



REPORT

SPECIAL PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: MARCH 22, 2021

FROM: Planning Services Department

DATE: March 9, 2021

SUBJECT: Public Meeting Report - Town-initiated Official Plan Amendment
- Midtown Oakville Urban Growth Centre (File No. 42.15.59)

LOCATION: Midtown Oakville

WARD: 3

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RECOMMENDATION:

1. That the staff report titled “Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59)”, prepared by the Planning Services Department and dated March 9, 2021, be received.
2. That comments from Council and the public with respect to the draft town-initiated official plan amendment to implement the findings of the Midtown Oakville Growth Area Review (File No. 42.15.59) be received.

KEY FACTS:

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

- This report is about a proposed town-initiated official plan amendment (OPA) to the Livable Oakville Plan (Appendix A) that implements the findings of the Midtown Oakville Growth Area Review by updating the land use policies and mapping related to Midtown Oakville, the town’s Urban Growth Centre.
- The Midtown Oakville Growth Area Review is part of the town’s Official Plan Review whereby the town’s Official Plan documents are being updated to conform with the latest Provincial plans and policies. This work is being coordinated with Halton Region’s ongoing Regional Official Plan Review – a

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Municipal Comprehensive Review – that will determine how the Region's forecasted population and employment growth to the year 2051 should be distributed among and within the local municipalities of Burlington, Halton Hills, Milton and Oakville.

- Since 2006, Midtown Oakville has been one of 25 urban growth centres identified in the Province's Growth Plan for the Greater Golden Horseshoe (the Growth Plan). Urban growth centres are to be transit-supportive regional focal areas that are required to accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe. Midtown Oakville will continue to be an important component of the Region and town's overall growth management strategy.
- The existing Midtown Oakville policies in the Livable Oakville Plan conform with the 2006 Growth Plan and enable the area to transform into a high density mixed use community.
- Through draft Regional Official Plan Amendment 48 (ROPA 48), Halton Region is proposing to refine the boundary of the Midtown Oakville urban growth centre to exclude lands in the vicinity of the QEW/Highway 403 ramps at Trafalgar Road, as well as lands within the Natural Heritage System along the east side of Sixteen Mile Creek. The gross area of the urban growth centre, including the railway and utility corridor lands, would be 103 hectares.
- ROPA 48 maintains the required minimum density target of 200 people and jobs combined per hectare for the Midtown Oakville urban growth centre, in conformity with the Growth Plan, and proposes a new target of 65% people and 35% jobs. Applying the required minimum density to the gross area, as well as the proposed percentage targets, would result in a minimum of 20,600 residents and jobs combined, or approximately 13,390 residents and 7,210 jobs.
- The draft OPA confirms that the Midtown Oakville urban growth centre will be planned to achieve the minimum density target, and provides strengthened urban design direction for the future look and feel of what is to be a vibrant, transit-supportive urban community for existing and new residents, workers and visitors.
- The existing and proposed Midtown Oakville policies also address the climate change emergency declared by Council by tackling two of the biggest contributors to greenhouse gas emissions — energy used for transportation and the heating of our buildings. The draft OPA continues to support compact

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urban development that provides viable choices for moving around, and opportunities to facilitate a transition to alternative energy sources and energy efficiency as outlined in the town's Community Energy Strategy.

- The draft OPA, which is subject to change, has been available for public review since February 25, 2021. It is intended to facilitate discussion. Staff are looking for input on the proposed concepts, and acknowledge that some will require further refinements based on input provided by Council, stakeholders and the public.
- The purpose of the statutory public meeting at Planning and Development Council is for Council to hear delegations on the draft OPA, ask questions of clarification, and provide input by identifying additional planning matters to be considered.

BACKGROUND:

The purpose of this report is to introduce a draft OPA for Midtown Oakville at a statutory public meeting hosted by Planning and Development Council on March 22, 2021. This report and comments from Council and the public are to be received. The draft OPA is attached in Appendix A.

This report outlines the draft OPA, which was prepared by Planning Services staff based on the findings of the Midtown Oakville Growth Area Review, as part of the town's Official Plan Review. Following the statutory public meeting, and further analysis of the comments received from the public, Council, and reviewing departments and agencies, staff will bring forward a recommendation report for consideration (decision) by Planning and Development Council.

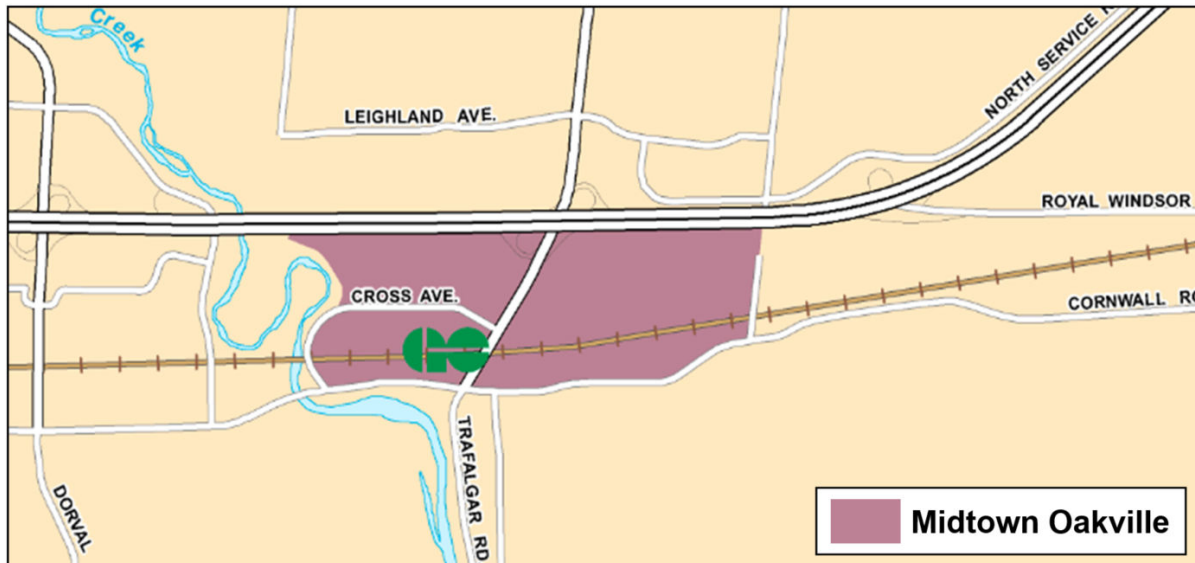
Subject Lands

Midtown Oakville is the area around the Oakville Station (GO, VIA and Oakville Transit). It includes the lands between the QEW/Highway 403 and Cornwall Road, from Sixteen Mile Creek to Chartwell Road. Currently, this area is home to about 900 residents and 3,000 jobs (based on the 2016 Census and the 2019 Region of Halton Employment Survey).

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Figure 1: Midtown Oakville Urban Growth Centre (Existing Boundary)

The Livable Oakville Plan (Official Plan)

Livable Oakville is the town's official plan for the lands south of Dundas Street and north of Highway 407. It provides land use designations and policies to guide development to the year 2031. The Plan was adopted by Council in June 2009 and approved by Halton Region in November 2009, with modifications, as it was deemed to conform with the 2006 Growth Plan and the Region's Official Plan, as amended, and to be consistent with the 2005 Provincial Policy Statement. A number of parties appealed the Region's decision to the Ontario Municipal Board. The Board subsequently adjudicated the majority of the appeals and approved the Plan, with further modifications, in May 2011.

The policies in Section 20, Midtown Oakville, of Livable Oakville – along with the related Schedules L1, L2 and L3 – were established at the time of the Plan's adoption to enable development to meet the province's growth requirement. They originated from the 2008/2009 Midtown Oakville Review. 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. It is important to note that the area-specific policies in Section 20 are in addition to the general policies provided elsewhere in the Livable Oakville

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Plan (e.g., Urban Design, Transportation, Sustainability, Rail, Land Uses, Implementation and Interpretation).

On February 26, 2014, Council adopted OPA 4 (inZone Conformity and Housekeeping), which proposed minor changes to the Midtown Oakville policies to align with the new Comprehensive Zoning By-law – “inZone.” OPA 4 was modified and approved by the Local Planning Appeal Tribunal in LPAT file # PL140317, except for an outstanding appeal relating to 420 and 468 South Service Road East (General Electric Canada Property Inc.), and the proposed modification of three policies pertaining to Midtown Oakville (OPA 4, Items 38, 39 and 40).

The Midtown Oakville policies and schedules were also updated through OPA 14 (Midtown Oakville and Transportation Network Updates) as adopted by Council on September 11, 2017 and modified by the Local Planning Appeal Tribunal in LPAT file # PL171100. The primary purpose and effect of OPA 14 was to modify the text and schedules of the Livable Oakville Plan to implement the recommended transportation and municipal stormwater networks from the approved 2014 Midtown Oakville Class Environmental Assessment (“Midtown EA”), and to provide a revised local road network within Midtown Oakville.

Under the existing policies (Appendix B), Midtown Oakville, which covers an area of approximately 100 hectares, has been planned to accommodate a minimum of about 12,000 residents and 8,000 jobs (i.e., a minimum of 200 residents and jobs per hectare).

Town of Oakville Official Plan Review

Since 2015, the town’s Official Plan Review work program has been advancing, while also responding to an evolving Provincial policy regime (e.g., 2017 Growth Plan, 2017 Greenbelt Plan, 2020 Growth Plan (Office Consolidation), Bill 108, Bill 197, 2020 Provincial Policy Statement).

On September 27, 2017, Council adopted OPAs for a town-wide Urban Structure. OPA 15 (By-law 2017-079) introduced a new Section 3, Urban Structure, and Schedule A1, Urban Structure (Appendix C), into the Livable Oakville Plan. The town’s urban structure established through Livable Oakville and updated through OPA 15 has the following main goals:

- provide for the long-term protection of natural heritage, public open space and cultural heritage resources;

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- maintain the character of residential areas; and,
- direct the majority of intensification growth to identified nodes (growth areas) and corridors supported by existing and planned transit.

As a provincially-designated urban growth centre, Midtown Oakville is a key component of the town-wide urban structure because it is intended to be the primary growth area for Oakville. It is also intended to accommodate a significant amount of the required intensification growth for Halton Region.

On April 26, 2018, the Region of Halton approved OPA 15 as the town-wide urban structure. At the time of approval, OPA 15 was deemed to be consistent with the 2014 Provincial Policy Statement, and to conform with the Regional Official Plan (ROPA 38) and the 2017 Growth Plan. There is one outstanding appeal of OPA 15 to be adjudicated by the Local Planning and Appeal Tribunal (LPAT). As a result, OPA 15 is not in full force and effect, but it represents a community-based view and unanimous Council direction.

The work being completed through the town's Official Plan Review provides detailed analysis of local priorities for accommodating future growth in support of Halton Region's ongoing Municipal Comprehensive Review. The projects undertaken to date include the aforementioned Urban Structure Review as well as the Employment and Commercial Review, Main Street Growth Area Reviews (Downtown, Kerr Village and Bronte Village), Palermo Village Growth Area Review and Hospital District Study.

It is noted that, in January 2016, Planning and Development Council appointed the Livable Oakville (Official Plan Review) Council Subcommittee – comprised of the Mayor and half of Council – to provide input and guidance to staff on studies, public consultation and draft staff recommendations regarding Official Plan Review matters. A number of reports and presentations were provided to the Subcommittee until it was disbanded at the end of 2019. Now, all Official Plan Review-related reports are presented directly to Planning and Development Council.

Midtown Oakville Growth Area Review

The purpose of the Midtown Oakville Growth Area Review (MOGAR) is to confirm the vision and recommend updated land use policies to guide development-related decisions in Midtown Oakville and provide for the creation of a vibrant, transit-supportive, urban community.

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On January 15, 2018 the Livable Oakville Council Subcommittee received a report titled "Growth Area Reviews – Preliminary Directions for Midtown Oakville, the Uptown Core and Palermo Village." That report listed a number of preliminary directions (Appendix D) to be considered as part of the MOGAR and signaled the commencement of the study.

On May 23, 2018, Planning Services staff hosted public information sessions at Town Hall about the MOGAR and the history of planning for Midtown Oakville. A total of forty people attended the afternoon and evening sessions, asked questions and provided their input about the existing policies. The majority of the comments related to the future transportation network (as proposed to be implemented through OPA 14 in 2017), potential traffic impacts, and the importance of active transportation routes and facilities within and through Midtown.

On January 14, 2019, the Subcommittee received a report titled "Official Plan Review Update" that included a brief status update about the MOGAR. However, the timeline originally anticipated for the project has been impacted by appeals of OPA 14, Provincial land use policy updates, other town Official Plan Review projects, and the COVID-19 pandemic.

Due to the scale and complexity of the planned transformation, Midtown Oakville has been the subject of ongoing study. Planning Services staff continues to consult with a multi-disciplinary internal working group, as well as staff from Halton Region and Metrolinx, to build on previous Midtown-related work, including:

- Midtown Oakville Mobility Hub Study, 2012 (Metrolinx)
- Midtown Oakville Transportation and Stormwater Class Environmental Assessment, 2014 (Town)
- OPA 4, inZone Conformity and Housekeeping, 2014 (Town)
- Midtown Parking Strategy, 2014 (Town)
- Designing Midtown, 2014 urban design direction, and the Livable by Design Manual (Town)
- GO Rail Station Access Plan, Oakville GO Station, 2016 (Metrolinx)
- Active Transportation Master Plan Update, 2017 (Town)
- OPA 14, Midtown Oakville and Transportation Network Updates, 2017 (Town)
- OPA 15, Urban Structure, 2017 (Town)
- Development Charge Background Study, 2017 (Town)
- Water and Wastewater Area Servicing Plan for Midtown Oakville, 2017 (Halton Region)
- Employment and Commercial Review, 2015-2018 (Town)

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- Mobility Management Strategy (Halton Region)
- Recent development applications and approvals
- Transportation modelling
- Regulation Limit and Hazard Land Mapping (Conservation Halton)
- Geotechnical study of Lyons Lane

The draft proposed OPA (Appendix A) provides policies to support the evolution of the Midtown Oakville urban growth centre to 2051. Further discussion is expected about potential modifications to the draft proposed OPA, and how to implement the Midtown urban growth centre. Input from Council, area landowners and the public will be essential moving forward.

Policy and Plans Review

Since the Livable Oakville Plan came into effect, there have been a number of updates to the Provincial land use legislation, policies and plans.

As noted previously, at the time of its approval, the Livable Oakville Plan was consistent with the 2005 Provincial Policy Statement, and in conformity with the 2006 Growth Plan and the Regional Official Plan (ROPA 38). The Livable Oakville Plan must now be updated to be consistent with the 2020 Provincial Policy Statement, and in conformity with the 2019 Growth Plan, as amended.

The draft Midtown Oakville OPA addresses the latest Provincial policies, the Regional Official Plan, and the proposed ROPA 48 as it applies to urban growth centres.

Planning Act

Changes have been made to the *Planning Act* to, among other things, remove the authority for bonusing. This authority enabled the passage of zoning by-laws – at Council's discretion – to permit increases in height and/or density of development, where such development provides public benefits above and beyond what would otherwise be required. The Livable Oakville Plan currently includes general and area-specific policies related to bonusing, including permissions for bonusing to be considered in Midtown Oakville north of the railway. The proposed Midtown Oakville OPA would remove those permissions.

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2020 Provincial Policy Statement

The Livable Oakville Plan must be updated to be consistent with the 2020 Provincial Policy Statement (the PPS), which sets out the Province's land use vision and overall policy direction on matters of provincial interest related to land use and development. The principles of the PPS are to promote strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

Section 1.1.1(e) of the PPS mandates that healthy, liveable and safe communities are sustained by:

promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

A key component of the PPS is directing growth to settlement areas to achieve efficient land use patterns and promoting a compact development form. Midtown Oakville is an urban growth centre within a settlement area, which is required to be the focus of growth and development.

The policies of the PPS can be complemented and built upon by Provincial and municipal plans to provide comprehensive, integrated, place-based and long-term plans that support and integrate the principles of the PPS.

2019 Growth Plan for the Greater Golden Horseshoe

As stated previously, the Midtown Oakville policies in the Livable Oakville Plan currently conform with the 2006 Growth Plan. The Growth Plan is the Province's long-term framework to plan for growth and development in a way that supports economic prosperity, protects the environment and helps develop complete communities to achieve a high quality of life.

In the 2019 Growth Plan, as amended, the planning horizon has been extended to the year 2051, and new population and employment forecasts have been identified for all single- and upper-tier municipalities in the Greater Golden Horseshoe, including Halton Region. The requirement that Midtown Oakville urban growth centre be planned to achieve a minimum density of 200 people and jobs combined per hectare by 2031 has been maintained.

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Schedule 3 of the Growth Plan sets out the distribution of population and employment for all of the single- and upper-tier municipalities in the Greater Golden Horseshoe to 2051. Halton Region must apply its Schedule 3 distribution of a population of 1,100,000 and employment of 500,000 (jobs) through its current Municipal Comprehensive Review.

The Town and Halton Region continue to plan cooperatively to manage forecasted growth in accordance with Section 2.2.1.3 of the Growth Plan, which states:

2.2.1 Managing Growth...

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:
 - a) establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
 - b) be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
 - c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a more *compact built form*;
 - d) support the environmental and agricultural protection and conservation objectives of this Plan; and
 - e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.

With respect to targets, Section 5.2.5 states that:

5.2.5 Targets

1. The minimum intensification and density targets in this Plan... are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan...
6. In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design

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official plan policies and other supporting documents that direct the development of a high quality *public realm* and *compact built form*.

Under the Growth Plan, Midtown Oakville is “strategic growth area,” an “urban growth centre” and a “major transit station area” – and it is required to be planned as a “complete community.” The draft Midtown Oakville OPA addresses the Growth Plan, which is to be read in its entirety. Select relevant policies are highlighted below.

The Growth Plan defines “complete communities” as follows:

Complete Communities – Places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.

The Growth Plan defines “strategic growth areas” as follows:

Strategic Growth Areas - Within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials, or other areas with existing or planned *frequent transit service* or higher order transit corridors may also be identified as *strategic growth areas*.

Urban growth centres are existing or emerging downtown areas. Section 2.2.3 of the Growth Plan states that:

2.2.3 Urban Growth Centres

1. *Urban growth centres* will be planned:
 - a) as focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural, and entertainment uses;
 - b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;

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- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
 - d) to accommodate significant population and employment growth.
2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:
- b) 200 residents and jobs combined per hectare for each of the... Midtown Oakville... urban growth centres;

The Lakeshore West GO rail line is considered to be higher order transit corridor. Under the Growth Plan, a major transit station area (MTSA) is the area including and around any existing or planned higher order transit station, such as the Oakville GO Station. The minimum density target for the Midtown Oakville urban growth centre would apply to this MTSA. Section 2.2.4 of the Growth Plan states that:

2.2.4 Major Transit Station Areas...

- 8. All *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where appropriate:
 - a) connections to local and regional transit services to support *transit service integration*;
 - b) *infrastructure* to support *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.
- 9. Within all *major transit station areas*, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and *affordable* housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as *joint development* projects;

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- c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of *transit-supportive* densities.
10. Lands adjacent to or near to existing and planned *frequent transit* should be planned to be *transit-supportive* and supportive of *active transportation* and a range and mix of uses and activities.
11. In planning lands adjacent to or near *higher order transit corridors* and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.

Section 2.2.5 of the Growth Plan provides direction with respect to Employment uses:

2.2.5 Employment...

- 2. *Major office* and appropriate major institutional development will be directed to *urban growth centres...* with existing or planned frequent transit service.
- 3. Retail and office uses will be directed to locations that support *active transportation* and have existing or planned transit.
- 4. In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated...
- 14. Outside of *employment areas*, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.
- 15. The retail sector will be supported by promoting *compact built form* and *intensification* of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of *complete communities*.

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Section 2.2.6 of the Growth Plan provides direction with respect to Housing:

2.2.6 Housing...

3. To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

With respect to climate change, the Growth Plan requires upper- and single-tier municipalities (e.g., Halton Region) to develop official plan policies “to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include... reducing dependence on the automobile and supporting existing and planned transit and active transportation.” (Section 4.2.10.1(b))

Halton Region Official Plan (2018 Consolidation)

In the Halton Region Official Plan, Midtown Oakville identified on Map 1 as an urban growth centre, which is an overlay on top of the “Urban Area” designation, for which specific policies apply, in addition to the policies for “Intensification Areas.”

Section 81 of the Halton Region Official Plan states that:

81. It is the *policy* of the *Region* to:

- (1) Direct *development* with higher densities and mixed uses to *Intensification Areas*.
- (2) Require Local Official Plans to identify *Intensification Areas* with detailed boundaries in accordance with the *objectives* and *policies* of this Plan.
- (3) Require the Local Municipalities to prepare detailed official plan *policies* or an *Area-Specific Plan* for the *development* of a new *Intensification Area* or the *redevelopment* of an existing *Intensification Area*, in accordance with Sections 48 and 77(5) of this Plan. The provisions for *Intensification Areas* may be incorporated as part of a larger community plan.
- (4) Require *Area-Specific Plans* or policies for *Intensification Areas* to include:
 - a) a transportation network designed to integrate *active transportation*, local transit services and inter-municipal/inter-regional *higher order transit* services; and

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- b) urban design guidelines to promote *active transportation* and transit supportive land uses in accordance with Regional standards under Section 81(5).
- (5) Adopt alternative design standards for *Arterial Roads* through *Intensification Areas* to promote *active transportation*, pedestrian-oriented *development* and transit-friendly facilities while maintaining the mobility function of the Major *Arterial Road*. (6) Require the Local Municipalities to ensure the proper integration of *Intensification Areas* with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.
- (7) Require the Local Municipalities to:
- a) include Official Plan *policies* and adopt Zoning By-laws to meet *intensification* and mixed-use *objectives* for *Intensification Areas*;
 - b) prescribe in Official Plans and Zoning By-laws minimum *development densities* for lands within *Intensification Areas*;
 - c) prohibit site-specific Official Plan or Zoning By-law amendments to reduce *development density* within an *Intensification Area* unless it is part of a *municipal comprehensive review* of the Official Plan or a review of the *Area-Specific Plan* for the *Intensification Area*; and
 - d) promote *development densities* that will support existing and planned transit services.
- (7.1) Encourage the Local Municipalities to implement a development permit system under the *Planning Act* for *development* approvals within *Intensification Areas* and in which case, require that such a system be consistent with *policies* of this Plan.
- (7.2) Consider *intensification* and *development* of *Intensification Areas* as the highest priority of urban *development* within the *Region* and implement programs and incentives, including Community Improvement Plans under the *Planning Act*, to promote and support *intensification*.
- (7.3) Ensure that *Intensification Areas* are *development-ready* by:
- a) making available at the earliest opportunity water, waste water and transportation service capacities to support the *development densities* prescribed for *Intensification Areas*; and
 - b) requiring Local Municipalities to adopt the Zoning By-laws under Section 81(7), or equivalent Official Plan policies having the same effect, within one

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year of the approval of the Local Official Plan amendment introducing the *Intensification Areas*.

- (8) Encourage the Local Municipalities to adopt parking standards and *policies* within *Intensification Areas* to promote the use of *active transportation* and public transit.
- (9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the *development* of *Intensification Areas*.
- (10) Direct Regional services and facilities, appropriate in an urban setting, to *Intensification Areas* and encourage the Local Municipalities and other *public agencies* to do the same.
- (10.1) Require the Local Municipalities to direct *major office*, retail and appropriate major institutional *development* to *Urban Growth Centres*, *Major Transit Station Areas* (including Metrolinx-designated *Mobility Hubs*), areas with existing frequent transit services, or existing or planned *higher order transit* services.
- (11) Monitor, in conjunction with the Local Municipalities and through the Annual *Intensification* Monitoring Report under Section 77(2.2) of this Plan, the performance of the *Intensification Areas* in achieving the *goals* and *objectives* and implementing the *policies* and targets of this Plan.

Section 81.1, Urban Growth Centres, of the Regional Official Plan states that:

81.1 The *objectives* of the *Urban Growth Centres*, as shown on Map 1, are:

- (1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.
- (2) To accommodate and support major transit *infrastructure*.
- (3) To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses.
- (4) To accommodate a significant share of population and employment growth.

81.2 The *Urban Growth Centres* are parts of *Intensification Areas*, which in turn are parts of the Urban Area and therefore are subject to the *objectives* and *policies* for both *Intensification Areas* and the Urban Area. The boundaries of the *Urban Growth Centres* as shown on Map 1 are to be interpreted in accordance with Section 52 of this Plan.

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81.3 It is the *policy* of the *Region* to:

- (1) Require *Urban Growth Centres* to achieve a minimum *development density* target of 200 residents and jobs combined per gross hectare by 2031 or earlier.
- (2) Require Local Official Plans to show how the *development density* target for *Urban Growth Centres* under Section 81.3(1) can be met, including

It is also a policy of the Regional Official Plan to:

- seek development opportunities for assisted and affordable housing in Intensification Areas where public transit, retail and other facilities are readily accessible (s. 86(26));
- encourage and direct office, commercial, cultural and institutional to locate within Intensification Areas (s. 170(10));
- ensure that the development of the transportation system supports the development of Intensification Areas (s. 173(2));
- implement, in conjunction with the Province, Metrolinx and the local municipalities, a network of active transportation facilities that is integrated with public transit services and Intensification Areas (s. 173(16.1)); and,
- require the town in its official plan to:
 - provide a network of active transportation facilities that serves a transportation function and provides convenient access to Intensification Areas and transit routes (s. 173(20)(c));
 - direct development of transit-supportive land uses to the Intensification Areas (s. 173(21)(c)); and,
 - adopt parking policies in the Intensification Areas that would promote active transportation and the use of public transit.

Halton Region Official Plan Review (Municipal Comprehensive Review) & ROPA 48

Halton Region's ongoing Regional Official Plan Review – a Municipal Comprehensive Review – will determine how to accommodate forecasted population and employment growth in the region to 2051. This work is being conducted through the Region's Integrated Growth Management Strategy (IGMS)

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project. The allocation of forecasted growth to strategic growth areas, including urban growth centres, will be an important component of the Region's overall growth management strategy.

Through Regional Official Plan Amendment 48 (ROPA 48), Halton Region is proposing to implement components of the Regional Urban Structure to establish a hierarchy of strategic growth areas in the Regional Official Plan. address a number of local planning priorities. A draft of this first amendment to be considered by Regional Council as part of the Municipal Comprehensive Review was released in February 2021.

ROPA 48 proposes to refine the boundary of the Midtown Oakville urban growth centre to exclude lands in the vicinity of the QEW/Highway 403 ramps at Trafalgar Road, as well as lands within the Natural Heritage System along the east side of Sixteen Mile Creek. The gross area of the urban growth centre, including the railway and utility corridor lands, would be 103 hectares.

ROPA 48 also proposes a minimum density target of 200 people and jobs combined per hectare for the Midtown Oakville urban growth centre, in conformity with the Growth Plan, along with a target of 65% people and 35% jobs. Applying the required minimum density to the gross area, as well as the percentage targets, would result in a minimum of 20,600 residents and jobs combined, or approximately 13,390 residents and 7,210 jobs.

COMMENT/OPTIONS:

The Province has mandated that the town plan to accommodate significant numbers of people and jobs within Midtown Oakville as a provincially-designated urban growth centre. As an urban growth centre, Midtown Oakville is required to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit; to serve as a high-density major employment centre that will attract provincially, nationally or internationally significant employment uses; and to accommodate significant population and employment growth. Midtown Oakville is a vital feature of the town and Region's urban structure that will accommodate future growth because of its strategic location along the Lakeshore West GO Rail line.

How that growth will be accommodated is where the Midtown Oakville official plan policies play a significant role. They set out Council's vision for the 'look and feel' of the community that will be created to accommodate the mandated growth so that

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Midtown Oakville becomes an exciting and desirable place for new and existing residents alike.

The proposed draft OPA is not final. It is intended to facilitate discussion. Staff are looking for input on the concepts proposed in the draft OPA. Staff acknowledge that some of the proposed concepts will require further refinements and that some of the policies will likely need to be updated based on input provided by Council, stakeholders and the general public.

The proposed amendment to the Livable Oakville plan intends to accomplish a number of key things:

- respond to the recent changes in the Growth Plan that changed the planning horizon, and population and employment distribution, to now require planning for growth to 2051;
- ensure that the Midtown Oakville structure supports the additional population and density requirements as a result of the recent changes to the Growth Plan;
- continue to establish Midtown Oakville as both a transit oriented community and a complete community which facilitate a lifestyle with less reliance on the automobile;
- address the climate change emergency by tackling two of the biggest contributors to greenhouse gas emissions — energy used for transportation and the heating and cooling of our buildings – by establishing a policy framework to accommodate future growth in Oakville in compact built form that provides viable choices for moving around and opportunities to facilitate a transition to alternative energy sources and improved energy efficiency as outlined in the town's Community Energy Strategy;
- expand the mixed-use opportunities, and encourage the integration of office uses with residential uses, to create a mix of people and jobs throughout Midtown Oakville, particularly north of the railway, as a means to reinforce Midtown Oakville as a location that will serve as a high-density major employment centre and accommodate significant population;
- reinforce the multi-modal nature of development in Midtown Oakville which integrates active transportation and transit as foundational components of the underlying transportation network upon which the area is premised;

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- establish a policy framework to facilitate implementation of the approved street network, particularly the local street network;
- provide clearer and enhanced urban design direction for Midtown Oakville, particularly for the public realm, to create an attractive and desirable place designed for, and from the perspective of, future and existing residents and workers alike;
- revise the policy framework to address recent changes to provincial legislation and plans, including the removal of the section 37 bonusing provisions in the *Planning Act*;
- provide direction to ensure a fair sharing of the costs of development among landowners; and
- respond to recent updates from Metrolinx with respect to their long- and short-term plans for the station lands and surrounding lands currently under their control.

The effect of the draft proposed OPA is to:

1. replace Section 20, Midtown Oakville, in its entirety, which would:
 - a) update and revise the area, introduction, goal, objectives and development concept for Midtown Oakville,
 - b) update and revise the related area-specific policies (e.g., land use, transportation, active transportation, parking, urban design, parks and open spaces, and stormwater) to enable redevelopment that is contextually appropriate, including revised building heights, and Provincially mandated resident and job density targets, and
 - c) update the area-specific implementation policies to eliminate the bonusing policies, and provide new and revised policies relating to phasing/transition, block design plans, the acquisition of land for future roads, landowners' agreements (cost sharing), an implementation strategy and monitoring;
2. update and revise all schedules identifying the Midtown Oakville Urban Growth Centre boundary and area to exclude QEW ramps, 564 Lyons Lane and the valleyland between Cross Ave. and Cornwall Rd., and to show the existing "Natural Area" land use designation applying to those lands on Schedule G (South East Land Use) instead of Schedule L1 (Midtown Oakville Land Use);

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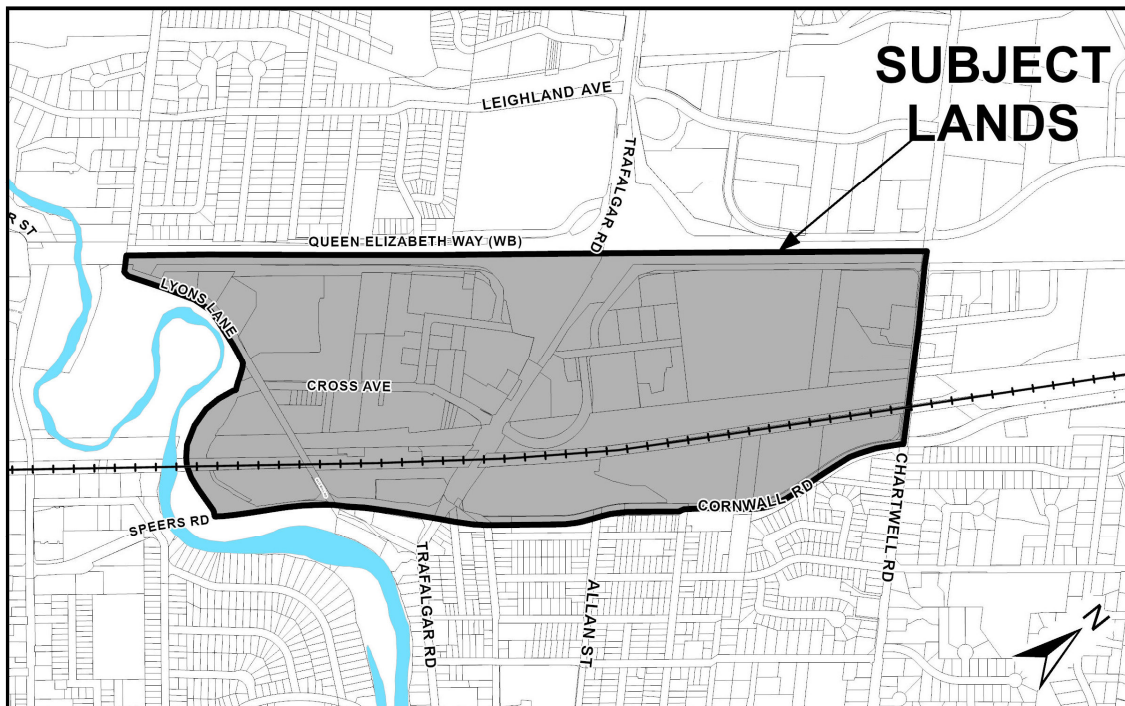
3. replace Schedules L1, L2 and L3, which would set out revised Midtown Oakville development districts, land uses, building heights and the transportation network to reflect and support the proposed policy changes, including the expansion of the “Urban Core” and “Urban Centre” mixed use designations and the elimination of the “Lands Eligible for Bonusing” overlay designation; and
4. introduce a new Schedule L4 relating to Midtown Oakville urban design and the public realm to support the proposed policy changes.

The proposed amendment will result in changes to the following parts of the Livable Oakville Plan: Section 20 (Midtown Oakville), Section 27.2 (South East Exceptions – Schedule G), Schedule A1 (Urban Structure), Schedule O (Kerr Village Land Use), and Schedule G (South East Land Use). It would also introduce a new urban design schedule.

Description of the Official Plan Amendment

The Official Plan Amendment applies to the ‘subject lands’ in Figure 1 below.

Figure 2: Midtown Oakville Urban Growth Centre – Subject Lands



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The policies in the town-initiated official plan amendment are based on the work undertaken as part of the Midtown Oakville Growth Area Review as described earlier in this report.

The following section of this report is structured the same as the proposed draft OPA so that readers can compare the commentary in this description with the proposed draft OPA itself. It begins with a description of the Midtown Oakville Growth Area Boundary and then continues with the same section headers as the proposed OPA (Appendix A).

Midtown Oakville Growth Area Boundary

As part of Halton Region's Municipal Comprehensive Review, Halton Region is looking to refine the Midtown Oakville boundary to be consistent with their approach to the delineation of Major Transit Station Area boundaries within Halton through ROPA 48. The approach to MTSA boundary delineation looks to exclude undevelopable areas – such as highway corridors – and Regional Natural Heritage System lands. As a result, a minor boundary adjustment to the Midtown Oakville Urban Growth Centre boundary is being made to remove the MTO lands around the QEW/Highway 403 interchanges and removing the Regional Natural Heritage System lands on the west side of the growth area.

Based on the revised growth area boundary, the new gross area estimate of Midtown Oakville is now 103 hectares. This equates to a minimum population and employment of 20,600 people and jobs based on the minimum density of 200 people and jobs per hectare required by the Growth Plan.

This represents a slight difference to the 20,000 people and jobs based on an approximate area of 100 hectares stipulated in the current policies for Midtown Oakville. The previous area estimate was based on a calculation that included the southern portion of the QEW, including the ramps, but excluded the existing hydro corridor lands.

The new boundary now includes the hydro corridor lands but removes the QEW lands from the area calculation. Halton Region, as the approval authority, will be using the 103 hectares figure to evaluate that the minimum density for the UGC prescribe in the Growth Plan is being properly implemented.

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Preamble to Section 20 Midtown Oakville

The introductory preamble has been updated emphasize that Midtown Oakville is the town's primary growth area and planned to accommodate a significant portion of the town and Region's provincially-required intensification.

Midtown Oakville is a vital feature of the town and Region's urban structure that will accommodate future growth because of its strategic location along the Lakeshore West GO Rail Line. It is the Town's primary hub for current and planned transit anchored by the Oakville Station currently served by local, regional and inter-regional transit and intended as a key node for bus rapid transit in the future.

The preamble also acknowledges that change in Midtown Oakville will be incremental over time and that interim solutions and conditions will be necessary in order to achieve the objectives of the plan.

20.1 Goal and 20.2 Objectives

Complete Community

The goal and objectives for Midtown Oakville have been adjusted to better incorporate the principle of *complete community* as defined by the Growth Plan.

This change helps address the direction of the Livable Oakville Council Subcommittee to explore opportunities to better realize the concept of 'complete communities'.

The planned number of residents and jobs has also been adjusted to reflect the refined Growth Area Boundary in Halton Region's ROPR. The revised boundary has an approximate area of 103 hectares. The minimum density target of 200 people and jobs per hectare now equates to approximately a minimum of 20,600 people and jobs planned for Midtown Oakville.

These changes address the direction of the Livable Oakville Council Subcommittee to revise policy language with regarding the 'minimum densities' for further alignment with the Growth Plan and provide consistency throughout the Official Plan.

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20.3 Development Concept

Midtown's Main Street

The Development Concept for Midtown Oakville has been revised to add new policies that emphasize Cross Avenue and the extension of Cross Avenue as Midtown's Main Street.

It is important that the 'experience' of Midtown Oakville from the perspective of a person living, or moving within Midtown Oakville at the street level, be emphasized in its design and *development* in order to make Midtown Oakville a place that is desirable for people to live, work, move and play.

A key aspect of Midtown Oakville's 'experience' will be its main street. Over time, Cross Avenue and the extension of Cross Avenue is intended to become an urbanized main street that links the *development* districts north of the railway. It is envisioned as an attractive, pedestrian-oriented street animated by ground floor retail and service commercial uses with cohesive streetscapes to enhance the experience of the public realm.

The identification of Midtown's Main Street and the associated urban design policies proposed in various parts of the draft OPA address the Livable Oakville Council Subcommittee direction to explore opportunities for enhanced streetscapes along key streets, including the consideration and location of utilities.

The Five Districts

The descriptions for the five districts that make up Midtown Oakville have also been updated to better communicate the respective vision for each of these districts. The boundaries of some of these districts have also been changed as described later in this report.

20.4 Functional Policies

The Functional Policies section has been updated with new subsections, reorganized to reflect a more logical order, with some subsections moved into a new subsection.

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Population and Employment Density

Population and Employment Density policies have been relocated to the beginning of this section in order to clearly identify the Growth Plan requirements for Midtown Oakville.

The target mix of 65% people to 35% jobs proposed by Halton Region in ROPA 48 as part of the ongoing Halton Region Official Plan Review has been accounted for in these policies.

General

Planning Horizon – direction has been provided to ensure that town master plans and implementation documents reflect the new 2051 planning horizon in the Growth Plan.

Innovative Solutions and Alternative Standards – New policies have also been added to emphasize that town master plans and implementation documents will need to be updated to support the planned growth and change in Midtown. The policies acknowledge that in order to achieve the objectives for Midtown Oakville, innovative solutions and different ways of thinking about the delivery of infrastructure, parks and open spaces, and other community assets will more than likely be required in order to achieve success. Midtown Oakville will be a high density urban area that is unique from the typical lower density development of Oakville to date and will require a different way of delivering the pieces needed to build Midtown Oakville.

Transportation (Street Network)

The role of streets in the success of Midtown cannot be underestimated. They not only facilitate multi-modal movement year-round, but provide valuable frontage for development and the setting for the range of uses and activities that define Midtown Oakville. A fine-grain grid of streets will be fundamental to encouraging walking, which in turn promotes transit use.

The Transportation policies have been revamped to better align with the Midtown EA road network that was introduced into Livable Oakville through OPA 14. Important long-term features of the transportation network have been specifically identified to emphasize their importance to the development of Midtown Oakville. These include the realignment and extension of Cross Avenue, a new north-south crossing of the QEW/Highway 403, the future local road network, grade separation of the railway at Chartwell Road (or alternative location), active transportation

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facilities, ultimate extension of the station rail platform east of Trafalgar Road, and the prioritization of year-round walking, cycling and transit use in Midtown Oakville.

Schedule L3 depicts the Midtown Oakville transportation network that was introduced through OPA 14. It consists of a series of 'EA Roads' combined with a 'local street network'. It is anticipated that most of this street network will be implemented through redevelopment.

The draft OPA proposes two new additions to Schedule L3. The first element is that 'Roads proposed to be abandoned' have been identified on the schedule. This was done in order to make it clear which parts of the existing street network are intended to be abandoned once new street segments and realignments have been constructed and are operational. The transition from the existing street network to the proposed street network will occur incrementally over time.

The second element added to Schedule L3 is a grey underlay placed under certain street segments on the schedule to identify where 'Final road alignment may be subject to further study'. The full proposed street network will not be built all at once but will occur incrementally as individual development proposals are brought forward and funding for future roads comes available through various means. It is anticipated that interim street alignments and/or innovative alternate configurations may be needed in order to accommodate the incremental development of Midtown Oakville.

The grey underlay identifies locations where interim conditions that deviate from the proposed road network may be required, or where further study is required to consider alternative alignments. It is expected that interim and/or alternative conditions in these locations could be approved without amendment to the Plan. Any updates to the Midtown EA or new EAs, including the review of alternatives, will have an effect on the ultimate road network, but the overall principle of connectivity will be maintained.

In accordance with section 16.1.9(h) of the Livable Oakville plan, the town has also undertaken, "...a comprehensive geotechnical study within... Midtown Oakville... to determine whether modification to the setbacks from Sixteen Mile Creek valley... is appropriate and/or warranted given the location of existing development within and immediately adjacent to the valleylands." This current geotechnical study is focused on the stable top of bank for Lyons Lane as the long term viability of Lyons Lane as a public street providing access to future development has come into question. As of the time of writing this report, results of the study are still pending.

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Lyons Lane is identified as a 'road proposed to be abandoned' once the proposed street network in this area has been realized. It is also identified as a 'signed bike route' on proposed Schedule L4 and in the Town's Active Transportation Master Plan. Depending on the results of the geotechnical study, alternative access arrangements may need to be made for properties that currently depend on Lyons Lane as their only public street access should it be necessary to close Lyons Lane due to safety concerns until such time that the full local street network in this areas is established.

Rail

A new subsection has been added to recognize that development in proximity to railway operations can be challenging settings for new development, particularly residential development. Policies requiring a minimum 30-metre setback from the railway corridor and a minimum 300-metre setback from the nearby railway freight yards have been proposed. Policies identifying appropriate uses that may be permitted within those setbacks have also been incorporated.

Urban Design and Parking

The Urban Design policies previously located in this section have been moved to their own new subsection (see '20.5 Urban Design' below), separate from the functional policies, in order to elevate the importance of the urban design of Midtown Oakville to create the proper 'experience' that will contribute to the success of Midtown Oakville as a desirable and attractive community for future residents.

Parking policies have also been moved into the new Urban Design section (see '20.5 Urban Design' below).

Stormwater Management

Stormwater Management policies have been added that require development in Midtown to implement the town's master plans and other studies to ensure that development adopts the latest stormwater management techniques. These plans are regularly reviewed and updated.

Housing

Apartment housing is increasingly becoming an important means of accommodating growth within Oakville and Halton. In light of the increasing costs of home ownership, rental housing is re-emerging as an important form of residential tenure. Housing policies have been introduced for Midtown Oakville to direct future

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development to consider purpose-built rental housing as well as a range of building and unit types and sizes to accommodate a variety of households.

The policies also stress the importance of providing adequate storage space, operable windows for ventilation, and various forms of private and common amenity space.

20.5 Urban Design

General

While the province mandates that Oakville and Halton plan to accommodate growth, choices can be made at the local municipal level for how that growth is to be accommodated. The town has the opportunity to influence the 'look and feel' of the community of Midtown Oakville that will grow as more and more people choose to live in this area. The urban design of Midtown Oakville as the primary growth area and high-density transit-oriented community is an important factor in creating a community in which people will choose to live, work and play.

The urban design vision for Midtown Oakville is that it will be designed as a regional destination with a compact urban form, complete with tall and midrise buildings that frame the pedestrian-oriented streetscape. These streetscapes will establish a vibrant public realm that promotes year-round walking, cycling and transit use.

In order to achieve this vision, urban design policies specific to Midtown Oakville have been strengthened in the draft OPA. These policies are intended to function in addition to the town-wide urban design policies in Part C, Section 6 of the Livable Oakville Plan. Finally, the direction provided by the Livable by Design Manual, which includes the Designing Midtown document, will also serve as a crucial urban design guidance for development of Midtown Oakville as it transforms into a bustling and attractive neighbourhood.

The proposed changes to the urban design direction in the Midtown Oakville policies address the direction of the Livable Oakville Council Subcommittee direction to explore opportunities to enhance 'place-making' opportunities including the introduction of new or revised urban design policies, schedules, and accompanying urban design direction. Place-making opportunities may include identification of view sheds, pedestrian connections, urban squares, and other design elements which build upon community building.

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Public Realm

The public realm is the spaces in between the buildings of Midtown Oakville where the public has unrestricted access such as streets, sidewalks, urban squares, parks and other public open space. New public realm policies have been introduced through the draft OPA to ensure that the public realm incorporates a year-round, walkable network of pedestrian-oriented urban parks, urban squares, open spaces and active transportation routes.

New direction for the design of streetscapes on all streets has been provided with particular attention given to the Midtown's Main Street – Cross Avenue and the extension of Cross Avenue from Lyons Lane to Chartwell Road – as discussed earlier in '20.3 Development Concept' above.

Midtown Oakville is intended to be different from its surrounding context. Policies with respect to the creation of gateways that provide a sense of arrival and identify for this significant community have been incorporated into the public realm policies.

A new schedule, Schedule L4 – Urban Design and Active Transportation, has been added to illustrate and identify key aspects of the urban design direction for Midtown Oakville's public realm.

Block Design

The blocks in Midtown Oakville will be formed by the planned transportation network. It is the intent that development on these blocks will be coordinated and occur on consolidated parcels when at all possible. In the event that parcel consolidation within a block is not possible, it is crucial that development on one portion of a block not preclude the as-of-right development on other parcels within the same block.

The blocks are envisioned to be perimeter blocks – where development occurs along the street edge to create active and/or transparent facades that support the public realm. Service spaces and outdoor amenity areas are to be located on the interior of the block.

Additionally, along Midtown's Main Street (Cross Ave), the edges – the interface between the street right-of-way and the building face – should also incorporate ground-level amenity spaces such as privately-owned public spaces distributed intermittently along the street. In conjunction with the enhanced streetscape within the public right-of-way, these spaces will help to make Cross Avenue a valuable community asset that facilitates informal gathering and passive recreation as a

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means to create a street that is more than simply a utilitarian corridor to move people and goods.

While the blocks in Midtown Oakville are envisioned to be designed using a 'perimeter block' concept, it is just as important to ensure that there is a permeability to the blocks – a safe, convenient and pleasant way for pedestrians to move through these blocks rather than being forced to travel around them along public streets – especially, on the larger blocks in the network. Internal, direct pathways through the perimeter blocks in conjunction with the network of public streets will ensure that people living, working and visiting midtown on foot or by way of other active transportation modes will be able to easily get to the places and amenities they want to get to within Midtown Oakville. Potential barriers to this permeability – such as boundary fences, retaining walls, long building facades without breaks into the block, and others – are strongly discouraged.

Access to parking, service facilities and loading areas are important aspects to the design of any development. In Midtown Oakville, however, design of the public realm with a priority and focus on pedestrians and active transportation is paramount. The draft OPA directs vehicular access into a development site to occur from a local road or service lane so that crossing of important streetscapes – such as ones along primary streets like Cross Avenue – are minimized or avoided altogether. Shared access to multiple driveways is an important aspect to this as well.

The draft OPA does acknowledge that temporary or interim vehicle access from existing road or even primary streets can occur. The site shall be designed so that the ultimate access is provided in accordance with the policies at the time that the new roads and driveway access are constructed as the overall street network is realized. Applicants will be required to enter into agreement with the town and/or Region when these temporary, interim arrangements are approved.

The placement of utility vaults and meters can significantly detract from the functionality and aesthetics of the public realm if placed in the wrong location. In order to address this concern, a policy has been incorporated into draft OPA that directs utility vaults and meters to be located internal to a development block and/or otherwise concealed from view from the public realm.

The proposed policies related to block plan design help to address the Livable Oakville Council Subcommittee direction to explore land consolidation policies and/or strategies.

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Built Form

It is the intent that the tallest buildings in Oakville will be located in Midtown Oakville. As such, it is very important that these buildings be designed very well to ensure that the objectives for creating the Midtown Oakville envisioned by this plan are achieved.

The policies in this section of the draft OPA provide direction to ensure that high-quality design is realized through future development. Buildings in Midtown Oakville need to incorporate distinctive architecture that contributes to a unified sense of identity for the area.

The draft OPA directs the built form to maximize solar energy, ensure adequate sunlight and sky views, minimize wind conditions on the public realm, and avoid excessive shadowing. To this end, policies provide direction for appropriate podium height, maximum tower floorplates for buildings greater than 12 storeys in height, and a direction to provide green roofs and/or outdoor amenity spaces of the rooftops of podiums, parking structures, and other rooftop spaces that will be visible from nearby tall buildings. In conjunction with other urban design policies in this plan and guidance from the Livable by Design Manual, which includes the Designing Midtown document, the draft OPA will facilitate the right design for the tallest buildings in Oakville.

Building Heights

The existing minimum building height in the Urban Core designation of Midtown Oakville is 8 storeys with a maximum of 20 storeys plus the ability to achieve additional height through bonusing. However, Bill 108, the *More Homes, More Choices Act, 2019* removed the opportunity for bonusing by replacing section 37 of the *Planning Act* with provisions that permit a municipality to implement a community benefits charge. As a result, the Midtown Oakville bonusing policies need to be revised to conform with Bill 108 changes to the *Planning Act*.

The proposed standard minimum and maximum buildings heights are being maintained in the draft OPA, albeit without the opportunity for bonusing, as shown on Schedule L2 in Appendix A. Changes proposed to the buildings heights align with the proposed changes to the land use designations on Schedule L1 discussed later in this report (see 'Land Use Designations' in '20.6 Land Use Policies').

Implementation policies have also been introduced that would offer additional building height within the Urban Core designation north of the railway when the proposed development provides key features that are important to attaining the

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objectives for Midtown Oakville. Additional building height — in addition to the maximum building heights on Schedule 2 — may be considered in exchange for the provision of required segments of future roads, above-ground structured parking designed in accordance with the urban design policies of this plan, and the provision of employment uses as part of a mixed-use building.

Future Roads – Additional building height with respect to the provision of future roads is discussed later in this report (see ‘Future Roads’ in ‘20.8 Implementation Policies’).

Above-ground Parking Structures – In the future, there is the potential that demand for parking for residents or businesses may diminish as Midtown Oakville matures as a transit-oriented community and/or as a result of the emergence of new mobility technologies that reduce the dependence on automobile ownership. Should this occur, the need to own a parking stall in the case of a residential home or the need to provide parking for customers in the case of a business or an office, could decrease from the parking demand that exists today.

Above-ground structured parking is preferred over underground parking structures because above-ground parking structures have greater potential to be converted to alternative land uses should the demand for parking in Midtown Oakville diminish over time. This view represents a shift in thinking since the original policies for Midtown Oakville were adopted. At that time, underground parking was seen as the preferred method of providing parking. However, underground parking is both expensive and limited in its ability to be converted to other land uses at a later date.

Provision of above-ground parking structures, while generally less expensive to build, can potentially take away from valuable as-of-right developable floor area when building heights are capped, as they are in Midtown Oakville. In order to address this disincentive to build above-ground parking structures, the draft OPA proposes policies that allow an additional storey of building height for each storey of above-ground structured parking, provided the levels of above-ground parking are lined with permitted residential, employment and/or commercial uses along the public realm. The proposed maximum number of additional storeys that could be achieved through this policy would be three storeys.

Employment Uses – To encourage true mixed-use buildings that contain a mix of residential, office and commercial uses in a single building, proposed policies look to partially offset the choice between developing residential units or office space. Development proposals to-date for redevelopment in the Urban Core designation of Midtown Oakville have typically consisted of residential buildings with non-residential uses proposed for a portion or all of the ground floor. Office uses are not

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generally included in these proposals despite the existing land use policies permitting office use.

The draft OPA proposes that one additional storey of building height may be considered for every 800 square metres of gross floor area of office space provided within a mixed use building as an incentive to encourage office development throughout the Urban Core designation north of the railway. In this way, available as-of-right building height does not necessarily need to be taken away from the development of residential storeys to provide office space. The maximum number of additional storeys that could be achieved through this policy would be five additional storeys.

Maximum Building Heights – The ultimate building height that could be achieved if a development took advantage of all opportunities for additional building height offered in the proposed policies would be 38 storeys, as follows:

- 20 storeys max., as indicated on Schedule L2
- + 10 storeys max., for the provision of future roads
- + 3 storeys max., for the provision of above-ground structured parking
- + 5 storeys max., for the provision of office uses

= a 38-storey mixed-use building

It needs to be emphasized that not all development will be able to achieve this ultimate height scenario. Individual development permissions are dependent on the unique characteristics of the individual development site and design of the proposed development.

The proposed building heights policies also acknowledge that additional building height may also be considered through site-specific official plan amendments in locations where additional building height may be warranted. Further modelling of building heights will be undertaken with a final direction to be provided in the recommendation report.

Lastly, proposed policies acknowledge that reductions to the minimum building heights may be considered as part of a comprehensive redevelopment application in order to provide flexibility in building and site design.

Parking

Parking policies have been moved from the 'Function Policies' section to now reside in the 'Urban Design' section.

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“Right-sizing” the amount of parking in Midtown Oakville is crucial to the success of Midtown. The draft OPA adds a policy that encourages the continued reduction of parking supply within Midtown Oakville due to its proximity to the Oakville Station which is an inter-modal mobility hub serving local, regional and national transit and rail service. As mentioned previously, it is anticipated that demand for parking will diminish as Midtown Oakville matures as a transit-oriented community and/or as a result of the emergence of new mobility technologies that reduce the dependence on automobile ownership.

The proposed policy also advocates for maximum parking standards to be implemented through the zoning for Midtown Oakville in an effort to prevent the “over-parking” of the area that can undermine efforts to influence a modal shift away from car dependence.

Structured parking continues to be emphasized as the preferred method of providing parking – particularly above-ground structured parking as described previously – while surface parking continues to be discouraged as much as possible within Midtown Oakville.

In conjunction with additional building height permissions that may be considered when above-ground structured parking is provided as part of development in the Lyons and Trafalgar districts, design direction has been added requiring that above-ground structured parking is lined by permitted commercial, office and/or residential uses along the public realm. This is intended to ensure that above-ground structured parking does not detract from the public realm of important streets within Midtown Oakville.

These proposed policies help to address the Livable Oakville Council Subcommittee direction to explore parking requirements and any “right-sizing”, as necessary.

20.6 Land Use Policies

Land Use Designations – The draft OPA proposes a number of changes to the land use designations as shown on Schedule L1 Land Use. The intent of these changes is primarily to expand the mixed-use opportunities in Midtown Oakville and encourage the integration of office uses with residential uses, to create a mix of people and jobs throughout Midtown Oakville, particularly north of the railway, more so that the existing designations which have less opportunity for mixed-use.

The nature of employment and office development is rapidly changing. There appears to be a shift from standalone office buildings and office parks towards office

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space integrated into a mixed-use, urban environments that can attract professionals who are looking for the walkable, transit-oriented complete communities in which to both live and work. Further, we are experiencing a potential shift towards the use of office space more as 'flex space' rather than the traditional 'cubicle-oriented' offices.

In response to the evolving nature of employment, the draft OPA proposes an expanded use of the Urban Core designation which is the primary high-density mixed-use designation in Livable Oakville. The High Density Residential designation north of the railway has been eliminated and replaced with Urban Core. The Urban Centre designation the currently exists along Cross Avenue west of Trafalgar Road has also been replaced with Urban Core.

Residential permissions are being introduced to the lands along Trafalgar Road and extending east of Trafalgar Road up to the new north-west road which is proposed to include a new crossing of the QEW. Urban Core is replacing the Office Employment designation in this area.

The boundary between the Lyons District and the Trafalgar District has been relocated eastward to Trafalgar Road.

South of the railway, the High Density Residential designation will remain on the lands west of Old Mill Road in the Cornwall District. Lands housing the existing Metrolinx parking garage and train operations control facility have been re-designated as Utility to better reflect their function and the Station District boundary has been revised to now include these lands as well. The land between the parking garage and the High Density Residential designation have been changed from Urban Centre to Urban Core as well.

Within the Station District, the eastern portion of the hydro utility corridor has been identified as parks and open space. It is the intent that the Town work with the hydro utility to permit passive recreational space as a secondary use for the corridor.

The Midtown EA work from 2014 was based on the concept of relocating the existing bus loop to the east side of Trafalgar Road and extending the rail station platform across Trafalgar Road. Recently, Metrolinx has advised staff that the relocation of the bus loop and extension of the rail platform is no longer being considered.

As Midtown Oakville evolves, the need to extend the rail platform eastward across Trafalgar Road to better serve and connect the Urban Core and Office Employment

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areas east of Trafalgar Road may grow. A policy reflecting this has been maintained in the draft OPA.

Lastly, the Urban Centre designation at the northeast corner of Trafalgar Road and Cornwall Road has been extended eastward to the boundary of the Natural Area abutting the Parks and Open Space designation in the Cornwall District.

The minimum and maximum height limits in the Urban Core designation would remain at the standard 8 to 20 storeys. New policies, however, provide the opportunity for additional building height in exchange for items that are needed in order to achieve the objectives of the Midtown Oakville policies, as discussed previously (see 'Building Heights' in '20.5 Urban Design').

The policy indicating that there is no maximum density residential density on lands designated High Density Residential north of the railway has been removed as these lands are proposed to be re-designated to Urban Core.

These proposed changes to the land use schedule and associated policies address the Livable Oakville Council Subcommittee's direction to explore opportunities for additional growth and development in appropriate locations within the growth area.

Parkland – Provision of adequate and appropriately-design parkland or open space within Midtown Oakville is crucial to its success. The draft OPA proposes that one or more areas of public parkland be accommodated within each of the development districts north of the railway.

The location, number and size of these park spaces will be determined in conjunction with the development of lands in each district. Ideally, the consolidation of parkland dedication requirements from multiple site within each district would occur. It is anticipated that landowner agreements between multiple landowners in a district or other discrete area of Midtown Oakville would facilitate the realization of these park spaces by addressing fairness and equality with respect to the shared land and cost requirements for these parks.

Proponents of development will be required to submit parkland concept plans prior to approval and any development in order to demonstrate how the Town's parkland objectives for Midtown Oakville will be satisfied.

Retention of Existing Jobs – Jobs are important to creating true mixed-use communities where people can live and work. The Growth Plan includes policy requiring that redevelopment in areas of existing employment be designed to provide floor space for at least the equivalent number of jobs in the new design to

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the number of jobs that currently exist on site. This is to help ensure that jobs are not lost as a result of redevelopment – particularly, for areas that are introducing residential uses into area that historically has been reserved for jobs. The draft OPA likewise includes a policy that directs new development in Midtown Oakville to plan for the same number of jobs (or more) that may currently exist on a development site.

Midtown-specific Urban Core policies – Supplemental policies for the Urban Core designation within Midtown have been updated to better reflect the evolving vision for the area related to public service facilities (including community uses and schools), creative spaces, municipal parking facilities, multiple attached dwelling (such as townhouses), major office buildings, and others.

Employment Density – Direction has been provided for that employment development in the Chartwell District is intended to provide high employment densities to ensure that the planned function and intensification that meets the overall objectives for Midtown Oakville are achieved. Low-density employment uses would not be appropriate in this area.

Drive-through Facilities and New Motor Vehicle related uses – Previous policies relating to drive-through facilities, new automobile sales (motor-vehicle sales), and new automobile related uses (motor vehicle related uses) have been retained in the draft OPA.

20.7 Exceptions

A number of changes to the existing exception policies are being proposed through the draft OPA, as follows:

- For lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road, the policies permitting a neighbourhood shopping centre and non-retail service commercial uses have been deleted because the site has been developed without these uses;
- For lands currently designated High Density Residential and known as 599 Lyons Lane, the policy exceptions have been deleted because the Urban Core designation is now proposed for the lands;
- For lands currently designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road, the exception policy has been updated to reflect the proposed designation of Urban Centre

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for all the lands and remove the existing urban design direction policy as it is now covered in the proposed urban design policies and direction of the draft OPA;

- For the lands currently designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, the exception policy has simply deleted the reference to Urban Centre as the Urban Core designation is now proposed for all the lands; and
- For lands designated Office Employment, known as 354 Davis Road, the exception policy has been amended to add the words, “or as determined through an approved environmental assessment,” to the existing exception policy.

The following new exception policies are being proposed through the draft OPA:

- On the lands designated Urban Core and known as 570 Trafalgar Road, motor vehicle sales and service uses may continue as part of a comprehensive mixed use redevelopment; and
- On the lands designated Urban Core known as 547 Trafalgar Road, a minimum building height of two storeys may be permitted.

20.8 Implementation Policies

Phasing / Transition

It is important to emphasize that development in Midtown Oakville will occur over the long term. This may include conditions and incremental implementation until full build-out is achieved.

The phasing and transition policies remain effectively the same in the draft OPA as they are in the existing policies.

These policies *enable* redevelopment to occur in accordance with the Growth Plan and Halton Region Official Plan but implementation ultimately depends on public infrastructure investment from various levels of government and private development.

Provision of infrastructure is the limiting factor that will influence the overall progression of development in Midtown Oakville. For example, the street network

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shown on Schedule L3 will predominantly be realized incrementally as individual, private development applications come forward and are ultimately approved. The use of holding provisions will continue to be a tool utilized by the Town to ensure that development happens in line with the provision of infrastructure.

Block Design Plans

Ideally, Midtown Oakville should develop on a block-by-block basis. To facilitate this as much as possible, policies have been introduced that require that a block design plan showing a comprehensive development scheme for the entire block on which any proposed development is located be submitted as part of any development application. The comprehensive design scheme will also show how all the properties surrounding the block within 100 metres will fit into this scheme.

The block design plan is also important because it will need to demonstrate how the proposed development will not preclude development, or infringe upon the development rights, of adjacent properties.

The block design plan is also an important piece required to demonstrate compliance with the urban design policies in Livable Oakville and the Livable by Design Manual, which includes the Designing Midtown document.

Future Roads

As indicated earlier, the role of streets in the success of Midtown cannot be underestimated. Schedule L3 identifies the future road network introduced by the Midtown EA which includes both future arterial roads as well as future local roads.

Section 8.7.1 of Livable Oakville indicates that the Town may protect for new alignments and additional right-of-way requirements identified within Growth Areas, such as Midtown Oakville. However, the acquisition of roads is more complicated and requires a strategy that facilitates that process.

The draft OPA proposes policies that are intended to create incentive for landowners to provide the land for the future road network to the Town and construct, or provide funding to construct, the proposed future roads associated with their particular property or development site. These incentives could assist in facilitating a more cost effective and timely implementation of the future local road network.

Implementation policies have been introduced that would offer additional building height — greater than the standard maximum building height shown on Schedule L2

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— in the form of a development transfer for development on properties within the Urban Core designation that contain any portion of a future road identified on Schedule L3, provided the following conditions are met:

- land for the future road is provided to the Town free and clear of encumbrances and at no cost to the Town,
- the landowner enters into an agreement with the Town to construct, or pay to construct, the future road on the land for the future road,
- the land for the future road and the development site are owned by the same landowner or landowner group, and
- transfer of the land for the future road and the development receiving the additional height are being considered under the same planning application.

By agreeing to the above conditions for a potential density transfer, a landowner could be permitted to build a portion of their building above the standard maximum building height shown on Schedule L2. The total gross floor area of the portion of the building that would be permitted to exceed the maximum building height could be as much as 5 times the area of the land for a future local road, and 2 times the area of land for a future arterial road.

Staff undertook massing modelling of the properties within the proposed Urban Core designation for Midtown Oakville — at a maximum height of 20 storeys and with a built form that meets the proposed urban design policies of this plan and the Livable by Design Manual — to estimate potential development yield. The overall average floor space index (FSI) resulting from the modelling exercise for all of the Urban Core designation was approximately 5. Modelling showed that some sites were able to achieve a higher FSI than 5 while others were not able to achieve that FSI due to irregular block shapes and/or other factors. The additional height that could be achieved through the proposed policy for a future local road was set at 5 times the area of the land for a future local road based on this modelling.

The reason for the difference in the potential additional building height amount for future local roads versus future arterial roads is related to differences in the timing and method of delivery of these roads and the alternative tools that are available to obtain the land. Arterial roads are included as capital projects in the town's development charges by-law. The delivery of these roads will occur as part of a larger strategy that may proceed in advance of the development of adjacent parcels. Local roads are intended to be coordinated with the development of adjacent lands. While density transfers are proposed as a tool in both cases, the need for incentives

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is considered greater in the case of local roads. Providing incentives through density transfers may provide motivation for relevant landowners to proceed with development and facilitate the achievement of a supporting road network earlier than might otherwise occur.

As an example, a landowner approaches the Town with a proposal for a mixed-use development in the Urban Core designation which has a standard maximum height permission of 20 storeys. The subject property contains 600 square metres of land identified for a future local road on Schedule L3. The landowner agrees to give that land to the Town and meet all of the above conditions. Approval could then be granted under the proposed policies for a gross floor area of 3,000 square metres (5 x 600 sqm) that could be built above the standard maximum building height. If the tower proposed on the subject property has a gross floorplate area of 750 square metres, an additional 4 storeys of building height would be permitted (3,000 sqm / 750 sqm per storey = 4 storeys). The result is that the landowner could obtain permission to build a 24-storey building with these policies by providing the future local road portion identified for the subject property.

Some properties within Midtown Oakville are large and may contain multiple towers as part of a single development. The draft OPA proposes that additional building height granted for the provision of future roads is limited to 10 storeys on a single tower. This is simply to prevent all of the additional building height that may be granted for a large property to be applied to a single tower. The intent is that the additional building height granted through these policies be distributed among multiple towers on a large development site.

It needs to be emphasized again – particularly with respect to the proposed implementation policies for future roads – that these policies are not final and likely to change as Council, stakeholders and the public review the draft proposed OPA and we move towards a recommendation to Council later this year. Staff are looking for specific feedback on whether these policies create the necessary incentive that landowners would choose to take advantage of. The proposed policies would only be appropriate if they provide a strategy for the acquisition of future roads that make sense to the proponents of development in Midtown Oakville.

The density transfer framework works to address the Livable Oakville Council Subcommittee direction to explore strategies and/or policies to enable and right-size local roads including, as the case may be: managing surplus rights-of-way, ownership of un-assumed roads, or obtaining identified new local roads.

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Landowners' Agreement(s) / Cost Sharing

There are many different landowners within Midtown Oakville. A few landowners own large parcels that may encompass one or more complete blocks within Midtown while there are also quite a few landowners with smaller parcels that would require consolidation with others to encompass a full block.

Ensuring a fair and equitable distribution of the costs associated with development among landowners – such as the provision of parkland, parking, future roads, and other infrastructure and servicing – is a vital part of achieving the objectives for Midtown Oakville.

Landowner agreements are an important tool for facilitating the needed sharing and distribution of costs among landowners. The draft OPA proposes policies that require a significant number of landowners within an applicable district to enter into a cost-sharing landowners' agreement among themselves before development in Midtown Oakville will be approved.

This is similar to the approach taken in North Oakville East where all landowners looking to redevelop lands in North Oakville are required to join the landowners group and be a member in good standing both at the time of complete application and prior to approval of any development application.

Implementation Strategy

Implementation of Midtown Oakville will require a concerted effort between multiple levels of government as well as private landowners.

The draft OPA directs the Town to work with the Province, Halton Region and Metrolinx to work on implementation strategies to address a gamut of pieces needed to achieve the objectives of Midtown. These include but are not limited to a parkland strategy, transit and transportation initiatives, streetscape plans, a parking strategy, extension of the rail platform across Trafalgar Road, community improvement plan, sustainability initiatives such as district energy, public sector partnerships and programs, and the municipal acquisition and disposal of land.

Monitoring

Developing key performance indicators and monitoring the development of Midtown Oakville will be an important role for the Town moving forward. The draft OPA directs the Town to track the pace of development in order to identify and plan for

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infrastructure improvements – such as active transportation, transit, servicing, etc. – as demand and activity in Midtown Oakville increases.

The draft OPA directs that a number of elements be incorporated into a monitoring program for Midtown Oakville, such as traffic characteristics on key routes and intersections; the number of units and amount of non-residential floor spaces being included in existing, approved and proposed development; transit usage; modal share; population and employment generated by development; and relevant indicators of sustainability.

Climate Change and the Community Energy Strategy

The creation of high density, mixed use, pedestrian friendly, and transit-supportive complete communities – such as the community planned for Midtown Oakville – is inherently supportive of climate change mitigation and is a direct response in adapting to a changing climate.

Adapting to a changing climate and creating more efficient land use patterns are fundamental objectives of the Province's Growth Plan for the Greater Golden Horseshoe (Growth Plan). The Growth Plan requires municipalities to progressively manage growth and change by planning for intensification and transit supportive development in appropriate locations, and to reduce urban sprawl and the dependence on the automobile. Creating walkable, transit supportive complete communities enables the built environment necessary to reduce emissions that are generated by how we live, work, and move around.

Development of Midtown Oakville directly addresses two of the four strategic directions in Oakville's Community Energy Strategy – unanimously endorsed by Council in February, 2020.

Strategic Direction 3 of the Community Energy Strategy relates to 'Local Energy Supply and Distribution'. The Strategy indicates that deployment of technologies to distribute energy locally lowers the carbon impact of heating and cooling our homes and reduces lost energy associated with centralized energy systems. Oakville's anticipated growth and densification – in strategic growth areas such as Midtown Oakville – creates new opportunities to utilize district heating and cooling such as the implementation of modern district energy systems which can be built on many kinds of low carbon heat sources.

The draft proposed OPA continues to direct the Town to include district energy as an important part of the implementation strategy for Midtown Oakville. One of the

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next steps in the Town's ongoing Official Plan Review is to examine the 'Sustainability' section of Livable Oakville and partner with the Climate Action group in the Town to explore more opportunities to further enable and facilitate the implementation of climate-friendly energy strategies town-wide and through area-specific strategies, including district energy.

Strategy Direction 4 of the Community Energy Strategy relates to 'Transportation Efficiency'. The Strategy indicates that transportation accounts for almost half of community-wide greenhouse gas emissions in Oakville. Over 70% of transportation activity is personal vehicle use. Establishing land use policies that influence whether we build more compact, walkable, bike- and transit-friendly communities is a key role to be played by local municipal government in reducing the energy used to move us around.

The draft proposed OPA is an important piece of policy to influence the development of the type of communities that contribute to a reduction in energy use and resulting greenhouse gas emissions. Policies for Midtown Oakville are intended to facilitate the creation of a community that will reduce reliance on the automobile by providing a location-efficient community – one that is walkable and close to transit, jobs, schools and services. It will also be a community that provides viable alternative choices for how to move around – choices that can be significantly more energy efficient, and less carbon-emitting, than driving a car.

Process and Next Steps

Creating the envisioned urban growth centre community in Midtown Oakville is a complex undertaking that requires innovative cooperative effort at multiple layers of government and with a multitude of landowners and other stakeholders. Unlocking Midtown to incent and facilitate the right kind of development is currently the focus of Town staff.

The draft OPA is an important part of that process and works to address some of the existing barriers to development. Barriers to development in Midtown Oakville that staff continue to work to find solutions for, include but are not limited to:

- transportation network capacity;
- provision of new road infrastructure, including the new local road network;
- waste and wastewater capacity;
- parkland dedication requirements;
- minimum parking requirements; and
- fractured land ownership.

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Other studies are being undertaken by the Town to help address these barriers in addition to this proposed OPA. Implementation of the results and recommendations from these associated studies may involve further amendments to the Livable Oakville policies at a later date.

The statutory public meeting on March 22, 2021 is a key step in enabling the right kind of development for Midtown Oakville. Council, stakeholders and citizens will be provided the opportunity to ask questions of clarification on the proposed policies and provide input by identifying additional planning matters to be considered. Written and verbal feedback provided through the public statutory meeting will be considered by staff as the draft OPA is further developed in the next number of months.

Staff will also be setting up meetings with key landowners and stakeholder groups based on request. Some meetings with key landowners in Midtown Oakville have already occurred prior to this meeting.

Staff will then work to synthesize the input received from all parties and work to make changes to the proposed policies in an effort to improve them prior to returning to Council – likely later this year – with a final OPA for adoption.

Should Council choose to adopt the final proposed OPA at the Recommendation Meeting, the OPA would then be forwarded to Halton Region for final approval as Halton Region is the approval authority for Oakville.

Staff have also set up an internal advisory group that will continue to work on unlocking Midtown Oakville by examining the potential limiting factors to realizing redevelopment in Midtown Oakville. Efforts of this group will be to break down the overall policy and infrastructure requirements for Midtown Oakville into a series of manageable key projects, initiatives and/or focus areas that are instrumental in creating redevelopment momentum that will in turn unlock other areas for redevelopment.

One example of this work would be to identify what future road segments are crucial to providing the necessary transportation infrastructure to support initial redevelopment proposals in Midtown Oakville. These redevelopment projects could then potentially provide other future roads and/or servicing infrastructure that would in turn facilitate further developments. Other initiatives would include exploring the best options for funding of the enabling infrastructure for Midtown.

At the same time that staff will be working on making changes to the draft OPA based on the public input received, urban design staff will be working to update the

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Designing Midtown document and other relevant urban design direction for Midtown Oakville. Staff will also begin preparation of a Zoning By-law Amendment (ZBA) to change the existing zoning in Midtown Oakville in order to implement the final proposed OPA.

It is possible that when staff return to Council with recommended revised Midtown Oakville policies, the supporting urban design direction documents and new proposed zoning will also be brought forward for consideration by Council at the same time.

CONCLUSION

This report presents a proposed town-initiated OPA to the Livable Oakville Plan to update the policies and mapping related to the Midtown Oakville urban growth centre (Appendix A).

The draft OPA responds to recent changes in the Growth Plan and the *Planning Act*, which include a revised planning horizon to 2051, with new population and employment estimates and the removal of section 37 bonusing opportunities. The draft OPA also ensures that the Midtown Oakville structure supports the additional population and density requirements.

Proposed policies embrace the multi-modal nature of Midtown Oakville and reinforce active transportation and transit as foundational components of the Midtown Oakville transportation and street network.

Urban design direction incorporated into the draft OPA ensures that the future design of Midtown Oakville appropriately responds to its context and is designed from the perspective of the resident and worker experience.

The vision and plan for Midtown Oakville responds to the climate change emergency and works to implement strategic direction provided in the town's Community Energy Strategy.

Comments from the public, town departments and external agencies may result in changes to the proposed OPA before it is recommended for adoption. A recommendation report and an updated OPA will be presented to a future Planning and Development Council meeting.

Midtown-related implementation matters that are beyond the scope of the current proposed OPA will be addressed through other town and Regional projects such as

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development charge by-law updates, community benefits planning and capital budgets.

Staff will also continue to explore opportunities for funding partnerships for key infrastructure projects, and work with development proponents to enable the implementation of the transportation network needed to support growth and the creation of a complete urban community in Midtown Oakville.

These policy updates for the Midtown Oakville urban growth centre, being brought forward in order to facilitate its development, are essential to the integrity of the town's urban structure.

It is also imperative that the town demonstrate its commitment to facilitating the majority of intensification in its identified strategic growth areas – including its provincially-designated urban growth centre. These policy updates are important to assist the town in illustrating not only that it has planned for growth, but that intensification is actually occurring in its planned growth areas and achieving the Provincial Growth Plan requirements.

CONSIDERATIONS:

(A) PUBLIC

The draft OPA has been available for review on the town's website (<https://www.oakville.ca/planoakville/midtown-oakville-growth-area-review.html>) since February 25, 2021.

Notice of the Statutory Public Meeting was published in the Oakville Beaver on February 25, 2021. Residents' associations were notified along with property owners in accordance with the *Planning Act* regulations and town practices. An email notice was also sent to the town's contact lists for the Official Plan Review and the Midtown Oakville Growth Area Review.

(B) FINANCIAL

There are no financial implications arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The draft OPA was circulated to internal departments for review.

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(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- enhance our natural environment
- enhance our economic environment
- be innovative in everything we do
- be dedicated in everything we do
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The proposed OPA for Midtown Oakville is intended to enhance the social, economic and built environment of the area.

APPENDICES:

Appendix A	Proposed Official Plan Amendment
Appendix B	Existing Midtown Oakville Policies and Schedules
Appendix C	Adopted Town-wide Urban Structure (OPA 15)
Appendix D	Preliminary Directions
Appendix E	Midtown Oakville and Area Transportation Network (Future “EA Roads” and “Local Roads”)

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