



OAKVILLE

## REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: SEPTEMBER 11, 2017

---

**FROM:** Planning Services Department

**DATE:** August 22, 2017

**SUBJECT:** Recommendation Report - Town-initiated Official Plan  
Amendment: Midtown Oakville and Transportation Network  
Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

**LOCATION:** Lands south of Dundas Street

**WARD:** Town wide

Page 1

---

### RECOMMENDATION:

1. That the proposed town-initiated official plan amendment (File No. 42.25.004, Midtown Oakville and Transportation Network Updates) be approved;
2. That By-law 2017-082, a by-law to adopt an amendment to the Livable Oakville Plan be passed;
3. That notice of Council's decision reflect that the comments from the public have been appropriately addressed; and
4. That a new appendix to the Livable Oakville Plan, *Midtown Oakville and Area Transportation Network*, be provided for descriptive purposes only to consolidate transportation network information from the Plan's existing schedules, as amended, as well as the Midtown Oakville Class Environmental Assessment Study.

### KEY FACTS:

The following are key points for consideration with respect to this report:

- This report provides information and analysis about a proposed town-initiated official plan amendment (OPA) to the Livable Oakville Plan to implement updates to the policies and mapping related to Midtown Oakville, the town's Urban Growth Centre, and the transportation network south of Dundas Street.

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

- 
- Public information meetings about the proposed OPA were held on June 21 and 22, 2017. The statutory public meeting was held as part of the Planning and Development Council meeting on July 10, 2017.
  - Several letters were submitted to Council and staff indicating concerns about, and objections to, the proposed revisions to the road network in and around Midtown Oakville as well as specific property impacts (Appendix A). Concerns were also expressed about the scale of growth planned for Midtown Oakville, traffic impacts, the timing of new roads and development, and the relationship of the proposed OPA to the 2017 Active Transportation Master Plan Update.
  - The Midtown Oakville Urban Growth Centre has been planned to accommodate a minimum of approximately 20,000 residents and jobs by the year 2031 in conformity with provincial and regional land use plans and policies. Implementation is enabled by local land use policies, which provide significant redevelopment opportunities for many properties, and by major infrastructure changes (e.g., new transportation and stormwater network; increased water and wastewater capacity), which will unavoidably alter or eliminate many existing properties, buildings and uses.
  - The transformation of the Midtown Oakville area will occur gradually over the long-term (i.e., from now until 2031, and beyond). Changes to the transportation network are not imminent, but the proposed OPA is the next step in moving forward with its implementation.
  - Council, through the annual capital budgeting process, controls the allocation of funding to infrastructure projects. The only Midtown-related infrastructure projects currently included in the Capital Budget and 10-year Financial Plan (to 2026) are: the conversion of a portion of North Service Road (east of Eighth Line) from a rural to urban cross-section (2019); and, the widening of Speers/Cornwall Rd. from Kerr Street to Trafalgar Road (2026). All other Midtown-related infrastructure projects have yet to be included in the town's capital forecast.
  - The replacement of Schedule D, Active Transportation, of the Livable Oakville Plan, as proposed in the draft OPA presented in June and July, will be done through a separate OPA at a later date.
  - A new appendix to the Livable Oakville Plan is proposed to show the broader transportation network surrounding Midtown Oakville in partial response to Council's resolution on July 10, 2017, "That all detailed maps of Midtown area show the Wyecroft Road and Kerr Street side of Sixteen Mile

From: Planning Services Department  
Date: August 22, 2017  
Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

---

Creek.” It also identifies the “Future EA Roads” and “Future Local Roads” in and around Midtown Oakville.

## **BACKGROUND:**

The 2006 Growth Plan for the Greater Golden Horseshoe (the “Growth Plan” identified Midtown Oakville as an Urban Growth Centre and required that it be planned to achieve a minimum density of 200 residents and jobs combined per hectare by 2031. The 2017 Growth Plan maintains the Urban Growth Centre designation and density target for Midtown.

The policies of Section 20, Midtown Oakville of the Livable Oakville Plan – along with respect Schedules L1, L2, and L3 – were established at the time of the Plan’s adoption to enable development to meet the province’s growth requirements. The policies acknowledge that changes to the road network would be required to support development. However, the road network illustrated on Schedules C, L1, L2 and L3 of the Plan, was identified as being conceptual, to be updated based on an environmental assessment process.

Council approved the Midtown Oakville Class Environmental Assessment (“Midtown EA”), at the conclusion of a comprehensive, two-year, EA study process, in 2014. The Midtown EA identified key changes to the existing and planned road network that would be required to support planned growth. The Midtown EA study process to define the preferred future transportation and stormwater network for Midtown is discussed in Report PD-046-14, which was presented to Planning and Development Council, May 27, 2014.

In addition, other master plans have been updated and technical studies completed including the Halton Region Transportation Master Plan, the Town of Oakville Transportation Master Plan – Switching Gears, the Midtown Parking Strategy (2014), and Designing Midtown Oakville (2014).

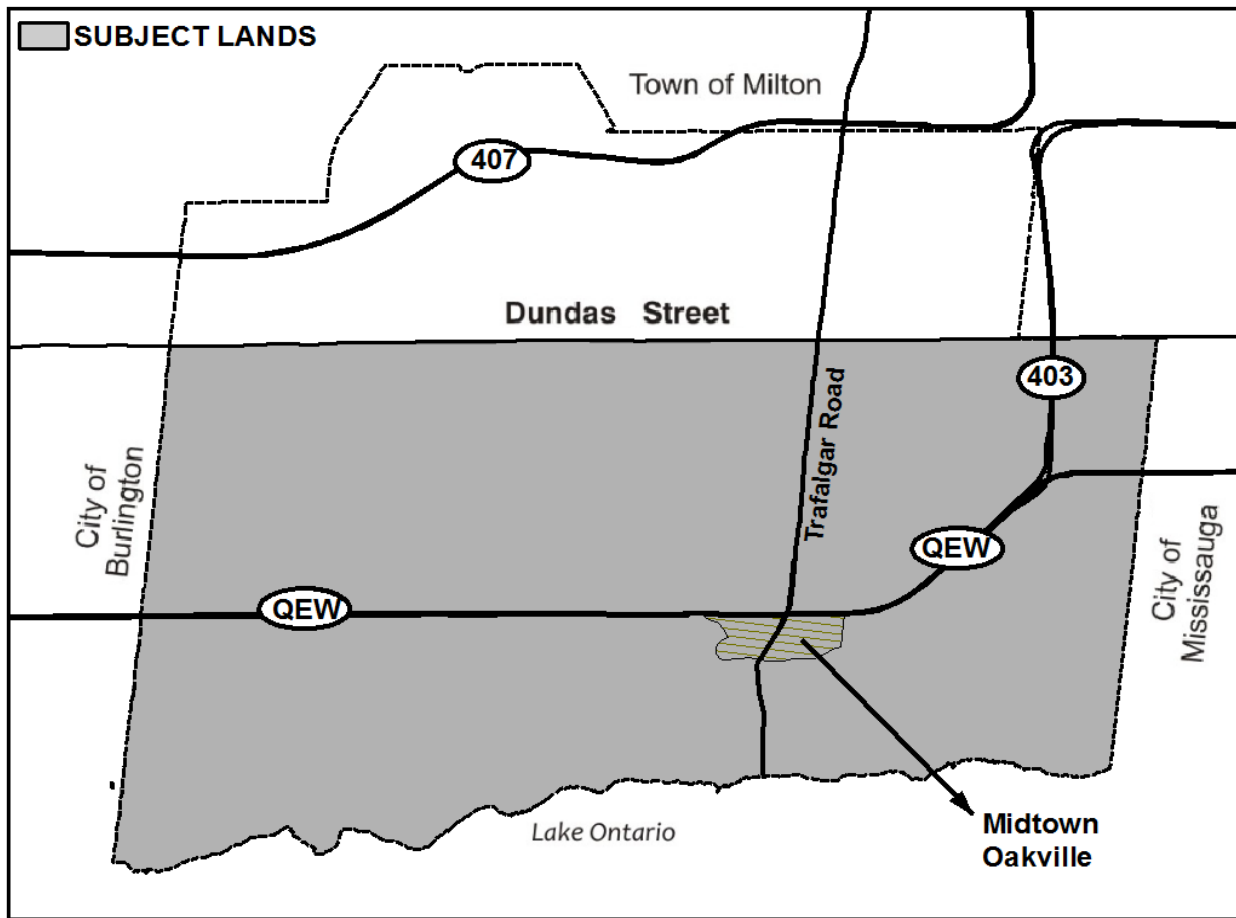
The proposed Official Plan amendment would incorporate the results of these studies into the Official Plan and bringing the policies and Schedules into alignment with the most current source documents.

Additional background information may be found in the *Public Meeting Report – Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville)*, which was presented to [Planning and Development Council on July 10, 2017](#).

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004



**Proposed Amendment**

The primary purpose and effect of the proposed OPA is to modify the text and schedules of the Livable Oakville Plan to implement the recommended transportation and municipal stormwater networks from the approved Midtown Oakville Class Environmental Assessment (“Midtown EA”), and to provide a revised local road network within Midtown Oakville. The proposed amendment also includes:

- updates to the broader transportation network south of Dundas Street; and,
- additional updates to the land use designations and policies for Midtown Oakville to implement recommendations of Midtown-related studies, including the Midtown Parking Strategy (2014), Designing Midtown Oakville (2014).

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

It is noted that the proposed OPA does not provide a comprehensive update to the Midtown Oakville land use policies and designations in the Livable Oakville Plan. The Midtown Oakville Growth Area Review (to be initiated later this year) will address matters such as the mix and distribution of land uses, building heights, and associated policies, including implementation policies and initiatives.

The changes in the currently proposed OPA (By-law 2017-082) are summarized below.

### ***Changes Related to the Transportation Network***

The changes to the Midtown-related transportation network include changes designed to implement the Midtown EA (e.g., the EA roads) and changes to the local road network within Midtown Oakville.

The Midtown EA study process to define the preferred future transportation network (i.e., EA roads and active transportation features) and stormwater network for Midtown is discussed in [Report PD-046-14](#), which was presented to Planning and Development Council, May 27, 2014.

A revised local road network for Midtown Oakville was designed to support and align with the broader Midtown-related transportation network (i.e., EA roads and active transportation features) in the approved Midtown EA. The local road network design focused on:

- the appropriateness of local road intersection spacing on Cross Avenue and Station Road;
- the appropriateness of block depths to accommodate future accesses (private driveways) on the local roads with adequate spacing to collectors and/or arterial roads;
- internal road circulation and connections to and through Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,
- impacts of the local road network to developable properties/parcels.

The recommended transportation network from the Midtown EA, and the revised local road network, are intended to replace the conceptual roads and active transportation features currently identified in the Livable Oakville Plan. The EA roads are necessary to support the level of growth required in Midtown Oakville, and their rights-of-way will be consistent with Midtown EA. The other roads – the revised local road – will support future development

From: Planning Services Department  
 Date: August 22, 2017  
 Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

and final rights-of-way will be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.

The proposed OPA (By-law 2017-082) updates the following maps in the Livable Oakville Plan with existing and future roads based on the Midtown EA, the revised local road network design for Midtown Oakville, and the most current Halton Region Transportation Master Plan and Town of Oakville Transportation Master Plan:

- Schedule C, Transportation Network
- Schedule I, Central Land Use
- Schedule J, East Land Use
- Schedule L1, Midtown Oakville Land Use
- Schedule L2, Midtown Oakville Building Heights
- Schedule L3, Midtown Oakville Transportation Network

With respect to Schedule C, Transportation Network, the proposed OPA makes the following additional changes:

- adds the extension of North Service Road between Bronte Road and Burloak Drive from the most current Halton Region Transportation Master Plan (2011);
- deletes the proposed roads connecting Superior Court to Great Lakes Boulevard, and deletes the identification of Superior Court as a minor collector as the roads in this area (i.e., Superior Court and Michigan Avenue) have been defined through approved plans of subdivision; and,
- adds the crossing of Highway 403 between Ninth Line and Bristol Circle (opposite Plymouth Drive) from the town's most current Transportation Master Plan, Switching Gears (2013).

The proposed OPA also adds new rows to Table 5: Road and Section Right-of-Way Widths in Section 8.5 of Livable Oakville to establish right-of-way widths for segments of Chartwell Road, Iroquois Shore Road, the North-South Crossing (over the QEW) for Midtown Oakville, and the new Station Road north of the railway, east of Trafalgar Road. These widths were defined through the Midtown EA and the subsequent local road network design.

With respect to Schedule L3, Midtown Oakville Transportation Network, the proposed OPA identifies the specific right-of-way widths for all future roads

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

based on the Midtown EA and the design of the revised future local road network:

- The “EA roads” are the future roads identified on the proposed Schedule L3 as 32 m (North-South Crossing), 28 m (Cross Avenue, including the extension to Chartwell Road), 26 m (Station Road) and 18 m (South Service Road, east and west of Trafalgar Road).
- The local roads are the future roads identified on the proposed Schedule L3 as 24 m, 22 m, 20 m and 19 m (i.e., not “EA roads” or QEW ramps).

The OPA specifies that, “Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process” (Item 9).

The replacement of Schedule D, Active Transportation, of the Livable Oakville Plan, as proposed in the draft OPA presented in June and July, will be done through a separate OPA at a later date.

### ***Other Changes Related to Midtown Oakville***

The remainder of the proposed OPA (By-law 2017-082) includes changes to:

- implement the *Midtown Parking Strategy (2014)* and *Designing Midtown Oakville (2014)* by updating the parking and urban design related policies for Midtown Oakville;
- address the *Midtown Oakville Mobility Hub Study* completed by Metrolinx in 2012, which provides a design concept for the area around the Oakville Station to address specific station issues (i.e., planned rail platform extension the east side of Trafalgar Road) and to inform more detailed planning, particularly for lands owned by Metrolinx;
- clarify the intent of certain policies related to Midtown Oakville (Section 20) as well as the Utility designation (Section 18);
- apply a Utility designation to the existing utility corridor and some adjacent Metrolinx property north of the railway in Midtown Oakville (Schedule L1), and on those lands permit transit-oriented and transit-supportive facilities and uses that provide for the protection of the

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

underground utilities, and building heights compatible with the utility corridor;

- adjust the boundaries of the Lyons, Trafalgar and Chartwell Districts in Midtown Oakville, as well as the adjacent land use and building height designations (Schedules L1 and L2), to align with changes to the transportation network in Midtown Oakville; and,
- add a new policy requiring development in Midtown Oakville to implement stormwater management techniques in accordance with the policies of the Plan and the recommendations of the Midtown EA.

The specific changes to the text and schedules of the Livable Oakville Plan are itemized in the proposed OPA (By-law 2017-082). Most of the affected policies are in Section 20, Midtown Oakville. As such, a marked up version of Section 20 is provided (Appendix B) to show the effect of the proposed changes to that section only. There are other, relatively minor changes to Section 8.5 (Road and Section Rights-of-Way, as noted previously) and Section 18 (Utility).

#### **COMMENT/OPTIONS:**

Public comments and letters (Appendix A) about the original draft OPA primarily indicated concerns about, and objections to, the proposed revisions to the road network in and around Midtown Oakville as well as specific property impacts. Concerns were also expressed about the scale of growth planned for Midtown Oakville, traffic impacts, the timing of new roads and development, and the relationship of the proposed OPA to the Active Transportation Master Plan (2017 update).

It is noted that many of the concerns about the Midtown-related transportation network changes were presented and addressed through the Midtown EA study process (2012-2014) or previous planning processes.

Since the statutory public meeting on July 10, 2017, staff from the Planning Services, Legal Services, and Engineering and Construction departments have met with various Midtown area property owners to discuss site-specific concerns. Some owners were seeking clarification about certain aspects of the proposed OPA, or the town's future implementation of the Midtown-related transportation network. Others wanted to ensure that staff was aware of their specific concerns, particularly about the future local ("non-EA") roads in Midtown Oakville. Staff advised that it is anticipated that the lands necessary for the future local ("non-EA") roads in Midtown Oakville will be determined and acquired as individual properties are approved for redevelopment (i.e., driven by private sector development, not the town).



From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

Staff recommends the passage of By-law 2017-082 to adopt the proposed Midtown Oakville and Transportation Network Updates OPA, as modified. A discussion of the core issues raised and the rationale for the recommendation is provided below.

### **Active Transportation Master Plan**

The proposed OPA has been modified to exclude changes to Schedule D, Active Transportation, of the Livable Oakville Plan. As noted previously, the replacement of Schedule D, as proposed in the original draft OPA, will be done through a separate OPA at a later date. This will ensure that any changes to the proposed active transportation facilities (e.g., bike lanes) approved by Council through the [2017 Active Transportation Master Plan \(ATMP\) Update](#) are reflected in the official plan. Engineering and Construction staff is accepting public input on the 2017 ATMP Update until August 25, 2017. A follow-up report on the ATMP is expected later this fall, and the OPA to replace Schedule D will follow that.

In the currently proposed OPA, the references to active transportation in the modifications to s. 20.4.1 of Livable Oakville relate to the active transportation features in the recommended transportation network from the Midtown EA (e.g., pedestrian/cyclist crossings over QEW on either side of Trafalgar Road) or on the existing Schedule D, Active Transportation, of Livable Oakville (to be replaced/updated to align with the 2017 ATMP Update at a later date).

### **Midtown Oakville Urban Growth Centre**

Locally, the Midtown area has long been recognized for its redevelopment potential due to its location, and the number of vacant or underutilized properties. Major land use changes have been planned since 1999. Official plan policies to permit denser and taller mixed use and employment development, supported by significant road network changes, have been in place since 2001.

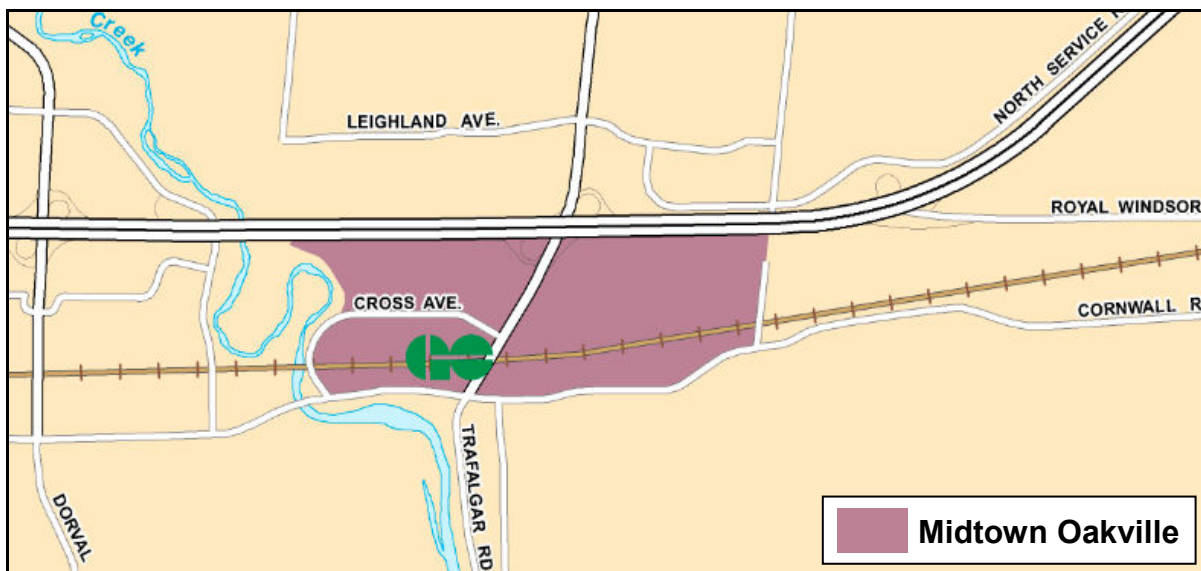
The province's 2006 Growth Plan for the Greater Golden Horseshoe ("the Growth Plan") identified Midtown Oakville as an Urban Growth Centre and required that it be planned to achieve a minimum density of 200 residents and jobs combined per hectare by 2031.

The town's 2008/2009 Midtown Oakville Review was the basis for the policies in Section 20, Midtown Oakville, of Livable Oakville – along with the related Schedules L1, L2 and L3 – to meet the province's growth requirement. Since Midtown covers an area of approximately 100 hectares, it has been planned to accommodate a minimum of approximately 12,000 residents and 8,000 jobs (i.e.,

200 residents and jobs per hectare). The policies set out the goals and objectives for Midtown, a description of the long-term development concept, functional policies that provide specific direction on transportation, parking, urban design and growth targets, as well as site-specific exceptions. There are also implementation policies that address matters such as phasing, bonusing and public sector partnerships.

The 2014 Provincial Policy Statement requires that, "... where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas" (2014 PPS, s. 1.1.3.5).

The 2017 Growth Plan maintains the Urban Growth Centre designation and density target for Midtown Oakville. In addition, as of July 1, 2017, all planning decisions must conform to the 2017 Growth Plan.



**The Midtown EA Road Network**

The existing Midtown Oakville policies are based on a conceptual future transportation network, as illustrated on Schedules C, L1, L2 and L3 of the Livable Oakville Plan, which was to be updated based on an environmental assessment process. The proposed OPA seeks to update the Plan to include a future transportation network determined through the comprehensive Midtown EA study process (2012-2014), where existing conditions and various alternatives were evaluated and stakeholders were consulted.

The long-term need for the "EA roads" in and around Midtown Oakville was established through other processes. The Midtown EA study was completed in

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

accordance with existing local and provincial policies and standards, and approved by Council on May 27, 2014 to address the following problem / opportunity statement:

*Midtown Oakville is a provincially designated Urban Growth Centre and there is an opportunity for this area to develop into a “complete urban community”, as identified in Livable Oakville. For Midtown Oakville to achieve these policy objectives, there is a need to improve the existing transportation network to enhance growth and economic development opportunities. Stormwater system improvements to support the proposed transportation network may also be required to help ensure Midtown Oakville has a balanced, accessible and sustainable transportation network for all modes of travel (walking, cycling, transit service and vehicles).*

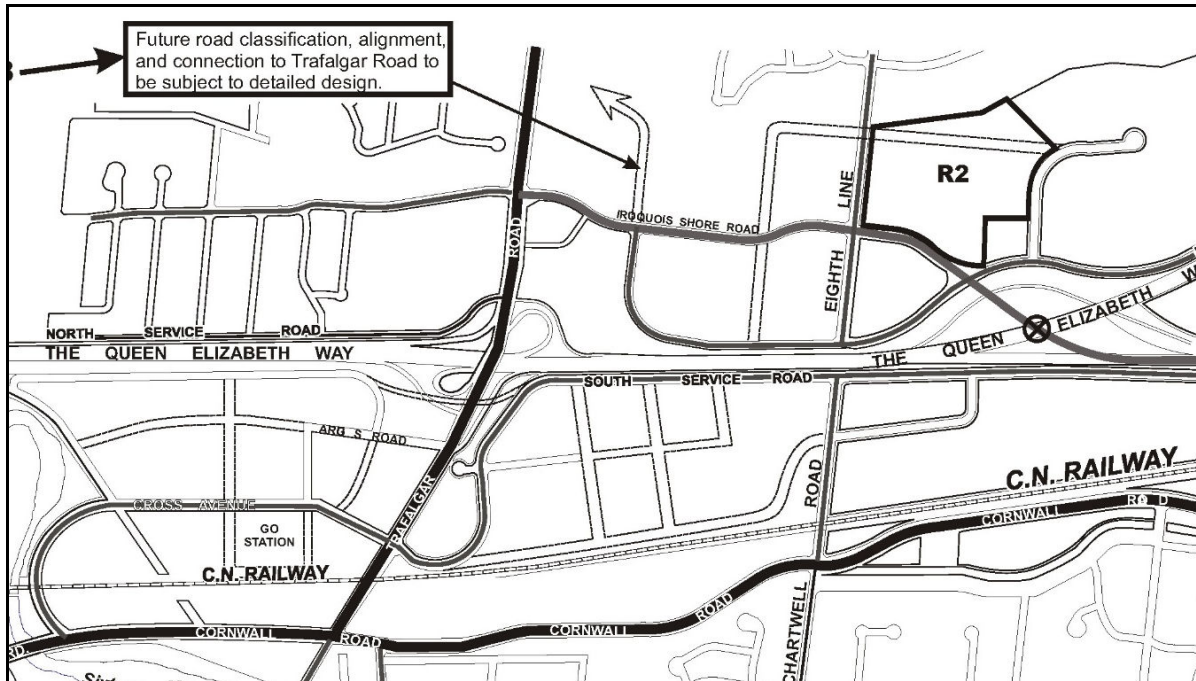
In addition, the three “Part II Order requests” (similar to appeals) that were filed with the Minister of Environment and Climate Change seeking a review of Council’s approval were dismissed by the Minister in 2015.

The Midtown EA study process is documented on the town’s website and discussed in [Report PD-046-14](#) (Planning and Development Council, May 27, 2014). Page 19 of that report indicates that most of the EA infrastructure projects will need to be programmed into the town’s 20-year capital forecast and included within the development charge calculation going forward. The Engineering and Construction department will report on the implementation of infrastructure improvements recommended by the Midtown EA (including property impacts) as individual projects proceed over the next 20+ years.

### **The Local Road Network**

Major change has been contemplated in the Midtown Oakville area since the late 1990s, including revisions to the existing road network. The 1999 Midtown Core Land Use Planning Study and related OPA to the town’s previous Official Plan (approved by the OMB in 2001) included the following road network with a grid of proposed local roads east and west of Trafalgar Road, south of the QEW:

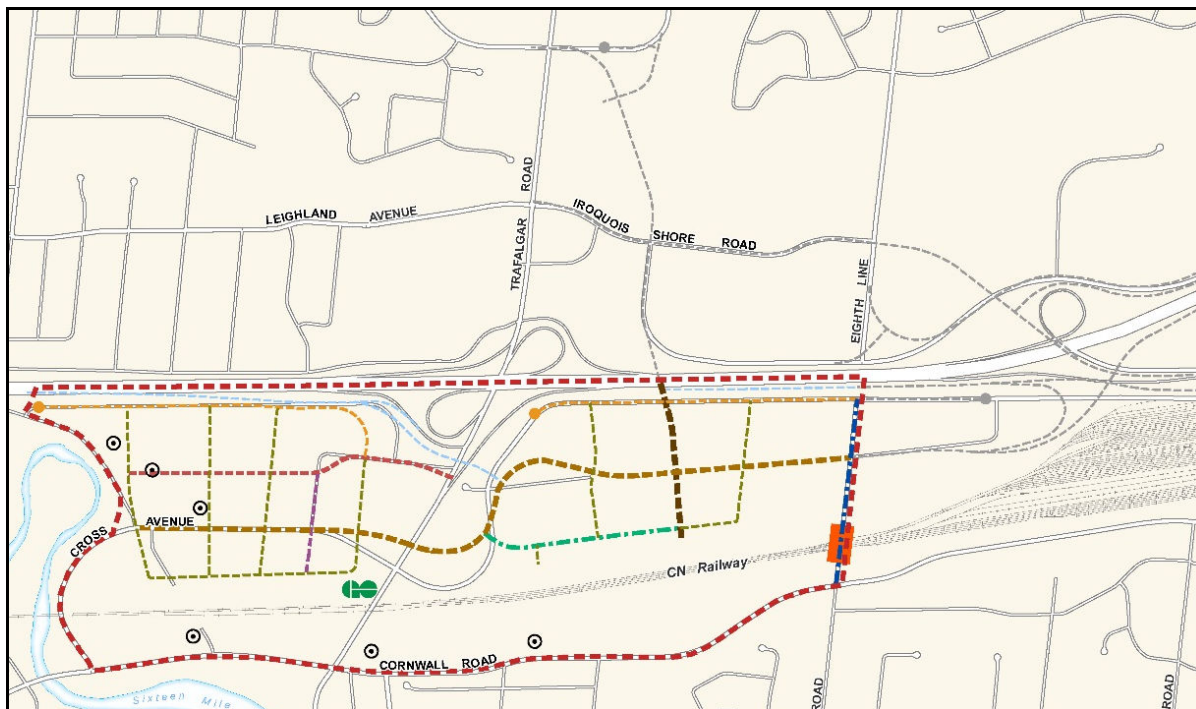
From: Planning Services Department  
 Date: August 22, 2017  
 Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004



The 2008/2009 Midtown Oakville Review recommended the following conceptual road network, adopted as part of the Livable Oakville Plan in 2009, which includes new and modified local roads:



As stated previously, a revised local road network for Midtown Oakville was designed to support and align with the transportation network (i.e., “EA roads”) determined through the approved Midtown EA. The new Schedule L3 in the proposed OPA includes the following revised road network and specifies right-of-way widths:



**Broader Midtown Oakville Area Transportation Network**

The Midtown-related transportation network proposed through the OPA includes future “EA roads” and future local roads, which are identified on a newly proposed appendix to the Livable Oakville Plan: Midtown Oakville and Area Transportation Network. This appendix is “for descriptive purposes only” (in accordance with section 29.1.1 of the Plan) and consolidates transportation network information from the Plan’s existing schedules, as amended, as well as the Midtown Oakville Class Environmental Assessment Study. It provides a more “close up” view of the Midtown area than Schedule C, Transportation Network, and broader context than Schedule L3, Midtown Oakville Transportation Network.

The new appendix is in partial response to Council’s resolution on July 10, 2017, “That all detailed maps of Midtown area show the Wyecroft Road and Kerr Street side of Sixteen Mile Creek.” The cartographic design of the existing Livable Oakville schedules (i.e., size, layout, scale, features, and level of detail),

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

Page 14

including the Midtown Oakville Schedules L1, L2 and L3, may be revisited as part of the ongoing Official Plan Review.

### **Midtown Matters to be Addressed Separately**

Some Midtown Oakville property owners were interested in land use policy and designation changes included in the previously proposed “2014 Midtown OPA”. The OPA currently proposed replaces, and is different in scope than that amendment; it focuses on town-wide and Midtown-related transportation network updates.

As part of the town’s ongoing Official Plan Review program, there will be a new Midtown Oakville Growth Area Review project undertaken throughout 2018. It will review the existing mix and distribution of land uses, building heights, and associated policies, including implementation policies and initiatives. It will also make recommendations that:

- address the findings of the town’s ongoing Employment and Commercial Review;
- address Halton Region’s Area Servicing Plan for the Midtown Oakville Urban Growth Centre (to be completed later this year); and,
- conform to the policies of the 2017 Growth Plan, which came into effect on July 1, 2017.

It is anticipated that an initial report about the 2017-2018 Midtown Oakville Review will be presented to the Livable Oakville (Official Plan Review) Council Subcommittee by December 2017.

### **Changes to the Proposed OPA**

Since the statutory public meeting on July 10, 2017, the proposed Midtown Oakville and Transportation Network Updates OPA (“Part 2 – The Amendment” of By-law 2017-082) has been modified to:

- Revise the changes to s. 20.4.1 of Livable Oakville – Midtown Oakville, Functional Policies, Transportation – to clarify that:
  - “The Town may secure rights-of-way on alignments as shown on Schedules C, D and L3 through the planning approval process. Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

assessments where required, and the planning approval process” (Item 9).

- The realignment and extension of Cross Avenue is “from Lyons Lane to Chartwell Road as a multi-purpose arterial road” (Item 10).
- Landscaping to mitigate the visual impact of surface parking lots shall be “in accordance with the Livable by Design Manual and the Designing Midtown document” (Item 14).
- Revise the changes to s. 20.5.3 of Livable Oakville – Midtown Oakville, Land Use Policies – that, “On lands designated Utility within the Station District, only transit-related and transit-supportive uses and facilities, including passenger amenity areas and surface parking, which provide for the protection of the underground utilities, may be permitted” (Item 20).
- Update the reference to the new designation within the Station District on the proposed Schedule L2, Midtown Oakville Building Heights, to be “Heights Compatible with Utility Corridor” (not “Structures Compatible with Utility Corridor”) to align with the term used in the legend of the proposed Schedule L2 (Item 29).
- Update the description of the Future 18 m Local Road on the proposed Schedule L3, Midtown Oakville Transportation Network, to be: “South Service Road East (east and west of Trafalgar Road)”. The reference to the “new road extending northward from Allan Street along the south side of the railway” in the original draft of the current OPA was an error carried forward from the draft 2014 Midtown OPA (Item 30). That road segment is not part of the currently proposed local road network for Midtown Oakville, it was not shown on proposed Schedule L3, and the references to it in the Plan are to be deleted (Item 23 and proposed Schedule L3).
- Eliminate the replacement of Schedule D, Active Transportation (OPA, Appendix 1, Changes to Schedules).
- Update the legend of the proposed Schedule I, Central Land Use (dated August 21, 2017), to replace the term “Proposed Roads” with “Future Roads” to align with the terminology used in the text of the amendment and on the other proposed Schedules (OPA, Appendix 1, Changes to Schedules).

Appendix B, which is a mark-up of the effect of the proposed OPA on Section 20, Midtown Oakville, of the Livable Oakville Plan, has also been updated to be

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

consistent with the OPA as currently proposed. Appendix B is provided for information purposes only. Please refer to By-law 2017-082 for the full text of the proposed official plan amendment.

## **CONCLUSION:**

The proposed Midtown Oakville and Transportation Network Updates OPA implements work completed through various master plans and studies, including the Midtown Oakville Class Environmental Assessment Study, 2014. Section 24 of the *Planning Act* requires that all municipal public works conform to the official plan. As such, the proposed OPA includes the modified transportation network south of Dundas Street (including Midtown-related transportation network / “EA roads”), and the municipal stormwater network and revised local road network within Midtown Oakville, to enable their implementation.

Council decisions are required to support or enable the achievement of the level of growth mandated by the province for Midtown Oakville: a minimum of 200 residents and jobs per hectare by 2031.

Staff recommends the passage of By-law 2017-082 to adopt the proposed OPA, as it is consistent with the 2014 Provincial Policy Statement and in conformity with the 2017 Growth Plan.

Staff will continue to explore opportunities for funding partnerships for key projects (e.g., the new north-south crossing of the QEW), and work with development proponents and landowners to enable the implementation of the transportation network needed to support the growth required in Midtown Oakville. The construction of future roads will be coordinated with the construction of underground servicing based on Halton Region’s Area Servicing Plan for the Midtown Oakville Urban Growth Centre (to be completed later this year).

Further, a new appendix to the Livable Oakville Plan is proposed to show the broader transportation network surrounding Midtown Oakville in partial response to Council’s resolution on July 10, 2017, “That all detailed maps of Midtown area show the Wyecroft Road and Kerr Street side of Sixteen Mile Creek.”

## **CONSIDERATIONS:**

### **(A) PUBLIC**

Notice of the proposed official plan amendment was published in the Oakville Beaver on June 8 and August 17, 2017. Additional notices were mailed to owners of properties impacted by the proposed transportation network changes related to Midtown Oakville, and emailed to the project



From: Planning Services Department  
 Date: August 22, 2017  
 Subject: **Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004**

contact list (originally based on the contact lists for the Midtown EA and the 2014 Midtown OPA).

Public information meetings were held on June 21 and June 22, 2017, and a statutory public meeting was held as part of the Planning and Development Council meeting on July 10, 2017. Meetings with various landowners were held over the summer months.

The original draft OPA has been available for review on the town's website and in the Planning Services department since June 8, 2017. The updated version of the OPA, as currently proposed, has been available since August 22, 2017.

**(B) FINANCIAL**

No financial implications arise from this report. Most of the EA infrastructure projects will need to be programmed into the town's 20-year capital forecast and included within the development charge calculation going forward.

**(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The draft OPA was circulated to internal department and external agencies for comments. The Ministry of Transportation, Corridor Management Section, asked to be kept informed about the proposed OPA.

**(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS**

This report addresses the corporate strategic goal to:

- continuously improve our programs and services
- be the most livable town in Canada

**(E) COMMUNITY SUSTAINABILITY**

The proposed OPA was reviewed to ensure compliance with the sustainability objectives of the *Livable Oakville* Plan.

From: Planning Services Department

Date: August 22, 2017

Subject: Recommendation Report - Town-initiated Official Plan Amendment: Midtown Oakville and Transportation Network Updates (Livable Oakville) - By-law 2017-082 - File No. 42.25.004

**APPENDICES:**

Appendix A Letters Received

Appendix B Mark-up of the Effect of the Proposed OPA on the Text of Section 20, Midtown Oakville, of the Livable Oakville Plan

Appendix C Proposed Appendix 4, Midtown Oakville and Area Transportation Network, to the Livable Oakville Plan

Prepared by:

Lesley E. Gill Woods, MCIP, RPP  
Senior Planner, Policy Planning

Recommended by:

Gabe Charles, MCIP, RPP  
Senior Manager, Current Planning and  
Urban Design

Recommended by:

Diane Childs, MCIP, RPP  
Manager, Policy Planning

Submitted by:

Mark H. Simeoni, MCIP, RPP  
Director, Planning Services