



DRAFT
Midtown Oakville OPA
02/25/2021

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2021-###

Official Plan Amendment No. XX

A by-law to amend the Livable Oakville Official Plan to incorporate new policies for the Midtown Oakville Urban Growth Centre

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

WHEREAS it is deemed necessary to pass an amendment to amend the Livable Oakville Official Plan to implement the findings of the Midtown Oakville Growth Area Review;

COUNCIL ENACTS AS FOLLOWS:

1. For the purposes of this by-law:
 - a. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.
 - b. “OPA 4” means Official Plan Amendment 4, inZone Conformity, as adopted by Council on February 26, 2014 and modified and approved by the Local Planning Appeal Tribunal in LPAT file # PL140317, except for an outstanding appeal of OPA 4 as it applies to 420 and 468 South Service Road East (General Electric Canada Property Inc.), and as it proposes to modify three policies pertaining to Midtown Oakville (OPA 4, Items 38, 39 and 40).
 - c. “OPA 14” means Official Plan Amendment 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.

2. OPA 4, Items 38, 39 and 40, which remain subject to appeal and not in force, are hereby repealed.
3. Official Plan Amendment Number **XX** to the Livable Oakville Official Plan, attached as Appendix “A” to this by-law, is hereby adopted.
4. Pursuant to subsection 17(27) of the Planning Act, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of.
5. Pursuant to the Local Planning Appeal Tribunal’s disposition of LPAT file # PL171100, the modifications made by OPA 14 to Section 20, Midtown Oakville, and Schedules L1, L2 and L3, of the Livable Oakville Plan are treated as in effect until Official Plan Amendment Number **XX** comes into effect.
6. The Regional Municipality of Halton, being the Approval Authority, having declared this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Official Plan Amendment Number **XX**.

PASSED this ___ day of _____, 2021

MAYOR

CLERK

Appendix “A” to By-law 2021-###
Official Plan Amendment Number **XX**
to the Town of Oakville’s Livable Oakville Plan

Constitutional Statement

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

Part 1 – Preamble

A. Subject Lands

The proposed amendment applies to the land located south of the QEW/Highway 403 and north of Cornwall Road, between Sixteen Mile Creek and Chartwell Road as shown in **Attachment 1**.

B. Purpose and Effect

The purpose of the proposed amendment is to update the land use policies applying to the Midtown Oakville Urban Growth Centre in the Livable Oakville Plan (Official Plan) to the year 2051 in accordance with the requirements of the Province’s Growth Plan for the Greater Golden Horseshoe.

The effect of the proposed amendment to the Livable Oakville Plan is to:

1. replace Section 20, Midtown Oakville, in its entirety, which would:
 - update and revise the area, introduction, goal, objectives and development concept for Midtown Oakville
 - 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
 - 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)
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
4. introduce a new Schedule L4 relating to Midtown Oakville urban design and the public realm to support the proposed policy changes

C. Background and Basis

- 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 accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe.
- The Growth Plan requires that Midtown Oakville be planned to achieve a minimum density target of 200 residents and jobs combined by 2031. Ultimately, Midtown Oakville will accommodate a significant portion of the town’s required intensification to 2051 and beyond.
- 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) 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.
- Halton Region has refined 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 valleylands along the east side of Sixteen Mile Creek. The gross area of the urban growth centre, including the railway and utility corridor lands, is 103 hectares. Applying the required minimum density of 200 residents and jobs combined to this gross area results in a minimum of 20,600 residents and jobs.

- 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.
- Since 2015, the town’s Official Plan Review work program has been advancing (e.g., Urban Structure Review, Employment and Commercial Review, Main Street Growth Area Reviews, North Oakville Secondary Plans Review, Palermo Village Growth Area Review, Hospital District Study), 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).
- Council adopted Official Plan Amendment 15 for a town-wide Urban Structure on September 27, 2017. The town-wide Urban Structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes – including the Midtown Oakville urban growth centre – and corridors.
- The official plan amendment currently proposed builds on the town’s previous planning work – including OPA 4 (inZone Conformity), OPA 14 (Midtown Oakville and Transportation Network Updates), and OPA 15 (Urban Structure) – and provides policies to support the evolution of the Midtown Oakville urban growth centre to 2051.
- Additional details will be provided in the staff report presented at the statutory public meeting hosted by the town’s Planning and Development Council on March 22, 2021. The report will set out:
 - relevant background information with respect to the Livable Oakville Plan, and the town’s Official Plan Review; and,
 - the basis for the proposed Official Plan Amendment, including Provincial policy updates, Halton Region’s Municipal Comprehensive Review, OPA 15 to the Livable Oakville Plan (Urban Structure), and the Midtown Oakville Growth Area Review.

Part 2 – The Amendment

A. Text Changes – General

This Official Plan Amendment includes the following changes to the text of the Livable Oakville Plan:

1. Delete Part E, Section 20, Midtown Oakville, of the Livable Oakville Plan and replace it with the new Section 20 provided in **Attachment 2**.

B. Schedule Changes

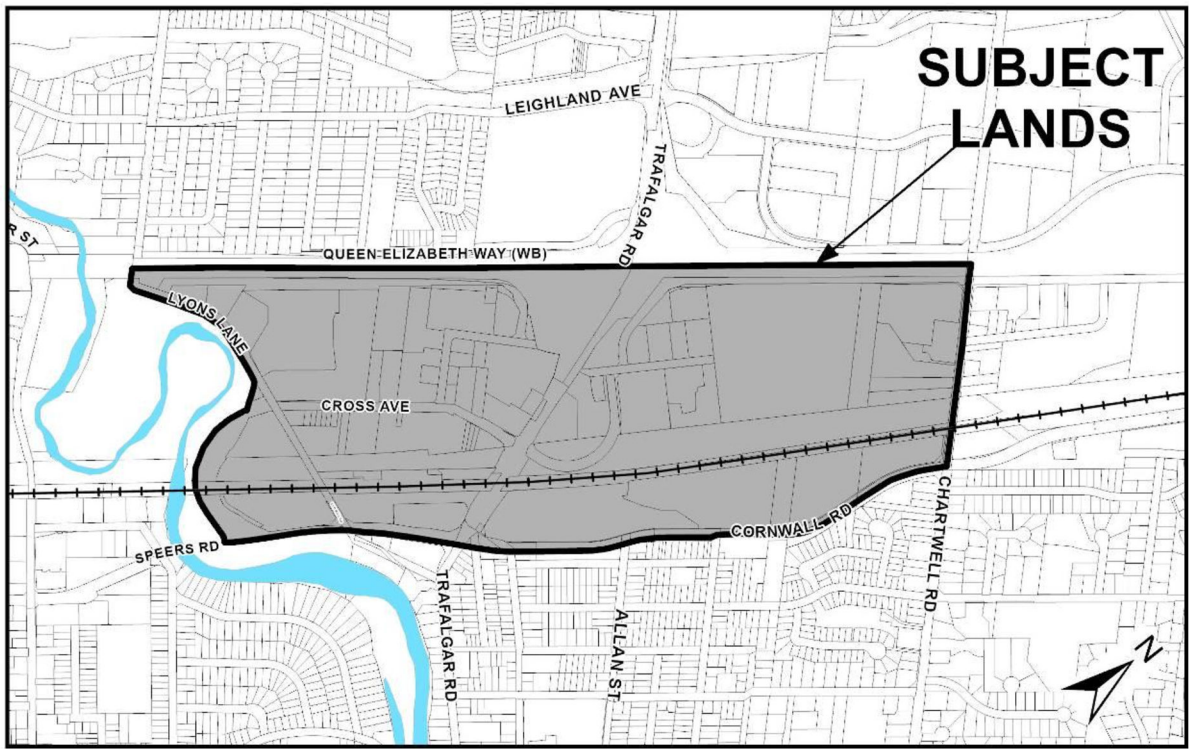
This Official Plan Amendment includes the following modifications to the schedules to the Livable Oakville Plan:

1. Delete the following schedules to the Livable Oakville Plan and replace them with the schedules provided in **Attachment 3**.
 - Schedule A1, Urban Structure
 - Schedule A2, Built Boundary & Urban Growth Centre
 - Schedule G, South East Land Use
 - Schedule L1, Midtown Oakville Land Use
 - Schedule L2, Midtown Oakville Building Heights
 - Schedule L3, Midtown Oakville Transportation Network

Note: The existing Schedule A1, Urban Structure, to the Livable Oakville Plan is proposed to be replaced by OPA 15 (Urban Structure) as adopted by Council on September 27, 2017 and modified by the Region of Halton. OPA 15 remains subject to appeal to the Local Planning Appeal Tribunal in LPAT file # PL180580.

2. Insert a new Schedule L4, Midtown Oakville Urban Design, into the Livable Oakville Plan, as provided in **Attachment 3**.

Attachment 1 to OPA XX
Subject Lands



Attachment 2 to OPA XX New Midtown Oakville Policies

20. MIDTOWN OAKVILLE

Midtown Oakville is the Town's primary growth area and is planned to accommodate a significant portion of the Town and Region's required intensification. It comprises an area of approximately 103 hectares bounded by the QEW/Highway 403 to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.

This *urban growth centre* and *major transit station area* is anchored by the Oakville Station, which is the Town's primary hub for current and planned transit. Regional and inter-regional rail and local and inter-regional bus systems currently service the area (Via Rail, GO Transit, Oakville Transit). In the future, it is intended that bus rapid transit (BRT) systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.

The Oakville Station and the interchange of Trafalgar Road and the QEW/Highway 403 are major entry points to the Town that distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. This accessibility, combined with a large amount of vacant and underutilized land, provide for the creation of an urban *complete community* unique to 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 accommodate a significant portion of future population and employment growth in the *Greater Golden Horseshoe*.

The *Growth Plan* requires that Midtown Oakville be planned to achieve a minimum density target of 200 residents and jobs combined by 2031. Ultimately, Midtown Oakville will accommodate a significant portion of the Town's required *intensification* to 2051 and beyond.

The Town will work with its Regional and Provincial partners to implement the plan for Midtown Oakville through a strategy that provides the necessary infrastructure, programs, services and incentives for redevelopment.

Change will be incremental as individual private sector *development* proposals, and public sector capital budget projects, are approved and constructed. It is anticipated that interim solutions and conditions will be necessary in certain areas as the *urban growth centre* transforms over the long-term.

20.1 Goal

Midtown Oakville will be a vibrant, *transit-supportive*, urban *complete community*.

20.2 Objectives

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

20.2.1 To create *transit-supportive development* by:

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

20.2.2 To create a vibrant and urban *complete community* by:

- a) providing a mix of residential, commercial and employment, uses, and *public service facilities*, complemented by public open spaces and public art, to attract different users throughout the day and year-round;
- b) directing *major office* and appropriate large scale institutional *development* to Midtown Oakville;
- c) ensuring a high standard of urban design and architectural quality for *development* and the public realm that complements and contributes to the vitality of both Midtown Oakville and the Town;
- d) providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
- e) facilitating public investment in transit, *infrastructure* and *public service facilities* to support future growth; and,
- f) promoting *district energy* facilities and sustainable building practices.

20.2.3 To enable the evolution of Midtown Oakville as an *urban growth centre* and the Town's primary growth area by:

- a) planning for a minimum gross density of 200 residents and jobs combined per hectare – a minimum of 20,600 residents and jobs – in accordance with the *Growth Plan*;

- b) providing opportunities for increased building height in exchange for the following:
 - i) required segments of future roads,
 - ii) provision of office uses to create true mixed use buildings, and/or
 - iii) provision of parking in above-grade parking structures that meet applicable urban design criteria.
- c) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

20.3 Development Concept

Midtown Oakville is comprised of five *development* districts: four districts north of the railway to be linked by a main street; and, one district south of the railway. Each district shall have a distinct *character* in terms of land use and built form in accordance with Schedules L1, L2, L3 and L4 and the following policies.

20.3.1 Midtown's Main Street

Over time, Cross Avenue and the extension of Cross Avenue should become an urbanized main street that links the *development* districts north of the railway and balances the movement of pedestrians, cyclists, transit vehicles, goods transport, and cars.

- a) Within the Lyons and Trafalgar Districts, it is intended to be an attractive, pedestrian-oriented street animated by ground floor retail and service commercial uses and cohesive streetscapes, including landscaping and open spaces, which enhance the experience of the public realm.
- b) Within the employment-focused Chartwell District, it is intended that the streetscape treatments established within the Lyons and Trafalgar Districts will continue to Chartwell Road.

20.3.2 Station District

The Station District includes the transit-related and *transit-supportive* uses and facilities that define Midtown Oakville as a *major transit station area*. The lands are almost entirely in public ownership. The station includes the train platforms, station buildings, bus terminal, passenger pick-up/drop-off, and parking areas. The Town will work with the Province and Metrolinx to enhance station access and passenger amenities in this district, including public open spaces.

20.3.3 Lyons District

The Lyons District shall evolve from its current focus on strip malls and large format retail uses into an urban mixed use neighbourhood. *Major office* and office uses, and *public service facilities*, should be located in proximity to the Oakville Station. Public parkland and privately-owned public spaces shall be provided to serve the needs of area residents, employees and visitors.

20.3.4 Trafalgar District

The Trafalgar District shall also develop into an urban mixed use neighbourhood, including *major office*, residential, retail and service commercial uses, and *public service facilities*. Public parkland and privately-owned public spaces shall be provided to serve the needs of area residents, employees and visitors. A municipal parking garage may provide shared parking facilities for uses in the area.

20.3.5 Chartwell District

The Chartwell District shall be the location of a diverse range of higher density employment uses. Public parkland and privately-owned public spaces shall be provided to serve the needs of area residents, employees and visitors.

20.3.6 Cornwall District

The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are *compatible* with the residential neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of area residents, employees and visitors. High density residential and mixed use buildings shall be located in the vicinity of the Oakville Station.

20.4 Functional Policies

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

20.4.1 Population and Employment Density

- a) In accordance with the *Growth Plan*, Midtown Oakville has been planned to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. Based on its gross area of 103 hectares, this translates to a minimum of 20,600 residents and jobs.
- b) An overall mix of approximately 7,875 residential [units](#) and a gross floor area ranging from 165,000 to 510,000 square metres of retail, service commercial and employment space should be accommodated to provide for a minimum of approximately 13,390 residents and 7,210 jobs.

20.4.2 General

- a) Town master plans and implementation documents shall be updated to support the planned growth and change in Midtown Oakville to 2051 and beyond.
- b) Innovative engineering and design solutions or alternate standards for infrastructure, parks and open spaces, that are appropriate for a high density urban area and optimize environmental sustainability and life cycle costs shall be encouraged and implemented through master plans, implementation documents, *development* and infrastructure projects, subject to any necessary approvals.

20.4.3 Transportation

The role of streets in the success of Midtown Oakville 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.

- a) Significant road, transit and active transportation infrastructure, as shown on Schedules C, D, L3 and L4, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Certain existing roads or road segments shall be abandoned, realigned, widened, extended or replaced in accordance with this Plan.
- b) The Town may secure rights-of-way on alignments as shown on Schedules C, D, L3 and L4 through the planning approval process. Final rights-of-way shall be consistent with Schedules C, D, L3 and L4, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- c) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D, L3 and L4, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- d) The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.
- e) *Development* shall not preclude the following as contemplated in this Plan:
 - i) the realignment and extension of Cross Avenue from Lyons Lane to Chartwell Road as a multi-purpose arterial road;

- ii) a new multi-purpose arterial road – the North-South Crossing – across the QEW/Highway 403 to link to the extension of Cross Avenue, east of Trafalgar Road, and Station Road;
- iii) the future local road network as identified on Schedule L3;
- iv) a grade separation of the railway at Chartwell Road or an alternate location east of Trafalgar Road as determined through an environmental assessment; and,
- v) grade separated pedestrian and cycling facilities to be located across:
 - the QEW/Highway 403, east and west of Trafalgar Road; and,
 - the railway, east of Trafalgar Road.
- f) The Town will work with the Region and Metrolinx to implement the extension of the rail platform east of Trafalgar Road and improve transit passenger access from the east side of Trafalgar Road.
- g) The design of existing and new roads in Midtown Oakville shall prioritize year-round walking, cycling and transit use.

20.4.4 Rail

It is recognized that while transit-oriented communities like Midtown Oakville support sustainable transit, areas in proximity to railway operations can be challenging settings for new *development*, particularly residential *development*.

- a) *Development* in proximity to the railway right-of-way or the railway freight yard east of Chartwell Road shall include measures to mitigate related safety, security, noise vibration and trespass issues in consultation with the owner of the railway.
- b) Conditions of *development* or warning clauses may be implemented, where appropriate, in consultation with the owner of the railway to:
 - i) ensure that property owners and tenants are notified of the existence and nature of the rail operations, the potential for increased rail activities, and the potential for annoyance and disruption; and,
 - ii) provide for the long-term maintenance of railway mitigation infrastructure.
- c) Minimum building setbacks from railway property shall be as follows, or as determined in consultation with the owner of the railway:

- i) 30 metres from the nearest property line of the railway right-of-way; and,
 - ii) 300 metres from the nearest property line of the railway freight yard
- d) Uses within a required setback from railway property may include public and private roads, parks and open space, outdoor amenity space, parking, and storage buildings.

20.4.5 Stormwater Management

- a) *Development* within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the following studies and any other subsequent studies or updates:
- i) Flood Mitigation Opportunities Study for Lower Morrison and Wedgewood Creek Systems
 - ii) Stormwater Master Plan, 2019
 - iii) Midtown Oakville Class Environmental Assessment, 2014.

20.4.6 Housing

- a) Within Midtown Oakville, residential *development* should include:
- i) purpose-built rental housing; and,
 - ii) a range of building and unit types and sizes to accommodate a variety of households.
- b) *Development* with residential uses shall be designed to accommodate various household sizes and should include:
- i) storage for use by the unit occupant;
 - ii) operable windows;
 - iii) balconies or terraces, and common outdoor amenity areas; and,
 - iv) common indoor amenity areas.

20.5 Urban Design

In addition to the policies in Part C, Section 6, of this Plan, the following urban design policies apply specifically to Midtown Oakville.

20.5.1 General

- a) Midtown Oakville shall be designed as a regional destination and an urban centre with a compact urban form, complete with tall and midrise buildings that frame the pedestrian-oriented streetscape, which establish a vibrant public realm that promotes walking, cycling and transit use. New *development* and public realm improvements shall support this objective through its form, scale, architectural quality and detail.
- b) In addition to achieving conformity with the urban design policies of this Plan, including those in Part C, Section 6, *development* and public realm improvements shall be evaluated in accordance with the detailed urban design direction provided in the Livable by Design Manual, which includes the Designing Midtown document.
- c) Schedule L4 identifies urban design and public realm elements in support of the policies below.

20.5.2 Public Realm

- a) The public realm shall incorporate networks of accessible, interconnected and predictable pedestrian-oriented spaces and routes that enhance walkability year-round, reinforce the surroundings and provide quality spaces for public life.
- b) The public realm should include trees and landscaping, lighting, furnishings, urban amenities, wayfinding and public art that enhance the local context and create a sense of identity.
- c) The creation of new streetscapes and improvements to existing streets shall be designed and implemented in accordance with the Town of Oakville Streetscape Strategy, as amended.
 - i) A streetscape plan shall be developed for Midtown Oakville's main street: Cross Avenue and the extension of Cross Avenue from Lyons Lane to Chartwell Road.
 - ii) A streetscape master plan may be developed for all, or parts, of Midtown Oakville.
- d) Streetscapes shall reinforce the active pedestrian-oriented environment and provide a seamless interface between the public and private realms.
- e) As the Town's urban growth centre, Midtown Oakville will draw residents, employees and visitors from local and regional origins on a daily basis. Gateways provide a sense of arrival and identify a significant place. Gateway elements should be strategically positioned at the following locations:

- i) the intersection of Trafalgar Road and Cornwall Road;
 - ii) the intersection of Trafalgar Road and the QEW/Highway 403 east-bound off-ramp;
 - iii) at the eastern and western edges of Midtown Oakville along the QEW/Highway 403.
- f) Urban parks and squares, whether public spaces or privately-owned public spaces, should be designed and maintained as:
- i) flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;
 - ii) places designed to complement the built form and public realm and incorporate hardscapes, softscapes, tree plantings, furnishings, context-sensitive lighting and other urban amenities;
 - iii) an extension of the public realm by providing predictable pedestrian routes and places to sit and gather.
- g) A network of public open spaces of varying sizes and activity levels should be planned throughout Midtown Oakville to support the recreational needs of residents and employees.
- h) Views of and physical connections between the abutting and nearby neighbourhoods, natural areas, and parks and open spaces should be maintained and enhanced.

20.5.3 Block Design

- a) *Development* blocks are formed by the planned transportation network and shall be designed comprehensively through property consolidation and coordinated *development*. Where properties cannot be consolidated, development on one parcel shall not preclude *development* on other parcels within the block.
- b) Blocks should be designed using the perimeter block concept with buildings situated along the edges of the block to support a vibrant public realm and with service spaces and outdoor amenity areas on the interior of the block.
- c) Along Cross Avenue and the extension of Cross Avenue, ground-level amenity spaces and privately-owned public spaces should be positioned along the interface of the municipal rights-of-way and the building face to enhance the streetscape and add vibrancy to the public realm.

- d) *Development* shall promote safe, convenient and pleasant pedestrian circulation routes to increase the permeability of blocks and to maintain connects to district places and amenities. Potential barriers along these routes, such as boundary fences or retaining walls, shall be discouraged.
- e) Vehicular access to parking, service facilities and loading areas should be from local roads or service lanes.
- f) Shared driveway access and sharing of service facility spaces internal to the block shall be proactively pursued through landowner agreements to facilitate the *development* objectives of the growth area.
- g) Temporary or interim vehicular access from an existing road may be permitted as a condition of *development* approval, or through an agreement with the Town, until such time that a new local road and access driveway are constructed.
- h) Utility vaults and meters should be located internal to the development block and/or the buildings to be concealed from view from the public realm.

20.5.4 Built Form

- a) It is intended that some of the Town's tallest buildings will be in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings that foster an active pedestrian environment and contribute to a distinct skyline.
- b) Buildings should incorporate distinctive architecture, contribute to a sense of district identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.
- c) Buildings should be designed and sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.
- d) The height of the building base (podium) should be no greater than 80 percent of the width of the adjacent right-of-way or six storeys.
- e) For buildings taller than 12 storeys, each tower floorplate above the building base will be determined through the *development* process to ensure the building tower is slender, which will minimize impacts and enhance the skyline.
- f) Green roofs and/or residential amenity space should be provided on the roof of any building base or above-grade parking structure where the rooftop will be visible from nearby tall buildings.

20.5.5 Building Heights

- a) Minimum and maximum building heights shall be permitted in accordance with Schedule L2 and the policies of this Plan, which may permit additional building height.
- b) Additional building height may be considered in exchange for required segments of future roads in accordance with the applicable Midtown implementation policies.
- c) On lands designated Urban Core north of the railway, additional building height may also be considered as follows:
 - i) one additional storey of building height for each storey of above-ground structured parking, up to a maximum of three additional storeys; and,
 - ii) one additional storey of building height for every 800 square metres of gross floor area of office uses, up to a maximum of five additional storeys.
- d) Notwithstanding subsections (b) and (c) above, additional building height may also be considered subject to a site-specific official plan amendment.
- e) Reductions to the minimum building heights required by Schedule L2 may be considered as part of a comprehensive redevelopment application to provide flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned *intensification* for the site(s) can be achieved.

20.5.6 Parking

- a) Reduced or maximum parking standards will be considered in the implementing zoning.
- b) Parking structures are preferred for the provision of required parking and shall be designed to minimize the negative visual impact of blank walls and loss of activity at street level.
- c) Within the Lyons and Trafalgar Districts, a parking structure above grade that abuts a primary street shall incorporate permitted commercial, office or residential uses between the exterior wall and the area designated for parking.
- d) Surface parking is discouraged. However, where provided:
 - i) Surface parking shall be located in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and landscaping

in accordance with the Livable by Design Manual, which includes the Designing Midtown document.

- ii) No more than 25 percent of required parking should be provided as surface parking within the Lyons and Trafalgar Districts, or the Cornwall District west of Cornwall Road Park.
- iii) No more than 50 percent of required parking should be provided as surface parking within the Chartwell District, or the Cornwall District east of Cornwall Road Park.
- e) Shared parking facilities shall be encouraged.
- f) Implementation of the Midtown Parking Strategy shall be undertaken.

20.6 Land Use Policies

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

- 20.6.1 One or more areas of public parkland will be accommodated in each of the *development* districts north of the railway.
 - a) The location, number and size of the park(s) shall be determined in conjunction with the *development* of the lands in each district.
 - b) The consolidation of parkland dedication requirements from multiple sites within each district shall be encouraged.
 - c) Prior to the approval of any *development* application, the proponent shall provide parkland concept plans to demonstrate how the Town's parkland objectives for the Midtown Oakville urban growth centre will be satisfied.
- 20.6.2 On lands designated Urban Core, redevelopment should maintain floor space to provide for a similar number jobs to remain accommodated on-site.
- 20.6.3 On lands designated Urban Core, the following uses may also be permitted:
 - a) single-use *major office* buildings;
 - b) single-use residential buildings on sites without direct frontage on Cross Avenue, the extension of Cross Avenue, Cornwall Road or Trafalgar Road;
 - c) *multiple attached dwellings* with a minimum height of 3 storeys, in combination with permitted residential or mixed use buildings on sites

without direct frontage on Cross Avenue, the Cross Avenue extension, Cornwall Road or Trafalgar Road;

- d) *public services facilities*;
- e) a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community; and,
- f) municipal parking facilities.

20.6.4 Through the review of proposed *development* on lands designated Urban Core, a school board may determine that real property or a lease is required for a school.

20.6.5 On lands designated Urban Core adjacent to the Station District, *transit-supportive* uses and facilities may also be permitted, including bus terminals, passenger pick-up and drop-off (PUDO) areas, structured parking and limited surface parking.

20.6.6 On lands designated Utility within the Station District, transit-related and *transit-supportive* uses and facilities may also be permitted, subject to the protection of underground *utilities*, including:

- a) station buildings and related office uses;
- b) bus terminals;
- c) passenger amenity areas and public open spaces;
- d) passenger pick-up and drop-off (PUDO) areas; and,
- e) surface and structured parking.

20.6.7 On the lands designated Parks and Open Space within the Station District, passive park uses and landscaping that provide for the protection of underground *utilities* may be implemented subject to the necessary approvals by the Town and Province.

20.6.8 On lands designated Office Employment within the Chartwell District, uses should provide for high employment densities to ensure that the planned function and *intensification* of the site(s) can be achieved.

20.6.9 Any drive-through facilities proposed in Midtown Oakville will require an amendment to the Town's Zoning By-law, subject to the demonstration that the proposed drive-through would:

- a) not preclude the planned function and *intensification* of the site;
- b) conform with the urban design policies of this Plan;

- c) comply with the Livable by Design Manual, which includes the Designing Midtown document and the Town’s Drive-through Urban Design Guidelines;
- d) not affect the *character* of the planned streetscape or compromise the functionality of the site or block, including the safe and efficient movement of pedestrians and cyclists; and,
- e) is subordinate to the primary uses and functions of the site or block.

20.6.10 New motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall not be permitted.

20.7 Midtown Oakville Exceptions – Schedules L1, L2 and L3

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

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

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

20.7.2 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.

20.7.3 On the lands designated Urban Core known 547 Trafalgar Road, a minimum building height of two storeys may be permitted.

20.7.4 On the lands designated Urban Core and known as 354 Davis Road, access shall be provided to the existing property at the time of construction of the future extension of Cross Avenue and future ramp as identified on Schedule L3, or as determined through an approved environmental assessment.

20.7.5 The lands designated Urban Centre at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre. Redevelopment in this location may occur in a phased manner and should serve as

an attractive gateway to Midtown Oakville, and provide a transition to the established residential neighbourhood to the south.

20.8 Implementation Policies

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

20.8.1 Phasing/Transition

Development will occur gradually over the long-term. This may include interim conditions and incremental implementation until full build-out.

- a) *Development* shall be coordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and wastewater services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) Further to subsection (a) above, the timing of *development* will be subject to the availability of required infrastructure, including but not limited to future transportation network improvements and water and wastewater services.
- c) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, or the transportation network identified on Schedule L3.
- d) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.
- e) The redevelopment of existing low-rise commercial centres and uses may occur gradually in a phased manner. Notwithstanding the minimum heights shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.

20.8.2 Block Design Plans

- a) As part of any *development* application in Midtown Oakville, a block design plan shall be submitted for the entirety of a block in which the subject lands are located, and all properties within 100 metres of the subject lands.
- b) The block design plan shall:
 - i) provide a comprehensive *development* scheme for the entirety of the block in which the subject lands are located;
 - ii) demonstrate how the proposed *development* will not preclude *development* on adjacent properties in accordance with the policies of this Plan;
 - iii) outline how *development* may be coordinated between the subject lands and adjacent properties, including properties across any public streets from the subject lands;
 - iv) be prepared in accordance with terms of reference approved by the Town; and,
 - v) demonstrate compliance with the Livable by Design Manual, which includes the Designing Midtown document.

20.8.3 Future Roads

- a) Additional building height may be considered for properties designated Urban Core that contain any portion of a future road identified on Schedule L3 subject to the following:
 - i) the right-of-way of the future road identified on Schedule L3 is conveyed to the Town free and clear of any encumbrances and at no charge to the Town;
 - ii) the landowner agrees to construct, or pay to have constructed, the future road on the right-of-way to be conveyed to the Town and has entered into a subdivision or other agreement with the Town and/or Region for this purpose;
 - iii) the right-of-way being conveyed to the Town and the subject lands receiving the additional building height permissions are part of the same development site owned by a single landowner or landowner group; and
 - iv) the right-of-way being conveyed to the Town and the subject lands receiving the additional building height permissions are being considered under the same planning application.

- b) The additional building height that may be considered in conjunction with subsection (a) above shall be limited to the following:
 - i) For a future local road, gross floor area of no more than 5 times the area of the right-of-way of the future road that is to be conveyed to the Town may exceed the maximum building heights shown on Schedule L2; and/or,
 - ii) For a future arterial road, gross floor area of no more than 2 times the area of the right-of-way of the future road that is to be conveyed to the Town may exceed the maximum building heights shown on Schedule L2.
 - iii) The maximum additional building height that can applied to a single tower shall be 10 storeys.

20.8.4 Landowners' Agreement(s) / Cost Sharing

- a) *Development* within the Lyons, Trafalgar or Chartwell District shall only be permitted to proceed when a significant number of landowners within the applicable district have entered into a cost sharing agreement among themselves to ensure that the costs associated with *development*, including but not limited to the provision of parkland, parking, infrastructure and servicing, are distributed in a fair and equitable manner among landowners.
- b) Individual developments in Midtown shall generally not be approved until the subject landowner has become a party to the applicable landowners' cost sharing agreement.

20.8.5 Implementation Strategy

The Town shall develop, in conjunction with the Region, the Province and Metrolinx, implementation strategies to address:

- a) parkland and a parks strategy for Midtown Oakville;
- b) transportation and transit initiatives;
- c) streetscape plans;
- d) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;
- e) the extension of the rail platform in coordination with Metrolinx;
- f) *community improvements* through a *community improvement plan*;

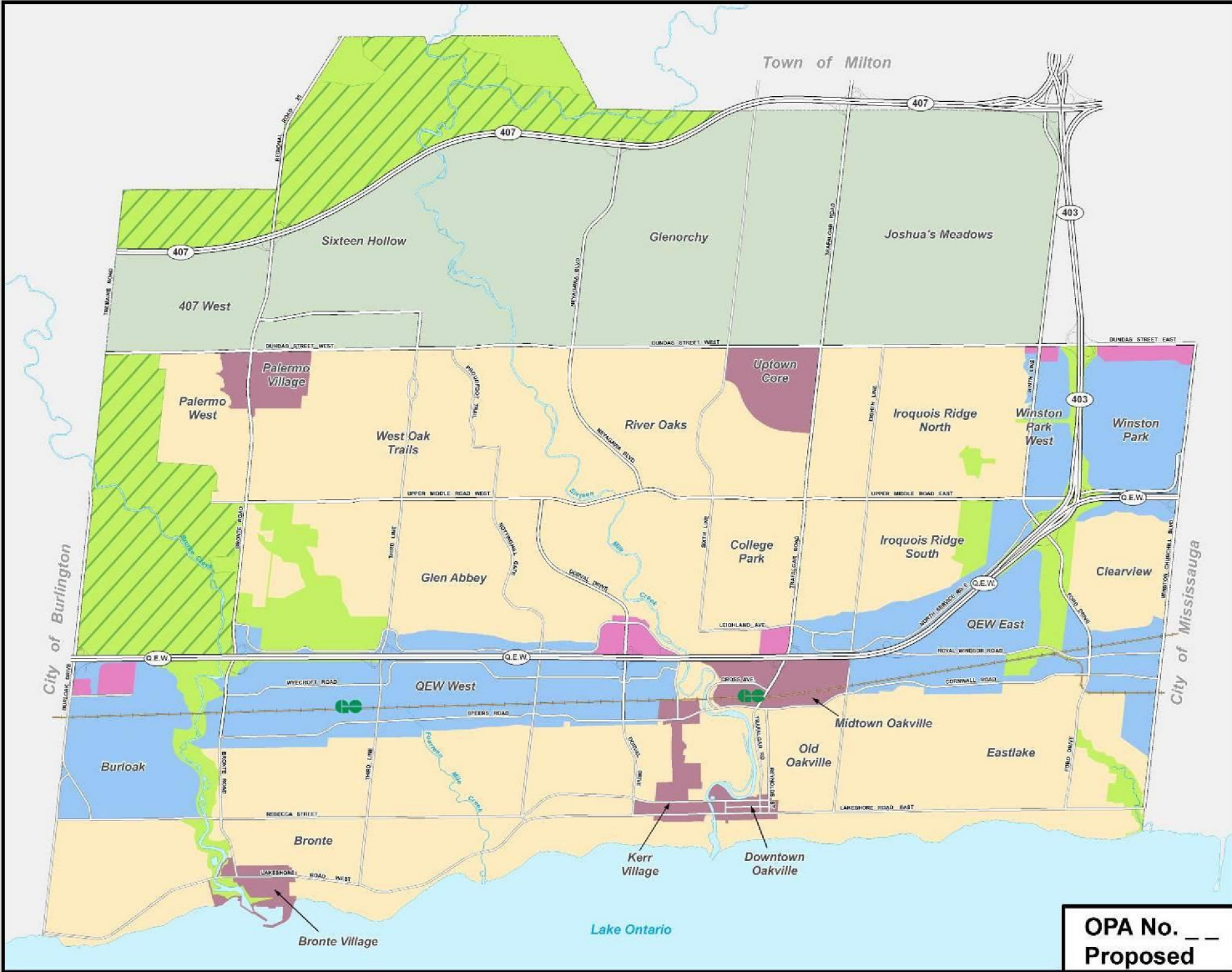
- g) sustainability initiatives and environmental standards, including district energy;
- h) public sector partnerships and programs; and,
- i) the municipal acquisition and disposition of lands.

20.8.6 Monitoring

- a) The Town will monitor the level of *development* within Midtown Oakville.
- b) In order to track the pace of *development* and identify and plan for infrastructure improvements, including active transportation and transit, the monitoring program shall evaluate the following:
 - i) traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;
 - ii) existing, approved and proposed *development*, including the number of residential units and the amount of non-residential floor space;
 - iii) transit usage and *modal share*;
 - iv) population and employment generated by *development*; and,
 - v) indicators of sustainability to be determined by the Town.

**Attachment 3 to OPA XX
Schedule Changes**

DRAFT



OPA No. --
Proposed

SCHEDULE A1 URBAN STRUCTURE

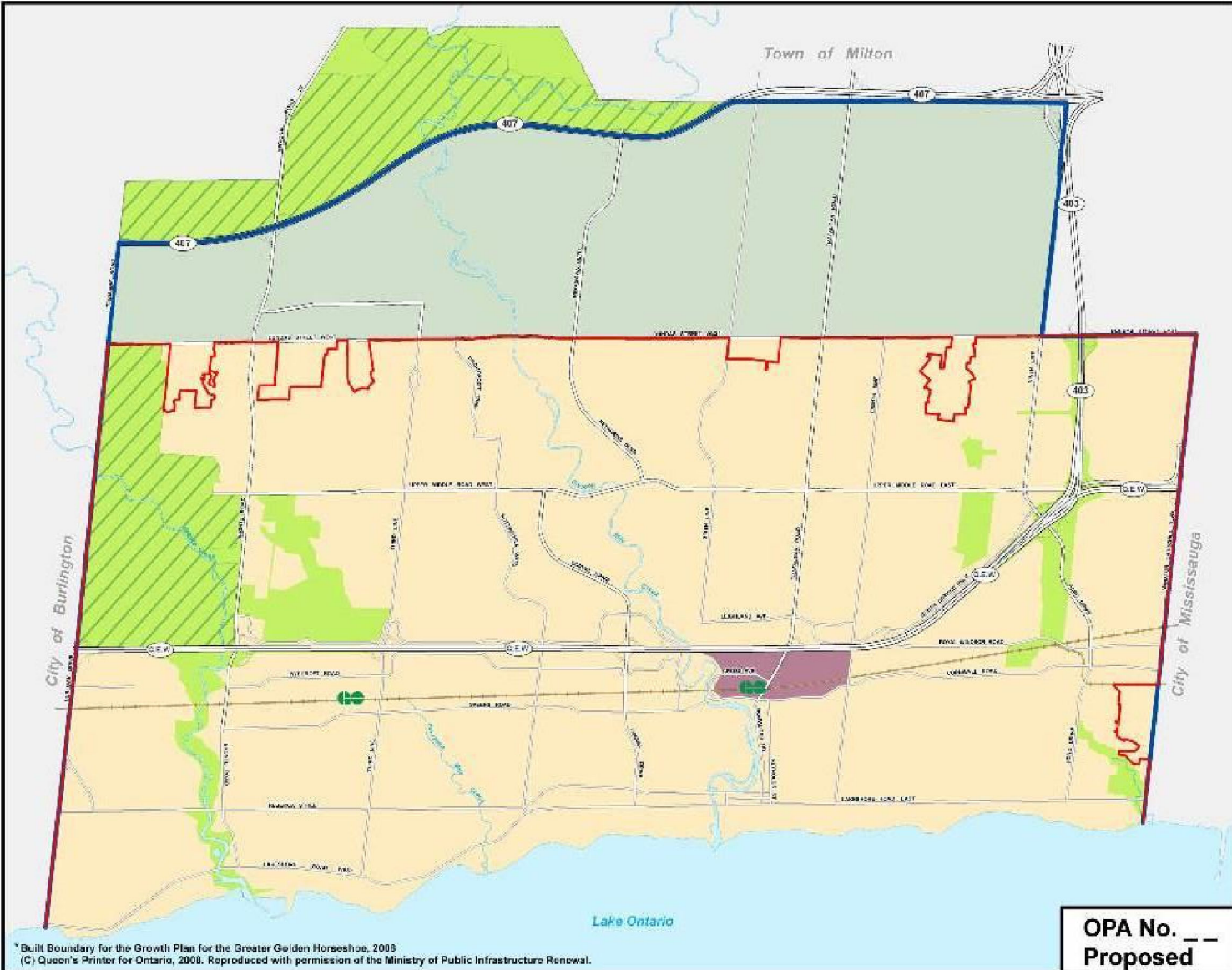
- RESIDENTIAL AREAS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- GROWTH AREAS
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION

NOTE: This Schedule does not represent land use designations



1:50,000


© 2021 URBAN PLANNING INCORPORATED, UxVILLE, ONTARIO 2020 Uxville OPA Review
M1010007-PROPOSED SCHEDULE A1, PROPOSED, M1010007



OPA No. --
Proposed

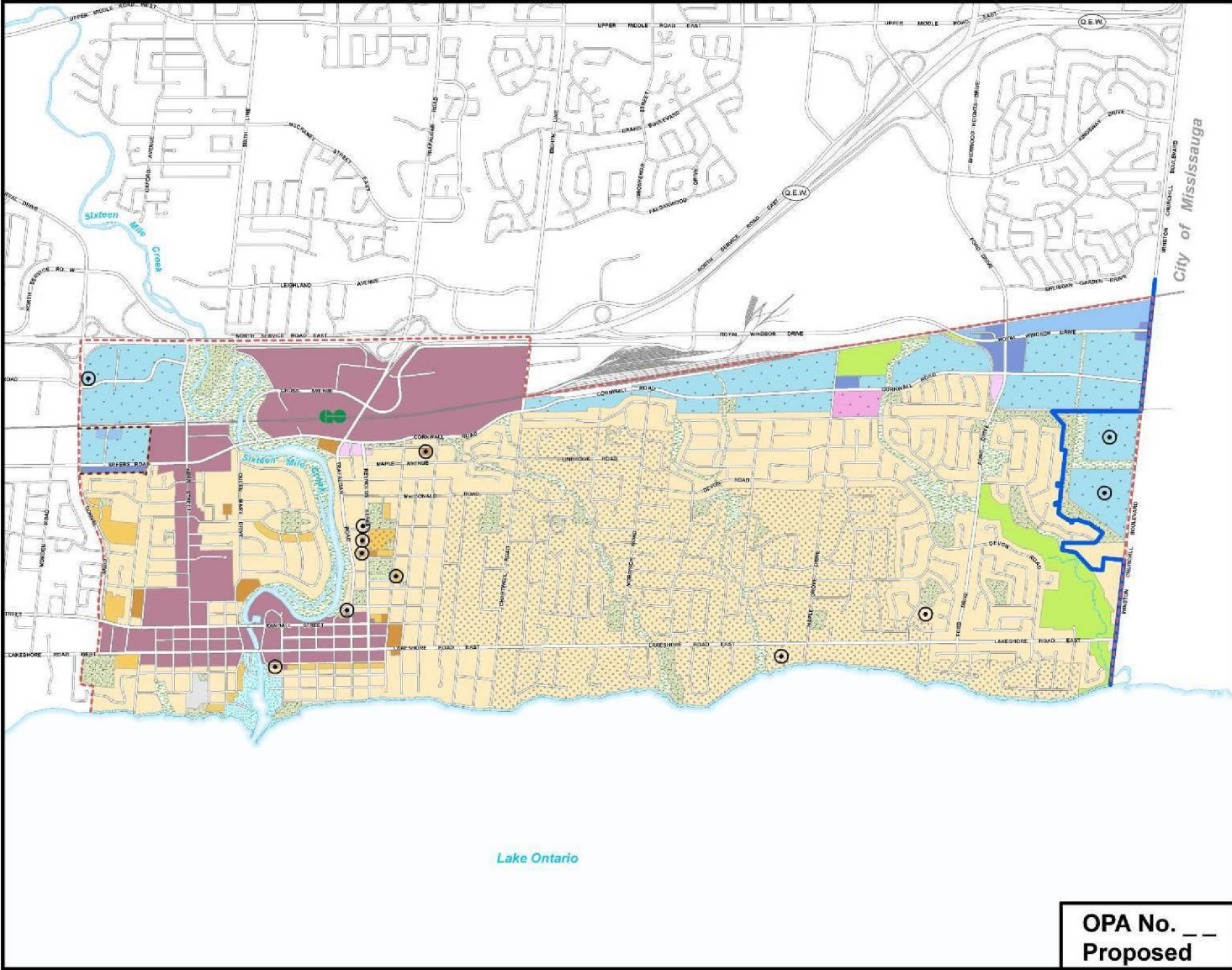
SCHEDULE A2 BUILT BOUNDARY & URBAN GROWTH CENTRE

- BUILT BOUNDARY*
- URBAN AREA
- MIDTOWN OAKVILLE
URBAN GROWTH CENTRE
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO
THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION



1:50,000

*Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2008.
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry of Public Infrastructure Renewal.



OPA No. __
Proposed

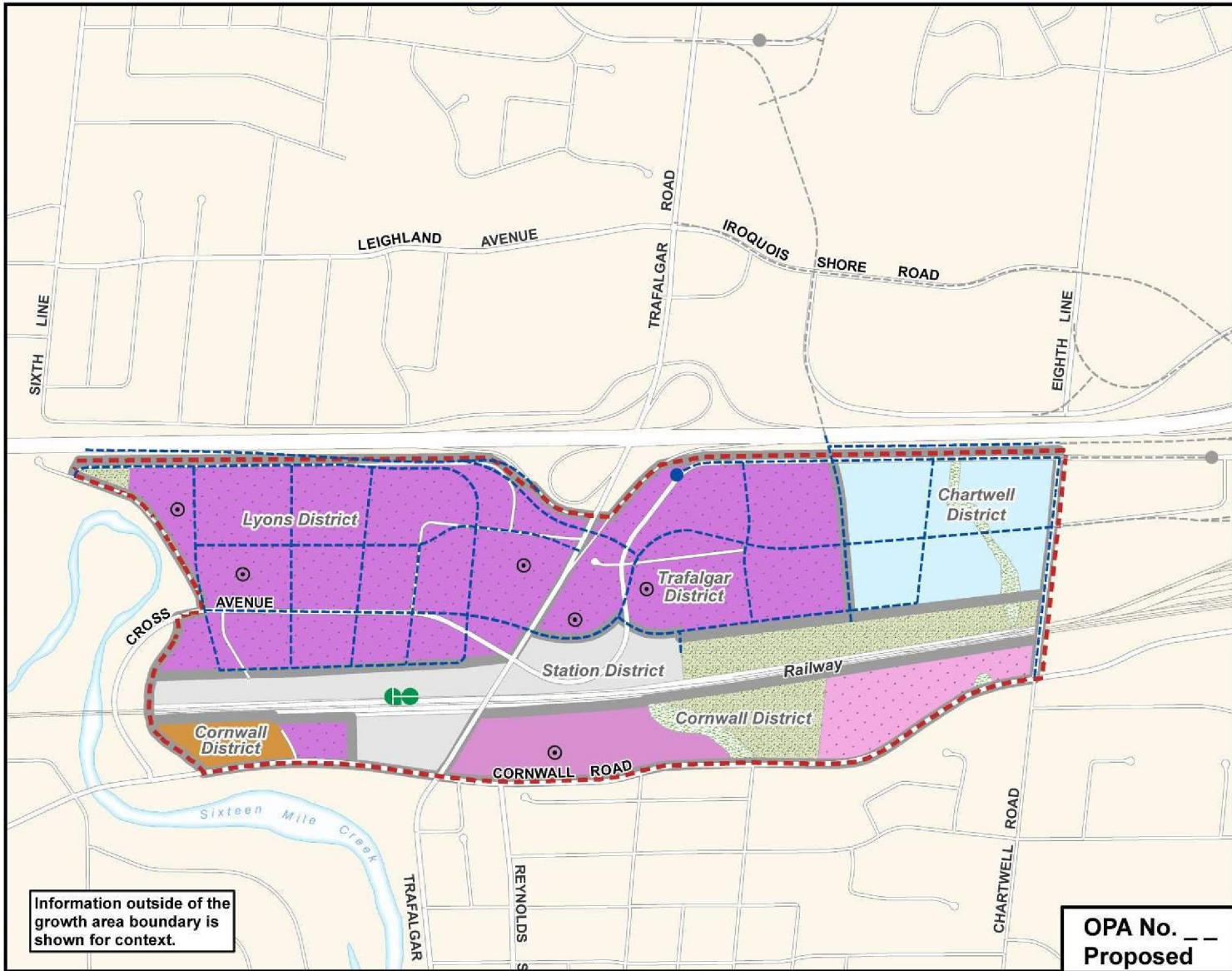
SCHEDULE G SOUTH EAST LAND USE

- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- WATERFRONT OPEN SPACE
- UTILITY
- GROWTH AREA*
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - SPEERS ROAD CORRIDOR
- RAILWAY

* Refer to Part E, Growth Area Policies
 ⊙ Refer to Part E, Exceptions

1:25,000

S:\DEPARTMENT\LAND\BIO\PLANS\BIO\09\1\TABLE_CAKVILLE2020_L1table_OPA_Review\MIDTOWNPROPOSEDSCHEDULE G_PROPOSED_SOUTH EAST.mxd



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

OPA No. ___
Proposed

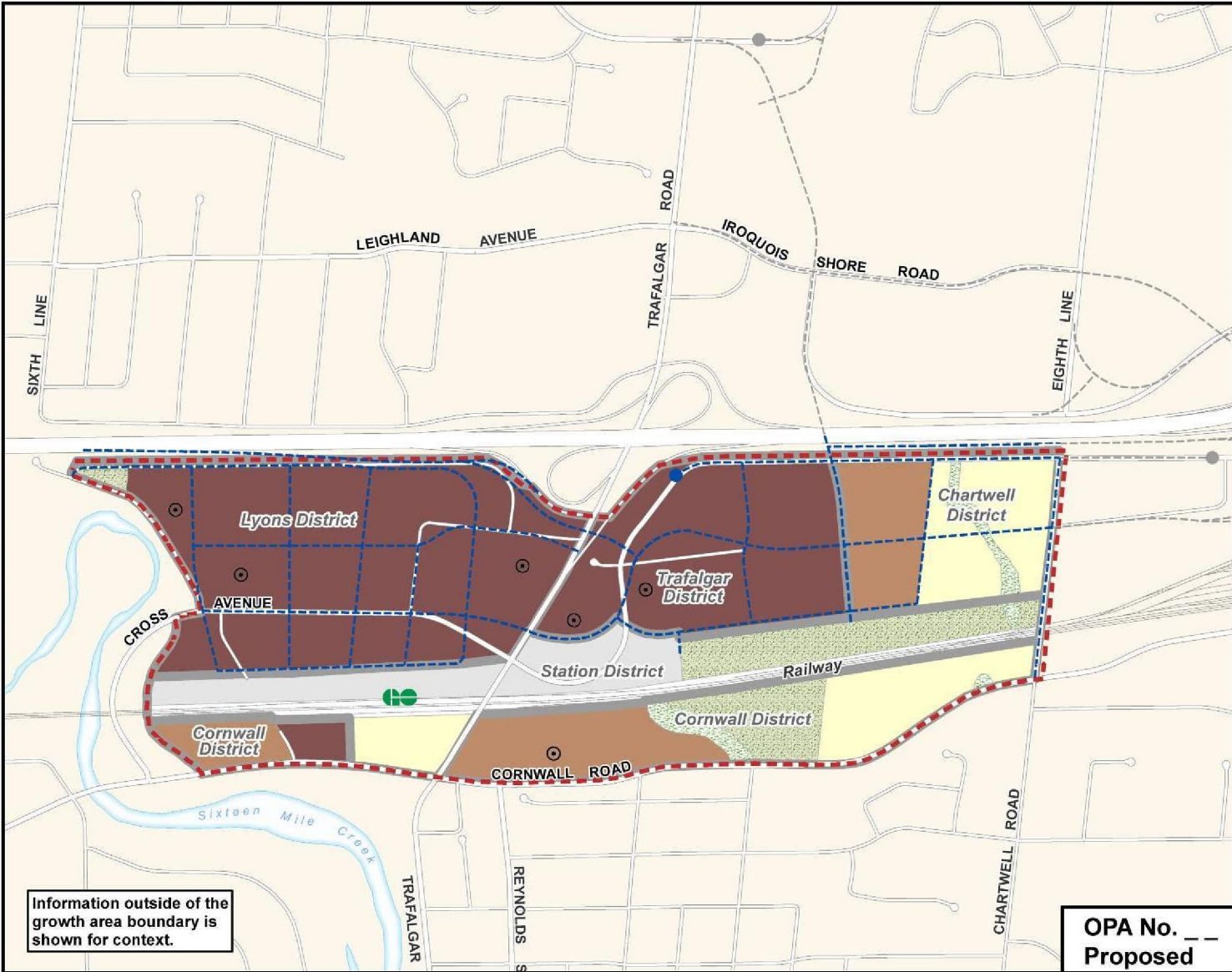
SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

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

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

1:7,500

© 2021 DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, LIVING IN OAKVILLE 2020, LIVING IN OAKVILLE, OFFICIAL PLAN, REVIEWED
 MIDTOWN PROPOSED SCHEDULE L1, PROPOSED MIDTOWN



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

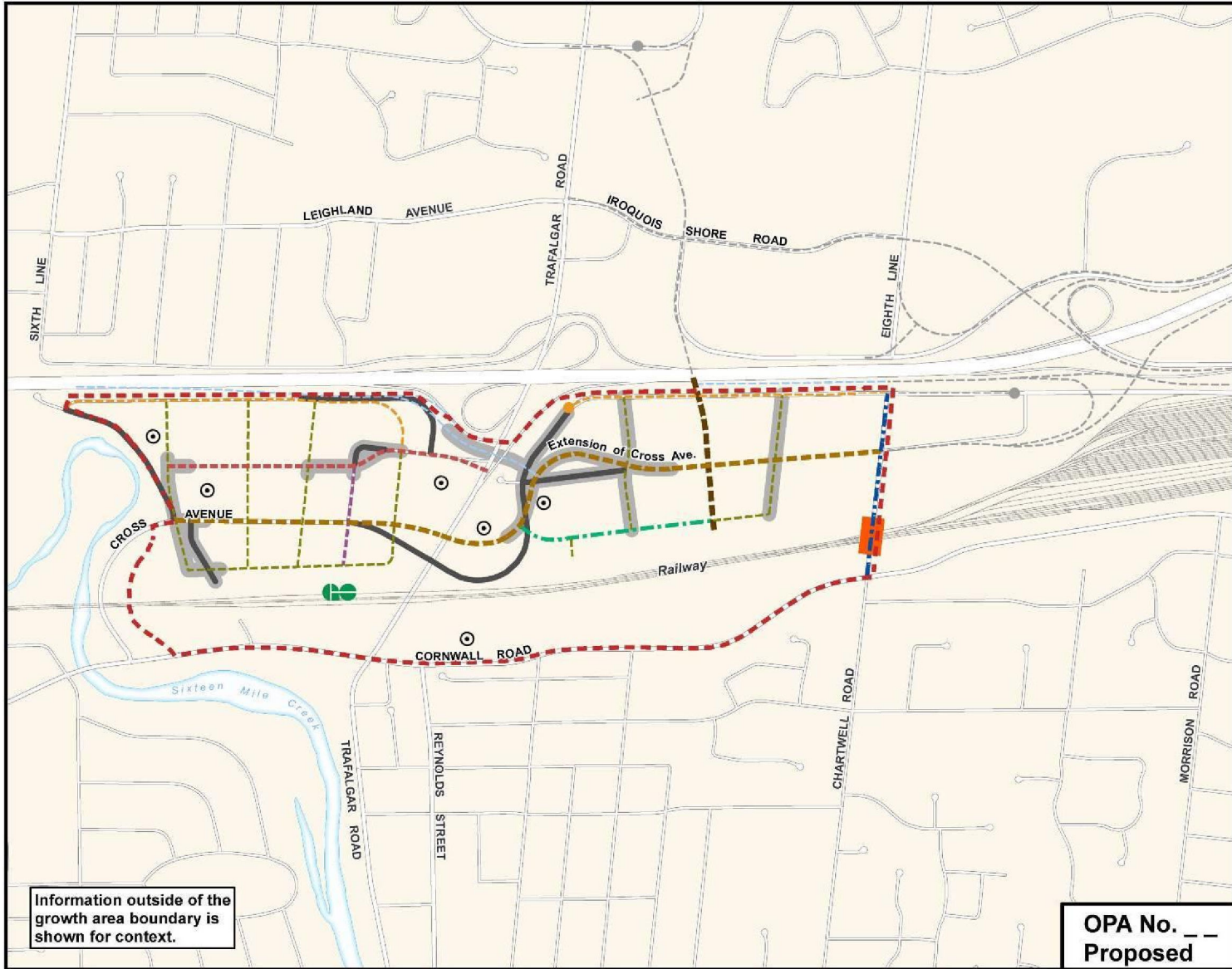
OPA No. --
Proposed

SCHEDULE L2 MIDTOWN OAKVILLE BUILDING HEIGHTS

- URBAN GROWTH AREA / GROWTH AREA BOUNDARY
- 2 - 6 STOREYS *
- 6 - 12 STOREYS *
- 8 - 20 STOREYS *
- NATURAL AREA
- PARKS AND OPEN SPACE
- HEIGHTS COMPATIBLE WITH UTILITY CORRIDOR
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION
- Refer to Part E, Midtown Oakville Exceptions
- Additional building height may be permitted.
Refer to Part E, Midtown Oakville, for Growth Area Policies

1:7,500

S:\DEPART\PLANNING\OPAs\LIVABLE_OAKVILLE\0221_Livable_OPA_Review\MIDTOWN\PROPOSED\SCHEDULE L2_PROPOSED_MIDTOWN.mxd



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

OPA No. _ _
Proposed

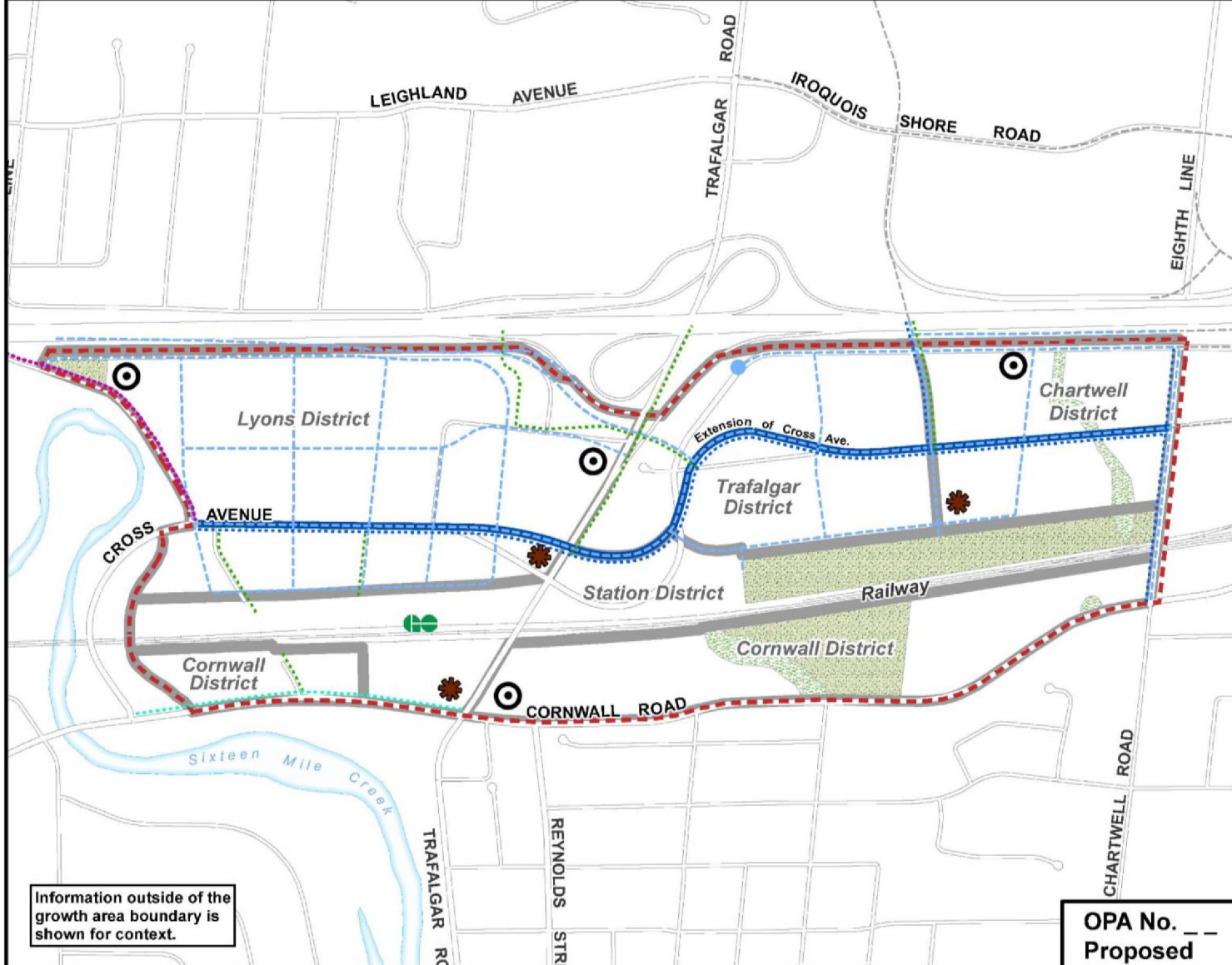
SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK

- Urban Growth Area / Growth Area Boundary
- Existing Road Network
- Future 32 m Multi-Purpose Arterial Road (North-South Crossing)
- Future 28 m Minor Arterial Road (Cross Avenue)
- Future 26 m Local Road (Station Road)
- Future 24 m Minor Arterial Road (Chartwell Road)
- Future 22 m Local Road
- Future 20 m Local Road
- Future 19 m Local Road
- Future 18 m Local Road
- Future Ramp
- Final road alignment may be subject to further study.
- Road proposed to be abandoned
- Future Cul-de-sac
- Future Railway Grade Separation
- Railway
- Major Transit Station

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

1:9,000

810\PART E PLAN\INSDP\1\VAR_P_OAKVILLE\2021_1\Map_OPA_Review_MIDTOWN\PROPOSED\SCHEDULE L3_PROPOSED_MIDTOWN.PXD



OPA No. --
Proposed

SCHEDULE L4 MIDTOWN OAKVILLE URBAN DESIGN

- URBAN GROWTH AREA / GROWTH AREA BOUNDARY
- PRIMARY STREET
- URBAN SQUARE
- GATEWAY
- BIKE LANE (Proposed)
- BUFFERED BIKE LANE (Proposed)
- SIGNED BIKE ROUTE (Proposed)
- MULTI USE TRAIL (Proposed)
- ACTIVE TRANSPORTATION FACILITY (Future)
- NATURAL AREA
- PARKS AND OPEN SPACE
- DISTRICT BOUNDARIES
- FUTURE ROADS (Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION

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

1:6,500

S:\DEPARTMENT\PLANNING\SCOPES_L4\VALLE_OAKVILLE\020_L4\APPENDIX A_Rev001_MIDTOWN\FIGURE03\FIGURE 3_A_PROPOSED'S_MIDTOWN.mxd