



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:

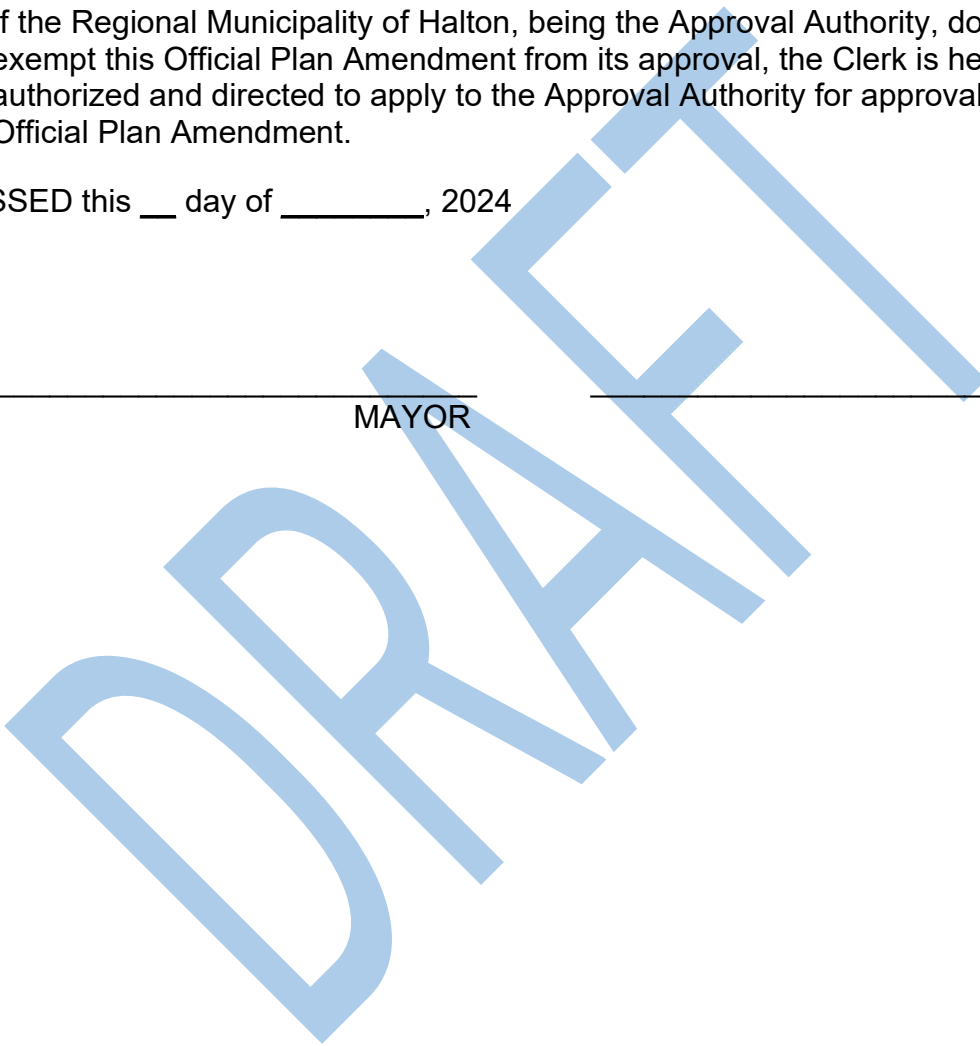
1. For the purposes of this by-law:
 - a. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and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to the Livable Oakville Plan, Official Plan Amendment Number 4 (inZone conformity and housekeeping matters), is hereby repealed as it applies to the properties municipally known as 420 and 468 South Service Road and Items 38, 39 and 40, of OPA 4.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

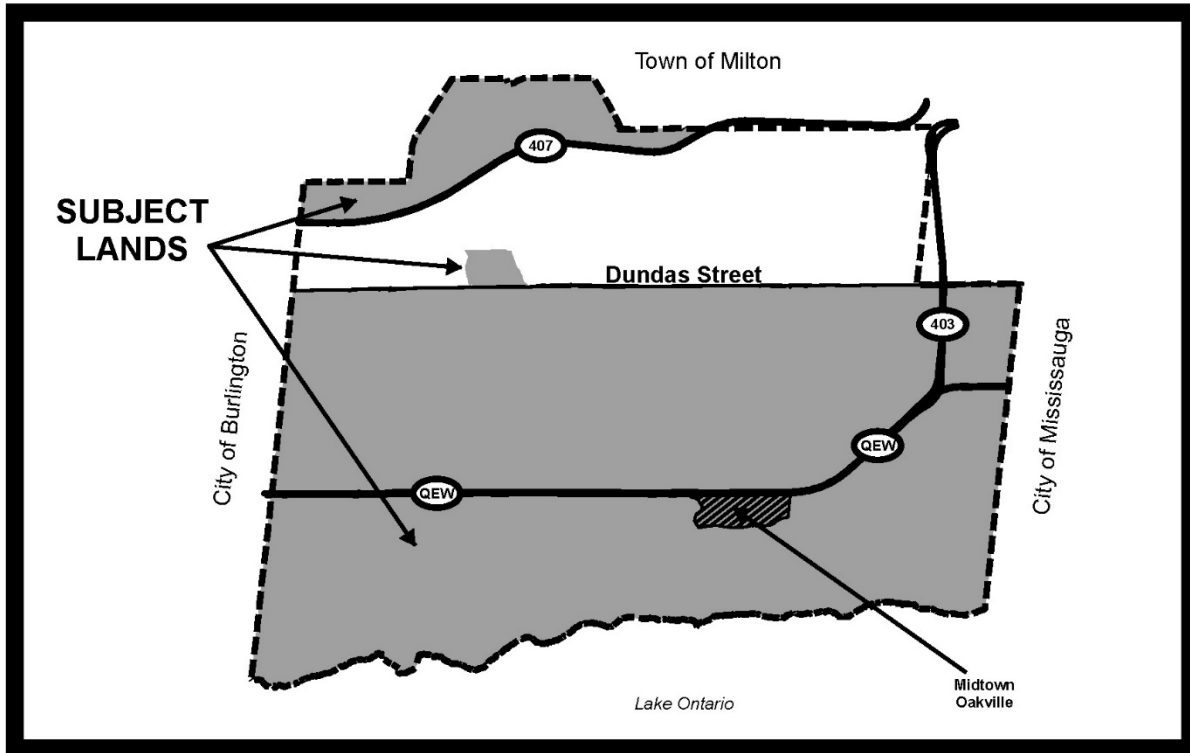
This Official Plan Amendment includes the following modifications to the schedules to the Livable Oakville Plan:

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.

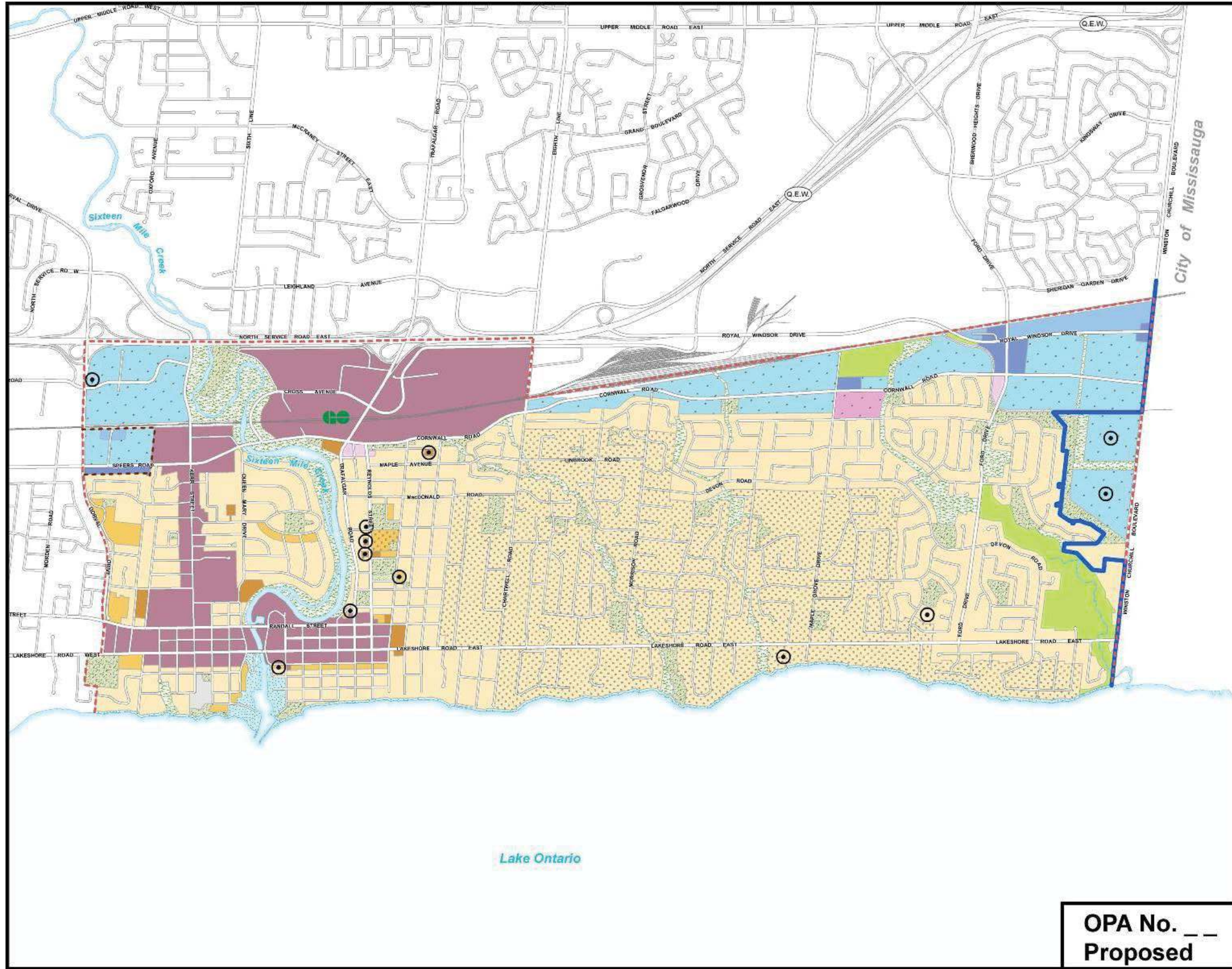
20.17.4 Monitoring

- 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. ___
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SCHEDULE G SOUTH EAST LAND USE



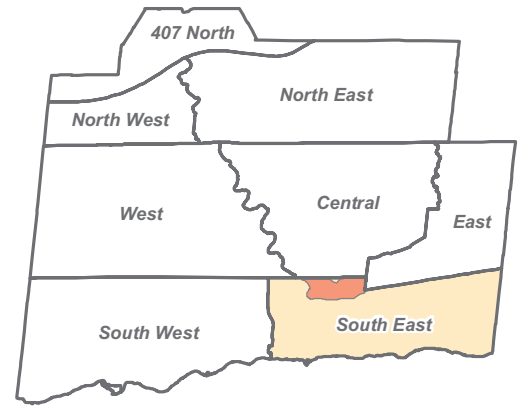
- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL 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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SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

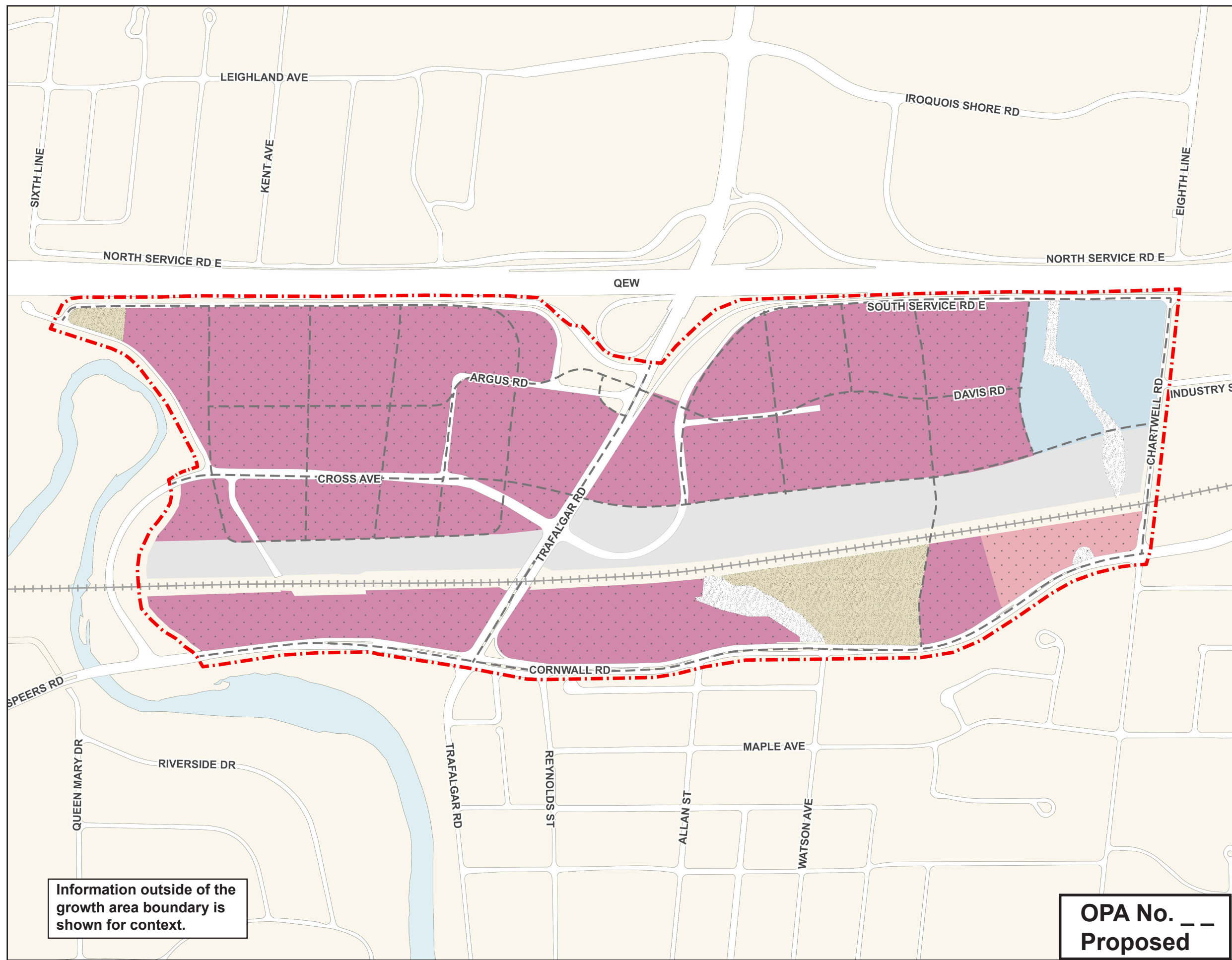
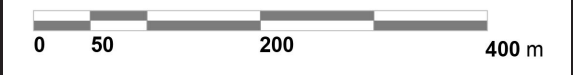


-  URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
-  URBAN CORE
-  OFFICE EMPLOYMENT
-  COMMUNITY COMMERCIAL
-  NATURAL AREAS
-  PARKS AND OPEN SPACE
-  UTILITY
-  FUTURE ROADS*

*REFER TO SCHEDULE 4 FOR MORE DETAIL.



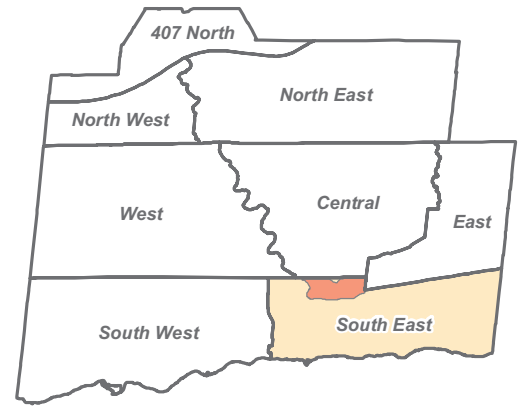
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OPA No. _ _ _
Proposed

SCHEDULE L2 MIDTOWN OAKVILLE PRECINCTS

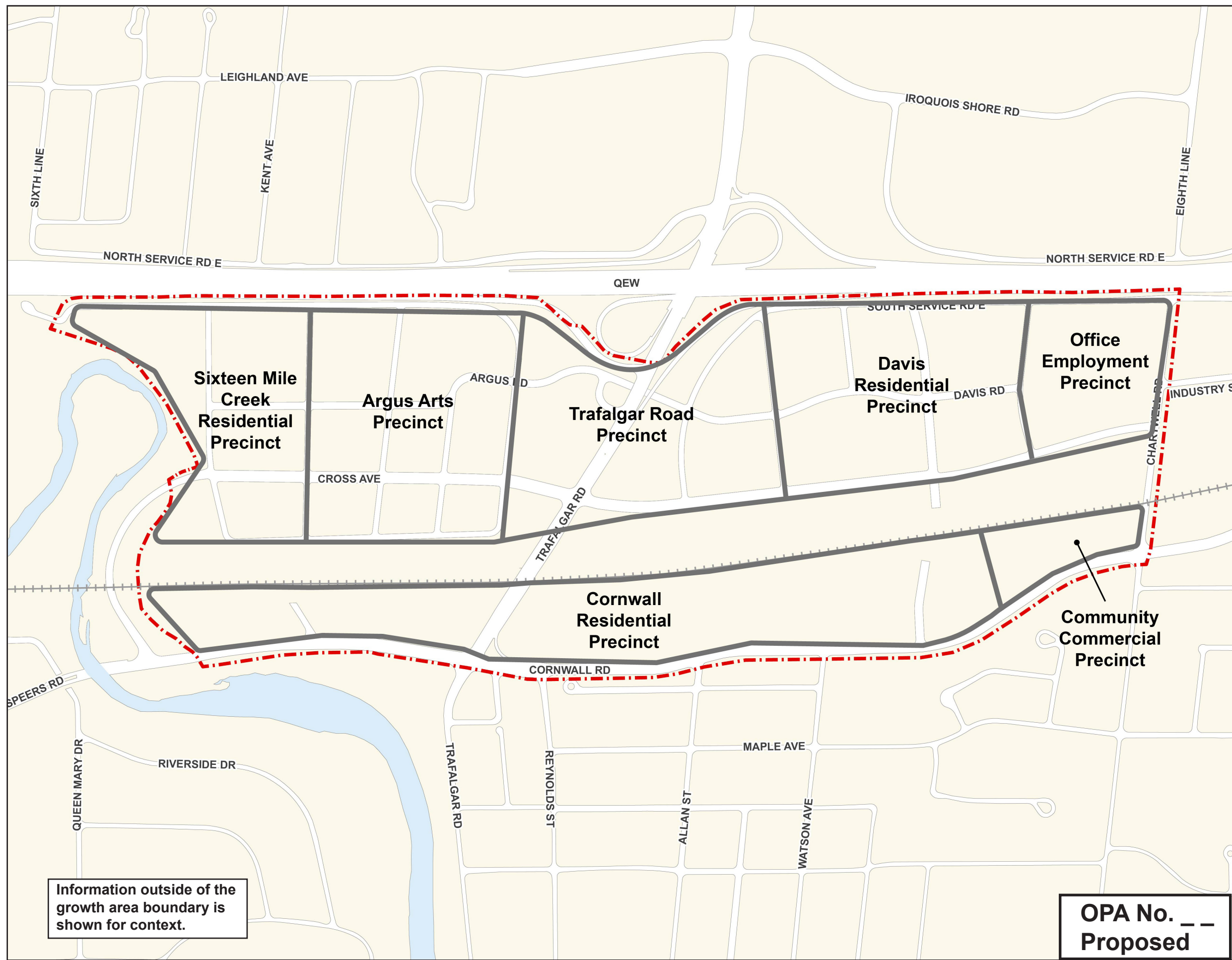


 URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY

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



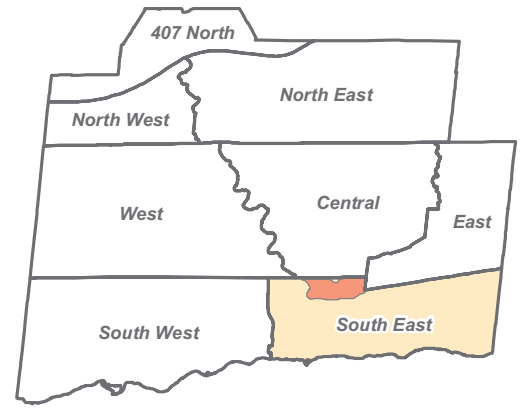
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








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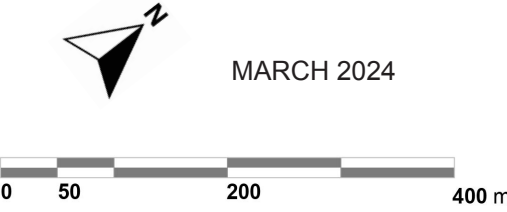
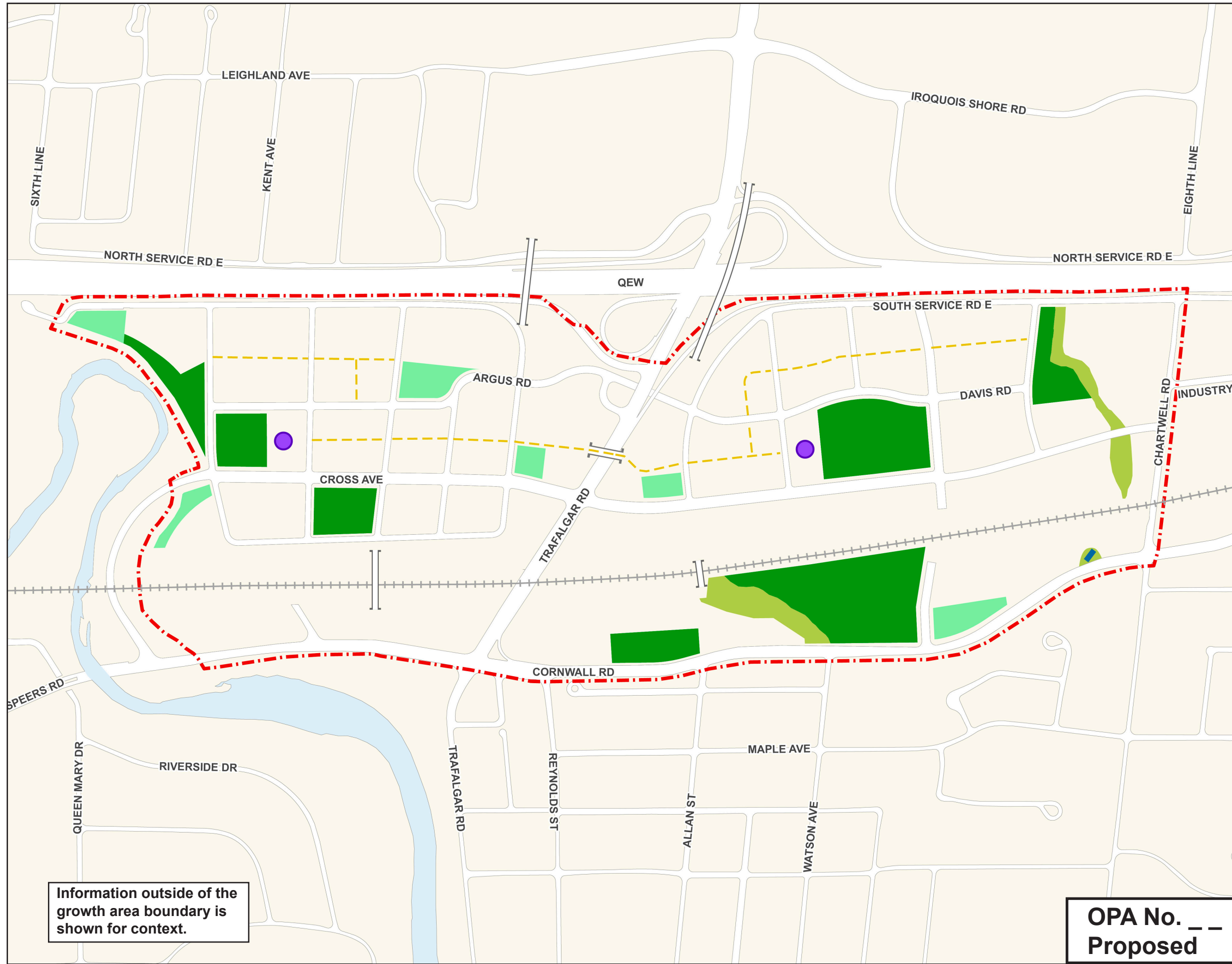
SCHEDULE L3 MIDTOWN OAKVILLE OPEN SPACE



-  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



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OPA No.
Proposed











- 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



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.



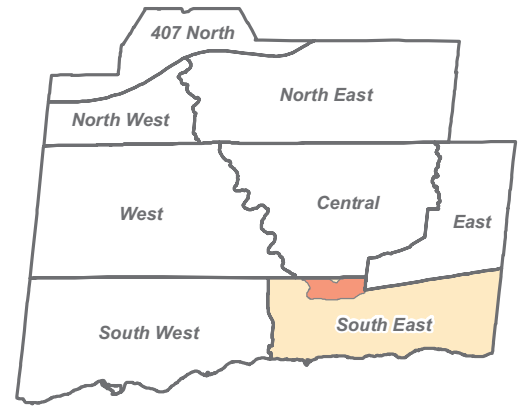
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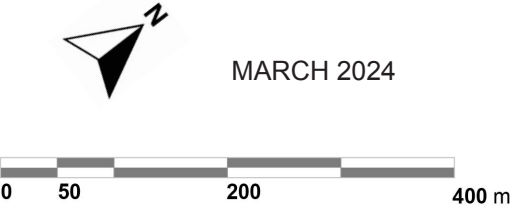
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SCHEDULE L6 MIDTOWN OAKVILLE MAIN STREETS



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

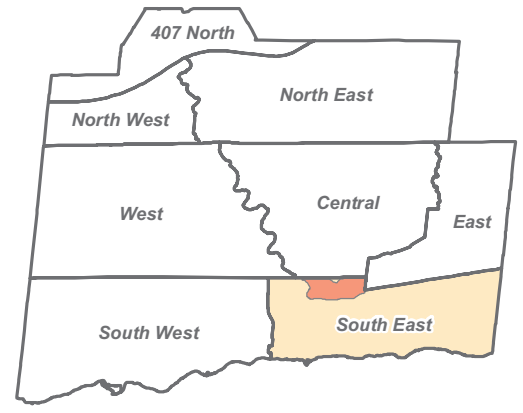
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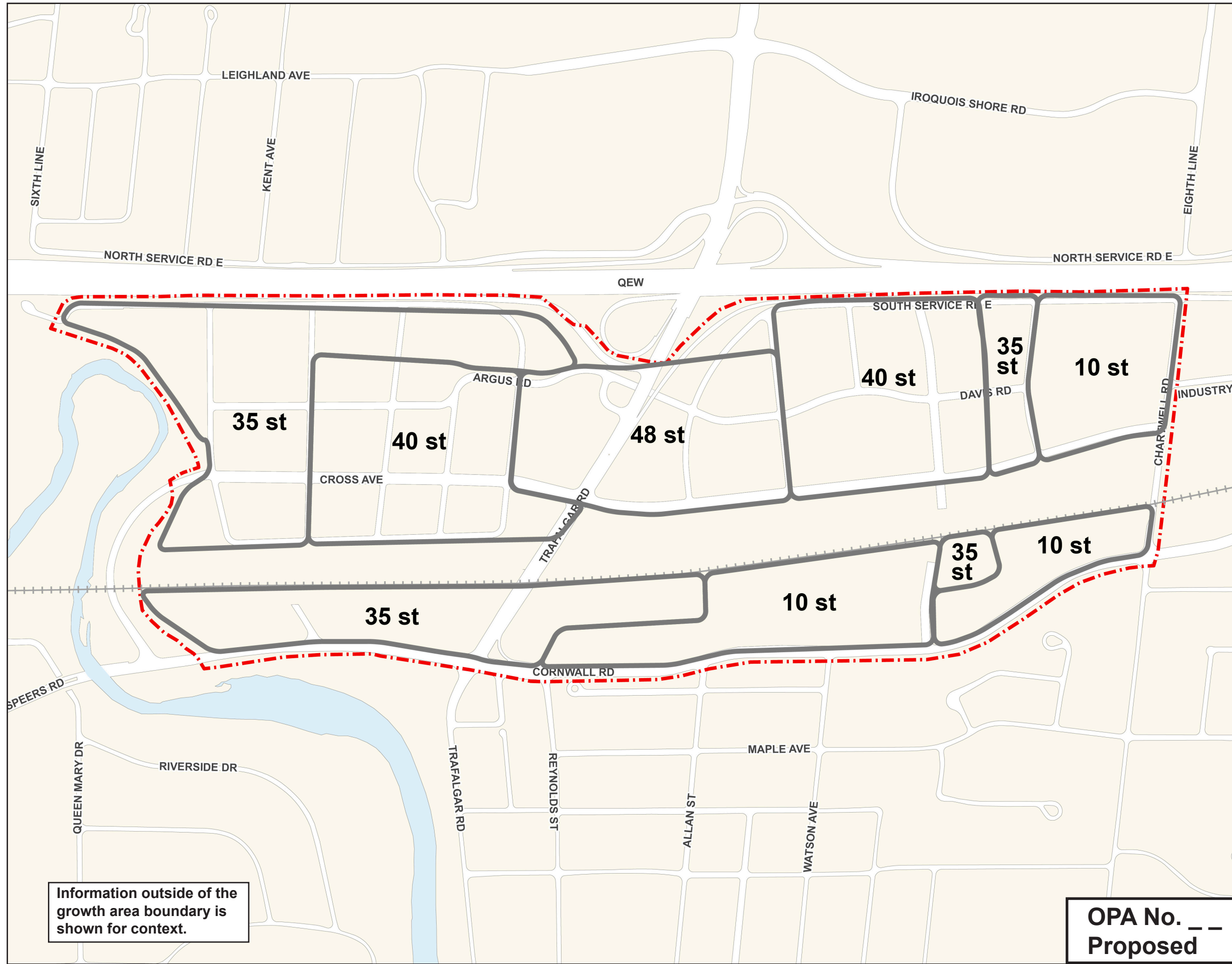

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SCHEDULE L7 MIDTOWN OAKVILLE MAXIMUM HEIGHT



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



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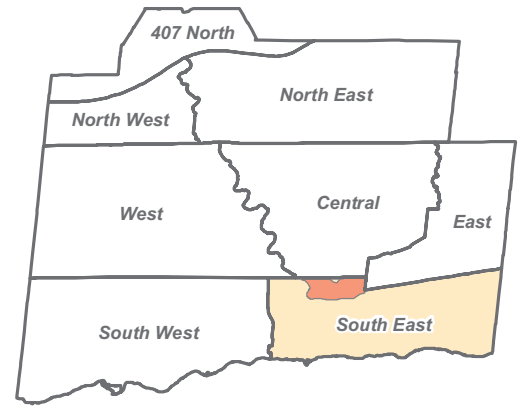
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SCHEDULE L8 MIDTOWN OAKVILLE EXCEPTIONS



-  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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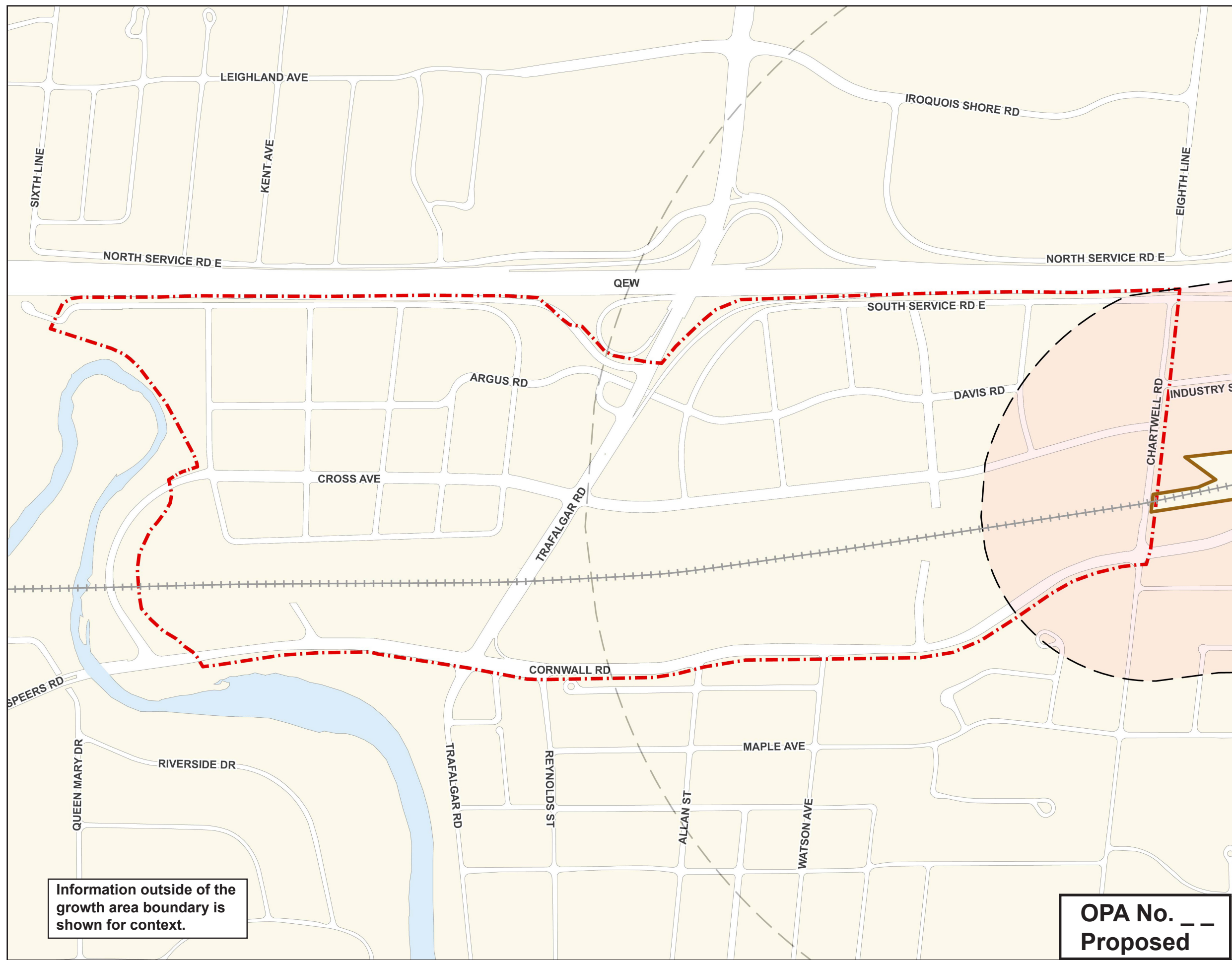
SCHEDULE L9 MIDTOWN OAKVILLE RAIL FACILITIES AND INFLUENCE AREAS



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



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Proposed