerns outlined below will lead to increasing development pressure, as other MTSA's are currently experiencing, and increasing demand for intensification to satisfy Town, Regional or Provincial growth targets.

## **Overall Comments**

As you are aware, the Subject Lands are designated as part of the '*Urban Core*,' of the '*Trafalgar Precinct*' within the Proposed OPA. This area is envisioned to be a mix of various land uses, creating a highly walkable community in Midtown Oakville. It will include a variety of office, civic, cultural, residential, and recreational spaces, along with public areas. Midtown Oakville is considered the Town's primary *strategic growth area* and *protected transit station area*, located along the Lakeshore West GO *provincial priority transit corridor*. Within the Provincial Planning Statement (PPS), the Province advises that Major Transit Station Areas (MTSA) are to promote development and intensification and must achieve a minimum density target of 200 jobs and residents combined per hectare as outlined by Section 2.4.2.2.a. of the PPS.

It is clear that the proposed OPA released on January 8, 2025, does not uphold Provincial interests based on the above stated policy. Rather, previous iterations of the plan, published in the Spring of 2022, 2023, and 2024, more appropriately adhere to Provincial objectives, as growth was promoted through the intensification of Strategic Growth Areas. This in turn would ensure that future community needs were met while encouraging diversity in housing options. The current approach, however, hinders the possible development opportunities for Midtown Oakville, thereby negating the Strategic Growth Area potential for this area.

There are two specific concerns we hold regarding the current proposed OPA. The first pertains to residential growth as it relates to building density and height (Schedules L2, L3, and L4), and the second focuses on the proposed transportation network (L5). Below are our comments for consideration.

## Density Provisions with Respect to Schedule L2, L3, and L4

### *Floor Space Index:*

The density provision negates the development potential for the Subject Lands. The Client is proposing to develop a mixed-use 58 storey building that will contain retail, office, and residential uses. The high-rise mixed-use building will have underground parking, three floors of above-ground parking, ground level commercial spaces, one-level of office spaces, roof top amenity spaces, and apartment units. There will be a total of 388 residential units with a mix of one- to three-bedroom units that will accommodate the diverse residential needs in Oakville.

The proposed mixed-use development will yield a residential density of 9.75 FSI. In previous submissions, the Draft OPAs released in May 2022 and May 2023 facilitated growth through density ranges, while in the April 2024 Draft OPA, density provisions did not exist. As such, the proposed developed conformed to the previous iterations of the Midtown Oakville OPA. The proposed mixed-use development is expected to accommodate anticipated population and employment growth that will assist Midtown Oakville in achieving its minimum density target of 200 residents and jobs per hectare combined by the year 2031.

During previous community engagement events, while opposition from certain resident associations has been noted, a number of Oakville residents, landowners and associations have responded positively to intensification and concentrated density. Specifically, feedback provided by residents who participated in the “Meet Midtown Public Engagement Event” on February 15, 2024, supported higher density to enable younger residents and first-time home buyers within the housing market. Despite density support from both planning staff and residents, the Draft OPA released in September 2024 revised the schedules to reduce total FSI to a minimum of 3 FSI and a maximum of 5 FSI within the Trafalgar Precinct. This change, upheld in the December 2025 Proposed OPA, significantly restricts development potential within Midtown Oakville and undermines the density provisions that Town has been working towards for several years.

Importantly, the Town must consider the density implications set by other jurisdictions in comparable settings. Recently several municipalities have established increased densities, including upwards of 10 FSI, within their Downtown Secondary Plans. Municipalities like Brampton, Mississauga and Vaughan, have all identified the areas in proximity to major transit stations to be appropriate for that level of intensification. This direction is appropriate and should be modelled after by the Town.

### *Building Heights:*

Building height maximums greatly influence the growth potential of an area. In Appendix A of the Issues Identified at Sixth and Final Midtown Committee of the Whole Meeting on January 30-31, 2024, it was reported that given Midtown Oakville’s MTSA and Strategic Growth Area status, Midtown is required to be planned for a minimum of 32,468 people and 17,998 jobs (50,466 total) by 2051. Outlined by the Joint Best Planning Estimates, which are configured by Halton Region and the local municipalities, this approximates 490 residents and jobs per hectare by 2051.

Within Appendix A of the January 2024 Committee Meeting report, it was noted that Midtown Oakville is expected to include a range of tall and mid-rise built forms, with 57% of the total developable area for tall buildings expected to have height ranges of 8 to 48 storeys (see Schedule A). To accommodate the height restrictions, taller buildings can abide by built form with appropriate design and setbacks to ensure the Town

satisfies growth targets and does not sacrifice liveability elements (i.e., parks and open spaces, transportation networks etc.) that are important to residents in Oakville.

In review of other similar planning practices, it was assured in the Resident Association Meeting on February 22, 2024, that other Urban Growth Centres and Protected MTSA have height maximums of 48 to 60 storeys, which is similar to the proposed height maximum of 48 storeys for Midtown Oakville as outlined in the April 2024 Draft OPA. Council previously acknowledged that lesser height and densities would not represent good planning for Midtown Oakville. In a memo to Mayor Burton and Members of Council, the Planning Design and Development department of Oakville presented an Urban Growth Centres Comparators to Midtown Oakville (see Schedule B) to highlight the development intensities that are common throughout other MTSAs within the Greater Toronto and Hamilton Area (GTHA). It is apparent that the latest Proposed OPA does not resemble best planning practices like other municipalities within the area.

Outlined within the April 2024 Draft OPA, the Trafalgar Precinct was supposed to feature the highest densities and tallest buildings in Midtown Oakville. Due to schedule revisions, the current Proposed OPA has recommended a building height threshold of 5 to 20 storeys. This is the lowest proposed building height maximum since the Town began the Midtown OPA endeavour. Therefore, the previous suggested density targets were unequivocally more inclusive and did not limit the development potential in the same ways that the current Proposed OPA does.

Adding to this frustration is the removal of *bonusing* in Midtown Oakville. Outlined in Section 20.7.2 of the Livable Oakville Official Plan (2009), the Town allowed increases in building height [in areas of Midtown Oakville, see Schedule C] without an Official Plan Amendment, in exchange for the provision of public benefits. Eligible bonusing was conditional upon development phasing/transition as outlined in Section 20.7.1 of the Official Plan. Furthermore, Section 20.7.2.d. stated that there is no prescribed building height limit. All versions of the OPA have removed bonusing provisions as they relate to Midtown Oakville, which directly affects development within the previously eligible Trafalgar Precinct.

Not only has the Town hindered development and intensification potential through the Proposed OPA but has subsequently chosen to remove a positive development policy that could help the Town satisfy their projected growth targets. It is essential that the Town strategically revisit their proposed density policies to ensure they are planning for present and future development opportunities through to 2051 *and beyond*. As it stands, the proposed height and density caps, coupled with the removal of lands eligible for bonusing, restrict the growth potential of this Strategic Growth Area and infringe upon non-negotiable growth targets.

#### *Growth Targets:*

In a comparative analysis of the Joint Best Planning Estimates and the Region of Halton Official Plan Amendment 49 (ROPA 49), Watson & Associates found that Town of Oakville is expected to grow at an annual rate of 2.3%, which is 1.5 times higher than ROPA 49 estimates. According to the Joint Best Planning Estimates, the population forecast for the Town of Oakville is estimated at 442,941 people and 212,116 jobs in 2051, compared to the suggested 349,990 residents and 181,120 jobs outlined in ROPA 49.

In Appendix A of the Issues Identified at Sixth and Final Midtown Committee of the Whole Meeting on January 30-31, 2024, it was reported that given Midtown Oakville's MTSA and Strategic Growth Area status, Midtown is required to be planned for a minimum of 32,468 people and 17,998 jobs (50,466 total) by 2051. Outlined

by the Joint Best Planning Estimates, which are configured by Halton Region and the local municipalities, this approximates 490 residents and jobs per hectare by 2051.

Reiterated within many public meetings, specifically the Resident Associations Meeting that occurred on February 22, 2024, approximately 72% of Oakville's future population growth and 53% of future employment growth to 2051 is planned to be accommodated within the Town's Strategic Growth Areas, with a majority of the growth directed to Midtown Oakville. In a memo presented to Mayor Burton and Members of Council from the Planning, Design and Development Department of Oakville in April 2024, it was acknowledged that the Joint Best Planning Estimates Report offer the most reliable and relevant population estimates for the Region and Town to 2051. It is recognized by planning staff that underestimating growth jeopardizes the Region and local municipalities' ability to finance hard and soft infrastructure required to support residents.

Furthermore, as Oakville's population rises, so too has the need for high-density housing. Watson & Associates were retained by the Town of Oakville to complete a Growth Analysis Study and identified that the demand for high-density housing has steadily increased over the past two decades, with a 4.3% annual growth rate from 2016 to 2021. In that same report, Watsons & Associates predicts 29,900 people and jobs in Midtown by 2051. As such, since April 2024, Midtown has been planned for 35,000 people and jobs by 2051.

In a Special Council Report published June 2024, the Community Development Commission highlighted the gross underestimation of capping development to accommodate 35,000 residents and jobs, as it significantly undermines the Joint Best Planning Estimates. The Report notes that planning for 35,000 residents and jobs would require shifting approximately 15,500 residents and jobs to other areas in Oakville, which would increase planning pressure on the Town leading to significant infrastructural shortages that will not satisfy growth needs. In the January 9, 2025, Staff Report, it was confirmed once again that establishing a more detailed estimation of jobs (using a smaller square meter per job type rates than the average 30 square meters per job initially used in staff calculations), allows Midtown to accommodate 38,150 residents and 16,400 jobs if the Gross Floor Area were to be maximized across Midtown. Therefore, we strongly advise that Midtown Oakville is planned to accommodate the Joint Best Planning Estimates of 50,466 people and jobs by 2051. Adhering to this projection will ensure Midtown is planned to maximize its land-use potential thereby satisfying current and future population needs

*Planning Implications:*

According to Watson & Associates, currently there are 7,021 units that are under appeal at the Ontario Land Tribunal in Midtown Oakville. This is only going to increase if the Town is unable to adequately accommodate the development potential of Midtown. Other examples exist in surrounding Urban Growth Centres where municipalities have received applications that request OPA/ZBA applications greater than the maximum permitted heights or densities. The City of Oshawa received an OPA/ZBA for a 21-storey development within the Urban Growth centre where the maximum permitted height was 8 storeys. Similarly, the City of Markham received an OPA/ZBA application for a 55-storey development within the Urban Growth Centre where the maximum permitted height is 15 storeys. These examples demonstrate the resulting development pressures that ensue when intensification is not appropriately planned for within Official Plans.

Prior to CLS submitting the development application, the Client participated in two pre-consultation meetings with the Town of Oakville and Halton Region on December 15, 2021, and May 11, 2022. The application for OPA and ZBA were submitted on November 8, 2022, after a resubmission. A public meeting was held in

accordance with the Planning Act on March 2, 2023. On June 2, 2023, the Town deemed the application complete. On July 19, 2024, the Client issued a Notice of Appeal to the Town of Oakville due to a failure to adopt the OPA and failure to make a decision on the ZBA. The Client will proceed to take the Town of Oakville to the Ontario Land Tribunal unless the proposed OPA can establish development-friendly policy. We predict that this course of action will become more frequent for the Town, as developers are wanting to provide sound solutions to help Midtown Oakville achieve their density targets to 2051 and beyond but are currently facing undue barriers.

The proposed density regulations for Midtown Oakville significantly limits the area's capacity to provide a variety of housing options, which is a crucial need in our community. We argue that setting a density cap at a maximum of 5 FSI and a building height maximum of 20 storeys does not take full advantage of Midtown's potential, especially given its strategic location within the MTSA and its proximity to Highway 403. Furthermore, the density requirements are not consistent with the provisions outlined by other MTSA's and Strategic Growth Areas in the GTHA. To truly realize its possibilities, the Town should prioritize intensification, aiming to create a vibrant, diverse community that meets the housing demands of residents. By embracing higher density, we can foster a more inclusive and sustainable urban environment that supports public transit use and helps alleviate housing shortages.

### **Proposed Transportation Network with Respect to Schedule L5**

In previous formal submissions, we raised concerns about the proposed road network, which we believe undermines the development potential of the Subject Lands. As shown in Schedule D, the proposed Argus Road and Davis Road underpass connection results in a fragmentation of the lands. The proposed expropriation of land eliminates any development potential of the Subject Lands and frustrates the ability to contribute to the density targets established by the Town of Oakville.

A traffic analysis was prepared by C.F. Crozier & Associates Inc. in 2022 to accurately characterize the impacts on traffic with and without the underpass off-ramp. According to the analysis, the intersection of Trafalgar Road and QEW EB off-ramp is projected to operate without material change in level of service in the p.m. peak hours, with or without the underpass off-ramp. Although it demonstrated that there is an expected delay for the scenario without the underpass off-ramp, the projected p.m. peak hour operations in the 2031 horizon under both scenarios is typical for the peak commute hours of a high volume major arterial and highway off-ramp intersection, operations are expected to be better during the rest of the day. Furthermore, the implementation of a second auxiliary right-turn lane, operations can be greatly improved in the future with the subject improvement without need for the underpass off-ramp.

The traffic analysis conducted by Crozier projected traffic volumes that do not justify the cost and implementation of this improvement. According to the traffic analysis, the Midtown Oakville Class Environmental Assessment (MOCEA) traffic projected on the underpass off-ramp would instead use either the "Buttonhook" QEW EB off-ramp onto Cross Avenue planned as part of the MOCEA, located just west of Royal Windsor Drive or to the existing QEW EB off-ramp to Trafalgar Road. On the absence of the off-ramp, it is projected that approximately 80% of the traffic would divert to the QEW buttonhook EB off-ramp to Cross Avenue, while 20% of the traffic would divert to the QEW EB off-ramp at Trafalgar Road. Most of the traffic projected on the underpass off-ramp would have been destined for the Midtown Oakville located south-east of Trafalgar Road/ QEW, and the buttonhook off-ramp is expected to be the more convenient route compared to the Trafalgar Road QEW EB off-ramp under future traffic volumes.

Based on the foregoing, we strongly encourage planning staff to consider utilizing the existing Davis Road alignment for the proposed extension to be more efficient and sustainable as this alternative option will utilize existing municipal infrastructures. We also request that the MTO explore adding a second right-turn storage lane to the QEW eastbound off-ramp connection to Trafalgar Road in the future (i.e., beyond 2030) if traffic volumes follow the pattern forecast by the MOCEA. Such an improvement would be significantly less complex and cost effective than the potential MOCEA underpass off-ramp improvement. If an underpass is to be pursued, we would suggest that it be designed as a pedestrian/cycling trail which would discourage automobile use and congestion in favour of more desirable active transportation within the MTSA.

While we acknowledge and are appreciative that the proposed transportation network has evolved since the first Draft OPA was released in 2021 (i.e., the removal of Cross Ave extension), we continue to seek justification for the proposed road network. The future collector road on Davis Street still fragments the Subject Lands (see Schedule D). The consequences of this are significant, as a proposed road realignment impedes the ability to contribute to the density targets established for the Town of Oakville. We implore the Town of Oakville to consider how the reduction in total developable lands and proposed transportation network will limit the development potential of the Subject Lands by lessening the total square footage dedicated to a residential development.

Since the May 2022 Draft OPA and subsequent iterations henceforth (see Schedule E), the Town has assured that the proposed network realignment will be subject to further study. Technical studies to support this decision have not been released, nor have been initiated since the Midtown OPA inception, thereby indicating that the proposed OPA network alignment is not informed by technical studies to warrant such realignment nor the transportation networks that connect Davis Road to a bridge and underpass alignment. Per Section 20.5.2.(a)(v) of the proposed OPA, all streets and other transportation infrastructure which includes bridges and underpasses, are subject to studies to determine final alignment and ensure no environmental impact. As outlined in the January 9, 2025, Staff Report, if the technical studies determine that the proposed transportation network does not positively contribute to the environment or mobility network, the Town will need to determine alternatives and make amendments to the Official Plan. To get ahead of this, we implore that the Town abide by their own prescriptions and immediately pursue the necessary technical studies to ensure that the final proposed transportation network is appropriate and justified.

In 2022, CLS requested Crozier to perform a high-level cost estimate for the proposed road extension and underpass. They reasoned that the proposed transportation network would cost \$35 to \$40M in 2023. This is double the project \$15.5M estimate outlined in the 2014 MOCEA. Based on these figures, in previous delegation letters submitted in 2023 and 2024 we requested the Town to conduct a cost/benefit analysis to assess the planning merits and impacts of the proposed road extension. It appears to us that the significant cost to construct the underpass does not result in any meaningful benefit in terms of improving service levels in the surrounding road network. Again, we are formally requesting the Town provide a business case determined by a financial impact assessment to justify the proposed network alignment.

It is relevant to note that the MOCEA was completed in 2014 and has approached its 10-year expiry date. It is imperative that an updated EA be completed to reflect current needs and total current cost of construction as any decision made by the Town should be supported by technical studies. We continue to request that staff make further adjustments to the relevant road network schedules based on technical and financial studies to eliminate any ambiguity regarding the development potential of the Subject Lands as currently proposed.

It is our opinion that utilizing the existing Davis Road alignment for the proposed extension will be more efficient as this alternative option will both utilize existing municipal infrastructure and will maximize development potential on the Subject Lands. Implementing these changes will also help avoid a significant public financial commitment to construct a vehicular underpass that would not bring any meaningful improvement to the overall functioning of the road network. It is essential that lands be adequately intensified without undue barriers. This will ensure that the Town of Oakville can reach their residential and employment targets to 2051 and beyond while remaining consistent with Provincial interests.

### **Landowner Group**

The proposed draft OPA includes policy which requires the formation of a landowner group to share in the costs associated with the development of community infrastructure. Policies which require the coordination of public services like parkland, school sites and stormwater management are increasingly being established in similar policy exercises to ensure that the infrastructure is located and distributed in a fair and equitable manner. Of late, the proposed policies have been updated to establish that the requirement of the participation in a landowner group be determined by the Town following the pre-submission and, if determined to require the participation, that the application not be deemed complete until such participation occurs.

While we agree with the need to have landowner coordination, it is recommended that greater flexibility be established within the proposed policies. Overall, the policies should consider the variety of time frames that each individual landowner may have on the development of their respective lands. Given the size and current land use composition of Midtown, many landowners may not wish to advance their lands, creating tremendous burden on other landowners. The current format of the policies will therefore delay the advancement of lands wishing to develop immediately as well as delay the ultimate funding and construction of the identified facilities necessary to ensuring a complete community.

### **Conclusion**

Given the above, we respectfully request the Town of Oakville and Project Team to:

1. Reconsider the density and height proposed on Midtown Oakville. The Town of Oakville should strongly consider greater density and intensification at Midtown Oakville to assist the Province in meeting its housing needs.
2. Implement 10 FSI across the entirety of the Midtown area, recognizing the area as the primary location to achieve density.
3. Return provisions which facilitate the concept of 'bonusing' above the maximum height restriction, instead of "prior to" the maximum restriction.
4. To further enhance the concepts to provide for an appropriate diverse land use mix that best represent a complete community.
5. To explore proposed use for the existing hydro corridor to provide for continuous pedestrian activity and connected green spaces.
6. Establish greater flexibility in the landowner agreement/cost sharing policies.



We hope the following comments will be considered in approving the Midtown Oakville Proposed OPA. While we appreciate the effort and consideration that the Town has undertaken to prepare the Midtown OPA, too much is at stake for the growth and development of Midtown Oakville. Please do not hesitate to contact the undersigned with questions or if you require clarification regarding our comments and submissions.

Sincerely,

*Nick Wood*

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Nick Wood, MES(PI), MCIP, RPP  
Vice President of Development Planning  
Corbett Land Strategies Inc.  
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# Schedule A

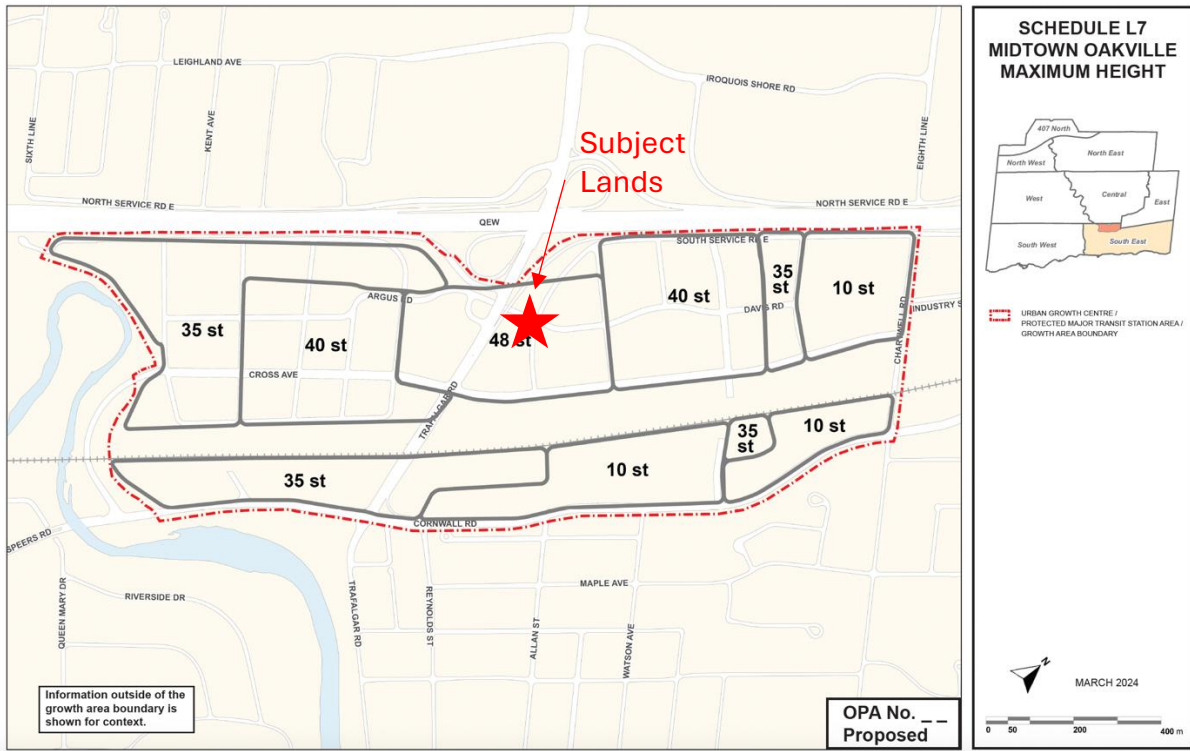


Figure 1: April 2024 Draft OPA Height Maximums

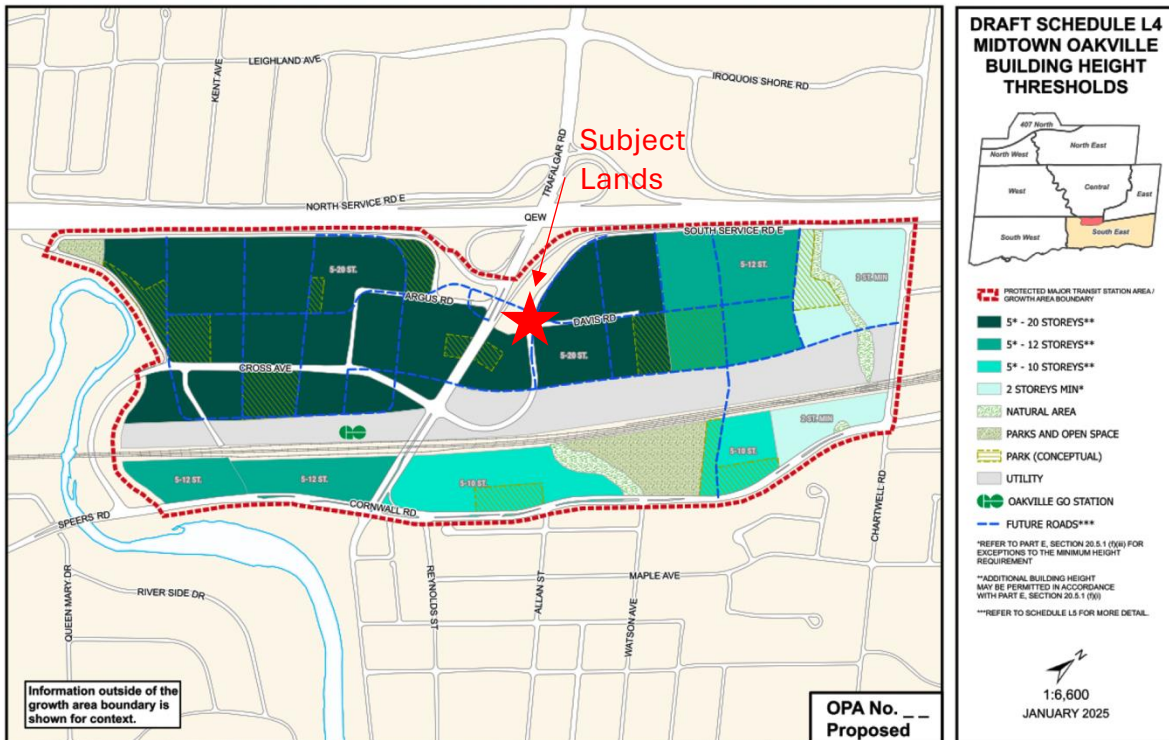


Figure 2: December 2024 Proposed OPA Height Maximums

## Schedule B

Urban Growth Centre comparators to Midtown Oakville as identified by the Planning, Design and Development Department from the Town of Oakville.

<b>Urban Growth Centre Comparator</b>	<b>Hectares</b>	<b>Gross Planned Density</b>	<b>Height and Density Permissions</b>
Downtown Burlington	86 Ha	284 P+J/Ha	Min Height: 2 storeys Max Height: 30 storeys Min FSI: N/A Max FSI: 4 FSI
Downtown Milton	139 Ha	200 P+J/Ha	Min Height: 4 storeys Max Height: 33 storeys Min FSI: 2.0 FSI Max FSI: 6.0 FSI
Downtown Brampton	93 Ha	580 P+J/Ha	Min Height: 4 storeys Max Height: No maximums Min FSI: No minimums Max FSI: No maximums
Downtown Oshawa	106 Ha	310-350 P+J/Ha	Min Height: 4 storeys Max Height: 25 metres, or 8 storeys Min FSI: N/A Max FSI: 3.0 FSI
Downtown Pickering	67.5 Ha	200 P+J/Ha	Min Height: 3-16 storeys Max Height: 37 storeys Min FSI: 0.75 FSI Max FSI: 5.75 FSI
Downtown Hamilton	105.1 Ha	500 P+J/Ha	Min Height: 2 storeys except for Pedestrian Focus Streets (min 3 storeys) Max Height: 30 storeys Min FSI: 0.75 FSI Max FSI: 5.75 FSI
Downtown Mississauga (City Centre)	37.8 Ha	400 P+J/Ha	Min Height: 3 storeys Max Height: 35 storeys Min FSI: 1.0 FSI (unless in PMTSA) Max FSI: N/A
Downtown Kitchener	N/A	225 P+J/Ha	Min Height: N/A Max Height: 35 storeys Min FSI: 1.0 FSI Max FSI: 3.0 FSI within City Centre, 7.5 FSI for lands within Multi-Modal Transit Hub
Uptown Waterloo	N/A	200 P+J/Ha	Min Height: 2 storeys Max Height: 25 storeys

			Min FSI: N/A Max FSI: N/A
Markham Centre	N/A	250 P+J/Ha	Min Height: 3 storeys Max Height: 15 storeys Min FSI: N/A Max FSI: 3 FSI

# Schedule C

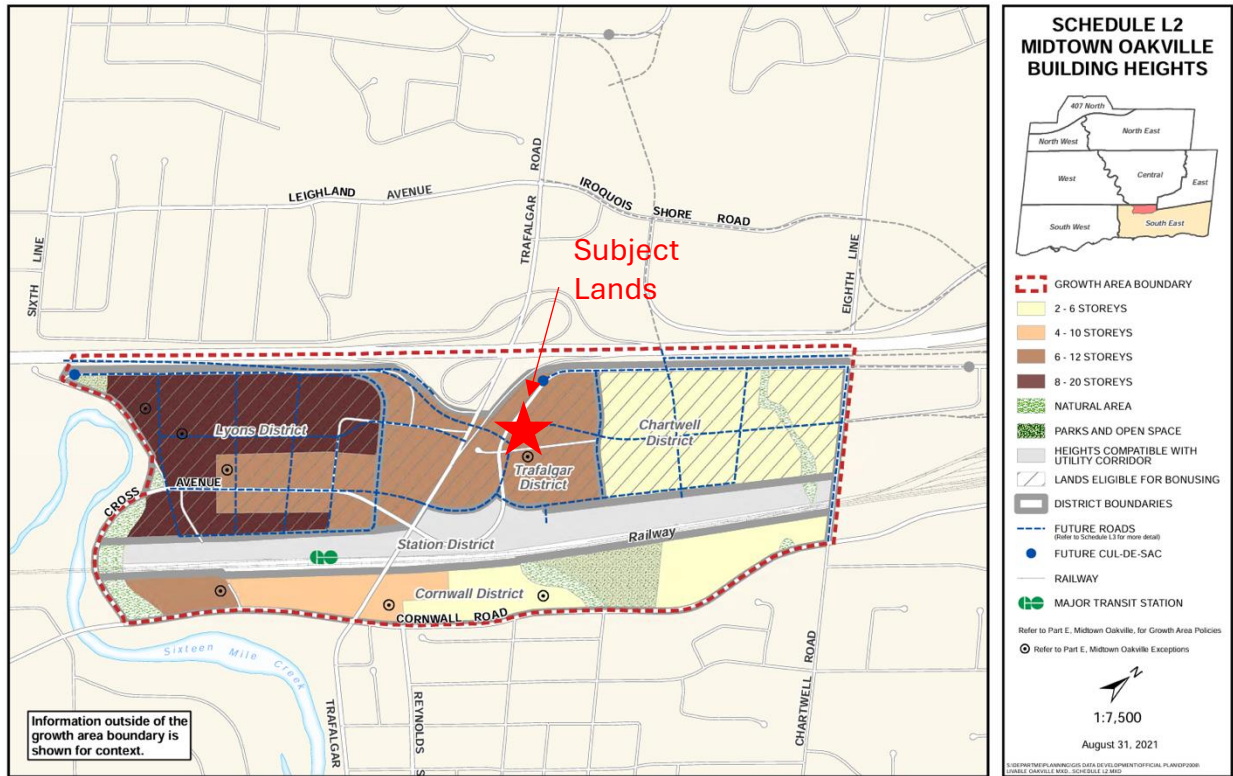


Figure 3 Schedule L2 in the Livable Oakville Official Plan 2009

# Schedule D



### SCHEDULE L4 MIDTOWN OAKVILLE PROPOSED TRANSPORTATION NETWORK

- - - - - URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- FUTURE ARTERIAL (36M)\*
- FUTURE MINOR ARTERIAL (30M)\*
- FUTURE COLLECTOR (26M)\*
- FUTURE LOCAL (20M)\*
- - - - - FUTURE STREET EXTENSIONS OUTSIDE OF MIDTOWN BOUNDARY\*
- ||||| ROAD PROPOSED TO BE REMOVED
- = 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

\*FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.

MARCH 2024



# Schedule E

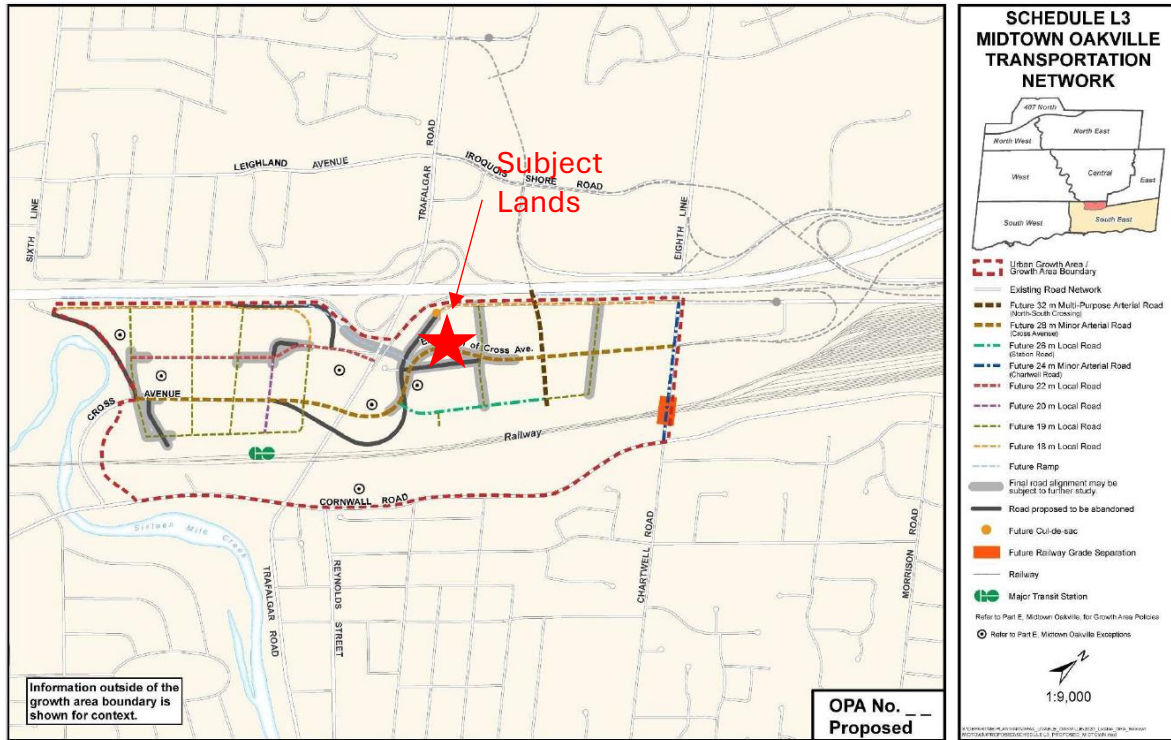


Figure 4: October 2021 Draft OPA Transportation Network

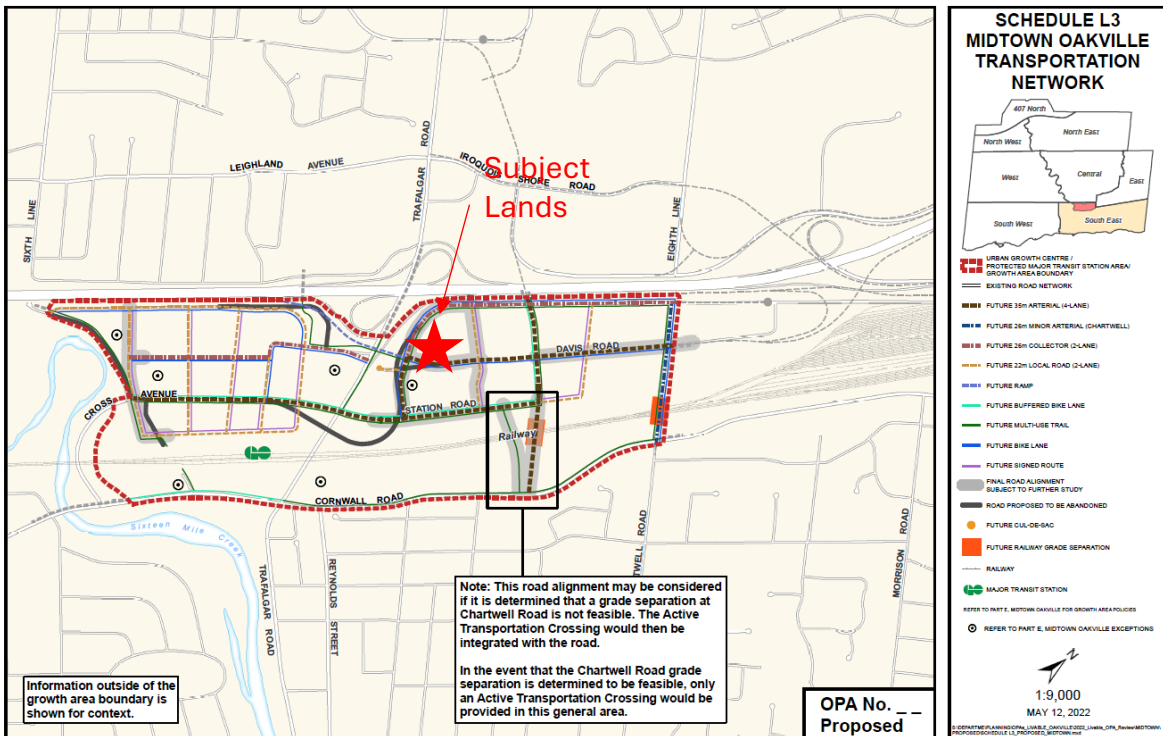


Figure 5: May 2022 Draft OPA Transportation Network

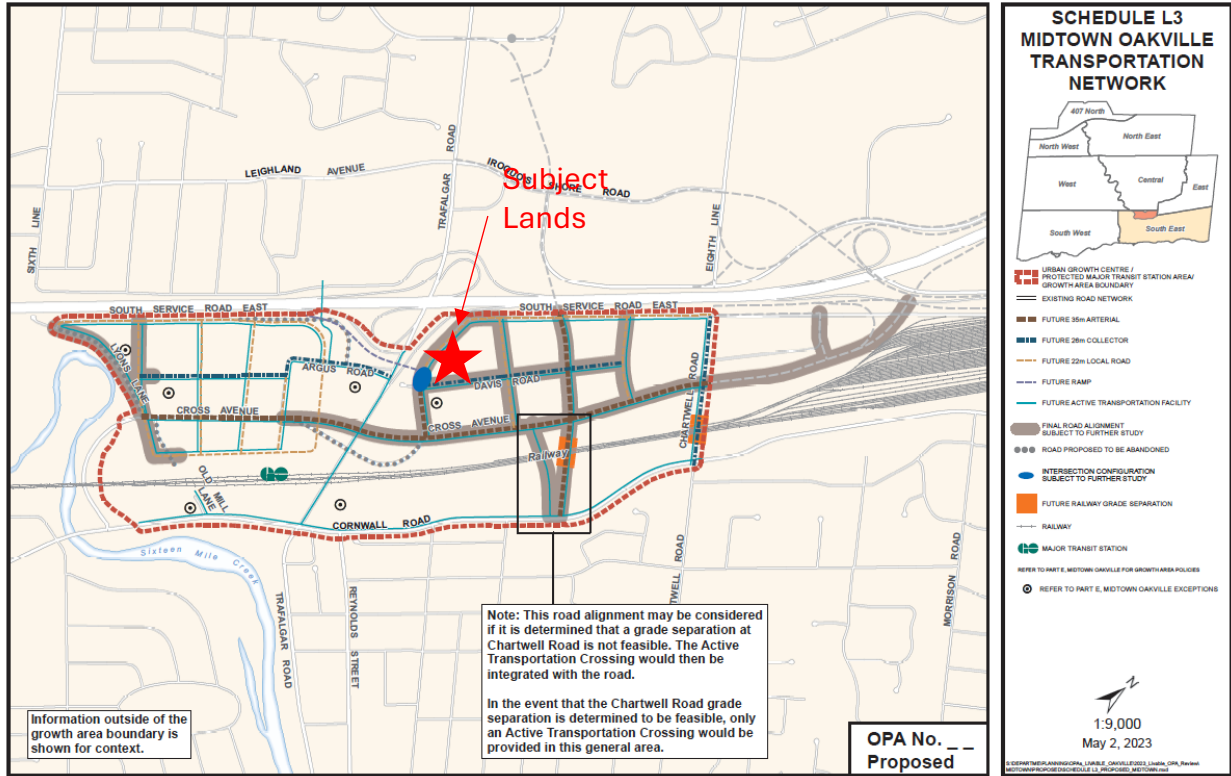


Figure 6: May 2023 Draft OPA Transportation Network

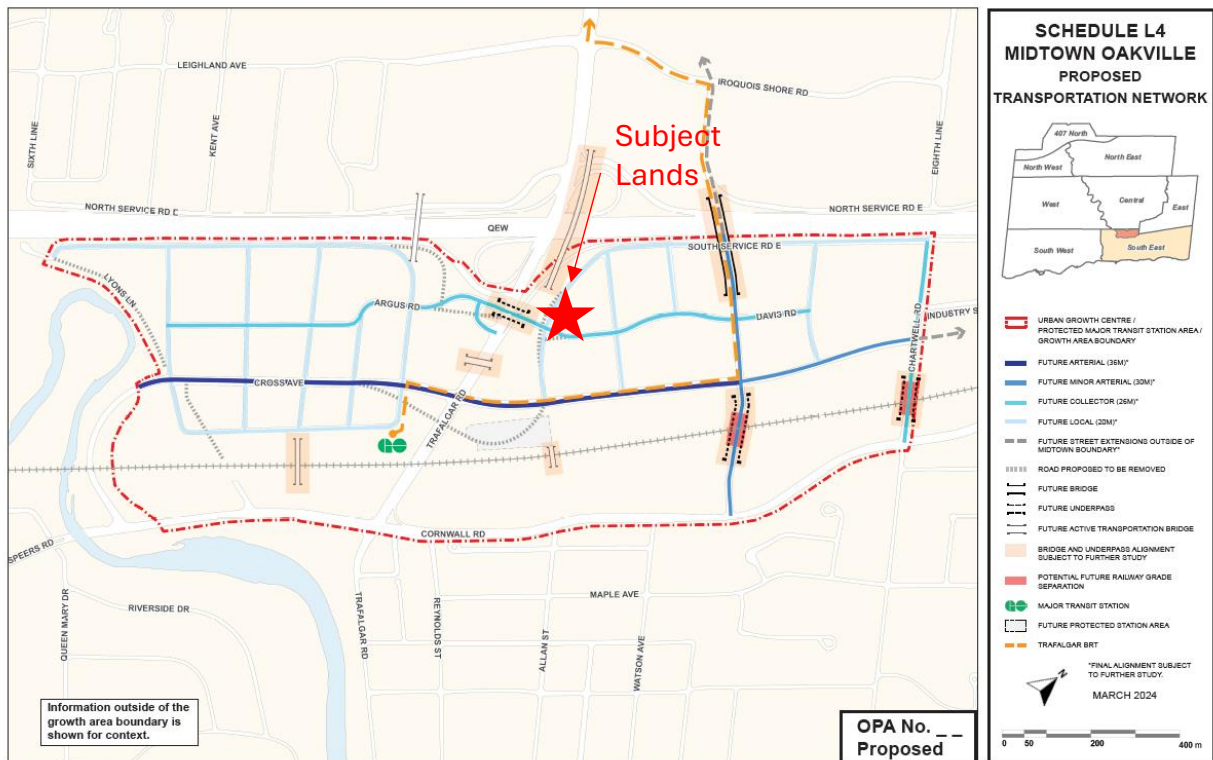


Figure 7: April 2024 Draft OPA Transportation Network



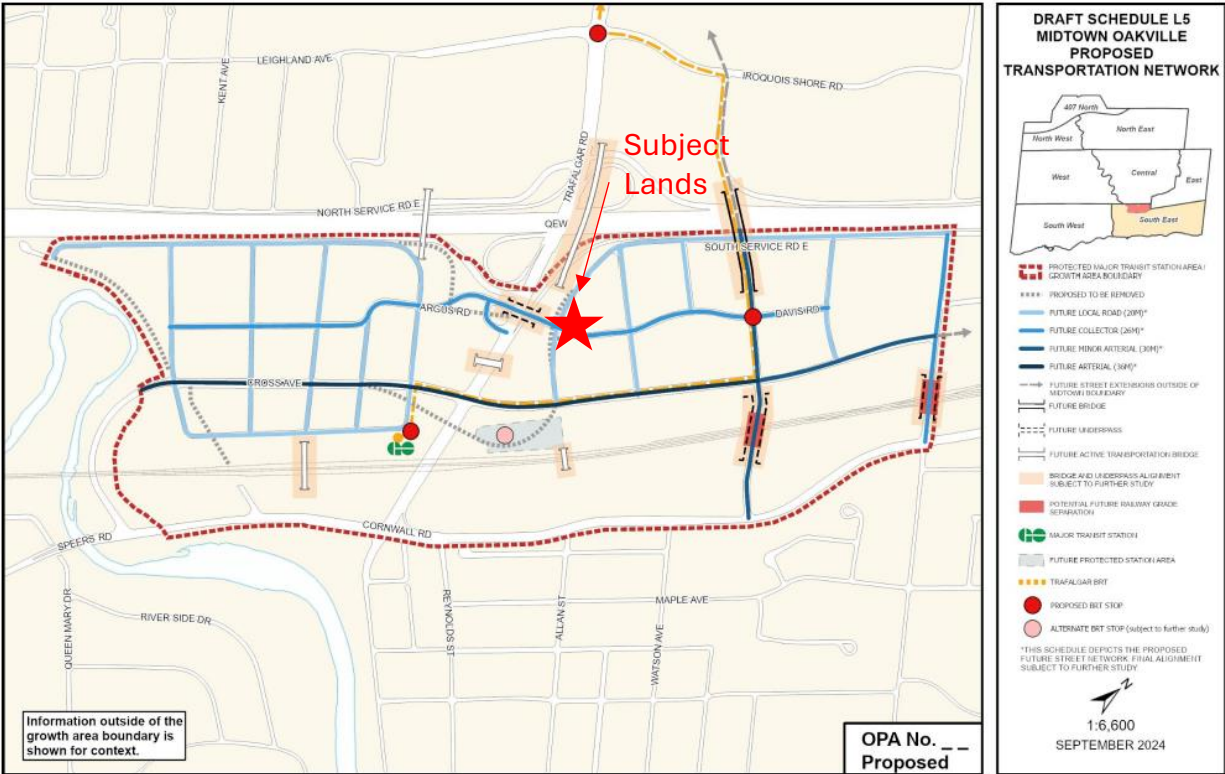


Figure 8: September 2024 Draft OPA Transportation Network

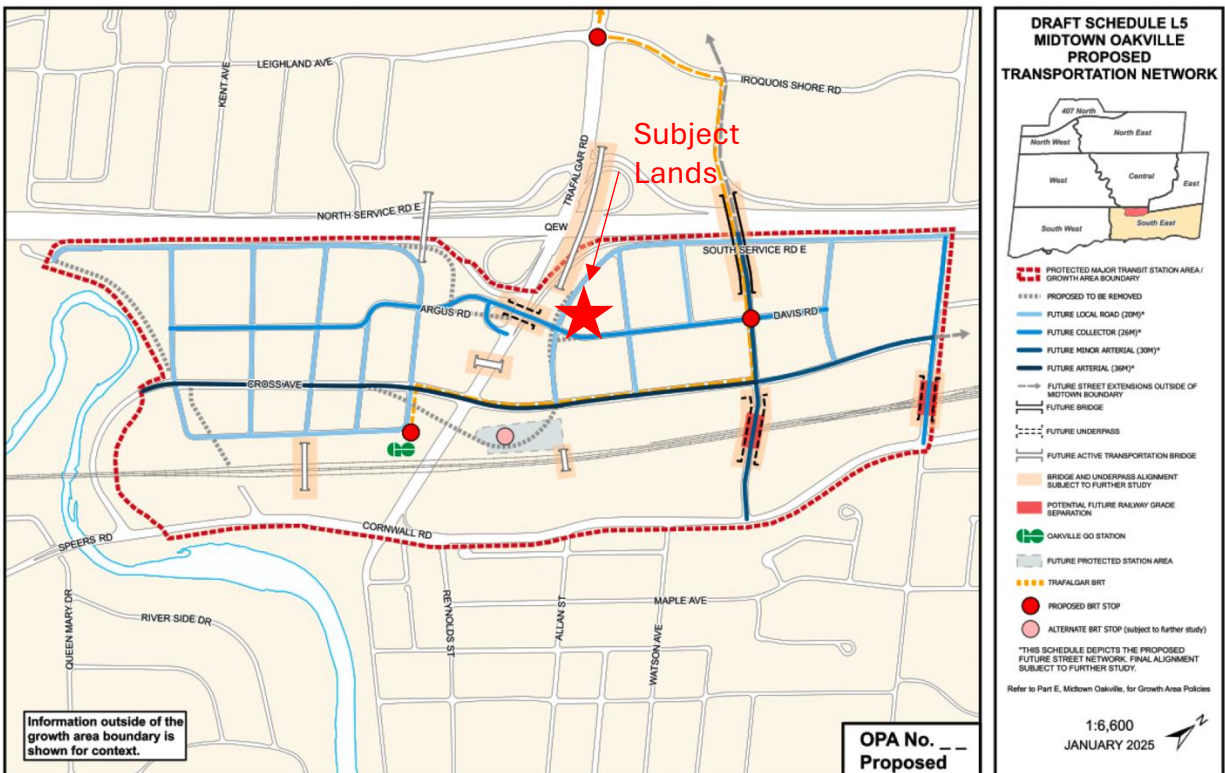


Figure 9: December 2024 Proposed OPA Transportation Network