



OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2017-082

Official Plan Amendment No. ____

A by-law to adopt an amendment to the Livable Oakville
Plan, Official Plan Amendment Number ____
(Midtown Oakville and Transportation Network Updates)

WHEREAS the Livable Oakville Plan (2009 Town of Oakville Official Plan), which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011; and,

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to implement the recommendations of studies related to transportation and municipal stormwater networks, active transportation, parking and urban design to support the planned growth in Midtown Oakville to the year 2031, as well as updates to the transportation network south of Dundas Street,

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number ____ to the Livable Oakville Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number ____ to the Livable Oakville Plan.

PASSED this 11th day of September, 2017

MAYOR

CLERK

**Official Plan Amendment Number ___
to the Town of Oakville’s Livable Oakville Plan**

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ___ to the Livable Oakville Plan.

Part 1 – Preamble

A. Purpose

The primary purpose and effect of the proposed official plan amendment is to modify the text and schedules of the Livable Oakville Plan to implement the transportation and municipal stormwater networks approved in 2015 through the *Midtown Oakville Transportation and Stormwater Class Environmental Assessment* (“Midtown EA”), and to provide a revised local road network within Midtown Oakville.

The proposed amendment also includes changes to:

- update the Transportation Network south of Dundas Street with new, future and realigned roads from the town’s Transportation Master Plan, *Switching Gears* (2013), and Halton Region’s Transportation Master Plan (2011);
- implement the *Midtown Parking Strategy* (2015) and *Designing Midtown* (2015) by updating the parking and urban design related policies for Midtown Oakville;
- address the *Midtown Oakville Mobility Hub Study* (Metrolinx, 2012);
- clarify the intent of certain policies related to Midtown Oakville as well as the Utility designation;
- apply a Utility designation to the existing utility corridor and some adjacent Metrolinx property north of the railway in Midtown Oakville, and on those lands permit transit-oriented and transit-supportive facilities and uses that provide for the protection of the underground utilities, and building heights compatible with the utility corridor; and,

- adjust the boundaries of the Lyons, Trafalgar and Chartwell Districts in Midtown Oakville, as well as the adjacent land use and building height designations, to align with changes to the transportation network in Midtown Oakville.

The proposed amendment will result in changes to the following parts of the Livable Oakville Plan: Section 8 (Utilities); Section 20 (Midtown Oakville); Schedule C (Transportation Network); Schedule I (Central Land Use); Schedule J (East Land Use); and, Schedules L1, L2 and L3 (Midtown Oakville Land Use, Building Heights and Transportation Network).

The proposed amendment described above replaces the previously proposed “Midtown Oakville OPA” (2014), and is different in scope.

B. Background

- Midtown – the area around the Oakville GO Station – 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 *Growth Plan for the Greater Golden Horseshoe, 2006* (“the *Growth Plan*”) identified Midtown as an Urban Growth Centre and required that the area be planned to accommodate a minimum density of 200 residents and jobs combined per hectare by 2031. This equates to approximately 20,000 residents and jobs.
- Midtown is also defined as a Mobility Hub by Metrolinx’s Big Move Plan as it serves several transit functions through GO Transit, VIA and the town’s transit station. A Mobility Hub Study specific to Midtown was completed by Metrolinx in 2012.
- The town’s Livable Oakville Plan, which was adopted by Council in 2009 and approved by the Ontario Municipal Board in 2011, introduced Midtown Oakville as an Urban Growth Centre, and defined it as one of the town’s primary Growth Areas planned to accommodate significant intensification.
- The land use designations and policies that apply to Midtown Oakville enable development to support a minimum of approximately 12,000 residents and 8,000 jobs to meet the Province’s growth requirement.
- A conceptual transportation network to support the planned growth in Midtown Oakville is provided through the current schedules to Livable

Oakville. The Plan indicates that the exact requirements of the transportation network are to be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.

C. Basis

- The work completed through the *Midtown Oakville Transportation and Stormwater Municipal Class Environmental Assessment* (“the *Midtown EA*”) study process defined the preferred future transportation and stormwater network for Midtown. The *Midtown EA* process was discussed in a report to Planning and Development Council on May 27, 2014.
- Following Council’s approval of the *Midtown EA* on May 27, 2014, three parties submitted “Part II Order requests” seeking orders from the Minister of the Environment and Climate Change that the project comply with Part II of the *Environmental Assessment Act*. The Minister dismissed the requests on June 19, 2015 and advised that the town could proceed with the project.
- A revised local road network was designed to support and align with the broader Midtown transportation network (major roads) 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.
- Metrolinx’s October 2012 Midtown Oakville Mobility Hub Study provides a long-term vision for station operations, including the extension of the rail platform eastward across Trafalgar Road, the provision of additional GO passenger parking, and changes to pedestrian and vehicular access and circulation as well as the bus loop.
- There is an existing utility corridor (pipelines and potential for future overhead hydro lines) immediately north of the railway. The existing land use designations on these lands misrepresent the type and scale of development that could occur. The Utility designation and revisions to Station District are proposed to recognize existing utility corridor function and that development is limited and must be compatible with the utility corridor function and transit station.
- Section 24 of the *Planning Act* requires that all municipal public works conform to the official plan. As such, the modified transportation network,

municipal stormwater network, and revised local road network are included in the Livable Oakville Plan to enable their implementation.

- Notice of a previously proposed amendment regarding Midtown Oakville, which was broader in scope, was published in the local newspaper and circulated to the agencies and public bodies prescribed by the *Planning Act* on May 7, 2014. A statutory public meeting was held on May 27, 2014.
- Notice of the currently proposed amendment was published in the local newspaper and circulated to the agencies and public bodies prescribed by the *Planning Act* on June 8, 2017 and August 17, 2017. The proposed amendment was also available for public review in the Planning Services department, and on the town's website (www.oakville.ca) as of June 8, 2017.
- Owners of lands affected by changes related to the Midtown transportation network and the local road network and planning districts within Midtown Oakville, as contained in the current proposed amendment, were also notified by mail (notices dated June 8, 2017 and August 17, 2017).
- Public information meetings about the proposed amendment were held on June 21 and June 22, 2017.
- The proposed amendment was presented at a statutory public meeting at Planning and Development Council on July 10, 2017.
- The final proposed amendment (for Council adoption) was available for review in the Planning Services department, and on the town's website, from August 22, 2017, being 20 days prior to its consideration by Council on September 11, 2017.

Part 2 – The Amendment

A. Text Changes

The amendment includes the changes to the text of the Livable Oakville Plan listed in the following table. Text that is bolded and underlined is new text to be inserted into the Livable Oakville Plan. Text that is crossed out (“strikethrough”) is to be deleted from the Plan.

Item No.	Section	Description of Change																								
1.	8.5 TRANSPORTATION, Road and Section Right-of-Way Widths	<p>Add rows to <i>Table 5: Road and Section Right-of-Way Widths</i>, within the existing alphabetical order, for the following roads:</p> <table border="1"> <thead> <tr> <th>Road</th> <th>From</th> <th>To</th> <th>Right-of-Way Width</th> </tr> </thead> <tbody> <tr> <td><u>“Chartwell Road</u></td> <td><u>South Service Road</u></td> <td><u>Cornwall Road</u></td> <td><u>24 m”</u></td> </tr> <tr> <td><u>“Iroquois Shore Road</u></td> <td><u>Trafalgar Road</u></td> <td><u>QEW</u></td> <td><u>32 m”</u></td> </tr> <tr> <td><u>“North-South Crossing (Midtown)</u></td> <td><u>Trafalgar Road</u></td> <td><u>Iroquois Shore Road</u></td> <td><u>28 m”</u></td> </tr> <tr> <td><u>“North-South Crossing (Midtown)</u></td> <td><u>Iroquois Shore Road</u></td> <td><u>Station Road</u></td> <td><u>32 m”</u></td> </tr> <tr> <td><u>“Station Road</u></td> <td><u>Cross Avenue</u></td> <td><u>North-South Crossing (Midtown)</u></td> <td><u>26 m”</u></td> </tr> </tbody> </table>	Road	From	To	Right-of-Way Width	<u>“Chartwell Road</u>	<u>South Service Road</u>	<u>Cornwall Road</u>	<u>24 m”</u>	<u>“Iroquois Shore Road</u>	<u>Trafalgar Road</u>	<u>QEW</u>	<u>32 m”</u>	<u>“North-South Crossing (Midtown)</u>	<u>Trafalgar Road</u>	<u>Iroquois Shore Road</u>	<u>28 m”</u>	<u>“North-South Crossing (Midtown)</u>	<u>Iroquois Shore Road</u>	<u>Station Road</u>	<u>32 m”</u>	<u>“Station Road</u>	<u>Cross Avenue</u>	<u>North-South Crossing (Midtown)</u>	<u>26 m”</u>
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2.	18 UTILITY	<p>Revise the introductory sentence as follows:</p> <p>Lands designated Utility permit <u>The Utility designation is primarily applied to lands used for</u> larger above ground physical services and reservoirs.</p>																								
3.	20 MIDTOWN OAKVILLE	<p>Delete the word “GO” in the first paragraph of the introduction as follows:</p> <p>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...</p>																								

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4.	20 MIDTOWN OAKVILLE	<p>Revise the fourth paragraph as follows:</p> <p>The Oakville 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.</p>
5.	20.2.3 MIDTOWN OAKVILLE, Objectives	<p>Revise subsection (a) of the objective as follows:</p> <p>promoting and enabling the evolution of Midtown Oakville as an <i>urban growth centre</i> and the Town's primary Growth Area;</p>
6.	20.3.1 MIDTOWN OAKVILLE, Station District	<p>Revise the policy as follows:</p> <p>The Station District includes the transportation transit-related and transit-supportive uses and facilities that define Midtown Oakville as a <i>major transit station area</i>. 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.</p>
7.	20.3.2 MIDTOWN OAKVILLE, Trafalgar District	<p>Revise the subsection (c) as follows:</p> <p>Office uses shall be located close to the Oakville GO Station, providing easy and convenient connections for commuters.</p>
8.	20.3.2 MIDTOWN OAKVILLE, Trafalgar District	<p>Add a new subsection as follows:</p> <p><u>f) A municipal parking garage will provide shared parking facilities for uses in the area.</u></p>

Item No.	Section	Description of Change
9.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	<p>Revise subsection s. 20.4.1 (a) as follows, and renumber the remaining subsections in section 20.4 accordingly:</p> <p>a) <u>Significant road, transit and active transportation infrastructure.</u> 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 <u>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:</u> The exact requirements, location, configuration and place within the transportation network hierarchy shall:</p> <p><u>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</u></p> <p>i) be determined through detailed transportation studies, environmental assessments where required, and the planning approval process; and,</p> <p>ii) consider ease of use for transit services and facilitate rapid entrance and exit from the Station District.</p> <p><u>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.</u></p> <p><u>d) The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.</u></p>

Item No.	Section	Description of Change
10.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	<p>Revise subsection (b) – renumbered above as subsection (e) – as follows:</p> <p>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, Development shall not preclude the following as contemplated in this Plan:</p> <ul style="list-style-type: none"> 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) 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: <ul style="list-style-type: none"> ▪ 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.
11.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	<p>Revise subsection (c) – renumbered above as subsection (f) – as follows:</p> <p>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.</p>
12.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	<p>Revise subsection (d) – renumbered above as subsection (g) – as follows:</p> <p>Alternative The design standards for existing and new roads in Midtown Oakville shall that promote walking, cycling and transit use shall be encouraged.</p>

Item No.	Section	Description of Change
13.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	Insert a new subsection (i) as follows and renumber the remaining clauses in s. 20.41. accordingly: <u>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.</u>
14.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	Revise subsection (f) – renumbered above as subsection (j) – as follows: Parking i) Below grade parking and above grade parking 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 <u>Livable by Design Manual and the Designing Midtown document.</u> iii) Above grade parking structures for rail passengers shall: <ul style="list-style-type: none"> ▪ 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) <u>Reduced parking standards may be considered in the implementing zoning.</u> 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.

Item No.	Section	Description of Change
15.	20.4.1 MIDTOWN OAKVILLE, Functional Policies, Transportation	Insert the following new clauses at the end of subsection (f) – renumbered above as subsection (j) – as follows: <u>v) Shared driveways and parking facilities shall be encouraged.</u> <u>vi) Access to parking, service and loading areas should be from local roads or service lanes, and to the side or rear of buildings.</u> <u>vii) Implementation of the Midtown Oakville Parking Strategy shall be undertaken.</u>
16.	20.4.2 MIDTOWN OAKVILLE, Functional Policies, Urban Design	Insert the following new subsections (a) through (e): <u>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.</u> <u>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.</u> <u>c) A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.</u> <u>d) Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</u> <u>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.</u>

Item No.	Section	Description of Change
17.	20.4.2 MIDTOWN OAKVILLE, Functional Policies, Urban Design	<p>Revise the original subsections (a) and (b), to be renumbered as (f), as follows:</p> <p><u>Building Heights</u></p> <p>a)i) Minimum and maximum building heights shall be permitted in accordance with Schedule L2 <u>and the policies of this Plan.</u></p> <p>ii) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.</p> <p>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 <i>intensification</i> for the site(s) can be achieved.</p>
18.	20.4.2 MIDTOWN OAKVILLE, Functional Policies, Urban Design	<p>Delete the original subsections (c) and (d) in their entirety:</p> <p>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.</p> <p>d) Different planning tools, such as urban design plans and <i>form based zoning</i>, will be used to implement the Midtown Oakville policies to incorporate urban design requirements and provide minimum regulations to ensure <i>intensification</i> targets are achieved.</p>
19.	20.4.3 MIDTOWN OAKVILLE, Functional Policies, Stormwater Management	<p>Insert a new section 20.4.3 as follows, and renumber the remaining policies in section 20.4 accordingly:</p> <p><u>Stormwater Management</u></p> <p><u>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.</u></p>
20.	20.5.3 MIDTOWN OAKVILLE, Land Use Policies	<p>Revise the policy as follows:</p> <p><u>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</u> 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, <u>may be permitted.</u></p>

Item No.	Section	Description of Change
21.	20.5.7 MIDTOWN OAKVILLE, Land Use Policies	Revise the policy as follows: On the lands designated Office Employment within the Trafalgar District <u>the following uses may also be permitted:</u> a) C <u>a</u> civic uses, including government offices and a court house; may also be permitted.; b) A <u>a</u> public plaza is anticipated to develop as a public gathering area-appropriate for an array of public event uses; c) A <u>a</u> large-scale recreational facility of town-wide or regional significance may also be permitted.; <u>and,</u> <u>d) municipal parking facilities.</u>
22.	20.5.9 MIDTOWN OAKVILLE, Land Use Policies	Delete the policy in its entirety and renumber the remaining policy in section 20.5: 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.
23.	20.6.3 MIDTOWN OAKVILLE, Midtown Oakville Exceptions – Schedules L1, L2 and L3	Revise the policy as follows: 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 <i>character</i> , 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.

Item No.	Section	Description of Change
24.	20.7.3 MIDTOWN OAKVILLE, Implementation, Programs and Initiatives	<p>Revise subsection a) as follows:</p> <p>Public Sector Partnerships <u>Implementation Strategy</u></p> <p>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:</p> <ul style="list-style-type: none"> i) <u>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;</u> the business case for the development of Midtown Oakville; ii) <u>parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;</u> the individual and collective roles and responsibilities of the parties; iii) <u>reconstruction of the rail platform in coordination with Metrolinx</u> decision-making protocols; iv) transportation and transit initiatives; v) sustainability initiatives and environmental standards; and, vi) the acquisition and disposition of public lands; <u>and,</u> vii) <u>partnerships, programs and incentives.</u>

B. Schedule Changes

The amendment includes the changes to the schedules to the Livable Oakville Plan listed in the following table, and shown in Appendix 1.

Item No.	Schedule	Description of Change
25.	Schedule C Transportation Plan	Amend Schedule C as shown in Appendix 1 to: <ul style="list-style-type: none"> - replace the “Proposed Roads” with “Future Roads” in the legend - update the network of “Future Roads” in Midtown Oakville and the areas to the north (to White Oaks Boulevard) and east (to Royal Windsor Drive) with the road network, including highway ramps, from the 2014 Midtown EA - delete “QEW Grade Separation / Transitway” from the legend and map - reroute the “Busway Corridor” along the new north/south crossing of the QEW - move the “Major Transit Station” symbol eastward, closer to Trafalgar Road - add the future North Service Road between Burloak Drive and Bronte Road from the Halton Region Transportation Master Plan - delete the future roads connecting Great Lakes Boulevard and Superior Court - delete Superior Court as it does not function as a Minor Collector - add a future crossing of Highway 403 between Ninth Line and Bristol Circle (opposite Plymouth Drive) from the town’s Transportation Master Plan
26.	Schedule I CENTRAL LAND USE	Amend Schedule I as shown in Appendix 1 to: <ul style="list-style-type: none"> - add the future road network for Midtown Oakville - add “Future Roads” to the legend - add a note: “Information outside of the schedule area boundary is shown for context”
27.	Schedule J EAST LAND USE	Amend Schedule J as shown in Appendix 1 to: <ul style="list-style-type: none"> - add the future road network for Midtown Oakville, and the North Service Road realignment and extension to Ford Drive - add “Future Roads” to the legend - add a note: “Information outside of the schedule area boundary is shown for context”

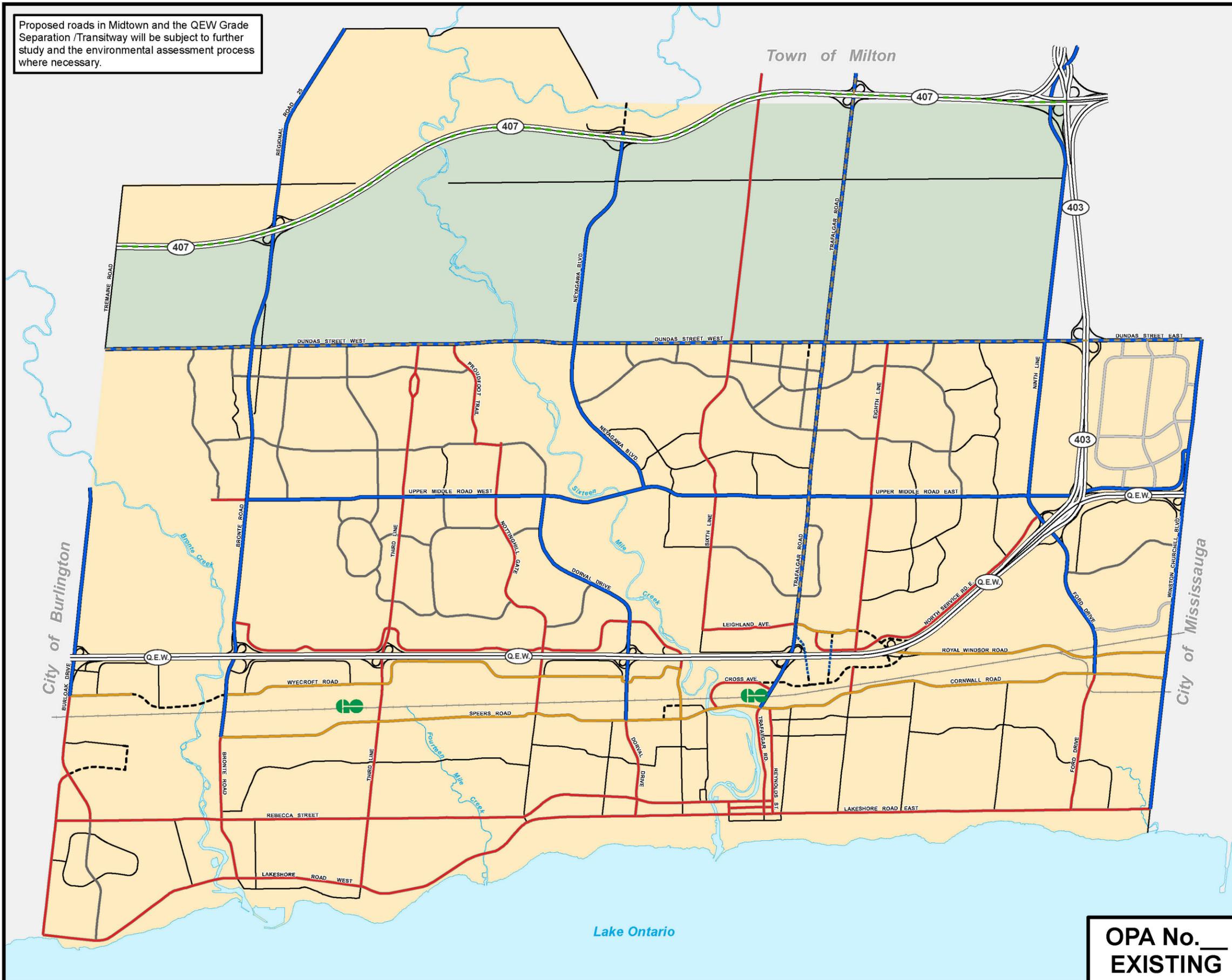
Item No.	Schedule	Description of Change
28.	Schedule L1 MIDTOWN OAKVILLE LAND USE	Amend Schedule L1 as shown in Appendix 1 to: <ul style="list-style-type: none"> - replace the “Proposed Roads” in the legend and on the map with “Future Roads” and “Future Cul-de-Sac” - adjust the eastern boundary of the Lyons District, and adjacent land use designations, to follow the future realignment of the South Service Road East, north of Argus Road - extend the western boundary of the Station District to Cross Avenue - extend the eastern boundary of the Station District to Chartwell Road - adjust the northern boundary of the Station District, east of Trafalgar Road, to follow the extension of Cross Avenue / realignment of South Service Road East and the new east/west collector road immediately north of the utility corridor - change the designations – other than “Natural Area” – within the Station District, as amended, to “Utility” - move the “Major Transit Station” symbol eastward, closer to Trafalgar Road - adjust the eastern boundary of the Trafalgar District to follow the revised alignment of the future north/south road connecting South Service Road and the extension of Cross Avenue (at the east end of Davis Road) - delete the Note in the upper left corner

Item No.	Schedule	Description of Change
29.	Schedule L2 MIDTOWN OAKVILLE BUILDING HEIGHTS	Amend Schedule L2 as shown in Appendix 1 to: <ul style="list-style-type: none"> - replace the “Proposed Roads” in the legend and on the map with “Future Roads” and “Future Cul-de-Sac” as determined through the Midtown Oakville Class Environmental Assessment, 2014 - adjust the eastern boundary of the Lyons District, and adjacent land use designations, to follow the future realignment of the South Service Road East, north of Argus Road - extend the western boundary of the Station District to Cross Avenue - extend the eastern boundary of the Station District to Chartwell Road - adjust the northern boundary of the Station District, east of Trafalgar Road, to follow the extension of Cross Avenue / realignment of South Service Road East and the new east/west collector road immediately north of the utility corridor - change the designations – other than “Natural Area” – within the Station District, as amended, to “Heights Compatible with Utility Corridor” - move the “Major Transit Station” symbol eastward, closer to Trafalgar Road - adjust the eastern boundary of the Trafalgar District to follow the revised alignment of the future north/south road connecting South Service Road and the extension of Cross Avenue (at the east end of Davis Road) - delete the Note in the upper left corner

Item No.	Schedule	Description of Change
30.	Schedule L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK	Amend Schedule L3 as shown in Appendix 1 to: <ul style="list-style-type: none"> - delete the “Cross Avenue Extension”, “Proposed Roads”, “QEW Grade Separation/Transitway”, “Pedestrian Cycling Route” and “Grade Separated Pedestrian/Cycling Facility” from the legend and map - add the revised transportation network, including in the legend and map: <ul style="list-style-type: none"> - “Future 32 m Multi-Purpose Arterial Road (North-South Crossing)” – a new north/south road across the QEW, east of Trafalgar Road - “Future 28 m Minor Arterial Road (Cross Avenue)” – a realigned and extended Cross Avenue, to Chartwell Road - “Future 26 m Local Road (Station Road)” – a new east/west road, east of Trafalgar and immediately north of the utility corridor - “Future 24 m Minor Arterial Road (Chartwell Road)” – a widened Chartwell Road between Cornwall Road and South Service Road East - “Future 22 m Local Road” – a new east/west road between Trafalgar Road and Lyons Lane, north of Cross Avenue - “Future 20 m Local Road” – Argus Road, including a southerly extension to a new local road north of the railway - “Future 18 m Local Road” – South Service Road East (east and west of Trafalgar Road) - “Future 19 m Local Road” – the other new local roads - “Future Ramp” - “Future Cul-de-sac” - insert the word “Future” before “Railway Grade Separation” in the legend - move the “Major Transit Station” symbol eastward, closer to Trafalgar Road - delete the Note in the upper left corner

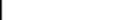
APPENDIX 1
Changes to Schedules
to the Livable Oakville Plan

Proposed roads in Midtown and the QEW Grade Separation /Transitway will be subject to further study and the environmental assessment process where necessary.



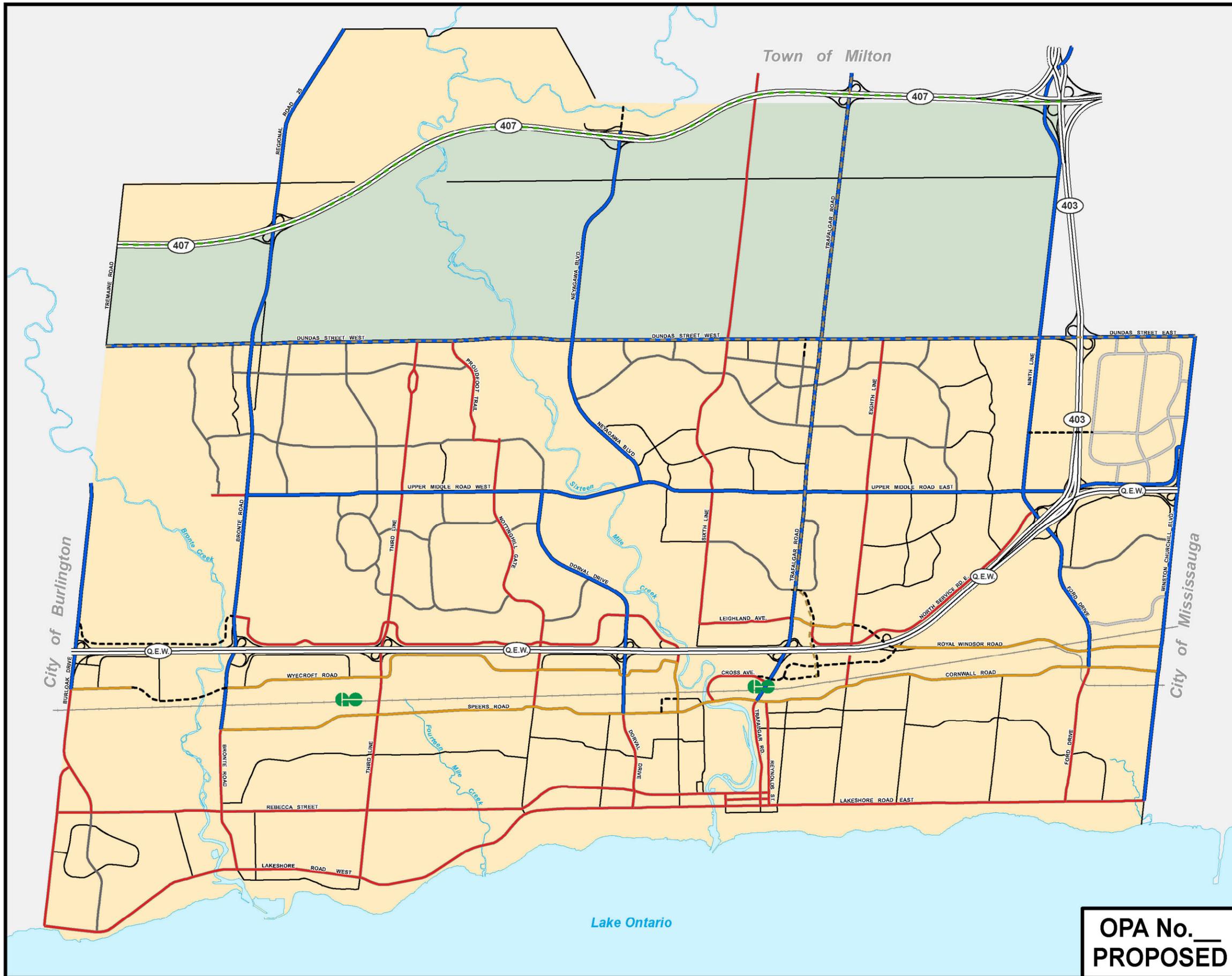
OPA No. ___
EXISTING

SCHEDULE C TRANSPORTATION PLAN

-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL
-  MULTI-PURPOSE ARTERIAL
-  MINOR ARTERIAL
-  INDUSTRIAL ARTERIAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR
-  PROPOSED ROADS
-  QEW GRADE SEPARATION/
TRANSITWAY
-  TRANSITWAY
-  BUSWAY CORRIDOR
-  RAILWAY LINE
-  MAJOR TRANSIT STATION
-  LANDS NOT SUBJECT TO
THE POLICIES OF THIS PLAN



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April 4, 2017



SCHEDULE C TRANSPORTATION PLAN

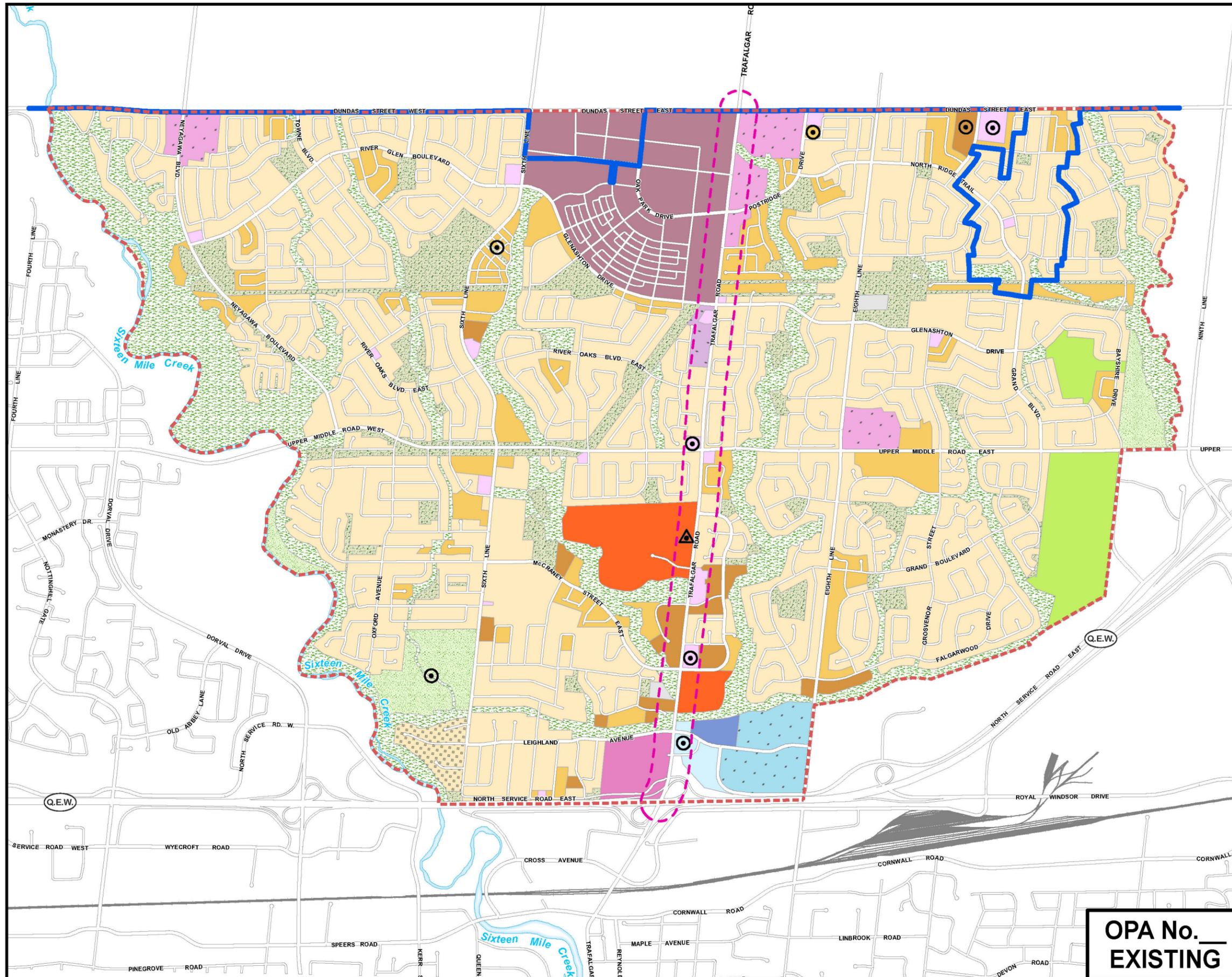
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE ROADS
- TRANSITWAY
- BUSWAY CORRIDOR
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN



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June 8, 2017

**OPA No. ___
PROPOSED**

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...SCHEDULE C OPA_DDD - PROPOSED.mxd



OPA No.
EXISTING

SCHEDULE I CENTRAL LAND USE

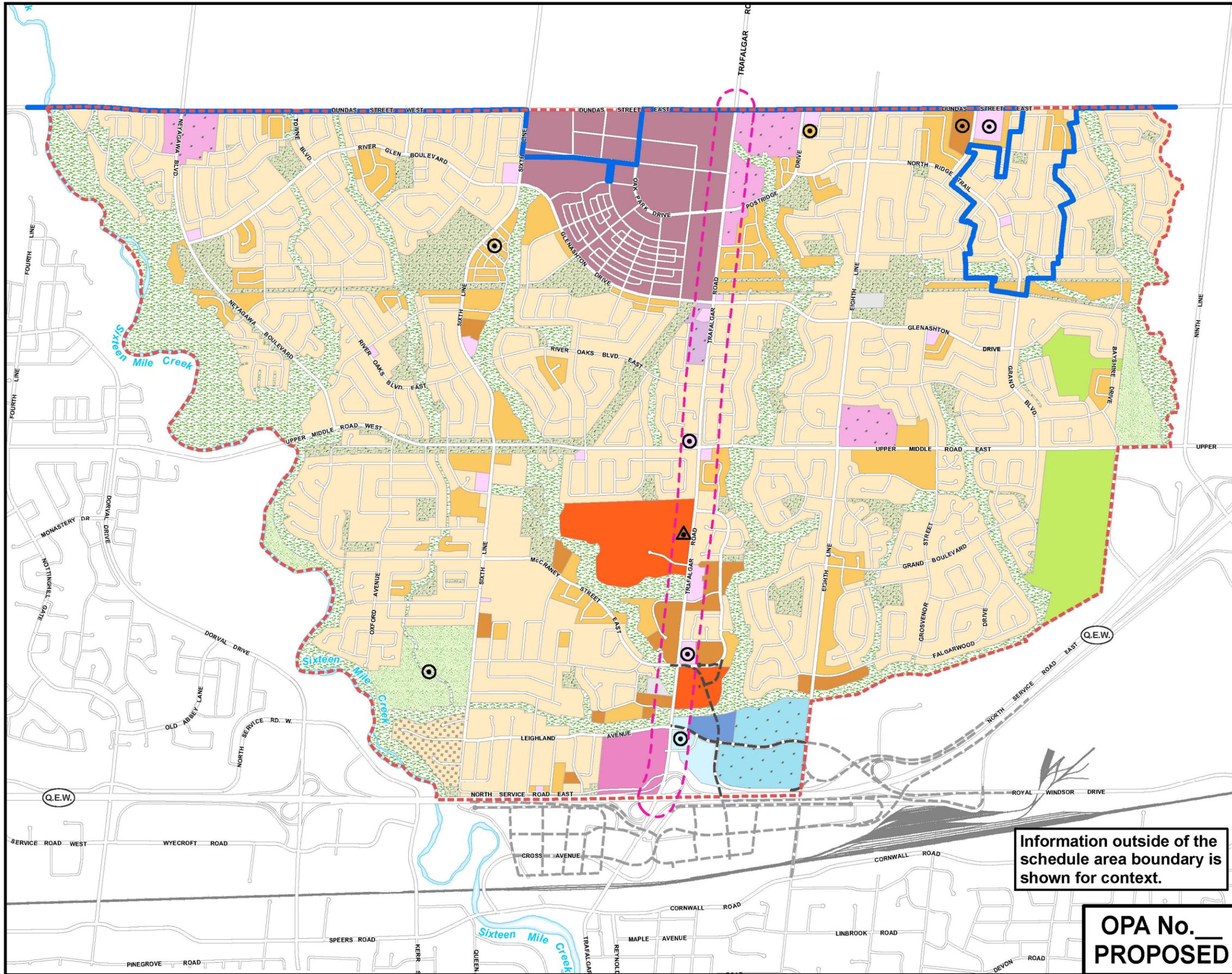


- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- MAIN STREET 2
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA *
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - TRAFALGAR ROAD CORRIDOR
- RAILWAY

* Refer to Part E, Growth Area Policies
 ⊙ Refer to Part E, Exceptions
 ▲ Refer to Part E, Trafalgar Road Corridor



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 April 4, 2017



SCHEDULE I CENTRAL LAND USE



- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- MAIN STREET 2
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA *
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - TRAFALGAR ROAD CORRIDOR
- FUTURE ROADS

* Refer to Part E, Growth Area Policies
 ⊙ Refer to Part E, Exceptions
 ▲ Refer to Part E, Trafalgar Road Corridor

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 August 21, 2017



OPA No. _____
EXISTING

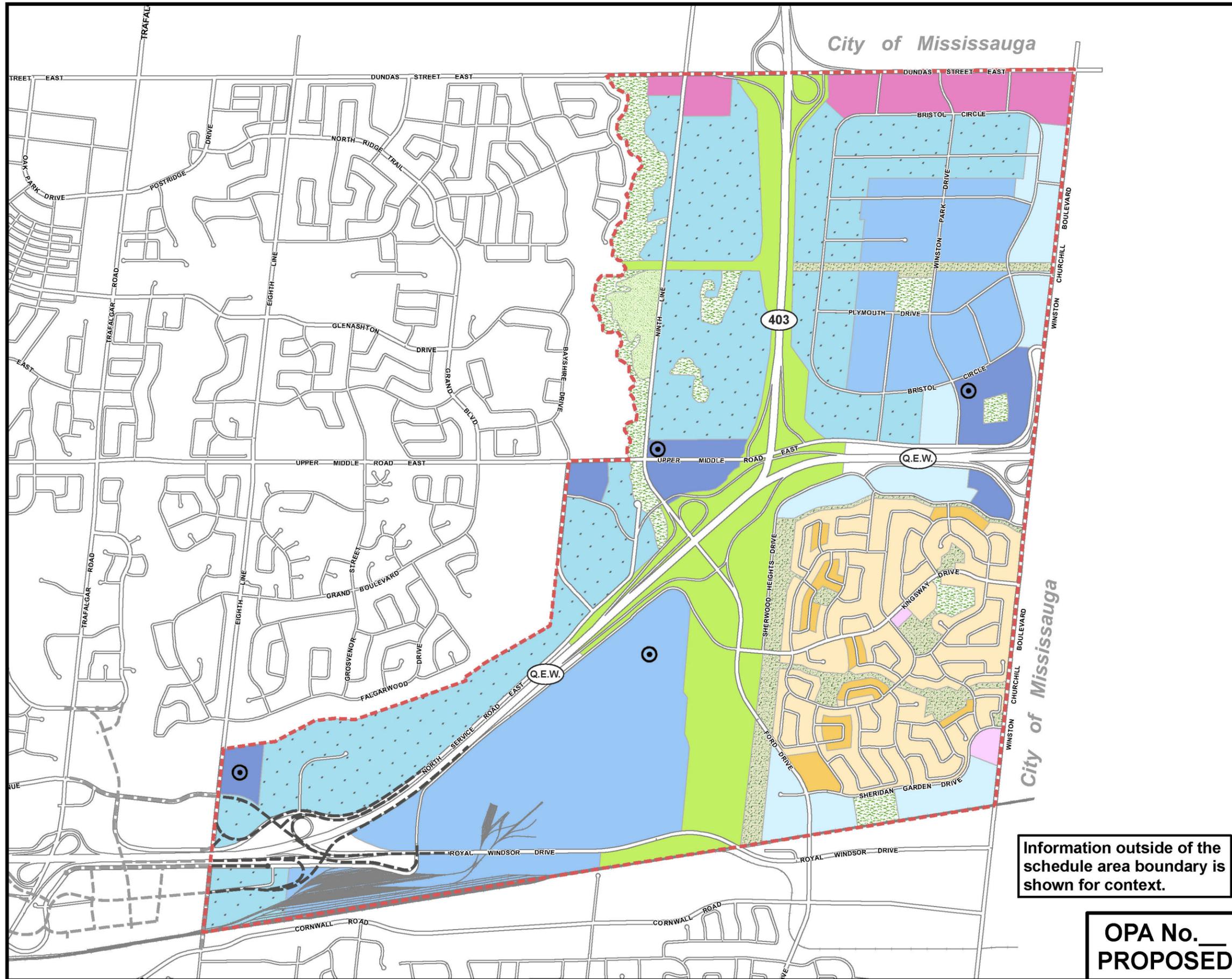
SCHEDULE J EAST LAND USE



- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- RAILWAY
- Refer to Part E, Exceptions



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 April 4, 2017



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

**OPA No. ___
PROPOSED**

SCHEDULE J EAST LAND USE



- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- FUTURE ROADS
- RAILWAY

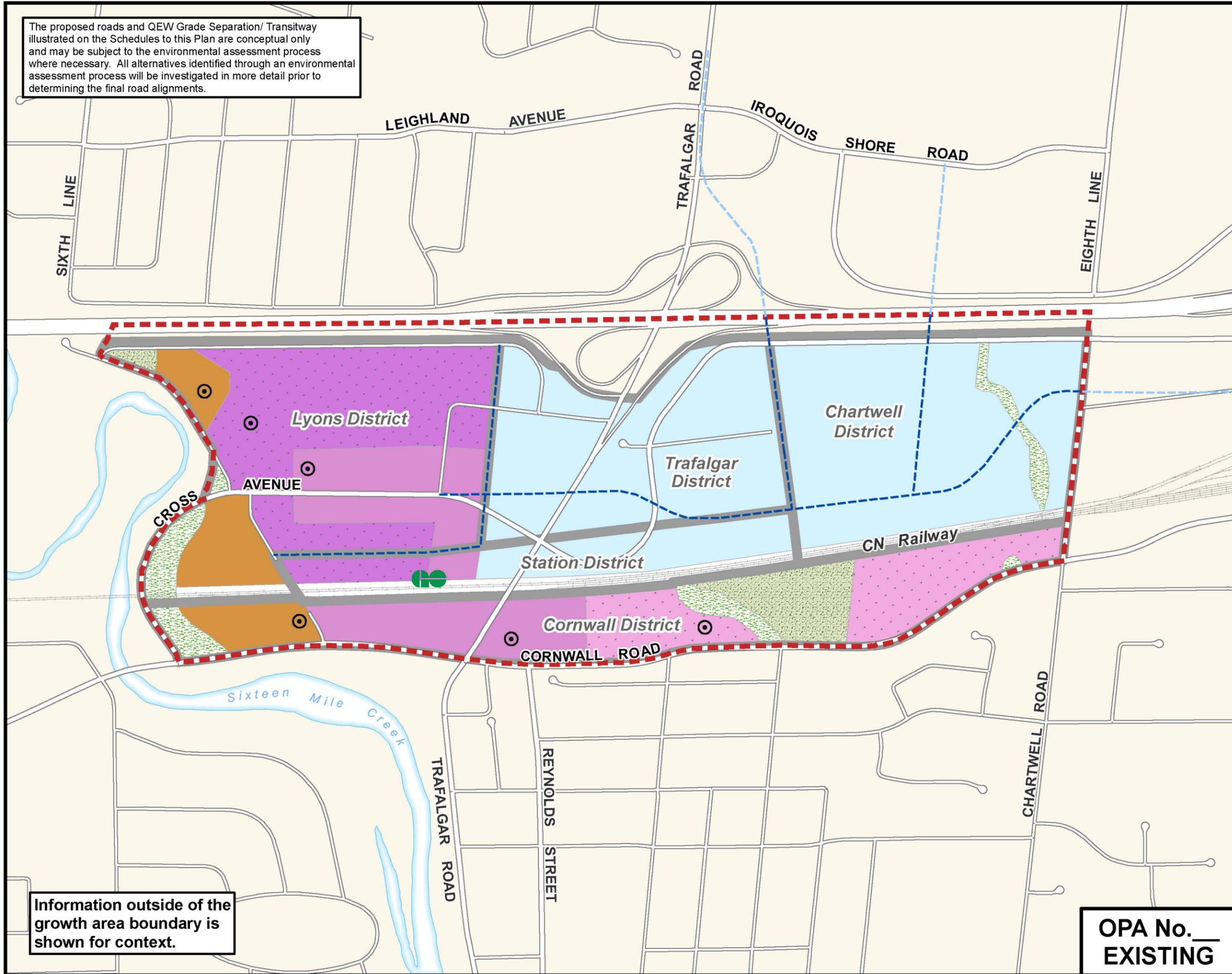
Refer to Part E, Exceptions



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June 8, 2017

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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.



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

OPA No.
EXISTING

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE



- GROWTH AREA BOUNDARY
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- NATURAL AREA
- PARKS AND OPEN SPACE
- DISTRICT BOUNDARIES
- PROPOSED ROADS
(Refer to Schedule L3 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

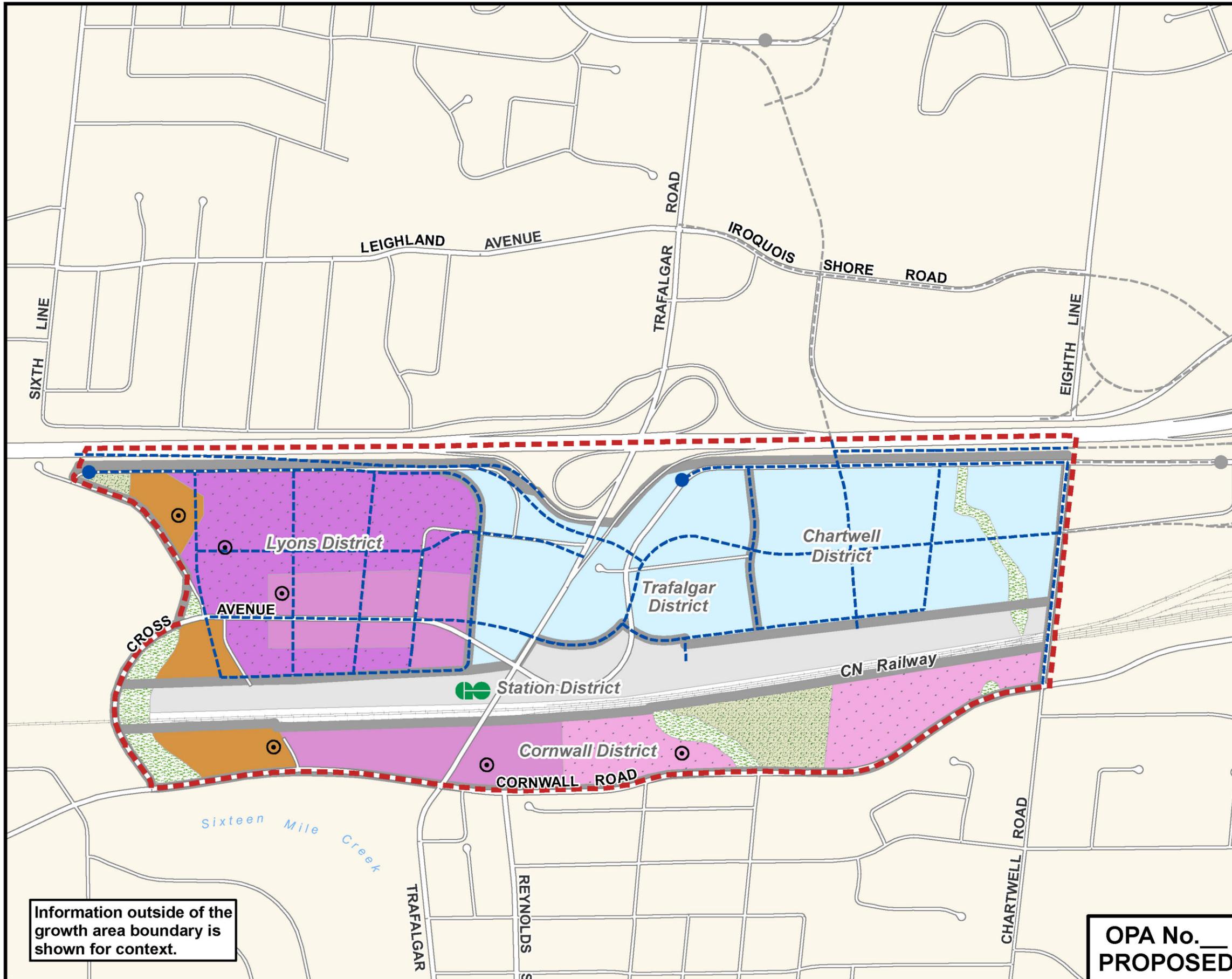
Refer to Part E, Midtown Oakville, for Growth Area Policies

Refer to Part E, Midtown Oakville Exceptions



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April 4, 2017



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

OPA No.
PROPOSED

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE



- GROWTH AREA BOUNDARY
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- NATURAL AREA
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION

Refer to Part E, Midtown Oakville, for Growth Area Policies

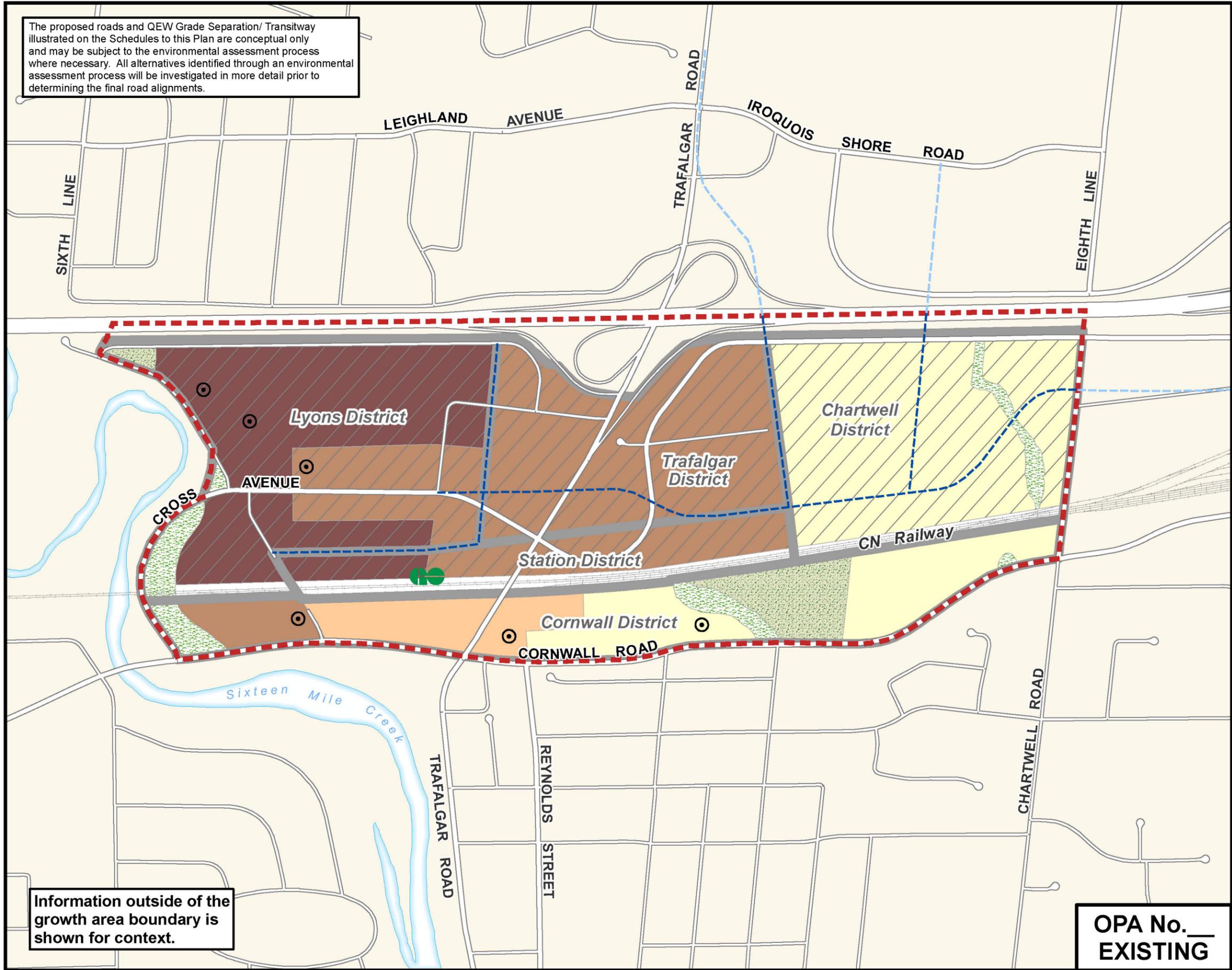
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June 8, 2017

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

OPA No. ___
EXISTING

SCHEDULE L2 MIDTOWN OAKVILLE BUILDING HEIGHTS



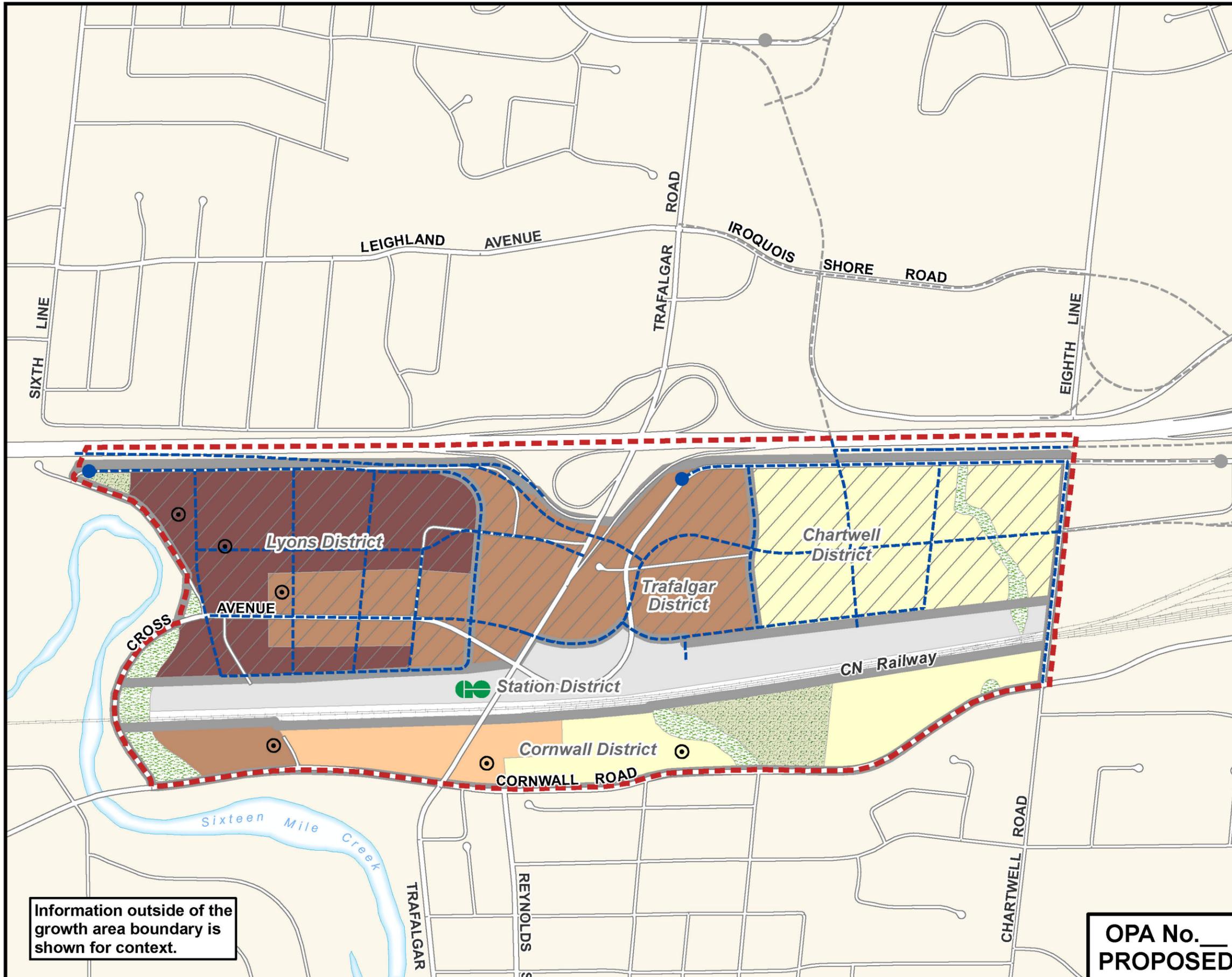
- GROWTH AREA BOUNDARY
- 2 - 6 STOREYS
- 4 - 10 STOREYS
- 6 - 12 STOREYS
- 8 - 20 STOREYS
- NATURAL AREA
- PARKS AND OPEN SPACE
- LANDS ELIGIBLE FOR BONUSING
- DISTRICT BOUNDARIES
- PROPOSED ROADS
(Refer to Schedule L3 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

Refer to Part E, Midtown Oakville, for Growth Area Policies
 Refer to Part E, Midtown Oakville Exceptions



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April 4, 2017



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

OPA No. ___
PROPOSED

SCHEDULE L2 MIDTOWN OAKVILLE BUILDING HEIGHTS



- GROWTH AREA BOUNDARY
- 2 - 6 STOREYS
- 4 - 10 STOREYS
- 6 - 12 STOREYS
- 8 - 20 STOREYS
- NATURAL AREA
- PARKS AND OPEN SPACE
- HEIGHTS COMPATIBLE WITH UTILITY CORRIDOR
- LANDS ELIGIBLE FOR BONUSING
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION

Refer to Part E, Midtown Oakville, for Growth Area Policies

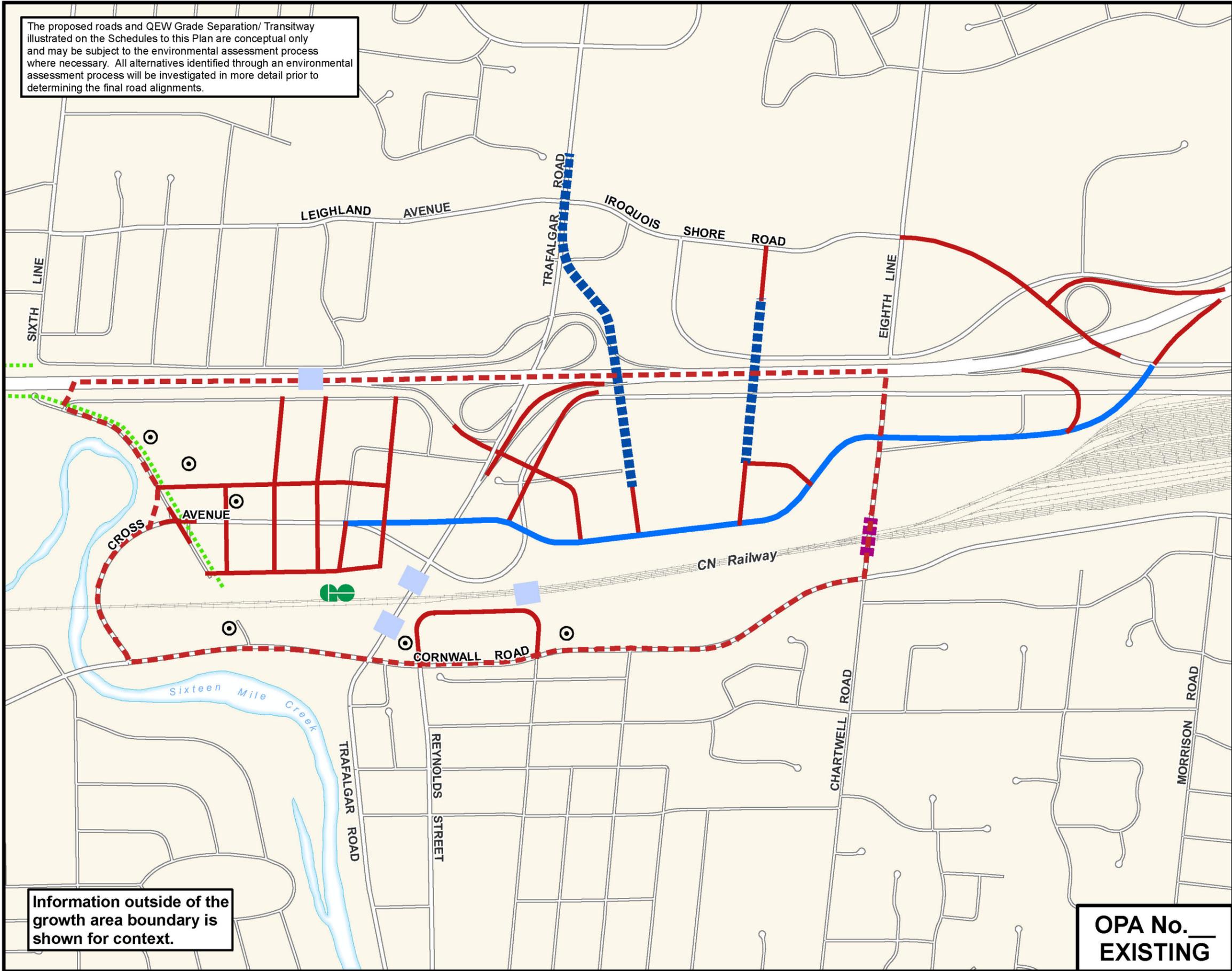
Refer to Part E, Midtown Oakville Exceptions



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June 8, 2017

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OPA No.
EXISTING

SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK



- GROWTH AREA BOUNDARY
- EXISTING ROAD NETWORK
- CROSS AVENUE EXTENSION
- PROPOSED ROADS
- QEW GRADE SEPARATION/ TRANSITWAY
- RAILWAY GRADE SEPARATION
- PEDESTRIAN CYCLING ROUTE
- GRADE SEPARATED PEDESTRIAN/CYCLING FACILITY
- RAILWAY
- MAJOR TRANSIT STATION

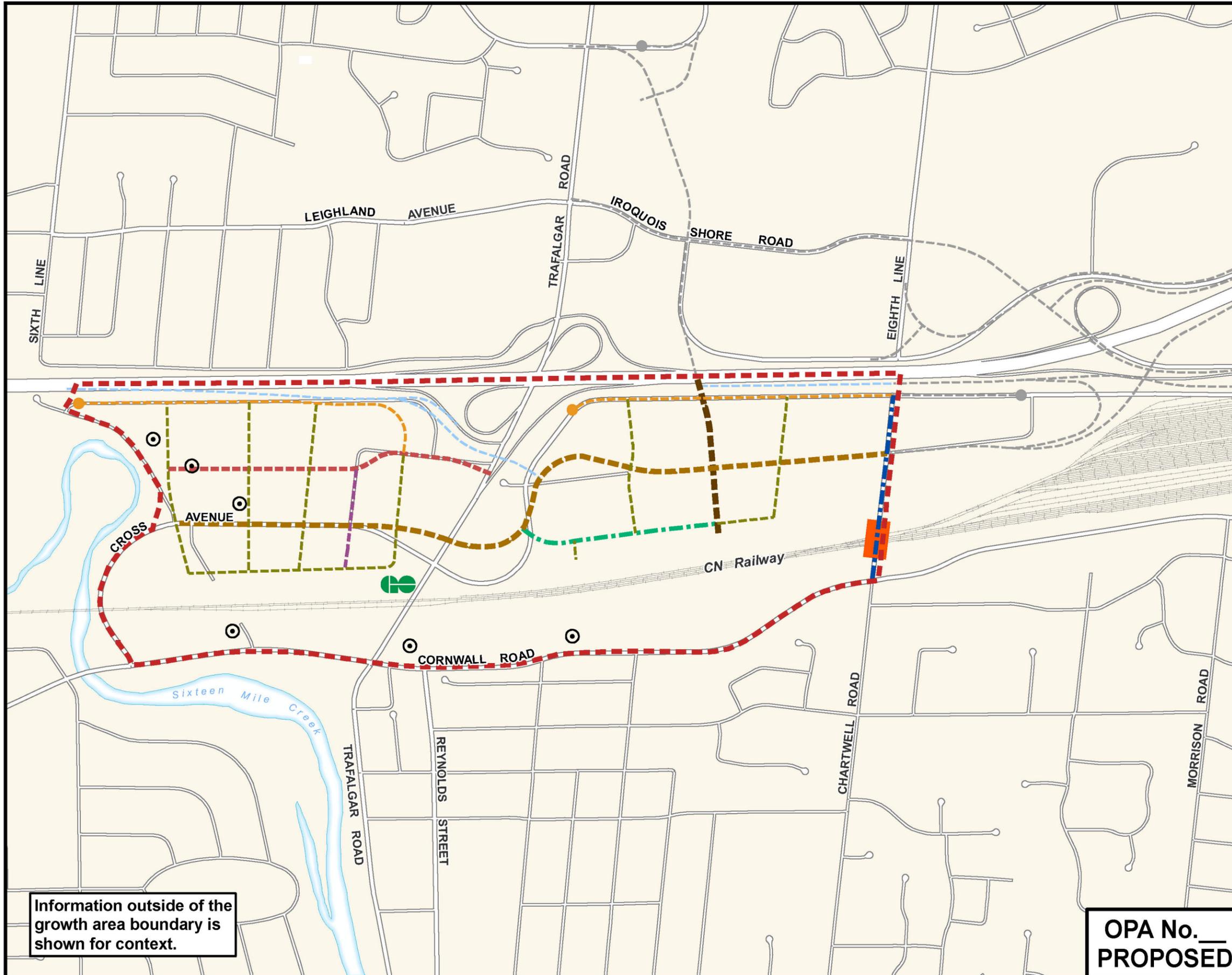
Refer to Part E, Midtown Oakville, for Growth Area Policies

Refer to Part E, Midtown Oakville Exceptions



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April 4, 2017



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

OPA No.
PROPOSED

SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK



- Growth Area Boundary
- Existing Road Network
- Future 32 m Multi-Purpose Arterial Road (North-South Crossing)
- Future 28 m Minor Arterial Road (Cross Avenue)
- Future 26 m Local Road (Station Road)
- Future 24 m Minor Arterial Road (Chartwell Road)
- Future 22 m Local Road
- Future 20 m Local Road
- Future 19 m Local Road
- Future 18 m Local Road
- Future Ramp
- Future Cul-de-sac
- Future Railway Grade Separation
- Railway
- Major Transit Station

Refer to Part E, Midtown Oakville, for Growth Area Policies

Refer to Part E, Midtown Oakville Exceptions



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June 8, 2017