



**Town of Oakville
Planning and Development Council**

AGENDA

Date: Monday, April 22, 2024
Time: 6:30 p.m.
Location: Council Chamber

Town Hall is open to the public and live streaming video is available on <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/live-stream> or at the town's YouTube channel at <https://www.youtube.com/user/TownofOakvilleTV>. Information regarding written submissions and requests to delegate can be found at <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/delegations-presentations>.

Pages

1. **Regrets**

2. **Declarations of Pecuniary Interest**

3. **Committee of the Whole**

4. **Consent Items(s)**

There are no Consent Items listed for this agenda.

5. **Confidential Consent Item(s)**

There are no Confidential Consent Items listed for this agenda.

6. Public Hearing Item(s)

6.1 Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59) – April 22, 2024

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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) – April 22, 2024” from the Planning Services Department 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.

7. Discussion Item(s)

There are no Discussion Items listed for this agenda.

8. Confidential Discussion Item(s)

There are no Confidential Discussion Items listed for this agenda.

9. Advisory Committee Minutes

There are no Advisory Committee Minutes listed for this agenda.

10. Rise and Report to Council

11. New Business

(Emergency, Congratulatory or Condolence)

12. Consideration and Reading of By-laws

That the following by-law(s) be passed:

12.1 By-law 2024-067

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A by-law to declare that certain land is not subject to part lot control (Block 207, Plan 20M-1255, and Blocks 3, 4, 13, 16, 32, Plan 20M-1258 – Martillac Estates Inc.).

12.2 By-law 2024-070

106 - 106

A by-law to confirm the proceedings of a meeting of Council.

13. Adjournment



REPORT

Planning and Development Council

Meeting Date: April 22, 2024

FROM: Planning Services Department

DATE: April 9, 2024

SUBJECT: **Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59) – April 22, 2024**

LOCATION: Midtown Oakville

WARD: Town-wide

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) – April 22, 2024” from the Planning Services Department 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 Official Plan Amendment (OPA) to the Livable Oakville Plan to implement findings of the Midtown Oakville Growth Area Review by updating land use policies and mapping related to Midtown Oakville, the town’s Urban Growth Centre (UGC) and Protected Major Transit Station Area (PMTSA) to 2051, to conform with the latest Provincial legislation, plans and policies, and the Halton Regional Official Plan, as amended, and to advance the town’s Housing Pledge for 33,000 new housing units by 2032.
- Since 2006, Midtown Oakville has been one of 25 UGCs identified in the province’s Growth Plan for the Greater Golden Horseshoe (the Growth Plan).

UGC's are required to be transit-supportive regional focal areas that are required to accommodate a significant portion of future population and employment growth. Midtown Oakville will continue to be an important component of the Region's and town's overall growth management strategy.

- Midtown Oakville is a key part of the town's Urban Structure, which was unanimously approved by Council in September 2017. Located at the intersection of the town's existing and planned high priority transit corridors, adjacent to a provincial highway corridor, containing the second busiest GO transit station within the GO network, Midtown Oakville is positioned to accommodate significant intensification. Planning for sufficient growth in Midtown Oakville is required for the town's urban structure to achieve its intended goals.
- Midtown Oakville is being planned as high density, transit-oriented mixed use urban designation and complete community, where all ages, abilities, and incomes can conveniently access most of their daily needs, including a mix of jobs, local retail and services, a range of housing, transportation options, community services, and recreational and community amenities.
- The purpose of the April 22, 2024, statutory public meeting is for Council to hear delegations on the draft proposed OPA, ask questions for clarification, and provide input by identifying additional planning matters to be considered.

Proposal

The report introduces a new draft Official Plan Amendment (OPA) for Midtown Oakville at the April 22, 2024, statutory public meeting. This report and comments from Council and the public shall also be received at this meeting. The April 2024 draft OPA is attached as **Appendix A**.

The proposed amendment to the Livable Oakville Plan is to:

1. Replace Section 20, Midtown Oakville, in its entirety, to provide new and updated area-specific policies to support the creation of a transit-supportive and complete community with the town's highest density mix of residential, commercial, institutional and community uses. The policies:
 - sets out the area, introduction, goal, objectives and development concept for Midtown Oakville as a people-oriented complete community, including the overall minimum gross resident and job density targets;
 - provides for a mix of uses (with base residential permissions) to enable housing options and transit-supportive development;

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- introduces precincts to facilitate the creation of complete, mixed use communities with distinctive elements that support daily activities of living, working and recreation;
 - includes policies for future use of Inclusionary Zoning and a Community Improvement Plan, as well as mandatory enabling policies for the town to develop a Community Planning Permit System by-law;
 - provides for high quality built form and public realm that fosters an animated, pedestrian-oriented environment and main street character through urban design policies, and a Schedule for Primary and Secondary Main Streets;
 - introduces policies and a Schedule with maximum building heights (storeys), and a minimum density requirement of 1.0 Floor Space Index to ensure conformity with the province’s Growth Plan;
 - provides for policies and a Schedule that reflects the *Parks Plan 2031* target for overall parkland to be planned to achieve approximately 12 per cent of the gross land area of Midtown Oakville over the long term - not including privately owned publicly accessible spaces (POPS);
 - introduces updated Schedules and policies regarding transportation and mobility including the street network, mid-block connections, active transportation, and transit to support multi-modal transportation choice and pedestrian safety;
 - provides for provision of public service facilities, educational facilities, and community amenities in a compact urban built form;
 - includes policies and a Schedule depicting rail facilities and rail influence areas to address compatibility with sensitive land uses; and
 - provides for infrastructure and servicing, sustainability, phasing/transition for interim and long-term functionality, area design plans, landowners’ agreements (cost sharing), and implementation strategy and monitoring.
2. Replace Part F, Section 28.15, Development Permits, of the Livable Oakville Plan with updated policies to enable the town to pass a by-law to establish a Community Planning Permit System and designate for one or more areas.
 3. Amended Part F, Section 29.5, Glossary, to add the defined terms for low-rise, mid-rise and tall building forms across town.

4. Update and revise all schedules (maps) identifying the Midtown Oakville urban growth centre boundary and area to match the urban growth centre boundary established by Halton Region through Regional Official Plan Amendment 48, which excludes 564 Lyons Lane and the valleylands between Cross Ave. and Cornwall Rd., and to show existing land use designations applying to those lands (“Parks and Open Space” and “Natural Area”) on Schedule G (South East Land Use) instead of Schedule L1 (Midtown Oakville Land Use).
5. Replace Schedules L1, L2 and L3, which would set out revised Midtown Oakville land use designations, precincts, and the open space network to support proposed policy changes, including expansion of “Urban Core” mixed use designations and elimination of the “Lands Eligible for Bonusing” overlay designation.
6. Introduce new Schedules relating to Midtown Oakville’s proposed maximum heights, street network, active transportation, main streets, rail facilities and influence areas, and exceptions to support proposed policy changes.

Subject Lands

Midtown Oakville is the area around the passenger rail station for Oakville GO/VIA rail station, and the bus terminal for GO/Oakville Transit. It includes the lands between the QEW Highway and Cornwall Road, from Sixteen Mile Creek to Chartwell Road. This area is home to approximately 900 residents and 3,000 jobs (2016 Census and the 2019 Region of Halton Employment Survey).

Figure 1: Midtown Oakville Urban Growth Centre (existing boundary)



BACKGROUND

The Livable Oakville Official 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.

A key part of Livable Oakville is its urban structure, which provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintenance of the character of residential areas, and is the foundation upon which to direct growth to identified nodes – including the primary node within the town – the Midtown Oakville urban growth centre – and corridors.

On September 27, 2017, Council adopted Official Plan Amendment 15, approving the town-wide urban structure. OPA 15 has been in effect since July 6, 2021.

Midtown Oakville Growth Area Review and the process to the April 2024 Draft OPA

The vision for Midtown Oakville was established in 1999 through the Midtown Core Land Use Planning Study, wherein the area was to be planned as an urban community and destination for residents, workers, and visitors, where people can live, work and play in walkable, mixed use neighbourhoods connected to the rest of Oakville and surrounding municipalities by pedestrian, cycling, transit, and street networks. This vision has not changed since 1999; instead, it has been reinforced through Council's 2009 approval of the Livable Oakville Official Plan, and the 2017 approval of the town-wide urban structure.

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

Staff provided an update on the Growth Area Review through a [May 23, 2023](#) statutory public meeting on the May 2023 draft OPA (Agenda Item #4.1). Following the May 2023 statutory public meeting, Planning and Development Council passed a motion that the draft Midtown Oakville OPA be reviewed by a Committee of the Whole, with the Midtown consultant team presenting to Council and the public on the policy vision for Midtown Oakville, growth forecasts, urban design, and infrastructure planning.

Communications and Public / Stakeholder Engagement

The Midtown Oakville Committee of the Whole (COW) process began on July 18, 2023, and commenced on January 31, 2024. Six (6) meetings took place focusing on:

- COW 1 ([July 18, 2023](#)): Midtown Implementation Program introduction.
- COW 2 ([August 24, 2023](#)): Joint Best Planning Estimates (JBPEs).
- COW 3 ([October 10, 2023](#)): Existing conditions for preliminary concepts.
- COW 4 ([November 14, 2023](#)): Draft land use block concepts.
- COW 5 ([December 12, 2023](#)): Ontario planning system / tools overview.
- COW 6 ([January 30-31, 2024](#)): Proposed concept & policy directions.

Throughout the COW process, updated responses to Council and public questions raised through the COW meetings were [publicly posted](#) after each meeting to ensure ongoing public engagement informed the development of the April 2024 Draft OPA. Additionally, all stakeholder feedback received throughout the Midtown Oakville COW process was included as an [Appendix](#) to the final COW 6 staff report.

The COW process was complemented by an online survey that closed on December 15, 2023, in addition to more than 20 engagements with the public, technical agencies, landowners and developers, and Residents Associations between September 2023 and February 2024, key of which included an interactive meeting with the Residents Associations ([September 12, 2023](#)), and public engagements on [October 25, 2023](#) and [November 24, 28 and 29, 2023](#)).

Following the COW process, an engagement was held [February 15, 2024](#) providing an overview of the proposed concept, and an opportunity to gather public feedback to refine the April 2024 Draft OPA. A report is included in **Appendix B**.

A Special Council meeting took place on [February 27, 2024](#) to review the proposed concept and policy directions, receive a verbal summary of the third Public Information Centre on February 15, 2024, and hear responses to the public's questions. On April 11, 2024, memos on the following topics were provided to Council:

- [Population Growth](#);
- [Persons Per Unit \(PPU\)](#)
- [Urban Growth Centre \(UGC\) Comparators](#)

PLANNING POLICY & ANALYSIS

Since the Livable Oakville Plan came into effect, there have been many updates to provincial land use legislation, policies and plans. At the time of its approval, the Livable Oakville Plan was consistent with the 2005 Provincial Policy Statement

(PPS) and in conformity with the 2006 Growth Plan and the Regional Official Plan Amendment (ROPA 38). The Livable Oakville Plan must now be updated to be consistent with the 2020 Provincial Policy Statement (PPS) and to conform with the 2019 Provincial Growth Plan, as amended.

Town staff provided analysis of provincial planning policies applicable to Midtown Oakville including the *Planning Act*, the 2020 PPS, the 2019 Growth Plan and the Halton Region Official Plan in the [May 23, 2023](#) staff report to PDC regarding the May 2023 Draft Midtown Oakville OPA (Agenda Item #4.1).

Population and Employment Forecasts

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan 2019) allocates growth across the Greater Golden Horseshoe region to efficiently utilize lands while protecting Southern Ontario's natural resources and agricultural lands. Schedule 3 of the Growth Plan allocates 1.1 million people and 500,000 jobs to Halton Region, to be planned for and accommodated by 2051.

Halton Region is responsible for distributing this provincially mandated growth throughout the region and has done so in collaboration with its local municipal partners. The main processes for this have been through the Regional Official Plan Review (ROPR) and the Halton Region Joint Best Planning Estimates (JBPEs).

The result of these processes is to identify where and when to accommodate population and employment growth that is coming to Halton Region. This in turn provides the foundation for planning the appropriate infrastructure needed to accommodate the anticipated growth.

It is vital to anticipate growth because under-estimating the forthcoming growth will impair the ability for Halton Region and the local municipalities to plan and finance an appropriate amount of hard and soft infrastructure needed in the community now and in the future. Under-estimating also puts in jeopardy the Official Plan policies, leaving the real potential the Ontario Land Tribunal becomes the approval authority for town planning matters, rather than Town Council.

The JBPEs indicate that by the year 2051:

- Halton Region will have 1.39 million people and 624,237 jobs,
- The Town of Oakville will have 442,941 people and 212,116 jobs, and
- Midtown Oakville will have a minimum of 32,468 people and 17,998 jobs.

COMMENTS

Key Themes of the Midtown Oakville OPA

The 2024 Draft Midtown Oakville OPA refined through the Midtown Oakville COW process and September 2023 – February 2024 engagements reflects technical analysis, feedback from Council and the public, and responds to the provincial policy landscape. Public input has been critical to ensuring the policies reflect a diversity of perspectives, community aspirations, and conform with provincial policies. The April 2024 Draft OPA reflects a diversity of interests and feedback of the public, landowners, technical agencies, and other stakeholders, with provincial policy and the components needed to create a complete community.

Input	April 2024 Draft OPA
Midtown Oakville to be developed as a pedestrian-oriented complete community	<p>Policy 20.2 (Goals) reflect public input and provincial policy direction for Midtown Oakville as a UGC and PMTSA, and a complete community with most of the necessities for daily living, including a mix of jobs, local retail and services, a range of housing, transportation and community services, and a variety of outdoor recreational opportunities and amenities.</p> <p>Policy 20.3 (Objectives) outlines how a vibrant, people-oriented complete urban community is achieved through the balance of the draft policies including, but not limited to land uses, precincts, housing, built form, heights and densities, public realm and the open space network, and cultivating transit-supportive communities through investments in transit.</p>
Mix of land uses to create distinctive communities	<p>Policy 20.4 (Land Use Policies) outlines the predominant use of land as mixed use, with an underlying residential base permission that facilitate housing options and transit-supportive development.</p> <p>Policy 20.5 (Precincts) introduces seven precincts across Midtown Oakville that facilitate distinctive community character and providing clarity to developers.</p> <ol style="list-style-type: none"> 1. Trafalgar Road Precinct (Policy 20.5.1): located in the heart of Midtown Oakville, serving as a gateway, characterized by the most diverse mix of land uses, highest intensity

Input	April 2024 Draft OPA
	<p>of development and a height peak (48 storey maximum). The focus is on employment-generating uses including office, retail, commercial, and post-secondary institutional.</p> <ol style="list-style-type: none"> <li data-bbox="695 489 1398 705">2. Argus Arts Precinct (Policy 20.5.2): located to the west of the Trafalgar Road Precinct and north of the GO station, the precinct is envisioned to be the arts and cultural hub of Midtown Oakville. Proposed height maximums of 40 storeys in this precinct. <li data-bbox="695 743 1398 1035">3. Residential Precincts (Policy 20.5.3) - Sixteen Mile Creek, Davis & Cornwall Residential Precincts: Three Residential Precincts, located within the west, east and southerly edges of Midtown Oakville. The precincts include residential and community-serving retail and service land uses. A heights range facilitates a transition to neighbourhoods. <li data-bbox="695 1073 1398 1255">4. Office Employment Precinct (Policy 20.5.4): located in the easterly area of Midtown Oakville, supports existing and future employment uses, with proposed height maximums of 10 storeys. <li data-bbox="695 1293 1398 1545">5. Community Commercial Precinct (Policy 20.5.5): located in the southeastern corner and provides a non-residential buffer between the railyard and sensitive uses. The precinct includes retail, commercial, service, and institutional uses to serve the local community, with height maximums of 10 storeys.
<p>Limited tools to address housing affordability</p>	<p>Policy 20.6 (Housing) introduces policies regarding Inclusionary Zoning, new policies enabling Community Improvement Plans and a Community Planning Permit System (CPPS) within Midtown Oakville (with the enabling policies to expand to other parts of town), subject to passing a by-law, to support the provision of affordable housing, in accordance with Council approved recommendations from the White Paper:</p>

Input	April 2024 Draft OPA
	<p><i>Planning Act</i> Tools to Facilitate the Development of Affordable Housing, shared with Council on March 18, 2024.</p> <p>The report recommends that staff initiates and undertakes work programs to investigate, and if deemed appropriate, implement the following:</p> <ul style="list-style-type: none"> • Inclusionary Zoning within Protected Major Transit Station Areas: to require the provision of affordable housing remain affordable over the long-term. • Community Planning Permit System (CPPS) within Midtown Oakville and other areas: to facilitate development of affordable housing through streamlined approvals. • Community Improvement Plan (CIP) that can leverage funds and/or land to support the provision of long-term affordable housing. This CIP could complement the existing Brownfields CIP which authorizes the town to incentivize provision of affordable, special needs and supportive housing on lands that require environmental remediation. <p>The 2024 Draft Midtown Oakville OPA includes policies signalling the use of Inclusionary Zoning and CIP, and mandatory enabling policies for the town to develop a CPPS by-law, wherein the town may establish affordable housing provisions.</p> <p>The housing policy section also introduces policies clarifying demolition and redevelopment of existing rental housing units shall be governed by the Rental Housing Protection By-Law.</p>
Main Streets Activation	<p>Policy 20.7 (Midtown Main Streets) and Schedule L6 (Main Streets) identifies Argus and Davis Roads as “Primary Main Streets”, with Cross Avenue as a “Secondary Main Street” to facilitate more pedestrian-oriented streets across Midtown Oakville.</p>
Retail Policies	<p>Strengthens policies for active at-grade frontage requirements in mixed use developments, informed by</p>

Input	April 2024 Draft OPA
	<p>a Non-Residential Needs Analysis, to establish Midtown Oakville as a mixed use hub.</p> <p>Includes a new land use policy 20.4.1 (c) requiring the town to undertake a long-range Commercial Needs Assessment for Midtown Oakville to 2051.</p>
<p>Regulating Heights</p> <p>Transfer of Development Rights (Height Increases) for Community Benefit</p> <p>Regulating Density (FSI)</p>	<p>Policy 20.8 (Development Density & Height) and Schedule L7 (Maximum Heights) introduces a range of height maximums (in storeys) by precincts to facilitate a height peak within the Trafalgar Road Precinct given the proximity to the GO station, with lesser heights across the Residential Precincts to facilitate transition.</p> <p>Policy 20.8.3 provides for the potential transfer of development rights (not more than four storeys greater than the maximum heights permitted) to achieve policy objectives of community benefit (Policy 20.8.4).</p> <p>Policy 20.8.5 introduces minimum FSI (1.0) across all developable land in Midtown Oakville to ensure the minimum 200 residents and jobs per hectare as prescribed through the Growth Plan and Halton Region Official Plan for 2021 is met.</p> <p>Exceptions to the minimum FSI of 1.0 include existing buildings, lands required for public parks, community uses operated by a public authority, and above ground parking structures operated by a public authority.</p> <p>Minimum FSI, together with maximum height ranges and built form policies enables good design.</p>
<p>Greater parkland needed</p>	<p>Policy 20.9 (Parks and Open Space) includes policies and a Schedule that outline parks and open spaces of varying sizes and types, and a target for overall parkland to be planned to achieve approximately 12 per cent of the gross land area of Midtown Oakville over the long term - not including</p>

Input	April 2024 Draft OPA
	privately owned publicly accessible spaces (POPS) – in alignment with the town’s <i>Parks Plan 2031</i> .
<p>Transportation</p> <p>Pedestrian Safety / Limit Road Widening</p> <p>Active Transportation</p> <p>Encouraging Transit Use & Managing Traffic</p>	<p>Policy 20.10 (Transportation and Mobility) includes policy directions related to creating a fine-grain block structure throughout Midtown Oakville to support multi-modal (pedestrian, cycling, transit and vehicular) movement.</p> <p>Policy 20.10.1 (Street Network) and the new Schedule L4 establishes a streets hierarchy, and a fine-grain pattern of streets and connections to support the safe circulation of pedestrians and cyclists. Policy direction provides that street rights-of-way widths are to be kept to minimums to support active transportation.</p> <p>Policy 20.10.2 (Mid-Block Connections) strengthens the pedestrian-oriented transportation and mobility network focus on safe, barrier-free, convenient, and predictable active transportation routes. Policy direction also provides for landscaping, lighting, wayfinding to support pedestrian-oriented design.</p> <p>Policy 20.10.3 (Active Transportation) provides policy direction and a new Schedule L5 for creation of a safe, year-round pedestrian and cycling network, including identification of future pedestrian bridges and underpasses with active transportation connections.</p> <p>The Transportation and Mobility policies work coherently to support the development of a multi-modal transportation network and transit-supportive developments that encourage a shift towards transit and active transportation modes while accommodating parking and access (Policy 20.10.6) that responds to Midtown Oakville’s existing conditions yet can evolve over the long term as transit infrastructure improves.</p>

Input	April 2024 Draft OPA
	<p>Policy 20.10.4 (Transit) provides policy direction to increase transit use through improved service, reliability and frequency (in partnership with provincial, regional and local transit partners), and requiring development consider transit access for transit-supportive development.</p> <p>Policy 20.10.5 (Transportation Demand Management) includes policies requiring development applicants subject and implement a Transportation Demand Management (TDM) Options Report as part of any planning application that demonstrates how the proposed development will promote a shift towards active transportation, transit use, and address traffic.</p>
<p>Importance of the public realm and pedestrian-oriented design</p> <p>Development must be planned comprehensively – considerations for traffic</p> <p>Request for variety of built forms</p>	<p>Policy 20.11 (Urban Design) introduces policies, in addition to the Part C Urban Design Policies in Livable Oakville, that provide direction around the development of a pedestrian-oriented public realm (Policy 20.11.1) with requirements for developments to include, among other elements: pedestrian-oriented spaces and routes, building orientations onto public streets to support street animation, landscaping and trees, lighting, public art and wayfinding.</p> <p>Policy 20.11.2 (Block Design) complements and works in tandem with Midtown Oakville’s Transportation and Mobility policies, with policy direction clarifying that development blocks within Midtown Oakville are informed by the planned transportation and streets network and are required to be planned and designed comprehensively.</p> <p>Policy 20.11.3 (Built Form) provides policy direction on elements required to ensure design excellence including positioning of buildings, siting for wind conditions and sky views, and varying building heights to create a distinctive skyline, with policy direction for the podium specifications, setbacks, minimum tower separation distances, and tower floorplates.</p>

Input	April 2024 Draft OPA
	<p>Introduces a new defined term (building forms) in the Glossary of Livable Oakville Plan to clarify the height ranges (in storeys) for the building forms:</p> <ul style="list-style-type: none"> • Low-rise – up to and including 6 storeys • Mid-rise – 7 to 12 storeys • Tall buildings – 13 storeys or greater <p>The April 2024 Draft OPA meets the mandated population and employment forecast and conforms to provincial policy while enabling a diversity of building forms, supported by built form policies focused on human-scaled design.</p>
<p>Public / Community Amenities Needed for a Complete Community</p> <p>Planning for Schools</p>	<p>Policy 20.12 (Public Facilities) provides direction requiring monitoring and identification of the need for public service facilities and educational facilities.</p> <p>Policy 20.12.2 (Educational Facilities) includes policy direction for Midtown Oakville to be planned for a minimum of four (4) schools, with two general priority areas for the schools identified on Schedule L3. Policies encourage compact urban format schools adjacent to open spaces. Policies require landowners / developers to provide notice to school boards to determine a need for space within developments.</p>
<p>Rail Facilities and Sensitive Uses</p>	<p>Policy 20.13 (Transit Station, Rail and Highways) includes policies and a Schedule to address compatibility with sensitive land uses, based on input from technical agencies (CN Rail, Metrolinx).</p>
<p>Infrastructure / Servicing (Flood Mitigation)</p> <p>Environmental Concerns (Climate Resiliency; Sustainability; Green Building Standards)</p>	<p>Policy 20.14 (Infrastructure and Servicing) includes policy direction that development within Midtown Oakville be required to implement stormwater management techniques to address flood mitigation, and developers may be required to prepare technical studies by qualified professionals where development is proposed within or adjacent to hazard lands.</p> <p>Policies under 20.14 direct development to consider green infrastructure and low impact development (LID) to address air quality, stormwater runoff,</p>

Input	April 2024 Draft OPA
	<p>minimize urban heat island effects, and enhance biodiversity.</p> <p>Policy 20.15 (Sustainability) requires development to identify opportunities for renewable and district energy, glazing for energy efficiency, bird friendly design, reduced embodied carbon energy in building materials, green or blue roofs, and urban tree canopy.</p>
Lack of Implementation Details	<p>Policy 20.17 (Implementation Policies) articulates implementation strategies that will be developed by the town, with partners, to implement the Midtown Oakville OPA.</p>
Phasing / Monitoring	<p>Policy 20.17.3 (Area Design Plan) addresses coordination and phasing of development between landowners that, together with the block design policies (20.11.2) and monitoring policies (20.17.4), ensures development is planned comprehensively, with the town monitoring development over time to iteratively identify and plan for infrastructure improvements including transit, to ensure livability.</p>
Financial Implications	<p>Policy 20.17.5 (Landowners’ Agreement / Cost Sharing) ensures the costs associated with development are distributed in a fair and equitable manner among landowners, with no individual development in Midtown Oakville being approved until the subject landowners has become party to the landowners’ cost sharing agreement.</p>

Next Steps

Feedback received leading up to and including the April 22, 2024 statutory public meeting will be considered by the consultants and town staff in the refinement of the Midtown Oakville OPA to go to Council for decision on June 24, 2024. An updated consolidation of stakeholder feedback received and how the final recommended OPA responds will be included in the June 2024 recommendation report.

CONSIDERATIONS

(A) PUBLIC

The April 22, 2024, statutory public meeting will be the fourth. The town has also hosted more than 20 workshops, Public Information Centres, and technical advisory meetings, as well as six COW meetings.

The public may make submissions on the draft OPA up until Council makes a decision on these matters which is anticipated for June 2024.

(B) FINANCIAL

There are no financial considerations applicable to this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The 2024 draft OPA was circulated to internal departments for review and input.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses council strategic priorities with respect to accountable government by providing Council and the public with detailed information on the Midtown Oakville OPA and implementation program; being the most livable town in Canada; and improving the town's multi-modal transportation network.

(E) CLIMATE CHANGE / ACTION

The Midtown Oakville policies address the climate change emergency declared by Council by tackling two of the biggest contributors to greenhouse gas emissions – energy used for transportation and heating of buildings. The draft OPA continues to support compact urban development that provides viable choices for transportation and opportunities for a transition to alternative energy sources per the town's Community Energy Strategy.

APPENDICES

Appendix A – Draft 2024 Midtown Oakville OPA

Appendix B – PIC 3 What We Heard Summary Report

Prepared By:

Sarah Burrell
Policy Planner

Geoff Abma, MCIP, RPP
Senior Planner

Recommended By:

Kirk Biggar, R.F.P., MCIP, RPP
Manager, Policy Planning & Heritage

Submitted By:

Gabe Charles, MCIP, RPP
Director, Planning Services

APPENDIX A



Draft Proposed
Midtown Oakville OPA
Released April 2, 2024 for Review and Discussion

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2024-###

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:

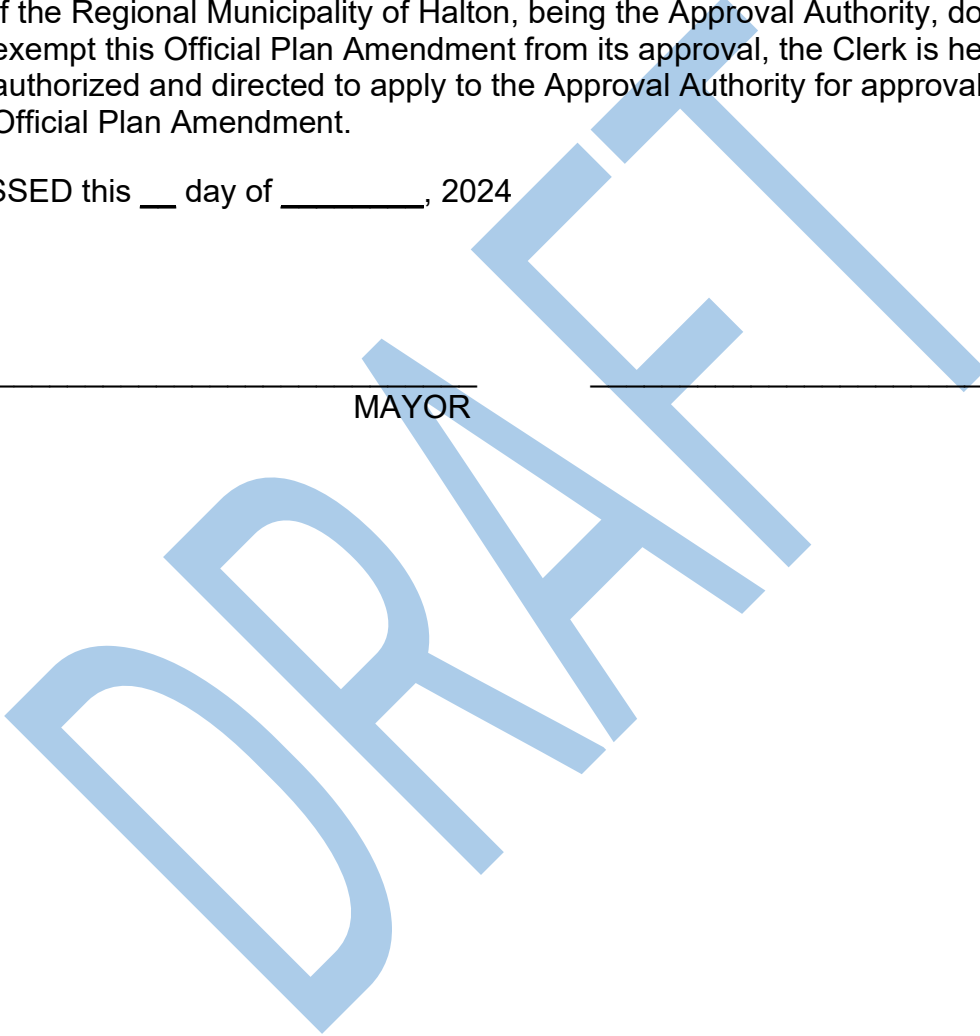
1. For the purposes of this by-law:
 - a. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and 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 (now OLT-22-003280), 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).
2. By-law 2014-013, a by-law to adopt an amendment to the Livable Oakville Plan, Official Plan Amendment Number 4 (inZone conformity and housekeeping matters), is hereby repealed as it applies to the properties municipally known as 420 and 468 South Service Road and Items 38, 39 and 40, of OPA 4.

3. Official Plan Amendment Number **XX** to the Livable Oakville Official Plan, attached as Appendix “A” to this by-law, is hereby adopted.
4. This Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.
5. If the Regional Municipality of Halton, being the Approval Authority, does not exempt this Official Plan Amendment from its approval, the Clerk is hereby authorized and directed to apply to the Approval Authority for approval of this Official Plan Amendment.

PASSED this ___ day of _____, 2024

MAYOR

CLERK



Appendix “A” to By-law 2024-###
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 official plan amendment (OPA) is to update the land use policies applying to the Midtown Oakville Urban Growth Centre (UGC), as a Protected Major Transit Station Area (PMTSA), in the Livable Oakville Plan (Official Plan) to the year 2051.

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

1. Replace Section 20, Midtown Oakville, in its entirety, to provide new and updated area-specific policies to support the creation of a transit-supportive and complete community with the town’s highest density mix of residential, commercial, institutional and community uses. The policies:
 - are being updated to conform with the latest Provincial legislation, plans and policies, and the Halton Regional Official Plan, as amended;
 - advance the Town's Housing pledge for 33,000 new housing units by 2032;
 - set out the area, introduction, goal, objectives and development concept for Midtown Oakville, including overall minimum resident and job density targets;

- provide for a high quality built environment and public realm, including parks and open spaces, to develop Midtown Oakville as a vibrant urban community and destination;
 - address land uses, densities, building heights, provision of educational facilities, community amenities, transportation, parking, and stormwater management;
 - eliminate the existing bonusing permissions in response to provincial changes to section 37 of the *Planning Act*; and,
 - provide for phasing/transition for interim and long-term functionality, area design plans, landowners' agreements (cost sharing), and implementation strategy and monitoring.
2. Update and revise all schedules (maps) identifying the Midtown Oakville urban growth centre boundary and area to match the urban growth centre boundary established by Halton Region through Regional Official Plan Amendment 48, which excludes 564 Lyons Lane and the valleylands between Cross Ave. and Cornwall Rd., and to show the existing land use designations applying to those lands (being "Parks and Open Space" and "Natural Area") on Schedule G (South East Land Use) instead of Schedule L1 (Midtown Oakville Land Use).
 3. Replace Schedules L1, L2 and L3 for Midtown Oakville, which would set out revised Midtown Oakville land use designations, precincts, and open space network to reflect and support the proposed policy changes, including the expansion of the "Urban Core" mixed use designations and the elimination of the "Lands Eligible for Bonusing" overlay designation.
 4. Introduce new Schedules relating to Midtown Oakville's proposed building heights, street network, active transportation facilities, main street animation areas, and rail facilities and influence areas 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 strategic growth areas and 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 and Halton Region's required intensification to 2051 and beyond.
- Council adopted [Official Plan Amendment Number 15 \(OPA 15\) 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. OPA 15 has been fully in effect since July 9, 2021.
- The allocation of forecasted growth to Strategic Growth Areas, including Urban Growth Centres, continues to be an important component of the Region's overall growth management strategy.
- Regional Official Plan Amendment Number 48 (ROPA 48) to the Region of Halton Official Plan identified the Midtown Oakville Major Transit Station Area, which is also an Urban Growth Centre, as a Protected Major Transit Station Area in accordance with Section 16(16) of the *Planning Act*.
- ROPA 48 to the Region of Halton Official Plan also 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 564 Lyons Lane and 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.
- On November 4, 2022, the Minister of Municipal Affairs and Housing approved Regional Official Plan Amendment No. 49 (ROPA 49) with forty-five modifications as part of Halton Region's Municipal Comprehensive Review.
- The purpose of ROPA 49 was to implement the results of the Region's Integrated Growth Management Strategy (IGMS), determining how to accommodate forecasted population and employment growth in the region to 2051.
- Bill 23, *More Homes Built Faster Act, 2022*, was introduced at the Provincial Legislature for First Reading on October 25, 2022. Bill 23 was passed on November 28, 2022, and received Royal Assent the same day. Bill 23 proposed extensive changes to Acts and regulations including the *Development Charges*

Act, Planning Act, Municipal Act, and others. Not all proposed changes are in force; some are still to be confirmed by the Provincial government.

- Several areas of land use planning have changed or are proposed to change through Bill 23, including:
 - Inclusionary Zoning (IZ) in Protected Major Transit Station Areas (PMTSA);
 - treatment of affordable, attainable, and IZ units with regard to Development Charges and discounts to Community Benefits and Parkland Dedication; and,
 - rules around maximum parkland dedication caps and eligibility of privately-owned parkland (stratified and encumbered lands) for parkland credit.
- Council adopted Official Plan Amendment Number 15 (OPA 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. OPA 15 has been fully in effect since July 9, 2021.
- On March 22, 2021, Planning and Development Council hosted a statutory public meeting (via videoconference) about a previous draft proposed OPA for Midtown Oakville based on the findings of the Midtown Oakville Growth Area Review to that point.
- Further to the statutory public meeting, two Council Workshops (via videoconference) were held to provide Council with additional information regarding Midtown Oakville. The workshop on May 31, 2021, focused on transportation and mobility, including connections to and from the rest of Oakville. The workshop on June 22, 2021, was about urban design for Midtown.
- On June 28, 2021, staff hosted a virtual public information session, “Advancing Midtown Oakville,” to present the material from the Council Workshops.
- On May 12, 2022, a revised draft Midtown OPA was released for public comment.

- On June 12, 2022, Planning and Development Council hosted a second statutory public meeting about the revised draft proposed OPA for Midtown Oakville released on May 12, 2022.
- On May 2, 2023, a revised draft Midtown OPA was released for public comment.
- On May 23, 2023, Planning and Development Council hosted a third statutory public meeting about the revised draft proposed OPA for Midtown Oakville released on May 2, 2023.
- Planning and Development Council passed a motion on May 23, 2023, which directed that the Midtown Official Plan Amendment be reviewed by the Committee of a Whole. The intent of the Committee of a Whole meetings was to allow the Midtown consultant team to present to Council and the public on a number of areas of study, including, but not limited to: Midtown Vision, population and employment forecasts, community design matters and infrastructure timing.
- The Midtown Oakville Committee of a Whole (COW) process began on July 18, 2023. Six COW meetings took place between July 2023 and January 2024, focusing on various topics, as follows:
 - COW #1, July 18, 2023: introduction of the Midtown Implementation Program
 - COW #2, August 15, 2023: Joint Best Planning Estimates Review
 - COW #3, October 10, 2023: existing conditions, constraints, and opportunities to inform the preliminary land use block concepts
 - COW #4, November 14, 2023: draft block concepts for consultation, illustrating effects on servicing, mobility, public realm, built form
 - COW #5, December 12, 2023: understanding Ontario's planning law, policy options, tools and context, and the supporting tools and processes the town can employ
 - COW #6, January 30-31, 2024: the proposed concept and policy directions, based on public, Council and stakeholder feedback to-date

- The COW meetings were complemented with public consultations between September 2023 and February 2024 on the same topics as the COW meetings as well as an additional phase of engagement to refine the proposed concept. The Midtown consultant team hosted more than 20 engagements with the public, technical experts, developers, landowners, and Residents Associations during this time.
- On February 15, 2024, the Midtown consultant team and town staff hosted a public information session, “Meet Midtown: Proposed concept and policy approach”, to engage with public stakeholders on the proposed concept and policy approach for Midtown Oakville.
- On February 27, 2024, Council hosted a Special Meeting to allow Council to review and discuss the proposed concept, receive a summary of the public feedback from the February 15, 2024, public information session, and receive additional information from the public.

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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**.
2. Delete Part F, Section 28.15, Development Permits, of the Livable Oakville Plan and replace it with the new Section 28.15 provided in **Attachment 2**.
3. Add the defined term *building forms* to Part F, Section 29.5, Glossary in accordance with **Attachment 2**.
4. Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications in **Attachment 2**.
5. Add and italicize any defined terms from Part F, Section 29.5, Glossary, of the Livable Oakville Plan within the new text added to the Plan through **Attachment 2**.

B. Schedule Changes

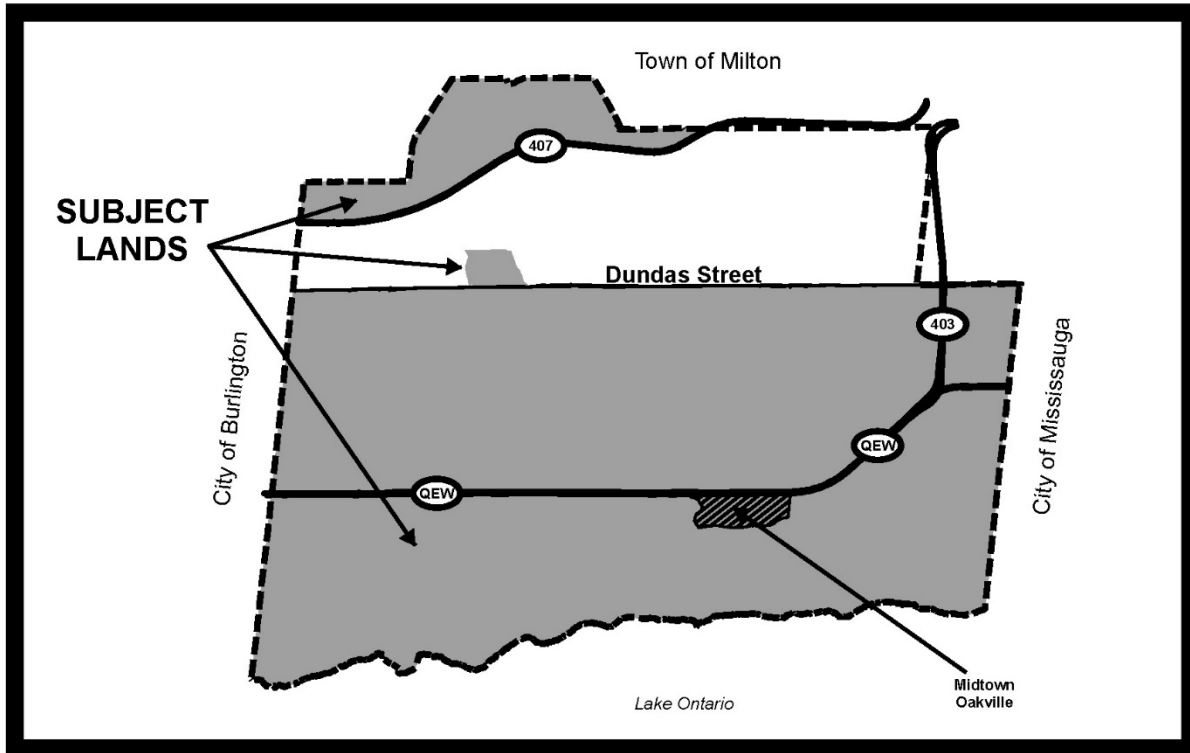
This Official Plan Amendment includes the following modifications to the schedules to the Livable Oakville Plan:

1. Delete the following schedules to the Livable Oakville Plan and replace them with the schedules provided in **Attachment 3**.
 - Schedule G, South East Land Use
 - Schedule L1, Midtown Oakville Land Use
 - Schedule L2, Midtown Oakville Building Heights (to become Midtown Oakville Precincts)
 - Schedule L3, Midtown Oakville Transportation Network (to become Midtown Oakville Open Space)
2. Insert the following new schedules into the Livable Oakville Plan, as provided in **Attachment 3**.
 - Schedule L4, Midtown Oakville Proposed Transportation Network
 - Schedule L5, Midtown Oakville Active Transportation

- Schedule L6, Midtown Oakville Main Streets
- Schedule L7, Midtown Oakville Maximum Height
- Schedule L8, Midtown Oakville Exceptions
- Schedule L9, Midtown Oakville Rail Facilities and Influence Areas

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**Attachment 1 to OPA XX
Subject Lands**



**Attachment 2 to OPA XX
New Midtown Oakville Policies**

Part F: Implementation and Interpretation

28.15 Development Permits

- 28.15.1 Pursuant to Section 70.2 of the *Planning Act*, the Town may pass a By-law to establish a Development Permit System (also referred to as a Community Planning Permit System) and designate for one or more Development Permit Areas within the Plan area.
- 28.15.2 Notwithstanding policy section 28.3.1, the Town may use a community planning permit by-law, in lieu of a zoning by-law, to implement the objectives and policies of this plan within areas identified as community planning permit areas under this Plan.
- 28.15.3 Identification of a community planning permit area and passing of a community planning permit by-law shall be guided by the following:
- a) a clear vision, goals and objectives, and policies to achieve them is established prior to or concurrently with the proposed by-law for the specified area through a broad consultative process;
 - b) the area is identified as one that would benefit from the streamlined process that arises from implementing a community planning permit by-law;
 - c) the area is identified as one that requires public facilities, services, and matters to be provided commensurate with the area's growth and development over time; and/or
 - d) the area would benefit from having development permits issued in accordance with conditions and criteria provisions of a community planning permit by-law.
- 28.15.4 Upon authorization of a Community Planning Permit System, the Town may implement this Plan, as it applies to the designated development permit area(s), using a development permit regime independent or supplemental to its powers of implementation described in this Plan.

- 28.15.5 Within the community planning permit by-law, Council may delegate its decision-making authority as prescribed to a committee or staff member. This authority may include approving or refusing development permit applications, entering into agreements, and issuing development permits with or without conditions. All such decisions shall be in compliance with the provisions of the community planning permit by-law.
- 28.15.6 Prior to passing a By-law to establish a Development Permit Area(s), the Official Plan shall:
- a) Identify the area as a proposed development permit area;
 - b) Set out the scope of the authority that may be delegated and any limitations on the delegation, if Council intends to delegate any authority under the Development Permit By-law; and
 - c) Identify for each proposed development permit area:
 - i) A statement of the Town's goals, objectives and policies in proposing a Community Planning Permit System for the area;
 - ii) The types of criteria that may be included in the Development Permit By-law for determining whether any class of *development* or any use of land may be permitted by development permit; and
 - iii) The types of conditions that may be included in the Development Permit By-law.
- 28.15.7 A Development Permit By-law shall:
- a) Contain a description of the area to which the By-law applies, which shall be within the boundaries of an area identified in this Plan as a proposed Development Permit Area;
 - b) Set out and define the permitted land uses;
 - c) Set out a list of minimum and maximum standards for *development*;
 - d) Set out any internal review procedures regarding decisions made on development permit applications;
 - e) Set out the manner in which notices shall be given of decisions on development permit applications;

- f) Provide that a development permit may be amended as described in the By-law;
- g) Provide that an agreement between the landowner and the Town may be amended as described in the By-law;
- h) Provide that any pre-existing agreements between the landowner and the Town may be amended in the same manner as described in the By-law;
- i) Outline any conditions that Council may want to impose in making decisions on a development permit application; and,
- j) Set out the scope of the authority that is delegated and any limitations on the delegation if Council is delegating any authority under the By-law.

29.5 Glossary (new addition)

Building forms can be described as low-rise, mid-rise and tall buildings. In Oakville, building forms mean the following ranges in storeys:

- a) Low-rise – up to and including 6 storeys
- b) Mid-rise – 7 to 12 storeys
- c) Tall buildings – 13 storeys or greater

PART E: Growth Areas, Special Policy Areas and Exceptions

20. Midtown Oakville

Midtown Oakville is the Town's primary *strategic growth area* and is planned to accommodate a significant portion of the Town and Region's required *intensification* to the year 2051 and beyond. 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 *strategic growth area* and *protected major transit station area* is located on the Lakeshore West GO *provincial priority transit corridor*. It is anchored by the Oakville GO/VIA 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, bus rapid transit (BRT) systems will connect Midtown Oakville with the broader Greater Toronto and Hamilton Area (GTHA) transportation network, with Trafalgar Road planned as a regional *intensification corridor*.

The Oakville GO/VIA Station and the interchange of Trafalgar Road and the QEW/Highway 403 are major entry points to the Town, distinguishing Midtown Oakville as a strategic location to accommodate both population and employment growth.

Since 2006, Midtown Oakville has been identified as 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.

The Town will work with its local, 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.

The transformation of this urban growth centre will be incremental as individual private sector *development* proposals and public sector capital projects are constructed over the long-term.

20.2 Goals

The Midtown Oakville *urban growth centre* will be a liveable, vibrant, high-density, mixed use urban destination focused on people and transit.

20.2.1 The Midtown Oakville *urban growth centre* will be a complete community where all ages, abilities, and incomes can conveniently access most of the necessities for daily living, including a mix of jobs, local retail and services, a range of housing, transportation options and community services, and a variety of outdoor recreational opportunities and amenities. Midtown Oakville will be integrated into the broader Oakville community, with access to Town and Regional services and amenities.

20.3 Objectives

20.3.1 As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications and *development* proposals, use the following planning objectives to guide decisions related to Midtown Oakville's evolution.

20.3.2 To create a vibrant, people-oriented, 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, office, commercial, retail, institutional *development* and other high-intensity employment uses to establish Midtown Oakville as a desirable and attractive employment centre.
- c) Providing for a range of arts and culture uses, establishing Midtown Oakville as a cultural hub within Oakville.
- d) Realizing a diversity of housing choices, employment opportunities, *educational facilities*, *public service facilities*, and destinations that support a vibrant and liveable urban environment for people of all stages of life.
- e) 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.

- f) Promoting a *compact urban form* that emphasizes human-scaled building massing and contains a range of *building forms* including low-rise, mid-rise and tall buildings.
- g) Directing the greatest height and density within Midtown Oakville to the precincts intended to realize the most diverse mix of land use, including the Trafalgar Road Precinct and the Argus Arts Precinct.
- h) Providing an appropriate transition in density within Midtown Oakville from the highest concentration, mix and massing of uses and buildings north of the railway toward the neighbouring areas to the south and east.
- i) Creating a well-connected public realm focused on human interactions and active uses at-grade, providing opportunities for public art, wayfinding, or other placemaking elements.
- j) Establishing a connected network of parks and open spaces that will support the population of Midtown Oakville and express distinct character, role, and function within the Midtown community.
- k) Promoting *sustainable development* standards and practices for buildings and *infrastructure* , to ensure long term resilience.

20.3.3 To create *transit-supportive* communities by:

- a) Facilitating public investment in transit, *active transportation, infrastructure* and *public service facilities* to support future growth.
- b) Developing a connected mobility network including streets, *active transportation* and existing and planned higher order transit routes that support multi-modal circulation and choice of movement.
- c) Creating a street network comprised of rights-of-way that support pedestrians, street-level shopping environments and *active transportation*.

20.3.4 To enable the evolution of Midtown Oakville as an urban growth centre and the Town's primary strategic 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, while accommodating potential growth in the future; and,

- b) Ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

20.4 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 to Midtown Oakville.

20.4.1 General Land Use Policies

- a) The predominant use of land within Midtown Oakville shall be mixed use, *transit-supportive development*.
- b) The following uses are permitted in all land use designations within Midtown Oakville:
 - i) *Public service facilities*
 - ii) Drive-through facilities shall not be permitted in Midtown Oakville.
 - iii) Existing motor vehicle dealership and related uses, including motor vehicle service stations, may be permitted to redevelop provided where it can be demonstrated that they are in a compact, urban form, meet the urban design polices of this plan, and do not preclude the long-term *development* of the lands as set out in this plan.
 - iv) *Development* shall provide for the replacement of all existing non-residential gross floor area. The replacement of all existing non-residential gross floor area may be modified on a case-by-case basis, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the relevant Precinct, as described in Section 4, can support the long-term employment objectives of this Plan.
 - v) A mix of commercial uses, including large and small scale retail, service and community-serving uses, is encouraged throughout Midtown Oakville and should be located at grade and designed to complement pedestrian-oriented access and street character.

- vi) Permitted and/or prohibited uses established in the implementing by-law, may be varied, added, or excluded based on site and area context that is assessed through a *development* application.
- c) The Town of Oakville shall undertake a Long-Range Commercial Needs Assessment to determine the commercial land requirements for Midtown Oakville to the year 2051.

20.4.2 Urban Core

In addition to Part D Section 12.5 of this Plan, lands designated Urban Core are subject to the following additional policies:

- a) The following uses are also permitted:
 - i) *educational facilities*;
 - ii) cultural uses and cultural facilities;
 - iii) municipal parking facilities;
 - iv) all non-market housing, including but not limited to special needs housing; and,
 - v) On lands adjacent to lands designated Utility or in proximity to the GO Station, *transit-supportive* facilities may be permitted, including but not limited to bus terminals, passenger pick-up and drop-off (PUDO) areas, structured parking and limited surface parking.
- b) Permitted uses in Policy 12.5.1 of Part D of this Plan, may be stand alone provided they meet the other policies of this plan.

20.4.3 Office Employment

In addition to Part D Section 14.3 of this Plan, lands designated Office Employment are subject to the following additional policies:

- a) The following uses are also permitted:
 - i) Municipal parking facilities;
 - ii) Convenience retail, accessory retail, and service commercial uses, including restaurants.

- b) Uses should provide for high employment densities to ensure that the planned function and intensification of the site(s) can be achieved.

20.4.4 Community Commercial

In addition to Part D Section 13.4 of this Plan, lands designated Community Commercial are subject to the following additional policies:

- a) The following uses are also permitted:

- i) Offices

20.4.5 Utility

In addition to Part D Section 18.0 of this Plan, lands designated Utility are subject to the following additional policies:

- a) The following uses are also permitted:

- i) Transit-related and *transit-supportive* uses and facilities, subject to the protection of underground and above-ground utilities, including:
 - station buildings and related office uses;
 - bus terminals;
 - passenger amenity areas and public open spaces;
 - passenger pick-up and drop-off (PUDO) areas; and,
 - surface and structured parking.
- ii) Passive recreational uses, such as such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas, subject to the protection of the function of utilities and the consultation and approval from relevant agencies.

20.5 Precincts

20.5.1 Trafalgar Road Precinct

The Trafalgar Road Precinct is located in the heart of Midtown as shown as shown in Schedule L2 and shall be characterized by the most diverse mix of land uses and highest intensity of *development* in Midtown to create a *people-oriented, transit-supportive complete community*. The Trafalgar Road Precinct shall include mixed use *development* including residential uses with a focus on establishing a significant centre for employment-generating uses including office, retail, commercial, and post-secondary institutional uses to support a range of land use activity throughout all times of day. The Trafalgar Road Precinct shall be an important entryway into Midtown, is a suitable location for distinct signature architecture, and shall establish a strong sense of unique identity.

On lands within the Trafalgar Road Precinct:

- a) Residential uses as well as significant office, retail, and post-secondary institutional uses, should be provided to support activity throughout the day and week.
- b) The Town should maximize opportunities to attract office and institutional uses including but not limited to post-secondary institutional uses, libraries, cultural facilities, community centres, economic development uses, and innovation uses, reinforcing Midtown as a major office, education, employment, and economic area.
- c) *Development* in this precinct should:
 - i) Contribute to the most diverse mix of residential, office, retail, and institutional uses that contribute to a vibrant Midtown;
 - ii) Reinforce Trafalgar Road as a regional *intensification corridor*;
 - iii) Prioritize the realization of office, post-secondary institutional, economic development, and research and innovation uses, reinforcing Midtown as a major office node and employment centre;
 - iv) Feature the highest density and tallest buildings in Midtown in accordance with the built form policies of this plan;

- v) Include a minimum of 30% of the total proposed gross floor area as non-residential uses such as office, retail, commercial, or institutional uses. The minimum non-residential requirement may be modified on a case-by-case basis provided a Non- Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Trafalgar Precinct can support the long-term employment objectives of this Plan; and,
- d) Provide or contribute to direct connections to transit *infrastructure*, which may be provided within buildings, through underground or elevated concourses or on-site open space connections and be integrated and well planned with *transit-supportive development*.

20.5.2 Argus Arts Precinct

The Argus Arts Precinct is located to the west of the Trafalgar Road Precinct and to the north of the GO Station as shown in Schedule L2 and is envisioned to be the cultural hub of Midtown. The Argus Arts Precinct shall include mixed use *development*, including residential uses with a focus on providing the widest range of arts and cultural facilities and retail areas, fostering the *development of a complete community* in Midtown Oakville.

On lands within the Argus Arts Precinct:

- a) Significant residential, retail, arts and culture, recreational, and community uses should be provided to support activity throughout the day and throughout the week, and to create a space for creative uses.
- b) *Development* in this precinct should:
 - i) contribute to a mix of residential, arts and cultural, employment, retail, institutional, and office uses that contribute to a vibrant Midtown;
 - ii) prioritize the realization of arts and culture and associated uses, reinforcing Midtown as a cultural hub;
 - iii) provide for heights and densities that are less than those in the Trafalgar Road Precinct, but higher than other areas of Midtown;
 - iv) include a minimum of 15 percent of the total proposed gross floor area as non-residential uses such as cultural or community uses. The minimum non-residential requirement may be modified on a case-by-

case basis provided a Non- Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Argus Arts Precinct can support the long-term objectives of this Plan to establish Midtown as a cultural hub; and,

- v) provide direct connections to transit *infrastructure*, which may be provided within buildings, through underground or elevated concourses or on-site open space connections and be integrated with *transit-supportive development*.

20.5.3 Residential Precincts

The Residential Precincts, as illustrated on Schedule L2, include the following three precincts: Sixteen Mile Creek Residential Precinct; Davis Residential Precinct and the Cornwall Residential Precinct.

The Residential Precincts are located in the west, east and southern edges of Midtown. They are envisioned as mixed use neighbourhoods which shall include residential uses and community-serving retail and service uses. The Residential Precincts are envisioned as welcoming residential neighbourhoods which shall provide transition between the highest intensity precincts in the centre of Midtown and the established neighbourhoods surrounding Midtown.

On land within the Residential Precincts:

- a) Residential uses, as well as community-serving non-residential uses, should be provided.
- b) *Development* in these precincts should:
 - i) contribute to the *development* of a residential *complete community* with a mix of housing built form types in grade-related, mid-rise, mid-rise with grade related townhouses and tall building forms as shown in Table 1, and include residential and population serving retail, commercial, and institutional uses;
 - ii) provide for appropriate transition to the existing and planned context while contributing to overall the intensification of Midtown;
 - iii) include active at-grade uses along the Primary and Secondary Main Streets identified in Schedule L6, and other public frontages, to foster an animated, pedestrian-oriented environment and main street

character. Active at-grade uses include commercial, recreational, entertainment, retail, office, community services and facilities, or institutional uses;

- iv) contribute to direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses, pedestrian bridges or on-site open space connections and be integrated with *transit-supportive development*, where feasible and appropriate; and,
- v) incorporate flexible building forms that can accommodate residential, commercial, and live-work uses over time.

20.5.4 Office Employment Precinct

The Office Employment Precinct is located in the easterly area of Midtown as shown on Schedule L2. It is and is intended to support existing and future employment uses including major and secondary office uses. Other non-residential uses may be located within this precinct, providing they comply with other policies of this plan and provide appropriate buffering to the rail yard.

On lands within the Office Employment Precinct:

- a) The Town should maximize opportunities to attract office and other employment generating non-residential uses, reinforcing Midtown as a desirable destination for employment.
- b) *Development* within this precinct should contribute to a mix of office, retail, and institutional uses that contributes to a vibrant Midtown.

20.5.5 Community Commercial Precinct

The Community Commercial Precinct is located at the southeastern corner of Midtown as shown on Schedule L2. It is intended to provide a non-residential land use buffer between the rail yard and sensitive uses, while also providing important retail, commercial, service, and institutional uses to serve the local community.

On lands within the Community Commercial Precinct, *development* should:

- a) Contribute to a mix of non-residential uses to serve the local community.

- b) Provide transition from the established community to the evolving Midtown context with greater intensity of redevelopment.

20.6 Housing

20.6.1 Residential *development* should include:

- a) Mid-rise and tall building types, and unit sizes that can accommodate a variety of households, including those with children and residents at different stages of life;
- b) Amenities designed for households with children as well as older adults;
- c) Non-market housing, including emergency, transitional, supportive housing, special needs housing, and affordable housing; and,
- d) purpose-built rental housing.

20.6.2 Residential *development* should be designed to include:

- a) balconies or terraces;
- b) common outdoor amenity areas;
- c) common indoor amenity areas;
- d) operable windows; and,
- e) storage areas for use by unit occupants.

20.6.3 Affordable Housing

- a) An inclusionary zoning framework may be established for the Midtown Oakville protected major transit station area.
- b) An inclusionary zoning framework shall be informed by an assessment report prepared in coordination with Halton Region.
- c) *Development* shall provide affordable housing to meet targets that are established and updated by the Town's housing needs assessment and inclusionary zoning assessment report, as applicable.

- 20.6.4 The Town may provide financial and other incentives as authorized by a Community Improvement Plan and/or undertake infrastructure improvements to facilitate the provision of affordable housing and/or *special needs housing*.
- 20.6.5 The demolition and/or redevelopment of existing rental housing units shall be governed by the Rental Housing Protection By-Law. Where a proposal for redevelopment requires demolishing or converting a building containing six (6) or more rental residential housing units is proposed, a Section 99.1 Permit must be obtained before proceeding with demolition works on the site.

20.7 Midtown Main Streets

- 20.7.1 The Main Streets identified in Schedule L6 shall be attractive, pedestrian-oriented and pleasant to experience. They shall form the cultural spines of the Midtown neighbourhoods north of the railway, which shall include landscaping and open spaces to further enhance the public realm.
- 20.7.2 Primary and Secondary Main Streets identified in Schedule L6 shall exhibit a generous public realm through a combination of high-quality storefront design as defined in *Designing Midtown*, in addition to high quality municipal public realm design in line with the Streetscape Masterplan.
- a) To foster an animated, pedestrian-oriented environment and main street character, *development* on Main Streets shall provide active at-grade uses. Active at-grade uses include commercial, recreational, entertainment, retail, office, community services and facilities, or institutional uses. Active at-graded uses shall be provided as follows:
- i. *Development* fronting onto Primary Main Streets shall provide a minimum of 70 percent active non-residential uses at-grade facing the Primary Main Streets frontages.
 - ii. *Development* fronting onto Secondary Main Streets shall provide a minimum of 40 percent active non-residential uses at-grade facing Secondary Main Street frontages.
 - iii. Active at-grade frontage may also contribute to the non-residential use requirements of Section 20.4.
- b) The minimum at-grade activation requirement may be modified on a case-by-case basis provided a Non-Residential Needs Analysis demonstrates

that an alternative amount of non-residential active at-grade use on a Precinct-level basis can support the long-term objectives of this Plan to establish Midtown as a mixed use cultural hub.

- c) The appropriate size and orientation of active at-grade uses shall be determined through the *development* application process.
- d) Buildings should be designed to facilitate and promote active frontages, using methods such as window transparency, high quality building design and articulation, defined building entrances, and universal accessibility.
- e) The physical character and design of Primary and Secondary Main Streets shall be defined through Designing Midtown and the Public Realm Master Plan.
- f) Buildings located along all main streets shall provide appropriate setbacks, building orientation, and step-backs to achieve appropriate streetwalls designed to frame the street and provide a comfortable pedestrian-oriented environment as defined in the Designing Midtown Guidelines and the Public Realm Master Plan.
- g) The Town may utilize Zoning By-laws, Site Plan Control, or a Community Planning Permit System to ensure the policies of this plan are achieved.

20.8 Development Density and Height

- 20.8.1 Maximum heights expressed as storeys, shall be permitted in accordance with Schedule L7 and the policies of this Plan.
- 20.8.2 Transfers of *development* rights may be accommodated, subject to land use regulations through the implementing Zoning By-law or Community Planning Permit System.
- 20.8.3 The transfer of *development* rights shall not allow building heights to exceed four storeys greater than the maximum building height permissions in accordance with Schedule L7 and established in the implementing Zoning By-law or Community Planning Permit System.
- 20.8.4 Transfers of *development* rights may be undertaken to achieve the following policy objectives:

- a) conservation of built heritage resources and cultural heritage landscapes;
 - b) provision of at-grade parks and open space;
 - c) retention of existing open space/park areas adjacent to private *development*; and,
 - d) mitigation of shadow or wind impacts on the public realm and surrounding properties.
- 20.8.5 A minimum density of 1.0 FSI (floor space index), is required across all developable areas of Midtown Oakville. Notwithstanding, minimum densities shall not apply to:
- a) existing buildings;
 - b) lands required for public parks and open spaces;
 - c) community uses operated by a public authority; and,
 - d) above ground parking structures operated by a public authority.
- 20.8.6 *Development* proposals shall not preclude or inhibit the achievement of the minimum density requirement of 1.0 FSI for Midtown Oakville, including current or future opportunities for intensification and the *development* of sensitive land uses, on or adjacent to the *development* proposal site.
- 20.8.7 Notwithstanding Policies 7.3 and 7.4 above, sites less than 2500 square metres in gross area shall be permitted a maximum density of no more than 0.25 floor space index greater than the required minimum density of 1.0 floor space index.
- 20.8.8 Where the planned scale or configuration of *development* is not feasible on an individual property within Midtown, property consolidation shall be required.
- 20.8.9 Notwithstanding Policies 7.3 and 7.4 above, 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.
- 20.8.10 Where this Plan is implemented by a Community Planning Permit (CPP) By-law, and in accordance with the O. Reg. 173/16 the Town's Community

Benefits Charge by-law is not applicable. Accordingly, the CPP by-law may establish maximum density and/or height thresholds after which community benefits or cash-in-lieu of those benefits, are required as a condition of development permit issuance. The CPP by-law shall include provisions regarding the proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height or density of *development* that may be allowed. The facilities, services, and matters that may be provided by operation of these provisions include, but are not limited to, matters listed in policy 28.8, and may be further specified in the by-law.

20.9 Parks and Open Space

- 20.9.1 A major feature of Midtown Oakville shall be its public realm – comprised of public streets, parks and open spaces, as well as privately-owned publicly accessible open spaces – designed to create a desirable place for residents, workers and visitors alike.
- 20.9.2 The parks and open space system is shown conceptually on Schedule L3 of this Plan. The parks and open spaces system shall be further complemented by *active transportation* connections (including privately-owned *active transportation*), as well as privately-owned publicly accessible spaces (POPS) which may be delivered through future *development* applications.
- 20.9.3 A network of public parks and open spaces of varying types and sizes shall be provided throughout Midtown Oakville to support the needs of residents, employees and visitors. The parks and open space depicted in Schedule L3 shall reflect the Town’s Parks Plan 2031 and consists of:
- a) **Public Commons:** Parks that are over 0.8 hectares in size and provide the social and recreational focal point of the community, and in some instances may accommodate town-wide facilities.
 - b) **Urban Squares:** Parks that are between 0.1 to 0.8 hectares in size and provide community-oriented social opportunities.
 - c) **Natural Areas:** Contain natural features as described by Part D Section 16 of this Plan.
 - d) **Utility Areas:** Located within the Utility Land Use Designation, provided in accordance with the policies of this Plan.

- e) *Educational facilities* should be located adjacent to Public Commons and Urban Squares to enable shared use of parks. Designated shared use spaces for *educational facilities* may include certain fencing or separation methods for safety purposes and to indicate that certain areas not be publicly accessible during school operational hours.
- f) Adjustments to the location, size and configuration of parks shown on Schedule L3 of this Plan shall not require an amendment to this Plan provided that the intent of this Plan is maintained.
- g) Overall public parkland should be planned to achieve approximately 12 percent of the gross land area of Midtown over the long term. This proportion of parkland does not include privately owned publicly accessible spaces.
- h) The locations and delivery of public parks and open spaces shall be coordinated as *development* progresses to ensure that parks and open spaces are provided for new residents and employees in a timely manner.
- i) *Development* should contribute to the provision of parks and open spaces through parkland dedication and other available instruments.
- j) Parks and open spaces shall be integrated and connected into the broader public realm network through components that includes streets, mid-block connections, an interconnection *active transportation* and trails network, and privately-owned publicly accessible spaces.
- k) Parks shall have frontage on at least one public street and be designed to maximize frontage along public streets or publicly accessible *active transportation* routes to ensure ease of access, high visibility and to create a focus for *development* and public life.
- l) Parks should be adjacent to public streets or bordered by complementary uses such as Natural areas, schools, and animated uses, to further expand their function in the public realm.
- m) Parks and open spaces, and privately-owned publicly accessible open spaces, should be designed and maintained as:
 - n) flexible spaces that are active or passive in programming and oriented to urban activities that occur throughout the day and year-round;

- o) places designed to complement the built form and public realm and incorporate hardscapes, softscapes, tree plantings, furnishings, context-sensitive lighting, and other urban amenities; and,
- p) integral parts of the public realm, providing barrier-free, predictable pedestrian routes and places to sit and gather.

20.9.4 Parks and Open Spaces shall be encouraged to include an appropriate mix of soft and hard landscaping as appropriate based on the size, use, and function of each space.

20.9.5 The Town shall develop a Midtown Public Realm Master Plan to define the role, function, and character of streetscapes, parks, and midblock connections in Midtown Oakville.

20.9.6 The Town shall develop a Midtown Public Realm Master Plan to define the role, function, and character of streetscapes, parks, and midblock connections in Midtown Oakville.

20.10 Transportation and Mobility

20.10.1 Street Network

- a) Midtown shall be developed as a pedestrian- and transit-supportive environment that prioritizes year-round walking, cycling and transit, providing various multi-modal options for the people and goods movement, enhancing the public realm, and improving connections between precincts, the surrounding community, and across town.
- b) Schedule L4 establishes a streets hierarchy that recognizes the function and character of existing roads, while creating a fine-grained pattern of streets and connections to support convenient pedestrian, cyclist and other forms of active transportation movement and circulation.
- c) Street rights-of-way shall be kept to the minimum width needed to deliver a multi-modal system.
- d) Midtown is envisioned as a transit-supportive environment prioritizing movement and accessibility by walking, cycling and transit, providing various options for the movement of people and goods and enhance the

public realm's character and connection between precincts and with the surrounding community.

- e) The reconstruction of existing roads and design of new streets in Midtown Oakville shall prioritize year-round walking, cycling and transit use.
- f) Significant street, transit and active transportation infrastructure, as shown on Schedules L4 and L5, is needed to accommodate the growth in Midtown Oakville.
- g) Certain existing roads or road segments shall be removed, realigned, widened, extended, or replaced in accordance with this Plan.
- h) Final rights-of-way shall be consistent with Schedules L4, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- i) Public right-of-way dedications may be required to provide for expanded public realm, sidewalks, landscaping, or to accommodate additional transportation servicing capacity, and shall be taken in accordance with Schedule L4.
- j) Development shall contribute to the creation of a connected public street and mobility network as shown on Schedules L4 and L5 and through the following measures:
 - k) Connecting internal streets and site access points to contribute to a continuous street grid;
 - l) Conveying land for public streets through development applications;
 - m) Developing privately or publicly owned mid-block connections in accordance with the policies of this plan; and,
 - n) Not preclude the delivery of future grade separations, including pedestrian bridges, or underpasses.
- o) Where the general intent and connectivity of the street network is maintained, adjustments to the alignment of streets and mid-block connections shown on Schedule L4 and L5 shall not require an amendment to this Plan.

- p) The provision of future streets and other transportation infrastructure shall be coordinated as development progresses to ensure that transportation infrastructure is provided for new residents and employees in a timely manner.
- q) Trafalgar Road is identified as a Regional Transit Priority Corridor for higher-order transit, as identified on Schedule C and is key to connecting people via intra-regional transit throughout the region as well as to local destinations within the Town.

20.10.2 Mid-Block Connections

- a) *Development* shall promote safe, barrier-free, convenient, and predictable *active transportation* circulation routes and mid-block connections, shown conceptually on Schedule L3 and L5, to increase the permeability of blocks and to maintain physical and visual connections to community destinations, landmarks, and amenities.
- b) The location of mid-block connections should relate to the placement of the buildings, align with existing or planned *active transportation* circulation routes, and be sized in alignment with human-scaled architecture and design.
- c) Mid-block connections as shown on Schedule L3 and L5 may be publicly or privately owned and shall be publicly accessible.
- d) Mid-block connections may take various forms, including, but not limited to multi-use trails, *active transportation* circulation routes, pedestrian pathways at grade and open to the sky above.
- e) Mid-block connections may only be used to support site servicing or site access where there are no other viable options.
- f) Notwithstanding Policy 20.9.2.d), a mid-block connection may be considered for site servicing or site access where a site has limited access options, and the mid-block connection is appropriately sized and designed to provide the necessary safety and signage for *active transportation* users.
- g) Mid-block connections should:
 - i. form uninterrupted connections through a block to allow for continuous *active transportation* opportunities throughout Midtown Oakville;

- ii. provide a minimum width of 15.0 metres that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces;
- iii. provide connections to the public realm, parks and open spaces, transit, community uses, and other destinations;
- iv. be designed to be universally accessible;
- v. include appropriate pedestrian-scaled lighting;
- vi. incorporate landscaping elements with street furniture and *active transportation* infrastructure such as bicycle parking; and,
- vii. have appropriate and clear signage and way-finding.

20.10.3 Active Transportation

Creating a safe pedestrian and cycling network in Midtown Oakville can provide additional transportation choices, reduce traffic congestion, and in turn lower vehicular emissions and enhance the livability of Midtown. A grid of connected streets is fundamental to encouraging *active transportation* and creating a positive pedestrian experience, which in turn, promotes transit use.

- a) *Development* in Midtown Oakville should provide safe and sustainable travel options, fostering a complete community with more mobility options and support the *active transportation* network as shown on Schedule L5.
- b) The Town's Urban Mobility Strategy, updated Transportation Master Plan, and Midtown Transportation Plan shall establish an overall plan that appropriately allocates safe spaces for all users of the street including pedestrians, cyclists, motorists, those with accessibility needs, and public transit users as well as goods delivery and service vehicles.
- c) The plan for Midtown shall:
 - i) prioritize pedestrians, cyclists, public transit, and service vehicles;
 - ii) reduce dependence on single occupant vehicles; and,
 - iii) promote accessibility and improve options for walking, cycling, and transit usage.

- d) roads and streets within Midtown shall provide sidewalks on both sides;
- e) Crosswalks at intersections shall be well-marked. Protected intersections, including but not limited to raised crosswalks or tabletop intersections, shall be considered where feasible.
- f) Active Transportation routes shown conceptually on Schedule L5 should be designed for pedestrian and cyclist comfort and safety, with strategies to limit motor vehicle speeds and volumes consistent with the Neighbourhood Traffic Safety Program.
- g) The exact location, design, facility type, and alignment of the Active Transportation connections shown on Schedule L5 may be refined without amendment to this Plan, provided that the overall intent and connectivity is maintained.
- h) Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network throughout Midtown.
- i) Street furniture, bike racks, bike and other active mobility sharing facilities, and transit shelters shall be provided to encourage active transportation and transit ridership shall be provided at appropriate locations along future transit and active transportation routes.
- j) Future pedestrian bridges and underpasses that include active transportation connections are identified on Schedule L5. These connections are intended to provide safe, accessible connections across the Queen Elizabeth Way and Trafalgar Road. The exact location, size and alignment shall be subject to future study and environmental assessments. Adjustments to the alignment of these connections shown on Schedule L5 shall not require an amendment to this Plan.
- k) Development in the vicinity of a future pedestrian bridge or underpass shall have consideration for the location and connectivity objectives of these connections and shall not preclude their realization.

20.10.4 Transit

- a) The Town shall work with Halton Region and Metrolinx to extend the rail platform east of Trafalgar Road and improve transit passenger access from the east side of Trafalgar Road.

- b) In addition to *transit-supportive* land use *development*, a high level of service, reliability and amenities are needed to attract transit riders.
- c) The Town shall promote greater use of transit by:
 - i) Maintaining efficient transit service through improvements to travel time, reliability, overall routes, frequency, and regularity of service, especially for those routes that link to Regional Transit Priority Corridors and destinations throughout town.
 - ii) Providing transit priority measures to lessen delays on transit vehicles, including transit signal priority or dedicated transit lanes.
 - iii) Providing accessible stops and shelters with real-time technology that displays transit route and time information at transit stops.
- d) *Development* shall not preclude or hinder public access to existing and proposed transit infrastructure, including but not limited to higher-order transit access in addition to bus station access.

20.10.5 Transportation Demand Management

- a) Applicants shall submit and implement a comprehensive Transportation Demand Management (TDM) Options Report as part of any official plan amendment, zoning by-law amendment, plan of subdivision, and/or site plan application to the satisfaction of the Town that demonstrates how the proposed *development* shall promote a shift to more sustainable travel modes and support transit initiatives. A TDM Options Report and its implementation may include, but is not limited to the following:
 - i) Secure bicycle parking, including publicly accessible bicycle parking rooms;
 - ii) Cycling infrastructure and end-of-trip infrastructure, such as bike repair station/stand and shower and change room facilities, located in accessible location;
 - iii) Micromobility options including scooter share, bike share and electric scooter/bike charging stations;
 - iv) Dedicated cycling routes internal to the site to and from key destinations;

- v) New or improved connections to the existing or planned Town cycling network;
 - vi) Pedestrian such soft landscaping, shade trees, street furniture such as benches, and marked safety crossings;
 - vii) Cyclist amenities such as bike racks, bike lockers, and showering facilities;
 - viii) Continuous pedestrian linkages;
 - ix) Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive;
 - x) Weather protection, such as protective awnings or wind screening, along street frontages adjacent to transit stops;
 - xi) Subsidized transit passes or pre-loaded transit cards for residents, students and/or employees;
 - xii) Real-time technology that displays transit route and time information;
 - xiii) Publicly accessible car-share or ride-share services, pick-up drop-off areas, and parking spots;
 - xiv) Preferential carpool parking;
 - xv) Paid parking for non-residential uses;
 - xvi) Shuttle services;
 - xvii) Varying hours of work to reduce peak-hour loads;
 - xviii) Shared parking agreements; and,
 - xix) Other measures that may be identified.
- b) The *development* of site-specific Transportation Demand Management (TDM) strategies shall consider the Midtown Parking Strategy, and Region of Halton's Mobility Management Strategy.

20.10.6 Parking and Access

- a) Minimum parking standards are not required in Midtown.
- b) Maximum parking standards shall be implemented over the long term.
- c) Parking for *development* should be provided below grade.
- d) Where below-grade parking is not feasible, parking should be provided in structured parking.
- e) Where structured parking is included in a *development*, the design of the structure should incorporate active external uses, such as commercial, office and/or residential uses, facing a public street at-grade and above grade.
- f) Shared parking facilities are included in the parking strategy with analyses for consideration.
- g) Surface parking should not be provided as part of *development* in Midtown. Where surface parking is provided:
 - i) surface parking shall be primarily visitor parking, car-share services, or temporary parking;
 - ii) no surface parking shall be located in the Main Street Areas; and,
 - iii) 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.
- h) Parking facilities, service access points, loading and any visible waste collection/management areas shall be located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.
- i) Where feasible, *development* should provide shared access at the side and/or rear of buildings to aid in providing for these functions.
- j) Access points shall be provided through appropriate local and collector streets in a manner than minimizes interruption to pedestrian and cycling infrastructure.

- k) *Development* should include electric vehicle charging infrastructure and be designed to support the provision of additional electric vehicle charging facilities over time to encourage the use of electrified vehicles and bicycles.
- l) Opportunities for strata parking arrangements shall be considered on a case-by-case basis, including the location of parking or utilities under parks, open space, mid-block connections, shared servicing access, or streets for an associated adjacent use.

20.11 Urban Design

In addition to the Urban Design policies in Part C: Section 6.0 of this Plan, the following policies shall apply to the Midtown Oakville major transit station area:

20.11.1 Public Realm

- a) *Development* shall contribute to the creation of a high-quality public realm that is safe and comfortable, universally accessible, visually pleasing, encourages *active transportation*, and contributes to a distinct character for Midtown.
- b) The public realm shall incorporate pedestrian-oriented spaces and routes that enhance walkability year-round, reinforce the surroundings and provide quality spaces for public life.
- c) Buildings shall be oriented to, and have their main entrance(s) on, a public street.
- d) Curb cuts across the streetscapes and the public realm for loading and servicing shall be minimized. Opportunities for shared access shall be encouraged.
- e) The public realm shall include trees and landscaping, lighting, furnishings, urban amenities, gateway treatments, wayfinding and public art that enhance the local context and create a sense of identity and supports pedestrian comfort.
- f) Public art and landscaping shall be incorporated into private *development* to enhance the pedestrian experience and contribute to the area's identity.

- g) The Town shall develop a Midtown Public Realm Master Plan to define the role, function and character of streetscapes, parks, and mid-blocks connections.

20.11.2 Block Design

Development blocks are formed by the planned transportation street network and each *development* block shall be designed comprehensively.

- a) The configuration of *development* blocks shall create a connected network of streets in a fine-grained block network to support a walkable street and block network that connects to parks and open spaces, pedestrian and cycling facilities, and transit stops and afford multiple options for all types of movement.
- b) Where properties within a block cannot be consolidated so that *development* may be coordinated, *development* on a portion of a block shall not preclude the *development* of the remainder of the block in accordance with this Plan.
- c) *Development* shall promote safe, barrier-free, convenient, and predictable pedestrian circulation routes to increase the permeability of blocks and to maintain connections to community destinations and amenities.
- d) Vehicular access to parking, service facilities and loading areas shall be accessed from local roads.
- e) 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 are constructed.
- f) Shared vehicular access, and shared service facilities internal to a block, should be pursued through landowner agreements.
- g) Utility vaults and meters should be concealed from view from the public realm.
- h) Hydro and other transmission lines should be provided or relocated underground as *infrastructure* improvements and *development* progress.

20.11.3 Built Form

- a) *Development* and the public realm shall implement the urban design direction provided in the Designing Midtown Oakville document and the Livable by Design Manual.
- b) *Development* should demonstrate a diversity of high-quality built form to create a well-connected and compact urban design, which prioritizes pedestrian comfort and pedestrian-scaled street walls, with massing that contributes to human-scaled spaces and street walls, and that complements an active, pedestrian-oriented public realm.
- c) *Development* shall demonstrate design excellence by:
 - i) utilizing distinctive and high-quality architecture that promotes and contributes to a sense of community identity;
 - ii) positioning buildings on and orienting them towards the street frontage(s) to frame public realm spaces and provide comfort at ground level for pedestrians;
 - iii) designing and siting buildings to minimize wind conditions on pedestrian spaces and adjacent properties, and to promote a comfortable microclimate on adjacent public realm, natural areas, parks and open spaces;
 - iv) designing and siting buildings to mitigate shadowing on adjacent streets, parks and open spaces and provide adequate sky views;
 - v) ensuring that roof top mechanical equipment, such as exterior stairs and elevator vestibules, are sized, located and screened to minimize impacts on the public realm;
 - vi) varying building heights of multiple towers within a block, *development* site, or within proximity to each other on abutting sites to create a distinctive skyline; and,
 - vii) incorporating where possible rooftop terraces, gardens, landscaped areas for private amenity areas, climate improving infrastructure (green roofs) and/or storm water management infrastructure (blue roofs) on the roof of any building base or above-grade parking

structure where the rooftop shall be visible from nearby tall buildings, where possible.

- d) Mid-rise buildings, should:
 - i) exhibit a podium element defined as a step-back above the seventh floor; and,
 - ii) include a minimum building separation distance of 15.0 metres between a mid-rise with another mid-rise building, or a tall building.
- e) Tall buildings, which include residential uses, should:
 - i) be designed with a podium and tower form that appropriately frames streets and open spaces and contributes to a comfortable public realm;
 - ii) be designed with a building base (podium) height generally no greater than 80 percent of the width of the adjacent right-of-way,
 - iii) should contain a podium not less than 4 or greater than 7 storeys to frame the street and enhance pedestrian comfort;
 - iv) incorporate tower floorplates (for the portion of the building above the base or podium) that ensures a slender tower profile, to minimize shadow impacts and to maximize sun exposure on the public realm, and to enhance the Midtown Oakville skyline;
 - v) include a minimum tower separation distance of 30.0 metres between tower faces. If a site cannot provide the required minimum tower separation distance, the site may not be appropriate for multiple towers; and,
 - vi) provide an adequate tower step-back to ensure a distinguishable pedestrian street wall, where towers are stepped back from the edges of podiums.
- f) Appropriate tower separation and floorplate sizes for office buildings shall be determined at the time of *development* application and established through the implementing Zoning By-Law or Community Planning Permit System.

20.12 Public Service Facilities

20.12.1 General Policies

- a) The Town shall monitor public service facility needs as Midtown develops, and work with Halton Region and public agencies to enable the *development* of required *public service facilities* as they are identified.
- b) New *public service facilities* shall be provided in a timely manner to support growth.
- c) *Educational facilities* may be required as *development* proceeds and projected demand aligns with student population growth.
- d) *Development*, in accordance with Town By-laws, should contribute to the delivery of *public service facility* needs identified through the planning application process or other Town master plan or strategy by providing:
 - i) new space for on-site public service facilities;
 - ii) new space for off-site *public services facilities* within an appropriate distance;
 - iii) a contribution towards a specific *public service facility* that meets identified needs; and,
 - iv) landowners, public agencies, and/or non-profit community service providers are encouraged to enter into partnerships to support the provision, improvement, and expansion of *public service facilities*.
- e) *Public service facilities* should be planned and designed to meet the requirements of the Town and/or public agencies, and should:
 - i) be provided in visible locations with strong pedestrian, cycling and transit connections;
 - ii) be co-located in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;
 - iii) be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and,

- iv) provide for multi-functionality through flexible, accessible, multi-purpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.

20.12.2 Educational Facilities

- a) A minimum of four (4) elementary schools shall be required to serve Midtown. Schedule L3 to this Plan identifies two general priority areas for schools to be located.
- b) Additional school areas beyond those identified in Schedule L3 may be identified as this Plan is implemented, without amendment to this Plan.
- c) The precise location, size and phasing of any *educational facility* site shall be determined in consultation with the School Boards.
- d) *Educational facilities* shall be built to an urban standard that optimizes the use of land, consistent with the policies or requirements of the respective School Board.
- e) *Educational facilities should* utilize strategies to optimize the use of land, including but not limited to:
 - i) integrating schools within *development*;
 - ii) building multi-storey *educational facilities*;
 - iii) minimizing parking and pick up/drop off areas, and sharing parking with compatible community use facilities;
 - iv) co-locating schools with compatible community uses such as daycare facilities; and,
 - v) co-usage of outdoor green spaces with schools (i.e. public parks) under shared use agreements that consider the school boards outdoor play area requirements.
- f) *Educational facility* sites should be designed to encourage walking and cycling and should be connected to the larger *active transportation* network of sidewalks, bike lanes and multi-use paths and be located on collector or local streets.

- g) *Educational facilities* may provide for multi-purpose co-use by public community facilities.
- h) A school board may determine that real property, or a lease is required for *educational facilities* as *development* within Midtown Oakville proceeds, and as projection demand aligns with student population:
- i) Any landowner or developer proposing to *develop* or *redevelop* a mixed use building in Midtown Oakville shall notify all public school boards of proposed *development* plans as part of a complete planning application, to provide school boards with an opportunity to determine a need for educational facility space within the proposed *development*.
- j) The storeys consisting of public *educational facilities* uses within a mixed use building shall not be considered in contributing to the maximum heights, as shown on Schedule L7.

20.13 Transit Station, Rail, and Highways

- 20.13.1 Applicants shall develop, submit and implement, as part of any official plan amendment, zoning by-law amendment, plan of subdivision, and/or site plan application, a comprehensive report that demonstrates how the proposed *development* in proximity to the railway right-of-way or the railway freight yard east of Chartwell Road shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada and include measures to mitigate related safety, security, noise, vibration and trespass issues in consultation with the owner of the railway.
- 20.13.2 Rail facilities and rail influence areas are depicted on Schedule 9.
 - a) New or expanded residential or other sensitive land uses shall not be permitted within 300 metres of a rail yard.
 - b) All other residential *development* or other sensitive land uses located between 300 m and 1000 m of a rail yard shall be required to undertake land use compatibility studies to the satisfaction of both the Town and rail operator to support the feasibility of the proposed *development* and, if feasible, to include appropriate mitigation measures.

- 20.13.3 Sensitive land uses are not encouraged adjacent or in proximity to rail facilities.
- a) Proposed residential or other sensitive use *development* within 300 metres of a railway right-of-way shall be required to:
 - b) undertake noise studies, in consultation with the appropriate railway operator
 - c) undertake appropriate measures to mitigate any adverse effects from noise that were identified, and
 - d) investigate and implement available options, including alternative site layouts and/or attenuation measures to ensure appropriate sound levels are achieved.
 - e) 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.
 - f) 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;
 - ii) 300 metres from the nearest property line of a railway freight yard;
 - iii) 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.
 - g) Notwithstanding Policy 12.6 above, reduced setbacks may be considered in certain circumstances dependent on the proposed use and in conjunction with additional study and alternative safety measures, in consultation with the appropriate railway operator.

- h) *Development* in and adjacent to the Ministry of Transportation right-of-way may be required to provide a setback per Ministry policy and to obtaining necessary Ministry of Transportation permits prior to the commencement of construction.

20.14 Infrastructure and Servicing

- 20.14.1 *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:
 - a) Flood Mitigation Opportunities Study for Lower Morrison and Wedgwood Creek Systems;
 - b) Stormwater Master Plan, 2019; and,
 - c) Midtown Oakville Class Environmental Assessment, 2014.
- 20.14.2 Parks and open space areas should incorporate green infrastructure that enhances the ecological function of the area and supports stormwater management, including subsurface stormwater facilities where appropriate.
- 20.14.3 *Development* should address climate change resiliency through low impact development (LID) practices and green infrastructure to improve air quality, absorb stormwater, minimize the urban heat island, and enhance biodiversity.
- 20.14.4 The Town may require that new *development* demonstrate the adequacy of the existing and proposed water, sanitary sewer, site controls and other utility infrastructure systems and their capacities to satisfy the demands of a proposed *development* through a Functional Servicing Study.
- 20.14.5 Where *development* is proposed within or adjacent to hazard lands, the Town may require technical studies, prepared by qualified professionals, to establish the limits of hazard lands and manage risks related to *development* within or adjacent to hazard lands.
- 20.14.6 Conservation Halton’s approximate regulated area is illustrated on Schedule B. The mapped lines are approximate. Technical studies may be required to identify hazard lands, watercourses and wetlands that are unmapped and/or

refine mapping at a site-specific level. Conservation Halton must be contacted to confirm the approximate regulated area and permit requirements.

20.14.7 *Development* shall demonstrate compliance with the capacity of the existing adjacent water and wastewater servicing networks. Private on-site controls and enhanced building design may be required, to mitigate any increased demand that exceeds existing or planned capacity.

20.15 Sustainability

20.15.1 *Development* should:

- a) identify opportunities to implement renewable energy generation in proposed *development*, with a focus on reducing carbon emissions;
- b) incorporate recovery of low-carbon energy from *infrastructure* sources such as sewers and transit power stations to reduce emissions;
- c) use a suitable glazing ratio for energy efficiency;
- d) incorporate bird-friendly design strategy elements;
- e) integrate on-site renewable electricity production (e.g. solar panels) to reduce electricity demand;
- f) reduce embodied carbon energy in building material (e.g. re-using materials, using lower-carbon materials, sourcing materials locally); and,
- g) target net-zero energy use and emissions. *Development* should address climate change resiliency through low impact development (LID) practices and green infrastructure to improve air quality, absorb stormwater, minimize the urban heat island, and expand biodiversity.

20.15.2 *Development* shall incorporate high quality durable building materials for energy efficiency.

20.15.3 To increase the energy efficiency of buildings, all commercial, institutional, mixed use and multi-unit residential *development* should use passive design and renewable energy approaches, this may include any of the following:

- a) a green or blue roof;

- b) solar capture equipment;
- c) cooling roof materials;
- d) urban tolerant trees and other vegetation to provide shade and additional tree canopy;
- e) soft landscaping on the flat portion of rooftops (excluding the area required for mechanical equipment);
- f) options for district energy, and design features that would enable the future implementation of district energy;
- g) a minimum of 30% of the building's total energy requirements through alternative energy sources, including solar hot water, photovoltaic, or geothermal, etc.; and,
- h) low demand or low flow fixtures.

20.15.4 Applications for *development* in the Midtown Oakville should submit a Sustainable Development Report that describes how the applicant has endeavoured to incorporate the policies of this Plan, including any or all of the following, as deemed appropriate and applicable through the pre-application consultation process:

- a) energy efficiency measures;
- b) water conservation measures;
- c) alternative energy use and Solar design strategy;
- d) heat Island mitigation;
- e) indoor air quality enhancement;
- f) Low Impact Development (LID) stormwater management;
- g) solid and construction waste reduction and management; and
- h) the level to which a proposed *development* is district energy ready or electric vehicle ready (if applicable).

20.15.5 The Town shall consider the use of tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.

20.16 Midtown Oakville Exceptions

The general locations of the following exceptions are shown on Schedule L8:

- a) The lands designated Urban Core at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:
 - i) A maximum residential density of 300 units per site hectare is permitted.
 - ii) A maximum building height of 12 storeys, excluding one interior mezzanine level, may be permitted at 70 Old Mill Road.
 - iii) A maximum of 155 square metres of net leasable commercial floor area may also be permitted at 70 Old Mill Road.
- b) 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:
 - i) Redevelopment shall occur in a phased manner.
 - ii) Unless expropriated, the proposed roads, as shown on Schedule L8, shall only be required as part of a comprehensive site redevelopment.
 - iii) 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.
- c) 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.
- d) The lands designated Urban Core and known as 354 Davis Road, are recognized as permitting the existing 6-storey office building and

associated existing surface parking and are subject to the following additional policy:

- i) access shall be provided to the existing property at the time of construction of the future Davis Road and future ramp as identified on Schedule L4, or as determined through an approved environmental assessment.
- e) The lands designated Urban Core at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies:
- i) Redevelopment in this location may occur in a phased manner and should:
 - ii) Provide an attractive gateway to Midtown Oakville and a transition to the established residential neighborhood to the south; and
 - iii) Be a collection of buildings, diverse in design and character, and in harmony with each other.

20.17 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies also apply:

20.17.1 General

- a) The Town shall develop, in conjunction with the Region, the Province and Metrolinx, implementation strategies to address:
 - i) a parks plan;
 - ii) transportation, including *active transportation* and transit initiatives;
 - iii) streetscape and/or public realm plans;
 - iv) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;
 - v) the extension of the rail platform in coordination with Metrolinx;

- vi) community improvements through a community improvement plan;
 - vii) economic development and investment attraction plan;
 - viii) public sector partnerships and programs;
 - ix) a plan for the acquisition and disposition of lands; and,
 - x) sustainability initiatives and environmental standards, including district energy.
- b) Town master plans and implementation documents shall be updated to support the planned growth and change in Midtown Oakville to 2051 and beyond.
- c) *Development* shall demonstrate compliance with the capacity of the existing adjacent water and wastewater servicing networks. Private on-site controls and enhanced building design may be required, to mitigate any increased demand that exceeds existing or planned capacity. 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.

20.17.2 Phasing / Transition

- a) *Development* shall occur over the long-term and may include interim conditions and incremental implementation.
- b) *Development* shall be coordinated with the provision of infrastructure, including:
- i) transit;
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) parks and open space;

- v) water and wastewater services and capacities;
 - vi) stormwater management facilities and capacity;
 - vii) streetscape improvements; and,
 - viii) utilities.
- c) Further to subsection (a) above, the timing of *development* shall be subject to the availability of required *infrastructure*, including but not limited to future transportation network improvements, water and wastewater services, and stormwater management facilities.
- d) Public *infrastructure* such as roads, parks, fire halls, schools and servicing facilities may proceed at any time subject to the availability of servicing *infrastructure* and other requirements both at the Local and Regional levels
- e) 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 L4.
- f) 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.

20.17.3 Area Design Plans

- a) As part of any *development* application in Midtown Oakville, an area design plan may be required as part of a *development* application, at the Town's discretion, to address coordination issues between landowners and phasing of *development*. The area design plan shall:
- i) be prepared in accordance with terms of reference approved by the Town;
 - ii) provide a comprehensive *development* scheme for the entirety of the block in which the subject lands are located;
 - iii) demonstrate how the proposed *development* shall not preclude *development* on adjacent properties in accordance with the policies of this Plan;

- iv) outline how *development* may be phased and coordinated between the subject lands and adjacent properties, including properties across any public streets from the subject lands;
- v) identify the specific location and boundaries of land uses and designations;
- vi) identify the density and distribution of built form, building heights, mixture of uses, and housing types including affordable housing;
- vii) identify the detailed street pattern including *active transportation*, transit facilities, streetscape/public realm enhancements, and on-street parking;
- viii) identify the size and location of parks and open spaces;
- ix) identify the size and location of *public service facilities* and *educational facilities*, if any; and
- x) identify the size, location, and general configuration of stormwater management facilities, if any.

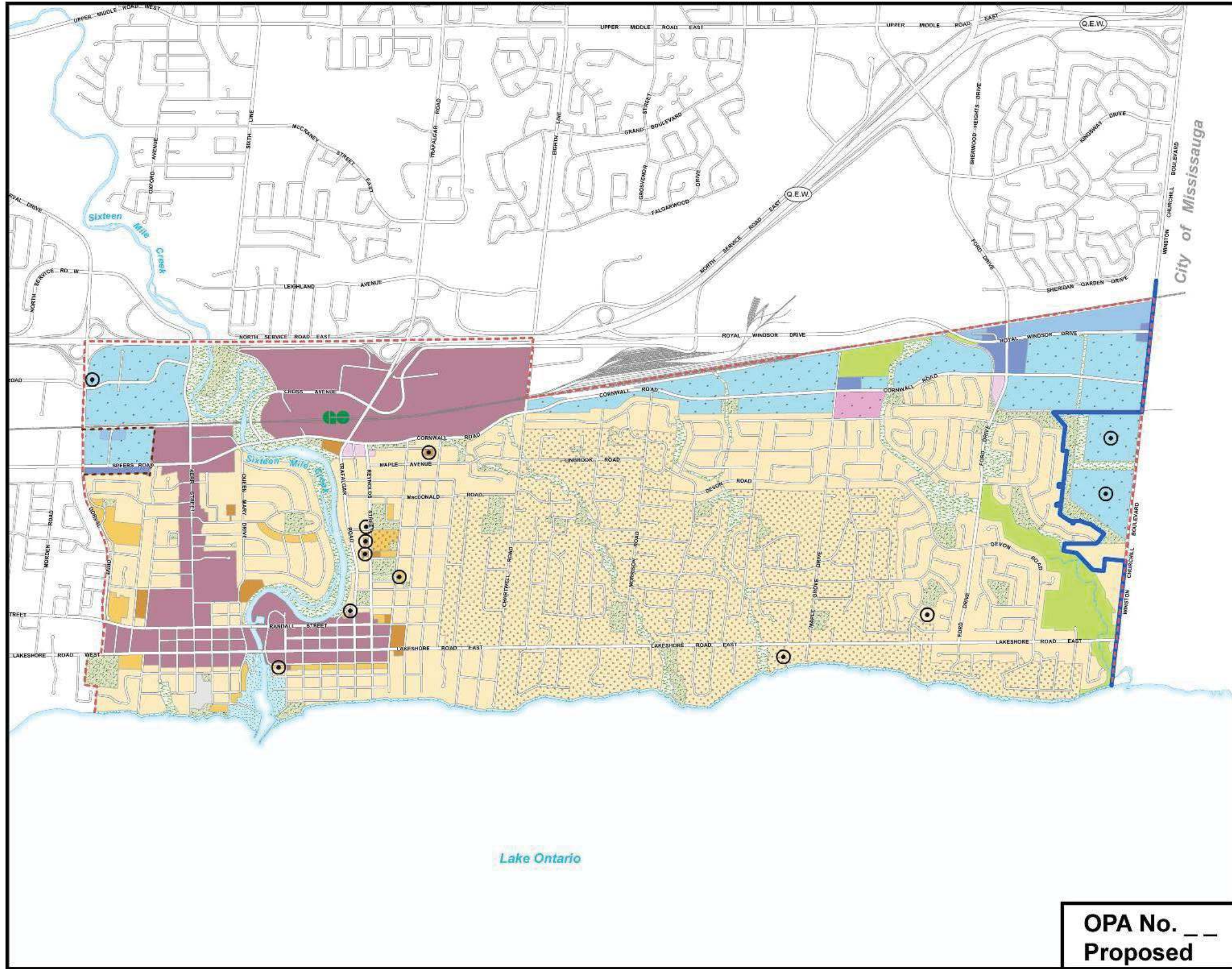
20.17.4 Monitoring

- a) The Town shall monitor the level of *development* within Midtown Oakville.
- b) 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) usage of *active transportation* facilities;
 - v) population and employment generated by *development*; and,

vi) indicators of sustainability to be determined by the Town.

20.17.5 Landowners' Agreement / Cost Sharing

- a) *Development* shall only be permitted when a landowners' group has been established for Midtown Oakville for the purposes of administering a cost sharing agreement amongst landowners 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 *development* in Midtown Oakville shall not be approved until the subject landowner has become a party to the landowners' cost sharing agreement.
- c) Landowners are encouraged to enter into agreements to coordinate the provision of urban format grocery stores within mixed use buildings, and the delivery of public road infrastructure and parks.
- d) Landowners, public agencies, and/or non-profit community service providers are encouraged to enter into partnerships to support the provision, improvement, and expansion of *public service facilities*.



OPA No. ---
Proposed

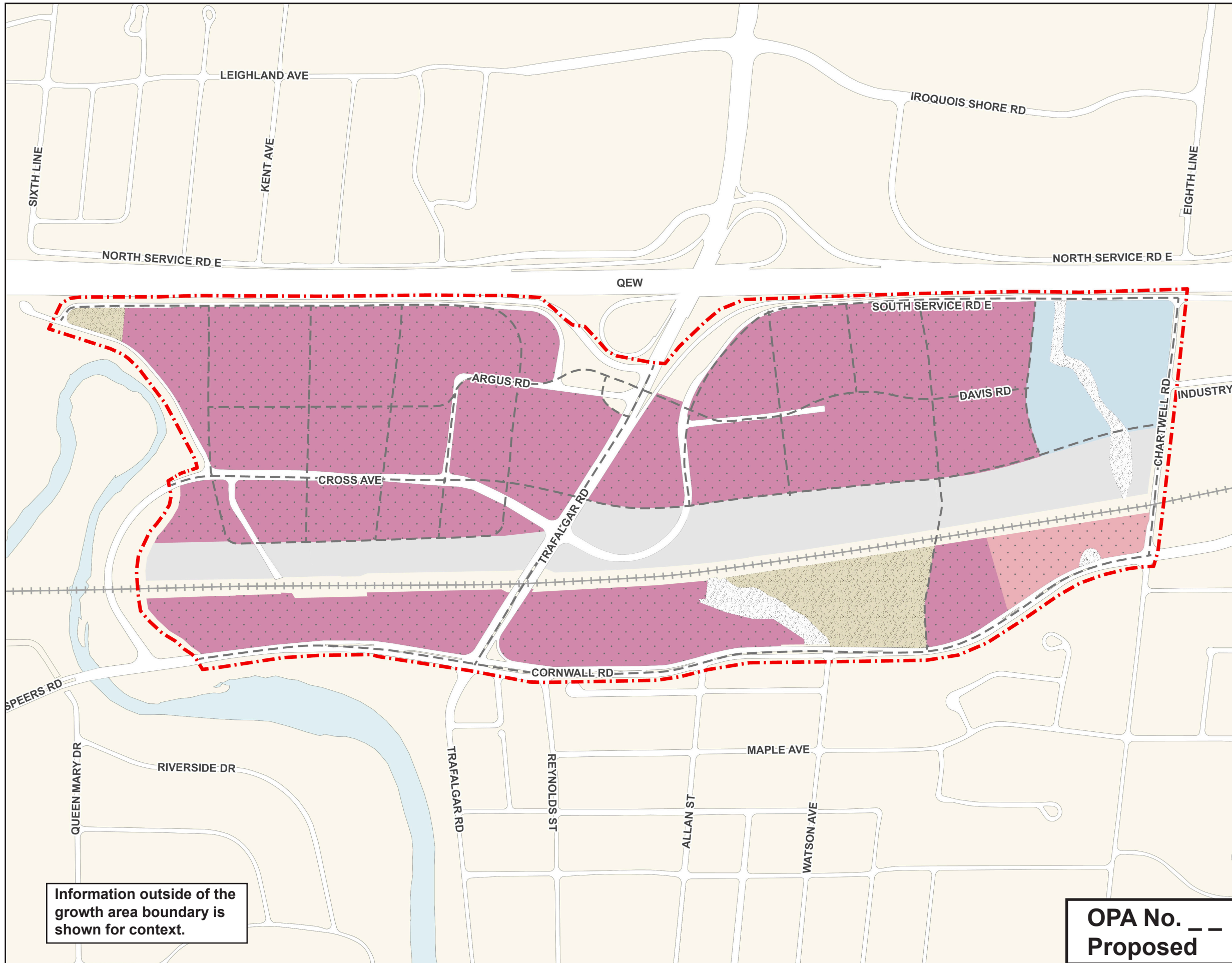
SCHEDULE G SOUTH EAST LAND USE

- 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

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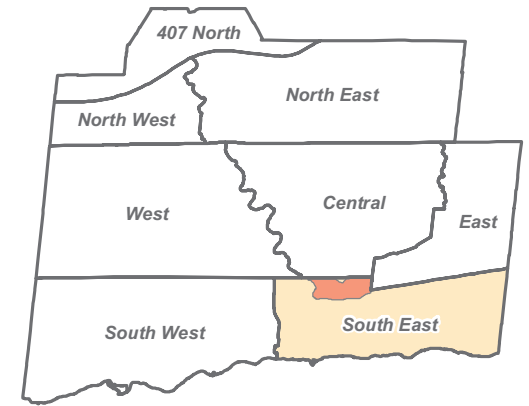
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Information outside of the growth area boundary is shown for context.

OPA No. _ _ _
Proposed

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE



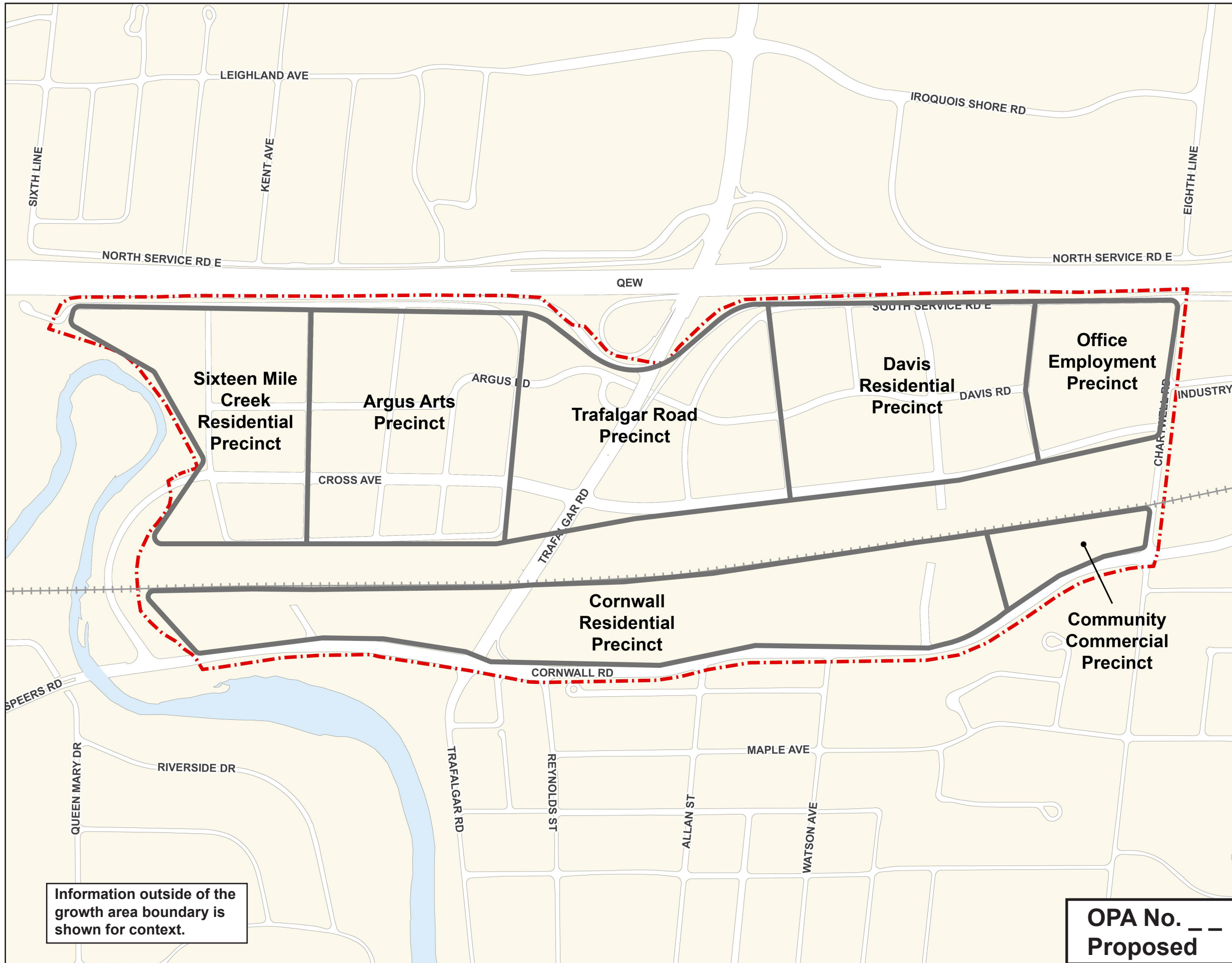
- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- URBAN CORE
- OFFICE EMPLOYMENT
- COMMUNITY COMMERCIAL
- NATURAL AREAS
- PARKS AND OPEN SPACE
- UTILITY
- FUTURE ROADS*

*REFER TO SCHEDULE 4 FOR MORE DETAIL.



MARCH 2024






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OPA No. --
Proposed

SCHEDULE L2 MIDTOWN OAKVILLE PRECINCTS

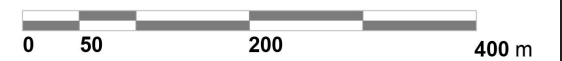


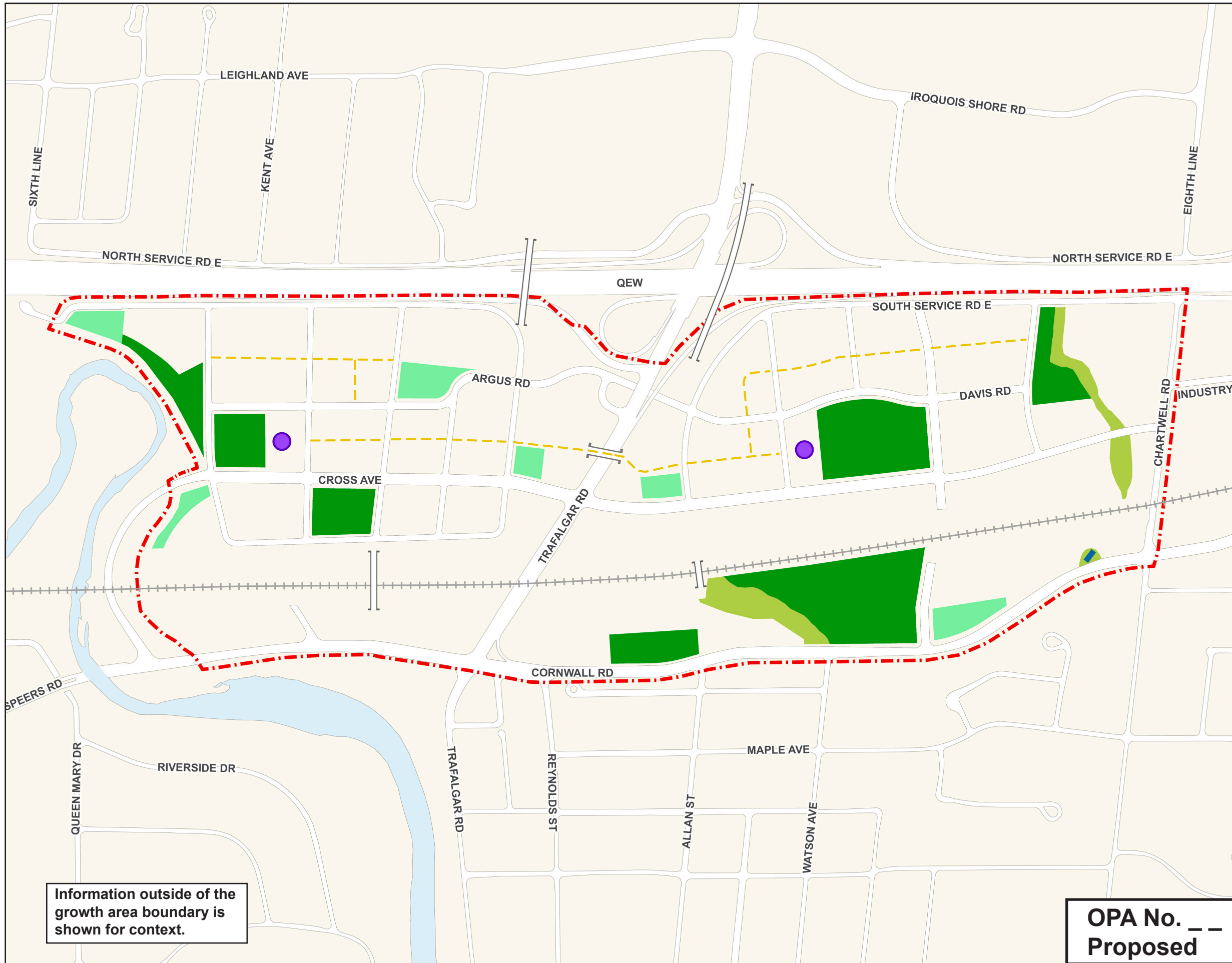
 URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY

*THIS SCHEDULE DEPICTS PRECINCTS, NOT LAND USE DESIGNATIONS. LAND USE DESIGNATIONS ARE DEPICTED ON SCHEDULE 1.



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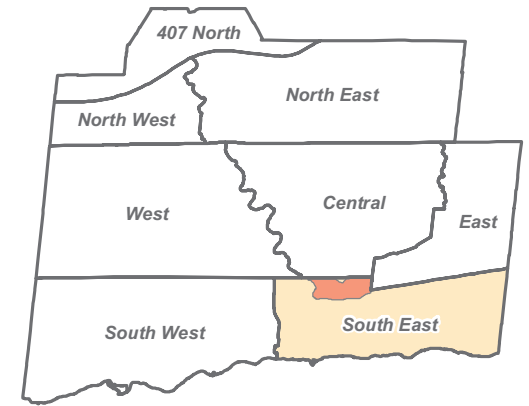




Information outside of the growth area boundary is shown for context.

OPA No. --
Proposed

SCHEDULE L3 MIDTOWN OAKVILLE OPEN SPACE



- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- PUBLIC COMMON*
- URBAN SQUARE*
- NATURAL AREAS*
- UTILITY
- MID-BLOCK CONNECTION
- FUTURE ACTIVE TRANSPORTATION BRIDGE**
- DAYLIT PORTION OF MORRISON CREEK
- PRIORITY AREAS FOR SCHOOL

*PARK LOCATIONS AND CONFIGURATIONS SUBJECT TO POLICY TEXT.

**FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.



MARCH 2024





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OPA No.
Proposed

SCHEDULE L4 MIDTOWN OAKVILLE PROPOSED TRANSPORTATION NETWORK

- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- FUTURE ARTERIAL (36M)*
- FUTURE MINOR ARTERIAL (30M)*
- FUTURE COLLECTOR (26M)*
- FUTURE LOCAL (20M)*
- FUTURE STREET EXTENSIONS OUTSIDE OF MIDTOWN BOUNDARY*
- ROAD PROPOSED TO BE REMOVED
- FUTURE BRIDGE
- FUTURE UNDERPASS
- FUTURE ACTIVE TRANSPORTATION BRIDGE
- BRIDGE AND UNDERPASS ALIGNMENT SUBJECT TO FURTHER STUDY
- POTENTIAL FUTURE RAILWAY GRADE SEPARATION
- MAJOR TRANSIT STATION
- FUTURE PROTECTED STATION AREA
- TRAFALGAR BRT

*FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.

MARCH 2024



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OPA No. --
Proposed

SCHEDULE L5 MIDTOWN OAKVILLE ACTIVE TRANSPORTATION



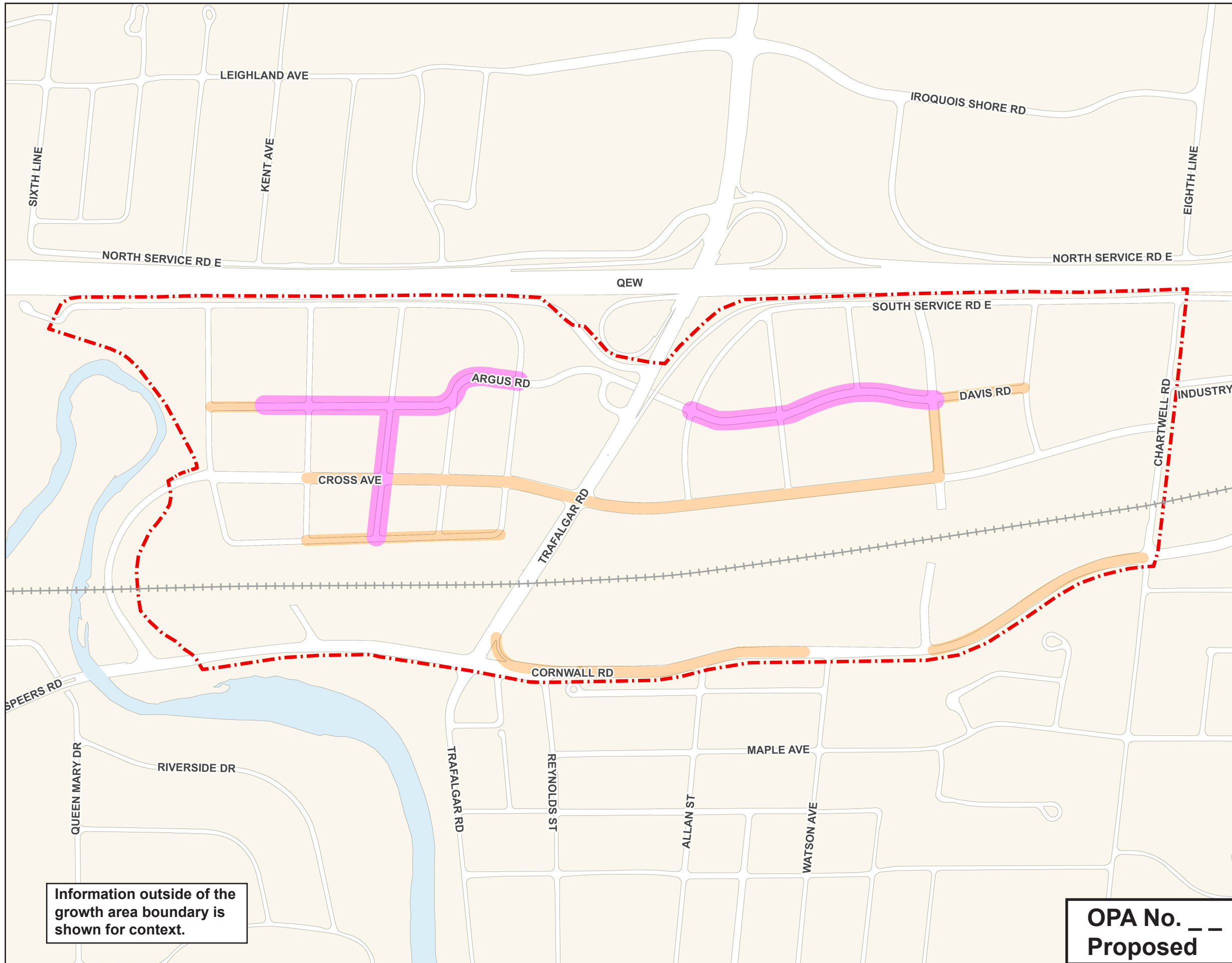
- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- FUTURE BICYCLE LANE
- FUTURE MULTI-USE TRAIL
- MID-BLOCK CONNECTION
- FUTURE CYCLING INFRASTRUCTURE TBD
- FUTURE ACTIVE TRANSPORTATION BRIDGE*
- FUTURE BRIDGE*
- FUTURE UNDERPASS*
- POTENTIAL ACTIVE TRANSIT CONNECTION
- MAJOR TRANSIT STATION

*FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.



MARCH 2024








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OPA No. _ _ _
Proposed

SCHEDULE L6 MIDTOWN OAKVILLE MAIN STREETS



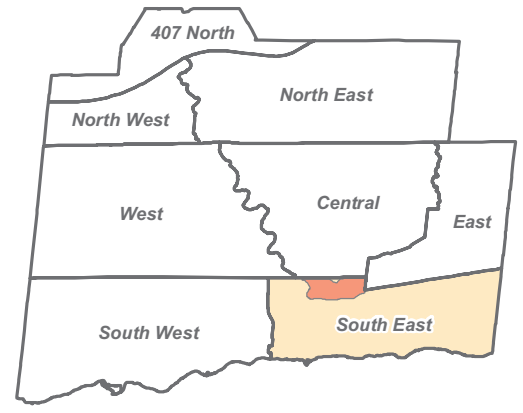
-  URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  PRIMARY MAIN STREET
-  SECONDARY MAIN STREET




MARCH 2024



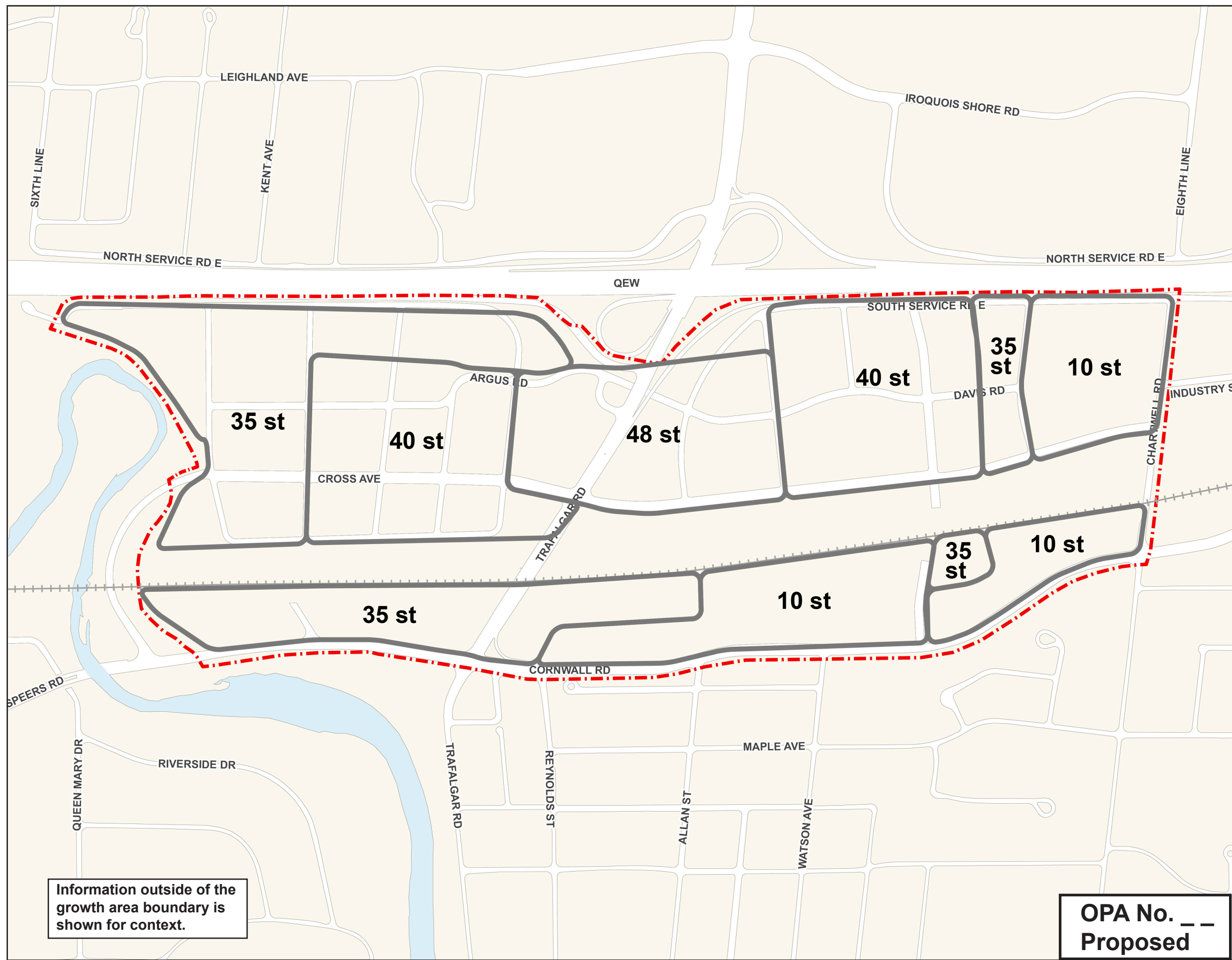
SCHEDULE L7 MIDTOWN OAKVILLE MAXIMUM HEIGHT



 URBAN GROWTH CENTRE /
PROTECTED MAJOR TRANSIT STATION AREA /
GROWTH AREA BOUNDARY



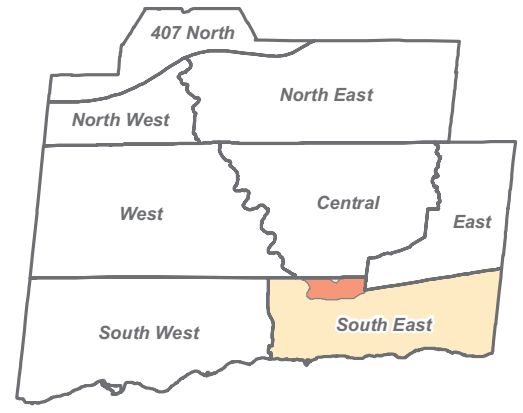
MARCH 2024




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growth area boundary is
shown for context.

OPA No. _ _ _
Proposed

SCHEDULE L8 MIDTOWN OAKVILLE EXCEPTIONS



-  URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- 1** NW CORNER OF CORNWALL RD/OLD MILL RD
- 2** NE CORNER OF CROSS AVE/LYONS LN
- 3** 570 TRAFALGAR RD
- 4** 354 DAVIS RD
- 5** NE CORNER OF CORNWALL RD/TRAFALGAR RD

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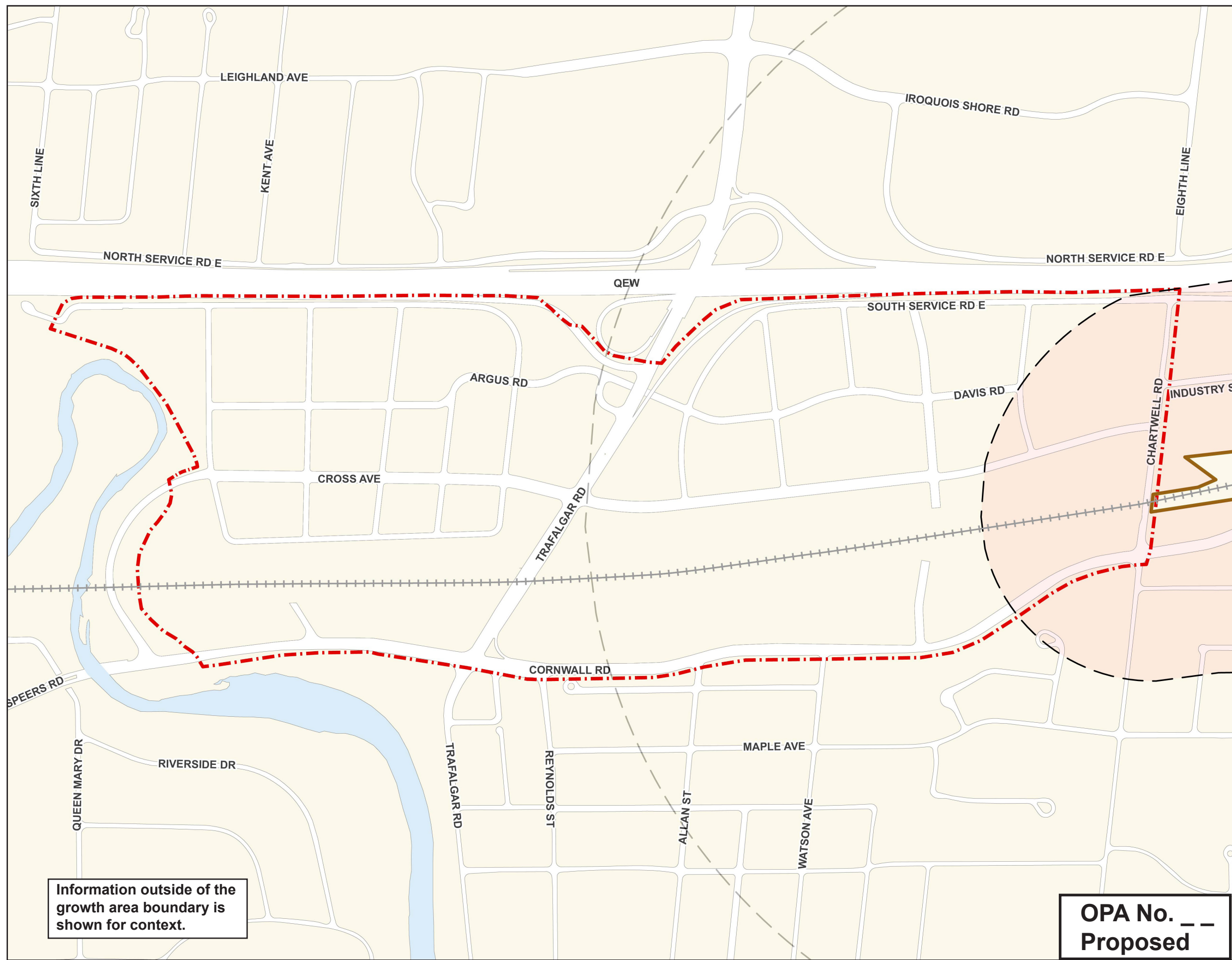
SCHEDULE L9 MIDTOWN OAKVILLE RAIL FACILITIES AND INFLUENCE AREAS



-  URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  OAKVILLE RAIL YARD BOUNDARY
-  300M RAIL YARD BUFFER
-  1000M RAIL YARD BUFFER



MARCH 2024



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OPA No. _ _ _
Proposed

meetmidtown

Summary Report: Public Engagement Event #3

Prepared by Bespoke Collective / February 15, 2024



Background

Midtown is an underdeveloped area in Oakville that is centrally located around the Oakville GO Station. Plans are underway to make this area a livable, connected and mixed-use urban community that better serves the entire town.

With Oakville’s population expected to double by 2051, there is a need for the Town of Oakville to create more livable spaces for people of all ages and income levels and purposefully plan how our municipality grows. The Province of Ontario requires that the town create more livable spaces for people over the next 30 years. Midtown Oakville has the potential to offer more options for diverse and affordable housing, better connectivity to the rest of Oakville through pedestrian, cycling, and transit improvements, additional parks and open spaces, more community amenities and the enhanced servicing infrastructure that is needed to support growth.

The Town of Oakville is currently in the process of developing the final recommendations for the Midtown Official Plan Amendment (OPA). The purpose of the OPA is to update the land use policies for Midtown Oakville in the Livable Oakville Plan, and to create a framework that will guide the creation of a transit-supportive and complete community for people to live, work and play. As part of this process, the Town has hosted a series of public consultation events to gather public input at key junctures.

Project timeline





Overview

This report provides a summary of the Midtown public consultation event, Meet Midtown: Proposed Concept and Policy Approach, that was held on February 15, 2024 in the South Atrium of Oakville Town Hall. The objectives of the event were to (1) present the proposed concept and policy approach for the Midtown Oakville project, (2) to gather public feedback and (3) respond to questions.

PURPOSE OF THE PUBLIC CONSULTATIONS

The Town is nearing the end of Phase Three (final) of the Official Plan Amendment (OPA) process with the goal of developing a Proposed Concept and Policy Directions. These are used to inform the final recommendation for the OPA submission.

The Proposed Concept presented reflects a balance of the interests and feedback of the public, landowners, the Technical Advisory Committee (TAC) and other stakeholders to date. Public feedback on the proposed concept and policy direction is now needed to help the consultant team to further refine the proposed concept and policy directions. This input is important to the Town and Consultant team, and is taken into consideration as they work to finalize the OPA recommendations.

ORGANIZERS

The public consultation event was organized by Bespoke Collective, in collaboration with the Town of Oakville, Jacobs, Urban Strategies, R.J.Burnside & Associates Ltd. and GLPi Consulting. The presenters at the event were Gabe Charles, Director of Planning Services, Town of Oakville;

Jeff Qiao, Assistant Program Manager, Jacobs; Leigh McGrath, Lead Planner, Partner, Urban Strategies; and Mark Reid, Urban Design Lead, Partner, Urban Strategies. The event was hosted by Christina Bagatavicius, Founder and Principal of Bespoke Collective.

EVENT AGENDA

The in-person public engagement event was held on February 15, 2024, from 6:30-8:30 pm, in the South Atrium of Oakville Town Hall.

1. Presentation (45 min)

Members of the Project Team presented (1) OPA Process Update, (2) Midtown's Role in Oakville, (3) What We Heard (from past engagements), (4) Proposed Concept & Livability Strategies and (5) Next Steps.

2. Interactive Booths (75 min)

Members of the public were invited to visit six interactive booths hosted by Project Team members. Participants could look at informational panels, talk to Project Team members and provide feedback on activity sheets.

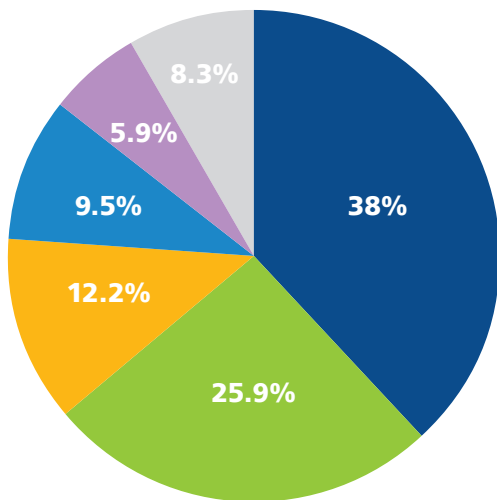
Overview

ATTENDANCE

A total of 160 people attended the public event, 43.8% of them were first-time participants to a Midtown event. Of those, 143 pre-registered on Eventbrite and the remaining 17 were walk-ups. In addition, 473 viewers tuned into the livestream as of February 16, 2024.

Registrants came from across all of Oakville, and beyond as follows:

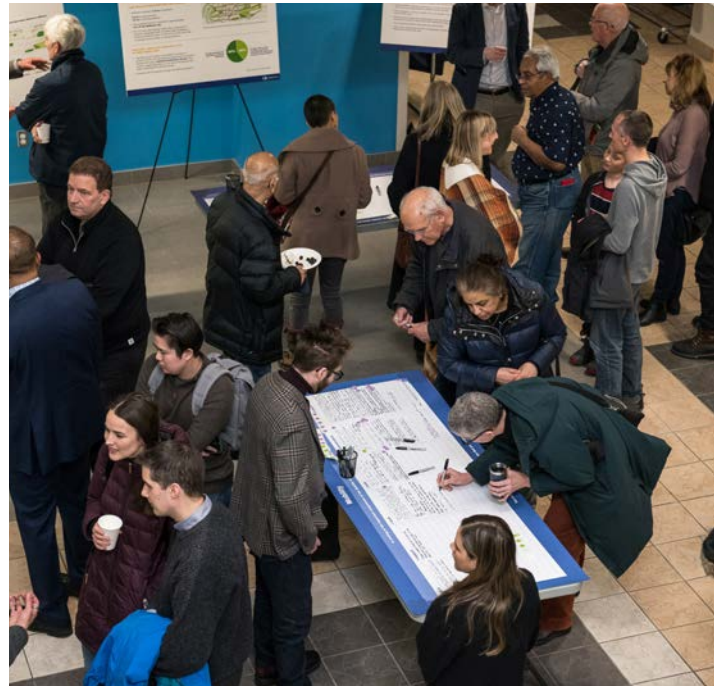
- Oakville North East (L6J): **38% (128)**
- Oakville North (L6H): **25.9% (87)**
- Oakville West (L6M): **12.2% (14)**
- Oakville East (L6K): **9.5% (32)**
- Oakville South (L6L): **5.9% (20)**
- Other postal codes/chose not to respond **8.3% (28)**



COMMUNICATIONS REACH & COMMUNITY AWARENESS

The event was promoted through a wide range of platforms, with the intention of reaching a diversity of people. The public consultations were promoted on the Town of Oakville website and the Town’s social media accounts on Facebook, Instagram, X (formerly Twitter) and LinkedIn. As well, the event was promoted in the Town’s newsletter and the Midtown project newsletter. Organic social media posts about the workshops reached 18k users and had 32k impressions.

The Eventbrite event pages received 1778 visits. A total of 336 individuals registered on Eventbrite, with 143 of them attending. The rate of attrition was approximately 56%.





Key Findings

The following key findings summarize the public input provided by attendees at the six interactive booths, following the presentation. Many attendees engaged in conversation, asked facilitators questions and provided input at the booths. The six topics were as follows: (1) Project, Process & Policies, (2) Height and Density, (3) Housing, (4) Precincts & Destinations, (5) Mobility, and (6) Open Spaces.

METHODOLOGY

Prompts were provided on table-sized activity sheets at each booth for the public to write down responses in a fill-in-the-blank format (see appendix). The “Project, Process & Policies” Booth served as a more overarching booth and the participants were invited to respond to two prompts on an activity sheet: (1) I would like to understand: _____, and (2) A key policy topic I think needs to be added is: _____.

For the other five booths focused on the Livability Strategies that were presented, participants were invited to respond to three prompts for each topic area: In looking at the important components around [specific Livability Strategy] (1) I support _____, (2) I wish _____ and (3) I am concerned about _____. Stickers were also available at each booth for participants to mark any written comments written that they agreed with.

All the input from the activity sheets was reviewed and summarized into common points (cluster analysis), prioritizing input by frequency and additional stickers. A high-level summary of what we heard is provided first, followed by more detailed summaries for each topic. Booth panels can be accessed digitally on the [Meet Midtown website](#).



Key Findings

HIGHLIGHTS OF WHAT WE HEARD

Here are the main areas of feedback expressed across the six topics:

- Mixed-use, livable and complete communities as appealing
- Support and opposition to proposed height and density
- Transportation planning needs to accommodate larger population and reduce gridlock, supporting transit and active transportation
- Affordable and diverse housing options for all are important
- Appropriate amenities are essential (e.g. schools, community centres, retail, health care, children’s play areas, and dog parks)
- Vibrant, pedestrian-oriented places for all ages are desired
- Green and sustainable infrastructure and building standards are critical
- Amount and type of parkland and green space is good, but could be improved
- Environmental issues and impact —climate resiliency must be considered
- Safety for children, pedestrians and cyclists is key
- Potential negative impact on Oakville’s character and value
- Concerns about the planning process including growth targets, Midtown boundaries, development oversight and taxpayer costs

DETAILED SUMMARIES OF BOOTH FEEDBACK BY TOPIC:

PROJECT, PROCESS & POLICIES

This booth provided an overview of the Midtown Implementation Program, the Timeline and Process and additional OPA Policy Direction. It outlined the Provincial and Regional Policies impacting Midtown, while also answering key questions of “Why is Midtown so dense?” and “Why are we planning beyond 2051?”

Participants wrote that the following were areas they wanted to understand:

- Density and Growth Targets: Questions around the vision for growth and provincial targets, high density compared to other areas, and high Midtown allocation in Town context.
- Budget and Financial Aspects: Dissatisfaction with financing approach, potential taxpayer burden, and concerns about a lack of a budget in the plan at this stage.
- Transportation Planning: How will the plan address gridlock, pollution and environmental concerns, why transportation planning and traffic feasibility study come later, and what are the planned transit solutions?
- Participation: Concerns about no town hall-style Q&A and lack of mayoral presence
- Diversity: Who speaks for those who aren’t here (future residents, people priced out, best practice practitioners), and how to attract more economic, racial, cultural, and familial diversity to Midtown?
- Midtown Boundaries: Why does it stop at Chartwell — why not to Morrison or Maple Grove to spread density?
- Competitive Advantage of Midtown: Access to the GO train, bus hub and QEW were all

Key Findings

highlighted as strategic advantages of Midtown

- Consultant Selection Process: for the consulting firm with its high-rise specialty

Participants wrote that following key policy topics were ones they thought needed to be added:

- Green Building Standards: Modern and sustainable standards for buildings and infrastructure to lower GHGs and emissions, with suggestions of bird-friendly windows, rainwater collection and not doing retrofits of older buildings
- Alternative Proposals: Questions on why alternative proposals aren't shown (e.g. OMG)
- Transit & Transportation: Future-focused public transit with better access, affordability and concerns around induced demand with six lane Cross Ave, questions about timing of midblock connections, road widenings
- Pedestrian Safety: Desire that this is prioritized
- Affordable Housing: How to ensure affordable housing?
- Permitting: Community planning permit system
- Development Oversight: Clarity on how the Town will monitor and manage the project and developers in a responsive way
- Financial Concerns: Calls for transparency and options, and concerns about financial burden on taxpayers
- Family Focus: Ensure a family orientation with schools, playgrounds and community centres
- High Density: Concerns around high density planning targets
- Other Policies: Transitional policy permissions for developers to develop at their own pace, elimination of parking minimums, centralized urban planning knowledge

HEIGHT & DENSITY

This booth highlighted what was heard from past engagements and how height and density contribute to livability. It highlighted key policy directions related to organizing height and density to support land use complexity and transition, and illustrated built form typologies on the developable land base and people and jobs estimates and key assumptions.

HEIGHT

Participants wrote that they supported the following:

- A car-free lifestyle
- High-density housing for livability and affordability in Oakville now and for the next generation
- The Oakville Midtown Group (OMG) proposal
- Higher density options as opposed to alternative concepts that reduce the density
- Diversity in building heights versus monoculture
- Intensification with conditions for lower density than in proposal

Participants wrote that they wished for the following:

- Consideration by planning of lower heights and density to enhance livability — opinion that multi-story towers and small units don't offer a permanent housing solution
- Maximum height restrictions, not minimum, such as 28 stories.
- A presentation of alternatives to tall towers, with lower height buildings (e.g. Copenhagen) and lower density
- Openness to thinking outside the box and not equating height with crime
- Spreading density throughout Oakville, including north of QEW and Oakville Place

Key Findings

- A re-evaluation of Joint Best Planning Estimates (JPBE) for more “normal” density
- More clarity and consistency around numbers
- Pedestrian bridge across QEW for shoppers and students

Participants wrote that they were concerned about the following:

- Proposed heights, high-rise development and high population density
- Desirability, practicality and livability of proposed tall towers, including unit sizes
- Town councilors not supporting a positive plan
- Negative impact on Town’s current character
- The Town’s stance on growth and role in advancing it (vs. the Province)
- Negative traffic impacts, especially around limited exit points
- Becoming another Liberty Village or City Place or similar international project
- That JPBE estimates are inaccurate using outdated data — Planning Policy Update (PPU). Burlington cited at 2.2
- Environmental issues such as toxic land (Monsanto, Farro sites), impact on wildlife (e.g. 16 Mile Creek), heat island effect, wind tunnels

DENSITY

Participants wrote that they supported the following:

- Mixed-use development and density for people-first, diverse community
- Densification to enable younger generations to live and stay in Oakville
- Increased density while also avoiding excessive building heights
- Density as a way to reduce car dependency and promoting more sustainable living

- Retaining parkland and connectivity of green spaces
- Urban planning approaches such as single stair low-rise residential buildings (increase usable density), lots of space between buildings, even if it increase heights to avoid window-to-window designs

Participants wrote that they wished for the following:

- Expanding the area and plan beyond Midtown to reduce density (e.g. other parts of Oakville)
- Adequate amenities for all ages including enough schools (elementary and secondary) and playgrounds
- To clarify height and density through a comparison of scenarios regarding height and density, including 6-36 story options, not just up to 48 or beyond
- Changes to current estimates with a new JPBE (Joint Best Planning Estimates) or new provincial government who allows more stories
- Zoning changes in Oakville to permit higher density in single-family lands (e.g. duplexes)
- Learn from past mistakes around “warehousing” people in towers (St. Jamestown cited)

Participants wrote that they were concerned about the following:

- Density estimates (PPU/ people per unit) compared to other municipalities (e.g. 2.7 vs. 2.2 vs. 1.7)
- Negative traffic impacts including gridlock, parking and capacity especially around Go station
- Perceived lack of transparency and honesty in presented numbers, growth figures and the Town’s role in the JPBE

Key Findings

- Lack of parkland and potential negative impact on 16 Mile Creek (e.g. erosion)
- Building up existing areas instead of looking elsewhere (e.g. other parts of Oakville, northern Ontario)
- Lower quality of life in small units, tall towers, with not enough amenities
- Using “not yet available” concept to allow for additional height and density in development
- Too much influence of developers on planning
- Affordability
- Devaluation of Oakville into a high-density urban area
- Negative uses of spaces for AirBnB or “drug traps”
- Urban planning preferences including protected school sites in the plans, larger parks over more smaller ones, super blocks (closing some streets, community spaces)
- Safe communities, with a suggestion of using Community Crime Prevention Strategies (CCPS) for affordable housing
- Distributing density across all transit routes in Oakville

Participants wrote that they wished for the following:

- That the plan would be advanced quickly (or was already built) to make Oakville more livable
- There was more information about the future unit sizes/types by percentage and impact on populations
- Green infrastructure such as LEED certified buildings, district energy and more green spaces
- To be able to afford to live here
- A variety of housing options with more clarity about “Innovative Housing Solutions”
- Protected parking for bikes and other mobility devices, ensuring fire safety for e-devices
- Allowing single stair residential buildings
- Developers don’t push excessively tall towers and reduce quality of life (“warehousing”)

HOUSING

This booth highlighted what was heard from past engagements and how a base residential permission contributes to livability. It outlined key policy directions related to creating new housing opportunities throughout Midtown.

Participants wrote that they supported the following:

- Ensuring a variety of affordable housing options for buyers and renters,(e.g. market, non-market, co-op, public, private, tall, mid-rise), and possibly reserving a percentage for first time home buyers
- Great overall plan and increased density, supporting younger residents to stay in Oakville
- Mixed-use community approach including arts & culture, playgrounds, dog parks and natural spaces with trees for a vibrant atmosphere
- Easy access for all to schools, transit, parkland from all housing without driving, for complete community

Participants wrote that they were concerned about the following:

- The livability of tall towers (e.g. 48 story) and small units, especially for families
- Housing affordability and renters/future generations being pushed out of the area
- Developers focused on profits rather than creating livable spaces

Key Findings

- Insufficient schools nearby for families in projected population
- Midtown/Oakville becoming an unlivable concrete jungle
- That the plan won't be realized to create the high-density, mixed-use, pedestrian-oriented vision they support
- Broken promises from developers without enforcement (e.g. promised green roof by Starlight never happened)
- Much higher density than Clarkson and Burlington (2.20/ha)
- Amenity concerns included significant dog waste and lack/cost of parking
- Displacement of current social service agencies like Grace House (serves people with mental health)
- Lack of lower-rise elements (e.g. townhouses) but potential high costs
- Institutional investors buying up housing supply for portfolio diversification
- Phasing of the development

PRECINCTS & DESTINATIONS

This booth highlighted what was heard from past engagements and described how precincts and destinations contribute to livability. Key policy directions to establish precincts and activate key destinations were described.

PRECINCTS

Participants wrote that they supported the following:

- Pedestrian-only shopping areas, at least part of the week
- Mixed-used plazas that enhance walkability

Participants wrote that they wished for the following:

- Diverse retail options, including smaller versions of big box retailers
- Flexibility and adaptability of precincts over time in response to changing needs
- Redefine the boundaries of Midtown further east to better support 50,000 people

Participants wrote that they were concerned about the following:

- Adding more roads and lanes (e.g. Cross Ave six lanes), causing induced demand (more gridlock) and conflicting with the Town's climate strategy
- Lack of clarity around existing/proposed parks plan and what is available, with a need for commitment to make them a reality (e.g. POP's)
- Proper spaces including fields, play areas for children, school parks and dog parks
- This area becoming a choice destination and empty retail spaces (e.g. like Oakville Place)
- Taxpayer costs for parks rather than developers

DESTINATIONS

Participants wrote that they supported the following:

- Unique, fun and vibrant destinations (e.g. Distillery District, downtown Oakville) that are inclusive and diverse for living, playing, eating, resting and kids, and not the "same old Oakville" (not only shopping)
- Open pedestrian streets (off hours deliveries)
- Accessibility and safety
- A signature destination that can't include 48-story buildings

Key Findings

Participants wrote that they wished for the following components in the Destinations Livability Strategy:

- Car-free destinations and streets (e.g. Argyle), with bike parking
- Accessibility for all ages and abilities
- Fun for 30-year olds
- Preservation of the small, distinctive Town characteristics

Participants wrote that they were concerned about the following components of the Destinations Livability Strategy:

- Car-free destinations and streets (e.g. Argyle), with bike parking
- Accessibility for all ages and abilities
- Fun for 30-year olds
- Preservation of the small, distinctive Town characteristics

MOBILITY

This booth highlighted what was heard from past engagements and highlighted key policy directions related to creating a fine-grain block structure to support multi-modal movement. Illustrations were provided to show aspects of multi-modal mobility.

Participants wrote that they supported the following:

- Active and sustainable transportation plan — including transit, walkability and cycling
- Transit access and priority including BRT/LRT Bus/Light Rapid Transit) and access to GO
- Improved active transportation infrastructure including safe (separated) routes, robust connections/grid, bike parking and expanded space at East end of Argus platform, which will attract users

- Reducing gridlock
- Anticipation of e-mobility devices like e-scooters and e-bikes
- Support for a car-free lifestyle (saving costs), rather than assuming all will drive
- Green space and parks

Participants wrote that they wished for the following:

- Dedicated bus lanes (express bus) as soon as possible from the Town to incentivize people to get out of cars and reduce gridlock (e.g. Speers Rd.)
- Improved active transportation access in and out of Midtown from adjacent areas including west of 16 Mile Creek, NW of QEW, to Oakville Place and Oakville more broadly (e.g. pedestrian/cycle bridge across the creek by Kerr and 16th line bike path)
- Car and bike share opportunities, including in condos
- Increased public transportation overall to support increased population and reduce car reliance
- Pedestrian-only areas such as shopping, restaurants, tables to enhance active transportation (e.g. Argus — move parking access to side street)
- Improved accessibility for people with disabilities
- Reconsidering extension of development to Trafalgar, connecting to public transportation and Speers Road bike lanes
- More bikes in general

Participants wrote that they were concerned about the following:

- Current traffic congestion and gridlock and

Key Findings

future worsening of these conditions with added population. Specific problem areas mentioned were Cross Ave, Trafalgar Rd as a chokepoint and at Cornwall, only four exits (like Liberty Village), crossing over rail and QEW, no north/south throughlanes (only E/W)

- The transportation planning process with the traffic survey and plan following this current work
- Lack of safe cycling infrastructure on Argus and Davis to get people to the shopping area without cars (possible pedestrian mall)
- Impact on mobility and parking for non-residents such as people going to/from the GO station, and between Midtown and the rest of Oakville
- Too much focus on cars and congestion versus reducing climate impacts with (transit, walking, biking and smaller streets)
- Pedestrian safety from Trafalgar to/from the GO station, across 16 Mile creek (bridge) and at Trafalgar & Cornwall
- Kids getting bused to schools
- Impact on Oakville's fragile downtown

OPEN SPACES

This booth highlighted what was heard from past engagements and how Open Spaces contribute to livability. Key policy directions for Open Spaces were provided and explanations around future green space allocation and acquisition of new parkland were provided.

Participants wrote that they supported the following:

- Increasing green space and ensuring enough for the projected population
- Connected/larger green spaces that aren't fragmented (e.g. Central Park)

- The overall concept seems amazing
- People-first spaces including pedestrian safety on bridge, car-free open spaces
- Climate resilient plantings including shade trees, native plants, grass only to keep spaces cool
- Community gardens (e.g. vegetables)
- Athletic and activity spaces (e.g. rinks, theatres)

Participants wrote that they wished for the following:

- More community garden spaces for connection to food sources (e.g. public fruit trees/shrubs)
- Implementation of green infrastructure best practices and principles including naturalization and connectivity for better "Open Spaces"
- Gardens for children to play in, not communal open spaces
- Fumes and noise pollution for the QEW is considered around parks and schools
- Developer requirements to include a % of property to be green space (e.g. mature trees, shrubs), not just the designated areas

Participants wrote that they were concerned about the following:

- Environmental impacts and issues including 16 Mile Creek erosion and pollution, Morrison creek headwaters, habitat destruction, bird collisions, animal corridors (animal crossings?), biodiversity, air quality, noise
- Not enough focus on the needs of children including more schools with designated (safe) space (not combined with parks), playgrounds, access to green space
- Car-centric development causing traffic, pollution and higher taxes

☀️☀️☀️ Key Findings

- Inadequate green space and parks for POP planned — not enough with paths dividing open spaces into spaces too small for athletic fields
- Heritage protection including heritage trees, pioneer cemeteries (graves along banks) and heritage listed buildings
- Costs for the parkland
- Possible wind tunnel effect (energy source?), shadowing and air shed
- That the parks will not actually happen without intentionality and serious commitment from the Town (purchase) and, condo developers
- Argus/David Road underpass and avoiding future MTO encumbrances and row



PUBLIC FEEDBACK ON THE EVENT

Attendees were invited to complete a short post-event survey. A total of 23.1% of the attendees completed the survey (37/160) with the following feedback:

1. “How satisfied were you with the level of information shared about Midtown Oakville?” (36 responses)

Extremely satisfied	16.7% (6/36)
Somewhat satisfied	52.8% (19/36)
Neutral	8.3% (3/36)
Somewhat dissatisfied	13.9% (5/36)
Not at all satisfied	8.3% (5/36)

2. “Did you feel that you were able to provide input on Midtown Oakville?” (37 responses)

Extremely	24.3% (9/37)
Very	18.9% (7/37)
Moderately	32.4% (12/37)
Slightly	13.5% (5/37)
Not at all	010.8% (4/37)

When it comes to the event, respondents liked the engagement booths with the chance to talk to the project team and other attendees; the opportunity to provide feedback and see/support others’ comments; and the clarity and level of information in the presentations and panels.

Key areas for improvement mentioned were the audio, visibility and overall accessibility; more space for interaction and writing, with better pens; opportunity for a town-hall style Q&A; and more clarity and detail about the plan and how the public’s input is being considered.



Mobility

In looking at the important components of the Mobility Livability Strategy presented here:

I support	I support	I wish	I wish	I am concerned about	I am concerned about
I support	I support	I wish	I wish	I am concerned about	I am concerned about
I support	I support	I wish	I wish	I am concerned about	I am concerned about
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I support	I support	I wish	I wish	I am concerned about	I am concerned about
I support	I support	I wish	I wish	I am concerned about	I am concerned about

You can use stickers to mark others' comments that you agree with.

Open Spaces

In looking at the important components around Open Spaces Livability Strategy presented here:

I support	I support	I wish	I wish	I am concerned about	I am concerned about
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I support	I support	I wish	I wish	I am concerned about	I am concerned about
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I support	I support	I wish	I wish	I am concerned about	I am concerned about
I support	I support	I wish	I wish	I am concerned about	I am concerned about

You can use stickers to mark others' comments that you agree with.

Engagement Event Materials

All materials shared at the event can be viewed on the [Midtown Oakville Growth Area Review](#)

These include: Presentation deck, Presentation recording & Panels displayed at booths. In addition, presentations, recordings and documentation for other past meetings and consultations can be found here.

NEXT STEPS

The input from this public consultation is being taken into consideration as the Town and Consultant team work towards finalizing the Official Plan Amendment recommendations.

The Draft Official Plan Amendment will be posted on the Town's website by April 2, 2024, and presented to the public on April 22, 2024. Members of the public will be able to provide comments before and during the April 22 public meeting. Further refinements to the OPA will then be made and a recommendations report prepared for deliberation and a decision by council on June 24, 2024.

www.oakville.ca/midtown

During 2024, the Midtown Oakville Implementation program will be completing the Midtown Official Plan Amendment, a range of implementation studies covering community building topics, and working alongside the community at every phase. The redevelopment itself has a long timeline – we'll start to see some expansion by 2031 and continue through 2051 and beyond. The program will plan for a 2051 horizon year, when Midtown is forecasted to have **32,472 people and 17,268 jobs.**



OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2024-067

A by-law to declare that certain land is not subject to part lot control (Block 207, Plan 20M-1255, and Blocks 3, 4, 13, 16, 32, Plan 20M-1258 – Martillac Estates Inc.)

WHEREAS By-law 2006-125 delegates to the Director of Planning Services the authority to approve certain applications to designate lands not subject to part lot control; and,

WHEREAS the Director of Planning Services has approved such as application for the lands described in Schedule “A”;

COUNCIL ENACTS AS FOLLOWS:

1. Part lot control pursuant to subsection 5 of Section 50 of the *Planning Act*, R.S.O. 1990, c.P-13, as amended does not apply to lands as set out in Schedule “A” attached hereto.
2. This by-law expires one (1) year from the date it has been passed by Council.
3. Schedule “A” forms part of this by-law.
4. The solicitor is hereby authorized to amend the parcel designation, if necessary, upon registration of this by-law.

PASSED this 22nd day of April, 2024

MAYOR

CLERK

SCHEDULE "A"

1. Block 207, Plan 20M-1255, designated as Parts 1 to 8, inclusive, on Plan 20R-22636, Oakville
2. Block 3, Plan 20M-1258, designated as Parts 1 to 6, inclusive, on Plan 20R-22616, Oakville
3. Block 4, Plan 20M-1258, designated as Parts 7 to 12, inclusive, on Plan 20R-22616, Oakville
4. Block 13, Plan 20M-1258, designated as Parts 1 to 13, inclusive, on Plan 20R-22618, Oakville
5. Block 16, Plan 20M-1258, designated as Parts 1 to 17, inclusive, on Plan 20R-22619, Oakville
6. Block 32, Plan 20M-1258, designated as Parts 9 to 23, inclusive, on Plan 20R-22636, Oakville



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2024-070

A by-law to confirm the proceedings of a meeting of Council.

COUNCIL ENACTS AS FOLLOWS:

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed and every resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

PASSED this 22nd day of April, 2024

Rob Burton

Mayor

Andrea Holland

Acting Town Clerk