



OAKVILLE

Draft Proposed
Midtown Oakville OPA
Released May 12, 2022 for Review and Discussion

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2023-###

Official Plan Amendment No. XX

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

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

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

COUNCIL ENACTS AS FOLLOWS:

1. For the purposes of this by-law:
 - a. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.
 - b. “OPA 4” means Official Plan Amendment 4, inZone Conformity, as adopted by Council on February 26, 2014 and modified and approved by the Local Planning Appeal Tribunal in LPAT file # PL140317, except for an outstanding appeal of OPA 4 as it applies to 420 and 468 South Service Road East (General Electric Canada Property Inc.), and as it proposes to modify three policies pertaining to Midtown Oakville (OPA 4, Items 38, 39 and 40).
2. OPA 4, Items 38, 39 and 40, which remain subject to appeal and not in force, are hereby repealed.

3. Official Plan Amendment Number **XX** to the Livable Oakville Official Plan, attached as Appendix “A” to this by-law, is hereby adopted.
4. 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1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.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 _____, 2023

MAYOR

CLERK

DRAFT

Appendix “A” to By-law 2023-###
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 (MTSA), 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:
 - set out the area, introduction, goal, objectives and development concept for Midtown Oakville, including overall resident and job density targets
 - provide for a high quality built environment and public realm, including parks and open spaces
 - address land uses, building heights and densities, transportation, active transportation, parking, and stormwater management
 - eliminate the existing bonusing permissions, and provide for phasing/transition, area design plans, the acquisition of land for future roads and parks, density transfers, and an 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 valleyland 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 land uses, new density ranges (instead of building heights) and a revised multi-modal transportation network to reflect and support the proposed policy changes, including the expansion of the “Urban Core” and “Urban Centre” mixed use designations and the elimination of the “Lands Eligible for Bonusing” overlay designation
4. Introduce a new Schedule L4 relating to Midtown Oakville’s public realm to support the proposed policy changes

C. Background and Basis

- Since 2006, Midtown Oakville has been one of 25 urban growth centres identified in the Province’s Growth Plan for the Greater Golden Horseshoe (the Growth Plan). Urban growth centres are to be transit-supportive regional focal areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe.
- The Growth Plan requires that Midtown Oakville be planned to achieve a minimum density target of 200 residents and jobs combined by 2031. Ultimately, Midtown Oakville will accommodate a significant portion of the town and Halton Region’s required intensification to 2051 and beyond.
- Halton Region’s ongoing Regional Official Plan Review – a Municipal Comprehensive Review – will determine how to accommodate forecasted population and employment growth in the region to 2051. This work is being conducted through the Region’s Integrated Growth Management Strategy (IGMS) project. The allocation of forecasted growth to Strategic Growth Areas, including urban growth centres, will be an important component of the Region’s overall growth management strategy.
- 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.
- The work being completed through the town's Official Plan Review provides detailed analysis of local priorities for accommodating future growth in support of Halton Region's ongoing Municipal Comprehensive Review.
- 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.
- Like the previously proposed OPA, the currently proposed OPA builds on the town's previous planning work – including OPA 4 (inZone Conformity), OPA 14 (Midtown Oakville and Transportation Network Updates), and OPA 15 (Urban Structure) – and provides policies to support the evolution of the Midtown Oakville urban growth centre to 2051.
- The currently proposed OPA also incorporates changes to address comments received on the previously proposed OPA and further technical analysis (e.g., to address transportation and urban design matters).

- Additional details will be provided in the staff report presented at the statutory public meeting hosted by the town’s Planning and Development Council (via videoconference) on June 7, 2022. The report will set out:
 - relevant background information with respect to the Livable Oakville Plan, and the town’s Official Plan Review; and,
 - the basis for the proposed Official Plan Amendment, including Provincial policy updates, Halton Region’s Municipal Comprehensive Review, OPA 15 to the Livable Oakville Plan (Urban Structure), and the Midtown Oakville Growth Area Review.

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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:

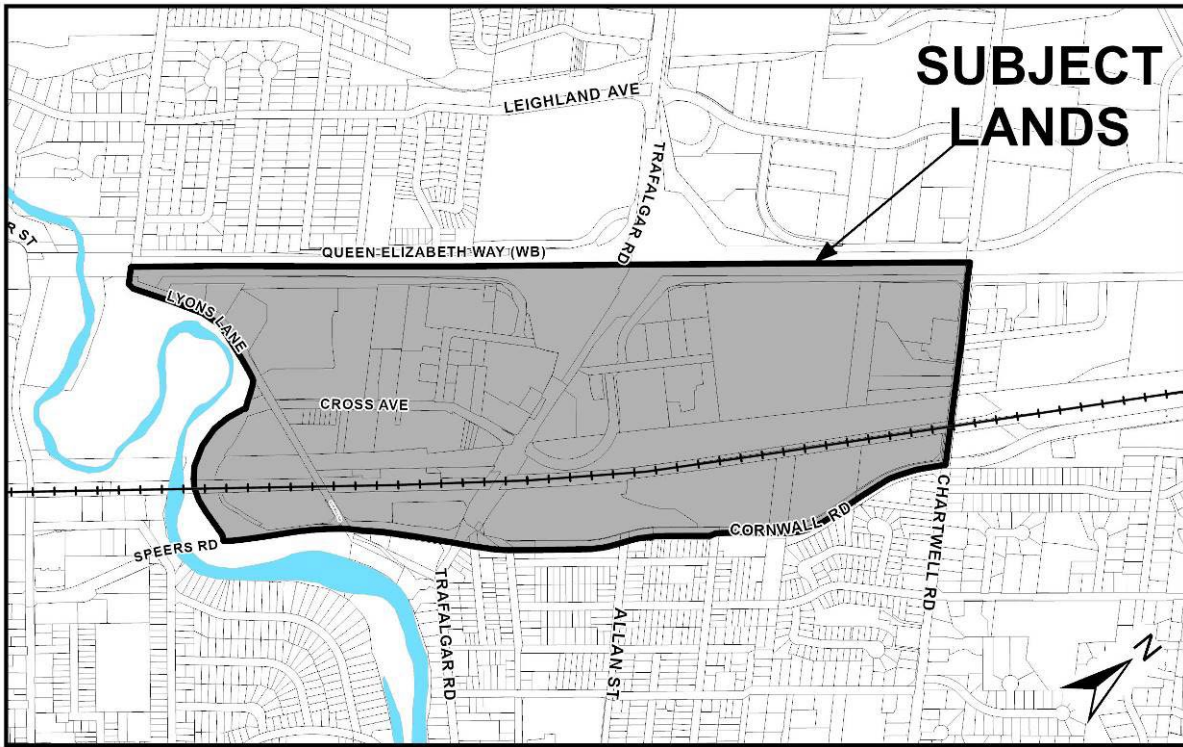
1. Delete Part E, Section 20, Midtown Oakville, of the Livable Oakville Plan and replace it with the new Section 20 provided in **Attachment 2**.
2. Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications in Attachment 2.
3. Italicize 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 Density)
 - Schedule L3, Midtown Oakville Transportation Network
2. Insert a new Schedule L4, Midtown Oakville Public Realm, into the Livable Oakville Plan, as provided in **Attachment 3**.

**Attachment 1 to OPA XX
Subject Lands**



Attachment 2 to OPA XX New Midtown Oakville Policies

20. MIDTOWN OAKVILLE

Midtown Oakville is the Town's primary *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 *urban growth centre* 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.

The Oakville GO/VIA Station and the interchange of Trafalgar Road and the QEW/Highway 403 are major entry points to the Town. That accessibility, combined with a large amount of vacant and underutilized land, distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth.

Since 2006, Midtown Oakville has been one of 25 *urban growth centres* identified in the Province's *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*). *Urban growth centres* are to be *transit-supportive* regional focal areas that accommodate a significant portion of future population and employment growth. The *Growth Plan* requires that Midtown Oakville be planned to achieve a minimum density target of 200 residents and jobs combined by 2031.

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

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

20.1 Goal

Midtown Oakville will be a vibrant, people-oriented and *transit-supportive* destination.

Midtown Oakville will also be a *complete community* where people are able to live, work, and play in walkable, mixed-use neighbourhoods connected to the rest of Oakville by pedestrian, cycling, transit and street networks.

Midtown Oakville will provide a self-sufficient urban living community interwoven by tall buildings, open spaces, recreational and retail amenities. The public realm will play an important role where streetscapes and open areas, in combination with publicly-accessible private open spaces, will create a desirable, people-oriented environment.

20.2 Objectives

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

20.2.1 To create a vibrant, people-oriented, *transit-supportive* and urban *complete community* by:

- a) providing a mix of residential, commercial and employment, uses, and *public service facilities*, complemented by public open spaces and public art, to attract different users throughout the day and year-round;
- b) 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;
- c) 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;
- d) facilitating public investment in transit, *infrastructure* and *public service facilities* to support future growth;
- e) promoting the use of *district energy* and sustainable building practices; and,
- f) directing *major office* and appropriate large scale institutional *development* to Midtown Oakville.

- 20.2.2 To create *transit-supportive communities* by:
- a) ensuring the entire area is developed as pedestrian-oriented and *active transportation* environment;
 - b) improving connections through Midtown Oakville year-round for public transit, pedestrians, cyclists and vehicles; and,
 - c) promoting a *compact urban form* with higher density and higher intensity land uses while providing a high-quality, pedestrian-oriented public realm.
- 20.2.3 To enable the evolution of Midtown Oakville as an *urban growth centre* and the Town's primary growth area by:
- a) planning for a minimum gross density of 200 residents and jobs combined per hectare – a minimum of 20,600 residents and jobs – in accordance with the *Growth Plan*;
 - b) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

20.3 Midtown Community Framework

In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville. They set out the framework of components required to build the community envisioned by this Plan.

- 20.3.1 The Midtown Oakville *urban growth centre* shall be designed as a regional destination with a compact urban form, complete with tall and midrise buildings framing a pedestrian-oriented public realm that promotes walking, cycling and transit use. New *developments* and public realm improvements shall support this direction.
- 20.3.2 Population and Employment
- a) In accordance with the *Growth Plan*, Midtown Oakville has been planned to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. Based on its gross area of 103 hectares, this translates to a minimum of 20,600 residents and jobs.
 - b) An overall mix of approximately 7,875 residential and a gross floor area ranging from 165,000 to 510,000 square metres of retail, service commercial and employment space should be accommodated to provide for a minimum of approximately 13,390 residents and 7,210 jobs.

20.3.3 Public Realm

A major feature of Midtown Oakville will 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.

- a) The public realm shall incorporate networks of accessible, interconnected and predictable pedestrian-oriented spaces and routes that enhance walkability year-round, reinforce the surroundings and provide quality spaces for public life.
- b) 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.
- c) 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.
- d) Urban parks, public commons, promenades, urban squares, connectors and other open spaces, whether public or privately-owned publicly accessible open spaces, should be designed and maintained as:
 - i) flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;
 - ii) places designed to complement the built form and public realm and incorporate hardscapes, softscapes, tree plantings, furnishings, context-sensitive lighting and other urban amenities; and,
 - iii) an integral part of the public realm by providing predictable pedestrian routes and places to sit and gather.
- e) The public realm shall include trees and landscaping, lighting, furnishings, urban amenities, wayfinding and public art that enhance the local context and create a sense of identity.
- f) A streetscape master plan shall be developed for Midtown Oakville in accordance with the Town of Oakville Streetscape Strategy, as amended.

- g) Streetscapes shall reinforce the active pedestrian-oriented environment and provide a seamless interface between the public and private realms.
- h) As the Town's *urban growth centre*, Midtown Oakville will draw residents, employees and visitors from local and regional origins on a daily basis. Gateways provide a sense of arrival and identify a significant place. Gateway elements should be strategically positioned at the following locations:
 - i) the intersection of Trafalgar Road and Cornwall Road;
 - ii) the intersection of Trafalgar Road and the QEW/Highway 403 east-bound off-ramp;
 - iii) at the eastern and western edges of Midtown Oakville along the QEW/Highway 403.
- i) Parkland dedication shall be provided in the form of land where promenades, public commons, urban squares and connectors are identified on Schedule L4 and may be required in other locations.
- j) The location of promenades, public commons, urban squares, connectors and other open space should be provided in accordance with Schedule L4, which identifies public realm elements.
- k) The promenades identified on Schedule L4 for Cross Avenue and Davis Road should have a minimum width of 20 metres, measured from the ultimate edge of the public street right-of-way to the property line of the adjacent net development parcel.
- l) The connectors identified on Schedule L4 should have a minimum width of 25 metres.
- m) In addition to the parkland identified on Schedule L4, a minimum of 5 percent of the site area should be provided through *development* as privately-owned publicly accessible open space at grade that is connected and integrated with the public realm.

20.3.4 Midtown's Main Streets

- a) Over time, Cross Avenue west of Trafalgar and Davis Road shall become active urbanized main streets that form the cultural spines of the Midtown neighbourhoods north of the railway and emphasize the movement of pedestrians, cyclists, transit vehicles, and goods transport while continuing to accommodate cars.

These main streets shall be attractive, pedestrian-oriented streets animated by ground floor retail and service commercial uses and cohesive streetscapes, including landscaping and open spaces which enhance the public realm.

20.3.5 Transportation

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

- a) Significant road, transit and active transportation infrastructure, as shown on Schedules C, D, and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Certain existing roads or road segments shall be abandoned, realigned, widened, extended or replaced in accordance with this Plan.
- b) The Town may secure rights-of-way on alignments as shown on Schedules C, D, and L3 through the planning approval process. Final rights-of-way shall be consistent with Schedules C, D, and L3, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- c) The provision of future roads 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.
- d) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D, L3 and L4, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- e) The rights-of-way of future roads shall be required to achieve the widths identified on Schedule L3 unless otherwise determined by the Town through future study and/or confirmed through detailed design.
- f) The design of existing and new roads in Midtown Oakville shall prioritize year-round walking, cycling and transit use.

- g) *Development* shall not preclude the following as contemplated in this Plan:
- i) the realignment and extension of Cross Avenue and Davis Road as multi-purpose arterial roads;
 - ii) a new multi-purpose arterial road – the North-South Crossing – across the QEW/Highway 403 to link to the extension of Davis Road and to Station Road;
 - iii) the future local road network as identified on Schedule L3;
 - iv) a grade separation of the railway at Chartwell Road or an alternate location east of Trafalgar Road as determined through an environmental assessment; and,
 - v) grade separated pedestrian and cycling facilities to be located across:
 - the QEW/Highway 403, east and west of Trafalgar Road; and,
 - the railway, east of Trafalgar Road.
 - f) The Town will work with Halton Region and Metrolinx to implement the extension of the rail platform east of Trafalgar Road and improve transit passenger access from the east side of Trafalgar Road.

20.3.6 Block Design

In order to facilitate appropriate block design and coordinated *development* within Midtown Oakville, the following policies shall apply:

- a) *Development* blocks are formed by the planned transportation network and shall be designed comprehensively.
- 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) Blocks should be designed using the perimeter block concept whereby buildings are situated along the street edges to support a vibrant public realm, and service spaces and outdoor amenity areas are on the interior.
- d) *Development* shall promote safe, convenient and predictable pedestrian circulation routes to increase the permeability of blocks and

to maintain connections to community destinations and amenities. Potential barriers along these routes, such as boundary fences or retaining walls, shall be discouraged.

- e) Vehicular access to parking, service facilities and loading areas shall be planned from local roads. 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, shall be pursued through landowner agreements.
- g) Utility vaults and meters should be located internal to a *development* block and/or the buildings to 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.

20.3.7 Built Form

The tallest buildings in Oakville will be located in Midtown Oakville and will be designed to ensure that the objectives for creating the community envisioned by this Plan are achieved.

In addition to the policies in Section 6, Urban Design, of this Plan, the following policies apply specifically to Midtown Oakville. They provide direction to ensure that buildings in Midtown Oakville incorporate distinctive architecture that contributes to a unified sense of identity for the area.

- a) It is intended that some of the Town's tallest buildings will be in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings that foster an active pedestrian environment and contribute to a distinct skyline.
- b) Buildings shall incorporate distinctive architecture, contribute to a sense of community identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.
- c) Buildings shall be designed and sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on

pedestrian spaces and adjacent properties, and avoid excessive shadows.

- d) Multiple towers within a block, *development* site, or within close proximity to each other on abutting sites should vary in height from one another by a minimum of 25 metres in order to create variation in building height and a distinct skyline.
- e) A building height peak should be created within Midtown to facilitate a desirable skyline, with buildings closest to the Oakville GO Station, north of the railway, being the tallest buildings within Midtown Oakville.
- f) The height of the building base (podium) for tall buildings should be no greater than 80 percent of the width of the adjacent right-of-way and shall not exceed six storeys in order to frame the street and enhance pedestrian comfort.
- g) For buildings greater than 12 storeys in height (tall buildings), the floorplate for each residential tower (the portion of the building above the base or podium) shall ensure a slender tower profile to minimize shadow impacts, maximize sun exposure and enhance the Midtown Oakville skyline.
- h) Green roofs and/or residential amenity space should be provided on the roof of any building base or above-grade parking structure where the rooftop will be visible from nearby tall buildings.

20.3.8 Development Density

- a) Minimum and maximum density, expressed as *floor space indices* (FSI), shall be permitted in accordance with Schedule L2 and the policies of this Plan, which may permit additional density.
- b) Where the planned scale or configuration of development is not feasible on an individual property within Midtown, property consolidation shall be required.
- c) Notwithstanding subsection (a) 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 minimum density shown on Schedule L2. The intent is for buildings on such sites to be no greater than 12 storeys in height (mid-rise buildings) and to be *compatible* with *development* on adjacent sites.
- d) The gross floor area generated by calculating the maximum *floor space index*, as shown on Schedule L2, which could otherwise be accommodated on the portion of a lot that is dedicated to the Town for

a public local road, public park, or other public open space, may be transferred to the retained lot or block, and accommodated on the lot or block as increased density above the maximum density, as shown on Schedule L2, subject to all other policies of this Plan.

- e) Notwithstanding subsection (a) above, on lands designated Urban Core north of the railway, the following floor areas shall be exempt from the calculation of *floor space index* when determining compliance with the density maximums shown on Schedule L2:
 - i) the net floor area of *affordable units*;
 - ii) 50 percent of the net floor area of 3-bedroom units designed specifically to accommodate households with children and located in a building specifically designed to accommodate households with children;
 - iii) the net floor area of public *educational facilities* provided within a residential mixed use building;
 - iv) the floor area of bicycle parking and bicycle maintenance areas; and,
 - v) the net leasable floor area of office space provided above the groundfloor within a residential mixed use building, to a maximum of the equivalent floor area of 2.0 FSI;
- f) No building in Midtown shall exceed a maximum height of 255 metres, where the density permitted in accordance with this plan allows for buildings of this height.
- g) Notwithstanding subsection (a) above, additional density may also be considered subject to a site-specific official plan amendment.
- h) Required minimum densities are provided on Schedule L2. Notwithstanding the minimum densities shown on Schedule L2, minimum densities shall not apply to:
 - i) lands required for public parks and open spaces;
 - ii) community uses operated by a public authority; and,
 - iii) above ground parking structures operated by a public authority.
- i) Reductions to the minimum density required by Schedule L2 may be considered as part of a comprehensive redevelopment application to provide flexibility in building and site design. Such consideration shall

only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned *intensification* for the site(s) can be achieved.

- j) Notwithstanding the minimum density shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.

20.3.9 Housing

- a) Within Midtown Oakville, residential *development* should include:

- i) a range of building types, and unit types and sizes, to accommodate a variety of households, including those with children;
- ii) amenities designed specifically for households with children;
- iii) *affordable housing*;
- iv) purpose-built rental housing;

- b) *Residential developments* should be designed to include:

- i) balconies or terraces;
- ii) common outdoor amenity areas;
- iii) common indoor amenity areas;
- iv) operable windows; and,
- v) storage for use by unit occupants.

- c) *Affordable housing and Inclusionary Zoning*

- i) An inclusionary zoning framework should be established for the Midtown Oakville *protected major transit station area*.
- ii) An inclusionary zoning framework shall be informed by an assessment report prepared in coordination with Halton Region.
- iii) The assessment report may inform the development of a Town-initiated official plan amendment for Midtown Oakville including:
 - an affordable housing target, as applicable; and,

- the minimum number of affordable housing units and/or the minimum gross floor area of affordable housing required within residential and mixed use buildings, as applicable.

20.3.10 Public Service Facilities

- 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 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. *Educational facilities* should be incorporated into mixed use *development*.
- d) Development may be required to contribute to the delivery of community service facility needs identified through the planning application process or other Town master plan or strategy by providing:
 - i) new space for on-site community facilities;
 - ii) new space for off-site community facilities within an appropriate distance; and/or,
 - iii) a contribution towards a specific community service facility that meets identified needs.
- 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.

20.3.11 Rail

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

- a) *Development* in proximity to the railway right-of-way or the railway freight yard east of Chartwell Road shall include measures to mitigate related safety, security, noise, vibration and trespass issues in consultation with the owner of the railway.
- b) Conditions of *development* or warning clauses may be implemented, where appropriate, in consultation with the owner of the railway to:
 - i) ensure that property owners and tenants are notified of the existence and nature of the rail operations, the potential for increased rail activities, and the potential for annoyance and disruption; and,
 - ii) provide for the long-term maintenance of railway mitigation infrastructure.
- c) Minimum building setbacks from railway property shall be as follows, or as determined in consultation with the owner of the railway:
 - i) 30 metres from the nearest property line of the railway right-of-way; and,
 - ii) 300 metres from the nearest property line of a railway freight yard
- d) Uses within a required setback from railway property may include public and private roads, parks and open space, outdoor amenity space, parking, and storage buildings.

20.3.12 Stormwater Management

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

iii) Midtown Oakville Class Environmental Assessment, 2014.

- b) 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.

20.3.13 Parking

- a) Reduced and maximum parking standards shall be considered in the implementing zoning.
- b) North of the railway, structured parking above grade that abuts a road other than a local road shall incorporate permitted commercial, office or residential uses between the exterior wall and the area designated for parking.
- c) Surface parking should generally not be provided as part of redevelopment in Midtown. Where surface parking is provided:
- i) Surface parking shall primarily be visitor parking and/or short-term, temporary parking.
 - ii) Surface parking shall be located in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and landscaping in accordance with the Livable by Design Manual, which includes the Designing Midtown document.
- d) Shared parking facilities shall be encouraged.
- e) Implementation of the Midtown Parking Strategy shall be undertaken.

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 specifically to Midtown Oakville.

20.4.1 On lands designated Urban Core or Urban Centre:

- a) redevelopment should maintain floor space to provide for a similar number jobs to remain accommodated on-site; and,
- b) a school board may determine that real property or a lease is required for a school.

- 20.4.2 On lands designated Urban Core or Urban Centre that do not have frontage on a Main Street identified on Schedule L4, stand-alone *major office*, major institutional or residential buildings may be permitted.
- 20.4.3 On lands designated Urban Core or Urban Centre, the following uses may also be permitted:
- a) *public service facilities*;
 - b) a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community; and,
 - c) municipal parking facilities.
- 20.4.4 On lands designated Urban Core adjacent to lands designated Utility, *transit-supportive* uses and facilities may also be permitted, including bus terminals, passenger pick-up and drop-off (PUDO) areas, structured parking and limited surface parking.
- 20.4.5 On lands designated Utility, transit-related and *transit-supportive* uses and facilities may also be permitted, subject to the protection of underground and above-ground *utilities*, including:
- a) station buildings and related office uses;
 - b) bus terminals;
 - c) passenger amenity areas and public open spaces;
 - d) passenger pick-up and drop-off (PUDO) areas; and,
 - e) surface and structured parking.
- 20.4.6 On the lands designated Parks and Open Space along the north side of the railway, passive park uses and landscaping that provide for the protection of underground *utilities* may be implemented subject to the necessary approvals by the Town and Province.
- 20.4.7 On lands designated Office Employment, uses should provide for high employment densities to ensure that the planned function and *intensification* of the site(s) can be achieved.
- 20.4.8 New drive-through facilities and motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall not be permitted.

20.5 Midtown Oakville Exceptions – Schedules L1, L2 and L3

The following additional policies apply to certain lands as identified on Schedule L1 (Midtown Oakville Land Use), Schedule L2 (Midtown Oakville Density), and Schedule L3 (Midtown Oakville Transportation Network).

- 20.5.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:
- a) A maximum residential density of 300 units per site hectare is permitted.
 - b) A maximum building height of 12 storeys, excluding one interior mezzanine level, may be permitted at 70 Old Mill Road.
 - c) A maximum of 155 square metres of net leasable commercial floor area may also be permitted at 70 Old Mill Road.
- 20.5.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policy:
- a) Underground structures, and above-ground architectural features, utilities and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.
- 20.5.3 The lands designated Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:
- a) Redevelopment will occur in a phased manner.
 - b) Unless expropriated, the proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.
 - c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.
- 20.5.4 On the lands designated Urban Core and known as 570 Trafalgar Road, motor vehicle sales and service uses may continue as part of a comprehensive mixed use redevelopment.
- 20.5.5 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:

- a) 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 L3, or as determined through an approved environmental assessment.

20.5.6 The lands designated Urban Centre at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies:

- a) Redevelopment in this location may occur gradually in a phased manner and should:
 - i) Provide an attractive gateway to Midtown Oakville and a transition to the established residential neighborhood to the south; and,
 - ii) Be a collection of buildings, diverse in design and character, and in harmony with each other.
- b) Notwithstanding Schedule L2, Midtown Oakville Density, the maximum building heights for the towers municipally known as 281 Cornwall Road and 291 Cornwall Road shall be 14 storeys and 19 storeys, respectively.

20.6 Implementation Policies

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

20.6.1 Implementation Strategy

- a) The Town shall develop, in conjunction with the Region, the Province and Metrolinx, implementation strategies to address:
 - i) parkland and a parks strategy for Midtown Oakville;
 - 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) sustainability initiatives and environmental standards, including district energy;
 - viii) public sector partnerships and programs; and,
 - ix) the municipal acquisition and disposition of lands.
- 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) 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.

20.6.2 Phasing/Transition

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

- a) *Development* shall be coordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) parks and open space;
 - v) water and wastewater services;
 - vi) stormwater management facilities;
 - vii) streetscape improvements; and,
 - viii) *utilities*.
- b) Further to subsection (a) above, the timing of *development* will be subject to the availability of required infrastructure, including but not limited to future transportation network improvements and water and wastewater services.

- c) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, or the transportation network identified on Schedule L3.
- d) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.

20.6.3 Area Design Plans

- a) As part of any *development* application in Midtown Oakville, an area design may be required as part of a development application, solely at the Town's discretion, in order to address coordination issues between landowners and phasing of development(s). 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* will not preclude *development* on adjacent properties in accordance with the policies of this Plan;
 - iv) outline how *development* may be 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*; and,
 - vii) identify the detailed road 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*, if any;
 - x) identify the size, location, and general configuration of stormwater management facilities, if any;

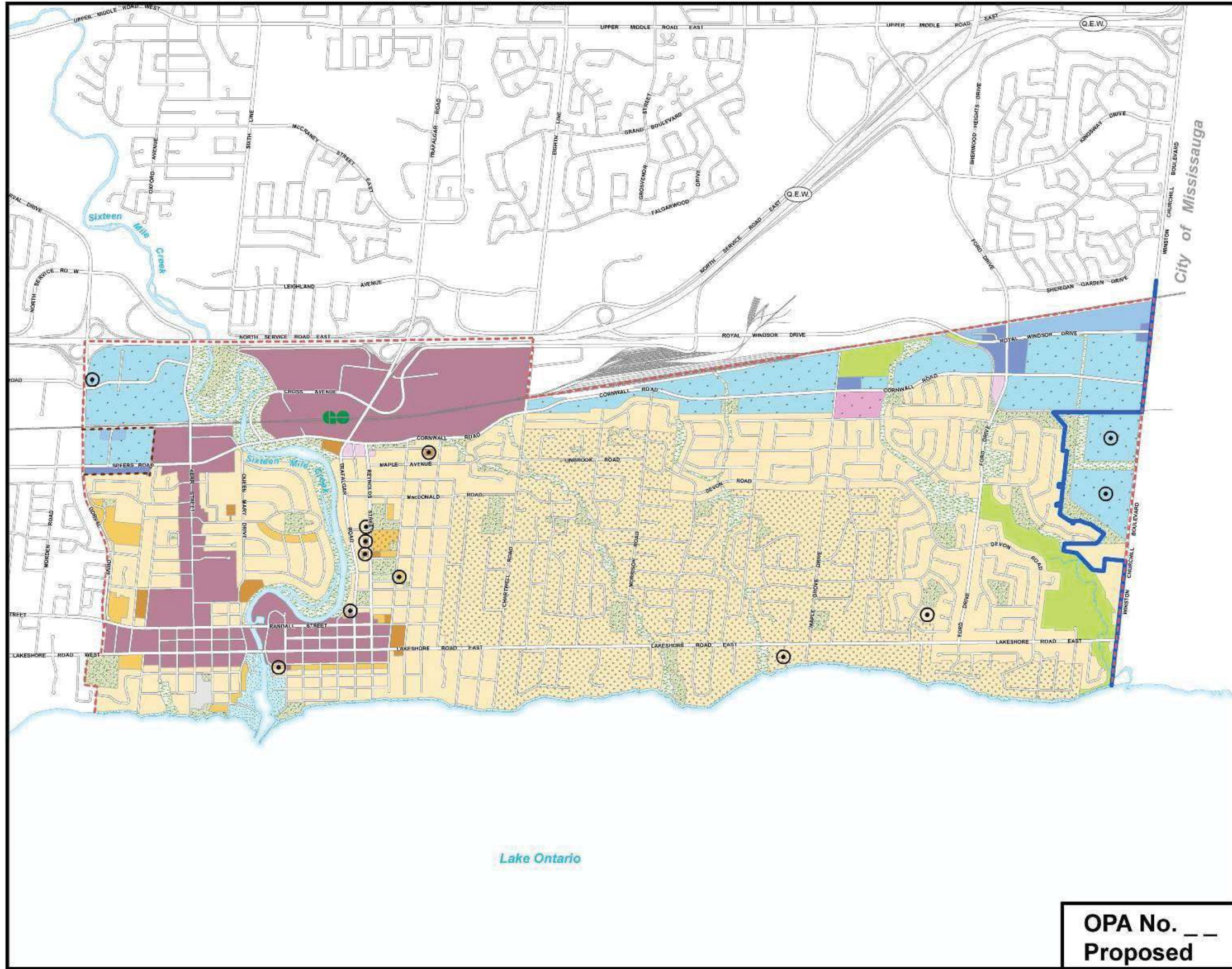
- xi) address coordination with land uses, road patterns, and conceptual redevelopment of lands outside, but adjacent to, the lands which are the subject of the area design plan, and;
- xii) demonstrate compliance with this Plan and the Livable by Design Manual, which includes the Designing Midtown document.

20.6.4 Monitoring

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

**Attachment 3 to OPA XX
Schedule Changes**

DRAFT



OPA No. ___
Proposed

SCHEDULE G SOUTH EAST LAND USE

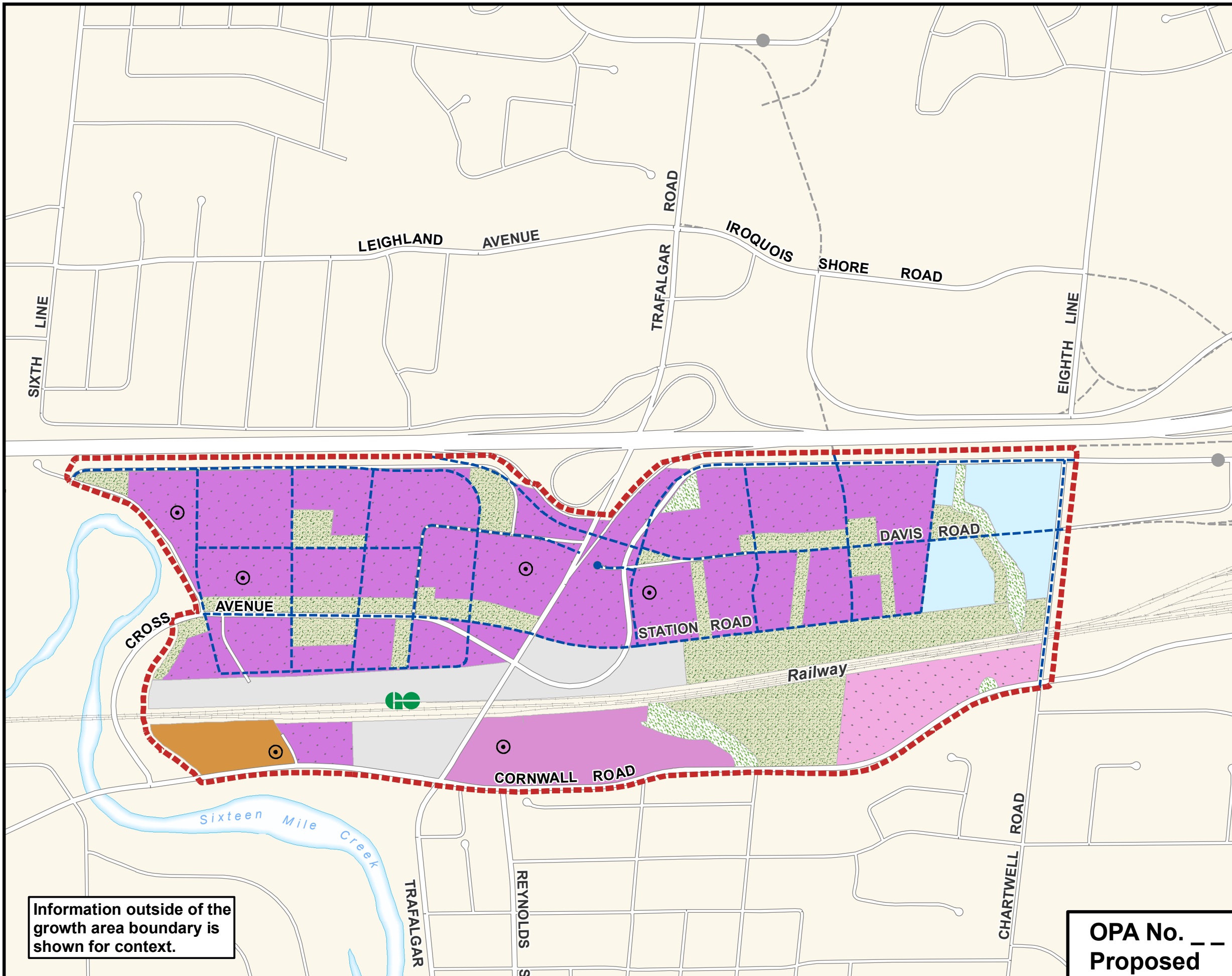


- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL 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



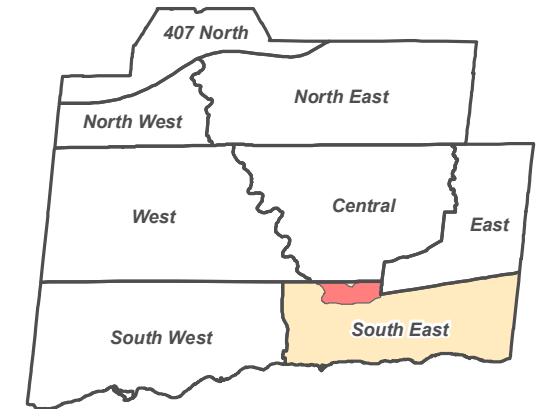
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Information outside of the growth area boundary is shown for context.

OPA No. __
Proposed

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

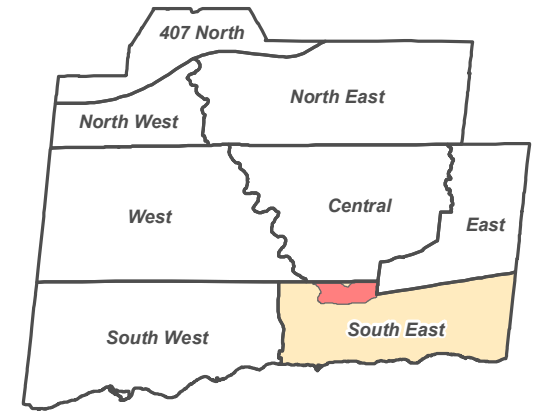


- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
 - HIGH DENSITY RESIDENTIAL
 - COMMUNITY COMMERCIAL
 - URBAN CENTRE
 - URBAN CORE
 - OFFICE EMPLOYMENT
 - NATURAL AREA
 - PARKS AND OPEN SPACE
 - UTILITY
 - FUTURE ROADS
(Refer to Schedule L3 for more detail)
 - FUTURE CUL-DE-SAC
 - RAILWAY
 - MAJOR TRANSIT STATION
- REFER TO PART E, MIDTOWN OAKVILLE, FOR GROWTH AREA POLICIES
- REFER TO PART E, MIDTOWN OAKVILLE EXCEPTIONS



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MAY 12, 2022

SCHEDULE L2 MIDTOWN OAKVILLE DENSITY



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

1.5 TO 4 FSI

2.5 TO 4 FSI

2.5 TO 6 FSI

4.0 TO 10 FSI *

NATURAL AREA

PARKS AND OPEN SPACE

DENSITY COMPATIBLE WITH UTILITY CORRIDOR

FUTURE ROADS
(Refer to Schedule L3 for more detail)

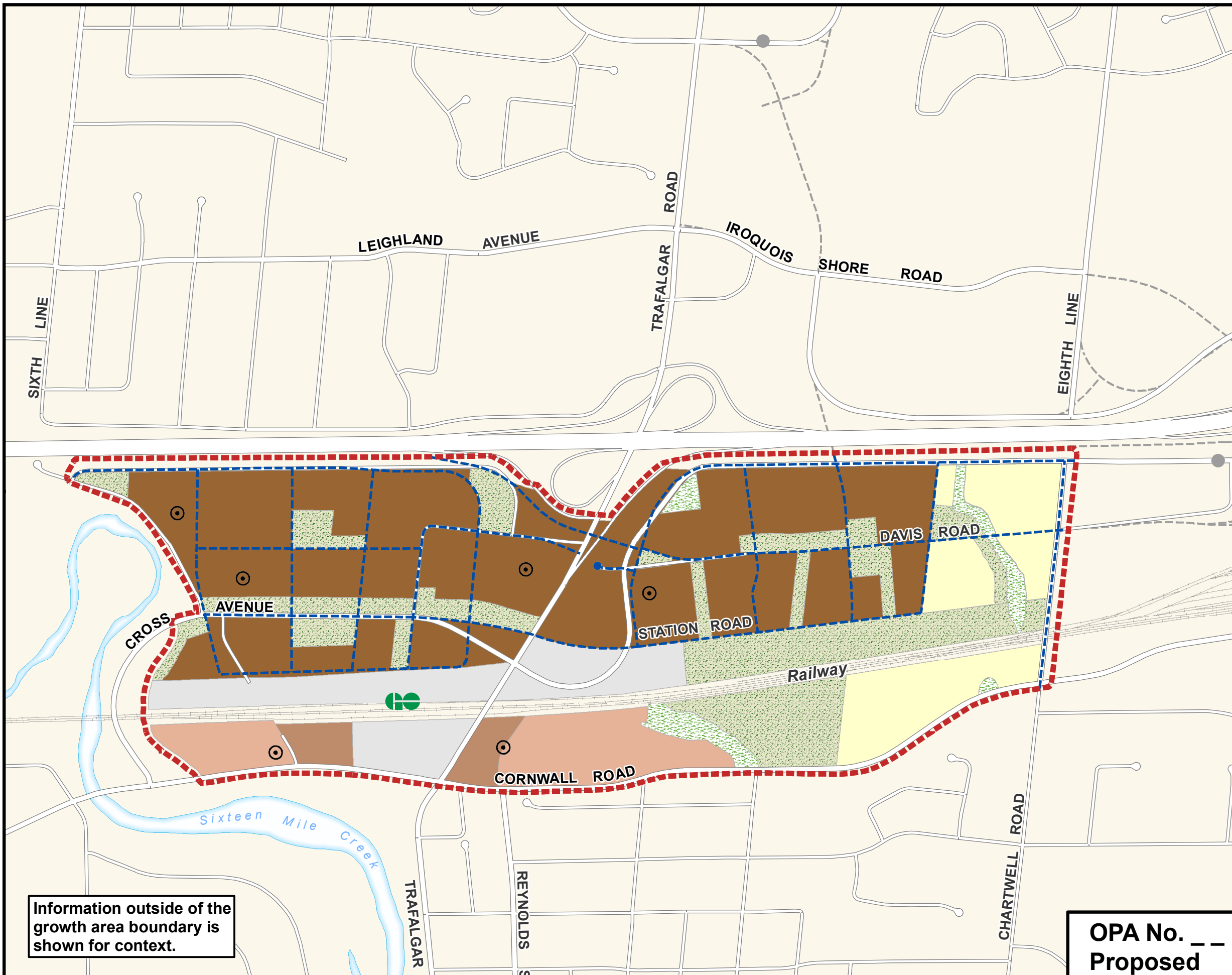
FUTURE CUL-DE-SAC

RAILWAY

MAJOR TRANSIT STATION

REFER TO PART E, MIDTOWN OAKVILLE EXCEPTIONS

* ADDITIONAL DENSITY MAY BE PERMITTED. REFER TO PART E, MIDTOWN OAKVILLE, FOR GROWTH AREA POLICIES

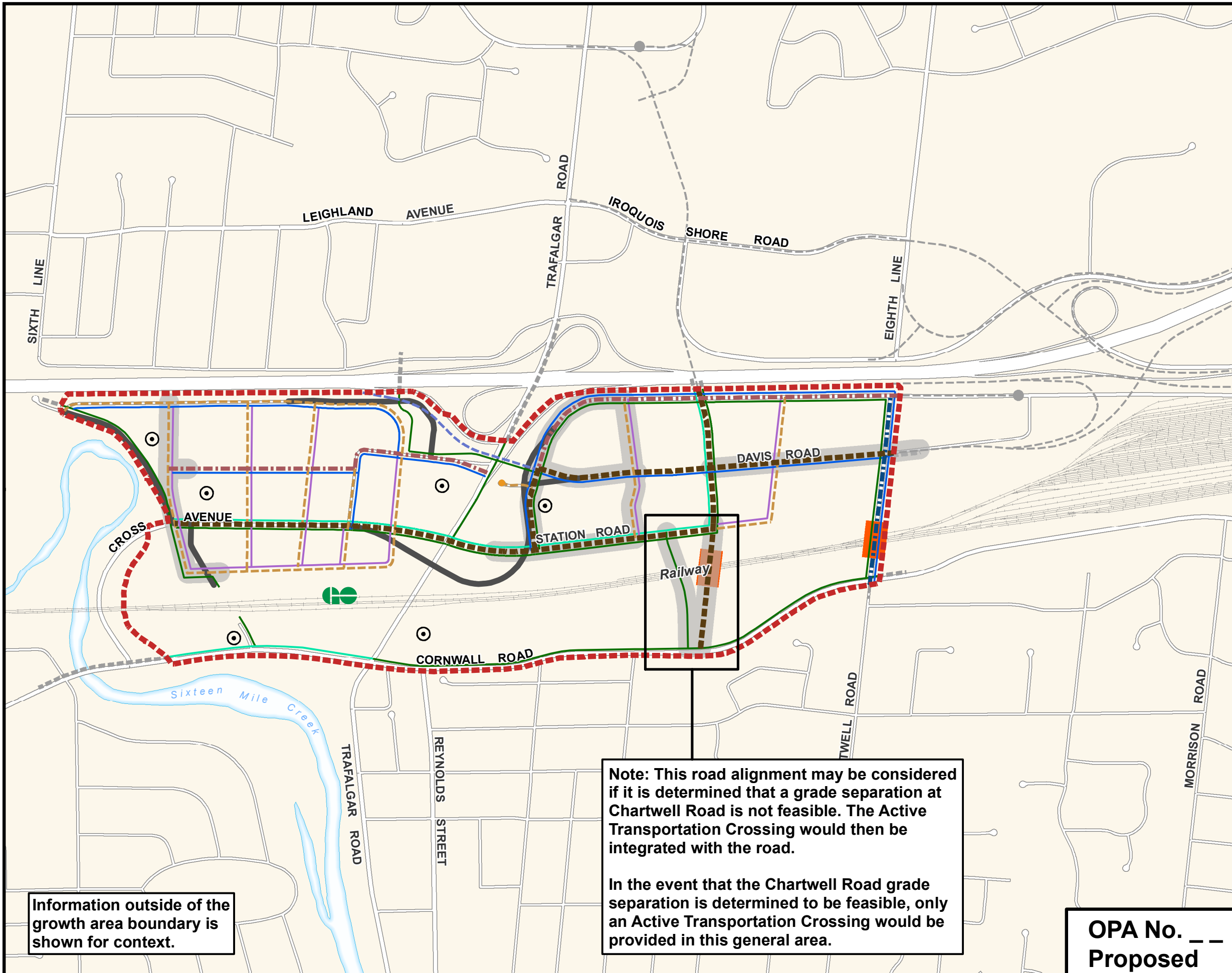


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OPA No. --
Proposed



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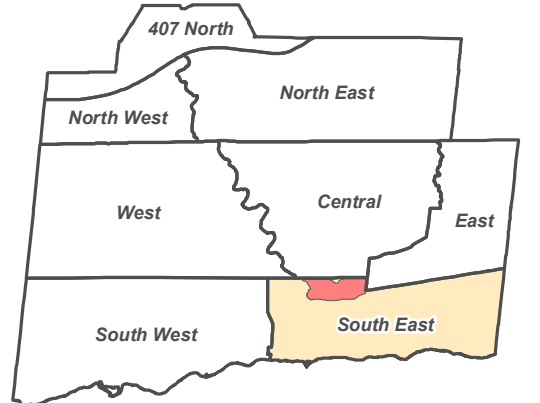
Note: This road alignment may be considered if it is determined that a grade separation at Chartwell Road is not feasible. The Active Transportation Crossing would then be integrated with the road.

In the event that the Chartwell Road grade separation is determined to be feasible, only an Active Transportation Crossing would be provided in this general area.

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

OPA No. --
Proposed

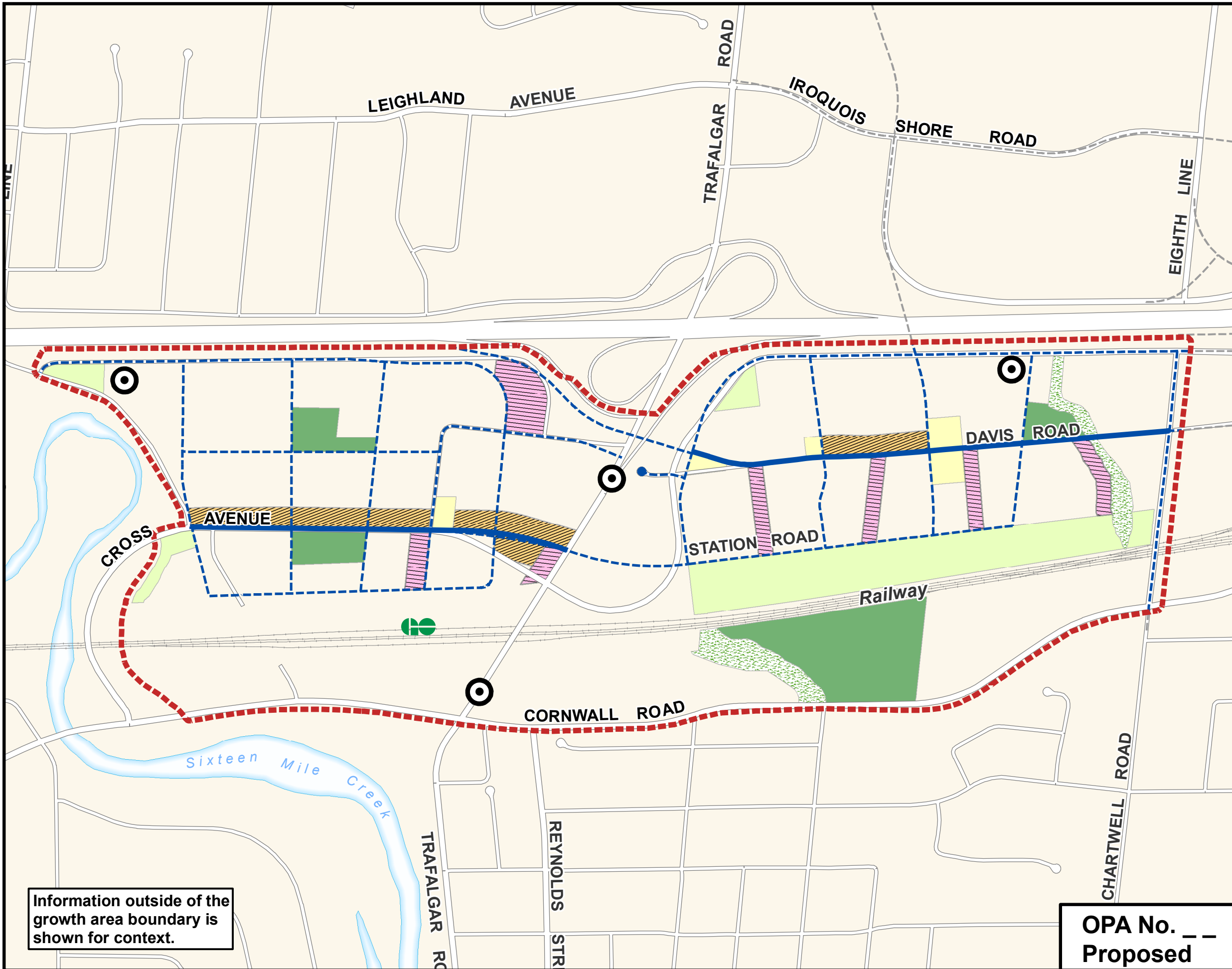
SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK



- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA/ GROWTH AREA BOUNDARY
- EXISTING ROAD NETWORK
- FUTURE 35m ARTERIAL (4-LANE)
- FUTURE 26m MINOR ARTERIAL (CHARTWELL)
- FUTURE 26m COLLECTOR (2-LANE)
- FUTURE 22m LOCAL ROAD (2-LANE)
- FUTURE RAMP
- FUTURE BUFFERED BIKE LANE
- FUTURE MULTI-USE TRAIL
- FUTURE BIKE LANE
- FUTURE SIGNED ROUTE
- FINAL ROAD ALIGNMENT SUBJECT TO FURTHER STUDY
- ROAD PROPOSED TO BE ABANDONED
- FUTURE CUL-DE-SAC
- FUTURE RAILWAY GRADE SEPARATION
- RAILWAY
- MAJOR TRANSIT STATION
- REFER TO PART E, MIDTOWN OAKVILLE FOR GROWTH AREA POLICIES
- REFER TO PART E, MIDTOWN OAKVILLE EXCEPTIONS



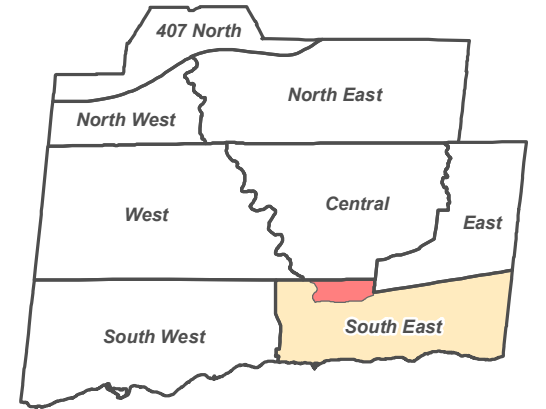
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Information outside of the growth area boundary is shown for context.

OPA No. --
Proposed

SCHEDULE L4 MIDTOWN OAKVILLE PUBLIC REALM



- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- MAIN STREET
- GATEWAY
- PROMENADE
- URBAN SQUARE
- PUBLIC COMMON
- CONNECTOR
- OPEN SPACE
- NATURAL AREA
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

REFER TO PART E, MIDTOWN OAKVILLE FOR GROWTH AREA POLICIES



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MAY 12, 2022