

## Mark-up of the Effect of the Proposed Midtown Oakville and Transportation Network Updates OPA on the Text of Section 20, Midtown Oakville, of the Livable Oakville Plan

*Note: 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.*

### 20. MIDTOWN OAKVILLE

The interchange of Trafalgar Road and the QEW and the Oakville ~~GO~~ Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the *infrastructure* and *development* opportunity to create a complete urban community comprised of a mix of high density residential and employment uses.

Midtown Oakville is one of 25 areas identified as an *urban growth centre* in the Province's *Growth Plan for the Greater Golden Horseshoe: Places to Grow, 2006* (the *Growth Plan*). Urban growth centres are to be *transit-supportive* regional focal areas that accommodate a significant portion of future population and employment growth in the *Greater Golden Horseshoe*.

The size and location of the Midtown Oakville *urban growth centre* was defined by the Province, in consultation with the Town. It is approximately 100 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.

The Oakville ~~GO/VIA~~ Station ~~is~~ the Town's primary hub for current and planned transit, anchors this and is a major transit station area. Rail and bus connections currently service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be express commuter rail service and bus rapid transit corridors along Trafalgar Road and Highway 403. The bus rapid transit systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.

#### 20.1 Goal

Midtown Oakville will be a vibrant, *transit-supportive*, mixed use urban community and *employment area*.

#### 20.2 Objectives

As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

20.2.1 To create *transit-supportive development* by:

- a) ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;
- b) improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,
- c) promoting a *compact urban form* with higher density and higher intensity land uses.

20.2.2 To create a vibrant and complete new community by:

- 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;
- b) directing *major office* and appropriate large scale institutional *development* to Midtown Oakville;
- c) ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;
- d) providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
- e) facilitating public investment in transit, *infrastructure* and civic facilities to support future growth; and,
- f) promoting *district energy* facilities and sustainable building practices.

20.2.3 To achieve required growth targets by:

- a) promoting [and enabling](#) the evolution of Midtown Oakville as an *urban growth centre* and the Town's primary Growth Area;
- b) ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the *Growth Plan*;
- c) providing opportunities for increased building height through bonusing; and,
- d) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

### 20.3 Development Concept

Midtown Oakville is comprised of five *development* districts. Each district shall have a distinct *character* in terms of land use and built form in accordance with Schedules L1, L2 and L3 and the following policies.

#### 20.3.1 Station District

The Station District includes the ~~transportation~~ [transit-related and transit-supportive uses and](#) facilities that define Midtown Oakville as a *major transit station area*. The station includes the train platform, station buildings, bus terminal and parking areas. The Town will work with Metrolinx to develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station.

#### 20.3.2 Trafalgar District

The Trafalgar District will develop as the focus of Midtown Oakville with a mix of office, civic, cultural and recreational uses and public spaces.

- a) Civic and community uses, complemented by a public plaza, are intended to become landmark features of the community and the Town.
- b) Along Cross Avenue, at-grade retail space is intended to serve the needs of residents, workers and visitors to Midtown Oakville, as well as contribute towards the creation of an active street life.
- c) Office uses shall be located close to the ~~GO~~ [Oakville s](#) Station, providing easy and convenient connections for commuters.
- d) An event centre will provide recreational and leisure space.
- e) Trafalgar Road will have a distinctive identity, defined by landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville.
- f) [A municipal parking garage will provide shared parking facilities for uses in the area.](#)

#### 20.3.3 Lyons District

The Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

## 20.3.4 Chartwell District

The Chartwell District shall be a business campus providing space for employment activities that do not typically locate in high-rise office buildings. A diverse range of employment opportunities, including high-tech industries and innovative business and office uses, will be provided for. A post-secondary educational use shall also be permitted in this area. The extension of Cross Avenue shall link this district to the rest of Midtown Oakville.

## 20.3.5 Cornwall District

The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are *compatible* with the residential neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area. Taller residential and mixed use buildings shall be located in the vicinity of Sixteen Mile Creek and Trafalgar Road.

## 20.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Midtown Oakville.

## 20.4.1 Transportation

a) Significant road, transit and active transportation infrastructure. ~~A variety of new transit services, roads and pedestrian and cycling facilities are required to achieve the development objectives for Midtown Oakville. These are as shown on Schedules C, D and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced in accordance with this Plan. The exact requirements, location, configuration and place within the transportation network hierarchy shall:~~

a)b) 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

~~i) be determined through detailed transportation studies, environmental assessments where required and the planning approval process; and,~~

~~ii) consider ease of use for transit services and facilitate rapid entrance and exit from the Station District.~~

c) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities as shown on

Schedules [C](#), [D](#) and [L3](#) will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.

- [d\)](#) [The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.](#)
- ~~b)e)~~ ~~The proposed roads and QEW Grade Separation/Transitway illustrated on the Schedules to this Plan are conceptual only and may be subject to the environmental assessment process, where necessary. All alternatives identified through an environmental assessment process will be investigated in more detail prior to determining the final road alignments. Once any necessary environmental assessment process is completed,~~ [d\)](#) [Development](#) shall not preclude the following as contemplated in this Plan:
- i) the realignment and extension of Cross Avenue [from Lyons Lane to Chartwell Road as a multi-purpose arterial road](#);
  - ~~ii) a dedicated transit vehicle corridor from the Oakville GO Station, across the QEW, to Trafalgar Road;~~
  - ~~iii) ii)~~ [ii\)](#) a new [multi-purpose arterial](#) road – [the North-South Crossing](#) – across the QEW to link [to](#) the extension of Cross Avenue, east of Trafalgar Road, ~~to~~ [Iroquois Shore and Station](#) Road;
  - [iii\)](#) [the future local road network as identified on Schedule L3](#);
  - iv) a grade separation of Chartwell Road at the railway, ~~unless a suitable alternative road underpass location within the Chartwell District is determined~~; and,
  - v) grade separated pedestrian and cycling facilities, [as shown on Schedule D](#), to be located across:
    - the QEW, [east and](#) west of Trafalgar Road; [and](#),
    - the railway, east of Trafalgar Road, ~~;~~ ~~and~~,
    - ~~Trafalgar Road, immediately north and south of the railway.~~
- ~~e)f)~~ [e\)f\)](#) The extension of the rail platform to the east side of Trafalgar Road, ~~and/or grade separated pedestrian and cycling facilities across Trafalgar Road immediately north and south of the railway~~, shall be encouraged to improve rail passenger access to and from the Lyons and Cornwall Districts. The Town will work with the Region and Metrolinx to study the associated impacts to traffic, and local and inter-regional transit operations, including parking.

~~d)g)~~ ~~Alternative-~~The design ~~standards for of~~ existing and new roads in Midtown Oakville shall ~~that~~ promote walking, cycling and transit use ~~shall be encouraged~~.

~~e)h)~~ Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.

i) The need for the future local road between South Service Road and the intersection of Cross Avenue and Lyons Lane, as identified on Schedule L3, shall be determined through the planning approval process.

~~f)j)~~ Parking

i) ~~Below grade parking and above grade p~~arking structures are preferred for the provision of required parking. ~~Additional lot coverage for buildings may be considered in the implementing zoning if at least 75 percent of the required parking is provided below grade or in an above grade structure.~~

ii) Surface parking ~~is~~ lots are discouraged. However where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping in accordance with the Livable by Design Manual and the Designing Midtown document.

~~iii) Above grade parking structures for rail passengers shall:~~

- ~~▪ incorporate active ground floor uses facing public streets and pedestrian connections;~~
- ~~▪ be located adjacent to the railway, but secondary to the convenient placement of local and inter-regional bus staging areas, where possible;~~
- ~~▪ provide access that does not impede the movement of transit vehicles; and;~~
- ~~▪ be designed to complement adjacent buildings.~~

iii) Reduced parking standards may be considered in the implementing zoning.

iv) Individual driveway access to Trafalgar Road ~~or any major arterial or arterial road~~ shall not be permitted.

~~v) Parking within the Chartwell and Cornwall Districts shall be provided in a combination of below and above grade structures and surface lots.~~

v) Shared driveways and parking facilities shall be encouraged

vi) Access to parking, service and loading areas should be from local road or service lands, and to the side or rear of buildings.

vii) Implementation of the Midtown Oakville Parking Strategy shall be undertaken.

#### 20.4.2 Urban Design

a) In addition to the urban design policies of this Plan, *development* and the public realm shall address the urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document.

b) Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New *development* shall support this objective through its form, scale and detail.

c) A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.

d) *Development* shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.

e) It is intended that some of the town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.

#### f) Building Heights

~~a)i)~~ Minimum and maximum building heights shall be permitted in accordance with Schedule L2 and the policies of this Plan.

ii) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

~~b)iii)~~ Minor reductions to the minimum building heights required by Schedule L2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned *intensification* for the site(s) can be achieved.

~~e)~~ ~~Detailed urban design and streetscape guidelines will be prepared for Midtown Oakville to establish standards for built form and the treatment of public and private realms.~~

- d) ~~Different planning tools, such as urban design plans and form-based zoning, will be used to implement the Midtown Oakville policies to incorporate urban design requirements and provide minimum regulations to ensure intensification targets are achieved.~~

### 20.4.3 Stormwater Management

Development within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the Midtown Oakville Class Environmental Assessment, 2014.

### ~~20.4.3~~ 20.4.4 Growth Targets

- a) Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031 in accordance with the *Growth Plan*. This translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.
- b) For the purpose of gross density calculations, the *utility* corridor, railway, QEW interchange and Sixteen Mile Creek valleylands shall be excluded from the land area calculation.

## 20.5 Land Use Policies

Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.

20.5.1 Drive-through facilities proposed within any of the land use designations within Midtown Oakville will require an amendment to the Town's Zoning By-law and be subject to the following:

- a) demonstration that the development of a drive-through facility does not preclude the planned function and intensification for a site;
- b) conformity with the urban design policies in section 6;
- c) the Town's Drive-through Urban Design Guidelines; and,
- d) demonstration that the proposed drive-through facility:
- i) does not change the *character* of the existing and planned streetscape;
  - ii) maintains the scale of the urban environment; and,



- iii) does not compromise the safe and efficient movement of pedestrians and cyclists.
- 20.5.2 New automobile sales and automobile related uses, including automobile service stations, shall not be permitted.
- 20.5.3 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 ~~The utility corridor immediately north of the railway may encumber permitted uses and redevelopment within this area must~~ provide for the protection of the underground *utilities* may be permitted.
- 20.5.4 On lands designated High Density Residential north of the railway, there is no maximum residential density.
- 20.5.5 On lands designated Urban Core or Urban Centre, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted.
- 20.5.6 On lands designated Urban Core within the Lyons District the following uses may also be permitted:
- single-use buildings; and,
  - townhouses and stacked townhouses, with a minimum height of 3 storeys, in combination with permitted residential or mixed use buildings.
- 20.5.7 On the lands designated Office Employment within the Trafalgar District the following uses may also be permitted:
- ~~C~~a civic uses, including government offices and a court house, ~~may also be permitted.~~
  - ~~A~~a public plaza ~~is anticipated to develop as a public gathering area~~ appropriate for an array of public event uses;
  - ~~A~~a large-scale recreational facility of town-wide or regional significance may also be permitted. ~~;~~ and,
  - municipal parking facilities.
- 20.5.8 On the lands designated Office Employment within the Chartwell District, *educational facilities* affiliated with a college or university may also be permitted.
- ~~20.5.9 — On the lands designated Office Employment within the Station District, the following uses may also be permitted:~~

~~a) a hub for transit vehicles, including transit vehicle parking, kiss and ride facilities and passenger waiting areas; and,~~

~~b) surface parking.~~

~~20.5.10~~20.5.9 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.

## 20.6 Midtown Oakville Exceptions – Schedules L1, L2 and L3

The following additional policies apply to certain lands on Schedule L1, Midtown Oakville Land Use, Schedule L2, Midtown Oakville Building Heights, and Schedule L3, Midtown Oakville Transportation Network.

20.6.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:

- a) A neighbourhood shopping centre with a maximum of 930 square metres of gross leasable area may also be permitted.
- b) A maximum of 2,300 square metres of non-retail service commercial area, including office and private recreational uses, may also be permitted.

20.6.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policies:

- a) A maximum building height of 26 storeys may be permitted subject to the owner entering into an agreement under section 37 of the *Planning Act*.
- b) Underground structures, and above-ground architectural features, *utilities* and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.

20.6.3 The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies:

- a) Redevelopment in this location may occur gradually in a phased manner and should:
  - i) provide an attractive gateway to Midtown Oakville and a transition to the established residential neighbourhood to the south; and,

- ii) be a collection of buildings, diverse in design and *character*, and in harmony with each other.

~~b) The proposed road connecting Reynolds Street to Allan Street, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.~~

20.6.4 The lands designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:

- a) Redevelopment will occur gradually in a phased manner.
- b) The proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.
- c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.

## 20.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Midtown Oakville.

### 20.7.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
  - i) transit (conventional and rapid transit);
  - ii) road network capacity;
  - iii) pedestrian and cycling facilities;
  - iv) water and waste water services;
  - v) stormwater management facilities;
  - vi) streetscape improvements; and,
  - vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, or the transportation network on Schedule L3.

- c) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.
- d) The redevelopment of existing low-rise commercial centres and uses may occur gradually in a phased manner. Notwithstanding the minimum heights shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.

#### 20.7.2 Bonusing

- a) The Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.6.2, and with priority given to those public benefits in section 20.7.2 c).
- b) Bonusing shall only be permitted if:
  - i) in conformity with section 20.7.1; and,
  - ii) supported by a transportation impact analysis which confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant.
- c) Public benefits considered appropriate for the application of increased building height in Midtown Oakville include, but are not limited to:
  - i) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
  - ii) community facilities such as:
    - a creative centre, including studio, office, exhibition, performance and retail space; and,
    - a library;
  - iii) improved local transit facilities and transit user amenities;
  - iv) parkland improvements beyond the minimum standards for public squares and plazas; and,
  - v) public art.

- d) For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit and no Official Plan amendment shall be required to increase building height as a result of bonusing.

### 20.7.3 Programs and Initiatives

a) ~~Public Sector Partnerships~~ Implementation Strategy

The Town shall develop, in conjunction with the Region, the Province and Metrolinx, an implementation strategy for Midtown Oakville ~~to address matters~~ including, but not limited to:

- i) community improvement programs, through a community improvement plan, to address redevelopment incentives, which may include brownfield site remediation, property acquisition and rehabilitation, and streetscape improvements; ~~the business case for the development of Midtown Oakville;~~
- ii) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy ~~the individual and collective roles and responsibilities of the parties;~~
- iii) reconstruction of the rail platform in coordination with Metrolinx ~~decision-making protocols;~~
- iv) transportation and transit initiatives;
- v) sustainability initiatives and environmental standards; ~~and,~~
- vi) the acquisition and disposition of public lands; and,
- vii) partnerships, programs and incentives.

b) Monitoring

- i) The Town will monitor the level of *development* and associated traffic conditions within Midtown Oakville.
- ii) In order to track the pace of *development* and identify and plan for transportation improvements, the monitoring program shall evaluate the following:
  - traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;
  - existing, approved and proposed *development*, including the number of residential units and the amount of non-residential floor space;
  - transit usage and *modal share*;

- population and employment generated by existing *development* and projected for approved *development* not yet occupied; and,
- indicators of sustainability to be determined by the Town.