



## REPORT

### Planning and Development Council

Meeting Date: April 22, 2024

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**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

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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.

#### 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.

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## **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><b>Policy 20.2 (Goals)</b> 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><b>Policy 20.3 (Objectives)</b> 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><b>Policy 20.4 (Land Use Policies)</b> 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><b>Policy 20.5 (Precincts)</b> introduces seven precincts across Midtown Oakville that facilitate distinctive community character and providing clarity to developers.</p> <ol style="list-style-type: none"> <li><b>1. Trafalgar Road Precinct (Policy 20.5.1):</b> located in the heart of Midtown Oakville, serving as a gateway, characterized by the most diverse mix of land uses, highest intensity</li> </ol>

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. <b>Argus Arts Precinct (Policy 20.5.2):</b> 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> <li data-bbox="695 743 1398 1035">3. <b>Residential Precincts (Policy 20.5.3) - Sixteen Mile Creek, Davis &amp; Cornwall Residential Precincts:</b> 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> <li data-bbox="695 1073 1398 1255">4. <b>Office Employment Precinct (Policy 20.5.4):</b> located in the easterly area of Midtown Oakville, supports existing and future employment uses, with proposed height maximums of 10 storeys.</li> <li data-bbox="695 1293 1398 1545">5. <b>Community Commercial Precinct (Policy 20.5.5):</b> 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.</li> </ol>
<p>Limited tools to address housing affordability</p>	<p><b>Policy 20.6 (Housing)</b> 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 data-bbox="646 310 1416 415"><i>Planning Act</i> Tools to Facilitate the Development of Affordable Housing, shared with Council on <a href="#">March 18, 2024</a>.</p> <p data-bbox="646 457 1321 562">The report recommends that staff initiates and undertakes work programs to investigate, and if deemed appropriate, implement the following:</p> <ul data-bbox="695 569 1411 1150" style="list-style-type: none"> <li data-bbox="695 569 1411 709">• Inclusionary Zoning within Protected Major Transit Station Areas: to require the provision of affordable housing remain affordable over the long-term.</li> <li data-bbox="695 716 1411 856">• Community Planning Permit System (CPPS) within Midtown Oakville and other areas: to facilitate development of affordable housing through streamlined approvals.</li> <li data-bbox="695 863 1411 1150">• 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.</li> </ul> <p data-bbox="646 1192 1396 1371">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 data-bbox="646 1413 1386 1554">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 data-bbox="646 1598 1416 1776"><b>Policy 20.7 (Midtown Main Streets)</b> 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 data-bbox="646 1808 1416 1879">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 <b>policy 20.4.1 (c)</b> 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><b>Policy 20.8 (Development Density &amp; Height)</b> 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><b>Policy 20.8.3</b> 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 (<b>Policy 20.8.4</b>).</p> <p><b>Policy 20.8.5</b> 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><b>Policy 20.9 (Parks and Open Space)</b> 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 &amp; Managing Traffic</p>	<p><b>Policy 20.10 (Transportation and Mobility)</b> 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><b>Policy 20.10.1 (Street Network)</b> 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><b>Policy 20.10.2 (Mid-Block Connections)</b> 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><b>Policy 20.10.3 (Active Transportation)</b> 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 <b>parking and access (Policy 20.10.6)</b> 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><b>Policy 20.10.4 (Transit)</b> 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><b>Policy 20.10.5 (Transportation Demand Management)</b> 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><b>Policy 20.11 (Urban Design)</b> introduces policies, in addition to the Part C Urban Design Policies in Livable Oakville, that provide direction around the development of a pedestrian-oriented <b>public realm (Policy 20.11.1)</b> 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><b>Policy 20.11.2 (Block Design)</b> 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><b>Policy 20.11.3 (Built Form)</b> 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 <b>new defined term (building forms)</b> 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"> <li>• Low-rise – up to and including 6 storeys</li> <li>• Mid-rise – 7 to 12 storeys</li> <li>• Tall buildings – 13 storeys or greater</li> </ul> <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><b>Policy 20.12 (Public Facilities)</b> provides direction requiring monitoring and identification of the need for public service facilities and educational facilities.</p> <p><b>Policy 20.12.2 (Educational Facilities)</b> 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><b>Policy 20.13 (Transit Station, Rail and Highways)</b> 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><b>Policy 20.14 (Infrastructure and Servicing)</b> 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><b>Policy 20.15 (Sustainability)</b> 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><b>Policy 20.17 (Implementation Policies)</b> articulates implementation strategies that will be developed by the town, with partners, to implement the Midtown Oakville OPA.</p>
Phasing / Monitoring	<p><b>Policy 20.17.3 (Area Design Plan)</b> addresses coordination and phasing of development between landowners that, together with the <b>block design policies (20.11.2)</b> and <b>monitoring policies (20.17.4)</b>, 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><b>Policy 20.17.5 (Landowners' Agreement / Cost Sharing)</b> 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

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