

**Midtown Oakville and Community Planning Permit System
Official Plan Amendment (OPA)
Comparison of Proposed OPA (December 2024) and
Recommended OPA (February 2025)**

Note to Reader

The following table is provided to show changes, additions or deletions to policies since the [December 2024 Proposed OPA](#). It does not include policies that remain unchanged. Please see Appendix A of the Staff Report for the full text, schedules and figures of the Recommended OPA.

In chronological order, the table provides text from the December 2024 Proposed OPA and demonstrates how specific policy text has been modified for the February 2025 Recommended OPA with track changes (red text for insertions, ~~strikeouts~~ for deletions). A rationale for the change is provided in the second column.

Where changes have been made in terms of italics (for defined terms and legislation) or capitalization of words, those are not provided in the table. There are 37 defined terms in the OPA. Definitions for those terms are provided in the Livable Oakville Plan or, where a new term is added, within the amendment.

Recommended OPA (February 2025)	Rationale for change
<p>8.11 Transportation, Rail 8.11.6 Any development within 300 metres of the Metrolinx Rail Corridor shall:</p> <p>a) demonstrate that it aligns conforms with the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors,”</p> <p>b) be supported by an acoustical study to the satisfaction of the Town and Metrolinx, and</p> <p>c) require registration of where requested by Metrolinx, register an Environmental/Operational Easement in favour of Metrolinx over the subject lands.</p>	<p>While the proposed policy was included in the OPA per the request of Metrolinx, the policies are modified to:</p> <ul style="list-style-type: none"> - Recognize that the referenced documents are guidelines, which do not warrant a ‘conform with’ standard in the same manner as a provincial plan or legislation would. - Recognize that the registration of an easement may not be required in all circumstances.
<p>8.12 Transportation, Integrating Land Use and Transportation <i>New policy inserted</i></p> <p>8.12.4 <i>Development within 800m of a provincial highway shall be reviewed in consultation with the Ministry of Transportation.</i></p>	<p>This new policy is added to address the MMAH comment that indicated the Ministry of Transportation’s comment which stated: “ MTO has an obligation to maintain and repair highways, and the jurisdiction to control access points to highways within 800 m of any provincially owned highway.”</p>
<p>10.13 Sustainability, Hazard Lands 10.13.1 The delineation and regulation of hazard lands are administered by the Conservation Authorities. The general location of floodplain limits and shoreline hazard lands are conceptually shown on Schedule B. The limits of hazard lands on Schedule B may be updated without a Plan amendment. <u>Technical studies, prepared by qualified professionals, may be required to delineate and/or refine the limit of hazardous lands, and demonstrate that the policies of this plan have been met, to the satisfaction of the Town and applicable Conservation Authority.</u></p>	<p>Deleted the word “applicable” for brevity.</p>
<p>10.13.2 No new <i>development</i> or site alteration is permitted within or adjacent to hazard lands without the approval of the Conservation Authority, <u>in accordance with the <i>Conservation Authorities Act</i> and associated regulations and policies. For reference purposes, Appendix 6 provides the approximate Regulation Limit of the Conservation Authorities. The text of the <i>Conservation Authorities Act</i> and associated regulations prevail over any</u></p>	<p>Deleted “For reference purposes,” as it is already noted in the Livable Oakville Plan that the Appendix is provided for information.</p>

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<p>mapping. The regulation limit does not represent a <i>development limit</i>.</p>	
<p>Section 20. Midtown Oakville</p> <p>....</p> <p>Access by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the <i>infrastructure</i> and <i>development</i> opportunity for this area to continue to evolve yet again and to create a complete urban community comprised of a mix of residential, retail and employment uses. This mix of use fosters living, working, learning and recreating in Midtown Oakville throughout the day and during all seasons.</p> <p>Midtown Oakville is a Protected <i>Major Transit Station Area</i> (PMTSA) in accordance with the <i>Planning Act</i>. As such, †This area benefits from greater planning certainty in relation to density of development, building height, and <i>inclusionary zoning</i> provisions.</p> <p>Midtown Oakville is the Town’s primary <i>strategic growth area</i>. It is approximately 103 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west. Within these boundaries, there are areas precluded from development, such as the rail and hydroelectric <i>utility</i> corridors and the natural heritage system. These areas contribute to Midtown Oakville by facilitating goods and people movement and providing passive open space. As such, nNew development will be located on the balance of lands within Midtown Oakville.</p> <p>The Oakville GO and / VIA Rail Stations , the Town’s primary hub for existing and planned transit, anchors this <i>major transit station area</i> and are the Town’s primary hub for existing and planned transit. Rail and bus...</p>	<p>Minor modifications for clarity and brevity.</p>
<p>20.1 GOAL</p> <p>Midtown Oakville is the leading primary <i>strategic growth area</i> within the Town’s urban structure. Midtown Oakville will accommodate significant residential and employment growth in a dynamic urban setting where people embrace healthy, active lifestyles by living, reing, working, and playing in a vibrant, walkable, mixed-use neighbourhood, connected</p>	<p>Modifications for brevity and clarity.</p>

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<p>to the rest of Oakville by pedestrian, cycling, transit and street networks.</p> <p>...</p>	
<p>20.2.1 To e Create a transit-supportive community by:</p> <p>a) ensuring the entire area is designed and developed as in a pedestrian oriented manner environment focused on access to, and from, public spaces and transit;</p> <p>b) providing internal road circulation and connections a transportation network that connects to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,...</p>	Modified for brevity.
<p>20.2.2 To e Create a vibrant and <i>complete community</i> by:</p> <p>a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day; ...</p> <p>g) promoting <i>district energy</i> facilities and sustainable building practices in alignment with Town strategies the Oakville Community Energy Strategy; and...</p>	<p>Modified for brevity.</p> <p>Replaced reference to Oakville Community Energy Strategy with “Town strategies in recognition of forthcoming work the Town is undertaking.</p>
<p>20.2.3 Achieve Midtown Oakville goals by:</p> <p>a) identifying Midtown Oakville as a Community Planning Permit Area in accordance with section 28.15 of this Plan;</p>	<p>A new implementing action to achieve the Midtown goals is added, which is to identify the area as a Community Planning Permit Area, as is done through the adoption and approval of the OPA. This implementing action is similarly noted in Sectio 28.15.1 (a) of the OPA, where it states that Midtown Oakville is a CPP Area.</p>
<p>20.3.1 Transit Hub Precinct</p> <p>The Transit Hub Precinct includes all lands designated “Utility,” this The Transit Hub Precinct includes the transit-related and transit-supportive uses and facilities that define Midtown Oakville as a <i>major transit station area</i>....</p>	Removed locational description, reader may refer to Figure E1 Precinct Areas to understand what lands are within this precinct.
<p>20.3.2 Trafalgar Precinct</p> <p>The Trafalgar Precinct that flanks Trafalgar Road will develop with a mix of land uses in a highly walkable community of Midtown Oakville. This Precinct will accommodate a mix of office, civic, cultural, residential, and recreational uses and public spaces.</p> <p>a) Major civic and post-secondary institutional investment that benefits from this area’s multi-modal transportation system is strongly encouraged.</p> <p>b) ...</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p> <p>Modifications are made for clarity and brevity.</p>

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<p>c) At-grade retail space is intended to be located along local streets to serve the needs of usersresidents; workers and visitors to Midtown Oakville, and provide as well as create an active street life.</p> <p>d) Office uses should be located close to the Oakville GO/Via Rail Station and transit terminal, providing easy and convenient connections for commuters.</p> <p>e) An event centre may provide recreational and leisure space is particularly encouraged to locate in this Precinct.</p> <p>f) Trafalgar Road will be improved through landscaping treatments and building frontages that create an environment that supports and encourages promotes walking within Midtown Oakville.</p> <p>g) A Public multi-use trail, which (including an overpass north of Cross Avenue,) will provide a new connection ing west and east of Trafalgar Road.</p> <p>h) Development that shall be provided in a form that supports frequent bus transit service operations along Cross Avenue to provide reliable access to and from the transit hub.</p>	
<p>20.3.3 Lyons Precinct The Lyons Precinct is bound by Sixteen Mile Creek, the QEW, Trafalgar Precinct and Cornwall Road and will evolve into a highly compact mixed-use and transit oriented community.</p> <p>a) ...</p> <p>b) <i>Development</i> shall support frequent transit services bus operations along Cross Avenue to provide reliable access to and from the GO and Via train transit stations. ...</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p>
<p>20.3.4 Chartwell Precinct The Chartwell Precinct, east of Trafalgar Precinct and north of the Transit Hub Precinct, is an areas that provides transition from urban mixed-use <i>development</i> to less intense <i>development</i> and a business campus area of Midtown Oakville.</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p>
<p>20.3.5 Cornwall Precinct The Cornwall Precinct, east of Trafalgar Road and south of the Transit Hub Precinct, shall include a mix of uses that define the southern edge of Midtown Oakville.</p>	<p>Removed locational description, reader may refer to Figure E1 to understand what lands are within this precinct.</p>
<p>20.4 LAND USE POLICIES The entirety of Midtown Oakville is a Protected Major Transit Stations Area (PMTSA) in accordance with section</p>	<p>Modified for brevity.</p>

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<p>16 of the <i>Planning Act</i>. As such, tThe boundary of the PMTSA is identified on Schedule L1 and delineated as “Growth Area Boundary.” ...</p>	
<p>20.4.1 (a) Public Service Facilities ... ii. To support growth, nNew <i>public service facilities</i> shall be provided in accordance with the policies of this plan and for town or public agency master plans.</p>	<p>Modified for brevity. Clarified that provision of public service facilities will be in accordance with the Official Plan as well as public agency master plans.</p>
<p>20.4.2 (b) Educational Facilities i. Schedule L1 to this Plan identifies priority areaslocations for schools to be located. ii. ... iii. ... iv. <i>Educational facilities</i> shall be built to an urban standard that optimizes the use of land, encouragespromotes walking and cycling, and is connected to the broader transportation network. v. ... vi. Any landowner or developer proposing residential <i>development</i> shall consult with applicableSchool Boards in advance of completing their application for during the development pre-application process, to determine a the need for <i>educational facility</i> space within the proposed <i>development</i>.</p>	<p>Modifications are made for clarity and brevity. Clarified that consultation with school boards are required to occur during the pre-application process.</p>
<p>20.4.3 (c) Housing i. Where residential uses are permitted, such development should include: <ul style="list-style-type: none"> • Mid-rise and tall building types, and unit sizes that can accommodate a variety of households, including those with children and residents at different stages of life; • Amenities designed for households with children as well as older adults; • Non-market housing, including emergency, transitional, supportive housing, special additional needs housing, and affordable housing; and, • purpose-built rental housing </p> <p>ii. ... iii. Multi-unit <i>development</i> shall provide, at a minimum, 35% of the units in the form of 2 with two or more bedrooms. iv. Special Additional needs housing is exempt from policy 20.4.1 (c) (iii).</p>	<p>Changed “special” to “additional” per revised terminology of the Provincial Planning Statement, 2024 (PPS, 2024)</p>

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<p>20.4.1 (d) Non-residential uses</p> <ul style="list-style-type: none"> i. A mix of commercial uses, including large and small-scale retail, service and community-serving uses, is encouraged throughout Midtown Oakville and within the Urban Core, Community Commercial, and Office Employment land use designated areas and should be located at-grade and designed to complement pedestrian-oriented access and street character. ii. New large format major retail, such as grocery stores, are permitted where they are integrated with development. Such facilities are ideally uses should be located in the podium or base of mixed-use buildings with pedestrian access from the public realm. <p>...</p>	<p>Replaced “throughout Midtown Oakville” with the three land use designations wherein commercial uses are permitted, to align with land use specific policies.</p> <p>Changed “large format retail” to “major retail” per defined term in the Livable Oakville Plan.</p> <p>Inserted the words “or base” given that some buildings may be in a low-rise or mid-rise form and in those situations there may not be a podium (as would be required for tall buildings). As such, this clarifies that large format retail is permitted in a low- or mid-rise buildings as well.</p>
<p>20.4.1 (e) Automobile Related Uses</p> <p>...</p> <ul style="list-style-type: none"> iii. New drive-throughs facilities are not permitted. 	<p>Modified for clarity.</p>
<p>20.4.1 (f) Active Frontages</p> <ul style="list-style-type: none"> i. Buildings required to have active frontages as identified in Figure E2 Active Frontages shall be pedestrian-oriented and human-scaled at grade. ii. Buildings with active frontages identified in Figure E2 Active Frontages should shall provide deeper setbacks to the public realm, and be designed in accordance with Designing Midtown. <p>...</p> <ul style="list-style-type: none"> v. Vehicular access to the site from roads with Active Frontage should be avoided. 	<p>Modified policies to provide Figure E2 name.</p> <p>Additionally, changing “shall” to “should” accounts for certain circumstances where the deeper setback may not be required/needed.</p> <p>Complementary to the Mid-Block policies of the OPA, a new policy is added to direct vehicular site access away from roads with Active Frontages.</p>
<p>20.4.2 (b) Community Commercial</p> <p>In addition to permitted uses provided d in Part D Sub-Section 13.4.1 of this Plan, on lands designated Community Commercial the following uses are also may be permitted: ...</p>	<p>Revised policy to be in accordance with land use policy conventions of the Livable Oakville Plan.</p>
<p>20.4.2 (c) Parks and Open Space</p> <p>In addition to Part D Section 17.1 of this Plan, lands designated Parks and Open Space are subject to the following policies</p> <ul style="list-style-type: none"> i. Lands designated Parks and Open Space are conceptually shown on Schedule L1 Land Use. The size and configuration of these lands shall be 	<p>Modified for clarity and brevity.</p>

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<p>determined via site plan, development permit, consent and/or draft plan of subdivision approval process(es), without an amendment to this Plan.</p> <p>ii. Schedule L1 shall be updated to show the actual parkland size and configuration, after being established as noted in policy 20.4.1 (c)(i) above, without an amendment to this Plan in subsequent office consolidations of the Official Plan. ...</p> <p>v. The Town shall work with the applicable school board to determine park configuration and programming where parkland is intended to be co-located with school-sites. Programming of such parkland shall be prioritized for school use during school operating hours.</p>	<p>Removed sentence regarding operation of park as this can be addressed through an agreement between the school board and the town.</p>
<p>20.5 FUNCTIONAL POLICIES In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Midtown Oakville.</p> <p>20.5.1 Urban Design and Built Form</p> <p>In addition to the Urban Design policies in Part C: Section 6.0 of this Plan, the following policies shall apply to Midtown Oakville.</p>	<p>Removed redundant words.</p>
<p>20.5.1 (b) Public Realm</p> <p>A major feature of Midtown Oakville shall be its The public realm is comprised of public streets, parks and open spaces, including privately-owned publicly accessible open spaces. The public realm includes trees and landscaping, lighting, furnishings, urban amenities, gateway treatments, wayfinding and public art that enhance the local context and create a sense of identity and support pedestrian comfort. These elements collectively expand the tree canopy, provide opportunities for social connections, and promote environmental sustainability.</p> <p>i. <i>Development</i> shall contribute to the creation of a high-quality public realm that is safe and comfortable, <i>universally accessible</i>, encourages <i>active transportation</i>, and contributes to a distinct <i>character for Midtown Oakville.</i></p> <p>ii.</p> <p>iii. ...</p> <p>iv. ...</p>	<p>Modified policies for brevity and clarity.</p>

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<ul style="list-style-type: none"> v. Landscaping, preferably with native species, shall should be incorporated into private <i>development</i> to enhance the pedestrian experience and contribute to the area’s identity. vi. Public art that connects with the history of Midtown Oakville and the emerging culture of this area and Oakville overall is encouraged in strategic locations that create view termini, as well as animate the public realm streets, parks, squares, and building frontages. vii. ... 	<p>Changed policy (v), given that all sites may not be able to accommodate landscaping in a manner as stated in the policy.</p> <p>Modified policy for brevity.</p>
<p>20.5.1 (c) Parks and Open Space</p> <ul style="list-style-type: none"> i. The parks depicted in Schedule L1 shall reflect implement the Town’s Parks Plan and consist of Public Commons and Urban Squares. ii. ... iii. The location and delivery construction of public parks and open spaces shall be coordinated as development progresses to ensure that parks and open spaces are provided for new residents and employees as needed. 	<p>Modifications made for brevity and clarity. The Town’s Parks Plan provides guidance and direction regarding park typology.</p>
<p>20.5.1 (e) Site Density</p> <p>The minimum overall density of development within Midtown Oakville as a whole is 200 residents and jobs per hectare. To achieve and exceed this target, ensure transit supportive development, and implement the vision for Midtown Oakville, the range of permitted gross floor area within buildings shall be as follows:</p> <ul style="list-style-type: none"> i. Minimum gross floor area density, expressed as floor space indices (FSI); shall be provided on a development site in accordance with floor space indices (FSI) provided on Schedule L2: Minimum Density, unless exempt per the policies of this Plan. ii. Up to The maximum gross floor area density, expressed as floor space indices (FSI); that may be permitted on a development site shall be in accordance with floor space indices provided on Schedule L3: Maximum Density and the policies of this Plan. ... vi. Where a development site is located within two or more density blocks shown on Schedule L3, the maximum permitted gross floor area (GFA) shall be calculated by applying the determined by calculating the site area (excluding non-developable lands) land area of the site (as described in the definition of gross density) within each density block multiplied by the allocated FSI for that block. The total permitted GFA 	<p>Modifications made for clarity and brevity.</p> <p>Modifications made to ensure the approach to calculating the site area is consistently applied. To inform the site <u>land area</u> calculation and <u>floor area</u>, the policy refers to the definition of “gross density” wherein it states:</p> <p><i>Gross Density</i> means the product of total proposed building floor area (excluding sub-surface and mechanical areas) divided by land</p>

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<p>will be based on the sum of the products calculated for each density block or portion thereof.</p>	<p>area of a site (excluding lands where development is prohibited and prior to lands being dedicated for public use), and as may be further defined in the implementing by-law.</p>
<p>i.5.1 (f) Building Height</p> <p>i. “As of right” Building height thresholds are shown on Schedule L4. Additional height beyond the threshold may be permitted through a development permit application or through a rezoning application subject to:</p> <ol style="list-style-type: none"> 1 the maximum density allocation for the site is not exceeded, and 2 community benefits or cash-in lieu of benefits, which are listed in Section 28.15.12 and Section 20.6.6, are provided in accordance with town by-laws. <p>ii. The minimum heights established on Schedule L4 are provided as an average height minimum of the building. Portions of a building may be less than the minimum height shown on Schedule L4, provided the overall average of building height achieves the minimum. ...</p>	<p>Modifications are made to align policy language with section 28.15 policies.</p> <p>The policy is clarified to refer to a development permit <u>application</u>, which would be applicable when the CPP by-law for Midtown is in effect. Reference to “rezoning” remains in this section to address any development that may be proposed prior to the CPP By-law coming into effect.</p> <p>Reference to sections 28.15.12 and 20.6.6 lets the reader know what are the types of community benefits that the Town would accept.</p> <p>Removed redundant sentence from the policy.</p>
<p>20.5.1 (g) Tall Buildings</p> <p>i. Tall buildings are those taller than 12 storeys in height. They shall be designed to the highest architectural and engineering quality and detail, and shall ensure a pedestrian-oriented built form and environment, provide active façades oriented to the public streets realm, and contribute to a distinctive skyline.</p> <p>ii. Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another in order to create variation in building height and a distinctive skyline for Midtown Oakville.</p>	<p>Modifications made for clarity and brevity.</p> <p>Note: the term “should” is defined in the Official Plan, whereas “shall generally” is not.</p> <p>Further analysis and detail regarding tall buildings and other design matters will be undertaken through the development of urban design guidelines, which will inform the implementing community planning permit by-law wherein standards and criteria for variation from standards will be provided.</p>

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<p>iii. ...</p> <p>iv. For tall buildings facing the along public realm streets or publicly accessible amenity space should provide a step back between the podium base and tower portion should be provided to reinforce the character of the public realm.</p> <p>v. For tall buildings, The floorplate of tall building each towers (the portion of the building above the base or podium) shall provide a slender tower profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.</p> <p>vi. The distance between the facing walls of towers shall generally should be a minimum of 30 metres at the tower base, and expand to be a minimum of 35 metres above the 25th storey, as applicable.</p> <p>vii. The distance between facing walls of podiums, where there are windows on both building faces, shall generally should be a minimum of 15 metres.</p>	<p>Accordingly, using “should” policies allows for some flexibility when implementing these policies that will be guided by the guidelines and by-law.</p>
<p>20.5.1 (h) Mid-Rise Buildings Mid-rise B buildings; are taller than the streetwall height and up to consisting of 12-storeys or less. Midrise buildings should shall:</p> <p>i. incorporate a step-back in the main building wall for storeys located above the established streetwall height; and,</p> <p>ii. provide a minimum building separation distance of 15 metres between a mid-rise with to another mid-rise building, or a tall building</p>	<p>Modifications made for clarity and brevity.</p>
<p>20.5.1 (j) Building Orientation j) Buildings shall should be designed and sited to maximize solar energy gain, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.</p>	<p>Modify policy to apply proper terminology. Changed policy from “shall” to “should” because all of these requirements may not always be met due to individual site context.</p>
<p>20.5.2 Mobility (a) Transportation Streets and streetscapes facilitate <i>multi-modal</i> movement year-round, provide valuable frontage for <i>development</i>, and provide the setting for the a range of uses and activities that define Midtown Oakville. The modified A grid of streets network is permeable, designed for ease of pedestrian movements, and fundamental to encouraging <i>active transportation</i>. ...</p>	<p>Modifications made for clarity and brevity.</p>

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<ul style="list-style-type: none"> i. The design and operation of existing and new streets in Midtown Oakville shall prioritize year-round <i>active transportation</i> and transit use. ii. Significant <i>Active transportation</i>, transit, and street <i>infrastructure</i>, as shown on Schedules C, D, L5 and L6, is necessary to support the movement of people and goods growth. Certain existing street or street segments shall be abandoned, realigned, widened, extended, or replaced in accordance with this Plan. iii. ... iv. The Town and/or Halton Region may secure rights-of-way on alignments as shown on Schedules C, D, L5 and L6 through the planning <i>development</i> approval process, through purchase and sales agreements, or through a public land expropriation process. Final rights-of-way shall be consistent with Schedules C, D, L5 and L6, or otherwise be determined through detailed transportation studies, transit plans, environmental assessments where required, and the planning <i>development</i> approval process. v. The provision of future streets and other transportation <i>infrastructure</i>, including bridges and underpasses, shall be subject to studies to determine final alignment and to ensure no negative environmental impact. Their implementation shall be co-ordinated as <i>development</i> progresses to ensure that transportation <i>infrastructure</i> is provided for new residents and employees. The timing of the delivery of such <i>infrastructure</i> shall be in accordance with the policies of this Plan and for town or public agency master plans. vi. ... vii. ... viii. ... ix. Cross Avenue and the new north-south street connecting Cornwall Road to South Service Road east of Trafalgar Road will serve as a transit route for transit services including higher-order transit (BRT/LRT) to and from the Midtown Oakville transit hub. Lands and services required for the transit amenities, including stops, will be determined through future study. 	

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<p>X. ...</p> <p>20.5.2 (b) Active Transportation</p> <p>....</p> <p>ii. <i>Active Transportation</i> routes, including underpasses and bridges, shall be designed for pedestrian and cyclist comfort and safety, and limit motor vehicle speeds and volumes consistent with Town safety standards and programs with the Neighbourhood Traffic Safety Program.</p> <p>iii. ...</p> <p>iv. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network throughout Midtown Oakville, and connect with the broader townwide and provincewide networks.</p> <p>v. Street furniture, bike parking, bike and other active mobility sharing facilities, and transit shelters and seating shall be provided to encourage active transportation and transit ridership at appropriate locations along future transit and active transportation routes.</p> <p>vi. ...</p>	<p>Modifications made for clarity and brevity. Where specific documents or programs are cited, they have been changed to more generic language to address future name changes of such documents or programs.</p> <p>Inserted “and provincewide” to recognize that Midtown’s proposed cycling network includes connections identified within the provincial cycling network.</p> <p>Deleted redundant words in this policy.</p>
<p>20.5.3 (d) Parking</p> <p>i. The use of maximum parking standards shall be considered in the implementing by-law and through the planning development approval process. It is the intent that The requirement and/or need to supply parking associated with planning development will progressively diminish as access to higher-order, <i>frequent transit</i> and <i>active transportation</i> facilities increases as Midtown Oakville becomes a complete community over time.</p> <p>ii. <i>Development</i> shall provide structured parking, preferably below-grade.</p> <p>iii. Where above-grade ground structured parking is included in a <i>development</i>, the design of the structure shall incorporate active external uses, such as commercial, office and/or residential uses, facing the a public realm street at grade and above grade.</p> <p>iv. Above- grade ground structured parking should be designed with the flexibility to be repurposed for other uses, such as commercial, office and/or residential, as parking demand decreases over</p>	<p>Modifications made for clarity and brevity.</p>

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<p>time due to shifts toward transit and <i>active transportation</i>.</p> <p>v. Surface parking shall only be permitted where should not be provided as part of a development, unless:</p> <ol style="list-style-type: none"> 1. Surface parking It is only intended for visitor parking and/or short-term, temporary parking, including parking for vehicles that are associated with a ride-share program, and 2. Surface parking shall be It is located in the side or rear yard and screened. <p>vi. Shared parking facilities are encouraged.</p> <p>vii. All Parking facilities shall be located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.</p> <p>viii. <i>Development</i> should, and where enabled by by-law shall, include electric vehicle charging infrastructure and be designed to support the provision of additional electric vehicle charging facilities over time to encourage facilitate the use of electrified vehicles and bicycles.</p> <p>ix. ...</p> <p>x.</p>	

Recommended OPA (February 2025)	Rationale for change
<p>20.6.1 Community Planning Permit By-law In accordance with Section 28.15, a Community Planning Permit (CPP) by-law shall be used to implement this Plan’s goals, objectives, and policies within the Midtown Oakville community planning permit area, as identified on Schedules L1 – L6, which establish the criteria to be included in the Community Planning Permit by-law for decision making.</p>	<p>A new subsection is added to affirm that the CPP by-law implements policies of the Official Plan that applicable to Midtown Oakville.</p>
<p>20.6.23 Implementation Measures a) The Town shall develop, in conjunction with School Boards, Conservation Halton, Halton Region, the Province and Metrolinx, implementation measures to address:...</p> <p>x. sustainability initiatives and environmental standards, including district energy and green/solar roofs, in alignment with the Oakville Community Energy Strategy ;...</p> <p>e) To share and commemorate Midtown Oakville’s Indigenous, railway and industrial history, the Town may prepare a Heritage Commemoration Strategy that will be used to inform programming and placemaking within parks, open spaces and buildings in Midtown Oakville. Accordingly, development shall have regard for the Midtown Oakville Heritage Commemoration Strategy, as appropriate.</p> <p>....</p> <p>g) Where conveyance of roads, or parkland, or other public service facilities are required, development applications shall include a <i>land division</i> process.</p>	<p>The reference to the Town’s future implementation initiatives is simplified to identify the initiative only, as is the case with the other initiatives listed in this policy.</p> <p>Policy (e) is modified to relate the implementation of the commemoration strategy to Town initiatives only.</p> <p>Policy (g) is modified to recognize that a land division process may also be required in the case of other public service facilities.</p>

Recommended OPA (February 2025)	Rationale for change
<p>20.6.3 <i>Phasing/Transition</i></p> <p>c) Further to subsection (a) above, tThe timing of <i>development</i> shall be subject to the availability of required <i>infrastructure</i>, including but not limited to future transportation network improvements, water and wastewater services, and stormwater management facilities.</p> <p>...</p> <p>f) Development shall demonstrate compliance with the capacity of existing water, wastewater and stormwater networks. Private on-site controls and enhanced building design may be required to mitigate any increased demand that exceeds existing capacity, and will be determined on a case-by-case basis.</p>	<p>Modifications are made to remove redundant wording.</p>

Recommended OPA (February 2025)	Rationale for change
<p>20.6.4 Landowner Agreements/Cost Sharing</p> <p>a) One or more A landowners' group(s) shall be established for Midtown Oakville for the purposes of administering a cost sharing agreement(s) amongst Midtown landowners to ensure that the costs associated with development, including but not limited to the provision of parkland, school sites, parking, stormwater management services, local roads, other infrastructure, and servicing, are distributed in a fair and equitable manner among landowners.</p> <p>b) The Town shall determine, through the development application process, following a pre-submission meeting, whether the applicant is required to participate in a landowner group.</p> <p>c) Where a landowners' agreement is And if required, the development application shall not be deemed complete until the subject landowner has become a party to the the landowner shall demonstrate they are in good standing with the relevant landowners' cost sharing agreement as a condition of draft plan of subdivision, and site plan approval or development permit issuance.</p> <p>d)</p> <p>e) Landowners, public agencies, and non-profit community service providers are encouraged may enter into partnerships to support the provision, improvement, and expansion of <i>public service facilities</i>.</p>	<p>Modifications to the proposed policies are made to clarify the landowner agreement implementation process. The changes clarify that:</p> <ul style="list-style-type: none"> • One or more landowner groups may be established • Not all applications require participation in a landowner agreement, and that the requirement to participate in an agreement will be identified by the Town during the pre-submission stage of a development application • Confirmation of participation in a relevant landowners agreement is moved from the complete application stage to the issuance of development permit stage. (A condition of site plan approval is also mentioned in the case that the CPP by-law is not yet in effect.) • Participation in a relevant landowners' agreement would be a condition of development permit issuance. • Consequently, the Town can proceed with the development approval while the applicant undertakes what is necessary to participate in a landowners' group and the relevant agreement amongst that group.

Recommended OPA (February 2025)	Rationale for change
<p>20.6.6 Community Benefits</p> <p>In accordance with policy 28.15.10 a condition of development permit approval may be the provision of specified facilities, services and matters. In addition to the benefits listed in policy 28.15.12, the following are benefits that may be considered provided:</p> <ul style="list-style-type: none"> a) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road; b) community facilities such as: <ul style="list-style-type: none"> • a creative centre, including associated studio, office, exhibition, performance and retail space; and, • a public library; c) improved local transit facilities and transit user amenities; and d) contributions towards a district/renewable heating/cooling/energy system. 	<p>A new subsection is added. This modification moves policy 28.15.12 of the proposed OPA to section 20. By doing so, area specific community benefits are kept with the balance of the CPP Area policies in the official plan.</p>
<p>28.15 Community Planning Permit System</p> <p>28.15.1</p> <p>The Town may identify community planning permit areas in the Official Plan. Where identified, the town shall establish by-laws pursuant to the provisions of the <i>Planning Act</i>, and in compliance with applicable regulations.</p> <p>a) Midtown Oakville, as described in Section 20 and delineated in schedules L1 – L6 of this the Official Plan, is a community planning permit area. The goals, objectives, and policies in proposing a community planning permit system in this area are set out in section 20: Midtown Oakville.</p>	<p>To provide more clarity regarding which schedules delineate the Midtown CPP area and to recognize that section 20 Midtown Oakville as well as the policies in section 28.15 together provide the CPPS enabling policies in accordance with Ontario Regulation 173/16.</p>
<p>28.15.7</p> <p>Approval of development permit applications may be subject to conditions that may be imposed are to be met prior to, at the time of, or following issuance of a development permit.</p>	<p>To clarify that the approval is with respect to the development permit application. The policy identifies the timing of when a condition may be required to be met.</p>
<p>28.15.10</p> <p>Where the CPP by-law proposes authorizes conditions that require the provision of facilities, services and matters in exchange for a specified associated with permitting development at heights and/or densities of development that exceed maximum thresholds set for “as-of-right”</p>	<p>Modifications are made to these policies to provide clarity, as follows:</p> <ul style="list-style-type: none"> • The word “maximum” is removed as it relates to “thresholds.” • The policy is clarified to recognize that the “threshold” would be the “as of right” permission in the by-law

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<p>development in exchange for community benefits, the CPP by-law shall:</p> <p>a) include provisions regarding establishing the proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height and/or density of development that may be allowed, and</p> <p>b) establish maximum density and/or height thresholds in accordance with CPP Area specific policies of this Plan. For the subject sites to which these provisions would apply, such the threshold height and/or density must be greater than rates must ensure that the required minimum density of the site can be exceeded and shall be and lower than the permitted maximum height and/or density provided permitted in this Plan.</p> <p>i. In the case of Midtown Oakville, the building heights set out on Schedule L4: Threshold Heights are the applicable building height thresholds, and the minimum and maximum densities set out on Schedules L2: Minimum Density and L3: Maximum Density are the applicable minimum and maximum densities, respectively, referred to in policy 28.15.10 (b).</p>	<p>and an increase from that “threshold” triggers the implementation of the bonus policies wherein in exchange for an increase from the threshold, community benefits are provided in kind or through cash-in-lieu.</p> <ul style="list-style-type: none"> • Policy (b), as a policy that applies to any community planning permit area, clarifies the Town may determine when preparing area specific policies for a CPP area whether minimum and maximum heights and densities will be provided. And if they are, any threshold must be higher than any minimum and lower than any maximum provided in OP policies. • Policy (b)(i) identifies the OP schedule that provides threshold building heights to be used for Midtown.
<p>28.15.142 Benefits, All Areas</p> <p>k) green buildings sustainable building initiatives; and, ...</p>	<p>Modified from “green building” to “sustainable building” to better relate to sustainable development policies of the Plan.</p>
<p>28.15.12 Benefits, Area Specific</p> <p>In addition to the benefits listed in policy 28.15.11, the following are additional benefits that may be considered:</p> <p>a) Midtown Oakville</p> <p>i. grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;</p> <p>ii. community facilities such as:</p> <ul style="list-style-type: none"> • a creative centre, including associated studio, office, exhibition, performance and retail space; and, • a public library; <p>iii. improved local transit facilities and transit user amenities; and</p> <p>iv. contributions towards a district/renewable heating/cooling/energy system.</p>	<p>This policy is moved to the new Section 20.6.6.</p>

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<p>28.16.2 (k) k) need for <i>affordable housing</i> and/or special <i>additional needs housing</i>.</p>	<p>Changed “special” to “additional” per revised terminology of the Provincial Planning Statement, 2024 (PPS, 2024)</p>
<p>28.19 Implementation, Pre-Consultation and Complete Application Submissions Requirements</p> <p>Section 28.19.3 is further modified by inserting new policies (i) Area Design Plans Considerations, and (j) Transportation Demand Management Considerations as follows:</p> <p>28.19.3</p> <p>(i) Area Design Plans Considerations To address coordination issues between landowners and phasing of <i>development</i>, tThe area design plan shall:</p> <p>(j) Transportation Demand Management Considerations</p> <p>i. A Transportation Demand Management (TDM) Options Report that shall demonstrate how the proposed development shall will promote a shift to more sustainable travel modes and support transit initiatives. A TDM Options Report and its implementation may include, but is not limited to the following: ...</p> <p>ii. The development of site-specific Transportation Demand Management (TDM) strategies shall consider relevant Town Parking Strategy(ies), other relevant parking strategies that the Town and/or Halton Region are a party to, and relevant by-laws that may authorize, permit or preclude proposed strategies.</p>	<p>Modifications are made to provide consistency with existing policy style in this section of the Livable Oakville Plan.</p> <p>Modification removes reference to specific studies, to allow for a range of relevant studies to inform the TDM analysis.</p>
<p>Glossary <i>New term added</i></p> <p><i>Additional needs housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of additional needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for older persons, group homes, emergency shelter, housing for homeless, and independent permanent living arrangements where support services such as meal preparation grocery shopping laundry, housekeeping, respite care and attendant services are</i></p>	<p>Added a new term: Additional Needs Housing per the PPS, 2024. This new term combines the definition for additional needs housing provided in the PPS, 2024 along with the existing definition for “special needs housing” in the Livable Oakville Plan. Through the Town’s ongoing Official Plan Review process, more harmonization with the PPS 2024 will take place, which will include updating the term special needs housing in other policies of the official plan so that only the “additional needs housing” will remain.</p>

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<p>provided. It does not include households that receive community based support services in their own home.</p>	
<p>Glossary <i>New term added</i></p> <p><i>Non-residential Needs Analysis means a study prepared in support of a development application that proposes to not meet where the minimum requirements for non-residential gross leasable floor area may not be met. This study shall demonstrate how the minimum equivalent job creation and complete community objectives and policies of the Official Plan will be achieved within the proposed an alternative development plan.</i></p>	<p>The definition is added to assist with the implementation of Midtown Oakville policies that are intended to ensure a mix of residential and non-residential development is provided across Midtown in a manner that addresses the residents to job target of 65:35 established in ROPA 48 to the Halton Region Official Plan.</p>
<p>Schedule L5 – Proposed Transportation Network</p>	<p>The word “proposed” is deleted, consistent with how the Official Plan schedules are titled.</p>