



Proposed Official Plan Amendment

Midtown Oakville

~December 2024 version~

Planning and Development Council Meeting
January 20, 2025

Purpose and Outline

Purpose of this presentation is to provide an **overview of the staff report** regarding the proposed **Midtown** and enabling **Community Planning Permit System (CPPS)** Official Plan Amendment (Dec. 2024), policies.

Presentation Outline:

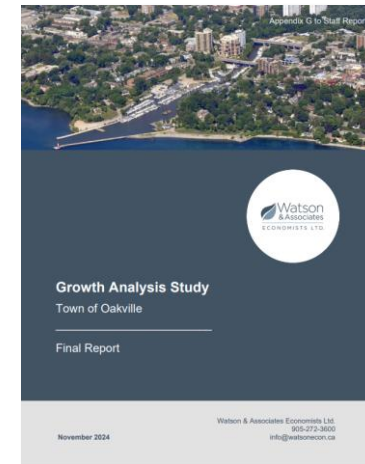
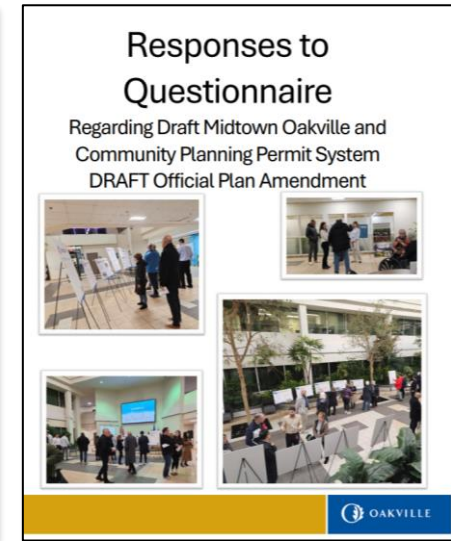
- Highlight **key policy and schedule changes**,
- Explain updated **Growth Projection**
- Highlight **implementation elements** (open space, transportation, housing)
- Identify **next steps and recommendations**.



Current Midtown Oakville context and existing built form.

Revisions to the proposed OPA are informed by:

- **Council, public, agency and landowner feedback from:**
 - October 10, 2024 Committee of the Whole Workshop
 - October 29, 2024 Special Council Meeting
 - November 27, 2024 Open House
 - Online survey (November 27, 2024 – December 11, 2024)
 - Landowner meetings (December 2024)
 - Residents Association meeting (December 2024)
 - Written submissions, including technical comments from agencies.
- **Updated population and job projections**
- **Policies, studies and plans**
(see Appendix H of the staff report)



Proposed OPA is aligned with Provincial, Regional, and Town planning direction.

- New changes to the proposed OPA (since Sep. 2024) are **minor**.
- The new proposed **Midtown OPA continues to:**
 - have regard for matters of **Provincial interest**,
 - implement relevant provisions of the **Planning Act** (i.e. Protected Major Transit Station Area and Community Planning Permit System),
 - be consistent with the **Provincial Planning Statement, 2024**,
 - conform with the **Halton Region Official Plan**, and
 - align with the **Livable Oakville Official Plan**.
- The proposed OPA implements the Minister of Infrastructure’s **transit oriented communities objectives**.



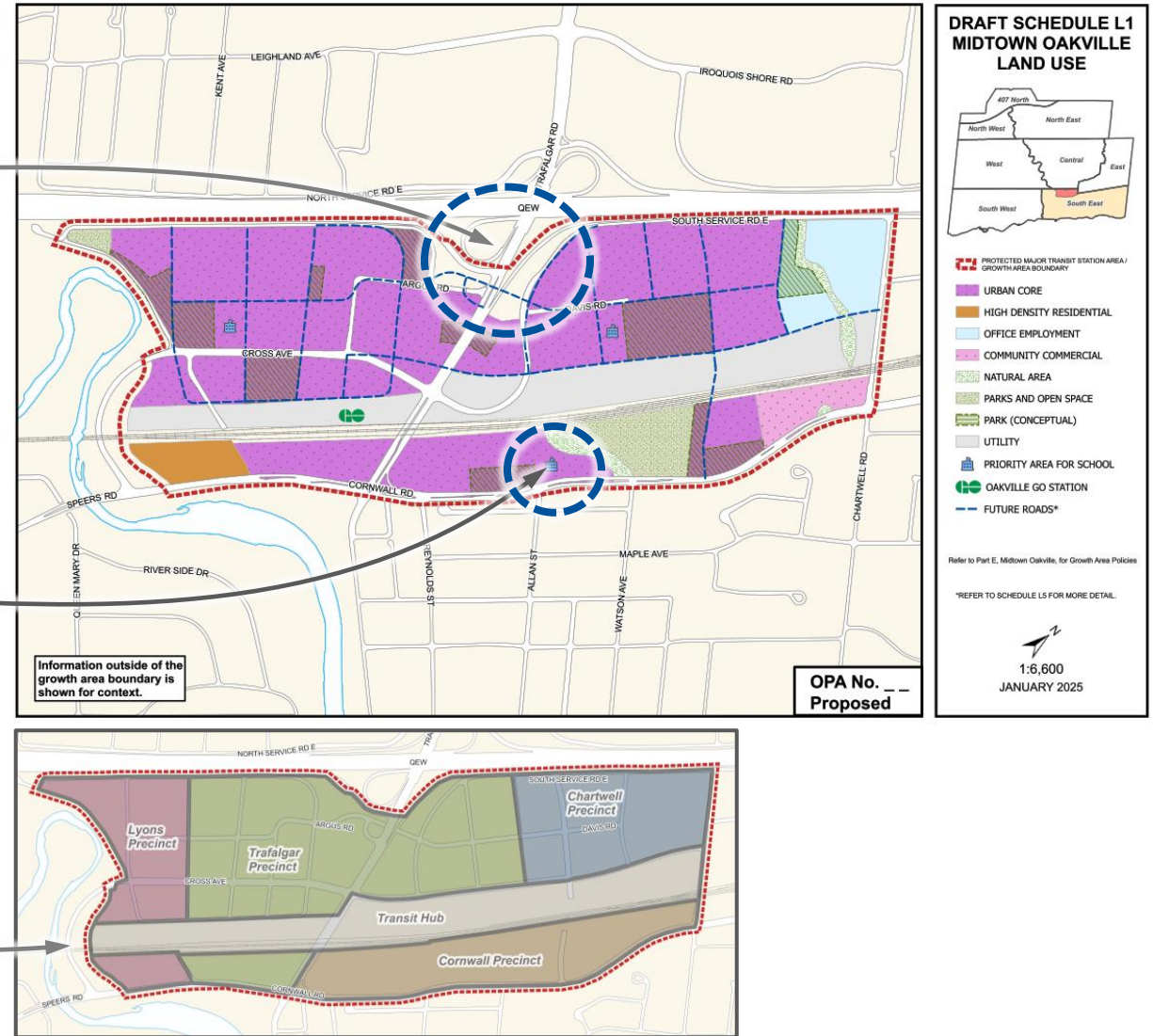
Key text changes to the draft OPA:

- Clarify **Community Planning Permit System policies** (Section 28.15).
- Provide additional/clarified **land use permissions** (Section 20.4) to:
 - permit **urban agriculture/vertical farming**, and
 - permit new **automotive uses** when integrated **within a mixed-use building**,
 - reduce **minimum GFA requirements for non-residential use** within Urban Core designation from **18% to 12%**.
- Clarify that **minimum height or density requirements do not apply to existing/expanding land use** (Section 20.5.1).
- Provide additional direction for more **sustainable development** (Sections 10.13, 20.5.1, 20.5.2, 20.5.3, and 20.5.5).
- Clarify requirements for **land-owner group and agreement** (Section 20.6.4)
- Provide more direction regarding **land use compatibility** close to the Metrolinx rail corridor (Section 8.11)

Key schedule changes to the draft OPA:

Schedule L1, Land Use:

- Remove Urban Core designation from MTO lands (also applies to schedules L2 Minimum Density, L3 Maximum Density, and L4 Threshold Height)
- Add a third priority school site
- Add a new “Figure E1 – Precinct Areas”



Key schedule changes to the draft OPA:

Schedule L6, Active Transportation

Recognize an additional Active Transportation Connection

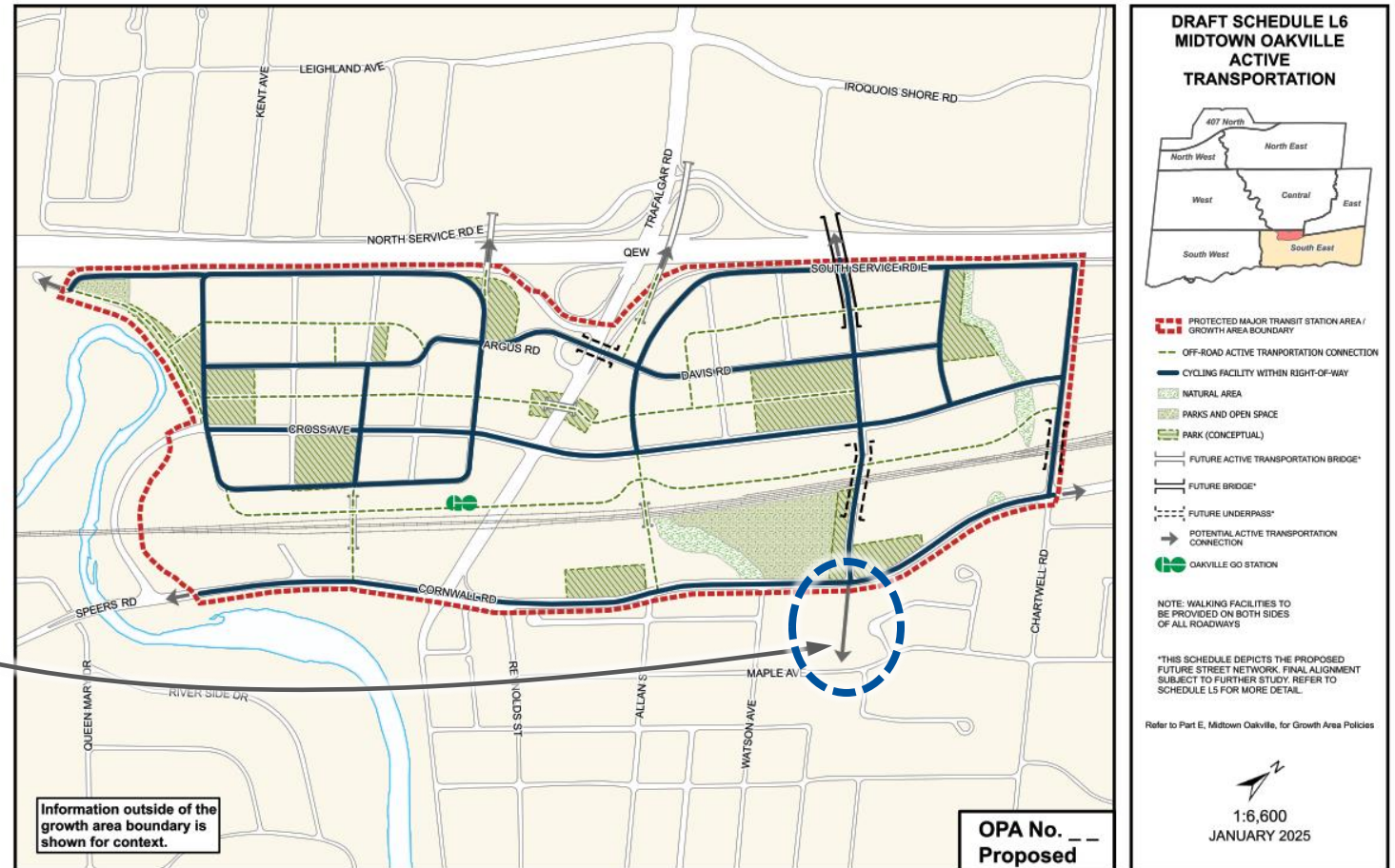
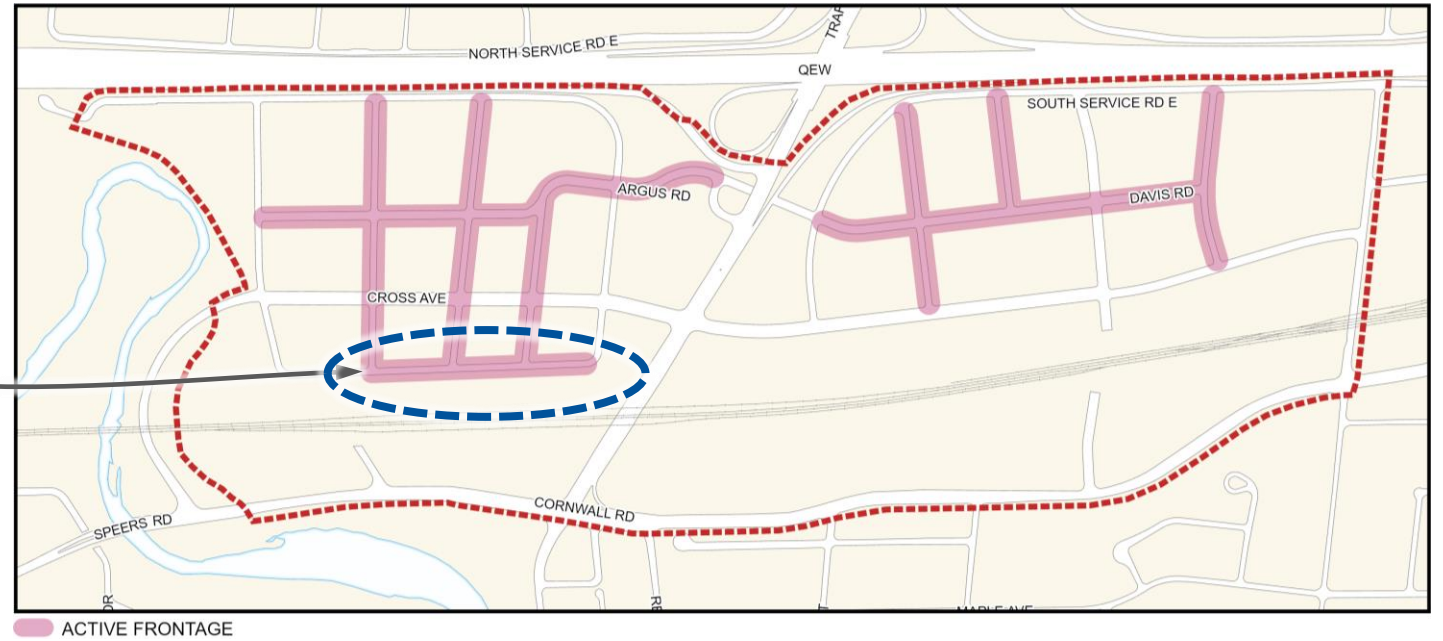


Figure change to the draft OPA:

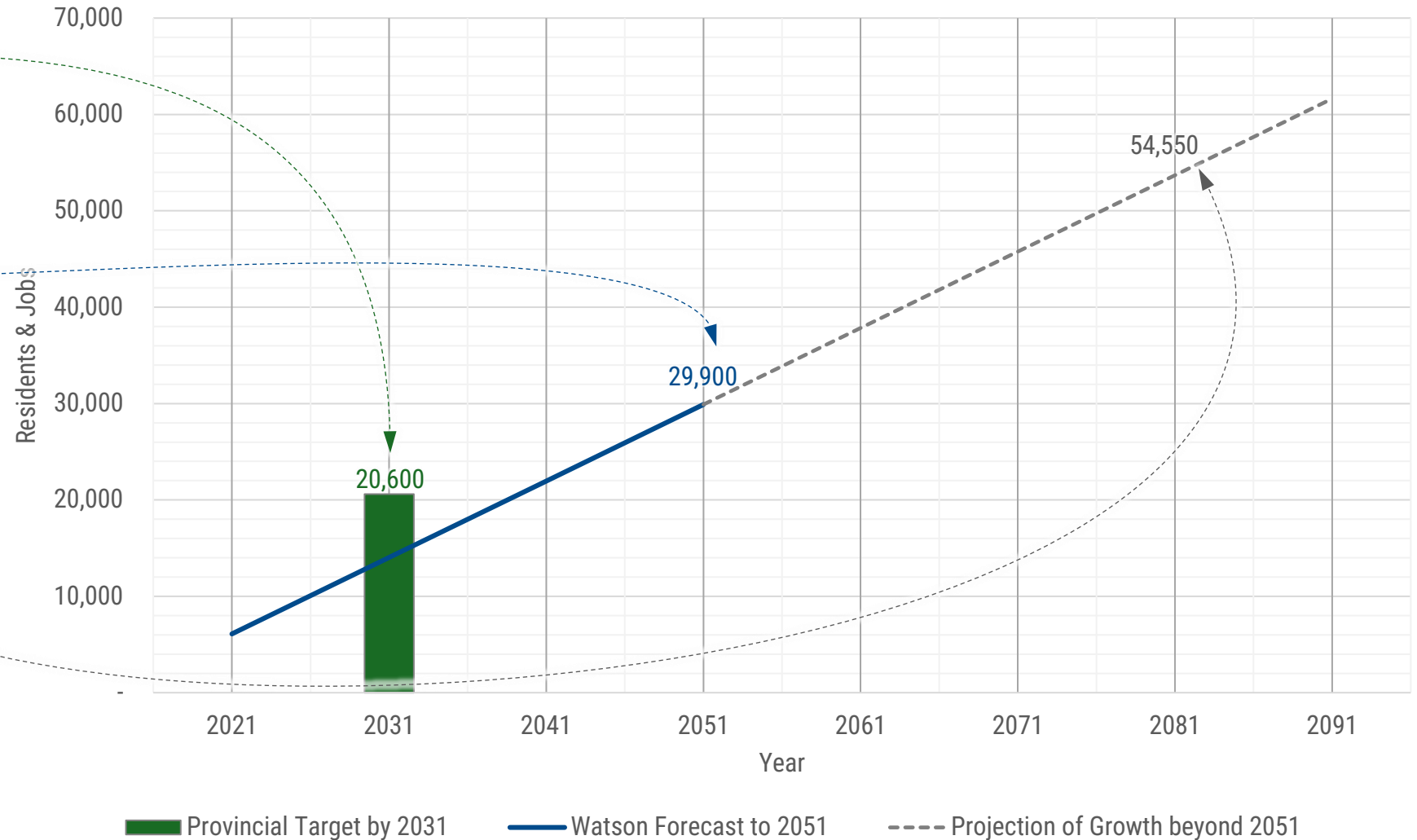
Figure E2, Active Frontages:

Identify additional "Active Frontage."



Growth Target, Forecast and (Revised) Projection

- **Growth Target:** 200 residents and jobs per hectare by 2031 (Per Policy)
- **Growth Forecast:** 29,900 residents and jobs by 2051 (Per Watson)
- **Growth Projection:** 54,550 residents and jobs (per modelling) over the long term estimated to be achieved after 2081 (Per NBLC)



Market Analysis Conclusions*

- **Market trends will evolve** – the OPA work needs to consider the long term and respond to current and future market trends.
- **Initial phases of development will be challenging** – town will need to incentivize development, via flexible planning and provision of public infrastructure, amenities and services.
- Multi-storey residential development (at **200 to 300-units per building**) is viable at this time.
- **Office market remains soft** for the near future.
- **At-grade retail is working well in Oakville**, where there is existing population and jobs to support it.

Source: Midtown Oakville Market Feasibility Analysis, NBLC
Sept. 2024



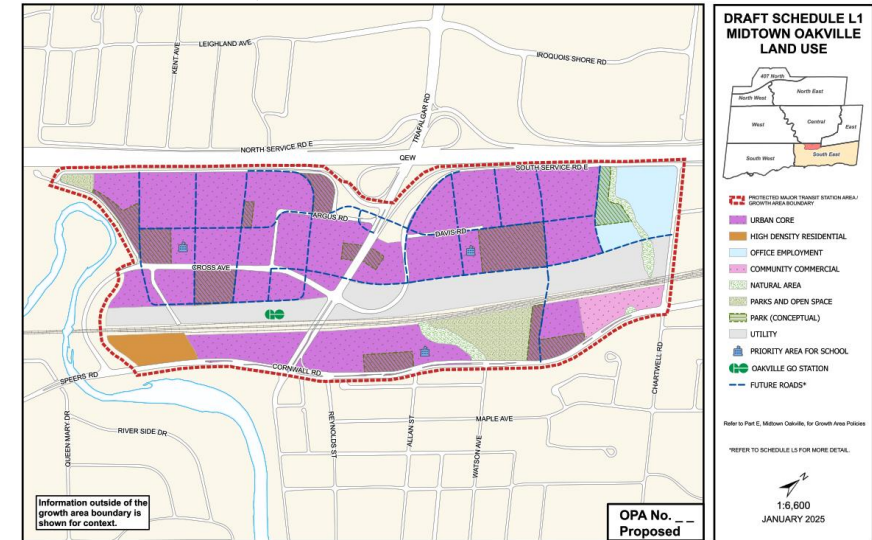
Residents and Jobs estimates are based on land use and density

The **resident and job estimates** were derived from the proposed **land use designations** and **policy**, and **maximum density** allocation per development block.

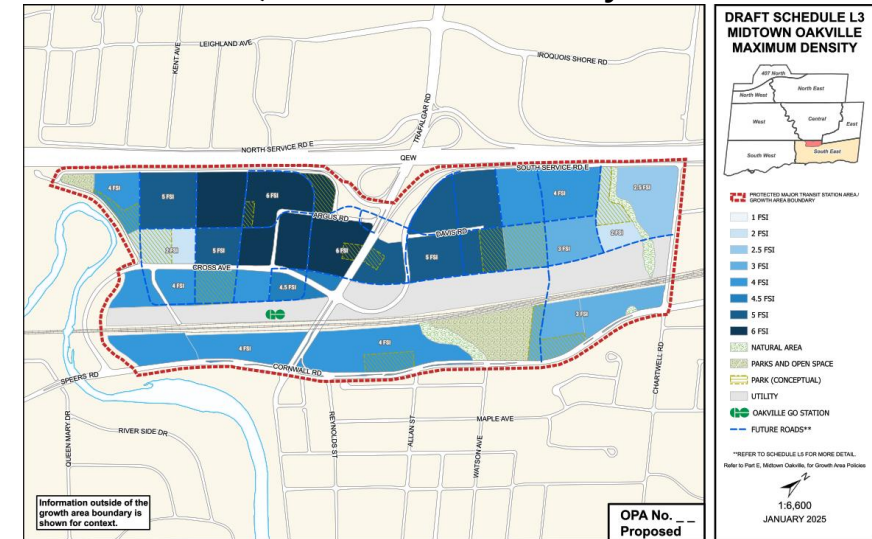
Land use and density allocations are assigned based on various **considerations**, including:

- **Transit supportive** objectives
- Midtown and precinct-specific **vision**
- **Market trends**, development **viability**
- Proportion of **public realm** existing/ anticipated per development block
- Land use **compatibility**
- **Transition** to areas outside of Midtown
- **Shadow** and **view** impact/considerations
- Recognition that **a range of density supports a variety** of development **types, forms** and **intensity** of land use.

Schedule L1, Land Use



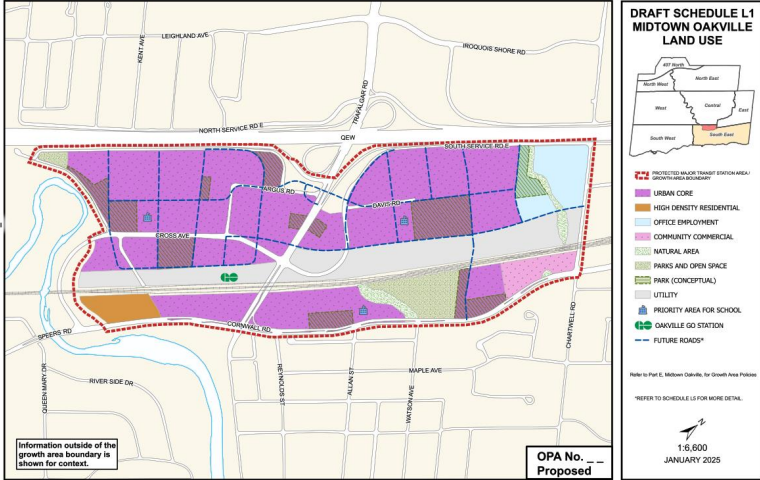
Schedule L3, Maximum Density



Land Use designations and policy

Assumptions regarding the **proportion of gross floor area attributed to residents and jobs** is based on several factors, including:

- Land use **designations**
- Land Use **policies**
- Target residents to jobs **ratio**



Land Use	% of GFA for Residents	% of GFA for Jobs	% of GFA common areas
High Density Res.	85%	0%	15%
Urban Core	73%	12%	15%
Office Employment	0%	80%	20%
Community Commercial	0%	80%	20%

Allocation of maximum density per block

Maximum density informs the maximum GFA permitted within a development block.

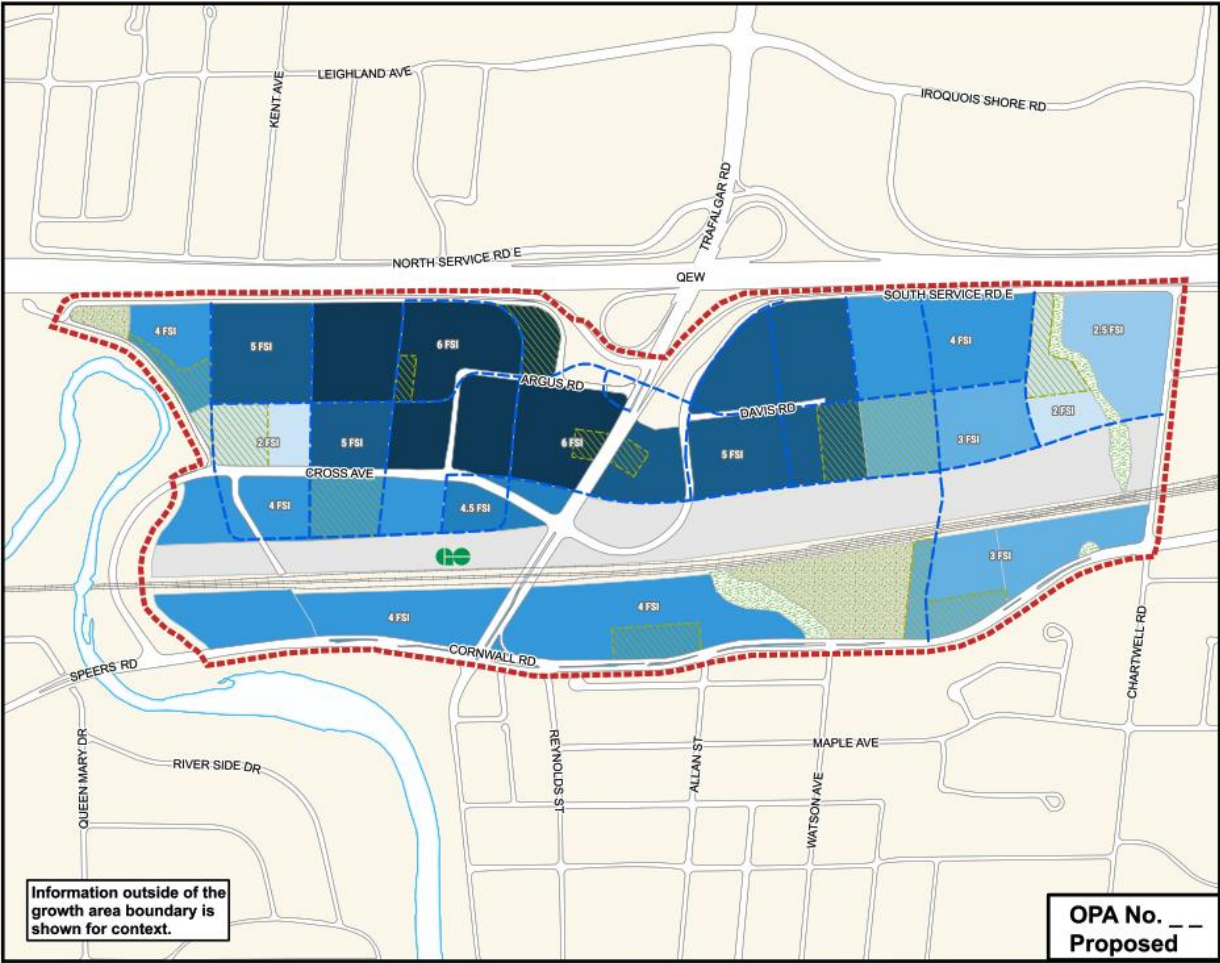
X

The maximum permitted FSI

Total site area (including lands to be dedicated)

=

The maximum GFA permitted on a site



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

OPA No. ___ Proposed

DRAFT SCHEDULE L3 MIDTOWN OAKVILLE MAXIMUM DENSITY

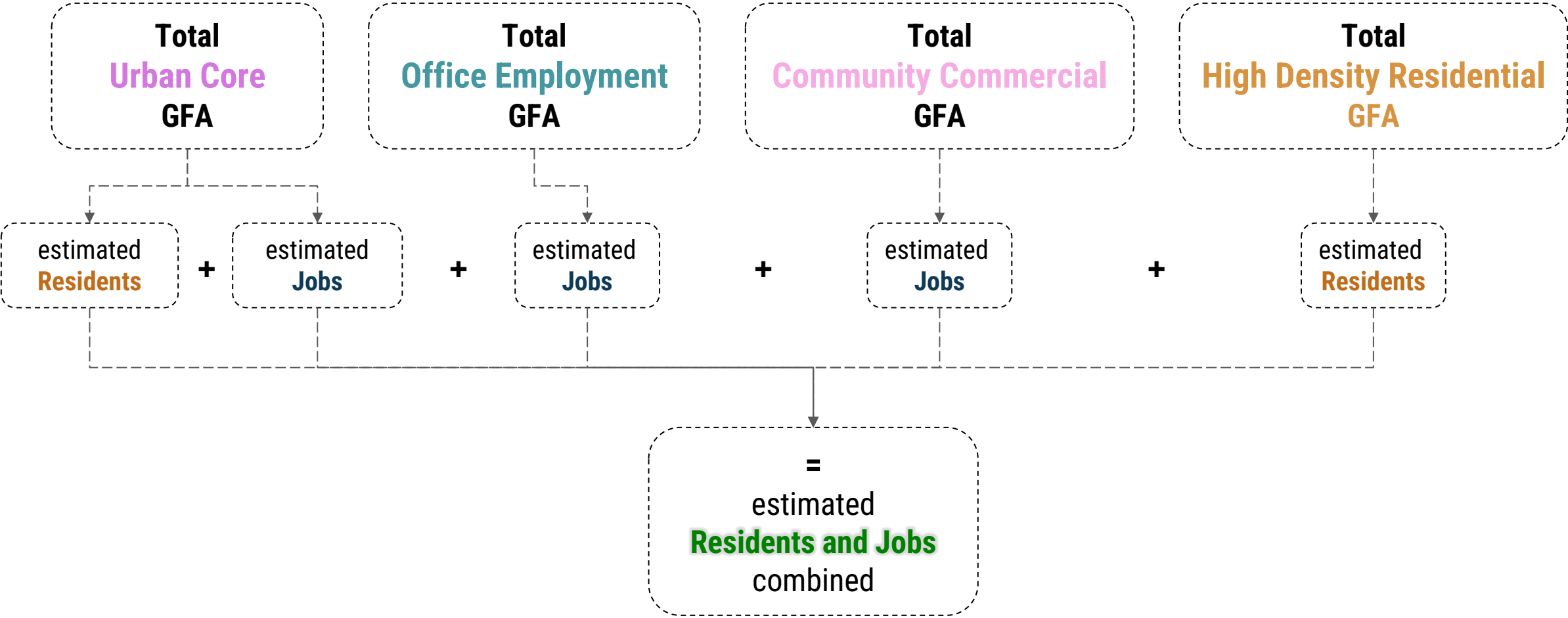


- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- 1 FSI
- 2 FSI
- 2.5 FSI
- 3 FSI
- 4 FSI
- 4.5 FSI
- 5 FSI
- 6 FSI
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)
- UTILITY
- OAKVILLE GO STATION
- FUTURE ROADS**

**REFER TO SCHEDULE L5 FOR MORE DETAIL. Refer to Part E, Midtown Oakville, for Growth Area Policies

1:6,600
JANUARY 2025

Total Residents and Jobs estimates are calculated for all development blocks.



The results of the more detailed projection analysis:

- Midtown Oakville population is estimated to be **38,150 residents**
- Midtown Oakville **jobs** are estimated to be **16,400**
 - accounts for a mix of institutional, retail, and office jobs
 - does not include “work from home” nor “no fixed place of work” jobs
- **Shifts** a larger proportion of overall **jobs** from the **Urban Core** designation to the **Office Employment** and **Community Commercial** designation
- Supports a **policy change** to require **a minimum 12%** of GFA for non-residential uses within the **Urban Core** Designation (previously 18%)

Open Space Opportunities

Open Space will be provided via:

- **Public Park/Publicly Accessible Park**
(approx. 12 ha., includes existing parkland)
- **Public Realm** (i.e. road rights-of-way) provides landscaped space, active transportation, seating, etc.
- **Utility Corridor** may provide secondary uses such as multi-use trails, community gardens, passive recreation
- Open space associated with **educational facilities**
(public access is provided outside facility operating hours)
- **Natural Area**
provides access to nature and passive trails



Open Space Provision/Acquisition

Where open space is not already provided, open space lands will be acquired in several ways:

- Per ***Planning Act*** land dedication requirements
- Parkland Dedication **by-law implementation**
- **Community Planning Permit by-law implementation** (bonusing)
- Public agency **consultation and partnership**

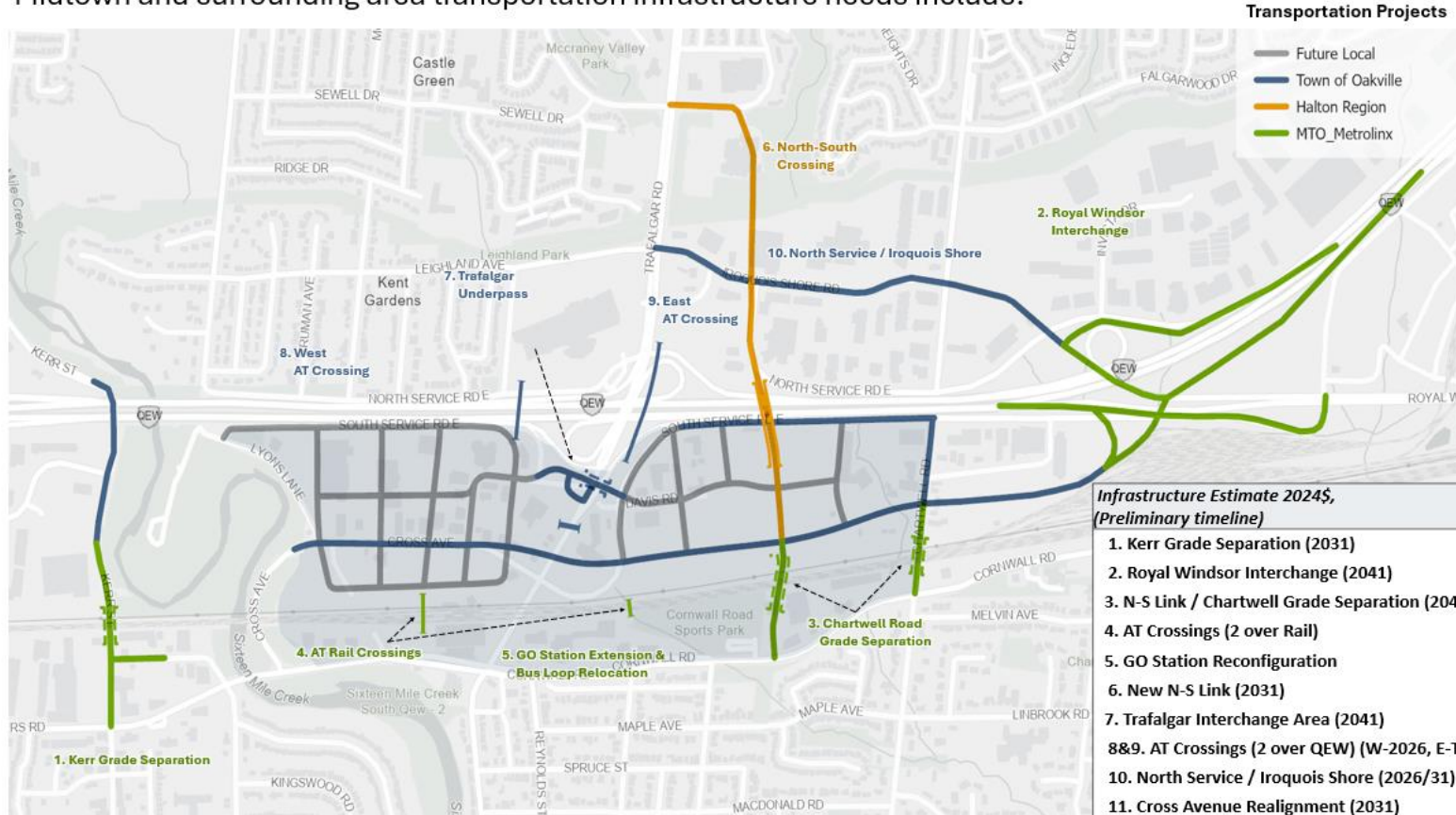
Timing of provision will be associated with

- rate of development,
- the Town's *Parks, Recreation and Library Master Plan*, and
- capital planning processes.



New and improved transportation, transit and active transportation facilities and connections are planned to **accommodate growth**.

Midtown and surrounding area transportation infrastructure needs include:



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%

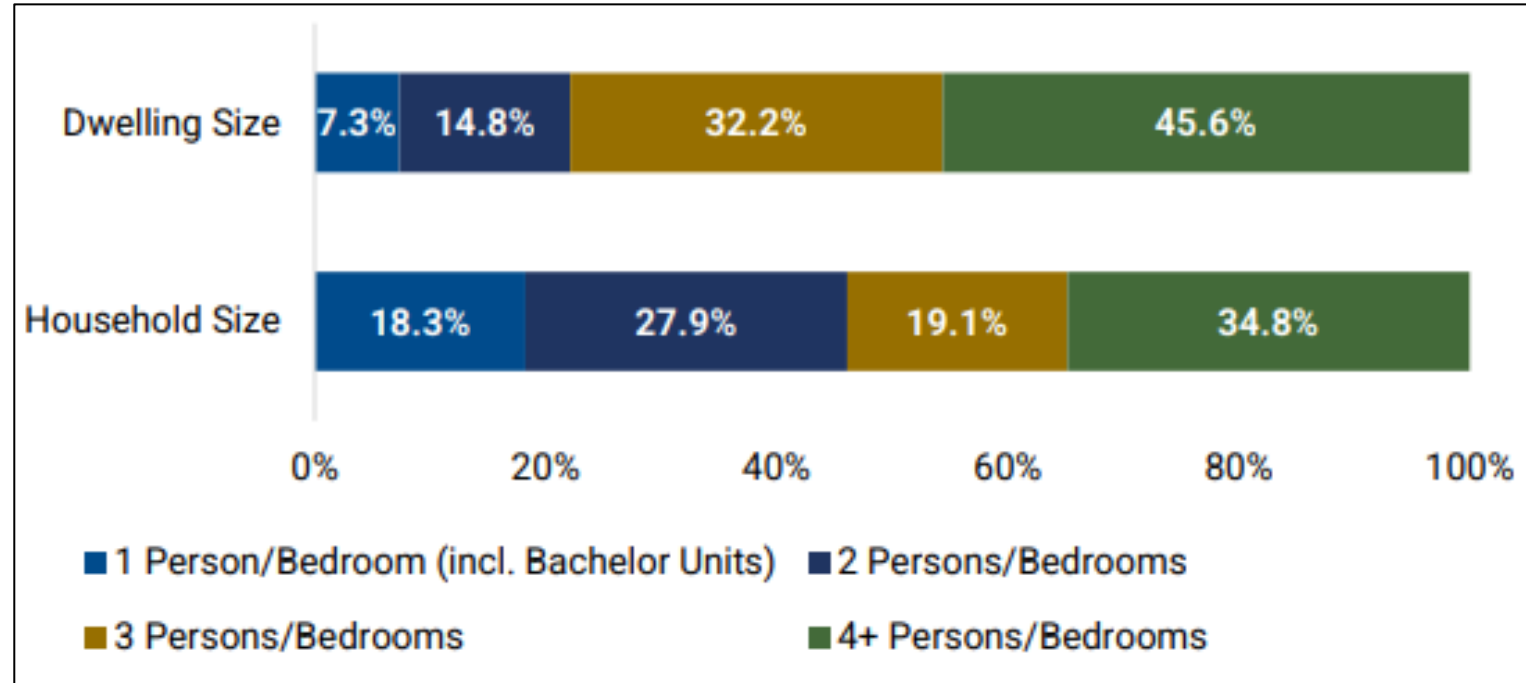
The **Midtown Transportation Plan** and the **Townwide Transportation Master Plan** will review and confirm the transportation needs in Midtown and surrounding areas.

Housing Options for Oakville residents

- Preliminary Housing Needs Assessment findings indicate that the **current Oakville housing supply is mismatched** relative to household size.
- Based on 2021 Census data:

78.8% of units in Oakville are comprised of **three or more bedrooms**, whereas

53.9% of households consist of **3 or more persons**.

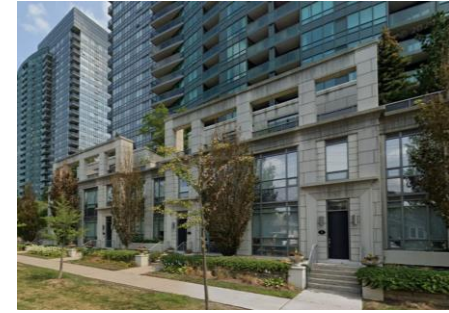


Household and Dwelling Sizes, Oakville, 2021

Source: SHS Consulting for Housing Needs Assessment focus group workshop, December 2024.


Housing Policy direction

- OPA expands Midtown's ability to **accommodate residential growth** by:
 - Designating more land to provide a mix of land use
 - Allocating density across Midtown
 - Establishing minimum density and height requirements
- OPA supports provision of **affordable, supportive, and family friendly** housing by:
 - Establishing a minimum requirement for 35% of units to provide 2 or more bedrooms
 - Encouraging provision of special needs housing and affordable housing
 - Recognizing ongoing Town initiatives to establish **inclusionary zoning, community planning permit system** and **community improvement plan** that require/incentivize provision of affordable housing.

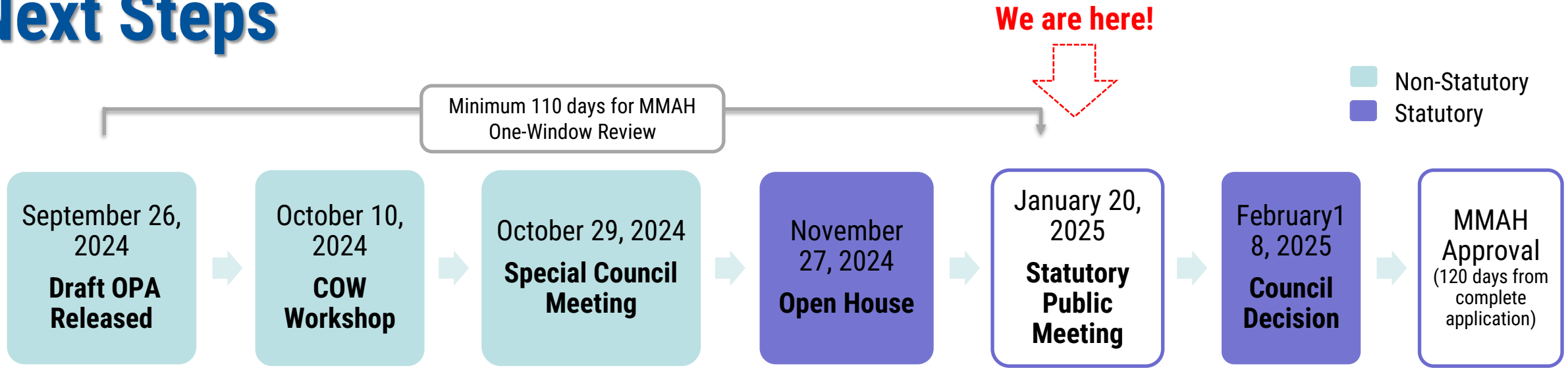


Midtown Implementation Program (Phase 5) informs the development of additional planning tools:



CONSULTANTS:				
STUDIES/ PLANS/ REPORT	<ul style="list-style-type: none"> • Public Realm Plan • Designing Midtown • Zoning By-law Recommendation 	<ul style="list-style-type: none"> • Transportation Plan • Midtown Stormwater Master Plan • Area Servicing Plan • Functional Servicing Plan 	<ul style="list-style-type: none"> • Housing Needs Assessment • Community Improvement Plan Background Report 	<ul style="list-style-type: none"> • Municipal Land Acquisition and Disposal • Economic Development Strategy
IMPLEMENTING PLANNING TOOLS:	<ul style="list-style-type: none"> • Inclusionary Zoning OPA • Community Planning Permit By-law, and • Community Improvement Plan 			

Next Steps

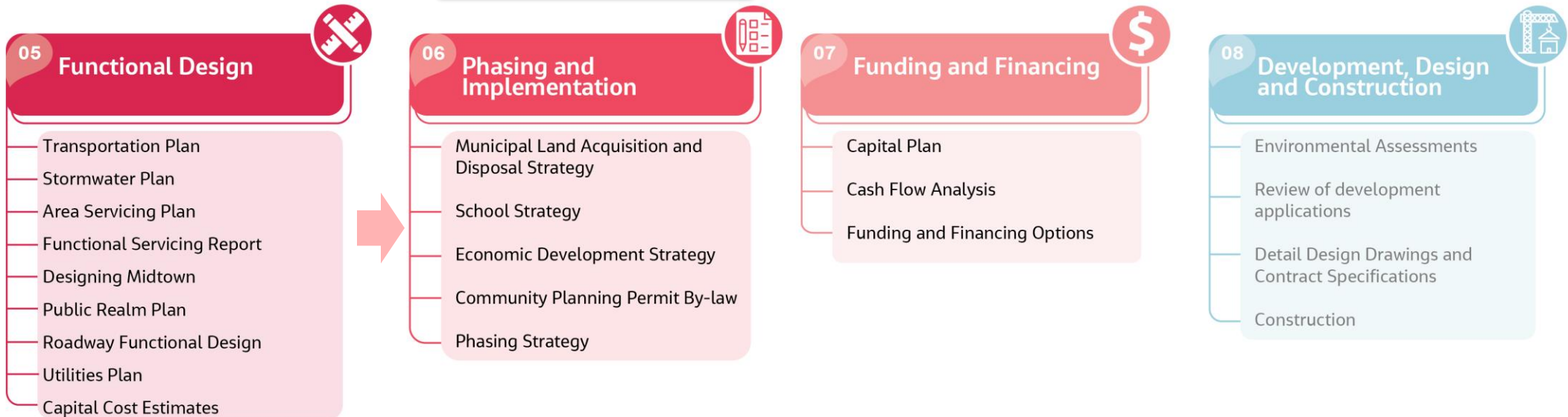


Midtown Program Phases 5 - 8

Housing Needs Assessment (HNA) Development and Consultation

Final HNA

Inclusionary Zoning OPA



Recommendations

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