

PLANNING AND URBAN DESIGN RATIONALE REPORT

PREPARED FOR:

**Official Plan Amendment
South Service Holding
Corporation**
420 South Service Road East

File no. 1677X

7, November 2024



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PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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Executive Summary

This Planning Justification Report ("PJR"), and the accompanying technical reports, support the proposed amendment to the Town of Oakville Official Plan ("Livable Oakville Plan") for the master-planned redevelopment of 420 South Service Road East, in the Town of Oakville (the "Subject Lands"). The proposed development will facilitate the development of a mixed-use master-planning community with residential, commercial, and community uses, supported by a multimodal transportation network and efficient site servicing. Seven (7) mixed-use buildings with 16 towers that range in height from 30 to 48 storeys will provide a total of 6,964 residential units and 5,849 m² of at-grade commercial uses. A continuous pedestrian and cyclist network will be established that connects the development blocks to the 1.87 ha public park, two (2) POPS, and private outdoor amenity areas that improve the quality of life of residents.

The Subject Lands have a lot area of approximately 11.08 ha (27.39 acres), with an approximate frontage of 379 m along South Service Road East. The majority of the Subject Lands are currently vacant, containing paved asphalt or concrete areas that are the areas where former buildings and driveways were located. There are two vegetated areas on the site, located at the southeast and southwest corner of the Subject Lands. South Service Road and Highway 403 are located to the north of the Subject Lands. East and west of the Subject Lands lies industrial, commercial, and office uses. A hydro corridor and railway are located south of the Subject Lands.

The Subject Lands are located within the Midtown Oakville 'Protected Major Transit Station Area ("PMTSA")' in the Region of Halton Official Plan Amendment 49 ("ROPA 49"). As per

the Livable Oakville Plan the Subject Lands are designated as 'Office Employment' with several 'Future Roads' throughout the site. Development on the site has a permitted building height of '2-6 storeys'. The lands are zoned as 'Midtown Transitional Employment (MTE), Temporary Use 6 (T6)' under the Town of Oakville Zoning By-law 2014-014 and 'General Employment (E2), Light Employment (E1), subject to Special Provisions 732 and 837, and Temporary Use 32T', under the Town of Oakville Zoning By-law 1984-63.

An Official Plan Amendment ("OPA") is required to redesignate the Subject Lands from 'Office Employment' to 'Urban Core' to allow for the redevelopment of the Subject Lands with a mixed-use, transit-supportive, and pedestrian-oriented community that implements the objectives of the PMTSA and contributes to the evolving character of Midtown Oakville.

A detailed planning analysis of the provincial and municipal policy and regulatory framework, including applicable design guidelines, is provided in this report which supports and justifies the proposed amendment to the Official Plan that facilitate the proposed development. A future Draft Plan of Subdivision, Zoning By-law Amendment, and Site Plan Applications will be submitted to facilitate the development.

The proposed development represents an opportunity to intensify lands located within a designated PMTSA with a range of residential, commercial, and community uses that contribute to the creation of a vibrant, urban, and transit-supportive complete community in Midtown Oakville, as directed by ROPA 49 and the Provincial Planning Statement.

The proposal is supported by a series of plans and studies related to functional servicing,

stormwater management, transportation, urban design, land use compatibility, and environmental management. Each of these studies have been undertaken in accordance with the Town and Region's requirements and provide a full assessment and justification for the proposed development.

Based on the physical context, planning policy and regulatory framework analysis, the proposed development and proposed Official Plan Amendment are consistent / conform to Provincial, Regional and Town policies, represent good planning and are in the public interest.

ABBREVIATIONS

EIA	Environmental Impact Assessment
ESA	Environmental Site Assessment
FSI	Floor Space Index
FSR	Functional Servicing Report
GE	General Electric Canada
GFA	Gross Floor Area
GTA	Greater Toronto Area
HIA	Heritage Impact Assessment
LID	Low Impact Development
LOP	Livable Oakville Plan
LUC	Land Use Compatibility Study
MHBC	MacNaughton Hermsen Britton Clarkson Planning Limited
MMAH	Ministry of Municipal Affairs and Housing
MNR	Ministry of Natural Resources
MTO	Ministry of Transportation
MTSA	Major Transit Station Area
OPA	Official Plan Amendment
PJR	Planning Justification Report
PMTSA	Protected Major Transit Station Area
ROP	Regional Official Plan
ROW	Right-of-Way
RTP	Regional Transportation Plan
SAR	Species at Risk Assessment
SGA	Strategic Growth Areas
SWMR	Stormwater Management Report
TOC	Transit Oriented Communities
TIS	Transportation Impact Study
TRAP	Traffic Related Air Pollution
UGC	Urban Growth Centre
ZBA	Zoning By-law Amendment

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by South Service Holding Corporation to undertake an evaluation of the development of the lands located at 420 South Service Road East, in the Town of Oakville (hereinafter referred to as the “Subject Lands”). The Subject Lands form a substantial portion of the Midtown Oakville Protected Major Transit Station Area (“PMTSA”) which is a 103 hectare (ha) underdeveloped area centrally located around the Oakville GO Station. Midtown Oakville is bound by Highway 403 to the north, Cornwall Road to the south, Sixteen Mile Creek along the west, and Chartwell Road to the east. The Subject Lands occupy 11.08 ha (27.39 acres) of the eastern portion of Midtown Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the East (**Figure 1**).

Midtown Oakville has been slated for growth for over two decades. Midtown Oakville was first planned as an urban centre in 1999 and was later identified as an Urban Growth Centre (“UGC”), intended for major population and employment growth by the Province through the Growth Plan for the Greater Golden Horseshoe in 2006. The Region of Halton and Town of Oakville implemented the UGC through their Official Plan updates thereafter. In early 2018, the Town of Oakville began the process of drafting an updated vision for Midtown Oakville, implemented through an Official Plan Amendment (“OPA”) to the Town of Oakville Official Plan (the “Livable Oakville Plan”). Several draft OPA’s for Midtown have been released to the public throughout the years,

from 2018 until present day which, have informed the proposed development of the Subject Lands. On April 2nd, 2024, after several years of iterative public engagement, legislative changes, and stakeholder meetings, a draft OPA was circulated to the public and was later presented at a statutory public meeting for comments from the public and Council on April 22, 2024. On June 3rd, 2024, at a Special Council Meeting, Council directed Planning Staff at the Town to revise the OPA to consider additional comments from members of Council and the public. On September 26th, 2024, the Town circulated another new draft Midtown OPA to the public and Ministry of Municipal Affairs and Housing (“MMAH”) for comment. An OPA for Midtown Oakville, amending the 2011 approved plan, has yet to be approved, and the target date for an updated Draft OPA to be considered by Council is early 2025.

As a major landholder with a desire to invest in the future of Midtown Oakville, South Service Holding Corporation has initiated the process of creating a vision for the future redevelopment of the Subject Lands, as part of the ongoing planning process for the broader Midtown Area undertaken by the Town. Throughout 2024, a series of meetings and discussions have occurred with Town staff, members of Council, agencies, and stakeholders in order to develop a vision for the Subject Lands within the broader context of Midtown Oakville. A public information session was held on October 23, 2024, to solicit comments and feedback.

We hold space and recognize the traditional territory of where the Subject Lands reside. The

Town of Oakville is located on the Treaty Lands and Territory of the Mississauga's of the Credit. We acknowledge and thank the Mississauga's of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory.

This Planning and Urban Design Rationale Report ("PUDRR") has been prepared on behalf of South Service Holding Corporation in support of the proposed OPA application which will enable the future redevelopment of the Subject Lands into a master-planned mixed-use community (hereinafter referred to as the "proposed development", or the "proposal"). The vision and objectives for the proposed development have been established collectively in consultation with the public and key stakeholders and is supported by a comprehensive set of design, civil engineering, traffic engineering, and environmental studies.

Further to the above, it is anticipated that discussion and refinements to the master plan will continue following the submission of this application. This is a reasonable approach within the context of such a large, complex site and is intended to advance the collaborative planning process.

1.1 Strategically Located Site

Midtown Oakville is located immediately south of the Queen Elizabeth Way ("QEW"), 1.5 km north of Downtown Oakville, anchored by the Oakville GO Train Station which is centrally located within the heart of the strategic growth

area. The Oakville GO Train Station provides connections to the Lakeshore West GO Train Line and GO Bus, Oakville Transit, and VIA Rail Service. The Lakeshore West GO Train Line provides connections to Toronto's Union Station in the east and Hamilton GO in the west and has trains that run every 30 minutes, 7 days a week, with express trains that run every 15 minutes during peak periods. The GO Bus provides connections throughout the GTA, including Niagara Falls, Milton, Mississauga, and north Toronto. Oakville Public Transit operates out of the Oakville GO Train Station and has connections to each bus route in Oakville which connects riders throughout the Town. VIA Rail also operates out of the Oakville GO Train Station, with service to Windsor in the East and Quebec City in the west.

The connectivity provided from the Oakville GO Train Station creates the ideal conditions for significant transit-supportive intensification and growth in Midtown Oakville. Midtown Oakville has the potential to transform into a vibrant mixed-use community, where residents can live, work, and play, while also having the ability to move throughout the Greater Toronto Area ("GTA") through a variety of transportation modes. Future redevelopment in Midtown Oakville should capitalize on the proximity and accessibility of Midtown to transit, through creating a community that encourages the use of transit and active transportation utilizing land use tools such as transit-supportive densities, pedestrian-oriented public realms, and active transportation infrastructure.

While the majority of Midtown Oakville is underdeveloped, it has been the focus of significant development interest in the last several years. The lack of development currently in Midtown presents a significant opportunity for a united and coordinated approach to

development that transforms the underutilized and currently vacant Lands into a vibrant, integrated, and attractive neighbourhood within a mixed-use community.

1.2 Current Public Initiatives to Support Development Opportunities

The transformation of Midtown from a largely vacant and underutilized area into a vibrant PMTSA, will require the collective support of public initiatives and resources. In June 2024, the Province of Ontario announced that Midtown Oakville was identified as a candidate for the Province’s Transit Oriented Communities (TOC) Program. The purpose of the TOC Program is to support the development of mixed-use communities near transit stations. If inducted, Midtown Oakville would be one of the first GO Transit Stations, outside of Toronto, to be planned and developed under the program. Infrastructure Ontario (“IO”) currently leads the program and is responsible for defining the basic parameters for TOC proposals, facilitating negotiations with third party building/private sector partners, and approving any development proposal within the TOC Program. Municipal staff will review any proposal and provide comments to the Province.

As of July 2024, the Ministry of Infrastructure was targeting the Fall of 2024 to determine the viability of the program. There have been no public updates from the Ministry or the Municipality on the status of the program at the time of the completion of this report.

2.0 Site Context

2.1 Subject Lands and Surrounding Area

Subject Lands

The consideration of an existing site’s context is important in the planning analysis of a proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure, which includes future land uses and infrastructure. The Subject Lands are municipally addressed as 420 South Service Road East in the Town of Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the east (**Figure 1**). The lands are rectangular in shape and occupy an area of 11.08 ha (27.39 acres), with frontage of approximately 379 m along South Service Road East.

The majority of the Subject Lands are currently vacant, containing paved asphalt or concrete areas where former buildings and driveways were located. It is recognized that the Subject Lands are a brownfield site and will require site remediation as part of the overall development. Appropriate remediation will take place to optimize the efficient use of the land, and its ability to contribute to the Midtown Oakville PMTSA.

There are two lightly vegetated areas on the site, located at the southeast and southwest corners of the Subject Lands. Scattered vegetation is also located along the perimeter of the site. The CN Rail line is located along the southern border of the Subject Lands.

The remnant Lamp Plant Office Building from the original use by General Electric Canada (“GE”) is located at the north end of the Subject Lands, along South Service Road East. The GE Lamp Plant Office Building is a designated heritage property under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, through the Town of Oakville by-law 2011-096.



Figure 1: Location Map

Surrounding Land Uses

Figure 2 below illustrates the land uses surrounding the Subject Lands. The uses, designations, and zoning of the lands surrounding the Subject Lands are described in **Table 1** as follows.

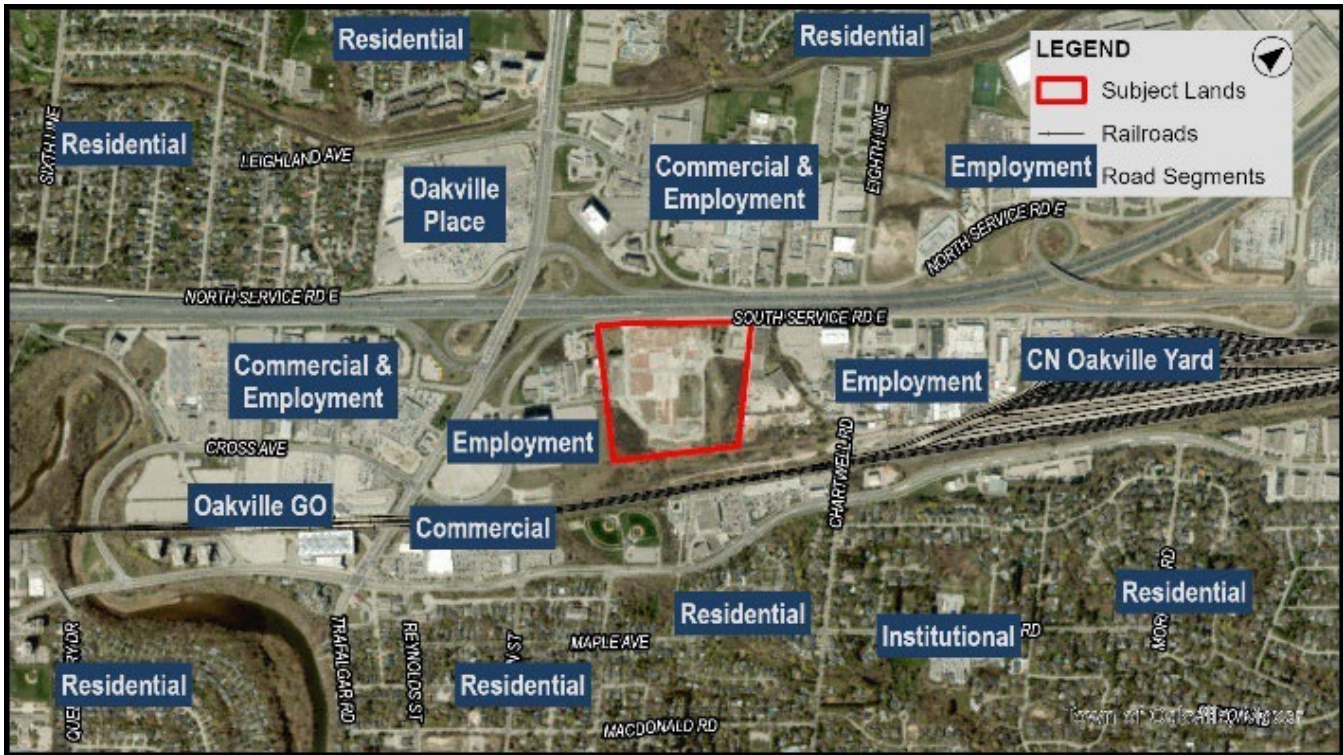


Figure 2: Surrounding Uses

TABLE 1: USES, DESIGNATIONS, AND ZONING OF SURROUNDING LAND

Direction	Use	Designation as per the Livable Oakville Plan	Zoning as per Town of Oakville Zoning By-law 2014-014
North	QEW, followed by a variety of commercial and industrial uses.	Business Employment.	Utility (U); Business Employment (E2).
East	Industrial and office uses.	Office Employment; Natural Area.	Midtown Transitional Employment (MTE)*
South	Hydro corridor, railway followed by commercial uses and Cornwall Road Park.	Utility; Railway.	Community Commercial (C2); Park (O1).
West	Commercial and industrial uses.	Office Employment.	Midtown Transitional Employment (MTE)*

*Part 7 of Zoning By-law 2014-014, which includes the permitted uses and regulations of the 'MTE' zone, is currently under appeal.

The following images further illustrate the Subject Lands and the surrounding existing context.



Image 1: From north, looking south



Image 2: From north, looking southeast



Image 3: From north, looking southwest



Image 4: From south, looking north



Image 5: From south, looking northeast



Image 6: From south, looking northwest



Image 7: Streetview – looking southeast, from north



Image 8: Streetview – looking southwest, from north



2.2 Policy Context

The following is an overview of the status of the Planning Act, Provincial Planning Statement and Region and Town planning documents that apply to the Subject Lands, namely the Region of Halton Official Plan, Metrolinx 2041 Regional Transportation Plan, the Livable Oakville Plan, and the Town of Oakville Zoning By-laws 2014-014 and 1984-63.

The Official Plan policies, along with Provincial policies, will be used to evaluate the proposed OPA to determine if it represents good planning and is in the public interest. This evaluation will be undertaken in **Section 5** of this report.

Planning Act

The *Planning Act*, R.S.O. 1990 (the “*Planning Act*”), last consolidated October 11, 2024, consists of legislation that governs land use planning throughout the Province of Ontario.

Section 2 of the *Planning Act* outlines the matters of provincial interest which the Minister, the council of a municipality, and the Tribunal shall have regard to when carrying out their responsibilities under the *Act*. Matters of

provincial interest that pertain to the proposed development include matters such as: the protection of natural features and significant historical interests; the provision of adequate transportation and servicing infrastructure; the orderly development of safe and healthy communities; the provision of a full range of housing; the appropriate allocation of growth and development; and the promotion of transit-supportive development and a well-designed built form.

Section 16(15) of the Planning Act authorises single tier and lower tier municipalities within upper tier municipalities without planning responsibility to delineate boundaries for Protected Major Transit Station Areas (PMTSA) within their respective official plans. The PMTSA areas are identified where they are associated with an existing or planned higher order transit station or stop. Higher-order transit is defined as “*transit that operates in whole or in part in a dedicated right of way, including heavy rail, light rail and buses.*” In the case of Midtown, the current GO and VIA stations and future bus-rapid station/stop make this area eligible for PMTSA status. Accordingly, when the Region of Halton had planning responsibility, the Province approved ROPA 49 which established Midtown Oakville as a PMTSA, delineated its boundaries, and assigned a minimum density of

development of 200 residents and jobs per hectare by 2031.

Provincial Planning Statement

The new Provincial Planning Statement (“PPS”), 2024, came into effect on October 20, 2024, and replaces the Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe. The changes proposed in the 2024 PPS continue to emphasize the importance of intensification in proximity to transit stations.

The PPS states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities, parks and open space, and other uses to meet long-term needs. Under the PPS, settlement areas are to be the focus of growth and development, and within settlement areas, growth should be focused in strategic growth areas (“SGAs”).

SGAs are areas that have been identified by municipalities, to be the focus for intensification and higher-density mixed uses in a compact form, that support the achievement of complete communities. SGAs include major transit station areas (“MTSAs”) (which have a similar definition to PMTSAs in the Planning Act), existing and emerging downtowns, and other areas where growth and development will be focused. Planning authorities shall delineate the boundaries of MTSAs on higher order transit corridors, that shall be defined as an area within approximately 500 to 800 m radius of a transit station, and that maximize the number of potential transit users that are within walking distance of the station. The Midtown Oakville GO

Station has been identified as a PMTSA. As the Oakville GO Station is served by commuter/regional rail, planning authorities shall plan for lands within the PMTSA to achieve a minimum density target of 150 residents and jobs combined per hectare.

The PPS states that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents. Housing densities that make efficient use of the land, resources, infrastructure, and support the use of active transportation and transit, should be promoted.

Metrolinx 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area

On March 8, 2018, the Metrolinx Board of Directors adopted the “2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area”, that was an update to the 2008 Regional Transportation Plan (RTP). The RTP envisions transportation systems in the Region of Halton to be coordinated with land use to provides safe, convenient, and reliable transportation connections that support the creation of a healthy and complete community and a high-quality economy.

One of the strategies of the RTP is to align transportation investments and land use plans. In particular, development around MTSAs should achieve sufficient land use densities that ensures significant two-way, all-day ridership, that supports the viability of the regional transportation system. MTSAs, including the

Midtown Oakville PMTSA, are intended to create important transit network connections while accommodating an intensive concentration of places to live, work, shop or play.

Region of Halton Official Plan

The Region of Halton Official Plan ("ROP") is intended to guide land use planning and growth in the Region to 2051. The ROP establishes the goals and objectives that manage growth with policies that direct physical land use change that positively supports social, economic, and natural environments. The ROP has had various comprehensive reviews and amendments since its original adoption in 1997. The most recent amendments to the ROP were ROP Amendment 48 ("ROPA 48") and ROP Amendment 49 ("ROPA 49"). ROPA 48 established the urban and rural structures, the hierarchy of Strategic Growth Areas, and the intensification and growth targets to the year 2051. ROPA 49 identified the population and employment distribution and densities for the lower-tier municipalities including, the Town of Oakville. It should be noted that as of July 1, 2024, Bill 185 made changes to the Planning Act that removed planning responsibilities from select upper-tier municipalities including, the Region of Halton, and as such the ROP is considered as a Local Plan for Planning Act applications.

As per Map 1: Regional Structure and Map 1H; Regional Urban Structure, of the ROP, the Subject Lands are designated as an 'Urban Growth Centre ("UGC")/'Major Transit Station Area ("MTSA")', located within the 'Urban Area' (**Figure 3 and 4**). Map 6a: Midtown Oakville GO UGC/MTSA, further delineates the boundaries of the Midtown Oakville UGC/MTSA that the Subject Lands lies within (**Figure 5**). It is noted

that since the release of ROPA 49, the Province has released a new Provincial Planning Statement ("PPS"), as discussed previously, that came into force and effect on October 20, 2024, that removes references to UGC and instead, only references MTSA as Strategic Growth Areas ("SGAs"). As the ROP has not been updated to conform to the PPS (2024), references to the designation of the Subject Lands as an UGC/MTSA remains in the ROP.



Figure 3: Halton Regional OP - Map 1 (Regional Structure)

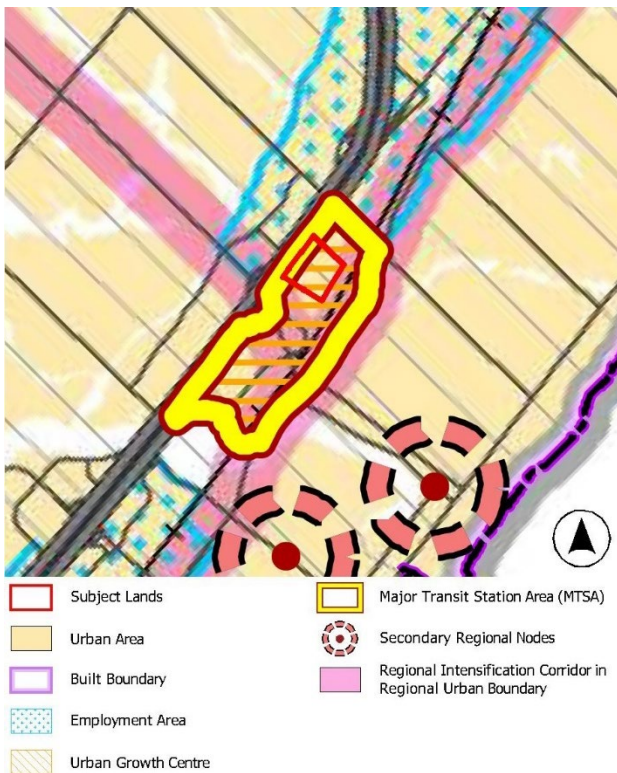


Figure 4: Halton Regional OP – Map 1h (Regional Urban Structure)



Figure 5: Halton Regional OP - Map 6a (Midtown Oakville GO UGC MTSA)

As per Map 3: Functional Plan of Major Transportation Facilities, the Subject Lands lies immediately south of a 'Provincial Freeway' and 'Higher Order Transit Corridor', and immediately north of a 'Priority Transit Corridor' (**Figure 6**).

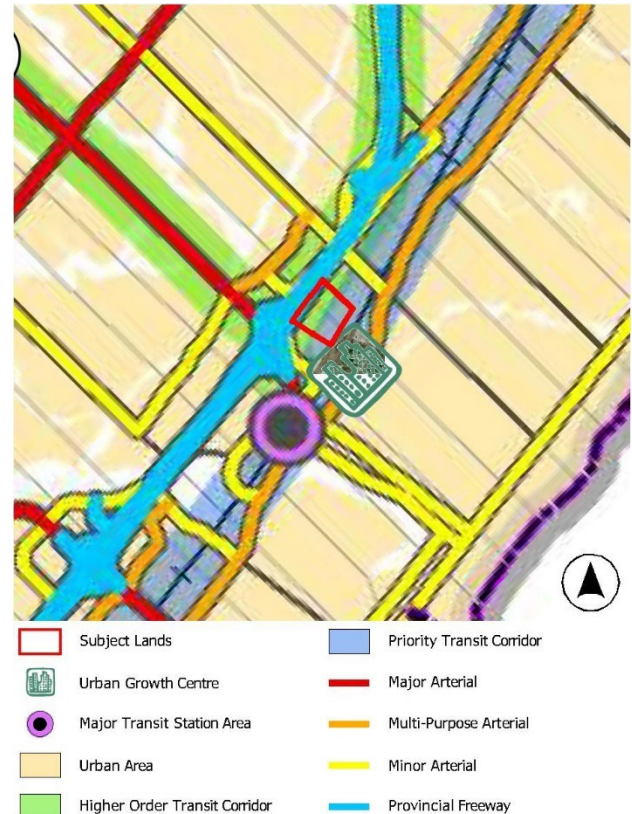


Figure 6: Halton Region OP - Map 3 (Functional Plan of Major Transportation Facilities)

Urban Area

The intent of the Region's urban structure is to manage and direct growth to support the creation of complete communities. The Urban Area is one component of the Region's Structure which, is intended to direct compact and transit-supportive growth and intensification to lands designated as SGAs.

Urban Growth Centre (UGC)/Major Transit Station Area (MTSA)

SGAs are areas within the Region that are intended to accommodate development that provides an urban form that that is more

economical, fosters social interaction, promotes active transportation and the use of transit, and supports the creation of a complete community. UGCs are primary SGAs in the Region's Urban Structure, where a significant portion of population growth will be accommodated. UGCs will serve as focal points for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses.

MTSAs are envisioned as areas that also support a significant share of the Region's growth. MTSAs should leverage investments in infrastructure, such as transit, to achieve transit-supportive densities and a mix of uses. MTSAs that are also UGCs, with a minimum density target identified on Table 2b- Strategic Growth Area Targets of the ROP, are identified as Protected MTSAs ("PMTSAs"), in accordance with Section 16(16) of the *Planning Act*. Midtown Oakville is identified as a PMTSA on Table 2b, required to achieve a minimum density of 200 people and jobs per hectare with a mix of residents (65%) and jobs (35%). Local Official Plans are required include policies that achieve minimum density targets in PMTSAs and identify land uses that support the creation of complete and transit-supportive communities.

Town of Oakville Official Plan

The Livable Oakville Plan ("LOP") applies to all lands within the Town of Oakville except the North Oakville East and West Secondary Plan Areas. The LOP outlines Council's direction on the Town's urban structure, how lands should be used, and how growth should be managed over the long term. The Town is currently undertaking a review of the Midtown Oakville Growth Area, which is intended to transform the

underdeveloped area into a livable and connected, mixed-use community.

Schedule A1 – Urban Structure of the LOP identifies the Subject Lands as being within the 'Nodes and Corridors' specifically, the 'Midtown Oakville Urban Growth Centre (UGC)', as shown on Schedule A2- Built Boundary & Urban Growth Centre (**Figure 7 and 8**). Schedule C- Transportation Network and Schedule D- Active Transportation Network, identify several 'Future Roads' with 'Proposed Bike Lanes', and one 'Proposed Multi-Use Trail', throughout the Subject Lands (**Figure 9 and 10**). Schedule G, South East Land Use Plan, of the LOP designates the Subject Lands as a 'Growth Area' (**Figure 11**). The LOP further designates the Subject Lands through Schedule L1- Midtown Oakville Land Use, as 'Office Employment' within the 'Chartwell District', with several 'Future Roads' designated throughout the Subject Lands (**Figure 12**). Redevelopment on the Subject Lands has a permitted building height of '2-6 storeys', and is 'eligible for bonusing', as per Schedule L2- Midtown Oakville Building Heights (**Figure 13**). As per Schedule L3, Midtown Oakville Transportation Network, the Subject Lands contain several future roads including: 'Future 19 m north-to-south (N-S) Local Road', 'Future 32 m N-S Multi-Purpose Arterial Road', 'Future 28 m east-to-west (E-W) Minor Arterial Road', and 'Future E-W 26 m Local Road' that transitions to a '19 m Local Road' (**Figure 14**).

Nodes and Corridors

Nodes and Corridors consist of those areas identified by the Town that are intended to be a focus for mixed-use development and intensification. Nodes and Corridors are referenced as 'Growth Areas and Corridors' and 'Intensifications Areas and Corridors' throughout the LOP. Midtown Oakville is identified as a

Primary Growth Area in the LOP that is planned to accommodate a significant portion of Oakville and Halton’s required intensification.

Growth Area

Most of the intensification that will occur in the Town is to occur within the Growth Areas identified on Schedule E of the LOP. Midtown Oakville is a primary Growth Area and an Urban Growth Centre which is intended to accommodate the greatest levels of intensification and be developed as a mixed-use centre with transit-supportive development. Growth Areas, including Midtown Oakville, are to be subject to comprehensive land use studies, or secondary plans, which create goals and policies that guide intensification opportunities.

As mentioned, Midtown Oakville is not only identified as a Growth Area by the Town but is designated as a PMTSA by the Province (and previously by the Region), and as such, will house the greatest heights and density in the Town. Midtown will be a primary intensification area with a range of employment, commercial, and residential uses concentrated around the transit station area. Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents per hectare by 2031.

Chartwell District

The Chartwell District, located within the Midtown Growth Area, is planned under the current policy (from 2011) to be developed as a business campus that provides for employment opportunities and activities including technological industries, office uses, and innovative businesses. A post-secondary educational use shall also be permitted in this area.

Office Employment

Office Employment areas are intended to provide for mainly major office uses in a transit-supportive and pedestrian-oriented setting, supported by a range of employment-supportive amenities. Permitted uses in the Office Employment designation include the following:

- Major offices and offices;
- Hotels;
- Public halls;
- Light industrial uses;
- Training facilities;
- Commercial schools; and,
- Limited convenience retail, accessory retail and service commercial uses, including restaurants, may be permitted in conjunction with the permitted uses.

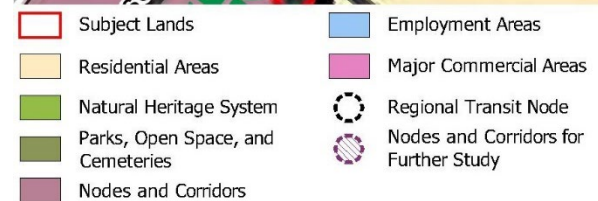


Figure 7: Oakville OP - Schedule A1 (Urban Structure)

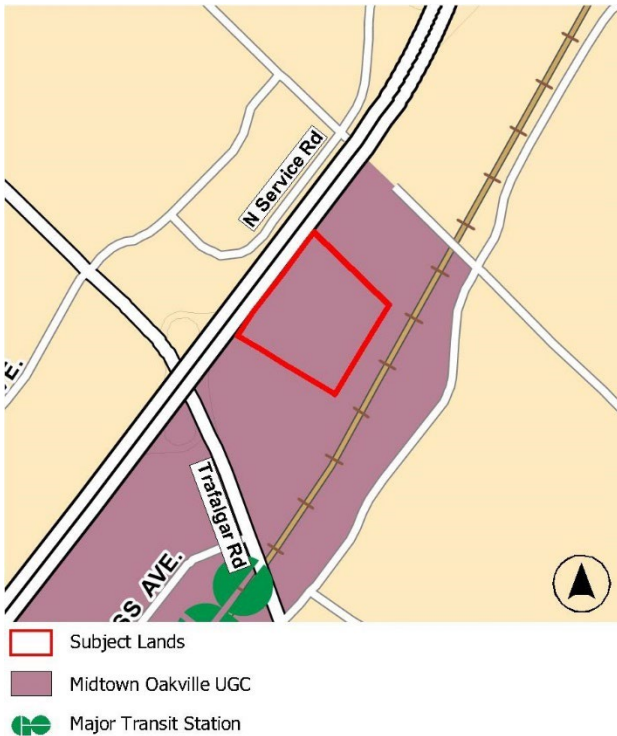


Figure 8: Oakville OP - Schedule A2 (Built Boundary and UGC)

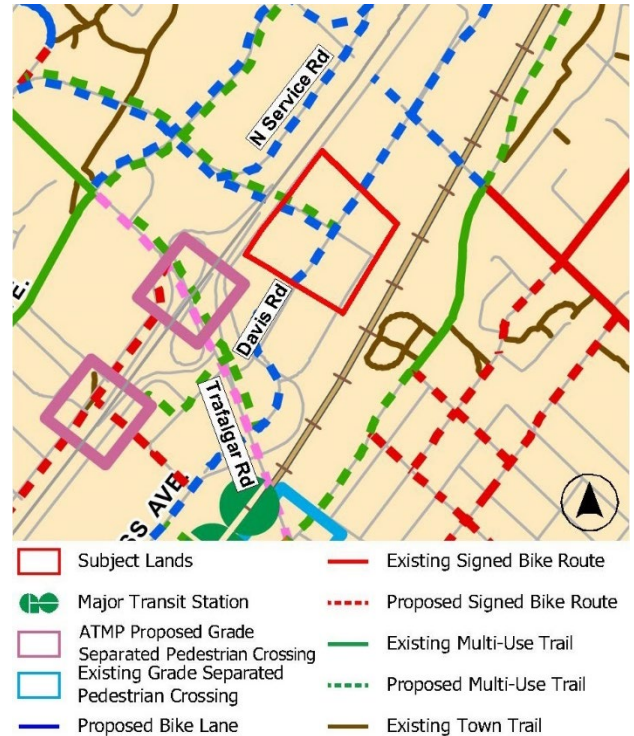


Figure 10: Oakville OP - Schedule D (Active Transportation)

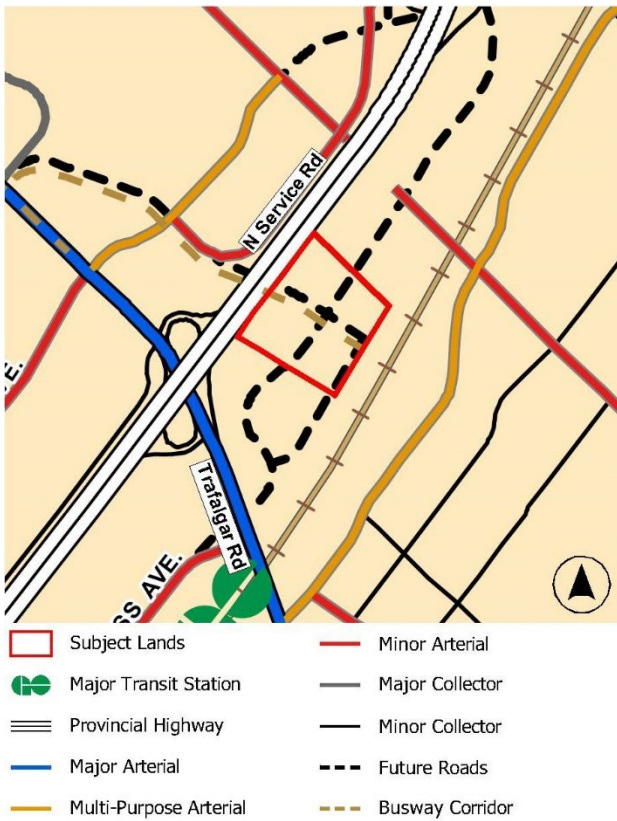


Figure 9: Oakville OP - Schedule C (Transportation Plan)

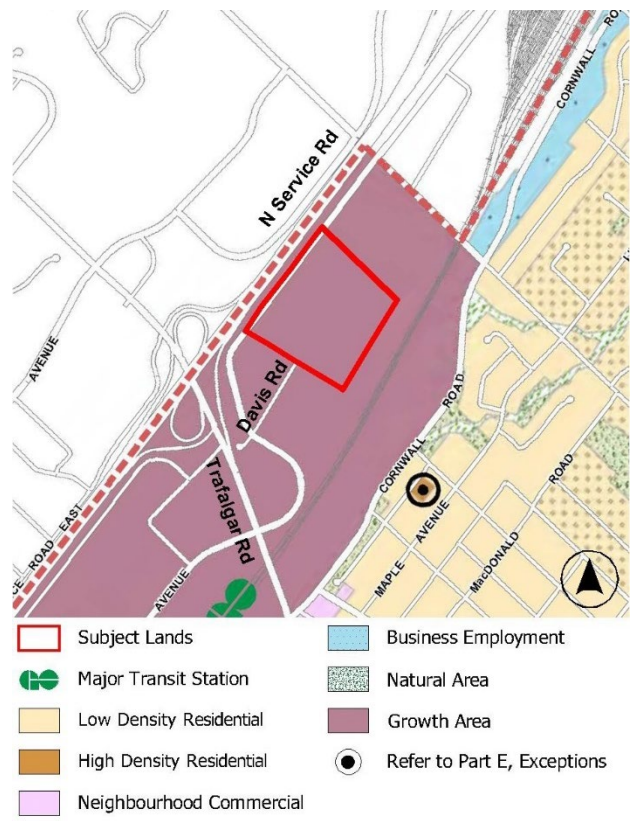


Figure 11: Oakville OP - Schedule G (SE Land Use)

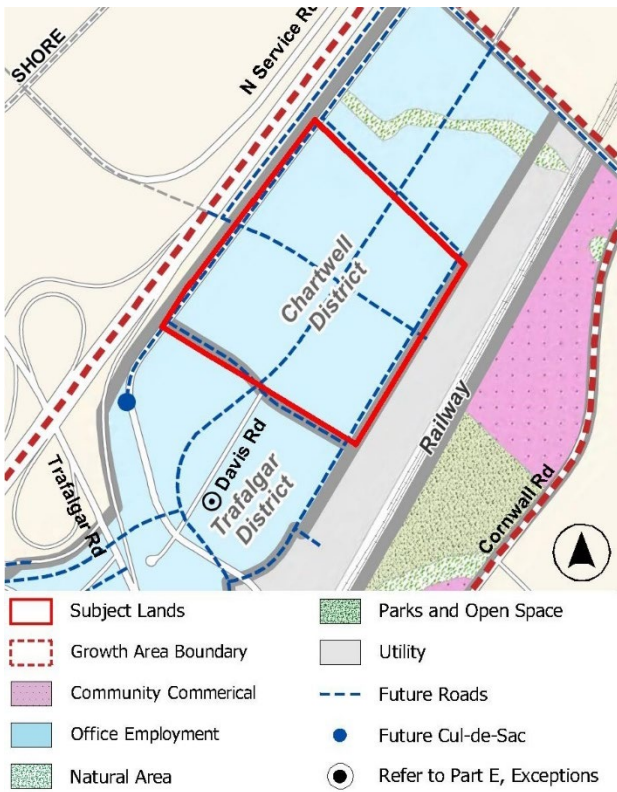


Figure 12: Oakville OP - Schedule L1 (Midtown Land Use)

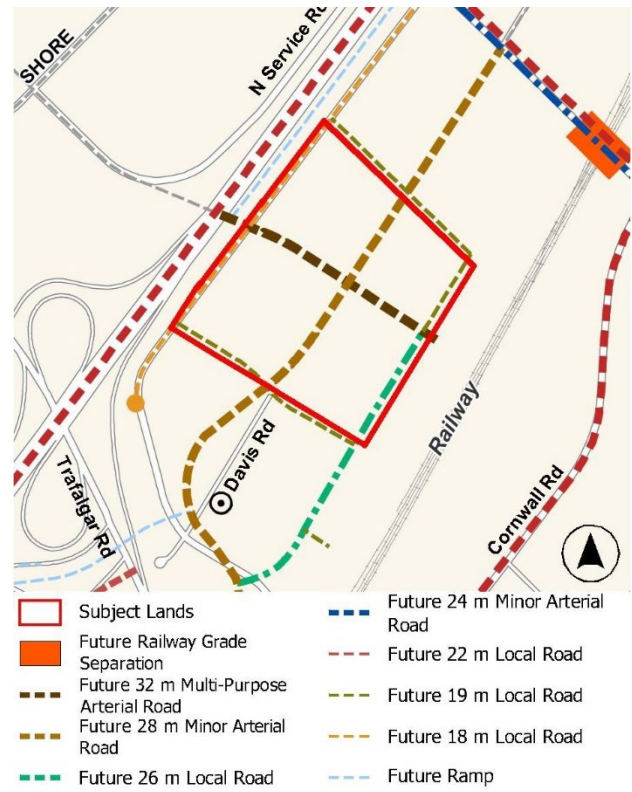


Figure 14: Oakville OP - Schedule L3 (Midtown Oakville Transportation Network)

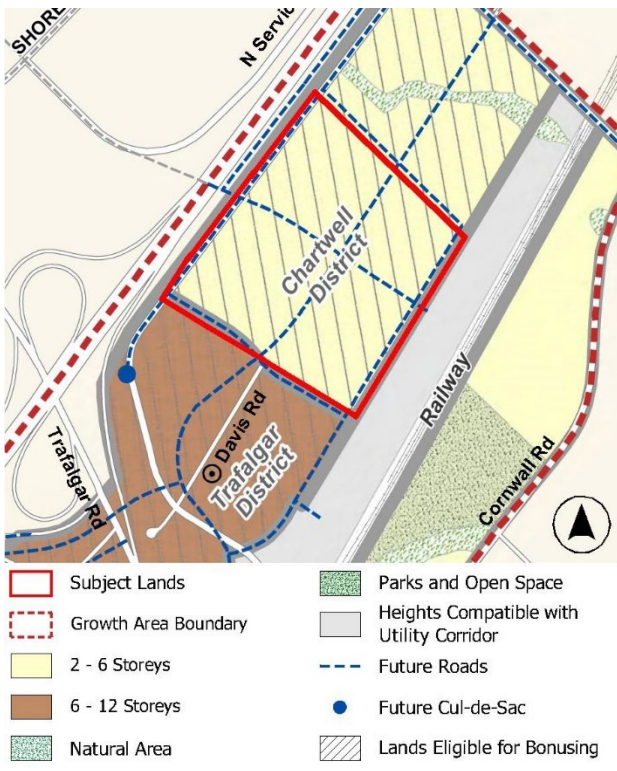


Figure 13: Oakville OP - Schedule L2 (Midtown Building Heights)

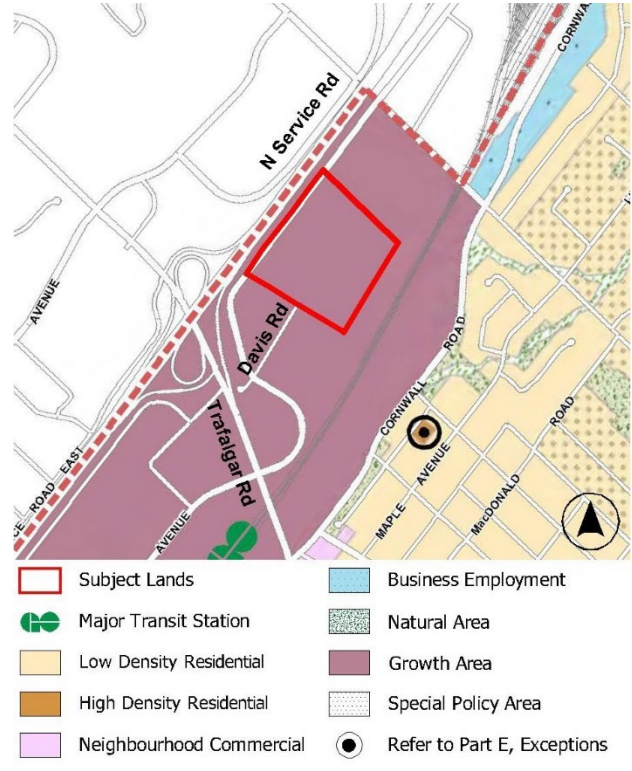


Figure 15: Oakville OPA - Schedule G, South East Land Use

Draft Midtown OPA (2018 to 2024)

In early 2018, in response to Provincial and Regional direction, the Town of Oakville began the process of drafting an updated vision for Midtown Oakville, implemented through an Official Plan Amendment (“OPA”) to the LOP. The purpose of the OPA was to update the land use policies that apply to the Midtown Oakville PMTSA in the LOP to the year 2051, to support the transformation of Midtown Oakville into a transit-supportive and complete community that accommodates the Town’s greatest densities and mix of uses.

Several draft OPAs for Midtown have been released from 2018, each of which had significant iterations from the previous. On April 2nd, 2024, after several years of public engagement, legislative changes, and stakeholder meetings, a further draft OPA was circulated and was later presented at a statutory public meeting for comments from the public and Council on April 22, 2024. On June 3rd, 2024, at a Special Council Meeting, Council directed Planning Staff at the Town to revise the OPA to consider additional comments from members of Council and the public. On September 26th, 2024, in response to direction from Council on the previous draft OPA, the Town circulated a new draft Midtown OPA to the public and Ministry of Municipal Affairs and Housing (“MMAH”) for comment. An OPA for Midtown Oakville has yet to be approved, and the target date for the Draft OPA to be received by Council is early 2025.

The following table provides an overview of the evolution of the Draft Midtown OPA’s beginning in May 2022, ending in September 2024. **Table**

2 below illustrates how the projected population for all of Midtown Oakville has been revised, and how the specific development policies for the Subject Lands including, the designation of the lands, the permitted height and density of development, the location and alignment of public roads, and the location and types of open space uses, have changed through each iteration of the OPA. None of the Draft Midtown OPAs have been endorsed or approved by Council, and while they are informative, they are not determinative.

TABLE 2: EVOLUTION OF THE DRAFT MIDTOWN OPA'S

Category	2022 Draft Midtown OPA (May 12, 2022)	2023 Draft Midtown OPA (May 3, 2023)	Early 2024 Draft Midtown OPA (April 2, 2024)	Late 2024 Draft Midtown OPA (September 30, 2024)
Midtown Population and Jobs	Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 13,390 residents and 7,210 jobs by 2031.	Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 13,390 residents and 7,210 jobs by 2031.	Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 20,600 residents and jobs by 2031.	Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 20,000 residents and jobs by 2031.
Land Use Designation	Urban Core	Urban Core	Urban Core	Urban Core
Precinct	---	---	Davis Residential Precinct	Chartwell Precinct
Tower Heights	Max 225 m	No maximum specified	35-40 storeys	5-12 storeys for the whole site. *Subject to bonusing for community benefits
FSI	Minimum 4.0 Maximum 10.0	Minimum 4.0 Maximum 10.0	Minimum 1.0 No maximum	Minimum 2.0 Maximum 3.0-4.0
Parking Requirements	Reduced minimum parking standards, and the use of maximum parking standards, shall be considered in the implementing zoning and through the planning approval process.	Reduced minimum parking standards, and the use of maximum parking standards, shall be considered in the implementing zoning and through the planning approval process.	Minimum parking standards are not required in Midtown.	Minimum parking standards are not required in Midtown.
Park Location and Amount	Two Urban squares. E-W Promenade along Davis Road. N-S connectors south of Davis Road. Minimum 5% of net site area provided as POPS.	Two Urban squares. E-W Promenade along Davis Road and the extension of Cross Avenue. Public Common in the middle of the Subject Lands. Midblock connections shown on all blocks.	Public Common shown at southwest quadrant of the Subject Lands. Midblock connections shown E-W through blocks north of Davis Road.	Park shown at the southwest quadrant of the Subject Lands. Mid-block connections shown E-W through the middle of the park, and E-W in the northern portion of the site.

The proposed development largely conforms to the most recent Draft Midtown OPAs released by the Town of Oakville in April and September 2024, with the exception of minor changes to the proposed road network, and deviations from the heights and densities proposed through the Draft OPA from September 2024. While these Draft OPAs are informative, the following section has been provided to outline the policies that govern the use and objectives of the Subject Lands, based on the most recent vision from the Town.

Land Use

The Subject Lands are identified as being within a 'Growth Area', as per Schedule G, South East Land Use of the LOP (**Figure 15**). The lands are designated as 'Urban Core' with several 'Future Roads' throughout the Subject Lands, as per Schedule L1 of the Draft Midtown OPA from April 2024 and September 2024 (**Figure 16 & 17**). As per Schedule L2, the Midtown Oakville Precincts in the Draft Midtown OPA from April 2024 identify the lands within the 'Davis Residential Precinct' (**Figure 18**). As per Schedule L1, Midtown Oakville Land Use of the Draft Midtown OPA from September 2024 the lands are located in the 'Chartwell Precinct'.

Both of the OPAs state that lands designated Urban Core are subject to the Urban Core policies outlined in the LOP, as well as additional policies outlined in each Draft OPA. The Urban Core designation is envisioned to have a strong urban focus that permits residential, retail and service commercial, and office uses. Development should be oriented to the street and should contribute to the creation of a pedestrian-oriented and transit-supportive environment. Midtown Oakville and the Uptown Core are the primary locations for this designation. The Draft OPA from April 2024 provides additional uses that are permitted in

the Urban Core designation, such as educational facilities, cultural uses and facilities, municipal parking facilities, all non-market housing, and transit-supportive uses on lands designated as 'Utility'. The Draft Midtown OPA from September 2024 provides additional policies for the minimum gross floor areas for non-residential uses for new development, paired with direction for the phasing of these uses.

Both of the Draft Midtown OPAs provide direction for the Precincts within the Midtown Growth Area. As per the Draft Midtown OPA from April 2024, the lands are located within the Davis Road Residential Precinct which, is envisioned as a mixed-use neighbourhood with residential and retail uses (**Figure 18**). Development within the precinct should contribute to the creation of a complete community through providing a mix of housing types including, mid-rise and high-rise built forms, allow for an appropriate transition to the existing and planned context while supporting intensification, and provide direct connections to transit infrastructure. As per the Draft Midtown OPA from September 2024, the Subject Lands are located within the Chartwell District (**Figure 17**). The Chartwell District is envisioned as a transition area from urban mixed-use development to less intense development, and as a business campus area of Midtown Oakville.

Building Height and Density

As per Schedule L7 of the Draft Midtown OPA from April 2024 a maximum building height of 40 storeys is permitted on the majority of the Subject Lands and 35 storeys is permitted on the eastern portion of the Subject Lands (**Figure 19**). No maximum densities are provided.

The Draft Midtown OPA from September 2024 introduced minimum and maximum density

schedules. As per Schedule L2 development on the Subject Lands must have a minimum FSI of 2.0 to 3.0 (**Figure 21**). Schedule L3, restricts development on the northern half of the Subject Lands to a maximum FSI of 4.0, development along the western border to an FSI of 5.0, and development on the southern portion of the Subject Lands to an FSI of 3.0 (**Figure 22**). The Draft Midtown OPA from September 2024 significantly reduced the maximum permitted height and density for development on the Subject Lands. As per Schedule L4, development on the Subject Lands has an “as of right” building height threshold of 5-12 storeys (**Figure 20**). Additional height beyond the threshold may be permitted through a development permit or a rezoning application in exchange for community benefits or cash-in-lieu of benefits, so long as the development does not exceed the maximum density for the Subject Lands.

Open Space Network

Elements of the Midtown Oakville Open Space Network identified on Schedule L3 of the April, 2024 Draft Midtown OPA and Schedule L6 September 2024 Draft Midtown OPA are included on the Subject Lands including, a ‘public commons’ (known as simply a ‘park’ in the September Draft Midtown OPA) in the southwest corner of the Subject Lands and ‘mid-block connection’ (known as a ‘Off-Road Active Transportation Connection’ in the September Draft Midtown OPA), running east-to-west along the northern portion of the Subject Lands (**Figure 23 & 24**). The Draft Midtown OPA from September 2024 also includes an additional ‘Off-Road Active Transportation Connection’ running east-to-west through the middle of the Park.

Transportation

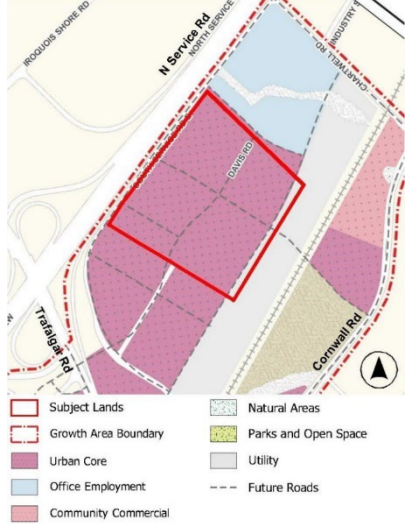
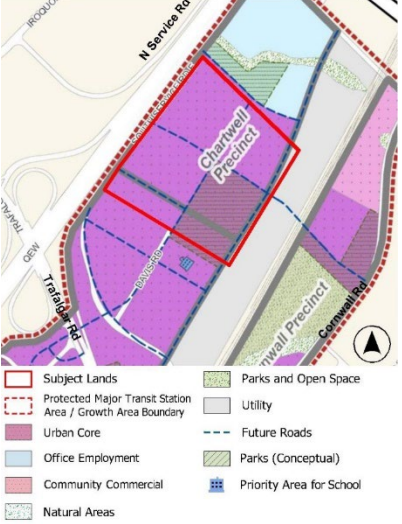
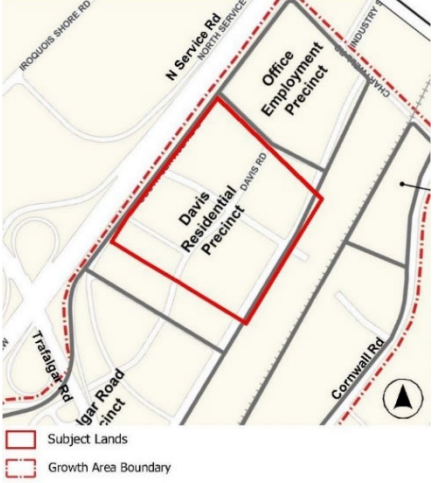
The future road network envisioned for the Subject Lands is consistent in both the Draft Midtown OPA from April and September 2024. As per Schedule L4 of the Draft Midtown OPA from April and Schedule L5 of the Draft Midtown OPA from September, the Subject Lands contains a future internal road network that consists of: a ‘Future 20.0 m N-S Local Road’; ‘Future 30.0 m N-S Minor Arterial’; ‘Future 26.0 m E-W Collector Road’; and, ‘Future 36.0 m E-W Arterial Road that transitions into a Future 30.0 m Minor Arterial’ (**Figure 25 & 26**).

As per Schedule L5 of the Draft Midtown OPA from April and Schedule L6 of the Draft Midtown OPA from September, several of the future roads on the Subject Lands contain ‘future bicycle lanes’ (**Figure 27 & 24**). As per Schedule L6 of the Draft Midtown OPA from April, the E-W Future Collector Road, is designated as a ‘Primary/Secondary Main Street’ (**Figure 28**). Figure E1 of the Draft Midtown OPA from September designates both the E-W Future Collector Road and the N-S Local Road as roads that have ‘Active Frontages’ (**Figure 29**).

Rail

Schedule L9 of the Draft Midtown OPA from April 2024 and an unnumbered appendix from the Draft Midtown OPA from September 2024 includes the southeastern portion of the Subject Lands within the ‘300 m rail yard buffer’ (**Figure 30 & 31**).

TABLE 3: COMPARISON OF DRAFT MIDTOWN OPA'S FROM APRIL AND SEPTEMBER 2024

Regulation	Draft Midtown OPA, April 2024	Draft Midtown OPA, September 2024
<p>Land Use</p>	 <p><i>Figure 16: Town of Oakville OPA (April 2024)- Schedule L1, Midtown Oakville Land Use</i></p>	 <p><i>Figure 17: Town of Oakville OPA (September 2024)- Schedule L1, Midtown Oakville Land Use</i></p>
<p>Precinct</p>	 <p><i>Figure 18: Town of Oakville OPA (April 2024)- Schedule L2, Midtown Oakville Precincts</i></p>	<p>Shown on Schedule L1.</p>

Maximum Height

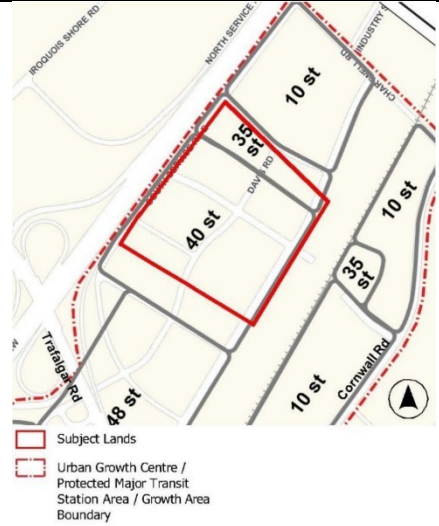


Figure 19: Town of Oakville OPA (April 2024)- Schedule L7, Midtown Oakville Maximum Height

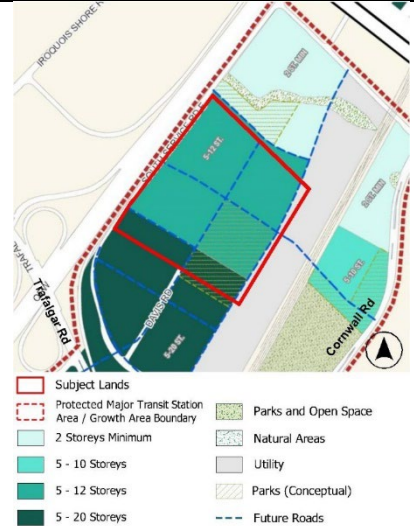


Figure 20: Town of Oakville OPA (September 2024)- Schedule L4, Midtown Oakville Building Height Thresholds

Minimum Density

Not included as part of OPA.

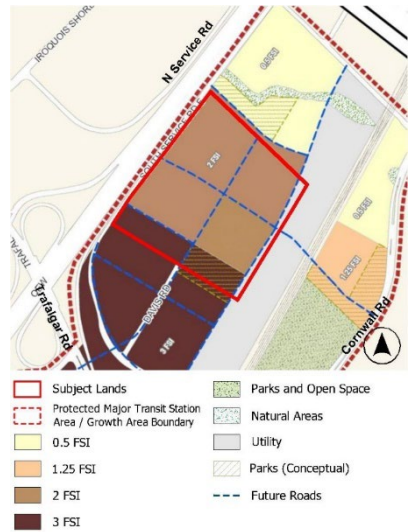


Figure 21: Town of Oakville OPA (September 2024)- Schedule L2, Midtown Oakville Minimum Density

Maximum Density

Not included as part of OPA.

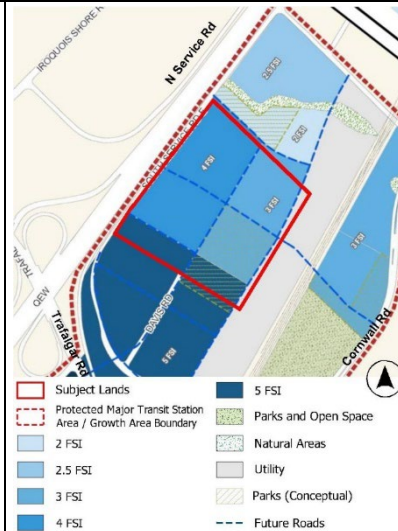


Figure 22: Town of Oakville OPA (September 2024)- Schedule L3, Midtown Oakville Maximum Density

Open Space

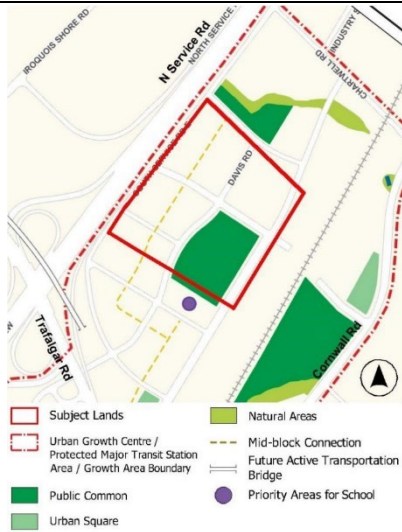


Figure 23: Town of Oakville OPA (April 2024)- Schedule L3, Midtown Oakville Open Space

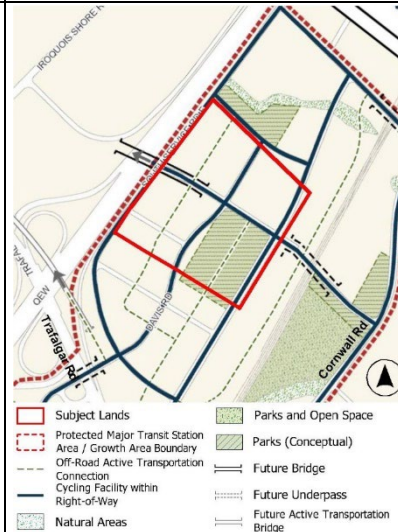


Figure 24: Town of Oakville OPA (September 2024)- Schedule L6, Midtown Oakville Active Transportation

Transportation Network

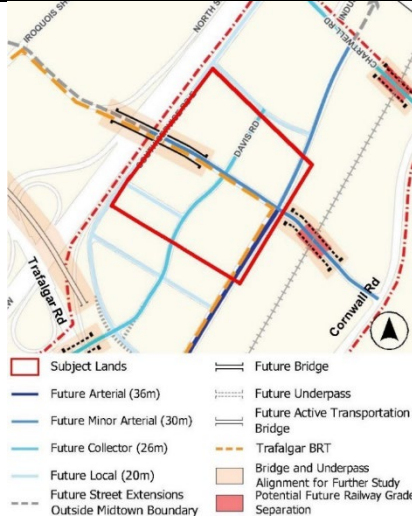


Figure 25: Town of Oakville OPA (April 2024)- Schedule L4, Midtown Oakville Proposed Transportation Network

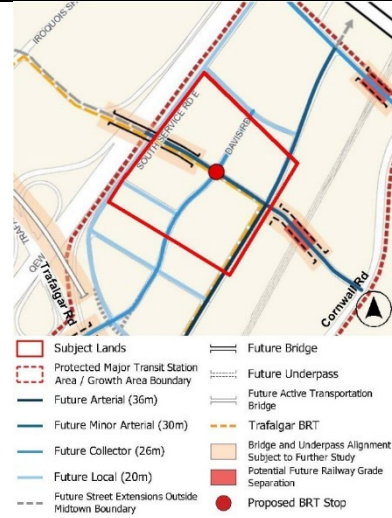


Figure 26: Town of Oakville OPA (September 2024)- Schedule L5, Midtown Oakville Proposed Transportation Network

Active Transportation

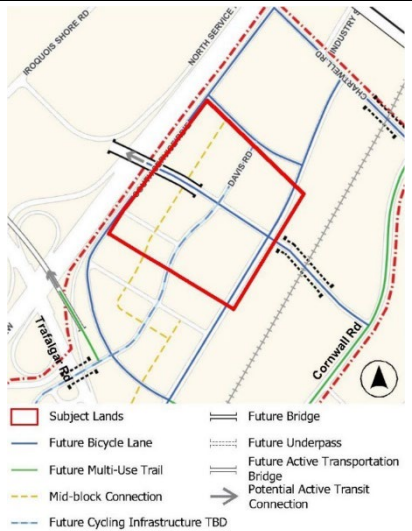


Figure 27: Town of Oakville OPA (April 2024)- Schedule L5, Midtown Oakville Active Transportation

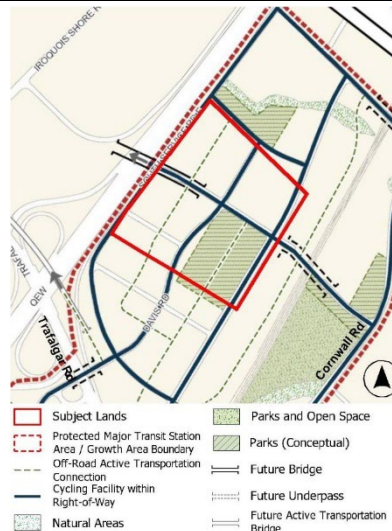


Figure 24: Town of Oakville OPA (September 2024)- Schedule L6, Midtown Oakville Active Transportation

Main Streets/Active Frontages



Figure 28: Town of Oakville OPA (April 2024)- Schedule L6, Midtown Oakville Main Streets

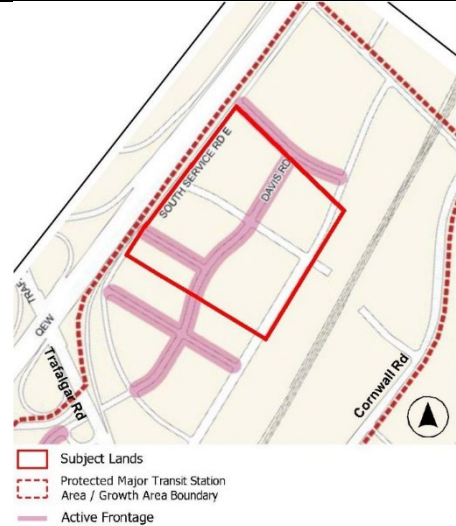


Figure 29: Town of Oakville OPA (September 2024)- Schedule E1, Active Frontages

Rail Facilities

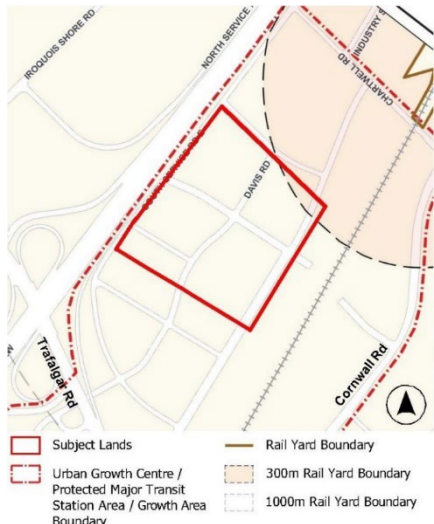


Figure 30: Town of Oakville OPA (April 2024)- Schedule L9, Midtown Oakville Rail Facilities and Influence Area



Figure 31: Midtown Oakville Draft OPA (September 2024) – Appendix, Rail Facilities and Influence Areas

Zoning

In February of 2014, the Town of Oakville Council adopted OPA 4 that proposed minor changes to the Midtown Oakville policies to align with the new Comprehensive Zoning By-law 2014-014. As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as 'Midtown Transitional Employment (MTE)' which permits a range of retail, commercial, office, and community uses. In the sidebar text for the MTE Zone, the Town notes that building envelopes should be frozen to those legally existing on February 25, 2014. On March 21st, 2014, the previous owner of the Subject Lands submitted a site-specific appeal to Part 7 of Zoning By-law 2014-014 which, includes the permitted uses and regulations of the MTE Zone (OMB Case No. PL140317). The appeal is still in place.

As there is an outstanding appeal to Zoning By-law 2014-014 that affects the Subject Lands, the zoning of the Subject Lands is regulated by both Zoning By-law 2014-014 and Zoning by law 1984-63.

Town of Oakville Zoning By-law 2014-014

As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as 'Midtown Transitional Employment (MTE), Temporary Use 6 (T6)'. Mapping and applicable zoning are included in this report as **Figure 32**. The permitted uses for lands zoned as MTE include a variety of retail, service commercial office, employment, and community uses. On May 27, 2024, the Town of Oakville passed By-law 2024-088 which, added Special Provision T6 to the zoning of the Subject Lands. Special Provision T6 allows for the temporary use of a portion of the Subject Lands for the outdoor storage of shipping containers and motor vehicles. The

temporary use permission is in effect for a maximum period of three years.

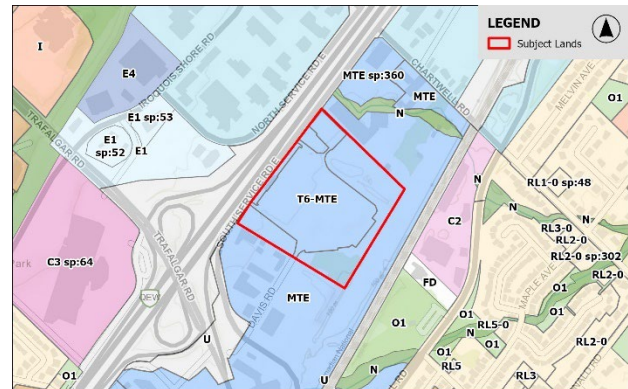


Figure 32: Zoning By-law 2014-014

Town of Oakville Zoning By-law 1984-63

As per the Town of Oakville Zoning By-law 1984-63, the southwest corner of the Subject Lands is zoned as 'General Employment (E2)', while the majority of the Subject Lands are zoned as 'Light Employment (E1)'. Special provisions 732 and 837 apply to the entirety of the Subject Lands while temporary use permission 32T applies to the majority of the Subject Lands. Mapping and applicable zoning are included in this report as **Figure 33**. The E1 and E2 zones permit a variety of employment uses including office uses, financial institutions, light industrial operations, parking-heavy vehicles, service vehicle dealerships and vehicle repair shops. Lands zoned E2 also permit vehicle storage compounds and outdoor storage. Special Provision 732 includes additional regulations for the Subject Lands including minimum yard setbacks and buffer strips, as well as allowances for screened outside storage so long as the lands continue to be used for light bulb manufacturing. Special Provision 837 applies to the whole of Midtown Oakville and Uptown Core and prohibits drive-through facilities. On May 27, 2024, the Town of Oakville passed By-law 2024-088 which, added Special Provision 32T to the zoning of the Subject Lands. Special

Provision 32T allows for the temporary use of a portion of the Subject Lands for the outdoor storage of shipping containers and vehicles. The temporary use permission is in effect for a maximum period of three years.



Figure 33: Zoning By-law 1984-63

2.3 Transit and Transportation Context

The existing and planned transportation network has been integral to the planning and design work undertaken to create the proposed mixed-use master plan for the Subject Lands. A detailed analysis of the transportation context has been provided in the Transportation Impact Study (“TIS”) prepared by BA Group in support of the proposal.

The following section provides an overview of the plans and guidelines that direct the transportation infrastructure within, and immediately surrounding, the Subject Lands including, the LOP and the Town of Oakville Switching Gears Transportation Master Plan (2018).

Road Network

Existing

The Subject Lands has frontage along South Service Road East which, is a two-lane road, with a 15.0 m right-of-way (“ROW”) width. South Service Road connects to Trafalgar Road in the west that provides further connections to the Queen Elizabeth Way (“QEW”) to the north, and Royal Windsor Drive in the west. Davis Road, a two-lane road with a 20.0 m ROW width, terminates at the western border of the Subject Lands.

Planned

The planned transportation network for the Subject Lands is shown on Schedule L3-Midtown Oakville Transportation Network of the Livable Oakville Plan (dated August 31, 2021) (**Figure 14**) and includes the following:

- Future 19 m N-S Local Road;
- Future 32 m N-S Multi-Purpose Arterial Road;
- Future 28 m E-W Minor Arterial Road (Davis Road Extension); and,
- Future 26 m E-W Local Road that transitions into a 19 m Local Road (Cross Avenue Extension).

Multi-purpose Arterial Roads are 4 or 6 lane roads that accommodate a high volume of traffic, and act as a major transit corridor. Minor Arterial Roads are 2 or 4 lane roads that accommodate intermediate volumes of inter-community and inter-neighbourhood traffic and distribute traffic to and from other classes of roads. Local Roads are two lane roads that are designed to service only the properties that abut that roadway.

The transportation network proposed through the Draft OPA's for Midtown Oakville released in April and September 2024, resemble Schedule L3, Midtown Oakville Transportation Network of the LOP, with modifications to the location, alignment, and ROW width of select roadways. Schedule L4 of the Draft Midtown OPA from April 2024 and Schedule L5 of the Draft Midtown OPA from September, identify the following transportation network within the Subject Lands (**Figure 25 & 26**):

- Future 20 m N-S Local Road;
- Future 30 m N-S Minor Arterial Road;
- Future 26 m E-W Collector Road (Davis Road Extension); and,
- Future 36 m E-W Arterial Road, transitioning into a Future 30 m Minor Arterial Road (Cross Avenue Extension).

Transit

As shown on **Figure 34** below, the Subject Lands is located within 800 m of the Oakville GO/VIA Train Station which is a central transit hub that is connected to the VIA Rail, Lakeshore West GO Train Line, the Oakville Public Transit System.

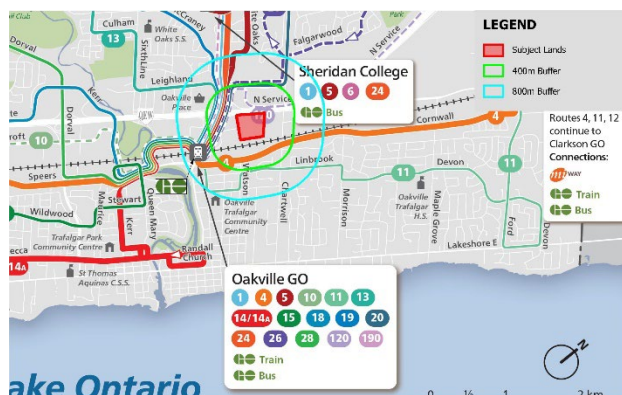


Figure 34: Surrounding Transit Stops

VIA Rail

The Oakville Train Station contains a VIA Rail station that connects riders from Oakville to Toronto, Ottawa, and Quebec City in the northeast, and to Niagara Falls, London, and Windsor in the south. VIA rail trains run daily on weekdays and weekends.

Lakeshore West GO Train Line/GO Bus

The Oakville GO Train station is located within 1.3 km, or an 18-minute walk from the Subject Lands. The Oakville GO Train Station is located along the Lakeshore West GO Train Line, which provides daily service from Toronto's Union Station in the east to Niagara Falls in the west. Further connections are provided at Union Station that connect riders to the Greater Toronto Area ("GTA"). Trains operate every half hour, with trains operating more frequently during weekday rush hour times. The GO Bus also operates out of the Oakville GO Station and provides service north of the station to Milton and Mississauga.

Oakville Public Transit System

The Oakville GO Station is a Hub for the Oakville Public Transit System. Several bus routes provide service to and from the Station including routes: 1; 4; 5; 10; 11; 13; 14; 15; 18; 19; 20; 24; 28; 120; and 190. These bus routes will connect riders from Winston Churchill Road in the east to Burloak Road in the west, throughout Oakville to Dundas Street in the north and Lakeshore Road in the South. Oakville transit service varies throughout the day, as some buses come every 15-20 minutes during rush hour, every 30 minutes throughout the day, and every 60 minutes throughout the day, or only at rush hour.

Future Transit

There are several future transit projects that are contemplated near the Subject Lands, including:

- Lakeshore West GO Line Service Expansion: Metrolinx has proposed expanded service to include 15-minute service, or better frequencies, both-ways throughout the day between Toronto and Aldershot, in addition to a 7-day a week, hourly service between Toronto and Hamilton.
- Trafalgar Road Rapid Transit (BRT): In both Halton Region's and Metrolinx's Transportation Master Plans, Trafalgar Road has been identified as a rapid transit corridor to feature an exclusive BRT service between Midtown Oakville and Highway 407. The Draft OPA for Midtown Oakville proposes a BRT stop at the future intersection of the extension of Davis Road and Future N-S Minor Arterial Road, which is currently within the Subject Lands. This would give residents of the proposal direct access to the proposed BRT, creating seamless access to Oakville GO as well as rapid transit service.
- Dundas Street Rapid Transit- BRT: A 48-kilometre exclusive BRT service has been proposed on Dundas Street from Highway 6 in the City of Hamilton to Kipling Transit Hub in Toronto.

Due to the abundance of existing and future transit options, the proposed development is positioned in an ideal location to enable future residents to shift away from reliance on personal automobiles and turn to transit use given the major transit investments that are being made in the surrounding area.

Active Transportation

Active transportation routes are not currently provided on the Subject Lands. Schedule D-Active Transportation Plan of the LOP and the Town of Oakville Active Transportation Master Plan ("ATMP") (2017), identify several proposed active transportation routes through the Subject Lands. The proposed E-W extension of Cross Avenue is proposed to accommodate a 'bike lane'. A 'bike lane' and an 'in boulevard multi-use trail' is also proposed along Future N-S Arterial Road through the middle of the Subject Lands. The Town's ATMP also identifies a 'Previously Proposed Grade Separated Pedestrian Crossing', connecting the Future N-S Arterial Road through the Subject Lands, over Highway 403.

The active transportation network for the Subject Lands provided in the Draft OPA for Midtown Oakville, released by the Town of Oakville in April of 2024 and September of 2024, is similar to that of Schedule D of the LOP, but incorporates more extensive active transportation infrastructure. Schedule L5 of the April 2024 Draft OPA and Schedule L6 of the September 2024 OPA includes the cycling facilities (**Figure 27 & 24**):

- Future Cycling Infrastructure TBD along the 26.0 m E-W Collector Road (Davis Road Extension);
- Future Bicycle Lane along the 36.0 m E-W Arterial Road (Cross Avenue Extension);
- A Future Bicycle Lane along the 30.0 m N-S Minor Arterial; and,
- A mid-block connection running E-W along the northern portion of the Subject Lands.

In summary, the Subject Lands are in a location well-served by the existing and planned local road network, local and regional transit services, as well as active transportation routes.

2.4 Housing Context

Given the ongoing housing and housing affordability crisis in the Province and in the Town, the proposed development has taken queues from recent Federal, Provincial and municipal pledges to expedite and further incentivise housing initiatives where adequate housing opportunities are required to accommodate existing and anticipated population growth. The Canadian Mortgage and Housing Corporation (“CMHC”) estimates 3.5 million new homes are required, beyond current projections, to reach affordability. An increased supply is required to meet the demands of middle-income households in particular, where lack of supply has significantly increased the price of housing. The lack of affordable new construction opportunities for middle income households has caused the resale market to regress, consequently limiting opportunities for those with less income; increasing the supply of homes for the middle-income households will facilitate this process.

To achieve affordability, CMHC emphasizes the importance of the private sector and government working together noting that developers must fully utilize land to increase the supply of housing, while the government must work to accelerate the regulatory process.

The Provincial government has committed to an action plan to tackle Ontario’s housing supply crisis and reach the goal of building at least 1.5 million homes by 2031 by incentivising 21

municipalities across Ontario (with a population projected to be 50,000 or more by 2031) to develop tools and strategies that they intend to use to achieve their housing targets.

In July of 2023, the Town released the draft Housing Strategy and Action Plan, intended to improve the housing landscape in the Town of Oakville. The objective of the plan is to guide the Town of Oakville in achieving two housing growth targets, one set out by the Region of Halton and one by the Province. The Region of Halton Official Plan sets out growth targets for each of the municipalities in the Region until the year 2041 through the Region’s Integrated Growth Management Strategy. As per Table 2a, Regional Phasing - 2041 Targets of the Official Plan, the Town of Oakville is intended to accommodate a minimum of 44,800 new residential units by the year 2041 including, 19,340 units inside the built boundary. In November 2022, the Province passed Bill 23, More Homes Built Faster Act, 2022 which assigned housing pledges to several fast growing and large municipalities. Through Bill 23 the Town of Oakville pledged to approve 33,000 new housing units by 2031. To achieve this target, the Town will need to produce an average of 3,300 housing units per year for the next 10 years. The role of the Town in achieving this goal is to process and approve housing units.

The intent of the Town’s Housing Strategy and Action Plan is to provide an extension of the LOP that supports the Town in creating housing opportunities that achieve the regional target and meet the housing pledge. The Action Plan is structured around six goals to improve housing including: (1) supporting growth management and increasing housing supply; (2) improving housing affordability, housing options, and housing choice; (3) streamlining approvals; (4)

making housing feasible; (5) increasing engagement, raising awareness, and building capacity; and (6) collaborating.

The housing mix in the Town of Oakville is dominated by low-rise housing, which makes up 64% of the total housing mix. Medium density housing forms, such as rowhouses, apartments in a duplex, and apartments with less than 5-storeys, make up 24% of the housing mix. Finally, high density housing, which consists of buildings with a height of 5 or more storeys, makes up 12% of the Town’s housing mix. The housing mix target in the Region of Halton Official Plan calls for at least 50% of new housing units produced annually in the Region to be in the form of higher density housing. Given this, according to the Action Plan, the Town is to accommodate higher density housing forms that improve affordability, create more housing choice, and contribute to the creation of a complete community.

Since January 2023, the Town has had 4,417 housing starts. In October 2024, the Town reported 1,604 housing starts for the year thus far. Housing starts are defined by the Town as homes that have been inspected by the Towns Building Inspector. The Town also tracks their overall housing starts, to determine their progress on meeting the 2031 housing target. In order to achieve the provincial and regional housing targets the Town must continue to support the creation of higher density housing forms, particularly in SGAs where growth is planned and accommodated for.

2.5 Natural Heritage

As per the Ministry of Natural Resources (“MNR”) Mapping, the southwest corner of the

Subject Lands contains a “wooded area”. This area is not designated as part of the Region of Halton Natural Heritage System, or the Town of Oakville’s natural area. Morrison Creek is a watercourse regulated by Conservation Halton, located to the northeast of the Subject Lands.

The natural areas on, and immediately surrounding the Subject Lands have been assessed through an Environmental Impact Assessment (“EIA”) prepared by Stantec Consulting, enclosed with this application, and further discussed in **Section 4.11** of this Report.

2.6 Built Heritage

The Subject Lands are designated under Part IV, Section 29 of the *Ontario Heritage Act* (“OHA”). While the designation applies to the entire property, the identified cultural heritage value and attributes are associated with the 1948 office building, fronting on South Service Road East. A Heritage Impact Assessment (“HIA”) was prepared by ERA Architects Inc. (“ERA”) to assess the impact of the proposed development on the heritage resources on the Subject Lands. The Report is discussed in **Section 4.3**.



Figure 35: Heritage Building

2.7 Surrounding Development Applications

As part of the preparation of the planning assessment, a search of the Town of Oakville development application database was undertaken in November of 2024, to provide the context of the existing and proposed developments within the surrounding area (**Figure 36**).



Figure 36: Surrounding Active Development Application

TABLE 4: ACTIVE SURROUNDING DEVELOPMENT APPLICATIONS

No.	Address	File No. & Application Type	Status	Application Summary
1	349 Davis Road	OPA & ZBA OPA 1612.15 Z.1612.15	Under review	58-storey mixed-use building comprised of above ground retail use, office use and residential apartment units (for a total of 388 residential units).
2	590 Argus Road	OPA, ZBA, & DPOS OPA 1614.81 Z.1614.81 24T-23001/1614	Appealed	A mixed-use community comprised of a three mixed-use building that are 45, 50, and 57 storeys in height, with a total of 1,842 residential apartment units. The proposal also includes two large open spaces (POPs).
3	217 & 227 Cross Avenue and 571, 581 and 587-595 Argus Road	OPA, ZBA, & DPOS OPA 1614.78, Z.1614.78 24T-22005/1614	Appealed	A mixed-use community comprised of 3 high-rise residential towers that are 37, 49, and 65 storeys in height, new office and retail uses, and a large open space (POP).
4	157 & 165 Cross Avenue	OPA, ZBA, & DPOS OPA 1614.83 Z.1614.83 24T-24002/1614	Public Meeting	Two residential towers that are 45 and 61 storeys in height, and provide a total of 1,198 residential units, supported by office and retail space and amenity areas.
5	166 South Service Road East	OPA, ZBA, & DPOS OPA 1614.79 Z. 1614.79 24T-22006/1614	Appealed	Three residential towers that are 44, 52, and 56 storeys in height, supported by commercial space and amenity areas.
6	627 Lyons Lane	ZBA Z.1614.76	Public Meeting	A 27 storey residential building.

3.0 Site Context

3.1 The Development Proposal

The Vision

The proposal will contribute to the vision for Midtown through transforming the historic site into a dynamic space that promotes transit-supportive development, increases density around transit hubs, integrates a mix of uses, enhances pedestrian and cycling infrastructure, and creates a vibrant and sustainable urban hub. The proposed development will create a dynamic community that fosters a sense of belonging, well-being, and connection.

The proposal prioritizes the creation of a connected and accessible community, with comprehensive pedestrian pathways, cycling routes, and accessible public spaces. The proposal ensures a complete community with high-quality public realm and architecture by providing a variety of uses.

The vision is supported by the following guiding principles.

Guiding Principles

1. Transit-Supportive Development

- Increase the density of development around transit hubs to encourage public transit use.

- Integrate mixed-use developments to reduce the need for car travel.
- Enhance pedestrian and cycling infrastructure to support transit access and encourage active transportation and a healthier lifestyle.

2. Connected and Accessible Community

- Create a network of streets by conveying land to new public roads.
- Develop a comprehensive, safe, attractive network of pedestrian pathways and cycling routes.
- Ensure all public spaces and buildings are accessible.
- Improve connectivity between different parts of Midtown and surrounding areas.

3. High-Quality Public Realm

- Design attractive, safe, functional public spaces encouraging social interaction.
- Orient and place the proposed buildings at, or near, the street edge to animate and enhance the adjacent public realm
- Implement green spaces and parks to enhance the urban environment.
- Use high-quality materials and design standards in public infrastructure projects.

4. Excellence in Architecture

- Promote innovative and sustainable architectural designs.
- Ensure the Proposal complements the planned urban fabric and contributes to the planned Skyline of Midtown Oakville.

- Create a fitting development through the buildings' orientation, scale, massing and use of materials.

5. Sustainability and Resiliency

- Emphasize energy efficiency in building design.
- Encourage sustainable transportation by promoting alternative modes of transportation such as public transit, walking, and cycling.
- Enhance community well-being by integrating green spaces and pedestrian paths into the development

3.2 Master Plan Components

The following section provides a brief description of each of the components of the proposed development including, the proposed transportation infrastructure, land use mix, open space uses, built form, heritage, and elements for sustainability, and phasing. A copy of the proposed Site Plan, massing, and streetscape renderings prepared by G & C are provided below in **Figures 37-43**. A planning and design evaluation of each of these components follows in **Section 4.0**.

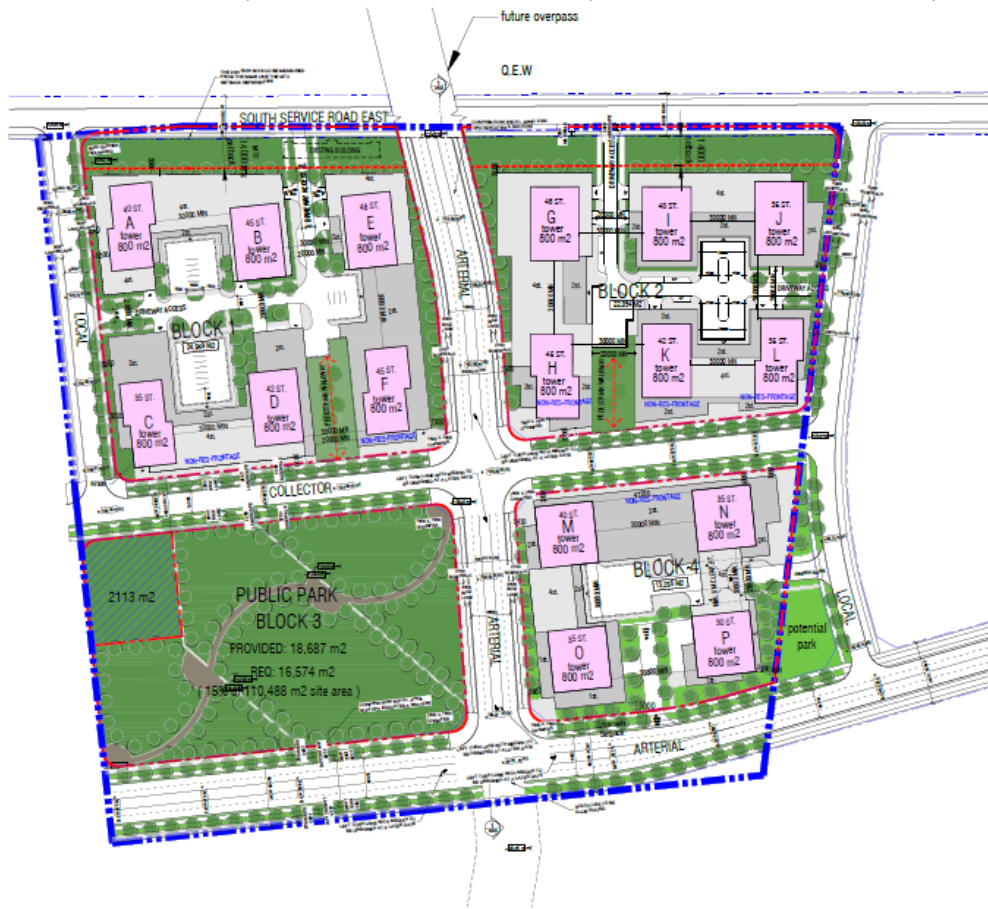


Figure 37: Site Plan

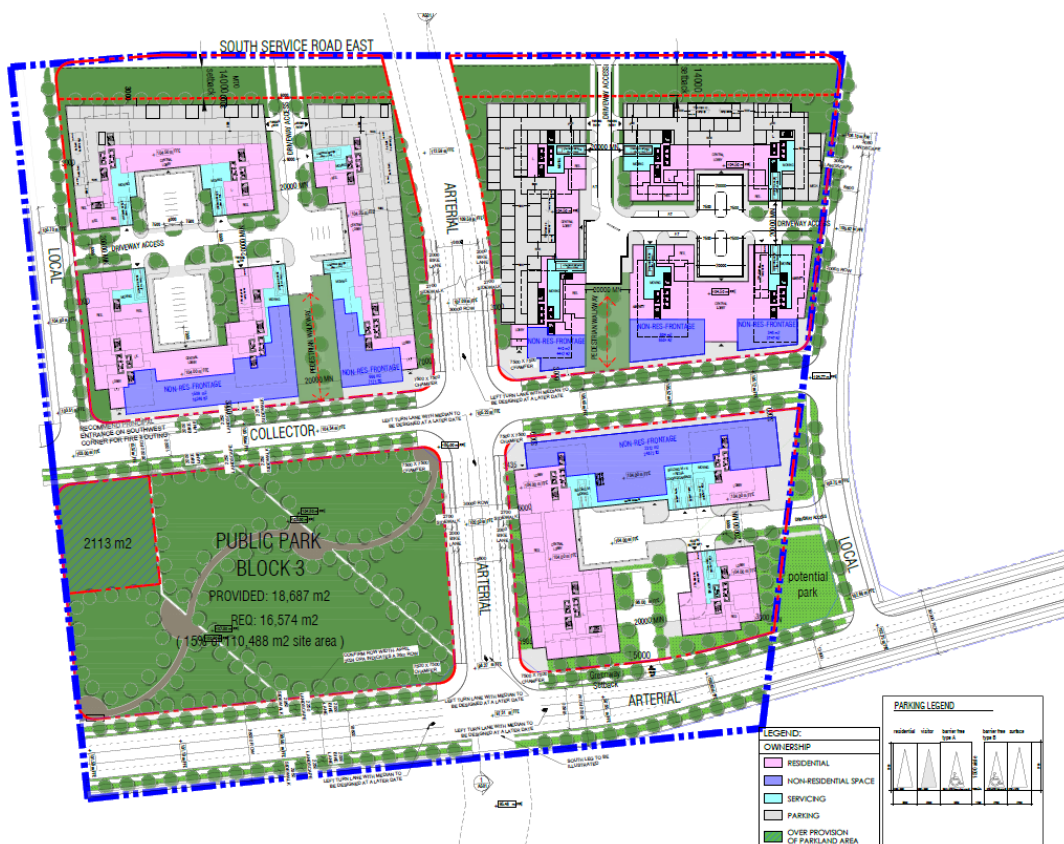


Figure 38: Ground Floor Plan



Figure 39: Aerial, Looking North East



Figure 40: Aerial, Looking South East

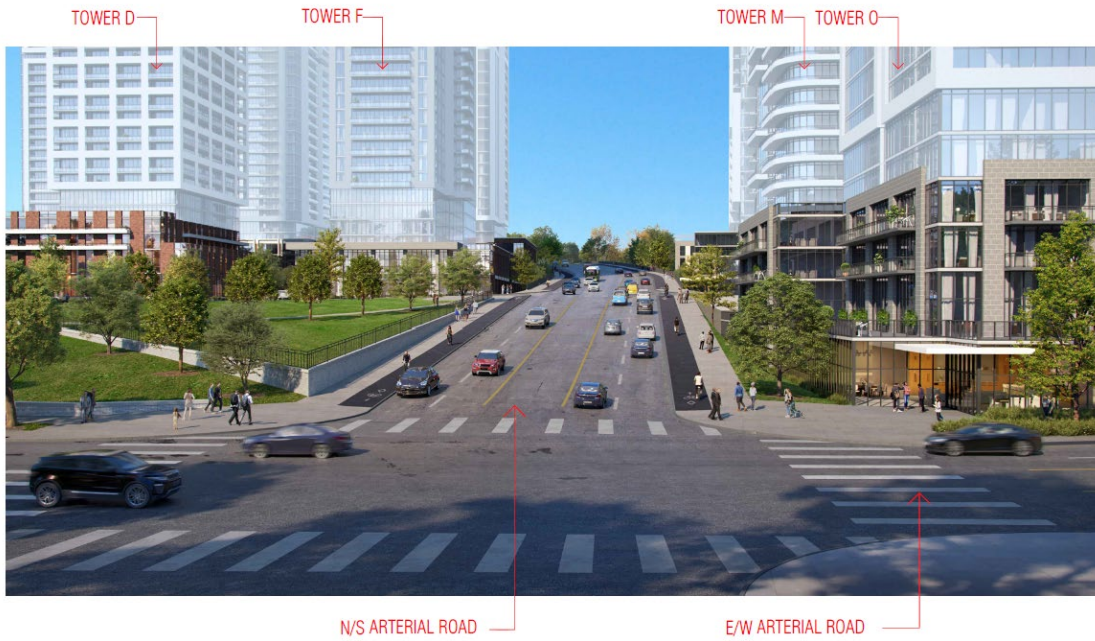


Figure 41: Massing View, Pedestrian View Looking North



Figure 42: Massing View, Pedestrian View Looking West



Figure 43: Massing View, Pedestrian View Looking East

Transportation

Street Network

As stated in the TIS prepared by BA Group, the proposed street network has been designed to remain consistent with the road network development through, and provided by, the Draft Midtown OPAs devised in April and September of 2024 including, the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S separated Arterial Road across the QEW corridor to the north, and across the Metrolink/CN rail corridor to the south. One minor change is proposed to the N-S Local Road to better align with the western boundary of the Subject Lands, and to provide for more logical development blocks. The change is minor and does not affect the functionality of the street network.

Additionally, as illustrated by the Area Design Plan, included in the submitted Urban Design Brief, the proposed road network does not impede the potential development on the lands to the west of the Subject Lands. The road network creates a modified grid-design that allows for efficient circulation throughout the Subject Lands and provides seamless connections to the broader community. The following table outlines the proposed road network including, the classification, right-of-way width, direction, and design features of each road.

Table 5 below describes the new major public roads proposed for the Subject Lands. **Figures 44-48**, illustrate the typical mid-block cross-sections of each of the public roads proposed.

TABLE 5: PROPOSED TRANSPORTATION NETWORK

Roadway	To-From	Direction	Right-of-Way Width	Design Features
Future West Road (Local Road)	South Service Road East to Cross Avenue	N-S	20.0 m	<ul style="list-style-type: none"> • 2.0 m sidewalk on each side of the ROW • 3.25 m landscape strip on each side of the ROW • Two (2) vehicular travel lanes • 2.0 m parking lane
Future N-S Road (Minor Arterial Road)	Iroquois Shore Road to Cornwall Road	N-S	30.0 m	<ul style="list-style-type: none"> • 2.0 m bike lane on each side of the ROW • 2.7 m sidewalk on each side of the ROW • Five (5) vehicular lanes
Davis Road Extension (Collector Road)	Argus Road/Davis Road to Future East Road"	E-W	26.0 m	<ul style="list-style-type: none"> • 2.0 m bike lane on each side of the ROW • 2.0 m sidewalk on each side of the ROW • 3.0 m landscape buffer on each side of the ROW • Three (3) vehicular lanes

Cross Avenue Extension (Arterial Road)	Lyons Lane to Chartwell Road	E-W	36.0 m (west of N-S Arterial) to 30.0 m (east of N-S Arterial)	<ul style="list-style-type: none"> • 3.50 m two-way bike lane • 2.50 m sidewalk • 2.50 m landscape buffer on each side of the ROW • Seven (7) vehicular lanes west of N-S Arterial Road. • Five (5) vehicular lanes East of N-S Arterial Road.
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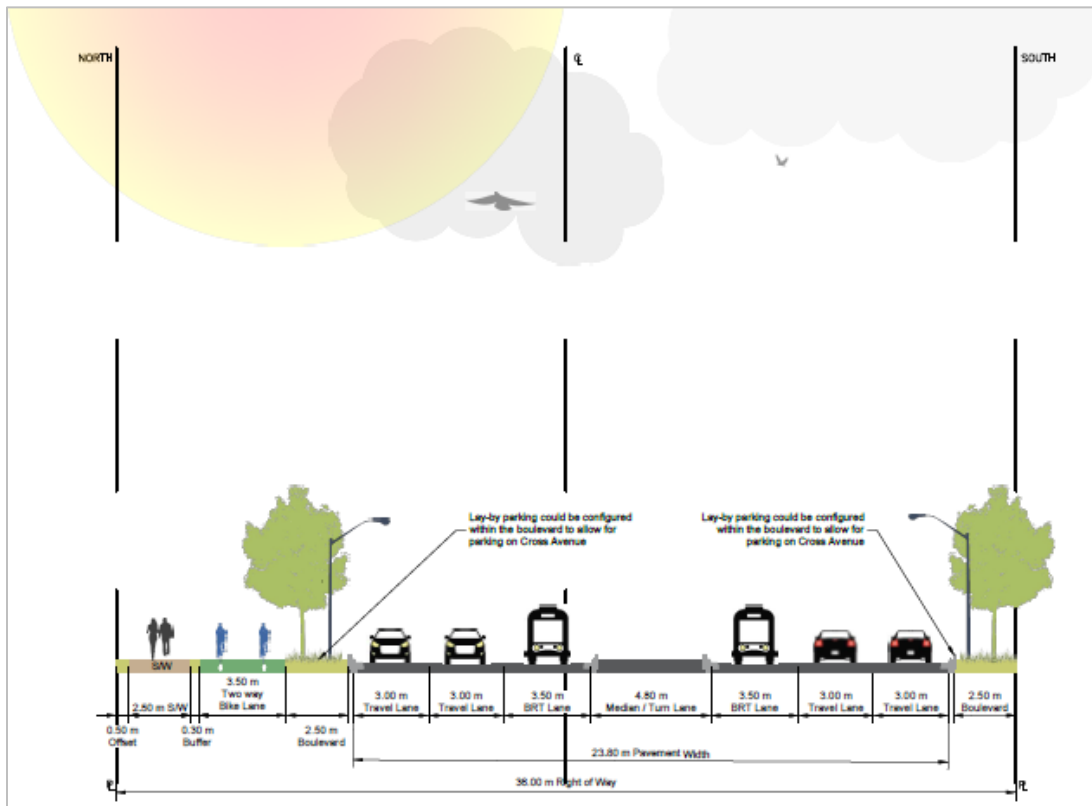


Figure 44: Cross Avenue, 36.0 m ROW- Midblock West of N-S Minor Arterial

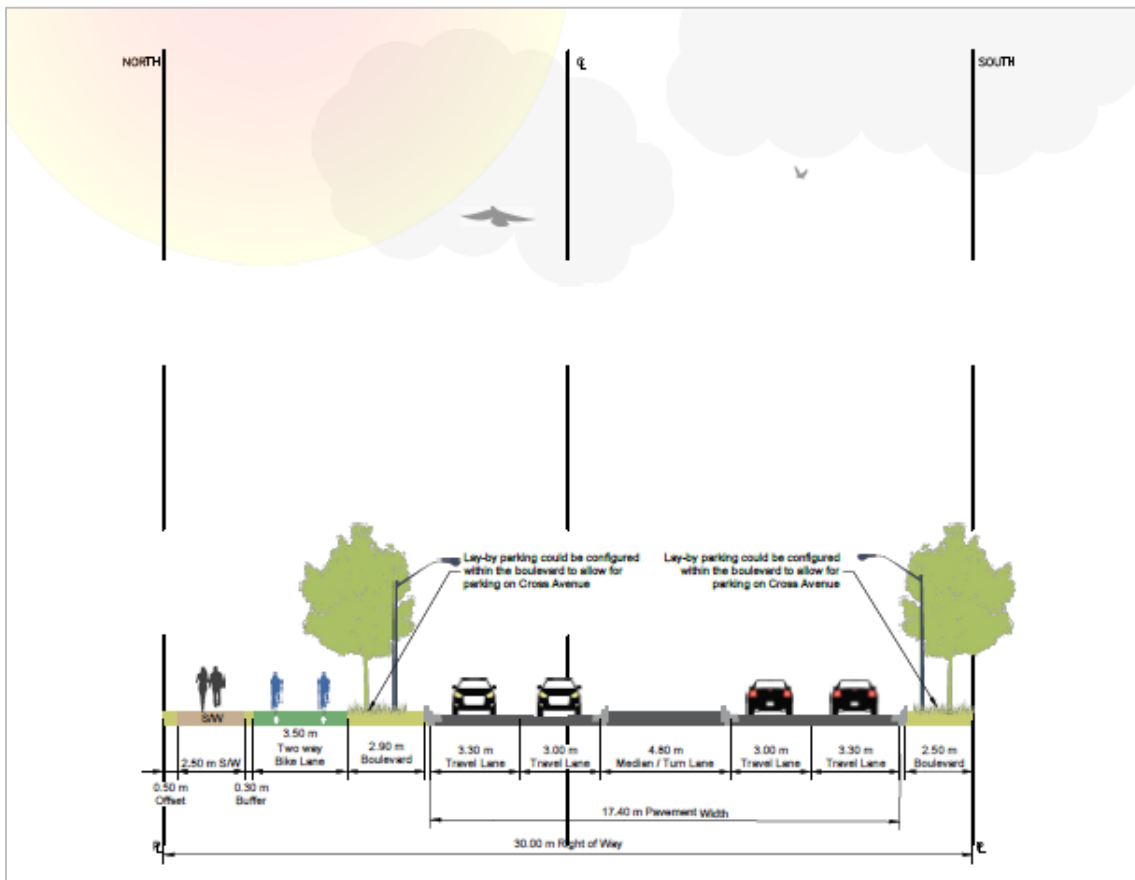


Figure 45: Cross Avenue, 30.0 m ROW- Midblock East of N-S Minor Arterial

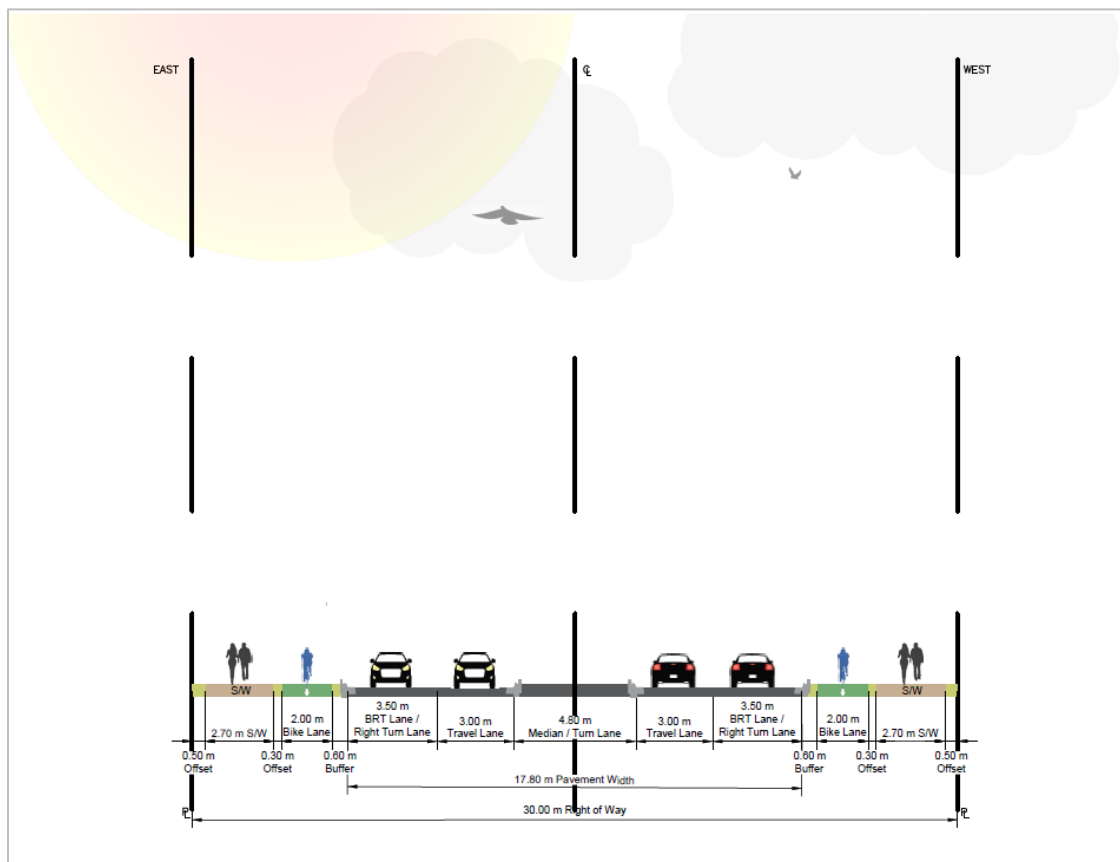


Figure 46: N-S Arterial Road, 30.0 m ROW

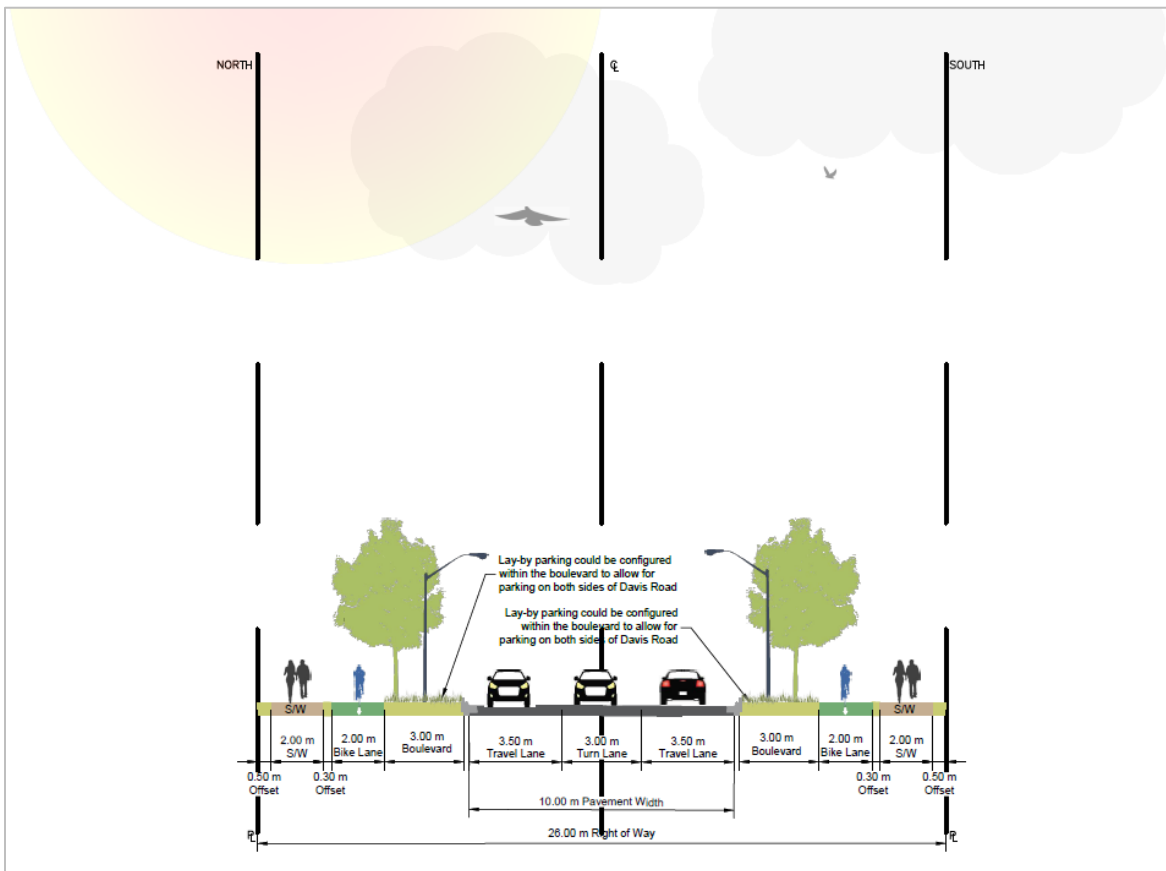


Figure 47: Davis Road Extension (E-W Collector Road), 26.0 m ROW

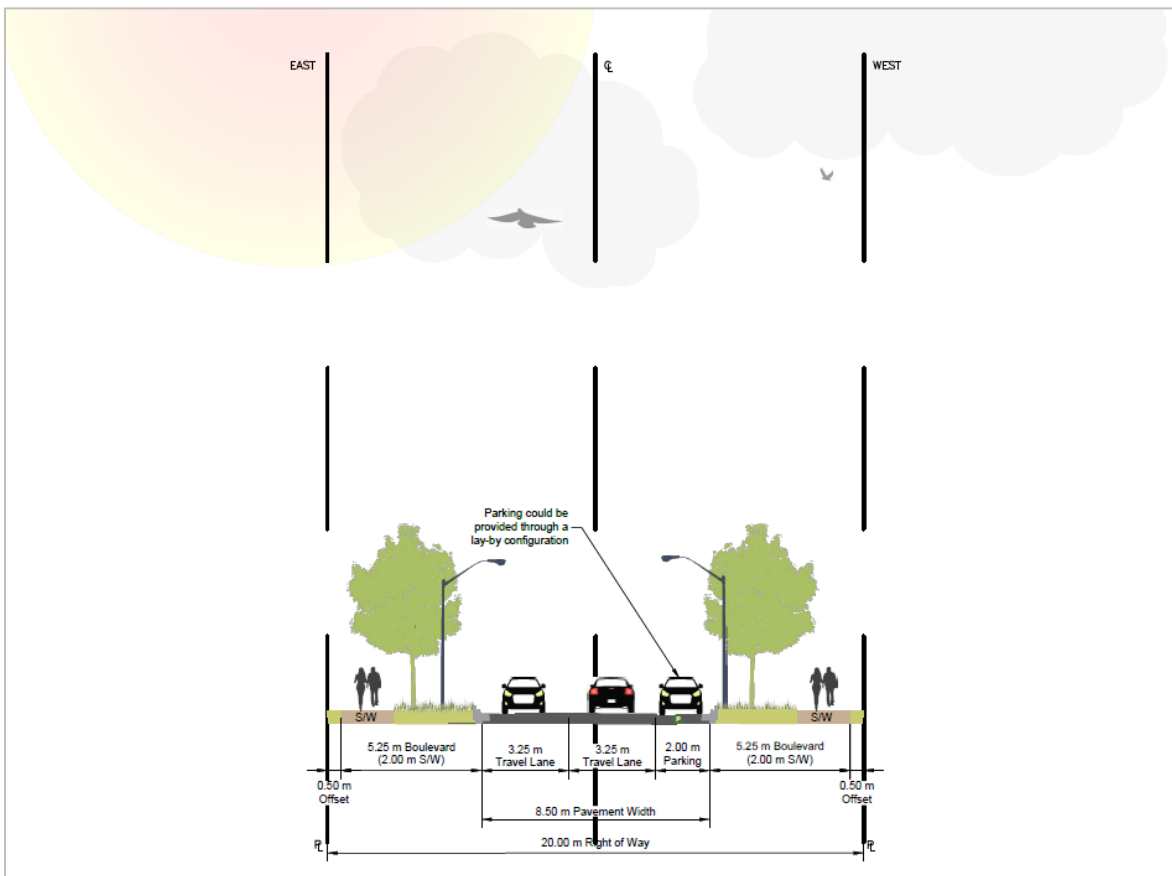


Figure 48: N-S Local Road, 20.0 m ROW

The functional street design characteristics of the proposed street network will be consistent with the Midtown Environmental Assessment and the Midtown Oakville Draft OPAs. The proposed street network will support intensification in Midtown through creating a structure of development blocks, opportunities for direct vehicular access, and establishing conditions to substantially improve the multi-modal network.

The proposed street network creates four developable blocks that accommodate development that makes efficient use of the land and available infrastructure and supports the function of the internal road network.

Site Vehicular Access

Each of the development blocks will have multiple points of vehicular access including:

- Block 1- one access from South Service Road East and one from the new West Local Street.
- Block 2- one access from South Service Road East and one from the new East Local Road (not on the Subject Lands); and,
- Block 4- one access from the new East Local Road (not on the Subject Lands) and one from the Cross Avenue Extension.

Each access driveway will connect to an internal vehicular circulation system that accommodates pick-up and drop-off needs, access to loading facilities, emergency access opportunities, and access to underground parking garage ramps.

Transit

The proposed development is premised upon the fundamental goal of establishing mobility choice in Midtown Oakville. As described in **Table 5**, the Future E-W Arterial Road (Cross

Avenue Extension), west of the N-S Minor Arterial, and the N-S Minor Arterial, accommodate a 3.50 m BRT Lane, designed to accommodate the future Trafalgar BRT, as envisioned on Schedule L4 of the Draft Midtown OPA from April 2024 and Schedule L5 of the Draft Midtown OPA from September 2024 (**Figure 25 & 26**).

Pedestrian & Cycling Movements

The proposed road network creates a modified grid pattern that not only allows for the efficient movement of vehicles throughout the Subject Lands but creates a safe pedestrian and cycling network that encourages the use of sustainable modes of transportation. Pedestrian access and circulation is afforded from all sides of all four development blocks, as observed through the 2.0 m to 2.70 m sidewalks provided on each side of the proposed roads. The sidewalks have been designed to support pedestrian safety and enjoyment and are foundational to the creation of a vibrant and engaging public realm. Private mid-block pedestrian linkages are also provided through each block, and to each residential building and non-residential retail space within the podiums of the residential buildings.

2.0 to 3.5 metre wide separated bike lanes have been provided along the Arterial and Collector Roads, as envisioned through Schedule L5 of the Draft Midtown OPA from April 2024 and Schedule L6 of the Draft Midtown OPA from September 2024 (**Figure 27 & 24**). The bike lanes will contribute to the creation of a continuous and comprehensive bike network throughout Midtown that will increase the mobility options in the community. The proposed development will also feature cyclist and pedestrian amenities such as short-term and long-term bike parking and storage rooms, street furniture, and large landscaped areas,

designed to encourage the use of active transportation.

Parking and Loading

Vehicular parking is to be provided in below-grade parking facilities within each residential block. A series of at-grade vehicular contact points, such as pick-up/drop-off facilities, service vehicular loading areas, and emergency vehicle access conditions, are also planned to ensure that the development is appropriately serviced and efficiently connected to the transportation system. The proposed development provides a total of 4,707 parking spaces, including 3,477 residential spaces (effective rate of 0.50 spaces/unit), and 1,230 non-residential parking spaces, that will be shared between visitors and retail use. The non-residential parking allocation includes 1,044 residential visitor parking spaces (effective rate of 0.15 spaces per unit) and 186 non-residential (retail) parking spaces. Appropriate accessible parking spaces will be provided.

A total of 6,963 bicycle parking spaces will be provided for the residential uses on the Subject Lands including, 5,216 spaces for long-term use and 1,739 spaces for short-term use. An additional 8 bicycle parking spaces will be provided for the retail/commercial uses. The long-term spaces will be located in secure facilities in the underground parking garage, at grade, or on the mezzanine level, and the short-term spaces will be generally located near visitor entrances, to increase convenience. The bicycle parking spaces for the commercial uses will be provided in close proximity to the retail uses, along the development frontage of the E-W Collector Street.

Each building, or group of buildings in a development block, have been evaluated

against the practical, functional, and policy requirements with the various types of loading operations that would be experienced on a daily basis. Each residential tower will generally be assigned one refuse collection loading space, that complies or exceeds, the Towns' dimension requirements. As stated in the TIS prepared by BA Group, the proposed parking and loading is sufficient to meet the needs of the proposed development which, lies within a PMTSA.

MTO Setback

As the Subject Lands are located immediately south of the QEW, the Ministry of Transportation ("MTO"), requires a minimum setback limit of 14.0 m from the property line of the Subject Lands. As shown on the Site Plan prepared by G & C, a 14.0 m setback will be maintained from the northern property line.

Land Use

The proposed development consists of a mix of residential, commercial, and community uses, that support the evolving character of, and vision for, Midtown as a liveable, high-density, urban environment. Each of the uses have their own function that work collectively to meet the daily living needs of residents and visitors; the residential uses are intended to contribute to the range of compact housing options, the commercial uses will contribute to the mix of jobs and local retail and services, and the community uses will contribute to the recreational opportunities and amenities in the community.

Table 6 below outlines the proposed land use mix of the proposal.

TABLE 6: PROPOSED LAND USE MIX

Block	Residential Area (GCA)	Commercial Area (GCA)	Open Space Area	Amenity Area	Total Block Area
Block 1	215,053 m ²	2,175 m ²	---	14,020 m ²	24,949 m ²
Block 2	202,404 m ²	1,362 m ²	---	13,031 m ²	22,094 m ²
Block 3	---	---	18,687 m ²	---	18,687 m ²
Block 4	133,978 m ²	2,312 m ²	---	7,155 m ²	13,255 m ²

Open Space

The proposed development is anchored by a 1.87 ha public park located in the southwest corner of the Subject Lands. The location of the public park has been selected to align with the location of the park shown in the draft Midtown OPAs (both April 2024 and September 2024 versions) (**Figure 23 & 24**). The public park will include spaces for passive and active recreation opportunities that will improve the quality of life of residents and visitors, enhance the character of the community, and contribute to efforts for environmental sustainability. The proposed public park will include hardscaping, softscaping, trees, and open space. The park has frontage along two roads: the proposed E-W Collector Road and the N-S Arterial Road, which connects the park to the public realm. Each of these roads have enhanced streetscape elements including, a bike lane, landscape strip, and pedestrian sidewalk, that provide a seamless transition to the park and augment the public realm.

The public park will be conveyed to the Town as a condition of development, in fulfilment of the required parkland dedication, as set out in the *Planning Act* and the Town of Oakville’s Parkland Dedication By-law. It is noted that the 1.87 ha park represents an over dedication of parkland that will need to be discussed with the Town.

Two privately owned publicly accessible open spaces (“POPS”) are included in Blocks 1 and 2, acting as mid-block pedestrian connections and providing opportunities for additional landscaping.

The park will also be supplemented by private amenity spaces within each of the development blocks, providing space for the recreational and amenity needs of residents of buildings within those blocks.

Building Heights & Built Form

The proposed development will facilitate the development of Blocks 1, 2 and 4, with seven (7) mixed-use buildings, with 16 high-rise residential towers, that range in height from 30 to 48-storeys. Overall, the proposed development includes a Gross Construction Area (“GCA”) of 557,284 m² (551,435 m² and 5,849 m²), resulting in a gross FSI of 5.0 and Net FSI of 9.2, and 6,954 residential units.

Table 7 below outlines the number of towers, height of the towers, number of residential units, floor space index (“FSI”), and gross construction area (“GFA”) proposed within each of the blocks.

TABLE 7: BUILDING HEIGHTS, FSI, UNITS, AND GCA

Block	Towers	Height	FSI	Units	GCA
Block 1	6 Towers	35-48 storeys	Gross: 5.0 Net: 8.7	2,746 units	217,228 m ²
Block 2	6 Towers	35-48 storeys	Gross: 5.6 Net: 9.2	2,584 units	203,766 m ²
Block 4	4 Towers	30-40 storeys	Gross: 4.3 Net: 10.2	1,624 units	136,290 m ²

The proposed tall buildings have been designed to align with the urban design direction of the urban design-related OP policies and the Town of Oakville’s Liveable by Design Manual (2019). The following section provides a brief overview of the built form of each proposed building, which is discussed further in **Section 4.3** of this report.

The design intent of this multiphase development is to group the buildings into pairs of buildings with a similar design aesthetic linked with a continuous base/podium building. These tower pairs would have a similar design but variations through differing tower heights and a variation of the exterior design treatment.

All towers atop 2- and 4-storey podiums are set back from the face of the podiums, which are sited along the street. The materiality of each podium is distinct from the material of the tower. Typically, masonry is used for the podium, and there is variation in colour and scale from block to block. The proposed development also includes active uses at grade that will activate and enhance the streetscape along future public streets where appropriate. It should be noted that due to the significant change in grade from south to north and the nature of the future N-S Arterial Road, not all podium edges are appropriate for active uses, such as non-residential uses along the E-W Collector Road and areas in Block 4 located

along the Arterial Roads to the south.

A maximum floorplate of 800 m² has been provided for each of the buildings that accommodates a slender tower design that optimizes the efficiency of the Subject Lands, minimizes shadowing as stated in the Shadow Impact Study prepared by G & C, and the impacts of wind, as stated in the Wind Study prepared by Gradient Wind. A 30.0 m minimum separation distance has been provided between building towers. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline.

The proposed development has been designed using creative and innovative design principles that will create attractive and unique buildings that contribute to the character of Midtown as an increasingly urban, dense, and liveable urban growth centre.

Built Heritage

An HIA has been prepared by ERA to assess the impact of the proposed development on the heritage resources on the Subject Lands. The Subject Lands contain a remnant two-storey brick building (currently vacant), designed by Beck & Eadie and completed in 1948 as part of the General Electric Lighting Lamp Plant (the

"GE Lamp Plant", the "Plant"). The office building is the only remaining structure that formed part of the Plant, which was decommissioned in 2009.

The Subject Lands are designated under Part IV, Section 29 of the *Ontario Heritage Act* ("OHA"). While the designation applies to the entire property, the identified cultural heritage value and attributes are associated with the 1948 office building, fronting on South Service Road East.

The proposed treatment of the remnant office building is not yet determined. To limit and/or mitigate potential impact on the Subject Lands cultural heritage value, options for the conservation of the existing heritage resource have been explored, including retention in situ, relocation on- and off-site, and documentation, salvage, and interpretation.

While additional investigation is required, the HIA currently recommends that the remnant office building be relocated on-site and/or be integrated with new construction. These options, as well as other options, will be explored through further discussions as the development process moves forward.

As a condition of approval, a robust Interpretation Plan to interpret the history of the GE Lamp Plant and Oakville's industrial development is also recommended.

Sustainability

The proposed development considers several sustainable design practices to ensure the resiliency of the proposal, which will be further developed through the future stages of the design and approval process.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss. All buildings will be designed with a balanced glazing to solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations, providing natural ventilation.

Potentially, a real-time transportation screen will be provided in each lobby to encourage public transit, displaying real-time information on transit schedules. Car-share and electrical parking spaces equipped with charging stations will be provided within the parking structure. The proposal recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles. Long-term and short-term bike parking and storage will be provided across the Subject Lands.

Regarding the community's well-being, the proposed public park and POPS will provide green spaces with gathering opportunities and additional pedestrian paths. Potentially, the proposed public park could include a children's play area. A landscaped terrace area with chairs and tables will be provided on the roof of each base building, offering additional space for socializing.

In choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant species, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design.

Phasing

As shown on the Phasing Plan enclosed with the UDB prepared by MHBC, the proposed development will occur through a series of phases, that will be coordinated with the provision of infrastructure including, transportation, transit, water and wastewater, stormwater, and utility infrastructure. The phasing of the development will support the creation of a compact, pedestrian-oriented and transit-supportive urban form. Further discussions with the Town will be required relative to the delivery of infrastructure within each phase, which will occur at the Zoning By-law Amendment and Draft Plan of Subdivision Approval process stage.

3.3 Implementing Policy

Proposed Official Plan Amendment

The proposed Official Plan Amendment ("OPA") seeks to amend the mapping and text of the LOP to facilitate the redevelopment of the Subject Lands with a mixed-use comprehensive development that features residential, commercial, and community uses. The Subject Lands are currently designated as 'Office Employment' in Schedule L3 of the LOP (**Figure 14**). The OPA seeks to redesignate the Subject Lands to a site specific 'Urban Core' designation that allows for the development of the Subject Lands with seven (7) mixed-use buildings, with 16 towers with heights up to a maximum of 48 storeys, a 1.87 ha public park, two (2) POPS,

and a multimodal transportation network. As demonstrated in the following sections of this report, the proposed OPA, inclusive of the site-specific increase to the permitted height and revisions to the road network, are appropriate for the Subject Lands and are necessary to allow for the optimized intensification of the underutilized lands, with a redevelopment which conforms to, and implements the vision for, the Midtown Oakville PMTSA. The OPA will seek to amend the in-effect Official Plan designation and associated policy framework as follows:

- Schedule L1, Midtown Oakville Land Use is amended by changing the designation on the Subject Lands from Office Employment to Urban Core as shown on Schedule A, attached to the Draft OPA.
- Schedule L2, Midtown Oakville Building Heights is amended by changing the permitted height on the Subject Lands from 2-6 storeys, to a maximum of 48 storeys.
- Schedule L3, Midtown Oakville Transportation Network is amended by changing the location, alignment, and right-of-way width of the future roads.
- The text of the Livable Oakville Plan is amended by adding a new Section 20.6.X to Section 20.6 Midtown Oakville Exceptions- Schedule L1, L2, and L3 of the Livable Oakville Plan, which reads as follows:

"20.6.X. On the lands designated Urban Core, located at 420 South Service Road East, buildings with heights up to 48 storeys shall be permitted.

Notwithstanding Schedules L1, L2 and L3, the following road network shall be provided on the lands located at 420 South Service Road East:

- A N-S Local Road with a right-of-way width of 20.0 metres;
- A N-S Arterial Road with a right-of-way width of 30.0 metres;
- A E-W Collector Road (Davis Road Extension) with a right-of-way width of 26.0 metres; and,
- A E-W Arterial Road (Cross Avenue Extension) with a right-of-way width of 30.0 to 36.0 metres.

And shall be further defined and implemented through a Draft Plan of Subdivision.

The residential density and maximum floor area for residential and retail uses shall be regulated through the implementing zoning by-law."

The draft OPA is included in **Appendix C** of this report.

3.4 Future Implementation

The future implementation of the proposed development will be facilitated through several development applications including a Draft Plan of Subdivision, Zoning By-law Amendments and Site Plan Applications.

Draft Plan of Subdivision

As stated in the LOP, development in urban areas should take place in accordance with comprehensively designed registered plans of subdivision, that consider development criteria identified in the *Planning Act*, the policies of the LOP, and the provision of adequate servicing infrastructure. A future Draft Plan of Subdivision

application will be submitted to delineate the block structure of the proposed development which, will implement the designations and policies proposed through the proposed OPA, and future ZBA application. The structure delineated through the Draft Plan of Subdivision will be designed to create an efficient site layout that optimizes the use of the land and available infrastructure and achieves a high standard of design. The public development blocks including the road network and public park, will be conveyed to the Town through the Draft Plan of Subdivision.

Zoning By-law Amendment

Future Zoning By-law Amendment applications will be facilitated on an area basis for the Subject Lands. Currently, the Subject Lands are zoned as 'E2 and E1, SP 732 and 837, 32T', as per ZBL 1984-63 and 'MTE, T6', as per ZBL 2014-014. A Zoning By-law Amendment is required to re-zone the lands to allow for the redevelopment of the site with a mixed-use high-rise redevelopment that implements the vision for the lands described in the proposed OPA. Those areas that are intended for the development of high-rise towers, will be re-zoned to allow for a mix of residential and commercial uses in an urban form, with appropriate development standards such as, setbacks, stepbacks, cyclist amenities, amenity areas, and landscaped areas. The public park proposed in the southwest corner of the site will be zoned appropriately for public park uses.

Site Plan

The proposed development will be subject to Site Plan Control. Site Plan applications will be

submitted on a block-by-block basis and will implement the uses, heights, and densities envisioned for the mixed-use community through the proposed OPA, the site standards created through the future ZBA application, and the block structure delineated through the future Draft Plan of Subdivision Application. Town and Regional standards for the development of the site will be met through the Site Plan Applications.

3.5 Pre-Consultation Meeting

A pre-consultation meeting was held on September 25, 2024, to discuss the proposed development on the Subject Lands. Members from the Town of Oakville, Region of Halton, Conservation Halton, and the Ministry of Transportation were in attendance.

A copy of the initial pre-consultation meeting report is attached to this report as **Appendix A**.

Section 3.6 below identifies the reports and materials that were requested as the pre-consultation meeting as part of a ‘complete application’ and are included as part of this application submission.

3.6 Supporting Studies

The following plans and studies have been prepared in support of the proposed development and implementing OPA:

Submission Material	Consultant
Planning Justification Report including, Draft OPA	MHBC
Urban Design Brief including, Area Specific Plan & Phasing Plan	MHBC
Aerial Photo	-
Executed Application Form	Owner & MHBC
Plan of Survey	JD Barnes
Architectural Plans <ul style="list-style-type: none"> • Site Plan and Statistics • Floor Plans • Building Elevations and Sections • 3D Massing • Sun/Shadow Study 	Graziani & Corazza Architects
Civil Engineering Plans/Reports <ul style="list-style-type: none"> • Functional Servicing and Stormwater Management Report; • Site Grading Plan; • Site Servicing & Grading Plan; 	Urbantech
Transportation Impact Study	BA Group
Landscape Plans & Details <ul style="list-style-type: none"> • Tree Canopy Cover Plan • Streetscape Plans 	MHBC, Landscape
Arborist Report & Tree Protection Plan	GLN
Heritage Impact Study	ERA
Environmental Site Assessment Phase I and II	EXP
Environmental Impact Assessment	Stantec
Noise & Vibration Impact Study	GHD
Land Use Compatibility Study	GHD
Wind Study	Gradient Wind
Geotechnical Report	EXP
Hydrogeological Report	EXP
Stage 1 Archaeological Assessment	ASI

3.7 Community Information Meeting

A virtual community information meeting was held on October 23, 2024 to discuss the proposed development on the Subject Lands with the public, gather public feedback, and respond to any questions.

In total, 4 members of the public attended the meeting. Notices were circulated two weeks in advance to those specific on the mailing list created by the Town of Oakville which, included those within 240 m of the Subject Lands as well as additional bodies, as determined by the Town.

A copy of the Community Information Meeting Minutes is attached to this report as **Appendix B**.

4.0 Planning and Design Evaluation

The following section consists of an evaluation of the land use components and design of the proposed development including, the densities proposed, the connectivity, accessibility, and fluidity of the site, the mix of uses, and the impacts of the development on the Subject Lands and the surrounding areas. The intent of the analysis is to articulate how the vision for the proposed development contributes to the creation of a liveable, vibrant, and urban community in the Midtown Oakville PMTSA.

4.1 Transit Oriented Development – Supportive Density

Midtown Oakville is located along the Lakeshore West GO Line, anchored by the Oakville GO/VIA Station, that acts a hub for existing and planned local and regional transit systems. Due to the connectivity of Midtown to existing and planned transit, Midtown Oakville has been identified as the Town’s primary SGA, planned to achieve a minimum density of 200 residents and jobs per hectare. Midtown Oakville is envisioned as a complete community, with a range of housing

options for those at various stages of life, whose mobility is supported by a multimodal transportation system that integrates Midtown Oakville with the broader Oakville community.

The proposed OPA capitalizes on the proximity of the Subject Lands to existing and planned public transit, through transforming the site into an urban, mixed-use community that achieves transit-supportive densities. The proposed OPA will allow for the development of 16 high-rise towers that range in height from 30-48 storeys, and achieve a gross FSI of 5.0, and a net FSI of 9.2. The proposed development will achieve a density of 1,058 people and jobs per hectare¹. This level of intensification is required in order to deliver the significant infrastructure proposed by the Town in this area of Midtown. Further, the predominant form of housing provided is high-density residential housing that broadens the range and mix of housing in the Town to increasingly compact, and affordable housing types, that encourages the use of transit and supports the Town in meeting the Regional and Provincial minimum growth targets for the PMTSA. The residential densities proposed will be supported by a community structure and amenities that are designed to accommodate dense, urban communities, and encourage the use of alternative modes of transportation.

¹ People per hectare: $11,543.64 \text{ people} (1.66 \text{ people per unit (rate for residential high-rise buildings)} \times 6,954 \text{ units}) / 11.04 \text{ ha} = 1,046 \text{ people per ha}$
Jobs per hectare: $136 \text{ jobs} (5,849 \text{ m}^2 / 43 \text{ m}^2 \text{ per job}) / 11.04 \text{ ha} = 12 \text{ jobs per ha}$

People and jobs per hectare: 1,058 people and jobs per hectare
**Rates are based on the Region of Halton, 2022 Development Charges Background Study for Water, Wastewater, Roads & General Services*

4.2 Connectivity & Accessibility

The Subject Lands occupy 11.08 ha (27.39 acres) of land, immediately south of South Service Road East, east of Trafalgar Road and west of Chartwell Road, making it one of the largest, most visible, and most accessible sites in Midtown Oakville. The proposed development has been designed to recognize the opportunities presented through the location of the Subject Lands by creating a multimodal transportation network that supports the connectivity and accessibility of multimodal transportation, both within and beyond the confines of the site. To achieve the street network proposed by the Town in this area of Midtown, the level of intensification as proposed by the OPA is required.

The proposed street network establishes public roads on the east side of Trafalgar Road, where transportation infrastructure is required to be expanded to support growth. The general location, alignment, and ROW width of each of the proposed roads, is consistent with the road network shown on Schedule L4 and L5 of the Draft Midtown OPA released in April 2024 (**Figure 25 & 27**) and Schedule L5 and L6 of the Draft Midtown OPA released in September 2024 (**Figure 26 & 24**). One minor change is proposed to the N-S Local Road, to align more effectively with the western property line of the Subject Lands, and in turn, allow for the creation of more logical development blocks. The change is minor and does not affect the functionality of the street network. The new major street network remains consistent with the Draft Midtown OPAs including, the extension of Davis Road and Cross Avenue through the Subject

Lands, and the creation of a new north-south grade separated Arterial Street across the QEW corridor to the north (road-over-highway-overpass) and across the Metrolink/CN rail corridor to the south (rail-over-road underpass).

Each of the ROW's can accommodate multiple modes of transportation including, personal vehicles, pedestrians, and in most cases, cyclists and transit vehicles, effectively balancing the need to shorten vehicular travel times while providing safe and enjoyable experience for cyclists and pedestrians.

As seen on the Pedestrian Circulation Plan in the UDB prepared by MHBC, a continuous network of sidewalks will be provided along street frontages to support a comfortable pedestrian environment. 2.0 m to 2.70-metre-wide sidewalks have been provided on each side of the new public streets, to ensure direct and convenient pedestrian access to the abutting development blocks and planned transit routes, that link the proposed development to Midtown Oakville and the broader community. The sidewalks have been designed to support a safe and attractive pedestrian network foundational to a vibrant and engaging public realm. In addition to the future public sidewalks, each development block will provide internal pedestrian paths that safely connect visitors and pedestrians throughout the blocks. On Blocks 1 and 2, two 20-metre-wide POPS are proposed to act as midblock pedestrian connections, that link the future E-W Collector Road to the interior of each block, increasing the permeability and connectivity through the Subject Lands.

Separated bike lanes have been provided along the Cross Avenue Extension (E-W Arterial), Future N-S Minor Arterial, and the Davis Road Extension (E-W Collector), as envisioned through Schedule L5, Midtown Oakville Active

Transportation of the Draft Midtown OPA, from April 2024 and Schedule L6, Midtown Oakville Active Transportation of the Draft Midtown OPA from September 2024 (**Figure 27 & 24**). The bike lanes will contribute to creating a continuous and comprehensive bike network throughout Midtown that will increase mobility options in the community. The proposed development will also feature cyclist and pedestrian amenities such as long- and short-term bicycle parking, street furniture, and large landscaped areas to encourage active transportation. The enhanced connectivity, convenience, and quality of the pedestrian and cyclist infrastructure are intended to improve the experience of those using the infrastructure.

Access to the development blocks will be facilitated through a maximum of two shared private driveways per block to minimize pedestrian and vehicular conflict points and support continuous sidewalks as much as possible. The proposed driveways will direct vehicular-related activities, including access to underground parking, loading and servicing away from the pedestrian environment. The vehicular access points are strategically located away from major intersections and the proposed Collector Road to protect the function of each roadway and allow for convenient access to each block.

Each of the public roads proposed will be conveyed to the Town, as a condition of the future Draft Plan of Subdivision Application.

4.3 Built Form & Architectural Design

Block and Site Design

Blocks 1 and 2 encompass six high-rise buildings atop podiums. Block 4 is slightly smaller than the other development blocks and features four high-rise buildings atop a podium. The placement of the base buildings on each block is based on the planned street network.

The proposed base buildings are primarily placed parallel and close to the property lines to frame the street edges and create a continuous streetwall along public roads. On the south edge of Block 4, all the buildings are consistently set back 5 metres, allowing space for a greenway along the future east-west Arterial Road.

The buildings are set back at most corners, including the intersections of the future North-South Arterial Road with both the future Collector Road and the East-West Arterial Road. This design creates a 'forecourt' area at the corners, providing ample space for entrances and clearly defining the corners.

Buildings are sited on each development block to provide appropriate separation distance between them.

Massing and Height Structure

The proposed height distribution and massing of buildings on the Subject Lands is based on multiple considerations, including the planned context for Midtown Oakville, recent draft versions of the Town-led OPAs for Midtown, and the considerable size and location of the Subject Lands away from low-rise neighbourhoods while located in proximity to Oakville Go Station, QEW and future BRT on

Trafalgar Road. Each development block is large enough to easily accommodate multiple tall buildings while addressing the urban design policies and guidelines.

Midtown Oakville is not only identified as a Growth Area by the Town but is also designated as a PMTSA, and as such, will provide for the greatest heights and densities in the Town. Midtown will be a primary intensification area with a range of employment, commercial, and residential uses concentrated around the transit station area. Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents per hectare by 2031, in accordance with the ROP and the PPS (2024).

While the proposed heights are higher than the permitted range by the current OP, they are generally in line with those proposed on Schedule L7 of the Draft OPA from April 2024, as the Planning Staff has identified these heights to support the vision for Midtown and meet the required growth targets of the PMTSA. The proposed heights are appropriate for utilizing the significant investment in public transportation in Midtown Oakville and avoiding the growth pressure on other areas of the town.

The overall distribution of height has the tallest towers at the intersection of the north-south Arterial Road and North Service Road, close to the highway, tapering down south and toward east and west, going from 48- to 30-storey at the southeast corner of the Subject Lands. Additionally, each block features varying building heights, creating visual interest and a distinct skyline.

Podiums

As outlined previously, the proposed podiums are positioned close to and generally parallel with the future streets. To address the significant grade change and mitigate the

impact of the slope on pedestrian perception of height, the proposed podium heights range from 1 to 4 storeys. Additionally, the overall design of the podiums reduces the perceived height by stepping back the upper levels and/or limiting the height to 1 or 2 storeys in certain sections around the towers, providing a more appropriate pedestrian scale height along the streets. The proposed heights are appropriately scaled for the Subject Lands, which have a unique grading condition.

On each block, all the podiums are at least 20 metres apart, exceeding the required 15 metres per OPA from April and September 2024, respecting view, privacy and access to light and, in some cases, providing access and amenity spaces at grade.

As mentioned, the podiums have been designed with grade changes to screen the garage structure from public view by embedding them as much as possible underground. The length of the podiums is also broken up by providing significant insets along the streets and corners. These base buildings frame the streets with active uses, including residential and commercial uses, in keeping with the intent of the Livable by Design Guidelines and Designing Midtown Guidelines.

Towers

The proposed development encompasses 16 residential towers on Blocks 1, 2 and 4, ranging in height from 30- to 48-storey. On each block and collectively as a master plan, they have been sited to minimize adverse impact on the public realm and surrounding planned and existing context.

Taller towers are proposed along the north property line, closer to the highway, tapering down to the south, east and west. Tower elements are separated by 30 metres per the

OPA from April 2024. It should be noted that the Livable by Design Manual requires a minimum of 50 metres between towers for towers over 30 storeys, and OPA from September 2024 requires 35 metres above the 25th level. A minimum 30-metre tower separation will limit impacts on the context and provide adequate access to sunlight and sky view.

To further reduce the visual impact of the tower elements on the public realm at grade, most towers are significantly set back from the podiums, creating a pedestrian scale-built form at grade. Six corner towers partially meet the grade while they are set considerably back from the edges of the blocks, thus creating a publicly accessible forecourt, defining the corners through site design and built form.

The proposed tower floorplates are 800 square metres. While the tower floorplate sizes slightly exceed the 750 square metres floorplate size prescribed by the guidelines, they feature a more pointed tower shape and dynamic design to avoid slab-like structures, maximizing access to the sun and minimizing shadow impact. Each development block features a unique tower design, adding interest and variety to avoid uniformity across the Subject Lands.

The massing of the towers includes varying shapes across the blocks along with varying heights to provide a community of distinct buildings while composing a distinct skyline. Rectangular/offset tower floorplates assist in sculpting the proposed built form on the skyline by breaking down the tower massing. In contrast, curved tower floor plates contrast and complement the rectilinear towers and podiums.

The design of the top portion of the towers varies across the proposed development. In some cases, the top portions are stepped to provide a lower and upper portion, which

provides visual interest and identity to the tower, while others carry up the continuous tower plate form and use the facade treatment to define further and integrate the top of the building.

Architectural Articulation & Materials

Generally, the proposed podiums across the Subject Lands will employ various masonry material colours to provide an individual identity, and the arrangement of the material will further define the built form. Each tower pair on each block features a façade design that relates to its pair; some have a grid-like treatment, while others use a mix of vertical elements in combination with a larger grid design or employ a stacked, rectangular grid treatment that is offset by linear balconies. The similarity in materials on each block ties the towers together, while their articulation/expression and differing tower heights give them their own identity.

The detailed design and materiality of the proposed buildings will be further explored through the Site Plan approval stage.

4.4 Open Space

Different types of open spaces, landscaping and amenity areas are proposed throughout the Subject Lands, including a public park, two POPS, indoor and outdoor amenity spaces for each building and landscaping along the public streets.

The proposed development is anchored by a 1.87 ha public park, in the southwest corner of the Subject Lands (Block 3). The location of the park generally aligns with the parks and open space network envisioned for Midtown, as

shown on Schedule L3 of the Midtown OPA from April of 2024 and Schedule L6 of the Midtown OPA from September 2024 (**Figure 23 & 24**). The public park represents 16.9% of the total site area (an over dedication of the Planning Act requirement) and will be conveyed to the Town in fulfillment of the required parkland dedication.

The public park will provide a space residents to gather, collaborate, and partake in recreational activities that collectively enhance quality of life and support the creation of a complete community. The park is of an adequate size and shape to support the recreational needs of the community and will feature active and passive programming, that will be determined in conjunction with the Town. As seen on the Landscape Plan prepared by MHBC, the park features hardscaping, softscaping, trees, and furnishing, that create a high-quality public space.

The 1.87 ha public park is located in Block 3 which has frontage along the E-W Collector Road, and the N-S Arterial Road, that connects the park to the public realm as well as active transportation and transit routes that increases the visibility and accessibility of the proposed park. Each road has enhanced streetscape elements, including a bike lane, landscape strip, and pedestrian sidewalk.

To manage the proposed park's drainage, considering substantial changes in grade along the street frontages, the park's southeast corner is significantly elevated from the public streets. These edges will be terraced and landscaped to soften these edges and create a more human-scale, attractive pedestrian environment, avoiding the need for a tall retaining wall at the corner along the future streets.

The two proposed POPS on Blocks 1 and 2 will provide publicly accessible open space to expand and complement the proposed open space network in Midtown. The proposed POPS are designed to provide opportunities for socializing, resting, and related commercial use spillover (patios). Landscaping elements will be incorporated to shape and define the use of these spaces, encompassing hard and soft landscaping elements. Furthermore, the POPS are framed by podiums with commercial uses and residential lobbies that will animate and provide passive surveillance.

In addition to the proposed public park and the POPS, the development provides indoor and outdoor amenity spaces.

4.5 Block Size and Porosity

The proposed street network creates four developable blocks that accommodate developments that make efficient use of the land and available infrastructure and support the function of the internal road network. These blocks will comprise buildings with a mix of residential, commercial, and community uses, aligning with Midtown's evolving character and vision as a liveable, high-density, urban area.

As stated, the internal road network proposed has been designed to generally implement the transportation system envisioned in the Draft Midtown OPA released in April 2024 and the Draft Midtown OPA released in September 2024 including, the extension of Davis Road and Cross Avenue and the creation of a new N-S grade separated Arterial Road. As stated in the TIS prepared by BA Group, the proposed road

network is predicated on providing multimodal mobility, and is appropriate for the development, given the transit-oriented nature of Midtown Oakville.

Blocks 1 and 2, are of similar size, and feature six (6) mixed-use buildings with 12 high-rise towers. Block 3 consists of the 1.87 ha public park, that exceeds the required parkland dedication for the proposal. Block 4 is slightly smaller than the two other development blocks and features one mixed-use building with four high-rise towers. Each of the blocks are of sufficient size to accommodate the proposed high-rise buildings and associated podiums, the internal driveway network, loading areas, and amenity areas, and implement the Town's urban design direction for high-rise towers including, required separation distances, setbacks, and setbacks. Each of the development blocks have been designed to prioritize the ease-of vehicular, pedestrian, and cyclist movement both within the development block, and to the internal transportation network.

4.6 Mix of Uses

Midtown Oakville is envisioned as a high-density, mixed-use community. The proposed development has been designed to respond to this vision, through facilitating the creation of a compact, urban environment with a mix of residential, commercial, and community uses. The following section consists of an analysis of how the residential and commercial uses proposed address the need for housing and the provision of retail uses and employment opportunities.

Addressing the Need for Housing

As stated in the Town of Oakville Housing Strategy and Action Plan (2023), the Town is currently working towards achieving two housing targets. In November 2022, the Province passed Bill 23, More Homes Built Faster Act, 2022 which assigned housing pledges to several fast and large growing municipalities. Bill 23 prompted the Town of Oakville to pledge to approve 33,000 new housing units by 2031 which, equates to 3,300 homes per year. Also in November 2022, the Region of Halton Official Plan assigned a regional housing target for the Town of Oakville of building a minimum of 44,800 new residential units by the year 2041. In response to increasingly regional and provincial pressures for growth, the Town recently drafted the Housing Strategy and Action Plan (2023) that sets out lofty regional and provincial housing objectives for the Town. The Housing Strategy identifies that, based on the Town's Development Charges Background Study- 2031 Projection, the Town is predicted to achieve 16,321 homes by 2031, or 1,813 homes per year. Therefore, it is projected that Oakville will meet less than half of their housing pledge made in response to Bill 23.

The Town's housing stock is currently dominated by low-rise housing options; high-rise housing currently makes up only 12% of the Town's housing mix. To achieve the Town's ambitious housing targets, the Town must support the creation of higher density and compact housing forms, particularly in PMTSAs such as Midtown, where growth is planned and accommodated for. Since 2006, Midtown Oakville has been identified as one of 25 SGAs designated by the Province's Growth Plan, intended to accommodate transit-supportive intensification and growth and meet a minimum

density of 200 residents and jobs combined per hectare. The LOP includes numerous references throughout the plan which state that Midtown Oakville, as one of the Town's primary growth areas, will accommodate the highest levels of intensification, and is intended to be developed as a vibrant, transit-supportive, mixed-use centre. Similarly, the Draft Midtown OPA released in April 2024, set out a vision for Midtown Oakville, as a high-density, urban destination that contributes to the range of housing options in the Town.

The proposed OPA represents an opportunity to provide high-rise housing options that will not only support the evolution and growth of Midtown as a PMTSA but will provide much needed housing for the Town to meet their required growth targets. The proposed OPA allows for the development of 6,954 residential units across 16 high-rise towers, that feature a range and mix of unit sizes, typologies, and tenures, that will diversify the housing stock in the Town to reflect contemporary housing needs for smaller households who are seeking smaller and more attainable housing options close to transit.

Retail and Service Provision & Employment Opportunities

Section 20.2.1. of the Draft Midtown OPA from April 2024 and Section 20.2.2. of the Draft Midtown OPA from September 2024 describe Midtown Oakville as a complete community, where those of all ages, abilities, and incomes can conveniently access most of the necessities of daily living including, a mix of jobs, and local retail and service opportunities. Community-serving retail and service commercial uses are encouraged throughout Midtown and should be

located at-grade to contribute to street character. Similarly, in Section 12.1.3. of the LOP, lands within mixed-use designations, such as the Subject Lands, are intended to create an animated street through the provision of retail and service commercial uses on the ground floor of mixed-use buildings, fronting onto the street. In 2016, the Town of Oakville undertook an Employment and Commercial Review that plans for employment and commercial growth to the year 2041. The Report found that, due to the increased pressure to supply commercial/retail lands, the demand for retail space will likely be met through more intensified, mixed-use developments. In particular, the Review states that the Town should explore policy alternatives that provide flexibility to consider non-employment uses, where appropriate, in the Midtown Oakville SGA, to promote mixed-use development that maintains the minimum target for people and jobs.

Schedule L6, Midtown Oakville Main Streets, of the Draft Midtown OPA from April 2024 and Figure E1, Active Frontages of the Draft Midtown OPA from September 2024 implement the goals of the LOP and the Employment and Commercial Review, for mixed-use commercial growth in Midtown, through designating select roads for public realm activation (**Figure 28 & 29**). Schedule L6 of the Draft Midtown OPA from April 2024 designates the extension of Davis Road as a 'Primary/Secondary Main Street'. Primary and Secondary Main Streets are intended to foster the creation of an animated, main street character, through providing active at-grade uses. Development fronting onto Primary Main Streets must provide a minimum of 70% active non-residential uses at-grade facing the Primary Main Streets frontages, and development fronting onto Secondary Main Streets shall provide a minimum of 40% of active non-

residential uses at-grade facing the Secondary Main Street Frontages. Figure E1, Active Frontages, of the Draft Midtown OPA from September 2024, also designates the extension of Davis Road as a location for 'Active Frontages'. Figure E1 also designates the N-S local road as an 'Active Frontage'. Buildings with active frontages identified on Figure E1 are to provide a minimum of 70% of the public realm frontage along the ground floor of the building as active at-grade uses.

The proposed development provides at-grade commercial space in those buildings that have frontage along the E-W Collector Road, identified as a 'Primary/Secondary Main Street' on Schedule L6 of the Draft Midtown OPA and an 'Active Frontage' on Figure E1 of the Draft Midtown OPA from September 2024 (**Figure 28 & 29**). In total, 5,849 m² of commercial GCA is provided across the proposed development. These at-grade commercial spaces are intended to activate the street, meet the daily retail and service needs of residents and visitors, and create employment opportunities in the community.

4.7 Shadow and Wind Impacts

A Pedestrian-Level Wind Study was undertaken by Gradient Wind in support of the proposed development, and made the following conclusions:

- Most grade-level areas within and surrounding the Subject Lands are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year.

- Windier conditions at-grade will occur within Blocks 1 and 2.
- Isolated regions of conditions that may occasionally be considered uncomfortable for walking are predicted between Blocks 1 and 2, Towers B and E, Towers D and F, Towers G and I, and Towers H and K.
- If feasible in the design, it is recommended that entrances to the non-residential frontage serving Blocks 1, 2, and 4 be located away from the central pedestrian walkways between Towers D and F and between Towers H and K and away from the windier areas along the north elevation of Block 4 that are suitable for walking. Alternatively, it is recommended that proposed commercial entrances in these locations be recessed into their respective building façades by at least 2 m.
- During the typical use period, conditions over the public park within Block 3 are predicted to be suitable for mostly standing, while conditions during the same period over the Block 4 potential park are predicted to be suitable for sitting over a majority of the park with conditions suitable for standing near the southeast corner of Tower P.
- Conditions within the common amenity terraces are predicted to be suitable for mostly sitting during the typical use period, which is considered acceptable without additional mitigation.
- The safety criterion may be exceeded on an annual basis within an isolated region between Blocks 1 and 2. It is recommended that an appropriate mitigation strategy to resolve potential wind safety exceedances and to improve pedestrian wind comfort over this area

be developed and confirmed as the design of the proposed development progresses. This work would be expected to support the future Zoning By-Law Amendment application and Site Plan Control application submissions.

The Shadow Study created by G & C Architect analyses the shadows cast by the proposed development on April 21, June 21, September 21 and December 21 at hourly intervals, beginning 1.5 hours after sunrise and ending 1.5 hours before sunset, per the Town's terms of reference. As mentioned previously, the proposed towers are massed and sited to minimize any potential shadowing impacts on the surrounding streets, open spaces, and residential properties. The study illustrates that the proposed development produces some shadows on the low-rise residential properties to the south only in the late afternoon for a couple of hours before sunset on April 21st, June 21st and September 21st.

4.8 Landscape Design and Amenity

Comprehensive landscaping is proposed throughout the development that augments and enhances the aesthetic appeal and functionality of the environment. As shown on the Landscape Plan provided by MHBC, landscaping has been provided in landscape strips in the streetscape, in the public park and POPS, and within the various at-grade and rooftop private outdoor amenity spaces.

The landscaping will be designed to create an attractive, vibrant, and sustainable atmosphere that encourages participation in outdoor

activities, fosters a sense of community, and enhance the life of residents and visitors. The landscape areas will work to not only improve the aesthetic of the environment, but also increase the Town's tree canopy cover, reduce the urban heat effect, and improve air and environmental quality. Native plantings will be used in the landscaped areas to provide ecological benefits to the Town that reflect the dominant plantings of the Region.

The public park is proposed to be terraced to add texture and structure to the park along the diagonal desire lines of travel, and levels out areas for recreational use. The terracing of the park also segments the park into several distinct areas so multiple users may enjoy the park simultaneously.

The detailed design of the landscaped areas and the proposed amenity areas will be further considered at a future phase of development.

4.9 Land Use Compatibility

The proposed development has been evaluated through a Land Use Compatibility ("LUC") Study and Noise Impact Report prepared by GHD that assessed the compatibility of the proposed development with existing and future industrial/commercial activities. The LUC Study prepared by GHD concluded that, based on the Ministry of the Environment, Conservation, and Parks ("MECP") D-6 Compatibility Guidelines, the air quality, odour, and dust impacts from the surrounding industries are not expected to impact the proposed development and the proposed development is considered compatible with the surrounding context. Due to the

proximity of the Subject Lands to the QEW, the LUC Study recommends the design measures that help minimize future occupant's exposure to Traffic Related Air Pollution ("TRAP"), such as facing all primary air intakes away from the highway, installing carbon and dust filters on all air intakes, and locating outdoor amenity areas away from the QEW.

A Noise and Vibration Impact Study was also prepared by GHD to assess (1) the noise impacts at the development due to future projected road traffic; (2) stationary noise impacts from off-site industrial/commercial facilities; (3) stationary noise impacts to the development and surroundings from on-site equipment; and (4) ground-borne vibration impacts due to rail traffic. The Study concludes that the proposed development is feasible and will not be restricted by the surrounding noise and vibration impact exposure, provided that the proposed development adheres to the noise mitigation recommended in the study including, the building envelope STC performance requirements, installation of central air conditioning, noise warning clauses, and acoustic barriers.

The Noise and Vibration Study also concludes that, development is not anticipated to affect the ability of the nearby industrial/commercial facilities to comply with the sound level limits of the MECP.

4.10 Sustainability

The proposed development considers several sustainable design practices to ensure the resiliency of the proposal, which will be further developed through the future stages of the design and approval process.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss. All buildings will be designed with a balanced glazing to solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations, providing natural ventilation.

Potentially, a real-time transportation screen will be provided in each lobby to encourage public transit, displaying real-time information on transit schedules. Car-share and electrical parking spaces equipped with charging stations will be provided within the parking structure. The proposal recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles. Long-term and short-term bike parking and storage will be provided across the Subject Lands.

Regarding the community's well-being, the proposed public park and POPS will give green spaces with gathering opportunities and additional pedestrian paths. The proposed public park could include a children's play area. A landscaped terrace area with chairs and tables will be provided on the roof of each base building, offering additional space for socializing in the community. In choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design.

4.11 Natural Heritage

The natural areas on the Subject Lands have been evaluated through an Environmental Impact Assessment (“EIA”) completed by Stantec Consulting to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposed development will result in no negative impacts to the protected features.

The Subject Lands does not contain any natural areas identified on Schedule 1G, of the ROP, or Schedule L1 of the LOP. However, the MNR mapping for the Subject Lands identifies a “wooded area” on the Subject Lands. Site investigations were completed to determine if the wooded area meets the criteria for being designated as a woodland or significant woodland, as per the ROP definitions. Lower Morrison Creek is located to the northeast of the Subject Lands and is identified as a Natural Area in the LOP. As per the LOP, lands within 120 m of a wetland area must demonstrate that the proposed development will result in no negative impact on the feature or ecological function.

The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. The EIA made the following conclusions about the potential natural features on the Subject Lands:

- (1) The wooded area on the Subject Lands identified on the MNR mapping, does not qualify as a woodland under the Region of Halton’s criteria.
- (2) Lower Morrison Creek is located within an urban environment, surrounded by development. Thus, the proposed development is not expected to interact with the Creek.

- (3) Trees on the Subject Lands may provide suitable summer/ maternity roost habitat for Hoary Bats, Silver-haired Bats and Eastern Red Bats which, are expected to be protected by the Environmental Species Act (ESA) in January 2025. If tree removal on the Subject Lands will occur after protections for these species come into effect, the MECP will be consulted.
- (4) The aquatic habitat assessment identified one candidate headwater drainage feature on the Subject Lands. This feature will be assessed using the applicable guidelines to determine protection and/or mitigation requirements if any.

Based on the findings of the EIA, it is recommended that the proposed development implement the following mitigation measures to comply with the applicable natural heritage policies including: (1) Avoiding sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections, and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures.

4.12 Site Contamination

A Phase I ESA was conducted by EXP Services Inc. (“EXP”) to assess the environmental conditions of the Subject Lands, based on its historical and current use. The Phase I ESA found several issues of potential environmental concern including: an existing berm of unknown chemical quality and quantity; existing

stockpiles of known chemical quality with historical exceedances; historical and current on-site soil and groundwater exceedances; and potential environment concerns with the soil and groundwater from historical on-site and off-site operations. Based on the findings of the Phase I ESA, EXP recommends that additional horizontal and vertical delineated of soil and groundwater should be completed, followed by remediation and/or a risk assessment to assess the soil and groundwater quality in the areas of potential environment concern.

A Phase II ESA was conducted to assess the areas of potential environmental concern (APECs) identified in the Phase I ESA completed by EXP, and to support the filing of RSC on the Ontario Ministry of the Environment, Conservation and Parks (MECP) Environmental Brownfield Site Registry. As part of the Phase II ESA, 36 boreholes, five (5) test pits, and 42 monitoring wells were installed to assess the soil and groundwater quality on the Subject Lands. The Phase II ESA concluded that:

- The majority of the pH samples were within the range, with elevated pH for two surface soil samples.
- Soil samples contained various exceedances above the Table 2: Full Depth Generic Site Condition Standards (SCS) in a Potable Ground Water Condition for Residential/Parkland/Institutional (RPI) Property Use and medium/fine textured soil (Table 2 SCS).
- Groundwater samples contained various exceedances above the Table 2 SCS.
- Inspection of the soil cores retrieved from the boreholes did not indicate the presence of non-aqueous phase liquid (NAPL), staining or sheen, with the exception of one location.

Based on the findings of the Phase II ESA, further environmental work (i.e., remediation and risk assessment etc.) is required prior to filing a RSC.

4.13 Servicing and Storm Water Management

As stated in the Functional Servicing Report & Stormwater Management Study ("FSR & SWM Study") prepared by Urbantech, servicing for the proposed development will be phased in coordination with the various phases of development to meet the projected needs of each phase.

Water Servicing Strategy

Water servicing for the proposed development will be provided by the existing watermains on Davis Road and South Service Road via new watermains along the Davis Road Extension and the future Local Road to the east of the Subject Lands. It is anticipated that new watermain will also be installed along future Cross Avenue to provide redundancy and looping to all development in the area. A watermain connection between the Davis Road Extension and future Cross Avenue is also shown for looping. The strategy proposed is consistent with recommendations in the Midtown Oakville Area Servicing Plan. There is sufficient pumping and reservoir capacity for near-term growth (to 2031) and the existing linear infrastructure provides adequate flow and pressure in accordance with Region of Halton level of service requirements.

Sanitary Servicing

Sanitary servicing for Block 1 (Phase 1), will be provided along the existing wastewater main on Davis Road that will connect downstream to the Trafalgar Trunk Sewer. Sanitary design show that there is existing capacity in the Davis Road sewer to accommodate Block 1 development. This approach allows the Region to re-use existing infrastructure for servicing and provides an opportunity to move forward with development on Block 1.

Sanitary servicing for Blocks 2 and 4 is provided by a new sanitary network along the Cross Avenue Extension, that will drain eastward to the existing Chartwell Road trunk sewer. An assessment of the Chartwell Road sewer depth indicates it is sufficient to provide cover for connecting local sewers. Since the Subject Lands lie along the drainage boundary between the Oakville Southwest and Oakville Southeast Wastewater Treatment Plants (WWTP), wastewater flows from Blocks 2 and 4 could be sent in either direction.

Sanitary servicing for Block 3 (the park block) is proposed to connect to a future sanitary sewer on Cross Avenue (terminating at the west boundary of the Subject Lands). The necessity, location, and size of the park connection will depend on the park's service requirements and will be further discussed with the Town and Region as planning progresses.

The wastewater servicing options proposed align with recommendations in the Midtown Oakville Area Servicing Plan (ASP). The Region is currently upgrading the trunk sewer on Trafalgar Road (west of the Subject Lands). Once complete, there are no other downstream capacity constraints anticipated in the sanitary network.

Stormwater Management

Stormwater from the proposed development is planned to drain to Lower Morrison Creek. Stormwater quantity control storage for each development block will be provided through underground storage tanks located in the underground parking structures. Quantity control storage for the road ROW catchments will be provided by superpipes, integrated with the proposed storm servicing plan. Stormwater retention will ultimately be achieved by a combination of Low Impact Development (LID) measures, to be defined at the site plan approval stage. Enhanced Level 1 quality control will be provided by either filtration (via Jellyfish units, or approved equivalent), or a treatment train approach combining treatment via oil/grit separator (OGS) units and LIDs.

4.14 Transportation, Parking, and Loading

Road Network

As stated in the TIS prepared by BA Group, the proposed transportation network will establish a multimodal transportation network within the Subject Lands that will connect the lands to the broader Midtown community. The proposed transportation network remains consistent with the road network shown on Schedule L4 and L5 of the Draft Midtown OPA from April, 2024 (**Figure 25 & 27**) and Schedule L5 and L6 of the Draft Midtown OPA from September, 2024 (**Figure 26 & 24**). The new major street network will allow for the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S grade separated Arterial Street across the QEW

corridor to the north (road-over-highway-overpass) and across the Metrolink/CN rail corridor to the south (rail-over-road underpass). One minor change is proposed to the Future N-S Local Road to better align with the western property line of the Subject Lands and allow for the creation of more logical development blocks. The change is minor and does not affect the functionality of the street network.

As described in the TIS, multi-modal mobility, is the foundation of the proposed development. Thus, a set of key mobility principles have been used to guide the creation of the transportation system that serves the proposed development:

1. **Establishing a mixed-use development** that helps ensure that travel demands are internalized to Midtown Oakville and make use of sustainable modes of transportation.
2. **Create a “Transit First” Master Plan**, that focuses on providing sustainable and effective transit throughout the phasing of the development.
3. **Create mobility choice** through providing transit provisions and appropriate infrastructure to support and encourage transportation alternatives.
4. **Implement TDM measures.**
5. **Integrate with the larger planning framework** including, infrastructure improvements, and initiatives led by the Town of Oakville and other public agencies.

As stated in the TIS prepared by BA Group, the functional street design of each of the new public roads will be consistent with the design guidelines outlined in the Midtown EA and the Midtown Oakville Draft OPA’s, to create a modified grid network that will facilitate

predictable and efficient movement within the site. Providing these streets is essential to supporting the transportation needs within the Midtown Oakville PMTSA, as they create structure for the development blocks, provide opportunities for direct vehicular access, and substantially improve the multi-modal network needed to accommodate planned intensification. As seen in the cross-sectional drawings of each of the new public roads provided in the TIS (**Figures 44-48**), the ROW of the roads will accommodate personal vehicles, pedestrian sidewalks, and a generous landscape buffer. The Arterial and Collector roads will also accommodate 2.0 m to 3.5 m bicycle lanes. The N-S Arterial Road and E-W Arterial Road (Cross Avenue Extension) will also accommodate 3.5 m wide BRT lanes. Each of the public roads proposed will be conveyed to the Town, as a condition of the future Draft Plan of Subdivision Application.

The road network envisioned for the Subject Lands from the latest Draft Midtown OPAs, differs from the in-force road network envisioned for the Subject Lands from the in-force LOP. As such for the proposed transportation network to be consistent with the mobility network proposed by the Town through the Draft Midtown OPAs, an amendment to the LOP is required to implement the future road network. The following section summarizes the main amendments to the road network from the LOP required to implement the proposed development:

- The alignment of Cross Avenue –Cross Avenue assumes a straighter east-west alignment.
- The alignment and connectivity of Davis Road and Argus Road- These two Collector streets are linked beneath the Trafalgar Road corridor and connects

- the east and west side of Midtown Oakville;
- The Davis Road Extension forms a central E-W Collector Street through Midtown (where the In-force OP has Cross Avenue running through the central portion of Midtown);
 - The N-S Local Street on the west side of the Subject Lands is slightly further west to align with the west property limits;
 - The E-W Collector Street (Davis Road Extension) adopts a tangent alignment versus the “curved” alignment in the Draft Midtown OPAs. This tangent alignment produces a more uniform development block on the north side of Davis Road that also provides a more regular shape upon which to lay out buildings and interior open space. It also produces a more regular Park Block on the south side of Davis Road.

Vehicular Access

Vehicular access to the development blocks will be facilitated through a maximum of two shared private driveways, positioned away from the major intersection and the proposed Collector Road. The access points have been strategically positioned to allow for convenient access to each block, by personal vehicles, transit vehicles, emergency vehicles, and large vehicles. The proposed driveways direct vehicular-related activities, including access to underground parking, loading and servicing away from the pedestrian environment, while allowing the vehicle to perform its function.

Parking

Parking for the proposed development will be provided within below-grade parking facilities across the three development blocks. Due to the

significant grade change along the north-south streets, Blocks 1 and 2 will feature three full levels of underground parking plus two partial levels, while Block 3 will have two full levels of underground parking and two partial levels. Buildings have been designed with grade changes to screen the garage structure from public view by embedding them as much as possible underground. All proposed buildings have been designed to account for the grade change, effectively screening the garage structure from the public realm as illustrated in the cross sections and precedent images.

Surface vehicular parking spaces will be dedicated to pick-up and drop-off facilities to accommodate short term deliveries, passenger pick-up and drop-off, and occasional short-term maintenance vehicle needs. As Ontario Bill 185 removed minimum vehicular parking requirements within PMTSAs, the proposed parking supply meets the practical parking demand for the proposed development to be marketable and function appropriately within Midtown Oakville. The TIS concluded that, given the depth of existing and future transit and pedestrian/cycling infrastructure and the types of intensification planned for midtown, the parking standards proposed overstate the parking demands of the proposed development.

Loading

The loading requirements of each building or group of buildings, has been evaluated against the practical, functional, and policy requirements associated with the various types of loading operations that would be experienced on a daily basis. The functional design of loading areas has been designed to ensure that loading spaces are capable of accommodating the needs of each individual development building and or block to ensure an efficient and compact development and safe community.

All vehicular activities, including access to underground parking, loading and servicing, and drop-off and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment. Moreover, garage access is designed to be shared among buildings on the same block whenever possible to enhance pedestrian safety and minimize the visual impact of vehicle circulation.

Bicycle Parking

Long-term bicycle parking spaces will be provided for residential uses and will be located within secure weather-protected facilities in the underground parking garage, at grade, or on the mezzanine level. Short term bicycle parking spaces will be provided outside, near visitor entrances. The bicycle parking locations will be provided in convenient locations, that connect users to the new public streets in Midtown and support the emerging multi-modal transportation network.

Transportation Demand Management

As stated in the TIS prepared by BA Group, the proposed development will implement TDM measures that improve the viability of alternative modes of transportation beyond the single-occupant private automobile. The TDM measures are intended to increase the use of active and sustainable transportation modes that are responsive to community needs and reduce automobile dependence. TDM measures that are being considered through the proposal include: reduced vehicular parking supply; car share spaces; bicycle parking and repair

stations; transit information centres; and pick-up/drop-off facilities.

Transit

The portion of the E-W Arterial Road, west of the N-S Minor Arterial and the N-S Minor Arterial, each have a 3.50 m wide BRT Lane, designed to accommodate the Trafalgar BRT, as envisioned through the Draft Midtown OPA's. A BRT Stop is proposed at the future intersection of the Davis Road Extension and the N-S Minor Arterial Road, that would provide residents and visitors with direct access to the proposed BRT and create seamless connections to the broader Town of Oakville.

Conclusion

Under future conditions, with the full buildout of the Midtown Oakville area, the road network will continue to operate under very busy conditions, with some intersections operating at or above, their theoretical capacity. This is reflective of a busy growth area, where the majority of mobility needs will be met through alternative modes of transportation including, public transit and active modes of transportation. The proposed development seeks to increase mobility choice in Midtown Oakville to encourage the use of transit and active transportation. The TIS concludes that, given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that is planned for the area, and the transit and active oriented nature of the proposed mobility strategy, the proposed development is appropriate from a transportation perspective.

4.15 Fiscal Impacts

The proposed OPA will facilitate investment in a vacant and underutilized parcel of land within the Midtown PMTSA, with a high-density mixed-use community that is expected to provide significant positive economic and fiscal benefits to the Town of Oakville, the wider regional economy, and the Province.

The proposed development will provide 551,435 m² of residential GCA across 6,954 residential units, 5,849 m² of commercial uses, and a 1.87 ha public park, that will generate both direct and indirect economic benefits. The direct and upfront benefits of the proposed development will be the development charges that are acquired by the Town from the developer when the redevelopment is built, and the jobs and municipal revenue generated through the construction of the building.

The indirect, long-term economic benefits of the proposed development will be reaped when the proposed development is built, established, and growing. The additional population both living and visiting the community will stimulate economic activity that positively benefit the local economy. The residential units proposed will expand the diversity of housing in Oakville to increasingly compact and attainable homes that aim to meet the needs of residents at all stages of life and support the Town in broadening the demographic of its residents. The new residents that occupy the proposed development will contribute to the economic development of Midtown Oakville through daily consumer spending, annual property taxes, and costs related to property management. The commercial uses proposed will generate job opportunities that will contribute to the growing

labour force in the Town, contribute to the evolving economic in Midtown, and support the economic well-being and quality of life of future residents.

The proposal will contribute to the success and longevity of the economy in Midtown Oakville through providing homes, job opportunities, and recreational spaces that are intended to create an urban destination that people want to live, work, play, and in turn, invest in.

5.0 Policy Analysis

This section of the PUDRR provides an overview of the policy and regulatory context applicable to the Subject Lands. A detailed assessment of each policy document is provided in **Appendix D**.

5.1 The Planning Act

The *Planning Act*, R.S.O. 1990 (the "*Planning Act*"), consolidated October 11, 2024, represents legislation that governs land use planning throughout the Province of Ontario.

The *Planning Act*, s.2, sets out the matters of provincial interest which the Minister, the council of a municipality and the Tribunal shall have regard to when carrying out their responsibilities under the Act. Matters of provincial interest that pertain to the proposed development include:

- *The protection of ecological systems, including natural areas, features and functions;*
- *The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *The orderly development of safe and healthy communities;*
- *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

- *The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The protection of the financial and economic well-being of the Province and its municipalities;*
- *The protection of public health and safety;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - 1) *Is well designed;*
 - 2) *Encourages a sense of place;*
 - 3) *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
and,
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Planning Act Summary:

A detailed analysis of the applicable matters of Provincial Interest, in regard to the proposed development and amendments, can be found in **Appendix D-1**.

In summary:

1. The proposed OPA will facilitate the redevelopment of a vacant parcel of land that lies within the built boundary of the Town of Oakville, where existing municipal services are available.
2. The proposed development allows for the orderly redevelopment of lands located in the Midtown Oakville PMTSA that are intended to accommodate the highest level of intensification.
3. The proposed redevelopment will contribute to the range and mix of housing required to achieve Provincial and Regional growth targets for PMTSAs through providing a mixed-use, high-density, community that achieves transit-supportive densities and diversifies the housing options available in the area.
4. The proposed OPA will facilitate the development of a master-planned mixed-use community that has a high-quality, attractive, and compact built form, anchored by a public park, that works collectively to promote a distinct sense of place and community. The proposed development will provide a compatible use and built form that are well integrated into the existing and planned mixed use community through appropriate site layout and building massing and variation.
5. As the Subject Lands are located in close proximity to the Oakville GO Station, and existing and planned active transportation infrastructure, future residents will have convenient access to public transit and active transportation as an alternative to the car

that support reductions in greenhouse gas emissions.

6. Through the implementation of the recommended mitigation measures outlined in the EIA prepared by Stantec, the proposed development will comply with the governing natural heritage policies.
7. As stated in the HIA prepared by ERA, the treatment of the remnant office building, designated under Part IV of the OHA, is not yet determined. Once a proposed solution is defined, the impact and appropriate mitigation strategies will be investigated.
8. The 1.87 ha public park is proposed in the southwest corner of the Subject Lands is intended to meet recreational needs and improve the quality of life of those living and working in the proposed development.
9. As stated in the FSR/SWM prepared by Urbantech and the TIS prepared by BA Group, the proposed development will make efficient use of existing and available municipal water, wastewater, and stormwater services and transportation infrastructure and recommend expansions where necessary.

The proposal has had appropriate regard for all applicable matters of provincial interest as outlined in Section 2 of the Planning Act.

5.2 Provincial Planning Statement, 2024

The new Provincial Planning Statement, 2024, came into effect on October 20, 2024, and replaces the PPS and Growth Plan for the Greater Golden Horseshoe. The changes proposed in the 2024 Provincial Planning Statement continue to emphasize the importance of intensification in proximity to transit stations.

Section 2.1, Planning for People and Homes, includes policies aimed at accommodating an appropriate range of land uses that contributes to a complete community.

Section 2.1.4 states that Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, parks and open space, and other uses to meet long-term needs and by improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society.

Section 2.2, Housing provides direction on housing policies and recognizes the need for planning authorities to support the provision of diverse housing types and densities that are compatible with the surrounding neighbourhood, meets a broad range of housing demands, and are necessary to meet the projected needs of both current and future residents.

Section 2.3, Settlement Areas and Settlement Area Boundary Expansions, states that settlement areas shall be the focus

of growth and development, and within settlement areas, growth should be focused in strategic growth areas, such as MTSAs. Planning authorities are to establish and implement minimum targets for intensification and redevelopment within the built-up areas, based on local conditions.

Section 2.4, Strategic Growth Areas, includes policies that support the achievement of complete communities through promoting mixed-use developments that provide intensification and growth at an appropriate scale.

Section 2.4.2, Major Transit Station Areas, states that planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors, that shall be defined as an area within approximately 500 to 800 metre radii of a transit station, and that maximizes the number of potential transit users that are within walking distance of the station. Within MTSAs on higher order transit corridors, planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Section 2.9, Energy Conservation, Air Quality, and Climate Change, states that planning authorities shall plan to reduce greenhouse gases through supporting the achievement of compact, transit supportive, and complete communities that incorporate climate change considerations into the development of infrastructure.

Sections 3.1, General Policies for Infrastructure and Public Service Facilities, encourages new developments to utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

Section 3.2, Transportation Systems, states that transportation systems should be provided that are safe, energy efficient, and facilitate the movement of people and goods to address projected needs. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for.

Section 3.3, Transportation and Infrastructure Corridors, states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor.

Section 3.4, Airports, Rail, and Marine Facilities, states that planning for land uses in the vicinity of airports, rail facilities, and marine facilities shall be undertaken so that their long-term operation and economic role is protected.

Section 3.6, Sewage, Water and Stormwater, provides planning policies for best practices for sewage and water services and stormwater management.

Section 3.9, Public Spaces, Recreation, Parks, Trails and Open Space, promotes the creation of healthy and active communities that meet the needs of a diverse population and foster social interaction and community connectivity.

Section 4.1, Natural Heritage, states that the diversity and connectivity of natural features and areas shall be protected for the long term.

Section 4.2, Water, states that Planning authorities shall protect, improve or restore the quality and quantity of water. Development shall be restricted in or near sensitive water features and groundwater features, such that these

features and their related hydrologic functions will be protected.

Section 4.9, Cultural Heritage and Archaeology, states that Planning Authorities will not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

Section 5.3, Human-Made Hazards, states that sites with contaminants in land or water shall be assessed and remediated prior to any activity on the site associated with the proposed use, such that there will be no adverse effects.

Provincial Policy Statement Summary:

A full analysis of the proposed development's conformity with the applicable policies from the PPS may be found in **Appendix D-2**.

In summary:

1. The proposed OPA will allow for the redevelopment of a vacant and underutilized site, located within an SGA within the built boundary of the Town of Oakville, with a high-rise, mixed-use development that makes efficient use of the land and available resources, and supports the Town in achieving their provincial and regional growth targets for the Midtown Oakville PMTSA.
2. The proposed OPA will support the achievement of a complete community through facilitating the redevelopment of the Subject Lands with a vibrant, urban environment that introduces a range of complementary uses including compact housing options, commercial uses, and a large public park.

3. The proposed development will provide 6,954 residential units of varying sizes and types that will increase the range and mix of housing available to the community, to meet current and projected housing needs and assist in achieving the minimum density target of 150 jobs and persons per hectare for Midtown Oakville.
4. The proposed OPA will allow for the redevelopment of the Subject Lands with a compact, mixed-use development that achieves a net FSI of 9.2, designed to maximize the number of transit users within the Oakville GO PMTSA.
5. The proposed development will ensure that the necessary infrastructure capacity is in place to support residential growth, as described in the FSR/SWM prepared by Urbantech.
6. As described in the TIS prepared by BA Group, given the transit-oriented nature of Midtown Oakville, the transportation network is appropriate to accommodate the needs of the proposed development.
7. As stated in the Noise and Vibration Report prepared by GHD, the proposed development is feasible and will not be restricted by the surrounding noise and vibration impact exposures, provided that appropriate mitigation measures are implemented. The LUC also prepared by GHD states that through the implementation of recommended design measures, the proposed development is feasible and compatible with surrounding uses.
8. The EIA prepared by Stantec Consulting, did not identified any features that qualify as Natural Areas on the Subject Lands. The EIA concludes that through the implementation of recommended mitigation measures, the proposed development will comply with the applicable natural heritage policies.
9. The Hydrogeological Report prepared by EXP, enclosed with this submission, outlines the recommendations that the proposed development must implement to protect the quality and quantity of water on the site in accordance with the Ontario Water Resources Act, Ontario Regulation 387/04, the Region of Halton, and Town of Oakville standards and guidelines.
10. As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate conservation will be described.
11. The Subject Lands have been evaluated through a Geotechnical Investigation, Hydrogeological Investigation, Phase I and Phase II Environmental Site Assessments prepared by EXP, enclosed with this application.

The proposed OPA, and associated development, are consistent with the Provincial Planning Statement (2024)

5.3 Region of Halton Official Plan

The Region of Halton Official Plan (ROP) serves as Halton’s policy document for land use planning for growth to the year 2051. The ROP establishes the goals and objectives that manage growth with policies that direct physical land use change that positively supports social, economic, and natural environments. The ROP has had various comprehensive reviews and amendments since its original adoption in 1997. The most recent amendments were the Region Official Plan Amendment No. 48 (“ROPA 48”) that established the urban and rural structures, including the hierarchy of Strategic Growth Areas, and identifying intensification and growth targets to 2051, followed by Regional Official Plan Amendment No. 49 (“ROPA 49”) approved by the Minister, that identified the population and employment distribution and densities to the lower-tier municipalities, including the Town of Oakville.

The hierarchy of the Regional Urban Structure, as established in the ROP, lays out broad land use designations to generally guide growth and development in various areas of the municipalities, while the lower-tier municipal Official Plans refine these broad land uses to more area-specific land use designations with more specific permitted uses and policies. The ROP also provides general guidance for redevelopment, intensification, and the creation of complete communities. As noted previously, the ROP is considered a local area Official Plan as of July 1, 2024.

As per Table 1, Population and Employment Distribution, the Region’s population is projected to increase to 929,400 by

the year 2041 and 1,098,070 by the year 2051. In Oakville, the population is expected to increase from 222,000 in 2021, to 313,460 in 2041, and reach a 349,990 by 2051.

Table 2, Intensification and Density Targets indicates that the intensification target of new housing units required to be built within the Town of Oakville’s built-up area by 2041 is 19,400 units. The phasing of building these new units is identified in **Table 2A: Regional Phasing** which, indicates that in Oakville, 4,500 units are to be built within the City’s Built Boundary by 2026, followed by 4,780 built between 2027 and 2031, 4,980 built between 2032 and 2036 and 5,080 built between 2037 and 2041.

Table 2B, Strategic Growth Area Targets identifies that the minimum density target of residents and jobs combined per hectare (“ppj/ha”) for the Midtown Oakville PMTSA is 200 people and jobs per ha. The general target proportion of persons to jobs is to be 65% residents to 35% jobs throughout the Oakville GO PMTSA which, may be refined by lower-tier municipalities.

The following designations of the Region of Halton Official Plan apply to the Subject Lands:

- **Map 1: Regional Structure**
 - Urban Area (**Figure 3**)
- **Map 1H: Regional Urban Structure**
 - UGC/MTSA (**Figure 4**)
- **Map 6a: Midtown Oakville GO UGC/MTSA**
 - UGC/MTSA (**Figure 5**)
- **Map 3: Functional Plan of Major Transportation Facilities**
 - Provincial Freeway and Higher Order Transit Corridor (north of the Subject Lands), and Priority

Transit Corridor (South of the Subject Lands) (**Figure 6**).

Section 72, Urban Area and the Regional Urban Structure, states that the goal of the urban structure is to manage growth in a manner that fosters complete communities, enhances mobility and improves housing affordability, sustainability, and economic prosperity and promotes the adaptive re-use of brownfield and greyfield sites. The Urban Area should support a form of growth that is compact and supportive of transit usage and directs growth and intensification to SGAs.

Section 77(5)f.1) states that Area-Specific Plans or policies for major growth areas prepared by Local Municipalities shall consider land use compatibility in accordance with Regional and Ministry of the Environment Guidelines.

Section 79, Strategic Growth Areas (SGA) outlines the objectives for the Region's SGA including, UGCs and MTSAs identified on Maps 1H and 6b. Development in SGAs are to provide an urban form that uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, and promotes active transportation and sustainability, each of which support the creation of complete communities. Development in SGAs will provide opportunities for more cost-efficient and innovative urban design, a diverse mix of land uses, a vibrant/diverse pedestrian-oriented environment, and attract a significant portion of population growth. The Region's goal for SGAs is that they should achieve higher densities than the surrounding non-SGA areas. Local Municipalities are required to include Official Plan policies and Zoning By-law's to meet intensification and mixed-use objectives including, for those lands designated as PMTSA

that have a prescribed minimum development density of 200 people and jobs per hectare.

Section 80, Urban Growth Centres, indicates that a Regional objective for UGCs is that these areas will serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses. UGCs will function as primary SGAs of the Regional Urban Structure hierarchy where a significant share of population growth will be accommodated. The policy of the Region is to require that UGCs are planned to achieve the minimum 200 people and jobs per hectare by 2031 or earlier as identified in **Table 2** of the ROP.

Section 81, Major Transit Station Areas, indicates that the Regional objectives for MTSAs include leveraging infrastructure investments to support a significant share of growth to achieve transit-supportive densities and a mix of uses. Local Official Plans are to also identify minimum densities of buildings authorized within a MTSA such as, Midtown Oakville PMTSA. **Section 81.1, Protected Major Transit Station Areas**, states that MTSAs with minimum density targets identified on Table 2b, are designated as PMTSAs, in accordance with Section 16(16) of the *Planning Act*. The Midtown Oakville MTSA is identified as a PMTSA in Table 2b, that must achieve a minimum density of 200 people and jobs per hectare. Local Official Plans are required include policies that achieve minimum density targets in PMTSAs and identify land uses that support the creation of complete and transit-supportive communities.

Section 84, Housing, states that the goal of Halton Region is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing social and economic needs. The Region's policy is to adopt the housing target

requiring that 65% of new housing units produced annually will be in the form of multi-storey buildings to the year 2031, followed by at least 75% per year thereafter. The policies also promote residential intensification to provide housing through the development or redevelopment of brownfield and greyfield sites.

Section 87, Urban Water Supply and Wastewater Treatment Services, states that all new development within the Regional Urban Boundary, is to be connected to Halton’s municipal water and wastewater services.

Section 115, 116 and 188, Regional Natural Heritage System, states that the Region’s Natural Heritage System takes a systems approach to protecting and enhancing natural features and functions throughout the Region, such as significant woodlands, wetlands, and wildlife habitat. The boundaries of the Region’s NHS may be refined through an Environmental Impact Assessment accepted by the Region.

Section 143, Air and Ambiance, states that the objectives of the Region are to improve air quality through supporting urban forms that reduce long distance trips and promote active transportation and public transit. The Region requires that proposed development adjacent, or in proximity to, railway lines or railway yards to undertake noise and air quality studies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment and in consultation with the appropriate railway agency, if the development is within 300 m of a railway right-of-way or 1,000 m of a railway yard. Land use compatibility is to be achieved between sensitive land uses and major facilities, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants to minimize risk to public health and safety, while ensuring

the long-term operational and economic viability of major facilities.

Section 165, Cultural Heritage Resources, states that the goal for Cultural Heritage Resources is to protect materials, and cultural and built heritage of Halton for present and future generations

Section 169, Economic Development, states that economic activities that strengthen and diversify Halton’s economic base should be promoted including, the provision of office, commercial, cultural, and institutional uses within intensification areas.

Section 172, Transportation, indicates that one objective of the Region is to ensure that development is designed to support active transportation and public transit and to integrate transportation planning, land use planning, and investment in infrastructure. Another objective is to promote land use patterns and densities that foster strong live-work relationships that can be effectively served by public transit and active transportation.

Region Official Plan Summary:

A full analysis of the proposed development’s conformity with the applicable Halton Region Official Plan policies may be found in **Appendix D-3**.

In summary:

1. The proposal conforms to the Regional Official Plan’s growth and land use objectives for the Urban Area through providing appropriate growth through redevelopment of a brownfield site within a SGA that enhances mobility, contributes to the diversity of housing and employment opportunities, and supports the creation of a complete community.

2. The proposed OPA will optimize the connectivity, accessibility, and community amenities provided by the PMTSA, through proposing a mixed-use community with transit-supportive densities and a vibrant public realm that will contribute to the range and mix of uses in the PMTSA, in support of a liveable, pedestrian-oriented, urban environment.
3. Transit-supportive intensification within the Region's PMTSAs is a Provincial and Regional objective. The proposal achieves a density of 1,058 people and jobs per hectare which, reflects an appropriate level of intensification within this specific geographic and targeted growth area context.
4. The proposed development will establish transit-supportive densities and amenities with multimodal access to existing and future local and regional transit stations and stops and active transportation routes that will encourage the use of active transportation and public transit and reduce reliance on personal automobiles.
5. The proposed development will provide 6,954 residential units of varying unit sizes, typologies, and tenure that will diversify the housing choice within Midtown Oakville GO PMTSA to meet the needs of various demographics.
6. The UDB prepared by MHBC Planning outlines how the site design and configuration, public park and POPS, increased densities, and compact built form of the proposed development are intended to foster an animated, safe, and accessible public realm that supports active and public transit and maintains compatibility with surrounding uses.
7. As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described.
8. The proposed development will allow for the development of 5,849 m² of commercial uses that will provide job opportunities and meet the daily needs of future residents of the proposed community.
9. As stated in the Noise and Vibration Impact Study prepared by GHD, the proposed development is feasible and will not be restricted by the surrounding noise and vibration exposures, provided that the development implements the noise mitigation recommendations in the Study. The LUC Study prepared by GHD concluded that, through the implementation of design recommendations that help minimize TRAP, the proposed development is feasible and compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise or vibration emissions from nearby employment uses.
10. The projected needs of the proposed development can be adequately serviced by existing and expanded municipal

servicing infrastructure, as set out in the FSR & SWM Report prepared by Urbantech.

11. As stated in the TIS prepared by BA Group, the proposed development is appropriate from a transportation perspective, given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that is planned for the area, and the transit and active transportation-oriented nature of the proposed mobility strategy.
12. As stated in EIA prepared by Stantec Consulting there are no key features mapped on the Subject Lands on Map 1G of the ROP. The EIA confirmed that the Subject Lands do not contain any features that qualify as Natural Areas on the Subject Lands. The EIA concluded that, through the implementation of the recommendation measures in the EIA, the proposed development will comply with the applicable natural heritage policies.

The proposed OPA, and the development, conform to the Regional Official Plan.

5.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, the Metrolinx Board of Directors adopted the "2041 Regional Transportation Plan for the Greater Toronto and

Hamilton Area", that was an update to the 2008 Regional Transportation Plan (RTP). The 2041 RTP's Vision for the region is to, *"have a sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."* The 2041 RTP provides five strategies that are tied to the growth policies contained within the Growth Plan for the Greater Golden Horseshoe, with Strategy 4 representing the integration of transportation and land use.

The RTP states that transportation investments and decisions must align with land use plans. Regional collaboration, supported by appropriate regulatory measures, will encourage the planning of communities and active transportation networks. Strategy 4 is to intensify and integrate development at MTSAs, as stations link people to jobs, schools and amenities. Sufficient land use density at stations is important to ensure significant two-way, all-day ridership, and achieve density targets for development around MTSAs, such as the Oakville GO Station. MTSAs are intended to create important transit network connections while accommodating an intensive concentration of places to live, work, shop or play.

Strategy 4 identifies eight actions that are relevant to development in the Oakville GO PMTSA, to more efficiently integrate new development and provincial vision for growth, with transportation planning:

- 4.1 Develop an approach and framework for Metrolinx to review and provide input to secondary plans, publicly funded development plans and large-scale planning applications (e.g. at

- GO stations) to advise on alignment with the 2041 RTP;
- 4.2 Make investments in transit projects contingent on transit-supportive planning being in place;
- 4.3 Focus development at Mobility Hubs and MTSAs along Priority Transit Corridors identified in the Growth Plan;
- 4.4 Evaluate financial and policy-based incentives and disincentives to support transit-oriented development. Work collaboratively to build on and develop regional and site-specific measures and tools to encourage development that supports growth management and transportation objectives.
- 4.5 Plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behaviour, consistent with Ontario's passenger transportation hierarchy.
- 4.6 Develop and implement a Regional Cycling Network (see Map 9), creating new on- and off-road facilities that connect areas with high cycling potential to rapid transit stations and Urban Growth Centres, helping commuter cyclists traverse boundaries and physical barriers.
- 4.7 Embed TDM in land use planning and development;
- 4.8 Rethink the future of parking.

The RTP utilizes the term 'Mobility Hub', interchangeable with 'MTSA' throughout the Plan. The RTP defines a 'Mobility Hub' as follows:

"Mobility Hubs are Major Transit Station Areas at the intersection of two or more Frequent Rapid Transit Network routes, designed to support a high number of transit boardings and alightings, and facilitate seamless, efficient transfers between modes. They have and/or are planned to have a high density mix of jobs, residences, public services, and other land uses that encourage and support transit use and active transportation, or the potential to develop into areas with a high-density mix of land uses."

The definition of 'Frequent Rapid Transit Network' is defined as:

"A seamless and reliable network of transit services running at least every 10-15 minutes all-day, every day. The Frequent Rapid Transit Network will consist of transit routes and corridors that ensure fast and reliable service through the use of dedicated infrastructure, design elements, and other supporting investments as required (e.g., full grade separation, exclusive right-of-way, HOV lanes, queue jump lanes, wider stop spacing than conventional transit routes, signal priority, or other transportation systems management measures). The Frequent Rapid Transit Network proposed will allow transit users to make efficient transfers between routes on the network, which includes subways, bus rapid transit, light rail transit, frequent (15-minute) two-way all-day GO rail,

Priority Bus corridors, and Frequent Regional Express Bus.”

Map 6: Complete Frequent Rapid Transit Network, identifies four Frequent Rapid Transit routes in the vicinity of the Subject Lands:

- GO Rail – 15 minute, Two-Way, All-Day (Lakeshore West Line);
- LRT/BRT (Trafalgar Road);
- Frequent Regional Express Bus (QEW); and,
- Priority Bus Route (Speers Road).

The Subject Lands are located within a Mobility Hub, at the intersection of four Frequent Rapid Transit Routes. Mobility Hubs, present an opportunity to capitalize on the benefits of transit investment and established regional transit networks, to support transit-oriented development through collaboration with public and private sectors.

Metrolinx 2041 Regional Transportation Plan Summary:

The proposal implements the land use actions required to support the transportation and land use strategy of the Metrolinx 2041 RTP through facilitating the redevelopment of the Subject Lands into a higher density, transit-oriented community. The proposal supports a shift in travel behaviours from vehicular use to transit and active transportation systems, through land use tools such as the establishment a road network that creates safe and predictable active transportation routes and accommodates transit vehicles, the achievement of transit-supportive densities, and reductions in parking. The proposal represents transit-supportive intensification within the Oakville GO Mobility Hub that implements the vision of the 2041 RTP.

5.5 Town of Oakville Official Plan (The Livable Oakville Plan ‘LOP’)

The Livable Oakville Plan (“LOP”) was approved by the Town of Oakville Council on June 22, 2009, and was later approved by the Region of Halton on November 30, 2009. The Plan was then appealed to the Ontario Land Tribunal, and was later approved, with modifications, on May 10, 2011. The Livable Oakville Plan applies to all lands within the Town except those in the North Oakville East and West Secondary Plan areas. The Plan outlines Council’s policies and objectives on how land should be used and how growth should be managed over the long term.

A Town-wide Official Plan Review is ongoing. Its primary purpose is to update the Town’s Official Plan documents to be consistent or in conformity with the latest Provincial legislation and policies, as well as the Region of Halton’s recent ROPA 49.

The following designations of the Town of Oakville Official Plan apply to the Subject Lands:

- **Schedule A1, Urban Structure**
 - Nodes and Corridor, with elements of the Proposed Major Transportation Corridor (**Figure 7**)
- **Schedule A2, Built Boundary & Urban Growth Centre**
 - Midtown Oakville Urban Growth Centre (**Figure 8**)

- **Schedule C, Transportation**
 - The Subject Lands contains an internal road network that consists of 'future roads' and 'a busway corridor', and has rear frontage along the CN Rail Corridor **(Figure 9)**
- **Schedule D, Active Transportation**
 - The Subject Lands includes a future road network with 'bike lanes' and a 'multi-use trail' **(Figure 10)**
- **Schedule G, South East Land Use**
 - Growth Area **(Figure 11)**
- **Schedule L1, Midtown Oakville Land Use**
 - Office Employment, within the Chartwell District, with several Future Roads **(Figure 12)**
- **Schedule L2, Midtown Oakville Building Heights**
 - 2-5 storeys, eligible to bonusing **(Figure 13)**
- **Schedule L3, Midtown Oakville Transportation Network**
 - Future 19 m N-S Local Road;
 - Future 32 m N-S Multi-Purpose Arterial Road;
 - Future 28 m E-W Minor Arterial Road; and,
 - Future 26 m E-W Local Road that transitions into a 19 m Local Road **(Figure 14)**

Section 2, Policy Framework, of the LOP sets out the policy framework and provides a mission statement and guiding principles for the growth and development of the Town over the lifecycle of the plan. The overall mission of the LOP is to enhance the Town's natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity, and social well-being are

incorporated into growth and development decisions.

Section 3.0, Urban Structure, of the LOP defines the structural elements of the Town including parks, nodes and corridors, and major transportation corridors. Parks are intended to be accessible locations for recreational opportunities, nodes and corridors are key areas for mixed use development and intensification, and major transportation corridors are intended to facilitate multi-modal access throughout the Town.

Section 4.0, Managing Growth and Change, includes population and employment forecasts that are intended to direct and manage land use planning to the year 2031. By 2031, population in the Town of Oakville is forecasted to increase from 165,000 in 2006 to 255,000 in 2031, and employment will increase from 82,000 in 2006 to 127,000 by 2031. Population and employment growth in the Town will be accommodated within the existing built boundary of the Town, primarily within defined Growth Areas including, the Midtown Oakville PMTSA. Growth Areas are to be developed as mixed-use developments that accommodate the highest levels of transit-supportive intensification. In addition to being a Growth Area, Midtown Oakville is identified as an SGA by the PPS and PMTSA by the ROP, intended to accommodate the greatest heights and densities in the Town, and to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031.

Section 5.0, Cultural Heritage states that the conservation of cultural heritage resources identified on the Town's register shall be encouraged through the development approval process and other appropriate mechanisms. The Town should require a heritage impact assessment where development or

redevelopment is proposed on, adjacent to, or in the immediate vicinity of, an individually designated heritage property or on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.

Section 6.0, Urban Design of the LOP describes the importance of urban design in creating a stimulating, vibrant, and livable Town. Growth Areas, including Midtown Oakville, should be designed to create a distinct sense of place in the Town. Policies are provided that direct the design of the public realm, the creation of complete streets, a cohesive streetscape, a modified grid street network, and well-designed gateways. **Section 6.9** directs the Built Form of development and promotes the creation of buildings that create a distinct identity through massing, form, placement, scale, and architectural features, that remain compatible with the surrounding context. **Section 6.9-6.16** provides direction for safe and direct pedestrian and vehicular access, and appropriate parking, lighting, and service, loading and storage areas, and landscaping.

Section 8.0, Transportation, states that the objectives of the Town's transportation systems are to provide a safe, efficient, and accessible transportation system with multimodal choice that maximizes the efficient use of land. **Table 4 in Section 8.3, Functional Road Classification**, provides the intended function and criteria for each road facility including, multipurpose arterial roads, minor arterials, and local roads. **Section 8.9, Transit**, states that the Town will encourage transit-supportive development within MTSAs and around transit terminal facilities, to encourage the use of transit. **Section 8.10, Active Transportation**, states that a complete active transportation system in existing and new development areas will augment, and provide

connections to, the road and transit system, to recognize walking and cycling as viable alternative modes of transportation. **Section 8.11, Rail**, states that lands adjacent to the railway will implement appropriate safety measures to minimize and alleviate conflicts with the railway network.

Section 9.0, Physical Services, states that development of all lands within the urban area shall be based on full urban water and sanitary sewers.

Section 10.0, Sustainability, states that sustainable development will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's ecological footprint. Policies are provided that promote and encourage development that minimizes energy consumption through providing a compact built form, a mix of uses, and promoting the use of transit and active transportation. **Section 10.10** includes policies for the creation of a stormwater management system for new developments that control both the quantity and quality of stormwater runoff.

Section 12.0, Mixed Use, includes policies that apply to lands designated as Mixed Use. The intent of the Mixed-Use designation is to allow for a diversity of residential, commercial, and office uses that are integrated in buildings to provide for the efficient use of municipal services and infrastructure. Mixed use development will be focused on lands located within Oakville's Growth Areas and is intended to create an animated public realm through the provision of ground floor retail uses in mixed use buildings. **Section 12.5, Urban Core**, provides the vision for lands designated as Urban Core, as high-quality, pedestrian-oriented, and transit-supportive destinations. Midtown Oakville and the Uptown Core are the primary

locations for the Urban Core designation. Permitted uses in the Urban Core designation include a wide range of retail and service commercial uses such as, restaurants, commercial schools, major office, offices, as well as residential uses. Retail and service commercial uses shall be provided on the ground floor of mixed-use buildings that directly front a public street. Building heights within the Urban Core shall be a minimum of 8 storeys and a maximum of 12 storeys, with eligibility for bonusing.

Section 16.0, Natural Area states that development shall not be permitted in lands designated as natural areas and that proposed development within 120 metres of natural areas shall require an EIS to demonstrate that there will be no negative impact on the natural area or its ecological function.

Section 17.0, Open Space, identifies the different components of the City's open space system including, parks and open space, waterfront open space, and private open space, each of which have a different function. Uses permitted within the parks and open space designation include uses such as parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; and essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities.

Section 20.0, Midtown Oakville, includes policies that will direct development in Midtown Oakville to transform the area into a complete urban community comprised of a mix high density residential and employment uses. Midtown Oakville is an SGA identified by the Province and the Region that is intended to meet a minimum gross density of 200 residents and jobs combined per hectare by 2031. Midtown is

to be developed as a transit-supportive, vibrant, and complete community that includes a mix of uses and a high-quality public realm. **Section 20.4** includes the **Functional Policies** that apply to Midtown including, the creation of the road, transit, and active transportation network, the design of the public and private realm and stormwater management facilities, and the required growth targets for the SGA.

Section 28.12, Land Acquisition and Parkland Dedication, states that the conveyance of lands to the Town through the development process shall be in a condition that is deemed to be accessible by the Town.

Town of Oakville Official Plan Summary:

A detailed analysis of the proposal's conformity to the current, in force Official Plan may be found in **Appendix D-4**.

To summarize:

1. The proposed OPA to the LOP will allow for a mixed-use and transit-supportive community within the Midtown Oakville PMTSA that implements and achieves policy outcomes envisioned by the policies of the PPS and the ROP as they pertain to the Oakville GO PMTSA.
2. The proposed development conforms to the mission statement and guiding principles of the Town of Oakville Official Plan through providing a mixed-use community, that directs transit-supportive and pedestrian-oriented growth to a designated growth area, and creates job opportunities, to contribute to a livable community with a defined character and sense of place.
3. The proposed OPA will transform one of the largest, most visible, and most

accessible sites in Midtown, which currently lies vacant and is underutilized, into a vibrant master-planned mixed-use community, that contributes to the evolving character of Midtown as a livable, urban environment. The proposed development will achieve a minimum density of 1,058 people and jobs per hectare that will support the Town in delivering the minimum density required for Midtown as a Provincial and Regional PMTSA.

4. As stated in the UDB prepared by MHBC, the massing, form, orientation, scale and architectural features of the proposed buildings have been carefully designed to maintain compatibility with the existing and planned context, while creating visual interest and a dynamic skyline.
5. As stated in the TIS prepared by BA Group, the proposal is supported by a comprehensive transportation system that will support the development of a multimodal transportation system throughout and beyond the Subject Lands. The TIS concludes that, based on the transit-oriented nature of Midtown Oakville, and the significant investment in transit and road network infrastructure that are planned for the area, the proposed development is appropriate from a transportation perspective.
6. The majority of the parking provided in support of the proposed development will be provided in underground parking. Each block will be accessed through two private driveways, strategically located away from major intersections.
7. The 1.87 ha community park located in the southwest corner of the proposal, is intended to anchor the proposed development and act as a gathering space for residents and visitors that increases the livability of the community. The park will consist of flexible spaces with active and passive programming that connects residents and visitors to the public realm and integrates with the broader community. The open space network will be supplemented by two (2) POPS in Blocks 1 and 2 and private amenity areas in each block.
8. The proposed OPA will support the Town's efforts to mitigate and adapt to climate change through providing a compact, mixed-use community that incorporates sustainable building and community design, minimizes the length of vehicular trips to enhance air quality, is transit-supportive, and increases the Town's green space and urban forest.
9. In order to permit the proposal an OPA is needed to re-designate the Subject Lands from 'Office Employment' to a site-specific 'Urban Core' designation. The proposed development will support the vision for the Urban Core through providing a mix of retail and service commercial, residential, and community uses that create a compact, urban environment with a pedestrian-oriented public realm and transit-supportive densities. To support the Town in meeting their required minimum density targets and the desired character of the Oakville GO PMTSA a site-specific amendment is required as part of the OPA, to increase the maximum permitted

height in the 'Urban Core' designation from 12 storeys to 48 storeys.

10. The proposed development can be adequately serviced by existing and expanded municipal infrastructure as discussed in the attached FSR & SWM Study prepared by Urbantech.
11. As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be addressed. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.
12. The potential natural areas on the Subject Lands were evaluated through an EIA prepared by Stantec Consulting. The EIA concluded that there are no features on the Subject Lands that qualify as Natural Areas, and that through the implementation of recommended mitigation measures including, avoiding sensitive periods for breeding birds and summer/maternity roosting bats, providing standard control measures for tree protections during construction and using bird friendly design measures, the proposed development will comply with applicable natural heritage policies.

The proposed OPA, and associated development proposal, conforms to the

general policies of the Town of Oakville Official Plan. The amendments are required to provide consistency with, and conformity to, the applicable policies of the Provincial Planning Statement, and Halton Region Official Plan to ensure a transit supportive, high-density development within the delineated Midtown Oakville PMTSA.

6.0 Summary and Conclusions

6.1 Summary of Findings

As discussed in detail throughout this report, the proposed OPA will:

- Facilitate development of the Subject Lands to allow for the appropriate intensification of the site to support growth and the achievement of minimum density and housing targets in the PMTSA;
- Implement an appropriate level of transit-supportive development to support transit usage within the PMTSA;
- Create a network of streets that accommodates the safe and efficient movement of vehicles, cyclists, and pedestrians;
- Create an engaging and attractive public realm and buildings with high-quality built form;
- Promote sustainability and resiliency; and,
- Allow for a development that can be efficiently serviced through expansions to municipal servicing infrastructure.

Appropriate Intensification to Support Growth and Density Targets

The proposed OPA will enable the redevelopment of a large and underutilized site within Midtown Oakville, with a mixed-use community that implements appropriate intensification for a PMTSA. The proposal will introduce 6,954 new residential units, supported by commercial space and a 1.87 public park that will increase the range and mix of uses, housing stock, and job opportunities that will assist the Town in meeting the minimum provincial and regional density targets for a PMTSA of 200 people and jobs per hectare.

Transit-Supportive Development

The proposed development achieves a density of 1,058 people and jobs per hectare. The higher residential densities proposed as part of the development, have been strategically chosen to capitalize on the location of the Subject Lands within the Oakville GO PMTSA. This contextually appropriate intensification is designed to maximize potential transit users within walking distance of the Oakville GO Station, contributing to increased transit use and efficient utilization of services. Enhanced

pedestrian and cyclist infrastructure, such as bicycle lanes, pedestrian walkways, and bicycle parking, have been provided to support transit access and encourage active transportation.

Connected and Accessible Community

The foundation of the proposed development is the grid-like network of public streets that facilitate the safe, efficient and convenient movement of personal vehicles, transit vehicles, cyclists, and pedestrians. The proposed road network has been designed to not only, establish connectivity within the Subject Lands, but to improve connectivity between different parts of Midtown and to the surrounding community.

High-Quality Public Realm

The proposed development has been designed to create an attractive, animated, and safe public realm, that contributes to the evolving character of Midtown. The large public park, high-quality public infrastructure, orientation of the buildings, and design of the streetscape, are intended to work in collaboration to foster sense of place and enhance the livability of the urban environment.

Excellence in Urban Design

The proposed development allows for the comprehensive redevelopment of the Subject Lands with seven (7) mixed-use buildings, with 16 towers, that range in height from 30 to 48 storeys and feature innovative, attractive, and sustainable architectural designs. Each of the

buildings have been oriented, massed, and scaled to complement the planned urban fabric and skyline of Midtown, while maintaining compatibility with the existing and planned uses.

Sustainability and Resiliency

Intentional design choices and adaptive infrastructure have been integrated into the proposed development that will contribute to sustainable development in Midtown Oakville. Green design standards for each of the proposed buildings will be considered through future phases of development.

Servicing Infrastructure

As stated in the FSR and SWM Study prepared by Urbantech, servicing for the proposed development will be phased in coordination with the development of each block, to meet the projected needs of each block. The servicing scheme proposed makes efficient use of existing servicing infrastructure, and proposes efficient expansions to infrastructure where necessary, that align with the planned infrastructure improvements contemplated by the Region of Halton and Town of Oakville for the Midtown area.

6.2 Concluding Statement

As outlined in this report, together with the supporting technical reports, the proposed development and associated OPA represent an appropriate redevelopment and intensification of the Subject Lands.

Based on the existing physical context and surrounding area, the technical assessment of the proposal, and the analysis of the proposal within the current and proposed policy and regulatory context, the proposed redevelopment and associated OPA:

1. Has regard for the *Planning Act*;
2. Is consistent with the Provincial Planning Statement (2024);
3. Conforms to the Halton Region Official Plan;
4. Aligns with the Metrolinx Regional Transportation Plan (2041);
5. Conforms to the in-force Town of Oakville Official Plan;
6. Aligns with the direction and policies under the Draft Midtown OPA released on April 2, 2024 and September 26, 2024;
7. Introduces a master planned, mixed-use community that contributes to the evolving character of Midtown Oakville as a dense, urban, livable complete community;
8. Achieves transit-supportive densities and needed housing supply that supports the Town in achieving the minimum provincial and regional densities for the Oakville GO PMTSA of 200 people and jobs per hectare;
9. Establishes a road network that allows for the safe, efficient, and convenient movement throughout and beyond the Subject Lands, that prioritizes transit and active transportation;
10. Creates attractive and engaging public spaces, a new public park and a pedestrian streetscape that fosters a sense of place and supports a healthy lifestyle;
11. Introduces buildings with a high-quality architectural quality that contribute to the evolving skyline in Midtown Oakville;
12. Is serviced through existing and planned expansions to municipal servicing infrastructure;
13. Protects the natural environment;
14. Is appropriate for the Subject Lands and represents good planning and is in the public interest.

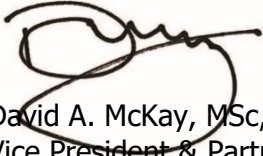
Based on these conclusions, it is recommended that the proposed OPA be approved.

This report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the

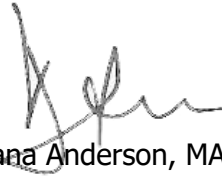
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Act, 1994.**

Respectfully submitted,

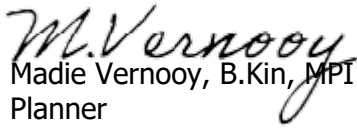
MHBC



David A. McKay, MSc, MLAI MCIP, RPP
Vice President & Partner



Dana Anderson, MA, FCIP, RPP
Partner



Madie Vernooy, B.Kin, MPI
Planner

A

Appendix A: Pre-Consultation Meeting Report

Pre-Consultation Comments Report

Date:	September 27, 2024	
To:	David McKay , MHBC Planning	dmckay@mhbcplan.com
cc:	David Bannerman , Rose Corp	david@rosecorp.com
From:	Kate Cockburn , Acting Manager Planning Services	
Contact Info:	T: 905-845-6601 ext. 3124 E: kate.cockburn@oakville.ca	
Application:	Official Plan Amendment	
Address:	420 South Service Road East	
Description:	Multi-block mixed use development including new roads and park space	
Meeting Date:	September 25, 2024	

NOTE: 2024 Planning application fees come into effect on January 1, 2024.

"Due to recent Provincial legislation, as of July 1, 2024, the Region's role in land use planning and development matters is changing. The Region will no longer be responsible for the Regional Official Plan – as this will become the responsibility of Halton's four local municipalities. As a result, the town may require certain reports and studies previously reviewed by the Region to undertake a peer review at the applicant's expense."

Applicants should review the Terms of Reference for supporting studies and Guidance documents prior to submitting the application.

Terms of References/Guidelines can be found: <https://www.oakville.ca/business/terms-of-reference.html>

Applications will be deemed complete when the following items have been provided to the Town:

- a completed application form,
- cover letter,
- comment response matrix that addresses pre-consultation comments,
- all information and materials prescribed by statute,
- an executed Pre-consultation Agreement,
- all supporting information and materials required to be provided with the initial submission pursuant to the Pre-consultation agreement in a digital format (PDF),
- the prescribed application fee(s).

General Information:

Revised and coordinated plans and documents which fully address the attached comments must be submitted according to the process outlined in the [Step by Step Digital Submissions Guide](#) on the Town of Oakville Website.

Other Applications:

Additional applications to other public agencies and governments, including, Provincial, Regional, Conservation Authority, and/or other Town Departments, may be necessary depending on the nature of the application.

File Naming:

Digital materials must be named in an organized and descriptive manner according to format outlined in Planning's [Digital Submission Naming Conventions](#) document.

Submission materials must be named according to the following format:

- **FileNumber_CondensedName_VersionNumber_Date (with no spaces)**

For example, your set of files should look like the following list:

- 00_CoverLetter_v1_2022-10-18
- 01_CRM_v1_2022-10-24
- 02_Aerial_v1_2022-03-05
- 03_Survey_v1_2021-02-23
- 04_SitePlan_v1_2022-10-15
- 05_SitePlanDetails_v1_2022-10-15
- Etc.

Requirements:

- NO spaces in the file name.
- NO special characters within the file name (e.g. @, #, \$, %, &, *, /, \, |)
- ONLY Letters, Numbers, Dashes, Underscores and Periods are permitted in the file name.

Furthermore, all reports, documents and drawings submitted must:

- be presented in metric measure that can be accurately scaled
- be prepared, stamped and signed by a qualified professional architect (for site plan and architectural drawings), engineer (for site plan and engineering drawings/reports), or landscape architect (for landscape and tree protection drawings/reports)
- All submission of plans and/or studies must be clearly labelled and in a larger font size in the title block as the next submission by number, corresponding to the version number and date in the file name

Circulation Comments:

NOTE: The comments below are **preliminary** and additional comments may be provided once a formal application is submitted.

Oakville Departments

1 Planning Services
Kate Cockburn, kate.cockburn@oakville.ca

Pre-Consultation
.....

The applicant is proposing an Official Plan Amendment to establish a planning framework for a multi-block mixed use development with new public roads, and park spaces.

A PIM is required prior to the submission of a formal, in accordance with newly adopted OPA 53.

General ROP Policy

The Region's Official Plan provides goals, objectives and policies to direct physical development and change in Halton. The proposed development and site alterations are located on the lands that are designated as 'Urban Area' and are located within the Built Boundary in the 2009 Halton Region Official Plan (ROP). The policies of Urban Area designation support a range of uses and the development of vibrant and healthy mixed-use communities which afford maximum choices for residence, work and leisure. The Urban Area policies state that the range of permitted uses and the creation of new lots in the Urban Area will be per Local Official Plans and Zoning-By-laws. Section 83 of the ROP further identifies that Employment Areas are that are to accommodate forecasted growth to support Halton Region. A full range of employment uses may also be permitted. All development, however, will be subject to the policies of the ROP.

Additionally the subject lands are identified as within the Higher Order Transit Corridor, Commuter Rail Corridor and Major Transit Station Area.

Site Contamination

Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. This process is described in Halton Region's Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites.

Prior to any site alteration, except those mentioned in section 12 of O.REG 153/04, the owner is required to submit a Ministry of the Environment Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) that indicates the site is suitable for the proposed land use. A record of site condition is required as the proposed development proposes to go to a more sensitive land use. The Owner is also required to submit all environmental documentation used for filing the RSC to the Town of Oakville. The author of the environmental reports must extend third party reliance to the Town of Oakville and Halton Region.

Submission Requirements:

- RSC and all the environmental documentation used for filing the RSC.

The pre-consultation form is valid for 6 months, any extension request must be received BEFORE the approval lapses with the appropriate fee.

As part of your application, please include the pre-consultation form (executed by yourself and your client if relevant).

Please ensure all reports/plans follow the Town's [Terms of reference/guidelines](#). Additionally, you can obtain information about the submission process on our website [here](#).

Applicant is to do their due diligence regarding possible species at risk (SAR) in and adjacent to the property in keeping with MECP requirements. Please keep the town apprised of any requirements by the MECP and if there are any modifications to the proposed works required.

Several issues were identified as part of the pre-consultation meeting. It is important to address these issues before submission, in order to reduce processing delays.

ADDITIONAL COMMENTS:

- When preparing an **EIA**, please provide sensitive species information under a separate addendum to ensure the information is not shared publicly in keeping with the Natural Heritage Information Centre's Data Sensitivity Standards.

2 Planning & Development, Urban Design

Nada Almasri and Philip Wiersma; nada.almasri@oakville.ca, philip.wiersma@oakville.ca

Pre-Consultation

In framing our review and drafting our comments, we have utilized and relied upon the following:

- *Livable Oakville Official Plan*; including
 - [Section 6 Urban Design \(Part C \(oakville.ca\)\)](#) [pages C-15 to C-23]
 - [Draft Official Plan Amendment \(OPA\) for Midtown Oakville](#)
- Livable by Design Urban Design Manual (LbDM); specifically
 - [Urban Design Direction for Oakville](#)
 - [Site Design and Development Standards\(Livable by Design Manual \(Part C\) \(oakville.ca\)\)](#) [referenced to ensure site functionality]
- [Development Application Guidelines / Terms of Reference](#)

Matters to be addressed:

Horizontal Plane Shifts:

- An [Area Design Plan](#) is required as part of this development application in order to address coordination issues between landowners and phasing of developments, including the holdout parcel on the block. The scope of the Area Design Plan is to be discussed with staff.

The Area Design Plan and Conceptual Block Plan should ensure that the proposed development does not landlock or compromise future development of these parcels. Further, the Area and Block Plans must demonstrate how the proposal complements and improves the community urban structure, provides functional site servicing, and reduces/mitigates any adverse impacts on the surrounding areas. It should also provide guidance on built form, access points, pedestrian midblock connections and overall compatibility.

- Design buildings adjacent to the existing [heritage resource](#) in a manner that respects the context and heritage characteristics. Ensure compatibility in proportions, the rhythm of façade openings and bays, as well as height and setback transitions. Incorporate enhanced façade articulation and materials. Please consult the Heritage staff comments for further guidance.

- Privately-Owned Publicly Accessible Spaces (POPS) play a great role providing much needed amenity space and should be designed as an integral part of the public realm and open spaces.
 - Enhance the legibility of the public nature of POPS to increase its usability by providing inviting and welcoming edges along the public frontage.
 - Include high-quality, universally accessible, and environmentally sustainable materials, four season landscaping, seating, pedestrian-scale lighting, trees, shade structures, weather protection, and screening, as appropriate.
 - Provide comfortable wind and shadow conditions for sitting out during spring, summer and fall months.
 - Include flexible spaces with features and programming opportunities to encourage year-round use.
 - Create attractive views and focal points within the POPS with opportunities for public art.
 - Use POPS to provide midblock pedestrian connections to the surrounding blocks within the Midtown.
 - Provide at least one side with a greater exposure to the street for the proposed central courtyard.
 - Provide a meaningful proportion of length to width with a minimum size to include tree plantings and seating areas.
 - Provide at least two points of access to a courtyard through increased frontages and midblock connections.
 - Consider predictable pedestrian movement through the site and the adjacent or nearby public uses.
 - Encourage south-facing POPS, as they maximize the space's exposure to direct sunlight.
 - Locate services and back of house (BOH) away from the POPS edges to lessen any potential negative impacts.

- Midblock pedestrian connections are required to enhance pedestrian connectivity between the blocks.
 - Open the midblock connections to the sky, fully or partially, with appropriate scale and height of enclosing walls to provide for adequate sun and sky views.
 - Align midblock connections with the others in the surrounding blocks and the important view corridors, and locate pedestrian crossings at midblock locations where warranted
 - Provide a minimum width of 10 metres between building walls to achieve a true physical and visual connection. This condition must be enhanced in the transition between the promenade and courtyard POPS.
 - Provide a minimum width of 4 metres for the paved surface of the walkways within the midblock connections.
 - Animate building flankage along the connections with openings, active uses and architectural detailing to provide interest and enhance safety.

- Private shared amenity spaces are required at grade and on rooftops to address residents needs within the development.
 - Locate and design shared private outdoor amenity space to maximize access to sunlight and minimize noise and air quality impacts from site servicing.

- Include high-quality, universally accessible, and environmentally sustainable materials, four season landscaping, seating, pedestrian-scale lighting, trees, shade structures, weather protection, screening, and programming opportunities, as appropriate.
- Connect shared interior amenity spaces to shared outdoor amenity areas and provide windows and doors for direct physical and visual access, at grade and rooftops.
- The urban design brief should discuss how a pedestrian oriented environment is achieved, specifically in relation to the ground plane transition from the site to the public right-of-way. It is expected that a proposed flush transition will provide equitable access for people of all ages and abilities. The public / private realm transition should not be significantly reliant on ramps, stairs, or retaining walls.
- Ensure the submission materials show the conceptual streetscape right-of-ways, with current proposed right-of-way widths. Where retail abuts the right-of-way, strategic setbacks from the future property lines should be provided for a ground floor exterior marketing zone and outdoor dining.
- Primary residential and retail entrances should be oriented towards the public right-of-way and not towards the sites interior. Flush retail access to all frontages is a priority.
- Tree canopy cover target for the site is 20%. Materials should discuss how this target could be achieved.

Vertical Plane Shifts:

- Provide a minimum base building/podium height between 10.5 metres and 80% of the adjacent street right-of-way (ROW) width up to a maximum of 6-storeys. Above the maximum height, stepback the building at a 45 degree angle from the main wall to maintain access to sunlight on the opposite side of the street.
- Vary the height and form of the base building to respect and respond appropriately to differences in adjacent building height, built-form character, open space size, and street width for each facing condition.
- Limit the tower floor plate size to a maximum of 750 square metres per floor, including all floor area within the main walls of the building, but excluding projected balconies. However, where the projecting balconies are contiguous and wrap around the entire tower or significant portions thereof, the massing may appear larger, therefore a decrease in floor plate size or increase in separation distances may be required to mitigate this impact.
- Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another by a minimum of 25 metres in order to create variation in building height and a distinct skyline.
 - Provide greater separation distances proportionate to increases in building size and height for enhanced privacy, daylighting and sky views.
 - Provide variation in tower setbacks and orientation to increase perceived and actual separation distance.
 - Minimize wind and shadow impact conditions through appropriate tower placement and heights.

- For the building base, provide a minimum separation of 20 meters for buildings with primary windows facing each other, and 15 meters for buildings with secondary windows facing each other, to protect for privacy and daylight and sky views. This is especially critical for the residential units fronting onto and overlooking the pedestrian mews.
- Stepback the tower component a minimum of 5 metres from the main wall of the building base to limit the visual impact of the tower at grade, improve wind conditions and access to sunlight and sky view in the surrounding area.
- On corner lots, at gateways, or within a view terminus, the building middle (tower) may extend down to ground level without a distinct building base.
- Some building frontages exceeds 55 metres in length with no significant breaks. A multi-storey major vertical continuous break is required to lessen the impact of this long massing along the public realm.

Materials needed for submission:

- Urban Design Brief
- Concept Plan
- Shadow Impact Analysis
- Area Design Plan
-
- 3D SketchUp Model (simplified massing including some of the surrounding context)
- Site Plan & Site Plan Details
- Building Elevations & Renderings
- Building Floor Plans (including Roof Plan)
- Landscape Plan & Details
- Pedestrian Circulation Plan
- Streetscape Plan
- Site Servicing Plan
- Grading & Drainage Plan
- Lighting Plan &/or Photometric Plan
- Tree Canopy Cover Plan & calculation

3 Planning & Development, Environmental Planner

Elisa Bernier, elisa.bernier@oakville.ca

Pre-Consultation

- Update the Natural Heritage Assessment, 420 South Service Road East, Oakville (Stantec, 2023) as recommended by Stantec. The proposed works must demonstrate no negative impact to the Regional and Town's natural heritage system in keeping with the Regional Official Plan and Liveable Oakville. Guidelines for the preparation of EIAs should be followed and are available online here

<https://www.halton.ca/The-Region/Regional-Planning/Regional-Plans,-Strategies-and-Studies/Environmental-Impact-Assessment-Guide-Update>

- There is an unregulated watercourse that runs perpendicular to Davis Road west of 420 South Service Road. Assessment of this feature is to be included in the updated natural heritage assessment (EIA) to determine if it is part of the natural heritage system.
- The future application should have consideration for the emerging policies of the April 2, 2024 draft official plan amendment for the Midtown Oakville Urban Growth Centre as it pertains to the Sustainability policies (section 20.15). Development should incorporate bird friendly design, among other sustainability initiatives and environmental standards, in the future site plan application.
- The proponent is encouraged to visit CH's Public Notices and Engagement page for an overview of the study: <https://www.conservationhalton.ca/public-notice-and-engagement/>. As the study advances, the webpage will be updated with more information. A formal public engagement session related to the study is anticipated to occur this fall, where additional detail will be shared. Contact provided by CH: floodplainmapping@hrca.on.ca

Requirements:

- Updated Natural Heritage Assessment/EIA
- Engineering drawing set
- Landscaping plans
- Reports and drawings as recommended in the updated EIA

4 Planning & Development, Development Engineer
Stephen Pietrangelo, stephen.pietrangelo@oakville.ca

Pre-Consultation

All drawings, reports and studies are to be prepared by a qualified professional.

The below comments are provided to clarify additional details that will be requested for the submission. Additional submission items such as landscaping plans, site plans and other relevant plans/studies for a typical site plan submission are still required. As such, the below is included but not limited to:

1. Topographic Survey

- 5.0m beyond the property extents to determine external features and drainage patterns
- Determine and investigate any public or private servicing, utility and access easements

2. Concept Site Servicing and Grading Plan

- Sites shall be designed with a sewer network capable of capturing the 5 Year Event. If sewers are not possible, surface drainage reaches shall be limited to 50.0m
- Existing elevations along property line are to be maintained

3. FSR/Stormwater Management Report

- This site falls within the midtown criteria. Please note that spill models are being updated which will affect the current SWM midtown criteria. The interim midtown criteria may be used, however it should be noted that the criteria may change through the updated modelling by the time of detailed design and the updated criteria will be required to be used.
- Quality control to achieve Level 1 (enhanced)
- As per the Town Stormwater Master Plan, there must be on site storage for the 25mm event.

- Investigate external drainage contribution. Existing drainage patterns are to be maintained or if altered, shall be accommodated without impacts to upstream lands
- The Town of Oakville does not support the permanent dewatering of underground parking structures into municipal infrastructure.
- Please continue to discuss and coordinate with Conservation Halton as on-going SWM criteria are subject to change
- **Please see attached for the interim midtown criteria memo for further information. Please be advised that the criteria is subject to change upon updated flood mitigation studies and at that time the applicant will be required to follow the updated criteria.**

4. The following is requested on behalf of the Town's Environmental Engineer

For the Development:

- **Environmental Site Assessment Report(s)** and the Remediation Reports or Risk Assessment Reports, if applicable, for the property – completed within the last 18 months (if more than 18 months, a QP can issue an update letter), the reports, as per Reg 153/04 standards [not as per the CSA standards] by a Qualified Person (QP), to provide information of the environmental conditions of the property and to demonstrate it is suitable for the proposed use.
- **Reliance Letter** as per town's template for the reports and information submitted regarding the environmental site conditions
- **Record of Site Condition (RSC)** - The record of the RSC and the MECP acknowledgement of the filing and all the supporting documents (Environmental Site Assessment Report(s) and the Remediation Reports or Risk Assessment Reports, if applicable) for the filing of the RSC with the MECP
- If the property is not fully remediated (not meeting the generic standards), off-site contamination will need to be addressed.

For Conveyance:

- **Environmental Site Assessment (ESA) report(s)** as per Reg 153/04 standards by a Qualified Person (QP) to confirm the conveyed land meets the generic standards for proposed use (i.e. community use [as road]) along with a reliance letter as per the town's template by the consultant for the town to rely on the report(s).
- **RSC** is required for conveyed land with a more sensitive land use (i.e. Parkland)
- **Reliance Letter** as per town's template for the reports and information submitted regarding the environmental site conditions
- If the property were not fully remediated (not meeting the generic standards), further discussion with the town is required on the conveyance requirements.

5. Arborist Report (Requested on behalf of Urban Forestry)

- Be prepared by a certified licensed arborist (licensed with Town of Oakville).
- Include all municipal trees, private trees, boundary trees, and trees on neighboring properties within 6.0m of property line.
- Include a report/discussion/table, with all tree data, including ownership of each tree and final recommendation of each tree.
- Include tree appraisals for all municipal trees.

The arborist report must be accompanied by a **Tree Preservation Plan**. The Tree Preservation Plan and grading/servicing plan must show:

- Location of all trees, with tree numbers
- All tree protection zone dimensions, to scale in metres
- Any horizontal tree protection/access corridors
- Location for any root exploration, as set out in AR/TPP.
- The information on the TPP must also be shown on the grading/servicing plan.

Security deposit is required for municipal trees, as per the appraised value of the trees in the arborist report. Town trees may not be removed unless they are dead/dying/high risk, they cannot be removed to accommodate new driveway etc.

Driveways may not be widened into the TPZ of town trees, existing driveway entrance is to be used, and may be widened once past tree.

Encroachments into minimum TPZ of neighbor/boundary trees is to be avoided/minimized, and are subject to review. For any minor TPZ Encroachments, where accepted, the project arborist must be present on site for excavation, based on the recommendations set out in the AR.

This must be reflected with notation on grading plan, and an arborist retention/confirmation letter is required to confirm the arborist has been retained to carry out the on-site work.

All site services (water/sani/storm) must be outside TPZ for all trees, in particular municipal trees. Where not possible, trenchless method must be used, i.e. underground boring, and grading plan must be updated with note.

Swales should also be outside TPZ's, if not possible they are to be dug under arborist supervision.

Boundary/neighbor trees cannot be removed unless written consent is provided by the neighbor.

All tree protection must be installed on site prior to demo/construction.

No trees can be cut until after final site plan approval.

In addition to the Site Plan submission requirements noted, please refer to the Town's Development Engineering Procedures and Guidelines manual for further direction. <https://www.oakville.ca/assets/general%20-%20business/DevelopmentEngProceduresManual.pdf>

Midtown Interim SWM Criteria

Thank you for your inquiry on September 25, 2024 for the property at 420 South Service Road. The following letter outlines stormwater management concerns and requirements for any stormwater management reports supporting development within Midtown Oakville.

Midtown Oakville has been designated as a growth area in the Town of Oakville via Livable Oakville, the town's Official Plan, as a result of the Places to Grow Act and Halton Region's Official Plan. In 2014, the Midtown Transportation and Stormwater EA was completed. As part of this work, stormwater management (SWM) criteria were developed. Since then, further work has been carried out including the Lower Morrison/Lower Wedgewood Flood Mitigation Study and the Stormwater Master Plan (2019). The details of the Midtown EA are available on the town's Website via the following link: <http://www.oakville.ca/townhall/midtown-oakville-ea.html>. The details of the

town's Stormwater Master Plan can be found here: <https://www.oakville.ca/home-environment/stormwater/stormwater-master-plan/>

Areas of known drainage, erosion and flooding concerns exist within and downstream of Midtown Oakville. Preliminary SWM criteria have been developed with the intent of improving SWM practices in the area while preventing further exacerbation of existing issues. **The storage criteria requirements are currently being refined based on the additional work carried out within the Lower Morrison/Wedgewood Flood Mitigation Study. Moreover, the storage criteria requirements will be further refined as further information related to the known spill from the Morrison/Wedgewood Diversion Channel north of the QEW has been evaluated.** There is a possibility that the spill will result in limitations to the development of parcels affected. The applicant is encouraged to discuss this item with Conservation Halton should there be concerns.

In the interim, while studies to advance to define the spill within the area, the interim SWM criteria for future development within Midtown Oakville include the following:

- Any future development within the Midtown Oakville study area is to utilize the Midtown Oakville EA Study hydrology model to demonstrate that the target flows are met. The Regional storm event is also to be modeled in order to determine the downstream impacts of any future development within the Midtown Oakville study area.
- Minimum storage is to be provided by any future developments as follows:
 - Lower Morrison Creek 280.9 m³/ha
 - Lower Wedgewood Creek 250.4 m³/ha
 - 16 Mile Creek 68.2 m³/ha

These targets shall be applied to the entire site area.

- Any future development within the Midtown Oakville study area is to achieve Enhanced Level 1 Protection. A treatment train approach incorporating both source and lot level controls shall be considered and will likely be necessary to comprehensively achieve the SWM criteria.
- Any future development within the Midtown Oakville study area shall consider water balance by providing retention of 25 mm over the entire area of the proposed development in accordance with the town's Stormwater Master Plan.

The above water balance can be achieved using a variety of low impact development (LID) measures including but not limited to:

- Rainwater harvesting;
- Green roofs;
- Infiltration trenches and soakaway pits;
- Bioretention;
- Permeable pavement; and
- Perforated pipe systems.

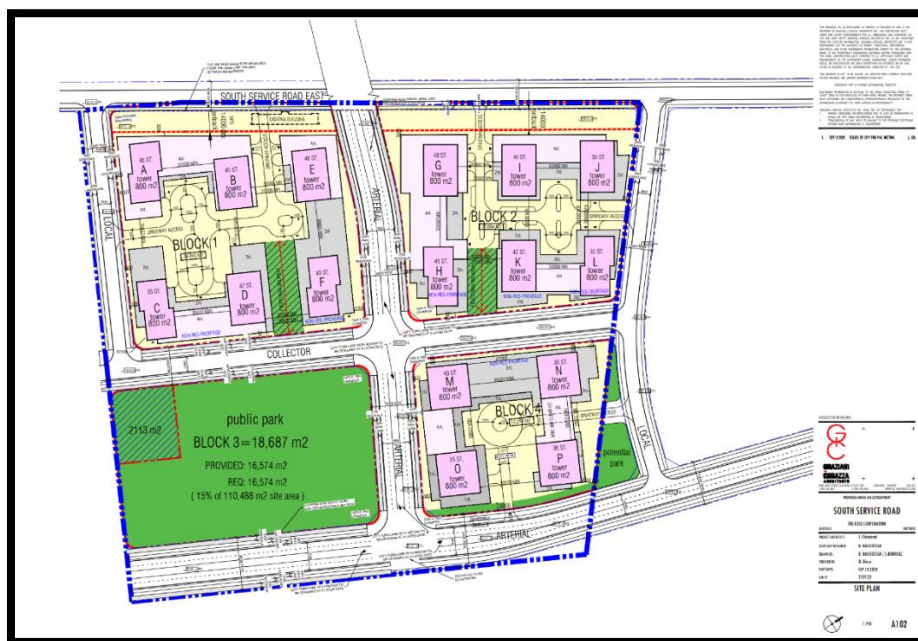
- Perpetual groundwater discharges to the town's storm infrastructure are not permitted, and management of groundwater is required. Justification and details of the proposed management plan is required.
- The local road network is required to support development and as such the development community is responsible for the construction and SWM management associated with the local roads.

5 Transportation Services, Transportation Engineer

Aquisha Khan, aquisha.khan@oakville.ca

Pre-Consultation

Transportation Planning Preliminary Comments



Preliminary Comments:

- Applicant to ensure the access to the parking garage is setback from the municipal roadway and meets the corner clearance requirements as per Transportation Association of Canada Design Guide for Canadian Roads, section 8.8 curb to curb. Particularly, from the MTO Setback.
- Applicant to ensure the driveway access widths for Blocks 1, 2 and 4 meet the town's access width as per Town of Oakville Standard Drawings (min. 7.5m).
- Applicant to ensure that the road network and ROW is consistent with the latest Midtown OPA.
- Applicant to provide details on the proposed road grades, and these will have to be reviewed against Town standards, proposed plans for the collector and arterial roads as part of the OPA, past EA preliminary design grades and in the context of the planned land use.
 - Applicant to please ensure that the daylight triangle requirements are met as outline in the Town of Oakville Design Standard Drawings. (Arterial to Arterial – 15m, Collector to Arterial – 15m, Local to collector 7.5m)
 - Applicant to note the North-South Corridor Road grades are approximately 5 – 6% and should confirm the FFE.

- Applicant to illustrate provision pedestrian connectivity to the park in Block 3 (sidewalks, controlled pedestrian crossings).
- Applicant to note the continuity of the roadway along Arterial (North-South Corridor) to the south.
- Applicant to provide design details on the anticipated parking spaces for the underground parking garage and to identify the visitors parking from the residential parking.
- Applicant to confirm the driveway ramp slope is 15%, this slope maybe considered steep.
- Applicant to ensure the internal condo road should remain consistent at a 7.5m though-out all the sites.

Submission Requirements:

The following would be required:

- Transportation Impact Study to be undertaken by a qualified Transportation engineer with an agreed approved scope of work from Town staff.
The study should include details on the existing site infrastructure and proposed infrastructure as well as shall include but is not limited to:
 - Bicycle/Pedestrian Connectivity Plan (provide/illustrate the impacts to existing trails and sidewalk)
 - Turning Movement Plans for all anticipated vehicle types.
 - Traffic Calming Measure Plan, where applicable.
 - Parking Justification Demand Section,
 - Transportation Demand Management Plan/Program. Implementation of the program to be discussed with town staff.
- Preliminary Construction Mitigation Plan/Traffic Control Plan as outlined in OTM Book 7, this should include a memo detailing the mitigative measures during the pre-construction (clearing of the lands), during the construction (construction plans) and the post construction (Clean-up).

If you require clarification or have questions about the above comments, please feel free to contact the undersigned.

6 Building Services, Zoning Examiner
Matt Rubic, matt.rubic@oakville.ca

Pre-Consultation

The following preliminary comments are based on the material provided for discussion purposes only and should not be construed as formal zoning comments on the proposal.

Official Plan Amendment

1. Proposed FSI is 5.0 for the gross site area. Please note that Floor Space Index (FSI) is defined under part 3 of the 2014-014 Zoning By-law. If a future zoning amendment requires an FSI regulation it will be based on the each of the block areas which is aligns to the the net net FSI provided ranging from 8.7, 9.3 and 9.8 for blocks 1, 2 and 4.

External Agencies

7 Conservation Halton
Sean Stewart, sstewart@hrca.on.ca

Pre-Consultation

In partnership with the Town of Oakville and Halton Region, Conservation Halton (CH) is undertaking a study to update the regulatory flood hazard modelling and mapping within Kent Gardens, the QEW Corridor, Midtown Oakville Growth Area and adjacent areas. CH regularly reviews and updates flood hazard modelling and mapping to fulfill the requirements of Ontario Regulation 686/21 and Ontario Regulation 41/24 under the Conservation Authorities Act.

Public engagement sessions related to the Flood Hazard Mapping study will be held in fall 2024 and spring 2025. To learn more about this study, please visit: <https://www.conservationhalton.ca/public-notices-and-engagement/>.

The subject property is located within the Flood Hazard Mapping Study area and may be impacted by a flood hazard (spill). The extent of the flood hazard is currently being mapped through the Study. As such, while the subject property is not currently identified as within a mapped flood hazard, it may be subject to change as the magnitude and extent of the flood hazard is confirmed through the Study. If the updated mapping confirms the subject property is within a mapped flood hazard, a permit will be required from CH prior to undertaking development activities within CH's regulated area. CH requests to be circulated on any forthcoming Planning Act Applications for the subject property and will advise of any changes as new information becomes available through the course of the Study.

Further, CH has an interest in reviewing the overall stormwater strategy for this proposal. As such we will review the FSR/SWM report for this site. We understand that SWM targets are still being refined by the Town as part of their Midtown OPA.

Summary of Requirements:

- FSR/SWM Report
- Survey
- Concept Site Plan
- Concept grading plans
- *Additional requirements may be required depending on outcome of flood mapping study
- Review fee to be determined at the time of submission

CH will attend the meeting. Inquiries can be sent to sstewart@hrca.on.ca

8 Region of Halton, Planning & Public Works Dept
Michaela Campbell, michaela.campbell@halton.ca

Pre-Consultation

Regional staff has reviewed the Pre-Consultation for 420 South Service Road and offer the following comments:

Regional Role:

- Due to recent Provincial legislation, as of July 1, 2024, Halton Region's role in land use planning and development matters is changing. The Region will no longer be responsible for the Regional Official

Plan – as this will become the responsibility of Halton’s four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities is being prepared that identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines the continued scope of interests for the Region and the Conservation Authorities in these matters. Going forward, comments offered through pre-consultation meetings will be reflective of this changing role.

Regional Infrastructure:

- A Functional Servicing Report (FSR) would be required to be submitted with the application that demonstrates that the existing water system in the area can support the proposed development and that the existing downstream sewer system can accommodate the development.
- Regional staff note that there are downstream sanitary sewer capacity issues that will impact the development of this property. Therefore, the FSR should address the existing downstream sanitary sewer capacity issues.
- The FSR should demonstrate how municipal services will be provided and/or upgraded in order to service this site.
- Please be aware that the subject property is located in an area that was subject to a recent Area Servicing Plan (ASP) completed by the Region. The servicing of the subject property may be impacted by the recommendations of servicing in the ASP. The applicant’s consulting engineer should review the ASP in relation to this development.
- Regional staff note that future servicing of the subject property may be impacted by the Midtown Oakville Implementation Program.

Regional Transportation:

- Transportation Impact Study (TIS) Requirements:

A Transportation Impact Study (TIS) must be completed by a qualified Transportation consultant for the proposed development. The study must be completed per Halton Region’s Transportation Impact Study Guidelines (2015). The final study, its assumptions and recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region.

A Scope of Work for the TIS will be required for review and approval by Transportation Development Review staff prior to preparing the study.

A Transportation Impact Study in support of a development within Midtown Oakville is to be completed in consideration of the recommendations of the Town of Oakville’s Midtown Implementation Strategy including the phasing of required infrastructure to support the site and allow for the successful progression of development. Given the scale and complexity of the proposed development, the study will be submitted to the Region’s Development Transportation Peer Reviewer.

Given the scale and impact of a potential development on the Transportation Network the detailed phasing and availability of supporting infrastructure must be clearly outlined at the outset of the application and documented in the updated Transportation Impact Study. It must be clearly outlined what existing and future transportation network improvements will be required to support the development.

A Transportation Study Terms of Reference (ToR) must be submitted to Halton Region, Town of Oakville and the Ministry of Transportation, prior to the start of the Study.

- Noise Feasibility Study (NFS) Requirement:

A Noise Feasibility Study (NFS) must be completed by a qualified Noise consultant for the proposed development. The study must be completed as per Halton Region's Noise Abatement Policy and Noise Abatement Guidelines. The final study, its assumptions and recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region.

A Scope of Work for the NFS will be required for review and approval by Transportation Development Review Staff prior to preparing the study. Every effort should be made where possible in planning the development layout so that future Outdoor Living Areas (OLAs) do not require physical mitigation measures from Regional Roads (i.e. acoustic barrier).

Every effort should be made where possible in planning the development layout so that future Outdoor Living Areas (OLAs) do not require physical mitigation measures from Regional Roads (i.e. acoustic barrier).

Regional Waste Management (Advisory):

- Regional Waste Management Staff were circulated the OPA application and its associated submission material.
- During the time of formal submission of the OPA, Regional Waste Management staff will provide advisory comments in the context of the material submission to inform downstream Planning Act applications.
- In an effort to pre-emptively address issues at the OPA stage, the above-noted advisory comments will be circulated to guide downstream Planning Act Applications should those influence design implications at the Zoning and Site Plan stage.

Pre-Submission:

Regional staff would encourage the applicant to submit and resolve any potential issues with the Functional Servicing Report, Transportation Impact Study and Noise Feasibility Study within the Town's pre-submission process.

Submission Requirements:

- Cover letter.
- Applicable Regional Fee.
 - Information on how to pay Regional development application fees available [here](#).
- Town of Oakville Complete Application Forms.
- Site Plan / Concept Drawings
- Functional Servicing Report (FSR).
- Phasing Plan (specific to the timing and coordination of Midtown Oakville Implementation program).
- Transportation Impact Study (with an approved Terms of Reference).
- Noise Feasibility Study (with an approved Terms of Reference).

9 Ministry of Transportation

Paul Nunes, paul.nunes@ontario.ca

Pre-Consultation

Site Comments

- In principle, we have no objection with the proposed Official Plan Amendment.
- Subject lands are located within the ministry's permit control limits; therefore, MTO permits will be required (e.g., grading/servicing, building and land use, etc.). Please be aware that ministry permits will need to be secured prior to the commencement of any on-site works.
- The ministry requires a minimum setback limit of 14.0 m from all ministry lands (may change if ministry priorities in the area change). No features which are essential to the overall viability of the site/lots/blocks are permitted within the MTO 14.0 m setback area. Essential features include, but are not limited to, buildings/structures (above or below grade), required parking spaces (required per the municipal zoning by-law), retaining walls, utilities, stormwater management features, swimming pools, snow storage, loading spaces, fire routes, essential landscaping, etc. Please note that non-essential parking may be located within the MTO 14.0 m setback area but must be set back a minimum of 3 m from the MTO property line. Information regarding the application process, forms and the policy can be found at the link:

<http://www.mto.gov.on.ca/english/engineering/management/corridor/building.shtml>

- MTO's 14.0 m setback limit should be stipulated in the by-law amendment.
- Noise Attenuation features (e.g., earth berms) must be contained within the subject lands and setback a minimum of 0.3 m from all ministry property limits.
- Encroachment onto the highway right-of-way will not be permitted.
- Ministry does not permit any lighting trespass onto the MTO's right-of-way.
- Direct access to ministry lands will not be permitted. All access to the subject site will be via the municipal road system. All access must adhere to the ministry's Highway Access Management policies.

MTO Conditions of Approval

Please include the following Conditions:

1. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a Stormwater Management Report indicating the intended treatment of the calculated runoff.
2. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval a Traffic Impact Study.
3. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, detailed Grading, Servicing, Survey and Internal Road Construction plans.
4. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a detailed Lighting Plan.

5. That prior to final approval, the owner shall enter into a Legal Agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the construction of all necessary associated highway improvements (If necessary).

General Notes

1. Stormwater Management Reports must adhere to accepted ministry policies/standards and must be stamped and signed by a Professional Engineer of Ontario.
2. Traffic Impact Studies must adhere to accepted Ministry practices/standards and must encompass the full build-out of the entire development (e.g., all phases), as well as prepared by a RAQS qualified consultant, stamped, and signed by a Professional Engineer of Ontario
3. Any proposed access must adhere to the ministry's highway access policy.
4. Any identified highway improvements will require the owner to enter into a legal agreement with Ministry of Transportation whereby the owner agrees to assume 100% financial responsibility for all necessary associated highway improvements.

The following will be required under the **Notes to Approval:**

1. Clearance of Conditions

The contact for all Ministry conditions of approval, including the submission and approval of all required reports, plans and agreements, etc. is:

Paul Nunes | Senior Project Manager (Peel/Halton)

Highway Corridor Management Section | Central Operations | Ontario Ministry of Transportation
159 Sir William Hearst Avenue, 7th Floor, Toronto, ON. M3M 0B7
Telephone: 416-270-3108 | Email: paul.nunes@ontario.ca

All ministry submissions should be provided in electronic form.

Please make the applicant aware that the ministry does not clear individual conditions. The ministry issues a single "Clearance Letter" once all plan conditions have been addressed to our satisfaction.

Ministry draft plan comments may need to be updated/revised if the applicant delays securing ministry clearances and/or ministry priorities change.

2. MTO Permits

Ministry Building and Land Use permits will be required for individual building lots within 800m from all ministry property limits.

Ministry permits are required prior to any on site grading being undertaken.

Sign permits are required for signing within 400 m of the QEW.

Permit inquiries can be directed to Farai Oscar Magodora, Corridor Management Officer, at faraioscar.magodora@ontario.ca or 437-243-4506.

Please provide the owner the following link to the ministry's online services/permitting system - Highway Corridor Management System (HCMS)

<https://www.hcms.mto.gov.on.ca/>

Do not hesitate to contact me if you have any questions.

10 Metrolinx

development.coordinator@metrolinx.com

Pre-Consultation

Metrolinx has reviewed the first submission of the Pre-Consultation application for 420 South Service Road East, Oakville. It is our understanding that the proposed project involves the redevelopment of the site with a master-planned mixed-use community that features a mix of residential, commercial, and community uses. The proposed site would have sixteen towers ranging in height from 30-48 storeys. Please refer to Appendix A for detailed Metrolinx comments that will need to be addressed as part of the application review. Responses to each comment should be provided in the next submission to demonstrate how they have been addressed. Should you have any questions or concerns, please do not hesitate to contact me.

Appendix A: Metrolinx Comments and Proponent Responses

Item	Metrolinx Pre-Consultation Submission 1 Comments (September 23, 2024)	Proponent/Consultant Response
Noise Study		
1.	The property is subject to a Noise Study, prepared by a qualified consultant. The proponent shall submit the study for review and satisfaction of Metrolinx. The proponent may obtain Metrolinx's most up to date rail forecast data by submitting a request to raildatarequests@metrolinx.com .	
Agreements		
2.	The Proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor: Warning: Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which	

	expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.	
3.	The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact Luka.Medved@metrolinx.com with questions and to initiate the registration process. Registration of the easement will be required prior to clearance of Site Plan Approval (It should be noted that the registration process can take up to 6 weeks).	
4.	(General Information) The Owner shall be responsible for all costs for the preparation and registration of agreements/undertakings/easements/warning clauses as determined appropriate by Metrolinx, to the satisfaction of Metrolinx. They shall also consider the timelines required to advance such agreements and reviews in their schedule accordingly.	

**Attachment 1: Planning Circulation 'Complete Application' Criteria
Materials To Be Reviewed By Metrolinx**

Document	For OPA/ZBLA		For Site Plan Control	
	Adjacent to or with direct exposure to Corridor	If within 300m of Metrolinx Corridor (Non-Adjacent)	Adjacent to or with direct exposure to Corridor	If within 300m of Metrolinx Corridor (Non-Adjacent)
Circulation Memo	YES	YES	YES	YES
Planning Justification Report	YES	YES	YES	YES
Noise Study	YES	YES	YES	YES
Vibration Study	YES	IF WITHIN 75m	YES	IF WITHIN 75m
Site Plan / Concept Plan	YES	YES	YES	YES
Architectural Drawings	YES - IF AVAILABLE	YES - IF AVAILABLE	YES	YES
Functional Service Report / Stormwater Management Report	YES	NO	YES	NO
Civil and Site Grading Plans	YES	NO	YES	NO
Transportation Impact Study	YES	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS	YES	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS
Risk Assessment / Rail Safety Report	YES	IF DIRECT EXPOSURE (I.e., NO INTERVENING USES BETWEEN CORRIDOR AND LANDS)	YES	IF DIRECT EXPOSURE (I.e., NO INTERVENING USES BETWEEN CORRIDOR AND LANDS)
Geotechnical Study	NO	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS	YES	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS
Hydrogeological Report	NO	NO	YES	NO
Landscape/Streetscape Plan	YES	NO	YES	NO
Site Servicing and Utility Design	NO	NO	YES	NO
Work Plan and Methodology (SITE PLAN ONLY)	NO	NO	YES	NO

B

Appendix B: Community Information Meeting Report



MINUTES

Date:	October 23, 2024
File:	1677X, 420 South Service Road East
Subject:	Pre-Application Community Meeting Report for the Official Plan Amendment Application for the Lands Located at 420 South Service Road, in the Town of Oakville

On Wednesday October 23rd, 2024 at 6:30 pm, the Rose Corporation hosted a virtual Pre-Application Community Meeting to receive community feedback on the proposed development, facilitated through an Official Plan Amendment (“OPA”) application for the lands located at 420 South Service Road East in the Town of Oakville (“the Subject Lands”).

Notices for the Meeting were circulated to those specified on the Town of Oakville mailing list created by the Town Clerk including, physical notices to be sent to landowners within 240 m of the Subject Lands, as well as emails to be sent to those specified on the list. The notices were all sent on Tuesday October 8th, 2024 and confirmation of the circulation of the notices was sent to the Town. No emails were received from landowners after the notices were sent out.

4 members of the public attended the pre-application community meeting. At the meeting, the consultant team presented the vision for the proposed development. At the end of the presentation, those who attended the meeting were given the opportunity to ask questions. The following section is a summary of the questions asked, and responses provided by the consultant team:

1. How will the funding work for the overpass over the QEW?
 - I don’t have an exact timing for the project, but the Region and the Town have been studying the creation of the overpass within their budgets for some time now- it should happen in the next 10 years.
2. I believe the Town is still working on a plan for Midtown Oakville. Are you way ahead of this plan? Is there communication between you and the Town?
 - Our proposal and their proposal will happen at the same time. The difference is that we are going to present a vision for the Subject Lands that reflects the landowners vision.
3. When would you start breaking ground?

- There is a lot of work around various approval processes that still need to happen, we are just beginning to talk about the visioning for the project right now.

C

Appendix C: Draft Official Plan Amendment



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-XXX

Official Plan Amendment XX

A by-law to adopt an amendment to the Livable Oakville Plan,
Official Plan Amendment Number XX

420 South Service Road East,
Town of Oakville,
Regional Municipality of Halton;
File XXXX

WHEREAS the Livable Oakville Plan, which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011;

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 the Livable Oakville Plan to incorporate certain modification to text and schedules pertaining to the lands known as 420 South Service Road East.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number XX to the Livable Oakville Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment *Planning Act* comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been

filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.

3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number **XX** to the Livable Oakville Official Plan.

PASSED this ___ day of _____, 2025

MAYOR

CLERK

**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

1. Purpose and Effect

The purpose of this Official Plan Amendment to the Livable Oakville Plan is to redesignate the Subject lands from ‘Office Employment’ to ‘Urban Core’ on Schedule L1 of the Official Plan that will allow for the proposed redevelopment of the site. A site-specific amendment is requested to permit an increase in the building height to facilitate the development of seven (7) mixed-use buildings, with sixteen (16) towers that range in height from 30-48 storeys in the Midtown Oakville Protected Major Transit Station Area (“PMTSA”). As per Schedule L2, the current maximum permitted building height on the Subject Lands is 2-6 storeys. The Official Plan Amendment further allows for refinement to the general alignment, location, and design of the road network shown on Schedule L3 of the Official Plan in accordance with the proposed development.

2. Location

The lands subject to this amendment are municipally known as 420 South Service Road East. The lands are located immediately south of South Service Road East, east of Trafalgar Road, west of Chartwell Road, and north of the CN Railway. The lands are approximately 110,488 square metres in size with frontage of approximately 379 m along South Service Road East. The lands are shown on the Schedule’s attached hereto.

3. Basis

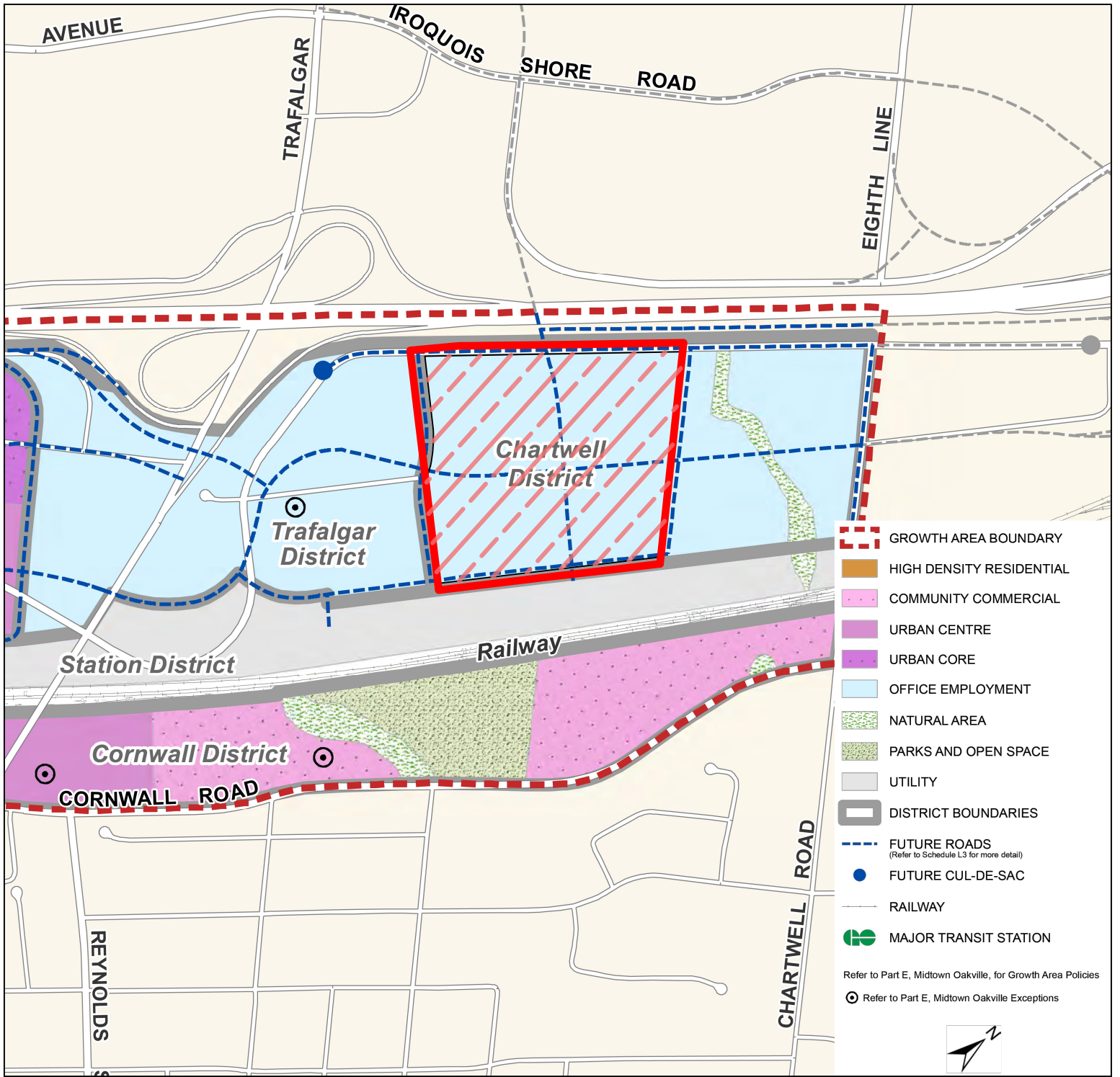
- The Subject Lands are identified as a Strategic Growth Area in the Provincial Planning Statement. Strategic Growth Areas are to be the focus of growth and development.
- As per the Region of Halton Official Plan, the Subject Lands are located within the Midtown Oakville PMTSA, intended to accommodate a range and mix of transit-supportive uses.


- Re-designating the Subject Lands to ‘Urban Core’ will allow for the redevelopment of the Subject Lands with a mixed-use community that will support the objectives for the Midtown Oakville PMTSA, as a compact, urban, and mixed-use environment, envisioned through Provincial and Regional policies.
- An increase in the maximum permitted height on the Subject Lands will support the Town’s objectives for intensification within the Midtown Oakville PMTSA, as the Town’s primary Strategic Growth Area that is planned to accommodate the greatest levels of transit-supportive growth.
- The proposal is consistent with the policies of the Provincial Planning Statement, conforms with the policies of the Region of Halton Official Plan, and generally conforms with the policies of the Livable Oakville Official Plan.
- The proposed amendment and future implementing Draft Plan and zoning would have the effect of supporting the planning and urban design objectives of the Urban Core designation and will provide well-designed mixed-use development that contributes to the creation of a complete community.

Part 2 – The Amendment

The Livable Oakville Plan is amended by adding a new Section 20.6.X to Section 20.6 Midtown Oakville Exceptions – Schedule L1, L2 and L3 of the Livable Oakville Plan.

Item No.	Section	Description of Change
1	20.6.X MIDTOWN OAKVILLE Exceptions – Schedule L1, L2 and L3.	<p>The lands located at 420 South Service Road East, are redesignated from 'Office Employment' to 'Urban Core'.</p> <p>On the lands designated Urban Core, located at 420 South Service Road East, buildings with heights up to 48 storeys shall be permitted.</p> <p>Notwithstanding Schedules L1, L2 and L3, the following road network shall be provided on the lands located at 420 South Service Road East:</p> <ul style="list-style-type: none"> • A N-S Local Road with a right-of-way width of 20.0 metres; • A N-S Arterial Road with a right-of-way width of 30.0 metres; • A E-W Collector Road (Davis Road Extension) with a right-of-way width of 26.0 metres; and, • A E-W Arterial Road (Cross Avenue Extension) with a right-of-way width of 30.0 to 36.0 metres. <p>And shall be further defined and implemented through a Draft Plan of Subdivision.</p> <p>The residential density and maximum floor area for residential and retail uses shall be regulated through the implementing zoning by-law.</p>



 Subject Lands

 To be changed from *Office Employment* to *Urban Core*

LOCATION:

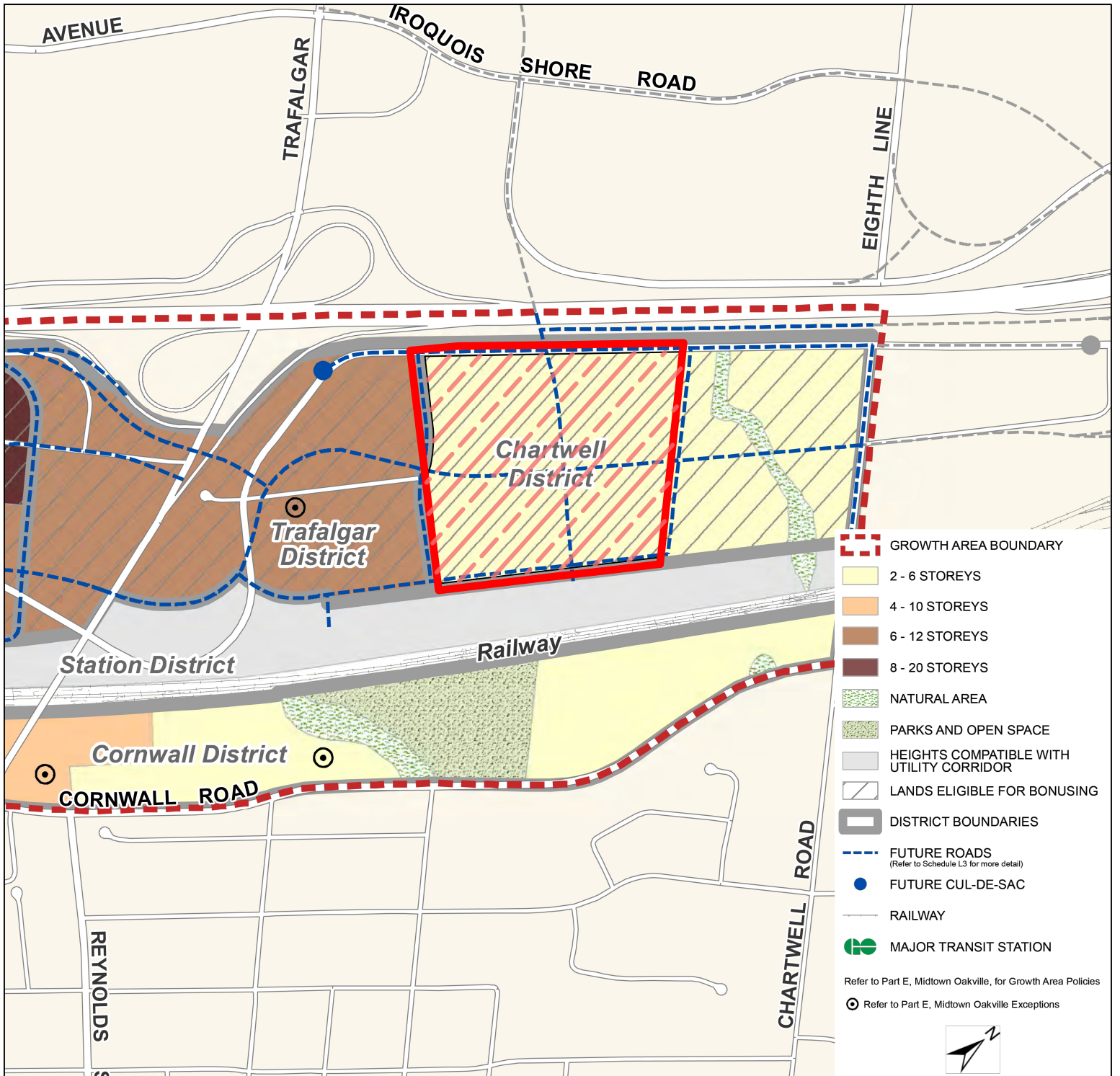
420 - 468 South Service Rd
 Part of Lot 12, Concession 3,
 South of Dundas Street
 and Lots 113 and 114,
 Registered Plan 1009
 Town of Oakville
 Regional Municipality of Halton


OFFICIAL PLAN AMENDMENT to
SCHEDULE L1: MIDTOWN OAKVILLE LAND USE
 Passed the _____ Day of _____, 2025


SIGNING OFFICERS

 MAYOR

 CLERK



 Subject Lands

 To be changed from 2 - 6 Storeys to up to 48 Storeys

LOCATION:

420 - 468 South Service Rd
 Part of Lot 12, Concession 3,
 South of Dundas Street
 and Lots 113 and 114,
 Registered Plan 1009
 Town of Oakville
 Regional Municipality of Halton

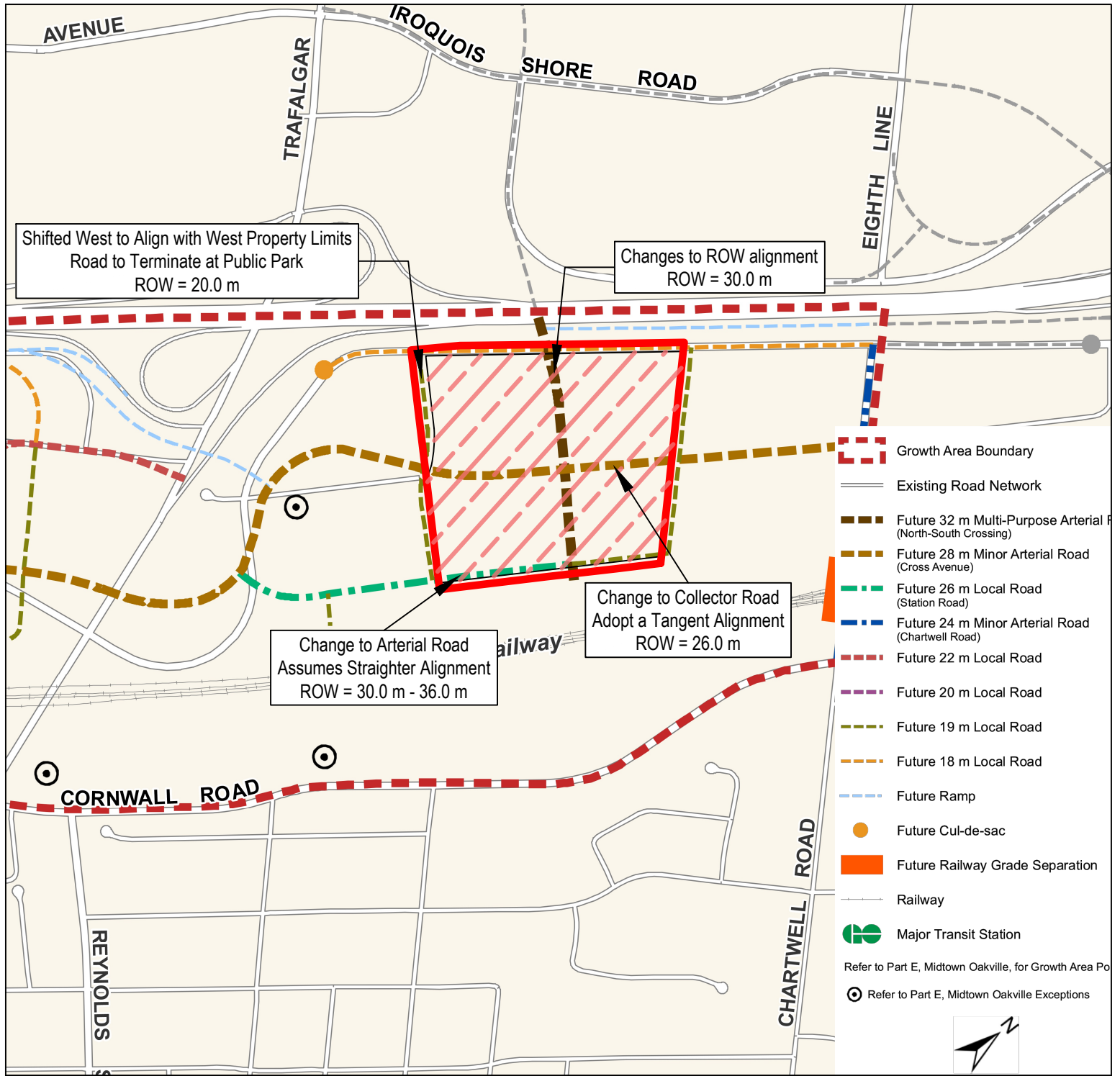
**OFFICIAL PLAN AMENDMENT to
 SCHEDULE L2: MIDTOWN OAKVILLE BUILDING HEIGHTS**

Passed the _____ Day of _____, 2025

SIGNING OFFICERS

 MAYOR

 CLERK



Subject Lands

To be changed to the alignment and design of the road network

LOCATION:
420 - 468 South Service Rd
Part of Lot 12, Concession 3,
South of Dundas Street
and Lots 113 and 114,
Registered Plan 1009
Town of Oakville
Regional Municipality of Halton

OFFICIAL PLAN AMENDMENT to SCHEDULE L3: MIDTOWN OAKVILLE TRANSPORTATION NETWORK
Passed the _____ Day of _____, 2025

SIGNING OFFICERS

_____ MAYOR

_____ CLERK

D-1

Appendix D-1: Policy Assessment, The Planning Act

Appendix D-1, Planning Act, R.S.O. 1990 (Planning Act)

The *Planning Act*, R.S.O. 1990 (the "*Planning Act*"), consolidated October 11, 2024, represents legislation that governs land use planning throughout the Province of Ontario. The *Planning Act*, s.2, sets out the matters of provincial interest which the Minister, the council of a municipality and the Tribunal shall have regard to when carrying out their responsibilities under the Act.

Section 16(15) of the Planning Act authorises single tier and lower tier municipalities within upper tier municipalities without planning responsibility to delineate boundaries for Protected Major Transit Station Areas (PMTSA) within their respective official plans. The PMTSA areas are identified where they are associated with an existing or planned higher order transit station or stop. Higher-order transit is defined as "*transit that operates in whole or in part in a dedicated right of way, including heavy rail, light rail and buses.*" In the case of Midtown, the current GO and VIA stations and future bus-rapid station/stop make this area eligible for PMTSA status. Accordingly, when the Region of Halton had planning responsibility, the Province approved ROPA 49 which established Midtown Oakville as a PMTSA, delineated its boundaries, and assigned a minimum density of development of 200 residents and jobs per hectare by 2031.

The following is an analysis of the matters of provincial interest that pertain to the proposed OPA required to facilitate development on the Subject Lands. This application will collectively be referenced as the "proposal", or the "proposed development".

Assessment of Provincial Interests

Section	Matters of Provincial Interest	Assessment
Part I- Provincial Administration		
Provincial Interest		
Section 2		
2	<p><i>The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,</i></p> <p><i>(a) the protection of ecological systems, including natural areas, features and functions;</i></p>	<p>An Environmental Impact Assessment (EIA) was prepared by Stantec Consulting to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposed development will result in no negative impacts to the protected features. The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees on the Subject Lands are a suitable maternity roost habitat for bats</p>

Section	Matters of Provincial Interest	Assessment
	<p data-bbox="321 721 1094 786"><i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i></p>	<p data-bbox="1144 261 1980 711">that are expected to be protected by the Environmental Species Act in January 2025. If the removal of these trees occurs after protections for these species come into effect, the MECP will be consulted. One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development. The EIS concludes that, through the implementation of the recommended mitigation measures outlined in the EIA, the proposed development complies with the governing natural heritage policies.</p> <p data-bbox="1144 721 1980 995">As stated in the Heritage Impact Assessment ("HIA") prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.</p> <p data-bbox="1144 1037 1980 1343">The Archaeological Assessment prepared by ASI for the Subject Lands concluded that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development. As such, the Assessment recommends that the proposed development be cleared of any further archaeological concern, with the caveat that, the appropriate authorities be notified should archaeological or human remains be encountered during any future work on the Subject Lands.</p>

Section	Matters of Provincial Interest	Assessment
	<p><i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i></p>	<p>As stated in the Functional Servicing Report & Stormwater Management Study (FSR & SWM Study) prepared by Urbantech and the TIS prepared by BA Group, the proposed development will make efficient use of existing and available municipal water, wastewater, and stormwater services and transportation infrastructure with any upgrades required being provided for and to be refined, co-ordinated and installed as each development block proceeds.</p> <p>As stated in the FSR & SWM Study prepared by Urbantech, servicing for the proposed development will be phased in coordination with the various phases of development. Water service for the proposed development will be provided by the existing watermains on Davis Road and South Service Road, together with new local serves along proposed road corridors to provide looping and redundancy. Sanitary servicing for Block 1, is provided along the existing wastewater main on Davis Road. Sanitary servicing for Blocks 2 and 4 will be provided by a new sanitary network along the Cross Avenue Extension that will drain to the existing Chartwell Road trunk sewer. Sanitary servicing for Block 3 (the park block) is proposed to connect to a future sanitary sewer on Cross Avenue (terminating at the west boundary of the Subject Lands). The necessity, location, and size of the park connection will depend on the park's service requirements and will be further discussed with the Town and Region as planning progresses. Stormwater quantity control for the development will be provided in underground storage tanks located in the underground parking structures. Quality control will be achieved through filtration, or a treatment train approach.</p> <p>As stated in the TIS prepared by BA Group, the proposal will develop over several phases and will respond to potential changes in travel demands and expectations. The proposed</p>

Section	Matters of Provincial Interest	Assessment
		<p>development focuses on planned major capital projects, prioritizing a "Transit First" principle from the start of occupancy and the early delivery by Metrolinx of the enhanced GO Rail service along the Lakeshore West GO Rail Line and its integration with GO Bus service and the Town of Oakville's local transit service. These investments are scheduled prior to the anticipated implementation of early phases of the proposed development. This will allow for efficient development patterns and integration with existing and planned transit services. The transportation system for the proposed development is being designed to be flexible over time and respond to changes in travel demand. For example, vehicular parking and active transportation needs are to be reviewed over time, as development is phased, to ensure that the need for vehicle parking, bicycle parking, bicycle amenities, pedestrian amenities, etc. are accounted for within subsequent development phases.</p>
	<p><i>(h) the orderly development of safe and healthy communities;</i></p>	<p>The proposed OPA will allow for the orderly and safe development of the Subject Lands, in a phased manner, with a mixed-use master planned community that supports the creation of a complete community, envisioned for the Midtown Oakville Urban Growth Centre (UGC) / Protected Major Transit Station Area (PMTSA).</p>
	<p><i>(f) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i></p>	<p>The future development of the Subject Lands will adhere to all applicable requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities.</p>
	<p><i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i></p>	<p>The proposal includes a number of public and private amenity spaces including a 1.87 ha public park in the southwest corner of the Subject Lands and private indoor and outdoor amenity spaces within each of the proposed development blocks, that will promote the creation of a healthy community.</p>
	<p><i>(j) the adequate provision of a full range of housing, including affordable housing;</i></p>	<p>The proposed development will provide over 6,954 residential units of varying size and typologies that will contribute to the</p>

Section	Matters of Provincial Interest	Assessment
		creation of new housing stock that will diversify the housing options to meet the diverse needs of current and future residents.
	<i>(k) the adequate provision of employment opportunities;</i>	The proposed development will provide 5,849 m ² of at-grade commercial uses, that will provide employment opportunities that contribute to the economic well-being of the Town.
	<i>(l) the protection of the financial and economic well-being of the Province and its municipalities;</i>	The proposal will be making efficient use of existing municipal servicing and transportation infrastructure, including the provision of new infrastructure through the development of the Subject Lands, development charges and property tax increases, thereby supporting the financial and economic well-being of the Province, Region and Town.
	<i>(o) the protection of public health and safety;</i>	The proposal will ensure the protection of public health and safety by maintaining compatibility with the surrounding uses including, Highway 403 to the north and the CNR railway to the south.
	<i>(p) the appropriate location of growth and development;</i>	The Subject Lands are located within the Midtown Oakville GO PMTSA that is situated within the built boundary of the Town of Oakville. Lands in these areas are planned to accommodate high density mixed-use developments.
	<i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	The proposal includes transit-supportive densities in proximity to several transit stops including, the Oakville GO Station that provides connections within the local community and to the broader Greater Toronto Area (GTA). As described in the UDB prepared by MHBC, the proposed development has a pedestrian-oriented public realm, designed to increase pedestrian comfort and engagement.
	<i>(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i>	The proposed OPA will facilitate the development of a master-planned mixed-use community that has a high-quality, attractive, and compact built form, anchored by a safe and accessible large public park, that work collectively to promote a distinct sense of place and community as further described in the UDB prepared by MHBC.

Section	Matters of Provincial Interest	Assessment
	<p><i>(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.</i></p>	<p>The Subject Lands are located within proximity to several bus stops and is within walking distance to the Oakville GO station. The proposal will include pedestrian walkways and bike lanes, thereby providing residents with alternative transportation options, and supporting the reduction of greenhouse gas emissions.</p>

D-2

Appendix D-2: Policy Assessment, The Provincial Planning Statement

Appendix D-2, Provincial Planning Statement ('PPS'), 2024

On August 20, 2024, the Province of Ontario announced that the Provincial Planning Statement ("PPS"), will come into force and effect on October 20, 2024. The PPS is a streamlined, province-wide land use planning framework that will replace both the PPS, 2020, and the Growth Plan for the Greater Golden Horseshoe, 2019. The PPS (2024) builds on the housing-supportive policies from each Plan.

Of the many modifications in the new PPS, one of the most impactful policy changes for the Subject Lands, is that the PPS (2024) removes the delineation of, and policies for, 'Urban Growth Centres ("UGC")' that were included in the Growth Plan for the Greater Golden Horseshoe, 2019. In the PPS (2024), Strategic Growth Areas ("SGAs") are areas that are planned to accommodate a significant population and employment growth and support the achievement of a complete community. 'Major Transit Station Areas ("MTSAs")' are considered a type of SGA. Planning authorities must delineate the boundaries of MTSAs on higher order transit station corridors which, shall defined an area of approximately 500 to 800 m radius of a transit station that maximizes the number of potential transit users that are within walking distance of the station. Planning authorities shall plan for development within an MTSAs served by commuter or regional rail, such as the Subject Lands, to achieve a minimum density target of 150 residents and jobs combined her hectare.

The following is an analysis of the proposed OPA to facilitate development on the Subject Lands, in relation to the policies contained in the New PPS (2024). This application will collectively be referenced as the "proposal", or the "proposed development".

Assessment of Consistency

Section	Provincial Planning Statement (2024)	Assessment
Chapter 2- Building Homes, Sustaining Strong and Competitive Communities		
2.1- Planning for People and Homes		
2.1.2.	<i>Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.</i>	The proposed OPA will allow for the redevelopment of the Subject Lands with a high-rise mixed-use development that supports the Town in achieving their provincial and regional growth targets for the Midtown Oakville Protected Major Transit Station Area ("PMTSA") of 200 people and jobs per hectare.
2.1.3.	<i>At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate</i>	The draft OPA proposed to update the land use policies that apply to the Midtown Oakville PMTSA to the year 2051, to create a

Section	Provincial Planning Statement (2024)	Assessment
	<p><i>an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.</i></p>	<p>liveable, vibrant, high-density urban destination. The proposed development helps realize this vision for Midtown through providing a transit-supportive, pedestrian-oriented, mixed-use community.</p>
<p>2.1.4.</p>	<p><i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i></p> <ul style="list-style-type: none"> <i>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</i> <i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</i> 	<p>The proposed development will provide 6,954 residential units, across seven (7) mixed-use buildings with 16 high-rise towers, that are of varying size, type, and design, that are intended to meet the market-demands for housing of current and future residents.</p>
<p>2.1.6.</p>	<p><i>Planning authorities should support the achievement of complete communities by:</i></p> <ul style="list-style-type: none"> <i>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i> <i>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</i> 	<p>The proposed OPA will support the creation of a complete community through facilitating the redevelopment of a vacant and underutilized site, into a vibrant, urban environment that features a range and mix of residential, commercial retail, and community uses, that are accessible and increase the liveability of the space.</p>

Section	Provincial Planning Statement (2024)	Assessment
	<p><i>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i></p>	
2.2- Housing		
<p>2.2.1.</p>	<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i></p> <p><i>b) permitting and facilitating:</i></p> <ol style="list-style-type: none"> <i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i> <i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</i> <p><i>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</i></p> <p><i>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</i></p>	<p>The seven (7) mixed-use buildings proposed will feature a diverse range of unit typologies including, studio, one bedroom, two bedroom, and three bedroom units that ensure housing needs are met for a wide variety of residents at various stages of their lives. The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.</p> <p>The proposed development will make efficient use of existing and available servicing and transportation infrastructure, as stated in the FSR prepared by Urbantech and TIS prepared by BA Group and will introduce transit-supportive densities and amenities that promote the use of transit and active transportation.</p>

Section	Provincial Planning Statement (2024)	Assessment
2.3- Settlement Areas and Settlement Area Boundary Expansions		
2.3.1- General Policies for Settlement Areas		
2.3.1.1.	<i>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i>	The Subject Lands are located within a SGA/PMTSA in the Settlement Area in the Town of Oakville, where new development and intensification are encouraged.
2.3.1.2.	<i>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i> <ul style="list-style-type: none"> <i>a) efficiently use land and resources;</i> <i>b) optimize existing and planned infrastructure and public service facilities;</i> <i>c) support active transportation;</i> <i>d) are transit-supportive, as appropriate</i> 	The proposed development supports the efficient use of lands and resources through facilitating the intensification of underutilized lands, with a mixed-use community that makes use of existing and planned water, wastewater, and stormwater infrastructure, as outlined in the FSR and SWM prepared by Urbantech. The proposal will encourage the use of transit and active transportation through providing transit-supportive densities in a designated PMTSA, supported by sufficient transportation infrastructure and amenities, as described in the TIS prepared by BA Group.
2.3.1.3.	<i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i>	The proposed OPA will allow for the intensification of a vacant and underutilized site within a SGA/PMTSA, with residential, commercial, and community uses that will increase the range and mix of uses and housing options within the area, in support of a complete community.
2.3.1.4.	<i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>	The Subject Lands are located within the Midtown Oakville PMTSA, as defined by the Region of Halton and the Town of Oakville. New development in the Midtown Oakville PMTSA has a minimum density target of 200 residents and jobs per hectare (by the existing in force and effect Region of Halton Official Plan and Oakville Official Plan). The proposed development assists in meeting the minimum density target through achieving a density of 1,058 persons and jobs per hectare at full build out.

Section	Provincial Planning Statement (2024)	Assessment
2.3.1.5.	<i>Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.</i>	The Subject Lands is located within the Town of Oakville which, is included in Schedule 1- List of Large and Fast-Growing Municipalities in the PPS, intended to achieve a density target of 50 residents and jobs per hectare. The proposed development is also located in the Midtown Oakville PMTSA which, has a minimum density target of 200 residents and jobs per hectare, as per the Region of Halton and Town of Oakville Official Plans. The proposed development will support the Town in meeting their required growth targets through providing a high-rise mixed-use community that achieves a density of 1,058 people and jobs per hectare.
2.3.1.6.	<i>Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.</i>	The proposed development will be phased to ensure that adequate infrastructure and servicing are in place to support the needs of the development.
2.4- Strategic Growth Areas		
2.4.1- General Policies for Strategic Growth Areas		
2.4.1.1.	<i>Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.</i>	As per the Region of Halton and the Town of Oakville Official Plans, the Subject Lands are located in the Midtown Oakville PMTSA, which is intended to achieve a minimum density target of 200 people and jobs per hectare.
2.4.1.2.	<i>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</i> <ul style="list-style-type: none"> <i>a) to accommodate significant population and employment growth;</i> <i>b) as focal areas for education, commercial, recreational, and cultural uses;</i> <i>c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and</i> 	The proposed OPA will support the creation of a complete community through providing 6,954 residential units and 5,849 m ² of commercial space throughout the proposal that will broaden the range and mix of housing options in the Town, accommodate population and employment growth, and promote the use of transit.

Section	Provincial Planning Statement (2024)	Assessment
	<i>d) to support affordable, accessible, and equitable housing.</i>	
2.4.1.3.	<p><i>Planning authorities should:</i></p> <ul style="list-style-type: none"> <i>a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;</i> <i>b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;</i> <i>c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;</i> 	<p>The proposed OPA will allow for a high-rise mixed-use development that is supported by sufficient transportation and servicing infrastructure, as stated in the FSR prepared by Urbantech and the TIS prepared by BA Group. The growth contemplated through the proposed development will support the intensification goals for the Midtown Oakville PMTSA, while maintaining compatibility with the surrounding context, as further described in the Land Use Compatibility (LUC) Study prepared by GHD.</p>
2.4.2- Major Transit Station Areas		
2.4.2.1.	<p><i>Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.</i></p>	<p>The Subject Lands are located within the Midtown Oakville PMTSA, as per the Region of Halton Official Plan and the Town of Oakville Official Plan.</p>
2.4.2.2.	<p><i>Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:</i></p> <ul style="list-style-type: none"> <i>b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or</i> <i>c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.</i> 	<p>The Subject Lands are located on the Lakeshore West GO line which, is a regional rail line. Development on the Subject Lands shall achieve a minimum density of 150 residents and jobs per hectare as per the PPS. The ROP also provides minimum density targets for lands within the Midtown Oakville PMTSA of 200 residents and jobs combined per hectare. The proposed development will meet the minimum density targets of both the PPS and the ROP through providing a minimum density of 1,058 residents and jobs per hectare.</p>

Section	Provincial Planning Statement (2024)	Assessment
2.4.2.3.	<p><i>Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:</i></p> <ul style="list-style-type: none"> <i>a) planning for land uses and built form that supports the achievement of minimum density targets;</i> 	<p>The proposed OPA will allow for the redevelopment of the Subject Lands with a compact, mixed-use, urban community that achieves a transit supportive net FSI of 9.2.</p>
2.4.2.6.	<p><i>All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:</i></p> <ul style="list-style-type: none"> <i>a) connections to local and regional transit services to support transit service integration;</i> <i>b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and</i> <i>c) commuter pick-up/drop-off areas.</i> 	<p>As shown on the Concept Plan prepared by G & C Architects, the proposed development will incorporate transit-supportive infrastructure including, pedestrian sidewalks, bike lanes, short and long term bike storage, and commuter pick up/drop off areas, intended to increase transit usage and active transportation.</p>
2.9- Energy Conservation, Air Quality and Climate Change		
2.9.1.	<p><i>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</i></p> <ul style="list-style-type: none"> <i>a) support the achievement of compact, transit-supportive, and complete communities;</i> <i>b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;</i> <i>c) support energy conservation and efficiency;</i> <i>d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality</i> 	<p>The proposed development prepares for, and adapts to, the impacts of a changing climate through providing a compact development that optimizes existing and planned infrastructure, encourages the use of local transit, and incorporates elements of green infrastructure. Further implementation details will occur through future Zoning By-law Amendment, Site Plan Approval and/or Draft Plan of Subdivision Approval processes.</p>

Section	Provincial Planning Statement (2024)	Assessment
Chapter 3- Infrastructure and Facilities		
3.1- General Policies for Infrastructure and Public Service Facilities		
3.1.1.	<p><i>Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.</i></p> <p><i>Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:</i></p> <ul style="list-style-type: none"> <i>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</i> <i>b) leverage the capacity of development proponents, where appropriate; and</i> <i>c) are available to meet current and projected needs.</i> 	<p>As stated in the FSR & SWM Study prepared by Urbantech, servicing for the proposed development will be phased in coordination with the development of each block, to meet the projected needs of each block. The servicing scheme proposed makes efficient use of existing servicing infrastructure, and proposes efficient expansions to infrastructure where necessary, that align with the planned infrastructure improvements contemplated by the Region of Halton and Town of Oakville for the Midtown area.</p>
3.1.2.	<p><i>Before consideration is given to developing new infrastructure and public service facilities:</i></p> <ul style="list-style-type: none"> <i>a) the use of existing infrastructure and public service facilities should be optimized; and</i> <i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i> 	
3.1.3.	<p><i>Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.</i></p>	<p>The proposed servicing and transportation infrastructure will allow for the delivery of emergency services and ensure the protection of public health and safety, as stated in the FSR & SWM prepared by Urbantech and TIS prepared by BA Group.</p>
3.2- Transportation Systems		
3.2.1.	<p><i>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.</i></p>	<p>The TIS provided by BA Group concluded that the proposed development is appropriate from a transportation perspective, given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that is planned in the area, and the transit and active oriented nature of the proposed mobility strategy. The proposal will allow</p>

Section	Provincial Planning Statement (2024)	Assessment
		for the creation of a multimodal transportation system on the Subject Lands, that encourages the use of sustainable modes of transportation and connects the Subject Lands to Midtown Oakville, and the broader Town of Oakville.
3.2.2.	<i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>	The proposed transportation network has been designed to be consistent with the Midtown EA and the Midtown Oakville Draft OPA from April 2024, to establish a multimodal transportation system in the Midtown PMTSA. A TDM strategy has been developed to ensure that the proposal sets a suitable precedent in urban development and encourages the use of alternative travel modes. Several TDM measures have been considered as part of the proposed development including, the provision of bicycle repair stations, direct pedestrian and cycling connections and reduced resident parking supply.
3.2.3.	<i>As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.</i>	The proposal will allow for the development of a new public street network, that provides multi-modal access to all uses on the Subject Lands and contributes to the creation of a multi-modal transportation network in Midtown Oakville and the broader Town of Oakville.
3.3- Transportation and Infrastructure Corridors		
3.3.1.	<i>Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.</i>	As stated in the TIS prepared by BA Group, the major street network proposed remains consistent with the transportation network presented through the Draft Midtown OPA including, the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S grade separated Arterial Street across the QEW corridor to the north (road-over-highway overpass) and across the Metrolinx / CN rail corridor to the south (rail-over-road underpass). One minor change is proposed to the N-S minor street grid contained to better align with the western property line of the Subject Lands, and to enable more logical

Section	Provincial Planning Statement (2024)	Assessment
		development blocks. The change is minor and does not affect the functionality of the street network.
3.3.3.	<i>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.</i>	As the proposed development is located immediately south of the Highway QEW, a 14.0 m setback from the highway has been provided to comply with the Ministry of Transportation (MTO) requirements, and ensure the long-term protection of the corridor.
3.4- Airports, Rail and Marine Facilities		
3.4.1	<i>Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that: a) their long-term operation and economic role is protected; and b) airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.</i>	The Noise Report prepared by GHD concludes that the development is not anticipated to affect the ability of the nearby industrial/commercial facilities including, the railway to the south of the Subject Lands, to comply with the sound level limits of the MECF. Appropriate mitigation, where required, will be implemented through future Site Plan Approval applications for each of the development blocks.
Section 3.5- Land Use Compatibility		
3.5.1.	<i>Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</i>	As described in the LUC prepared by GHD, the proposed development is considered to be compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise, or vibration emissions from nearby employment uses. Design recommendations have been made as part of the LUC, to help minimize the impacts due to Traffic Related Air Pollution ("TRAP"), from the Queen Elizabeth Way immediately to the north.
3.6- Sewage, Water and Stormwater		
3.6.1.	<i>Planning for sewage and water services shall: a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing</i>	As stated in the FSR & SWM Study prepared by Urbantech, servicing for the proposed development will be phased in coordination with the various phases of development to meet the

	<p><i>municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;</i></p> <p><i>b) ensure that these services are provided in a manner that:</i></p> <ol style="list-style-type: none"> <i>1. can be sustained by the water resources upon which such services rely;</i> <i>2. is feasible and financially viable over their life cycle;</i> <i>3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</i> <i>4. aligns with comprehensive municipal planning for these services, where applicable.</i> <p><i>c) promote water and energy conservation and efficiency;</i></p> <p><i>d) integrate servicing and land use considerations at all stages of the planning process;</i></p> <p><i>e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and</i></p> <p><i>f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.</i></p>	<p>projected needs of each phase. Water servicing for the proposed development will be provided by the existing watermains on Davis Road and South Service Road, together with new local services along proposed road corridors. Water system capacity is not expected to be a limiting factor for development of the Subject Lands. Sanitary servicing for Block 1 (Phase 1), will be provided along the existing wastewater main on Davis Road that will connect downstream to the Trafalgar Trunk Sewer. Sanitary servicing for Blocks 2 and 4 will be provided by a new sanitary network along the Cross Avenue Extension, that will drain eastward to the existing Chartwell Road trunk sewer. Sanitary servicing for Block 3 (the park block) is proposed to connect to a future sanitary sewer on Cross Avenue (terminating at the west boundary of the Subject Lands). The necessity, location, and size of the park connection will depend on the park's service requirements and will be further discussed with the Town and Region as planning progresses. Once complete, there are no other downstream capacity constraints anticipated in the sanitary trunk system. Stormwater quantity control for the development will be provided in underground storage tanks located in the underground parking structures. Quality control will be achieved through filtration, or a treatment train approach.</p>
<p>3.6.2.</p>	<p><i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</i></p>	<p>As stated in the FSR prepared by Urbantech, and as described in policy response 3.6.1, the proposed development will operate on full municipal servicing.</p>
<p>3.6.8.</p>	<p><i>Planning for stormwater management shall:</i></p> <ol style="list-style-type: none"> <i>a) be integrated with planning for sewage and water services and ensure that systems are optimized,</i> 	<p>As stated in the FSR & SWM prepared by Urbantech, stormwater from the proposed development is planned to drain to Lower Morrison Creek. Stormwater quantity control storage for each</p>

	<p><i>retrofitted as appropriate, feasible and financially viable over their full life cycle;</i></p> <p><i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i></p> <p><i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i></p> <p><i>d) mitigate risks to human health, safety, property and the environment;</i></p> <p><i>e) maximize the extent and function of vegetative and pervious surfaces;</i></p> <p><i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i></p> <p><i>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i></p>	<p>development block will be provided through underground storage tanks located in the underground parking structures. Quantity control storage for the road ROW catchments will be provided by superpipes, integrated with the proposed storm servicing plan. Stormwater retention will ultimately be achieved by a combination of Low Impact Development (LID) measures, to be defined at the site plan approval stage. Enhanced Level 1 quality control will be provided by either filtration (via Jellyfish units, or approved equivalent), or a treatment train approach combining treatment via oil/grit separator (OGS) units and LIDs.</p>
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3.9- Public Spaces, Recreation, Parks, Trails and Open Space

<p>3.9.1.</p>	<p><i>Healthy, active, and inclusive communities should be promoted by:</i></p> <p><i>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p><i>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i></p>	<p>A 1.87 ha public park is located in the southwest corner of the Subject Lands, intended to support an active and healthy lifestyle for residents and visitors of the proposed development. The park will foster social interaction, be connected to the transportation system, and meet the needs of persons of all ages and abilities. The public park is supplemented by two privately-owned publicly accessible spaces (POPS) in Blocks 1 and 2, and private outdoor amenity areas located within each block. Further, the Urban Core land use designation being sought permits a broad range of community uses that could be incorporated into the final development proposal, should there be a desire to do so by the Region, Town and the proponent.</p>
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Chapter 4- Wise Use and Management of Resources

4.1- Natural Heritage

4.1.1.	<i>Natural features and areas shall be protected for the long term.</i>	<p>An Environmental Impact Assessment (“EIA”) was prepared by Stantec Consulting to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposed development will result in no negative impacts to the protected features. The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees on the Subject Lands are a suitable maternity roost habitat for bats that are expected to be protected by the Endangered Species Act in January 2025. If the removal of these trees occurs after protections for these species come into effect, the MECP will be consulted. One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development.</p> <p>Mitigation recommendations were also provided through the ESA to: (1) Avoid sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures. Based on the findings of the EIA, through the implementation of the recommended mitigation measures, the proposed development complies with the applicable natural heritage policies.</p> <p>A Species at Risk (“SAR”) and Significant Wildlife Habitat (“SWH”) Assessment was completed as part of the EIA prepared by Stantec Consulting Ltd. The EIA concluded that trees on the Subject Property may provide suitable summer / maternity roost habitat for Hoary Bat, Silver-haired Bat and Eastern Red Bat, which are expected to be protected by the ESA by January 31, 2025. MECP</p>
4.1.2.	<i>The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</i>	
4.1.3.	<i>Natural heritage systems shall be identified in Ecoregions 6E & 7E, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.</i>	
4.1.7.	<i>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</i>	

		<p>is the responsible agency for endangered and threatened species in Ontario. If tree removal on the Subject Lands occurs after protections for these species come into effect, MECP will be consulted.</p>
<p>4.1.8.</p>	<p><i>Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</i></p>	<p>The EIA prepared by Stantec Consulting, concluded that through the implementation of recommended mitigation measures, the proposed development will comply with the applicable natural heritage policies.</p>
<p>4.2- Water</p>		
<p>4.2.1.</p>	<p><i>Planning authorities shall protect, improve or restore the quality and quantity of water by:</i></p> <ul style="list-style-type: none"> <i>a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;</i> <i>b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;</i> <i>c) identifying water resource systems;</i> <i>d) maintaining linkages and functions of water resource systems;</i> <i>e) implementing necessary restrictions on development and site alteration to:</i> <ul style="list-style-type: none"> <i>1. protect all municipal drinking water supplies and designated vulnerable areas; and</i> <i>2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;</i> <i>f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and</i> <i>g) ensuring consideration of environmental lake capacity, where applicable.</i> 	<p>The proposed development has been evaluated through a Hydrogeological Report prepared by EXP which, described the local hydrogeological setting of the Subject Lands, and assessed the construction flow rates and the groundwater quality of the site. The Hydrogeological Report, enclosed with this submission, outlines the recommendations that the proposed development must implement to protect the quality and quantity of water on the site in accordance with the Ontario Water Resources Act, Ontario Regulation 387/04, the Region of Halton, and Town of Oakville standards and guidelines.</p> <p>The EIA prepared by EXP identified one candidate Headwater Drainage Feature ("HDF") on the Subject Lands. This feature is to be assessed through the Evaluation, Classification and Management of Headwater Drainage Features Guidelines (CVC and TCRA 2014) to determine protection and/or mitigation requirements, if any.</p>

4.2.2.	<i>Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.</i>	
4.6 Cultural Heritage and Archaeology		
4.6.1.	<i>Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</i>	As stated in the HIA prepared by ERA, the treatment of the remnant office building, designated under Part IV of the OHA, is not yet determined. Once a proposed solution is defined, the impact and appropriate mitigation strategies will be investigated.
4.6.2.	<i>Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.</i>	The Stage 1 Archaeological Resource Assessment prepared by ASI concluded that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources, which may be impacted by site preparation or construction activities needed to facilitate the proposed development. The Assessment recommended that the proposed development be cleared of any further archaeological concern, with the provision that the appropriate authorities be notified should deeply buried archaeological or human remains be encountered during any future work on the Subject Lands.
4.6.3.	<i>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.</i>	As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.
Chapter 5- Protecting Public Health and Safety		
5.3- Human-Made Hazards		
5.2.	<i>Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site</i>	The Subject Lands has been evaluated through a Geotechnical Investigation, Hydrogeological Investigation, Phase I and Phase II

	<i>associated with the proposed use such that there will be no adverse effects.</i>	Environmental Site Assessments prepared by EXP, enclosed with this application.
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D-3

Appendix D-3: Policy Assessment, The Region of Halton Official Plan

Appendix D-3, Region of Halton Official Plan (ROPA 49, 2022)

The following section consists of an analysis of the proposed OPA, and associated development on the Subject Lands, in relation to the policies contained in the Region of Halton Official Plan (“ROP”). This application will collectively be referenced as the “proposal”, or the “proposed development”.

The Region of Halton Official Plan (ROP) has had several amendments and comprehensive reviews since its adoption in 1997, with its most recent Region Official Plan Amendment No. 48 (ROPA 48) which defined the regional urban structure and established strategic growth areas in the Region, and Region Official Plan Amendment No. 49 (ROPA 49) that further guided growth through forecasts and targets for population and employment growth, density, intensification, and Regional phasing. The ROP implements Council’s direction for growth and sustainable development through protecting and enhancing the natural environment, promoting economic competitiveness and fostering healthy communities. While the Region of Halton is no longer an approval authority under the Planning Act, the ROP is considered for Planning Act applications to be an Official Plan of the Town.

The Subject Lands are identified as being within the ‘Urban Area’ on Map 1, Regional Structure (**Figure 3**). Map 1h, Regional Urban Structure and Map 6a, Midtown Oakville GO MTSA, further identifies the Subject Lands as being located within the Midtown Oakville ‘Protected Major Transit Station Area (PMTSA)’ (**Figure 4 & 5**). PMTSAs are identified as the Region’s top Strategic Growth Area (SGA) in the hierarchy of SGAs created by the Regional Urban Structure. As Per Map 3, Functional Plan of Major Transportation Facilities, the Subject Lands are adjacent (to the south) of the QEW which is identified as a ‘Provincial Freeway and a Higher Order Transit Corridor’ (**Figure 6**). The Canadian National Railway rail line borders the Subject Lands to the south and is identified as a ‘Priority Transit Corridor’.

Assessment of Conformity

Sections	Halton Region Official Plan	Assessment
Part III- Land Stewardship Policies		
Land Use Designations		
Urban Area and the Regional Urban Structure		
72	<i>The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses</i>	The proposed development will support the goals of the Urban Area, through introducing appropriate growth to a PMTSA that enhances mobility, contributes to the diversity of housing and

Sections	Halton Region Official Plan	Assessment
	<p><i>climate change, and improves housing affordability, sustainability and economic prosperity.</i></p>	<p>employment opportunities, and supports the creation of a complete community.</p>
<p>72.1</p>	<p><i>(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.</i></p> <p><i>(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.</i></p> <p><i>(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.</i></p> <p><i>(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.</i></p> <p><i>(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.</i></p> <p><i>(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.</i></p> <p><i>(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.</i></p>	<p>The proposal supports the Region's desire to create complete and healthy communities by providing a high-quality, pedestrian-oriented, and compact, master-planned mixed-use development that diversifies the housing choices available in the community, creates job opportunities, and supports the natural environment. The proposed development achieves a net FSI of 9.2 which, is intended to support transit-oriented growth and encourage the use of alternative forms of transportation in the Midtown Oakville PMTSA.</p> <p>As per the Region of Halton Official Plan Map 1h, Regional Urban Structure, the Subject Lands are located within a SGA, specifically a PMTSA (Figure 4). The proposal supports the Provincial and Regional objectives of the SGAs by redeveloping an underutilized brownfield site with a mixed-use master plan that introduces transit-supportive densities and diversifies the existing housing stock and employment opportunities. The development of the Subject Lands will occur in several future phases that will support the logical and orderly redevelopment of the Subject Lands.</p>

Sections	Halton Region Official Plan	Assessment
	<p>(8) To promote the adaptive re-use of brownfield and greyfield sites.</p> <p>(9) To facilitate and promote intensification and increased densities.</p>	
74	<p><i>The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.</i></p>	<p>As stated in the FSR & SWM Study prepared by Urbantech, the proposed development will be serviced by existing and planned expansions to municipal servicing contemplated by the Region and the Town.</p>
75	<p><i>The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.</i></p>	<p>The Subject Lands are located within the municipality of Oakville which, is anticipated to accommodate a population of 349,990 and 181,120 employment opportunities by 2051, as per Table 1- Population and Employment Distribution of the ROP. The Region has assigned the Town of Oakville an intensification target of building 19,400 housing units within the Built-Up Area by 2041 as shown on Table 2- Intensification and Density Targets. Additionally, the Subject Lands are located within Midtown Oakville Strategic Growth Area, which is also identified as a PMTSA and has a minimum density target of 200 jobs and residents per hectare, with a general target proportion of 65% residents and 35% jobs.</p> <p>The proposed OPA will facilitate the redevelopment of the Subject Lands with an urban, mixed-use community that will provide 6,954 residential units, 5,849 m² of commercial GFA, and achieve a density of 1,058 people and jobs per hectare which, will support the Town in meeting their anticipated population growth, their housing intensification targets, and the required minimum densities for the Midtown Oakville PMTSA.</p>
76	<p><i>The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.</i></p>	<p>In order to facilitate development on the Subject Lands an OPA to the Livable Oakville Plan (“LOP”) is required to amend the designation of the Subject Lands to conform to the goals of the Midtown Oakville PMTSA outlined in the Region of Halton OP. This</p>

Sections	Halton Region Official Plan	Assessment
		<p>Planning and Urban Design Rationale Report (“PUDRR”) demonstrates how the amendments to the LOP, allow for the redevelopment of the Subject Lands with a vibrant, liveable, mixed-use urban community that conforms to the Province’s and Region’s direction for growth within PMTSAs, and the Town’s vision for Midtown.</p>
<p>77</p>	<p><i>It is the policy of the Region to:</i></p> <p><i>(5) Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The area may contain solely employment lands without residential uses or solely a Strategic Growth Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:</i></p> <p><i>f) location, types and density of residential and employment lands that contribute to creating healthy communities through:</i></p> <ul style="list-style-type: none"> <i>[i]. urban design,</i> <i>[ii]. diversity of land uses,</i> <i>[iii]. appropriate mix and densities of housing,</i> <i>[iv]. provision of local parks and open space,</i> <i>[v]. strengthening live-work relationship through a proper balance of residential and employment land uses, and</i> <i>[vi]. promoting active transportation and public transit use.</i> <p><i>f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines</i></p>	<p>The proposal represents a large-scale redevelopment that will include a range and mix of uses including residential, open space, and commercial uses that will feature a high quality, pedestrian oriented, compact built form. The proposal has been designed to remain compatible with the surrounding land uses and will implement the design recommendations outlined in the Land Use Compatibility (“LUC”) Study prepared by GHD.</p>

Sections	Halton Region Official Plan	Assessment
Regional Urban Structure		
<p>78</p>	<p><i>Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton’s planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.</i></p> <p><i>The Regional Urban Structure consists of the following structural components:</i></p> <ul style="list-style-type: none"> <i>(1) Strategic Growth Areas;</i> <i>(2) Regional Employment Areas;</i> <i>(3) Built-Up Areas; and</i> <i>(4) Designated Greenfield Areas</i> 	<p>As illustrated on Map 1H of the Region of Halton OP, the Subject Lands are located in a Strategic Growth Area that lies within the Built-Up Area of the Town of Oakville (Figure 4).</p>
<p>78</p>	<p>The <i>objectives</i> of the Regional Urban Structure are:</p> <ul style="list-style-type: none"> <i>(2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan</i> <i>(5) To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.</i> 	<p>The proposed OPA will allow for the redevelopment of a vacant and underutilized parcel of land, located in a PMTSA, with a high-density, mixed-use community. The proposed development will provide significant intensification which will achieve a gross FSI of 5.0 and a net FSI of 9.2, thus encouraging the use active transportation and transit and supporting the creation of a complete and livable community.</p>
Strategic Growth Areas		
<p>79</p>	<p>The <i>objectives</i> of the <i>Strategic Growth Areas</i> are:</p> <ul style="list-style-type: none"> <i>(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is</i> 	<p>The proposed OPA will facilitate the redevelopment of the Subject Lands with seven (7) mixed-use buildings, with 16 high-rise towers, that feature high-quality, attractive, and interesting urban form and design that compliments the existing and planned context, fosters social engagement, and contributes to the vision</p>

Sections	Halton Region Official Plan	Assessment
	<p><i>environmentally more sustainable in order to promote the development of complete communities.</i></p> <p><i>To provide opportunities for more cost-efficient and innovative urban design.</i></p>	<p>for Midtown. The density proposed will encourage the use of public and active transportation.</p>
	<p><i>(4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.</i></p> <p><i>(5) To create a vibrant, diverse and pedestrian-oriented urban environment.</i></p> <p><i>(6) To cumulatively attract a significant portion of population and employment growth.</i></p> <p><i>(7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.</i></p> <p><i>(8) To support transit and active transportation for everyday activities.</i></p> <p><i>(9) To generally achieve higher densities than the surrounding areas.</i></p> <p><i>(10) To achieve an appropriate transition of built form to adjacent areas.</i></p> <p><i>(10.1) To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas.</i></p>	<p>The proposed development will include a range and mix of uses including, 6,954 residential units and 5,849 m² of commercial space, a 1.87 ha public park, and 2 privately-owned publicly accessible spaces (POPS), that are intended to create a vibrant pedestrian-oriented environment.</p> <p>The UDB prepared by MHBC Planning outlines how the site design and configuration, public park, increased densities, and compact built form of the proposed development are intended to foster an animated, safe, and accessible public realm that supports active and public transit and maintains compatibility with surrounding uses. As described in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described.</p>
<p>79.1</p>	<p><i>Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:</i></p> <p><i>(1) Urban Growth Centres, as delineated as an overlay on top of the Urban Area on Map 1H and Map 6, subject to specific policies in Section 80.1, in addition to those for Strategic Growth Areas</i></p>	<p>The Subject Lands are designated as an 'MTSA' on Map 1H Regional Urban Structure (Figure 4). The Subject Lands are further delineated as being within the Midtown Oakville PMTSA as shown on Map 6a (Figure 5).</p>

Sections	Halton Region Official Plan	Assessment
	<p>(2) Major Transit Station Areas as delineated on Map 1H and Map 6 and identified by symbol on Map 3, which generally consist of areas within 500 m to 800 m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas</p>	
<p>79.2</p>	<p><i>The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:</i></p> <ul style="list-style-type: none"> <i>(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;</i> <i>(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;</i> <i>(3) Major Transit Station Areas on a Priority Transit Corridor;</i> <i>(4) Major Transit Station Areas on a Commuter Rail Corridor;</i> <i>(5) Primary Regional Nodes;</i> <i>(6) Secondary Regional Nodes; and,</i> <i>(7) Regional Intensification Corridors.</i> <p><i>The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes and Local Intensification Corridors.</i></p> <p><i>The Strategic Growth Areas are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations. Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.</i></p>	<p>As illustrated on Map 1H and Map 3, the Subject Lands are located within an 'MTSA' on a 'Higher Order Transit Corridor and Provincial Freeway (QEW Highway)' and 'Priority Transit Corridor (GO rail line)' (Figure 4 and 6).</p>
<p>79.3</p>	<p><i>It is the policy of the Region to:</i></p> <ul style="list-style-type: none"> <i>(1) Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan</i> 	<p>The proposed development assists the Region in directing development with higher densities to Strategic Growth Areas, serviced by transit and community amenities. The proposal will ensure compatibility with the surrounding area through appropriate building massing, orientation, and scale.</p>

Sections	Halton Region Official Plan	Assessment
	<p>(6) <i>Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.</i></p>	
	<p>(7) <i>Require the Local Municipalities to:</i></p> <ul style="list-style-type: none"> a) <i>include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;</i> b) <i>prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with Table 2b, where applicable;</i> d) <i>promote development densities that will support existing and planned transit services.</i> 	<p>These policies underscore the importance that the Region places on promoting intensification and development within intensification areas. It is critical that appropriate OP designations are applied to lands within intensification areas. The proposed OPA allows for the development of the Subject Lands with a mixed-use high-rise community that achieves transit-supportive densities that implement the direction for SGAs.</p>
	<p>(7.2) <i>Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.</i></p>	<p>The proposed OPA will allow for the redevelopment of the Subject Lands with a mixed-use community, that features residential, commercial, and community uses that supports the Region's objectives for SGAs.</p>
	<p>(8) <i>Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.</i></p>	<p>As minimum parking requirements are no longer required in PMTSAs due to Bill 185, the proposed development incorporates appropriate parking to meet functional and market-demands.</p>
	<p>(12) <i>Ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive</i></p>	<p>The Subject Lands are located in proximity to GO railway line, the CN Oakville Rail Yard, and the QEW. A LUC Study was prepared by GHD that assessed the land use compatibility of the development with existing and future industrial/commercial</p>

Sections	Halton Region Official Plan	Assessment
	<p><i>land uses within or adjacent to Strategic Growth Areas in accordance with Section 143(12) of this Plan.</i></p>	<p>facilities, in accordance with the MECP D-6 guidelines. The LUC Study concluded that, through the implementation of design recommendations that help minimize Traffic Related Air Pollution ("TRAP"), the proposed development is considered to be compatible with the surrounding land uses, and is not expected to be impacted by air quality, odour, dust, noise or vibration emissions from nearby employment uses.</p>
Urban Growth Centres		
80	<p><i>The objectives of the Urban Growth Centres, as delineated on Map 1H, are:</i></p> <p><i>(1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;</i></p> <p><i>(2) To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit</i></p> <p><i>(4) To function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where a significant share of population and employment growth will be accommodated</i></p>	<p>The proposed development incorporates transit-supportive densities that supports the planned function of the PMTSA, as an area intended to accommodate significant share of the population growth that supports the viability of the public transit network. As observed on the Site Plan prepared by G & C and as described in the TIS prepared by BA Group, the proposed development provides access to convenient and accessible transit stops, which encourage the use of the transit network.</p>
80.2	<p><i>It is the policy of the Region to:</i></p> <p><i>(1) Require Urban Growth Centres to be planned to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier, as identified in Table 2b.</i></p>	<p>The proposed development meets the minimum development density targets as set out by the Region for the Midtown Oakville PMTSA, through achieving a density of 1,058 residents and jobs per hectare.</p>
Major Transit Station Areas		
81	<p><i>The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:</i></p>	<p>The proposed development proposes a range and mix of uses including residential, commercial, and community uses that achieve transit supportive densities that are suitable to accommodate for</p>

Sections	Halton Region Official Plan	Assessment
	<p>(1) <i>To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.</i></p> <p>(2) <i>To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.</i></p> <p>(3) <i>To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.</i></p> <p>(4) <i>To achieve multimodal access to stations and support complete communities.</i></p> <p>(5) <i>To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.</i></p> <p>(7) <i>To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.</i></p>	<p>projected population growth. The proposal promotes complete and healthy communities through the creation of 6,954 residential units with varying sizes and types to support the evolving needs of current and future residents. The proposal aims to facilitate pedestrian oriented environments through the provision of at grade retail and commercial uses and the availability of transit and active transportation opportunities.</p>
Protected Major Transit Station Areas		
81.1	<p><i>The Major Transit Station Areas (including the Major Transit Station Areas that are also Urban Growth Centres), with minimum density targets as identified on Table 2b, and as delineated on Map 1H and Map 6, are identified as Protected</i></p>	<p>As per Table 2b- Strategic Growth Area Targets, the Midtown Oakville/Oakville GO MTSA, is identified as a PMTSA. Lands within the PMTSA, such as the Subject Lands, much achieve a minimum</p>

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	<p><i>Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.</i></p> <p><i>(1) Official plans of relevant Local Municipalities are required to include policies that,</i></p> <p><i>a) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and</i></p> <p><i>b) identify minimum densities that are authorized with respect to buildings and structures in the area.</i></p> <p><i>(2) The Region's approval is required for local official plan amendments which add, amend or revoke the protected major transit station area policies under policy 81.1 (1).</i></p>	<p>density target of 200 people and jobs per hectare by 2031. The proposed development will help to achieve this minimum target.</p>
<p>81.2</p>	<p><i>It is the policy of the Region to:</i></p> <p><i>(1) Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan.</i></p> <p><i>(2) Require Local Official Plans to plan to achieve:</i></p> <p><i>a) the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and</i></p> <p><i>b) a general target proportion of residents and jobs within each Major Transit Station Area in accordance with Section 55.3 and Table 2b of this Plan, where applicable.</i></p> <p><i>Require the Local Municipalities to delineate the boundaries of Major Transit Station Areas in accordance with Map 1H and Map 6 in their Official Plans.</i></p> <p><i>(4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major</i></p>	<p>The proposed OPA will allow for the redevelopment of the Subject Lands with a high-density mixed-use development that achieves a density of 1,058 people and jobs per hectare which, will support the Town in meeting their minimum density targets for the Midtown Oakville PMTSA.</p> <p>The proposed residential redevelopment will achieve a density of 1,058 units and jobs per hectare which supports the achievement of the minimum density target for PMTSAs of 200 people and jobs per hectare. The proposal introduces a compact, mixed-use,</p>

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	<p><i>Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:</i></p> <ul style="list-style-type: none"> <i>a) Identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.</i> <i>b) Identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.</i> <i>c) Identifies land uses to support complete communities.</i> <i>d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.</i> <i>e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.</i> <i>f) Achieves land use compatibility, by ensuring that the planning and development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse effects and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Sections 79.3(12) and 83.2(7) of this Plan.</i> <i>g) identifies transportation and transit networks which are transit-supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.</i> <i>h) Encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.</i> 	<p>urban community that achieves transit-supportive densities that will contribute to the range and mix of uses and housing options in the Town, in support of a complete community.</p> <p>The LUC Study prepared by GHD concluded that, through the implementation of recommended design measures, the proposed development is considered to be compatible with surrounding employment uses.</p> <p>Lastly, the proposed OPA will allow for the development, over time, of planned transportation infrastructure and community facilities (parks).</p>

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Housing		
84	<i>The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.</i>	The proposed development will include units in varying sizes and typologies, intended to meet the diverse housing needs of Region of Halton residents.
85	<p><i>The objectives for housing are:</i></p> <p><i>(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.</i></p> <p><i>(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</i></p>	The proposed OPA will allow for the redevelopment of a large, underutilized parcel of land in a PMTSA, with a mixed-use community, that will provide over 6,954 residential units that will contribute towards much needed housing stock in the Region.
	<p><i>(7) To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.</i></p>	The proposal introduces a range and mix of compatible uses including residential, commercial and community uses. The residential component will include a diverse mix of unit types that aim to meet market-demands for housing and ensure universal access and safety.
	<p><i>(13) To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.</i></p>	The proposed OPA will allow for the redevelopment of a brownfield site, with a liveable, vibrant, urban community that increases the utility of the Subject Lands and contributes to the vision for Midtown Oakville.
86	<p><i>It is the policy of the Region to:</i></p> <p><i>(6) Adopt the following housing targets:</i></p> <p><i>a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter;</i></p>	The proposal will provide 6,954 residential units in the form of multi-storey housing that will support the Region in achieving their housing targets.
	<p><i>(11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing</i></p>	The proposal represents a mixed use redevelopment and intensification on an underutilized parcel of land.

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	<p><i>structures provided that the physical character of existing neighbourhoods can be maintained.</i></p> <p><i>(12) Encourage the building and development industry to incorporate universal physical access features in all new buildings.</i></p> <p><i>(21) Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.</i></p> <p><i>(23) Encourage the Local Municipalities and the development industry to consider innovative residential development designs which contribute to affordability and energy and natural resource conservation.</i></p>	<p>The proposed development will meet all requirements as set out in the <i>Ontario Building Code</i> and will incorporate elements of universal access.</p> <p>The proposed development will include a diverse mix of residential unit types, sizes and tenures that will meet current and projected needs of residents.</p> <p>The proposed development will incorporate innovative and energy efficient design practices that will be considered at future stages of development.</p>
Urban (Water Supply and Wastewater Treatment) Services		
87	<p><i>The goal for urban services is to ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.</i></p>	<p>The FSR & SWM Study prepared by Urbantech demonstrates that the proposed development will be serviced by full municipal services, that make efficient use of existing and planned infrastructure improvements, and do not require the uneconomical expansion of such services.</p>
89(3)	<p><i>It is the policy of the Region to:</i></p> <p><i>(3) Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.</i></p>	<p>The proposed development will operate on full municipal services as indicated in the FSR & SWM Study prepared by Urbantech.</p>
Regional Natural Heritage System		
115.2.	<p><i>The Regional Natural Heritage System consists of:</i></p> <p><i>(1) areas so designated on Map 1,</i></p> <p><i>(2) the shoreline along Lake Ontario and Burlington Bay, and</i></p>	<p>The Subject Lands are not designated on Map 1 of the Region of Halton Official Plan however, an Environment Impact Assessment ("EIA") was completed by Stantec Consulting to identify any potential natural heritage features that required protection and</p>

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	<p><i>(3) significant habitats of endangered species and threatened species not included in the designation on Map 1.</i></p>	<p>demonstrate that the proposed development will result in no negative impacts to the protected natural features.</p>
<p>115.3</p>	<p><i>The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:</i></p> <p><i>(1) Key Features, which include:</i></p> <ul style="list-style-type: none"> <i>a) significant habitat of endangered and threatened species,</i> <i>b) significant wetlands,</i> <i>c) significant coastal wetlands</i> <i>d) significant woodlands</i> <i>e) significant valleylands</i> <i>f) significant wildlife habitat</i> <i>g) significant areas of natural and scientific interest</i> <i>h) fish habitat</i> <p><i>(2) enhancements to the key features</i></p> <p><i>(3) linkages</i></p> <p><i>(4) buffers</i></p> <p><i>(5) watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and</i></p> <p><i>(6) wetlands other than those considered significant under Section 115.3(1)b).</i></p>	<p>As stated in the EIA prepared by Stantec Consulting Ltd. there are no key features mapped on the Subject Lands on Map 1G of the ROP. The EIA also did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees on the Subject Lands may provide a suitable maternity roost habitat for bats that are expected to be protected by the Endangered Species Act in January 2025. If the removal of these trees occurs after protections for these species come into effect, the MECP will be consulted.</p> <p>One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development. The background review also identified wooded areas on the Subject Lands from the Ministry of Natural Resources mapping. Site investigations were conducted to assess the feature and other treed areas on the Subject Lands and determined that they do not qualify as a woodland as they are too small, have sparse canopy cover, and are dominated by invasive common buckhorn.</p>
<p>116.1.</p>	<p><i>The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:</i></p> <ul style="list-style-type: none"> <i>b) an individual Environmental Impact Assessment accepted by the Region, as required by this Plan;</i> 	<p>Mitigation recommendations were also provided through the EIA to: (1) Avoid sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures. Based on the findings of the EIA, through the implementation of the recommended mitigation</p>
<p>118</p>	<p><i>It is the policy of the Region to:</i></p> <ul style="list-style-type: none"> <i>(7) Apply a systems based approach to implementing the Regional Natural Heritage System by:</i> 	

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	<p>a) <i>Prohibiting development and site alteration within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;</i></p> <p>b) <i>Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with policies of this Plan;</i></p> <p>c) <i>Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and</i></p> <p>d) <i>Introducing such refinements at an early stage of the development or site alteration application process and in the broadest available context so that there is greater flexibility to enhance the ecological functions of all components of the system and hence improve the long-term sustainability of the system as a whole.</i></p> <p><i>(8) Require the proponent of any development or site alteration that meets the criteria set out in Section 118(3.1) to carry out an Environmental Impact Assessment (EIA)</i></p> <p><i>The purpose of an EIA is to demonstrate that the proposed development or site alteration will result in no negative impacts to that portion of the Regional Natural Heritage System or unmapped Key Features affected by the development or site</i></p>	<p>measures, the proposed development complies with the applicable natural heritage policies.</p>

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	<p><i>alteration by identifying components of the Regional Natural Heritage System as listed in Section 115.3 and their associated ecological functions and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify Key Features on or near the subject site that are not mapped on Map 1G.</i></p> <p><i>(3.1) Set the criteria for the requirement of an EIA for proposed developments and site alterations as follows:</i></p> <p><i>c) all other developments or site alterations, including public works, that are located wholly or partially inside or within 120m of the Regional Natural Heritage System.</i></p> <p><i>Require that the recommendations of an Environmental Impact Assessment, including the placement of lot lines and structures, carried out under Section 118(3) and endorsed by the Region be implemented through official plan amendments, zoning by-laws, site plan control, conditions of planning approval or regulations by the appropriate authority.</i></p>	
Part IV- Healthy Communities		
Air and the Ambience		
142	<p><i>The objectives of the Region are:</i></p> <p><i>(2) To improve air quality and to address the impact of climate change.</i></p> <p><i>(5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.</i></p> <p><i>(6) To promote trips made by active transportation and public transit.</i></p> <p><i>(8) To address the impact of air pollution, noise, vibration and light on land uses.</i></p>	<p>The proposed development aims to support sustainable development and reduce the effects of climate change through providing a high density compact built form, in proximity to sustainable transportation infrastructure including sidewalks, pedestrian pathways, bike lanes, bus stops, and railway transit.</p>

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<p>143</p>	<p><i>It is the policy of the Region to:</i></p> <p><i>(4) Promote walking, cycling and public transit over other modes of transportation.</i></p> <p><i>(5) Require all new urban development to consider in its design the provision of safe and accessible active transportation facilities and access to public transit services, or transit stops where they are likely to be located, within a walking distance of 400m.</i></p>	<p>The proposed transportation system will establish a multi-modal mobility system on the Subject Lands that encourages the use of alternative modes of transportation such as, transit, cycling, and walking. Direct and convenient pedestrian and cyclist access and circulation is afforded from all sides of the proposed development, to and from all new public streets, and to planned transit routings that connect the Subject Lands to the Midtown Oakville area and the Oakville GO Transit hub. As stated in the TIS prepared by BA Group, the Subject Lands are currently within walking distance to 18 existing transit stops that provide connections to regional and municipal transit services. Numerous transit expansions are contemplated both within, and surrounding the Subject Lands including, the future Trafalgar BRT, the Dundas BRT, and GO expansions, that will greatly improve the mobility of the area. In particular, the Draft OPA for Midtown Oakville from April and September of 2024, proposes a BRT Stop at the future intersection of Davis Road and the Future N-S minor Arterial Road, which lies within the Subject Lands. This would provide residents and visitors with direct access to the proposed BRT, creating seamless access to Oakville GO and the broader Town of Oakville.</p>
	<p><i>(9) Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:</i></p>	<p>A Noise Impact Study was prepared by GHD which concluded that the proposed development is feasible and will not be restricted by the surrounding noise and vibration impact exposures, provided that the proposed development adheres to the recommended noise mitigation measures including, building envelope STC performance requirements, installation of central air conditioning, noise warning clauses, and acoustic barriers. The proposed development is not anticipated to affect the ability of the nearby industrial/commercial facilities to comply with the sound level limits of the MECP.</p>

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	<p>a) <i>noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;</i></p> <p>c) <i>air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.</i></p>	
	<p><i>(22) Encourage the Local Municipalities to permit in those areas adjacent to industrial, transportation and utility uses, primarily land uses that require minimal noise, vibration, odour and air pollution abatement measures and require the proponent of development in those areas to undertake, in accordance with Regional and Ministry of the Environment guidelines, the necessary impact analysis and implement, as a condition of approval, appropriate abatement measures.</i></p>	<p>A LUC Study was prepared by GHD to assess the compatibility of the proposed development with existing and future industrial/commercial facilities with respect to noise, vibration, odor, dust, and air quality in accordance with the MECP D-6 Compatibility guidelines. The LUC Study concluded that, through the implementation of recommended design measures, the proposed development is considered to be compatible with the surrounding land uses and is not expected to be impacted by emissions from nearby employment uses.</p>
	<p><i>(12) Achieve land use compatibility between sensitive land uses and major facilities by:</i></p> <p>a) <i>requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures;</i></p> <p>b) <i>where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the</i></p>	<p>The proposed development seeks to revitalize an existing and underutilized parcel of land with the creation of a high density mixed-use development that will contribute to much needed housing stock in the Region. The proposed development has been assessed through a LUC Study prepared by GHD which, assessed the land use compatibility of the development with existing and future employment facilities, in accordance with the D-6 Guidelines from the MECP. The LUC Study concluded that the proposed development is considered to be compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, and dust, noise, or vibration emissions from nearby employment uses. The LUC study recommends that the proposed development implement design measures that help minimize the impacts of Traffic Related Air Pollution (TRAP), such as facing all air intakes away from the QEW, installing carbon and/or dust filters, locating outdoor amenity areas away from the QEW and the inclusion of warning clauses for TRAP.</p>

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	<p><i>following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures:</i></p> <ul style="list-style-type: none"> <i>i. there is an identified need for the proposed use;</i> <i>ii. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</i> <i>iii. adverse effects to the proposed sensitive land use are minimized and mitigated; and</i> <i>iv. potential impacts to industrial, manufacturing or other uses are minimized and mitigated;</i> 	
	<p><i>c) requiring an air quality study based on guidelines under Section 143(2.1) for development proposals with sensitive land uses located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.</i></p>	<p>An air quality assessment was undertaken as part of the LUC Study prepared by GHD which, assessed the impacts to air quality from both the surrounding industries and transportation facilities. The LUC Study concluded that it is not likely the air quality of the proposed development will be impacted by surrounding facilities, and further assessment is not warranted. As the Subject Lands is located immediately south of the QEW, within the 500 m TRAP zone of exposure to the QEW a transportation related air pollution overview was undertaken as part of the LUC Study. GHD recommended mitigation measures to mitigate the potential for TRAP including: facing all air intakes away from the QEW installing carbon and/or dust filters, locating outdoor amenity areas away from the QEW, and including warning. These mitigation measures should be considered throughout the development process.</p>
Water		
144	<p><i>The objectives of the Region are:</i> <i>(3) To maintain, protect and enhance the quality and quantity of groundwater and surface water.</i></p>	<p>The proposed development has been assessed through a Hydrogeological Investigation prepared by EXP which provided a set of recommendations and conclusions to protect the quality</p>

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<p>145</p>	<p><i>It is the policy of the Region to:</i> (5) <i>Require that any development proposal that has the potential to release or discharge contaminants to affect the quality of groundwater be subject to a review by the Region to assess the risk of such uses to potentially contaminate the groundwater system in Halton. As a result of such an assessment, the proponent may be required to carry out a hydrogeological study to the satisfaction of the Region and implement its recommendations which may result in a prohibition or restriction of the proposed use, or an agreement to adopt best management practices as prescribed by the Region.</i></p>	<p>and quantity of groundwater and surface water. A summary of the major conclusions and recommendations of the Hydrogeological Investigation are as follows:</p> <ul style="list-style-type: none"> • When comparing the chemistry of the collected groundwater samples to the Town of Oakville Storm Sewer Discharge Criteria, there are no parameter exceedances to be reported. • When comparing the chemistry of the collected groundwater samples to the Halton Sanitary and Combined Sewer Discharge Criteria, Total Manganese exceeds the parameters. • An Environmental Activity and Sector Registry will be required to facilitate the construction dewatering program for each development block. • A category 3 Permit to Take Water will be required to facilitate the post construction development phase for each block for long-term dewatering. • To control the concentration of TSS and associated metals for the construction de-watering system, it is recommended that a suitable treatment method be implemented to discharge to the applicable sewer system. • For long-term dewatering discharge to the sanitary sewer system, the water is suitable to discharge without a treatment system. • A Discharge Plan must be developed and applied for any discharges from the site. <p>Please see the Hydrogeological Assessment prepared by EXP, enclosed with this application, for a fulsome description of the conclusions and recommendations.</p>

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Cultural Heritage Resources		
165	<i>The goal for Cultural Heritage Resources is to protect the material, cultural and built heritage of Halton for present and future generations.</i>	As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building at the norther edge of the Subject Lands, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.
166	<i>The objectives of the Region are: (1) To promote awareness and appreciation of Halton's heritage. (2) To promote and facilitate public and private stewardship of Halton's heritage.</i>	
167	<i>It is the policy of the Region to: (2) Inform promptly the appropriate government agencies, First Nations and Municipal Heritage Committees of development proposals that may affect defined Cultural Heritage Resources and known archaeological sites. (6) Prior to development occurring in or near areas of archaeological potential, require assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan.</i>	The Stage 1 Archaeological Assessment prepared by ASI for the Subject Lands concluded that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development. The Assessment recommends that the proposed development be cleared of further archaeological concern, with the provision that the appropriate authorities must be notified should deeply buried archaeological or human remains be encountered during work on the Subject Lands.
Economic Development		
169	<i>The objectives of the Region are: (1.3) To promote economic activities that strengthen and diversify the economic base of Halton. (1.4) To protect an adequate land base to support Halton's and its Local Municipalities' economic competitiveness and to serve long term employment land needs in Halton, especially at strategic locations along major transportation corridors.</i>	The proposed development will include over 5,849 m ² of commercial, and retail uses that will contribute to job opportunities and serve surrounding employment land needs.
170	<i>It is the policy of the Region to:</i>	The proposed development will provide commercial and retail uses at-grade along the E-W Collector Road, that are intended to create a livable and complete community. Further the Urban

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	<p><i>(10) Encourage and direct office, commercial, cultural and institutional uses and compatible industrial uses to locate within Intensification Areas.</i></p>	<p>Core designation proposed to be applied, permits a range of community uses which could be incorporated into the proposed development should the Region, Town and/or proponent wish to do so in the future.</p>
Transportation		
<p>172</p>	<p><i>The objectives of the Region are:</i></p> <p><i>(2) To develop a balanced transportation system that:</i></p> <ul style="list-style-type: none"> <i>a) reduces dependency on automobile use;</i> <i>b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and</i> <i>c) promotes active transportation.</i> <p><i>(5) To increase accessibility to major areas of employment, shopping, government services, culture and recreation.</i></p> <p><i>(9) To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.</i></p> <p><i>(9.1) To ensure development is designed to support active transportation and public transit.</i></p> <p><i>(9.2) To integrate transportation planning, land use planning and investment in infrastructure.</i></p> <p><i>(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.</i></p> <p><i>(12) To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.</i></p>	<p>The new major street network will provide multi-modal access to all uses on the Subject Lands and contribute to the mobility goals of the Midtown Oakville area including, encouraging the use of sustainable modes of transportation and reducing reliance on the personal automobile. The proposed development takes a “Transit First” approach to development, through providing sustainable and effective transit options from the initial phases of the development that prioritize direct, safe, and convenient access to public transit and active transportation, while facilitating necessary vehicular access and movement. A TDM Strategy has been created to ensure that the proposed development sets a sustainable precedent in urban development and encourages the use of alternative modes of transportation through measures such as, the provision of convenient pick-up and drop-off facilities, the provision of long-term bicycle parking facilities and bike repair stations, and the creation of direct pedestrian and cycling connections to building entrances, transit stops, and the public realm. The proposed transportation network is integrated within the larger transportation infrastructure investments planned for Midtown Oakville including, the provision of expanded transit services and active transportation infrastructure.</p>

Sections	Halton Region Official Plan	Assessment
173	<p><i>It is the policy of the Region to:</i></p> <p><i>(2) Ensure that the development of the transportation system in and around Halton supports the development of Intensification Areas.</i></p> <p><i>(20.1) Support the planning and coordination of public transit service and urban design such that all residences are within 400m walking distance of a transit stop.</i></p> <hr/> <p><i>(21) Require the Local Municipalities to:</i></p> <p><i>b) include in the site plan approval process a review of how the proposal has maximized active transportation opportunities and transit access to the site;</i></p> <p><i>c) direct the development of transit-supportive land uses to the Intensification Areas;</i></p> <p><i>e) adopt parking policies in the Intensification Areas that would promote active transportation and the use of public transit; and</i></p> <p><i>f) support intensification by extending transit services to Intensification Areas and areas where transit-supportive development densities will be achieved.</i></p>	<p>The TIS prepared by BA Group concludes that given, the transit oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy, the proposed development is appropriate from a transportation perspective.</p> <p>The Subject Lands are located in proximity to several existing Local and Regional Transit stops including, the Oakville GO Train Station, located within 1.3 km of the Subject Lands. The Draft Midtown OPA from April and September of 2024 proposes a Bus Transit Station (“BRT”) stop at the future intersection of the Davis Road Extension and the future N-S Minor Arterial Road, which is currently within the Subject Lands. This stop would provide residents and visitors with direct access to the proposed BRT and create seamless access to Oakville GO and the surrounding community.</p> <p>The proposal includes transitive supportive densities and the provision of pedestrian walkways and bike lanes, thereby encouraging active and public transportation.</p>

Sections	Halton Region Official Plan	Assessment
	<p><i>(22) Require the proponent of any development considered to have a transportation impact to carry out a detailed transportation study to assess the impact of the proposal and to recommend necessary improvements to the transportation network and services consistent with the goals, objectives and policies of this Plan.</i></p>	<p>The proposed transportation network has been assessed through a TIS prepared by BA Group which, concluded that the proposed development, inclusive of the proposed transportation network, is appropriate from a transportation perspective.</p>
	<p><i>(32) Require proposed development adjacent or in proximity to railway lines/yards/terminals or within railway rights-of-way to ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the Region and the Local Municipality to mitigate any safety concerns by the railway agency and/or abutting residents.</i></p>	<p>The potential impacts of the railway facilities to the southeast of the proposed development have been assessed through a Noise and Vibration Impact Report prepared by GHD, enclosed with this application.</p>

D-4

Appendix D-4: Policy Assessment, The Liveable Oakville Plan

Appendix D-4, Livable Oakville Plan (August 2021 Office Consolidation)

The following is an analysis of the proposed Official Plan Amendment (“OPA”) and associated development proposal, in relation to the Town of Oakville Official Plan (“The Livable Oakville Plan (LOP)”). This application will be referenced as the “proposal”, or the “proposed development”.

The Livable Oakville Plan (“LOP”) applies to all lands within the Town of Oakville except the North Oakville East and West Secondary Plan Areas. The LOP outlines Council’s direction on the Town’s urban structure, how lands should be used, and how growth should be managed over the long term. The Town is currently undertaking a review of the Midtown Oakville Growth Area, which is intended to transform the underdeveloped area into a livable and connected, mixed-use community.

Schedule A1 – Urban Structure of the LOP identifies the Subject Lands as being within the ‘Nodes and Corridors’ specifically, the ‘Midtown Oakville Urban Growth Centre (UGC)’, as shown on Schedule A2- Built Boundary & Urban Growth Centre (**Figure 7 and 8**). Schedule C- Transportation Network and Schedule D- Active Transportation Network, identify several ‘Future Roads’ with ‘Proposed Bike Lanes’, and one ‘Proposed Multi-Use Trail’, throughout the Subject Lands (**Figure 9 and 10**). Schedule G, South East Land Use Plan, of the LOP designates the Subject Lands as a ‘Growth Area’ (**Figure 11**). The LOP further designates the Subject Lands through Schedule L1- Midtown Oakville Land Use, as ‘Office Employment’ within the ‘Chartwell District’, with several ‘Future Roads’ designated throughout the Subject Lands (**Figure 12**). Redevelopment on the Subject Lands has a permitted building height of ‘2-6 storeys’, and is ‘eligible for bonusing’, as per Schedule L2- Midtown Oakville Building Heights (**Figure 13**). As per Schedule L3, Midtown Oakville Transportation Network, the Subject Lands contain several future roads including: ‘Future 19 m north-to-south (N-S) Local Road’, ‘Future 32 m N-S Multi-Purpose Arterial Road’, ‘Future 28 m east-to-west (E-W) Minor Arterial Road’, and ‘Future E-W 26 m Local Road’ that transitions to a ‘19 m Local Road’ (**Figure 14**).

The following table assesses the suitability of the proposal for the Subject Lands based on the in-force Official Plan policies applicable to the Subject Lands, to ensure that the proposal supports the policy direction of the Town.

Assessment of Conformity

Sections	Livable Oakville Plan	Assessment
PART B- MISSION STATEMENT AND GUIDING PRINCIPLES		
Section 2.0- Policy Framework		
Section 2.2- Guiding Principles		
2.2.1.	<i>Preserving and creating a livable community in order to:</i> <ul style="list-style-type: none"> a) <i>preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;</i> b) <i>direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and,</i> c) <i>achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.</i> 	<p>The proposal will facilitate the development of a mixed-use community, that directs transit-supportive and pedestrian-oriented growth to a designated growth centre, protects cultural heritage, and creates job opportunities, each of which contribute to the creation of a livable community with a defined character and sense of place.</p>
2.2.2	<i>Providing choice throughout the Town in order to:</i> <ul style="list-style-type: none"> a) <i>enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;</i> b) <i>provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,</i> c) <i>foster the Town's sense of place through excellence in building and community design.</i> 	<p>The proposed development will provide 6,954 residential units and 5,849 m² of commercial space and a 1.87 ha public park, intended to increase the range and mix of housing and employment opportunities, and increase the livability of the community. The proposal has been intentionally designed to foster a sense of place through urban design excellence including the creation of a vibrant public realm, unique building design, and a multimodal transportation network, described in the accompanying reports submitted in support of the application.</p>
2.2.3.	<i>Achieving sustainability in order to:</i> <ul style="list-style-type: none"> a) <i>minimize the Town's ecological footprint;</i> c) <i>achieve sustainable building and community design.</i> 	<p>The proposal has been designed to make efficient use of the Subject Lands, and available infrastructure, and will incorporate sustainable building and community design principles at the stage of detailed design, that will support the sustainable development of Midtown Oakville.</p>

Sections	Livable Oakville Plan	Assessment
PART C: MAKING OAKVILLE LIVABLE (GENERAL POLICIES)		
Section 3.0- Urban Structure		
3.5	<p><i>Parks, Open Space and Cemeteries</i> <i>Parks, Open Space and Cemetery areas include publicly accessible land and locations for recreational opportunities and physical linkages that enhance the Town’s character and quality of life, as well as contributing to sustainability.</i></p>	<p>The proposal includes the provision of a 1.87 ha public park, that will provide recreational opportunities that enhance the quality of life of residents and visitors in the surrounding community.</p>
3.6	<p><i>Nodes and Corridors</i></p> <p><i>Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.</i></p> <p><i>Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and Corridors through the defined terms intensification areas and intensification corridors.</i></p>	<p>The Subject Lands are located in the ‘Midtown Oakville’ node and corridor, as shown on Schedule A1- Urban Structure of the LOP (Figure 7).</p>
	<p><i>Midtown Oakville is identified as an Urban Growth Centre in the Growth Plan and is planned to accommodate a significant portion of Oakville and Halton’s required intensification.</i></p>	<p>As of October 20, 2024, the new PPS (2024) will replace the Growth Plan and the PPS that came into effect on May 1, 2020. The new PPS states that planning authorities are encouraged to identify ‘Strategic Growth Areas’ (“SGAs”). Protected Major Transit Station Areas (“PMTSAs”), as defined under Section 26 of the <i>Planning Act</i>, are considered to be a SGA and include lands within approximately 500 to 800 m radius of a transit station. Thus, Midtown Oakville, is no longer considered a UGC under the PPS, but is considered a PMTSA which, is a type of SGA. The proposal will support the objectives of Midtown Oakville, as a PMTSA, through providing a range and mix of uses and</p>

Sections	Livable Oakville Plan	Assessment
		housing types that support the Town in meeting their required growth targets for the PMTSA.
<p>3.10</p>	<p><i>Cultural Heritage Resources</i></p> <p><i>The Town has a long tradition of identifying and conserving cultural heritage resources, and is required to do so under Provincial Policy.</i></p> <p><i>Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure and are shown on Schedule A1, Urban Structure. Other cultural heritage resources are important features of the Town but due to their size are not identifiable at the scale of the urban structure.</i></p> <p><i>As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure.</i></p>	<p>As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, located at the northern border of the Subject Lands that is designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.</p>
<p>3.11</p>	<p><i>Major Transportation Corridors, Provincial Priority Transit Corridor and Utility Corridors</i></p> <p><i>The future of transportation is based on the principle of "mobility-as-a-service" and a focus on a multi-modal transportation system. Major Transportation Corridors as well as Proposed Major Transportation Corridors are identified in the urban structure as the foundation of the Town's multi-modal transportation system. These major elements include arterial roads and major collector roads.</i></p> <p><i>The function of this transportation system is to provide connectivity locally, between the Town's Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of multi-modal facilities.</i></p>	<p>As stated in the TIS prepared by BA Group, the new major street network will establish a multi-modal transportation system on the Subject Lands that will contribute to the mobility goals of the Midtown Oakville area.</p> <p>The proposal has been designed to increase the connectivity and permeability of Midtown, through supporting the introduction of a multi-modal transportation network that prioritizes the</p>

Sections	Livable Oakville Plan	Assessment									
		movement of pedestrians, cyclists, transit vehicles, and personal vehicles.									
Section 4.0- Managing Growth and Change											
<p>4.0</p>	<p><i>This Plan provides a land use planning framework to direct and manage growth to 2031 based on the following population and employment forecasts:</i></p> <p>Table 2: Town-wide Population and Employment Forecasts</p> <table border="1" data-bbox="279 597 1115 805"> <thead> <tr> <th data-bbox="279 597 558 667">Year</th> <th data-bbox="558 597 837 667">Population</th> <th data-bbox="837 597 1115 667">Employment</th> </tr> </thead> <tbody> <tr> <td data-bbox="279 667 558 737">2006</td> <td data-bbox="558 667 837 737">165,000</td> <td data-bbox="837 667 1115 737">82,000</td> </tr> <tr> <td data-bbox="279 737 558 805">2031</td> <td data-bbox="558 737 837 805">255,000</td> <td data-bbox="837 737 1115 805">127,000</td> </tr> </tbody> </table> <p><i>The population and employment growth in the Town is intended to be accommodated through the development of the Residential and Employment Areas within the existing built boundary shown on Schedule A2, Built Boundary and Urban Growth Centre, and within greenfield areas.</i></p> <p><i>Within the existing built boundary shown on Schedule A2, growth is to occur primarily within the defined Growth Areas in Part E (Midtown Oakville, the Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville). Intensification outside of the Growth Areas is to be provided in accordance with the policies as set out in this Plan.</i></p> <p><i>In managing growth and change, the use of existing infrastructure and public service facilities should be optimized wherever feasible before consideration is given to the development of new infrastructure. Infrastructure investment shall be cost-effective and co-ordinated to support and facilitate intensification. The Town will consider planning approval,</i></p>	Year	Population	Employment	2006	165,000	82,000	2031	255,000	127,000	<p>The proposal will facilitate the redevelopment and intensification of a vacant and underutilized site, located within a designated PMTSA in the built boundary of the Town of Oakville. The proposed development will provide 6,954 residential units and 5,849 m² of commercial space, and a 1.87 ha public park that optimize the use of existing and planned infrastructure to support the Town in meeting their population and employment targets.</p>
Year	Population	Employment									
2006	165,000	82,000									
2031	255,000	127,000									

Sections	Livable Oakville Plan	Assessment
	<p><i>financial and other incentives to support the development of intensification areas.</i></p>	
<p>4.1</p>	<p><i>Growth Area</i> <i>The majority of intensification in the Town is to occur within the Growth Areas as defined in Part E.</i></p> <p><i>Midtown Oakville, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of intensification. They are intended to be developed as mixed use centres with transit-supportive development focused around major transit station areas and along corridors. These areas have been the subject of detailed, comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for intensification opportunities.</i></p>	<p>The proposal will introduce seven (7) mixed-use buildings, with 16 high-rise residential towers that accommodate 6,954 residential units and 5,849 m² of commercial space that will support the objectives of Midtown as a transit-supportive mixed-use community. While an updated Official Plan Amendment to direct the vision for Midtown Oakville has yet to be approved by the Town following several updates to Provincial policy, the proposal supports the general intent and direction to intensify SGAs as per previous Provincial policy and the recent PPS brought into effect as of October 20, 2024.</p>
<p>4.2</p>	<p><i>Urban Growth Centre</i> <i>In addition to being a Growth Area, Midtown Oakville is an urban growth centre identified by the Growth Plan for the Greater Golden Horseshoe, 2006 (the Growth Plan). The greatest levels of height and density in the Town are planned for Midtown Oakville. It is to be a primary intensification area with employment, commercial and residential uses concentrated within the major transit station area.</i> <i>Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031, in accordance with the Growth Plan. Reductions in minimum heights or densities within Midtown Oakville will not be permitted.</i></p>	<p>The proposed development will support the objectives of Midtown, as a PMTSA, through providing a comprehensive development concept that achieves a density of 1,058 jobs and residents per hectare.</p>

Sections	Livable Oakville Plan	Assessment
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4.4

Intensification Targets

This Plan provides objectives and policies to meet the following *intensification* target for residential *development* within the *built boundary* as shown on Schedule A2:

Table 3: Residential Intensification Target within Built Boundary

2015 to 2031	
Target (New Residential Units within Built Boundary) ¹	14,390

Note:

1. *The intensification targets within the Growth Areas do not include potential bonused residential units.*

The intensification target of 14,390 residential units within the built boundary is intended to provide for units which can be built as a result of developments that conform to this Plan. The number of units built within the built boundary by the year 2015, and each year thereafter, will be monitored to ensure conformity with the Region’s requirement under the Growth Plan.

The minimum heights and densities as set out in the land use designations in Part D and the policies set out in Part E of the Plan shall be maintained to achieve the minimum intensification target of 13,500 units, as required by the Region of Halton Official Plan. No zoning by-law shall be approved which would preclude meeting this minimum intensification target.

Since the LOP was last consolidated on August 31, 2021, the Town has made, or been assigned, ambitious Regional and Provincial housing targets. As identified in the Draft Housing Strategy and Action Plan, released by the Town in July, 2023, the Town has pledged to meet a Provincial housing target of 33,000 new housing units by 2031, and a Regional target of 44,800 housing approvals by the year 2041 including, 19,340 units within the built boundary. In order to achieve these ambitious housing goals, the Town should aim to accommodate higher density housing forms that increase affordability and contribute to a complete community. The proposal responds to this call through the provision of 6,954 residential units of varying unit sizes and tenure that will support the Town in meeting their intensification targets, and the creation of a complete community in Midtown within the 2051 planning horizon.

Sections	Livable Oakville Plan	Assessment
Section 5.0- Cultural Heritage		
Section 5.1 General		
5.1.1.	<p><i>The general objectives for cultural heritage are:</i></p> <p>a) <i>to conserve cultural heritage resources through available powers and tools and ensure that all new development and any site alteration conserve cultural heritage resources</i></p>	<p>A remnant office building of the former GE lamp plant remains at the northern edge of the Subject Lands. As per the Town of Oakville By-law 2011-096, the GE Lamp Plant Office Building is designated as a protect of cultural heritage value or interest, under Part IV of the Ontario Heritage Act, R.S.O 1990, Chapter O.18.</p>
Section 5.3- Heritage Conservation		
5.3.1.	<p><i>The Town shall encourage the conservation of cultural heritage resources identified on the register and their integration into new development proposals through the approval process and other appropriate mechanisms</i></p>	<p>As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described.</p>
5.3.2.	<p><i>A cultural heritage resource should be evaluated to determine its cultural heritage values and heritage attributes prior to the preparation of a heritage impact assessment of a proposed development on the cultural heritage resource.</i></p>	
5.3.6.	<p><i>The Town should require a heritage impact assessment where development or redevelopment is proposed:</i></p> <p>a) <i>on, adjacent to, or in the immediate vicinity of, an individually designated heritage property;</i></p> <p>d) <i>on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.</i></p>	
5.3.7.	<p><i>The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development.</i></p>	
5.3.8.	<p><i>Where the Town is considering a proposal to alter, remove, or demolish a cultural heritage resource that is protected or registered under the Ontario Heritage Act, or repeal a</i></p>	

Sections	Livable Oakville Plan	Assessment
	<p><i>designating by-law under that Act, it shall ensure that it has before it any required heritage impact assessment or sufficient information to review and consider:</i></p> <ul style="list-style-type: none"> <i>a) how the proposal affects the heritage attributes and the cultural heritage value and interest of the cultural heritage resource; and,</i> <i>b) options that reduce, minimize or eliminate impacts to the cultural heritage resource.</i> 	
Section 5.4- Archaeological Resources		
5.4.3.	<p><i>Where a development may cause an impact to archaeological resources or areas of archaeological potential, an assessment by a qualified professional will be required in accordance with provincial standards and guidelines. Archaeological resources that are located on a proposed development site will be conserved in accordance with the recommendations of the approved assessment.</i></p>	<p>As stated in the Stage 1 Archaeological Assessment prepared by ASI, there is no potential for the presence of significant precontact indigenous or Euro-Canadian Archaeological resources that may be impacted by the proposed development. The report recommends that the proposed development be cleared of further archaeological concern, with the stipulation that the appropriate planning authorities are to be notified if archaeological remains are encountered during future work on the Subject Lands.</p>
Section 5.5- Retention of Heritage Resources On-site or Relocation		
5.5.1.	<p><i>All options for on-site retention of buildings and structures of cultural heritage significance shall be exhausted before resorting to relocation. Relocation of built heritage resources shall only be considered through a Cultural Heritage Impact Assessment that addresses retention and relocation.</i></p>	<p>As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.</p>

Sections	Livable Oakville Plan	Assessment
Section 6.0- Urban Design		
Section 6.1- General		
Section 6.1.1.- Objectives		
6.1.1.	<i>The general objectives for urban design are to provide for:</i> <ul style="list-style-type: none"> a) <i>diversity, comfort, safety and compatibility with the existing community;</i> b) <i>attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;</i> c) <i>innovative and diverse urban form and excellence in architectural design; and,</i> d) <i>the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.</i> 	<p>The proposal will play an integral role in contributing to the vision for Midtown Oakville. As described in the UDB prepared by MHBC, the proposed development will provide buildings with a high quality and dynamic architectural design, with an abundance of inviting, accessible public spaces, and an enhanced vehicular, pedestrian and cycling network.</p>
Section 6.1.2- Policies		
6.1.2.	<ul style="list-style-type: none"> a) <i>Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.</i> 	<p>As described in the UDB prepared by MHBC, the proposal has been thoughtfully designed, in keeping for the Livable Design Manual.</p>
Section 6.2- Public Realm		
6.2.1.	<i>The design of the public realm shall promote creativity and innovation and include:</i> <ul style="list-style-type: none"> a) <i>a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;</i> b) <i>walkable street lengths for pedestrians;</i> 	<p>The proposed road network creates a modified grid pattern that not only allows for the efficient movement of vehicles throughout the Subject Lands but also creates a safe pedestrian and cycling network that encourages the use of sustainable modes of transportation. A continuous network of sidewalks will be provided along street frontages to support a comfortable</p>

Sections	Livable Oakville Plan	Assessment
	<ul style="list-style-type: none"> c) <i>a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;</i> d) <i>comfortable and accessible public spaces that respond to their surroundings; and</i> e) <i>furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.</i> 	<p>pedestrian environment. Additionally, buildings along the streets and facing the proposed park are lined with active at-grade uses, creating a safe and animated public realm. Additional detail regarding the streetscape design will be provided at the Site Plan Approval stage.</p>
Section 6.3- Complete Streets		
<p>6.3.1.</p>	<p><i>The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:</i></p> <ul style="list-style-type: none"> a) <i>multi-modal choices;</i> b) <i>circulation alternatives and convenient connections;</i> c) <i>priority pedestrian, cyclist and transit usage;</i> d) <i>comfortable, barrier-free and safe routes;</i> e) <i>ecologically sustainable features; and,</i> f) <i>quality spaces for public life.</i> 	<p>As stated in the TIS prepared by BA Group, the proposed road network creates a modified grid pattern of complete streets that supports the creation an attractive public realm and prioritizes multi-modal choice. A continuous network of sidewalks will be provided along street frontages to support a comfortable and convenient pedestrian environment. Buildings along the E-W Collector Road are lined with active at-grade uses that create an animated public realm. Cycling infrastructure including, separated bike lanes, and short and long term bicycle parking, is also planned for the proposed development. Direct, safe, and convenient access to public transit is provided from the pedestrian and cyclist infrastructure to provide mobility choice.</p>
Section 6.4- Streetscapes		
<p>6.4.1.</p>	<p><i>Streetscapes shall:</i></p> <ul style="list-style-type: none"> a) <i>enhance the local context and create a sense of identity</i> b) <i>promote a pedestrian-oriented environment that is safe, attractive and barrier-free;</i> c) <i>provide well designed and coordinated tree planting, landscaping, lighting and furnishings;</i> d) <i>provide wayfinding and navigational information; and,</i> e) <i>provide cohesion and seamless transitions between the public and private realms.</i> 	<p>As described in the UDB prepared by MHBC Planning, proposed streetscape has been designed to reinforce the envisioned character of Midtown as an attractive, safe, and accessible community. The proposed street network includes continuous sidewalks and landscape strips to accommodate trees, which contribute to the planned identity of the area and sense of place. Further details regarding wayfinding and lighting will be provided at the Site Plan Approval stage. Moreover, the streets are lined with active uses, creating a safe and attractive pedestrian environment.</p>

Sections	Livable Oakville Plan	Assessment
6.4.2.	<p><i>New development should contribute to the creation of a cohesive streetscape by:</i></p> <ul style="list-style-type: none"> <i>a) placing the principal building entrances towards the street and where applicable, towards corner intersections;</i> <i>b) framing the street and creating a sense of enclosure;</i> <i>c) providing variation in façade articulation and details;</i> <i>d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;</i> <i>e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc;</i> <i>f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,</i> <i>g) improving the visibility and prominence of and access to unique natural, heritage, and built features.</i> 	<p>The proposed development will contribute to the creation of a vibrant and unified streetscape through the following design measures including:</p> <ul style="list-style-type: none"> • Locating building entrances towards the street to increase ease of access; • Incorporating variation in building façade to increase visual interest; • Providing active at-grade uses including commercial and residential units; • Incorporating sustainable design elements including bike stalls, plantings, and trees; and, • Providing sufficient setbacks to allow for transitions from the public to the private realm. <p>Further details on the proposed streetscapes will be provided at the Site Plan Approval stage.</p>
6.4.3.	<p><i>Above-ground utilities should be grouped to minimize visual and physical intrusions on the streetscape. Locating utilities underground is encouraged.</i></p>	<p>It is generally acknowledged at this stage of the approval process that above-grade utilities will be located away from public view, and will be further refined at the time of Site Plan Application for each development block.</p>
6.4.4.	<p><i>The creation of new streetscapes and improvements to existing streetscapes by the Town shall be consistent with the process outlined in the Streetscape Strategy (February 2014), as amended.</i></p>	<p>Streets will accommodate cars, sidewalks, landscaping and cycling routes. Further details on the proposed streetscapes will be provided at the Site Plan Approval stage.</p>
Section 6.5- Street Design/Layout		
6.5.1.	<p><i>Development should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to:</i></p> <ul style="list-style-type: none"> <i>a) disperse traffic by providing alternative routes;</i> <i>b) enhance bicycle movement;</i> <i>c) support the integration of transit service; and,</i> <i>d) respond to existing natural and topographical features</i> 	<p>The street network proposed establishes a modified grid pattern that prioritizes pedestrian and cyclist circulation, integrates with existing and planned local transit, disperses traffic movement, and is responsive to the natural environment.</p>

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Section 6.9- Built Form		
6.9.1.	<i>Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.</i>	Each of the proposed buildings have been designed to contribute to the evolving character of Midtown as a vibrant, pedestrian-oriented, and transit-supportive community through intentional building massing, form, orientation, scale and architectural features and landscaping, as further described in the UDB prepared by MHBC.
6.9.2.	<i>Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.</i>	As described in the UDB prepared by MHBC, the placement, scale and design of each of the proposed buildings, have been carefully chosen to contribute to the vision for the Midtown Oakville.
6.9.3.	<i>To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.</i>	<p>The proposed site design and built form ensure compatibility and appropriate transition between the mixed-use buildings, future public parks, and future developments on the adjacent uses. At-grade active uses facing public parks and along public sidewalks ensure compatibility between proposed buildings and the public realm. Appropriate setbacks and separation distances on the development blocks ensure appropriate transition and spatial separation between uses in proposed buildings and future developments to the east and west, as shown on the Area Design Plan provided in the UDB prepared by MHBC.</p> <p>Additionally, as stated in the LUC Assessment prepared by GHD, the proposed development is feasible and will not be impacted by the surrounding air quality, odour, and dust emissions from surrounding industrial and commercial uses. The proposal incorporates appropriate setbacks from various land uses including, a 14.0 setback from the ROW of South Service Road East, and several landscaped setbacks throughout the internal site, that ensure compatibility between different land uses integrated throughout the Subject Lands</p>

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6.9.4.	<i>In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.</i>	As stated in the UDB prepared by MHBC Planning, the proposal incorporates high-rise buildings that have distinct architectural features including, buildings that are massed, oriented, and positioned on top of the 2- to 4-storey podiums to minimize impact on the pedestrian environment at grade creating a pedestrian scale environment at grade.
6.9.5.	<i>Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.</i>	Each of the proposed buildings have been thoughtfully sited and designed to frame the public street, amenity space or internal drop-off area they have frontage along.
6.9.6.	<i>Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.</i>	To promote pedestrian-oriented design and increase ease-of-access, one residential entrance for each proposed building is oriented to the public street.
6.9.7.	<i>Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.</i>	<p>As shown on the 3D massing prepared, each of the proposed buildings feature unique building design and massing, intended to create visual interest and a dynamic skyline.</p> <p>Generally, the proposed podiums across the Subject Lands employ various masonry material colours to provide an individual identity, and the arrangement of this material further defines the built form. Each tower pair on each block features a façade design that relates to its pair; some have a grid-like treatment, while others use a mix of vertical elements in combination with a larger grid design or employ a stacked, rectangular grid treatment that is offset by linear balconies. The similarity in materials on each block ties the towers together, while their articulation/expression and differing tower heights give them their own identity. The detailed design and materiality of the proposed buildings will be further explored through the Site Plan approval stage.</p>

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		<p>The massing of the towers includes varying shapes across the blocks along with varying heights to provide a community of distinct buildings while composing a distinct skyline. Rectangular/offset tower floorplates assist in sculpting the proposed built form on the skyline by breaking down the tower massing. In contrast, curved tower floor plates contrast and complement the rectilinear towers and podiums</p>
6.9.8.	<p><i>Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.</i></p>	<p>Each of the buildings located on corner lots will have buildings facades that address the public right-of-way through distinct building elements that will be determined at the detailed design stage.</p> <p>Additionally, six corner towers partially meet the grade while they are set considerably back from the edges of the blocks, thus creating a publicly accessible forecourt, defining the corners through site design and built form.</p>
6.9.9.	<p><i>New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.</i></p>	<p>The proposed site design and built form ensure compatibility and appropriate transition between the mixed-use buildings, future public parks, and future developments on the adjacent uses. At-grade active uses facing public parks and along public sidewalks ensure compatibility between proposed buildings and the public realm. Appropriate setbacks and separation distances on the development blocks ensure appropriate transition and spatial separation between uses in proposed buildings and future developments to the east and west, as shown on the Area Design Plan provided in the UDB prepared by MHBC.</p>
6.9.10.	<p><i>Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.</i></p>	<p>Proposed podiums have a varying heights of 2- and 4-storeys with towers with heights ranging between 30- and 48-storeys, creating variation and a dynamic skyline.</p>
6.9.11	<p><i>Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.</i></p>	<p>The first floor of all buildings along public streets will incorporate taller heights.</p>

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6.9.12.	<i>New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.</i>	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards which, will be further refined at the Site Plan application stage.
6.9.13.	<i>Rooftop mechanical equipment shall not be visible from view from the public realm.</i>	Rooftop mechanical equipment will be screened from the public realm to ensure that it is not visible and integrated into the design of the top of the towers.
6.9.14.	<i>Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.</i>	Private outdoor amenity areas will be provided on the rooftop of the podiums and will incorporate appropriate setbacks and screening to ensuring compatibility with the planned context, with detailing thereto to occur at the Site Plan Approval stage of development.
6.9.15	<i>Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.</i>	Towers provide a minimum of 30 m separation distances, and buildings are sited on the development blocks to ensure adequate access to sunlight and skyview. A Shadow Study prepared by G & C shows the impact of the proposed towers on residential areas and open spaces will be minimal. A Wind Study prepared by Gradient Wind concluded that most grade-level areas within and surrounding the Subject Lands are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year.
Section 6.10- Landscaping		
6.10.1	<i>Landscaping design and treatments should:</i> <ul style="list-style-type: none"> <i>a) enhance the visual appeal and human scale of development;</i> <i>b) create an attractive environment for pedestrian movement;</i> <i>c) frame desired views or focal objects;</i> <i>d) define and demarcate various functions within a development; and,</i> <i>e) provide seasonal variation in form, colour, and texture.</i> 	The Proposal aims to provide landscaping that features a wide variety of native vegetation that enhances the visual appeal of the development and support the creation of a vibrant and engaging environment for residents and visitors. The landscaping will be finalized at the Site Plan Approval stage.

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6.10.2	<i>Development should preserve and enhance the urban forest by: a) maintaining existing healthy trees, where possible; b) providing suitable growing environments; c) increasing tree canopy coverage; d) incorporating trees with historic or cultural significance; and, e) integrating a diverse mix of native plant species.</i>		As shown on the Tree Canopy Plan provided by MHBC Landscape, the proposed development will achieve a tree canopy cover percentage of 41%.
6.10.3.	<i>Landscaping should be incorporated to provide shade and wind protection.</i>		A variety of native trees will be provided to create shade and shelter from the wind. The landscaping will be finalized at the Site Plan Approval stage.
6.10.4	<i>Landscaping treatments should preserve and complement the existing natural landscape.</i>		As stated in the details of the Landscape Plan prepared by MHBC, the proposed landscaping treatments include native species.
6.10.5	<i>Landscaping shall enhance natural areas and open space features by incorporating native and non-invasive species.</i>		As shown on the Landscape Plan prepared by MHBC, thoughtful landscaping will be provided in the form of native and non-invasive species, throughout the park and privately-owned publicly accessible spaces (POPS) that augment the passive and active recreational uses.
Section 6.11- Pedestrian Access and Circulation			
6.11.1	<i>Access to pedestrian walkways should be barrier-free.</i>		The network of pedestrian walkways throughout the proposal will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.
6.11.2.	<i>Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to: a) principal entrances of building(s), amenity areas and parking areas; b) the public sidewalk and transit facilities; and, c) adjacent developments, where appropriate.</i>		A continuous pedestrian network has been provided throughout the development that connects users to the principal entrances of proposed buildings, amenity areas, parking areas, transit facilities, and open spaces.
6.11.3.	<i>In areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments.</i>		Enhanced pedestrian connections have been provided throughout the proposed development particularly, in areas with high pedestrian activity, such as the E-W Collector Road. The E-W Collector Road has frontage along the proposed public park as

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		well as several of the high-rise buildings that have at-grade non-residential uses that increase the activity on the street. To support this increased activity, two 20.0 m wide POPS have been provided on the E-W Collector, providing mid-block connections into the center of Blocks 1 and 2.
6.11.4.	<i>Transit stops should be located in close proximity to principal building entrances and connected by a pedestrian walkway.</i>	As per the Draft Midtown OPA's from April and September, 2024, a BRT stop is proposed at the future intersection of the extension of Davis Road and the future N-S Minor Arterial Road, within the Subject Lands. This transit stop will provide residents and visitors, with direct access to the proposed BRT, and create seamless connections to Oakville GO as well as the broader Town of Oakville. Enhanced access to this transit stop will be explored through future development applications for the proposal.
Section 6.12- Vehicular Access and Circulation		
6.12.1	<i>Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.</i>	As stated in the TIS prepared by BA Group, the proposed transportation network including, the internal drive ways and accesses, have been designed to allow for the functional, efficient, and safe movement of vehicles within and beyond the Subject Lands. Each of the development blocks, have two driveway accesses that are located away from major intersections that allow for safe access to the development block. Each of the access driveways lead to an internal vehicular circulation system that accommodates pick-up and drop-off needs, access to loading facilities, emergency access opportunities, and access to underground parking garage ramps.
6.12.2.	<i>Consolidated driveway accesses are encouraged to maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.</i>	Access to the development blocks will be facilitated through a maximum of two shared private driveways per block to minimize pedestrian and vehicular conflict points and support continuous sidewalks as much as possible. The proposed driveways direct vehicular-related activities, including access to underground parking, loading and servicing away from the

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		pedestrian environment. The vehicular access points are strategically located away from major intersections and the proposed Collector Road to protect the function of each roadway and allow for convenient access to each block.
Section 6.13- Parking		
6.13.5.	<i>Parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible.</i>	<p>All vehicular activities, including access to underground parking, loading and servicing, and drop-off and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment. Moreover, garage access is designed to be shared among buildings on the same block whenever possible to enhance pedestrian safety and minimize the visual impact of vehicle circulation.</p> <p>Due to the significant grade change along the north-south streets, Blocks 1 and 2 will feature three full levels of underground parking plus two partial levels, while Block 3 will have two full levels of underground parking and two partial levels. Buildings have been designed with grade changes to screen the garage structure from public view by embedding them as much as possible underground. All proposed buildings have been designed to account for the grade change, effectively screening the garage structure from the public realm as illustrated in the cross sections and precedent images. Surface vehicular parking spaces will be dedicated to pick-up and drop-off facilities to accommodate short term deliveries, passenger pick-up and drop-off, and occasional short-term maintenance vehicle needs.</p>

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		<p>As Ontario Bill 185 removed vehicular parking requirements within PMTSA's, the proposed parking supply meets the practical parking demand for the proposed development to be marketable and function appropriately within Midtown Oakville. The TIS concluded that, given the depth of existing and future transit and pedestrian/cycling infrastructure and the types of intensification planned for midtown, the parking standards proposed overstate the parking demands of the proposed development.</p>
Section 6.16- Service, Loading and Storage Areas		
<p>6.16.1.</p>	<p><i>Service and loading areas should be:</i></p> <ul style="list-style-type: none"> <i>a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way;</i> <i>b) accessible but not visible from the public realm; and,</i> <i>c) separated and buffered from Residential Areas.</i> 	<p>As stated in the TIS prepared by BA Group, the loading requirements of each building or group of buildings, has been evaluated against the practical, functional, and policy requirements associated with the various types of loading operations that would be experienced on a daily basis. The functional design of loading areas have been designed to ensure that the loading space is capable of accommodating the needs of each individual development building and or block to ensure an efficient and compact development and safe community. All vehicular activities, including access to underground parking, loading and servicing, and drop-off and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment.</p>
<p>6.16.2.</p>	<p><i>The visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, and screening with tree and shrub plantings.</i></p>	<p>All vehicular activities, including loading, servicing, drop-off, and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings,</p>

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		further reducing their visual impact on the internal pedestrian path and environment.
6.16.3.	<i>For all development in the Growth Areas and on lands adjacent to residential land uses, service and loading areas should be located internal to the building or appropriately screened from the public realm and, where required, from adjacent uses.</i>	See response 6.16.1 above.
6.16.4	<i>Site and building services and utilities such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent Residential Areas and other sensitive land uses.</i>	All services and utilities will be located away from public streets, and residential buildings, and will be further studied through a future Site Plan Application.
Section 7.0- Community Uses		
Section 7.1- General		
7.1.2	<p>a) <i>The following uses are generally defined as community uses and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation:</i></p> <ul style="list-style-type: none"> i. <i>educational facilities such as elementary and secondary schools;</i> ii. <i>places of worship on sites less than 2.5 ha;</i> iii. <i>community facilities such as libraries, seniors' centres, emergency services buildings and facilities, and recreational facilities;</i> iv. <i>day care centres;</i> v. <i>parks;</i> vi. <i>emergency shelters; and,</i> vii. <i>arts and cultural facilities such as museums, art galleries and performing arts centres.</i> 	The proposal incorporates a 1.87 ha park in the southwest corner of the Subject Lands that anchors the community and provides a gathering space for residents and visitors of the proposed development to participate in active and passive recreational opportunities.
	c) <i>In determining the location for new community uses, the following criteria shall be considered:</i>	The 1.87 ha community park, located in the southwest corner of the proposal, will increase the livability of the community through providing a recreational space for residents of the community to enjoy. The location of the proposed community

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	<ul style="list-style-type: none"> <i>i. the use is intended to serve and support the community and is not more appropriately located in the Institutional designation;</i> <i>ii. the use is compatible with surrounding land uses;</i> <i>iii. the site is designed to be well integrated with surrounding land uses;</i> <i>iv. the site is an appropriate size to accommodate adequate: <ul style="list-style-type: none"> <i>▪ buffers such as landscaping and fencing to ensure compatibility with adjacent land uses;</i> <i>▪ recreational amenities as necessary;</i> <i>▪ on-site parking;</i> </i> <i>v. the use complies with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment</i> 	<p>park has been carefully chosen to generally align with the location of the park proposed in the various Draft Midtown OPAs released in April and September of 2024 by the Town. The park has frontage along a Collector and Arterial Road that increases the visibility and accessibility of the park, and its integration with the broader community. As observed in the Landscape Plan for the park provided by MHBC, the park incorporates design elements such as landscaping and fencing that increase the visual interest of the park and ensure compatibility with surrounding uses.</p>
Section 8.0- Transportation		
Section 8.1- General		
8.1.1	<p><i>The general objectives for transportation are:</i></p> <ul style="list-style-type: none"> <i>a) To provide a safe, efficient and accessible transportation system with choices in mobility;</i> <i>b) to foster the use and development of a sustainable transportation network</i> <i>c) to provide a public transit network that can offer a real alternative to private automobile use; and,</i> <i>d) to provide a network of on- and off-road pedestrian and cycling facilities that allow the use of active transportation modes as an alternative to the automobile.</i> 	<p>As described in the TIS prepared by BA Group, the proposal will allow for the creation of a new network of public streets that prioritizes direct, safe, and convenient access to public transit and active transportation, while facilitating necessary vehicular access and movement. A TDM Plan has been developed for the Subject Lands that increases the viability of alternative modes of transportation, such as transit and active transportation, and reduces dependence on the single-occupant, private automobile.</p>
8.1.2.	<ul style="list-style-type: none"> <i>a) In developing the transportation system, the Town shall evaluate and provide infrastructure to allow for</i> 	<p>As stated in the TIS prepared by BA Group, the proposed transportation network has been designed to not only allow for</p>

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	<p><i>alternative travel modes based on its capabilities, cost-effectiveness, environmental impacts, health effects and energy consumption.</i></p>	<p>the efficient movement of personal automobiles, but to encourage the use of alternative modes of transportation including, active and public transportation.</p>
	<p><i>b) The Town's transportation system shall support and maximize the efficient use of land through urban development plans and provide mobility alternatives.</i></p>	<p>The proposed road network supports the creation of a functional transportation system in Midtown that makes efficient use of the Subject Lands and encourages alternative mobility.</p>
	<p><i>c) The Town shall promote priority for transit and the use of high occupancy vehicle (HOV) lanes along designated transit corridors and within the Growth Areas, as a means of reducing single occupancy vehicle use.</i></p>	
	<p><i>d) The Town will balance the provision of a safe, functional and attractive pedestrian-, cycling- and transit-oriented environment with an acceptable level of vehicular traffic. If necessary within the Growth Areas, the Town may accept a level of service which is less than optimum, in return for a more pedestrian-, cycling- and transit-oriented environment along its roads.</i></p>	<p>As stated in the TIS prepared by BA group, the proposed development is appropriate from a transportation perspective given the transit oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy.</p>
	<p><i>e) The enhancement of roadways, pedestrian and cycling facilities, and transit facilities to maximize mobility and access for persons with disabilities shall be required, including during construction and reconstruction projects.</i></p>	<p>The active and public transportation amenities and routes proposed will be built to be accessible to those of all abilities, and will be further refined through the Site Plan stage.</p>
	<p><i>f) The transportation network identified on Schedule C shall be protected to meet current and projected needs for various modes of travel for the movement of people and goods with linkages to planned or existing intermodal opportunities. Development shall not preclude the implementation of the transportation network identified on Schedule C except for the proposed roads and QEW Grade Separation/Transitway illustrated on Schedule C, where environmental assessments may be necessary. Once any necessary environmental assessment process is completed, development shall not preclude the</i></p>	<p>As per Schedule C, Transportation Plan of the OP (Figure 9), the Subject Lands contains the following road network:</p> <ul style="list-style-type: none"> • A 'Future Road/Busway Corridor' running north-to-south (N-S) through the Subject Lands, over the QEW; • Two 'Future Roads' running east-to-west (E-W) through the Subject Lands. <p>Schedule L3, Midtown Oakville Transportation Network, of the LOP further defines the transportation network in Midtown Oakville (Figure 14). As per Schedule L3, the Subject Lands contains the following roads:</p>

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	<p><i>implementation of the proposed roads and QEW Grade Separation/Transitway identified on Schedule C.</i></p>	<ul style="list-style-type: none"> • A future 28.0 m E-W Minor Arterial Road; • A future 26.0 m E-W Local Road that transitions into a 19.0 m Local Road; • A future 19.0 m N-S Local Road; and, • A future 32.0 m N-S Multi-Purpose Arterial Road. <p>Schedule L4 of the Draft Midtown OPA from April 2024 (Figure 25) and Schedule L5 of the Draft Midtown OPA from September 2024 (Figure 26), further refine the transportation network, as follows:</p> <ul style="list-style-type: none"> • A future 26.0 m E-W Collector Road (Extension of Davis Road); • A future 26.0 m E-W Arterial Road that transitions into a 30.0 m Minor Arterial (Extension of Cross Avenue); • A future 20.0 m N-S Local Road; and, • A future 30.0 m N-S Future Minor Arterial Road. <p>As stated in the TIS prepared by BA Group, the proposed road network is consistent with the road network shown in the latest Draft Midtown OPAs. The transportation network from the Draft Midtown OPA's from April and September 2024 for the lands east of Trafalgar Road, differs from that shown on Schedule C and L3 of the LOP in the following ways:</p> <ul style="list-style-type: none"> • The alignment of Cross Avenue – in the April 2024 Draft OPA, Cross Avenue assumes a straighter E-W alignment through Midtown Oakville; • The alignment and connectivity of Davis Road and Argus Road – the April 2024 Draft OPA links these two Collector Streets beneath the Trafalgar Road corridor and connects the east and west side of Midtown Oakville;

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		<ul style="list-style-type: none"> • Davis Road forms a central east-west Collector Street through Midtown (where the In-force OP has Cross Avenue running through the central portion of Midtown); • The April 2024 Draft OPA eliminates a proposed off-ramp from the eastbound QEW that would have passed beneath Trafalgar Road and connect to South Service Road East and to Cross Avenue. • The April 2024 Draft OPA includes a finer grained collector and local street system producing a better framework for development blocks. • The proposed development further refines the Midtown street network by: <ul style="list-style-type: none"> ▪ Shifting a N-S local street on the west side of the Subject Lands further west to align with the west property limits of the Subject Lands. ▪ The E-W Collector Street (Davis Road) adopts a tangent alignment versus the “curved” alignment. This tangent alignment produces a more uniform development block on the north side of Davis Road that also provides a more regular shape upon which to lay out buildings and interior open space. It also produces a more regular Park Block on the south side of Davis Road. <p>The TIS prepared by BA Group concludes that, the proposed development is appropriate from a transportation perspective given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy.</p>

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Section 8.2- Transportation Network		
<p>8.2.1.</p>	<p><i>The major road networks existing and proposed for the Town are shown on Schedule C. This schedule, together with Table 4, Functional Classification of Roads, and Table 5, Road and Section Right-of-Way Widths, shall be the basis for the provision of roads, right-of-way widths, and access control within the Town.</i></p>	<p>See policy response 8.1.2c.</p>
<p>8.2.3.</p>	<p><i>The location of proposed major transportation facilities are identified on Schedule C. The location of major transportation facilities shall generally conform to the designations on Schedule C, recognizing that road requirements, locations and alignments shown are diagrammatic. The exact road requirements, location and alignment shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. An amendment to this Plan will not be required for changes to the requirements, location or alignments shown on Schedule C provided that the general intent and purpose of this Plan is maintained.</i></p>	<p>See policy response 8.1.2c.</p> <p>As part of the OPA submitted with this application, amendments to Schedule L3 have been proposed to allow for the development of a multi-modal transportation network on the Subject Lands that is consistent with the Midtown EA, and the Draft Midtown OPA from April and September 2024.</p>
<p>8.2.4.</p>	<p><i>The requirements for and locations of existing and proposed pedestrian/cycling facilities are identified on Schedule D. The requirements for and location of pedestrian/cycling facilities shall generally conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian/cycling facility requirements, alignment, or facility type, provided that the general intent and purpose of this Plan is maintained.</i></p>	<p>As per Schedule D, Active Transportation Plan, of the LOP (Figure 10), the Subject Lands contains the following pedestrian/cycling facilities:</p> <ul style="list-style-type: none"> • A proposed multi-use trail and bike lane along the N-S Arterial Road; • A proposed bike lane along the E-W Collector Road. <p>As per Schedule L5 of the Draft Midtown OPA released in April 2024 (Figure 27) and Schedule L6 of the Draft Midtown OPA released in September 2024 (Figure 24), the Subject Lands contains the following elements of the active transportation system:</p> <ul style="list-style-type: none"> • A mid block connection along the northern portion of the Subject Lands;

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		<ul style="list-style-type: none"> • Future cycling infrastructure TBD along the E-W Collector road; • Future bicycle lane along the N-S Arterial Road; • Future bicycle lane along the E-W Arterial Road. <p>The proposed development contains the following cyclist infrastructure along the new major streets:</p> <ul style="list-style-type: none"> • A 3.5 m bicycle lane along the E-W Collector Road (Davis Road Extension); • A 2.0 m bicycle lane along the N-S Arterial Road; and, • A 2.0 m bicycle lane along the E-W Arterial Road (Cross Avenue Extension). <p>The cycling and pedestrian infrastructure contemplated through the proposed development maintains the general intent and purpose of Schedule D of the LOP, through providing safe, convenient, and comfortable public cycling infrastructure that supports the creation of a multi-modal transportation network in Midtown Oakville.</p>
8.2.7.	<i>The Town shall protect and enhance the function of the arterial and collector road systems by reducing the number of driveways along arterial roads in developed/developing areas, through the provision of common off-street parking and service areas for commercial uses where appropriate.</i>	As stated in the TIS prepared by BA Group, each of the proposed driveways have been strategically located away from major intersections to protect the function of the roadways, and the ability to access each of the development blocks.
Section 8.3- Functional Road Classifications		
8.3.1.	<i>Transportation facilities, with the exception of Provincial Highways, should be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement. Such facilities shall conform to the classification, functional and design criteria outlined in Table 4, Functional Classification of Roads.</i>	As described in the TIS and shown on the Street Sections, each of the proposed public roads has been designed to accommodate multi-modal transportation. Each of the roads feature a sidewalk, landscape strip, and vehicles lanes, and the Collector and Arterial Road also have dedicated cyclist lanes. The Arterial Roads also have a 3.50 m wide travel lane designed to accommodate the future Trafalgar BRT.

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8.3.2.	<i>The Town shall consider innovative road designs that have environmental considerations and support pedestrians, cycling and transit-supportive land uses.</i>			As stated in the TIS prepared by BA Group, the functional street design of the proposed public roads will be consistent with the design guidelines from the Midtown EA and Midtown Oakville Draft OPA's, that support pedestrian and cyclist movement as well as the use of public transportation.
8.3.3.	<i>The Town shall require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector roads.</i>			The Arterial and Collector Roads proposed have been designed to maximize the use, and efficient operation of, public transit, while ensuring the shortest vehicular travel times.
Table 4	Facility Type	Function	Criteria	<p>New public roads contemplated through the proposed development include the following:</p> <ul style="list-style-type: none"> • Future N-S Local Road, with a 20.0 m ROW • Future N-S Minor Arterial Road, with a 30.0 m ROW • Future E-W Collector Road (Davis Road) with a 26.0 m ROW • Future E-W Arterial Road (Cross Avenue) with a 30.0 m-36.0 m ROW. <p>Each of the new major public streets meet the function and criteria outlined in Table 4.</p>
	Multi-Purpose Arterials	<ul style="list-style-type: none"> • serve a mix of functions of major arterials and minor arterials • act as major transit corridors • accommodates high volumes of traffic • 4 or 6 lanes • 40,000 or 60,000 vehicles per day² 	<ul style="list-style-type: none"> • intermediate degree of access control • <i>transit-supportive</i> land uses to be encouraged along right-of-way • 35 metres 	
	Minor Arterials / Transit Corridors	<ul style="list-style-type: none"> • accommodate intermediate volumes of inter-community and inter-neighbourhood traffic • distribute traffic to or from all other classes of roads, except Provincial Highways • may act as local transit corridors • 2 or 4 lanes 	<ul style="list-style-type: none"> • direct access from abutting residential properties will generally be discouraged in the <i>development</i> of new communities and districts unless suitable provisions are incorporated into subdivision plans • <i>transit-supportive</i> land uses to be 	

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		<ul style="list-style-type: none"> 20,000 or 40,000 vehicles per day² 	<ul style="list-style-type: none"> encouraged along right-of-way 26 metres 	
	Major Collector	<ul style="list-style-type: none"> accommodate intermediate volumes of intra-community traffic may act as local transit corridors 2 lanes 10,000 vehicles per day 	<ul style="list-style-type: none"> direct access from abutting properties will be permitted 26 metres 	
	Local roads	<ul style="list-style-type: none"> not to accommodate through traffic roads shall be designed to service only the properties that abut the roadway 2 lanes 1,500 vehicles per day 	<ul style="list-style-type: none"> access to individual properties 18 metres 16 metres right-of-way where pedestrian mobility plan demonstrates that a single sidewalk is sufficient for the area 	
Section 8.4- Rights-of-Way				
8.4.1.	<i>The required right-of-way widths shown in Table 4, Functional Classification of Roads, in conjunction with Schedule C, denote the requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive queue jump and/or turning lanes and other special treatments to accommodate the optimum road/intersection geometric design.</i>			Each of the major public roads proposed meet the function and criteria of their respective facility type, as set out in Table 4.
8.4.2.	<i>Additional rights-of-way may be required to provide lands for environmental considerations in the construction of bridges, overpasses, grade separations, pedestrian and cycling facilities, and transit priority measures. Any such additional right-of-way</i>			The final right-of-way requirements for each of the new public roads will be determined at the detailed design stage.

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	<i>requirements shall be determined at the time of the design of the road facilities.</i>	
8.4.3	<i>Rights-of-way in accordance with Table 4 shall be conveyed as required as a condition of development.</i>	The right-of-way of the public roads will be conveyed to the City, as a condition of Draft Plan Approval.
8.4.5.	<i>Road rights-of-way shall be developed to take into consideration the needs of vehicular traffic, pedestrians, cyclists, transit, medians, on-street and lay-by parking, and urban design requirements including streetscape design.</i>	As shown on the Streetscape Plans prepared by G & C and the right-of-way sections prepared by BA Group, each of the proposed roadways will contribute to an attractive and engaging streetscape that considers the needs of vehicular traffic, pedestrians, and cyclists. In particular, the E-W Collector Road (Davis Road extension), will be designed to stimulate a 'main street' character, through the provision of a 2.0 m bike lane, 3.0 m landscape strip, and 2.0 m pedestrian sidewalk will connect to at-grade commercial uses and the public park that front into the Collector Road.
8.4.6.	<i>From a streetscape perspective, the Town may require additional road rights-of-way to provide for improvements such as, but not limited to, median, double row planted street trees, on-street or lay-by parking, and urban design considerations.</i>	Additional right-of-way required for streetscape elements the Town deems necessary, will be determined at a detail design engineering phase.
8.4.7.	<i>Specific future transit network improvements may include transitways on exclusive rights-of-way, designated lanes and/or high occupancy vehicle lanes.</i>	As shown on Schedule L4 of the Draft Midtown OPA from April and Schedule L5 of the Draft Midtown OPA from September, the Future N-S Minor Arterial and the E-W Extension of Cross Avenue within the Subject Lands, are intended to serve as a portion of the Trafalgar Road BRT route across the QEW Corridor (Figure 24 & 25). As shown on the Street Sections prepared by BA Group, the portion of the E-W Arterial Road (Cross Avenue Extension) west of the N-S Minor Arterial Road and the N-S Arterial Road features two 3.50 m BRT Lanes, that can accommodate the Trafalgar Road BRT.
Section 8.5- Road and Section Right-of-Way Widths		
8.5.1.	<i>Notwithstanding the right-of-way widths listed in Table 4, Functional Classification of Roads, the roadway sections in Table</i>	Schedule L3, Midtown Oakville Transportation Network of the LOP (Figure 14), shows a 'Future 32 m Multi-Purpose Arterial

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	<p>5, Road and Section Right-of-Way Widths, are expected to achieve the following widths.</p> <p>Table 5: Road and Section Right-of-Way Widths</p> <table border="1" data-bbox="279 375 1115 516"> <thead> <tr> <th>Road</th> <th>From</th> <th>To</th> <th>ROW</th> </tr> </thead> <tbody> <tr> <td>North-South Cross (Midtown)</td> <td>Iroquois Shore Road</td> <td>Station Road</td> <td>32 m</td> </tr> </tbody> </table>	Road	From	To	ROW	North-South Cross (Midtown)	Iroquois Shore Road	Station Road	32 m	<p>Road' running N-S through the middle of the Subject Lands, that connects a 'Future 26 m Local Road', over Highway 403, to Iroquois Shore Road. Similarly, the Draft Midtown OPA from April 2024 and Draft Midtown OPA from September 2024 includes a 'Future 30.0 m Minor Arterial Road' running N-S through the middle of the Subject Lands, connecting over Highway 403.</p>
Road	From	To	ROW							
North-South Cross (Midtown)	Iroquois Shore Road	Station Road	32 m							
<p>8.5.2.</p>	<p>Major changes to existing road allowance widths identified as special in Table 5 (Note 2) are not anticipated. However, operational improvements, development, bus bay development, channelization and improvements of a similar nature may be undertaken as the need arises, and may be required as a condition of development approval.</p>	<p>As shown on the Site Plan prepared by G & C, and described in the TIS prepared by BA Group, the N-S Arterial Road will have a 30.0 m ROW, that will accommodate a 2.70 m sidewalk, 2.0 m bike lane, 3.50 m BRT Lane, and 3.0 m travel lane on each side of the road. A 4.80 m median/turn lane is also provided. The proposed road has the potential to connect to an overpass over the QEW in the future.</p>								
<p>Section 8.7- Future/New Road Alignments</p>										
<p>8.7.1.</p>	<p>The Town may protect for new alignments and additional right-of-way requirements identified within the Growth Areas and shown on Schedule C.</p>	<p>As per the TIS prepared by BA Group, the proposed road network inclusive of roadway alignments, location, and right-of-way widths, are appropriate from a transportation perspective, given the transit-oriented nature of the proposed development.</p>								
<p>8.7.2.</p>	<p>The Town may secure through the planning application process rights-of-way on alignments as shown on Schedule C. Final rights-of-way and alignments will be determined through detailed transportation studies, environmental assessments where required and the planning approval process.</p>									
<p>Section 8.9- Transit</p>										
<p>8.9.2.</p>	<p>The Town will encourage transit-supportive development within major transit station areas and around transit terminal facilities.</p>	<p>The proposed mixed-use development, located in a PMTSA, incorporates transit-supportive densities and urban design measures that make transit increasingly accessible to residents, as outlined in the UDB prepared by MHBC.</p>								
<p>8.9.3.</p>	<p>The Town will support inter-regional transit initiatives including transitways and busways as identified on Schedule C.</p>	<p>As per Schedule C of the LOP, the Subject Lands contains a 'Bus way Corridor' running N-S through the Subject Lands (Figure 9). As stated in the TIS prepared by BA Group, the Future N-S Arterial Road and the E-W Arterial Road (Cross Avenue</p>								

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		Extension), west of the N-S Arterial, feature a 3.50 metre lane designed to accommodate Trafalgar BRT.
8.9.4.	<i>Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.</i>	The proposed development including, the internal road network, driveway accesses, and intersections, have been designed to ensure the safe, convenient, and efficient access to transit services.
8.9.5.	<i>The Town will encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops and on-street bus bays, as well as providing for bus shelters at bus stop locations.</i>	The proposed mixed-use development incorporates transit-supportive urban design including, the creation of rights-of-way widths that can accommodate transit vehicles and the future Trafalgar BRT, the provision of direct pedestrian access to the future transit stop at the intersection of the Davis Road Extension and future N-S Arterial Road, and provision of transit-supportive TDM measures. Each of these measures will enhance access to transit, seamlessly connecting residents and visitors to the local transit, Oakville GO, the future BRT, and the broader Town.
8.9.6.	<i>The Town may require development to provide for and support pedestrian and cycling facilities and provide access to public transit services and public transit stations within a walking distance of generally no more than 400 metres.</i>	As described in the TIS prepared by BA Group, the proposed development has been designed to create a multimodal transportation network that provides cycling, pedestrian, and public transit facilities. More specifically, the proposal will provide a pedestrian walkways on each of the public roads, cycling lanes on the Arterial and Collector Roads, and right-of-way widths that can accommodate transit vehicles.
8.9.7.	<i>The design of roadways shall consider transit service and operational needs including maximizing transit access, queue jump lanes, and minimizing transit vehicle travel times</i>	As stated in the TIS prepared by BA Group, the proposed transportation network has considered the future needs of public transit services.
8.9.8.	<i>Development applications along transit corridors within the Growth Areas will be encouraged to incorporate transit waiting areas into buildings located adjacent to transit stops.</i>	The delineation of transit stops to service visitors and residents of the proposed development will be further refined through future ZBA and Site Plan applications.
8.9.9	<i>The Town shall take into account the requirements for a comprehensive and interconnected public transit network by</i>	The proposal considers the short and long-term transit opportunities located within the Midtown Oakville PMTSA, through providing transit-supportive densities that increase the

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	<i>ensuring that all planning applications fully consider short and long-term transit opportunities.</i>	number of transit users within the PMTSA, creating a road network that accommodates transit vehicles, providing a connected and vibrant public realm, and a site layout that can accommodate bus shelters and bus stops.
Section 8.10- Active Transportation		
8.10.1	<i>Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.</i>	The proposed road network establishes a continuous, safe, and accessible pedestrian and cyclist network throughout the proposed development that connects users to each development block, the public park, and to the surrounding community.
8.10.2	<i>The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.</i>	As stated in the TIS prepared by BA Group, the proposed road network has considered the guidelines set out in the Active Transportation Master Plan, as observed through the substantial pedestrian and cyclist facilities provided within the right-of-way of the proposed roads.
8.10.3.	<i>The location of existing and proposed pedestrian and cycling facilities are designated on Schedule D. The location of pedestrian and cycling facilities should conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian and cycling facilities alignment provided that the general intent and purpose of this Plan are maintained.</i>	The cycling and pedestrian infrastructure contemplated through the proposed development maintains the general intent and purpose of Schedule D of the LOP, through providing safe, convenient, and comfortable public cycling and pedestrian infrastructure that supports the creation of a multi-modal transportation network in Midtown Oakville.
8.10.5.	<i>Development proposals, and upgrades to existing roads, will be required to incorporate pedestrian and cycling facilities in accordance with Schedule D and have regard for the implementation guidelines set out in the Active Transportation Master Plan.</i>	The separated bike lanes, internal pedestrian walkways, and enhanced public realm provided through the proposed development, encourage the use of alternative modes of transportation, in accordance with the vision set out in Schedule D as well as the Active Transportation Master Plan.
8.10.7.	<i>In new developments, sidewalks should be required on both sides of all roads with the exception of:</i>	Sidewalks are to be provided along each of the public roads proposed throughout the proposed development.

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	<ul style="list-style-type: none"> a) residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road; b) lanes, where no sidewalks shall be required; and, c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road. 	
8.10.8.	<p><i>Bicycle parking standards shall be implemented through the Zoning By-law.</i></p>	<p>As stated in the TIS prepared by BA Group, a minimum of 5,216 long-term bicycle parking spaces, 1,739 short-term (residential visitor) bicycle parking spaces, and 8 bicycle spaces for the retail uses will be provided through the proposed development. A future ZBA and Site Plan application will be submitted for each of the development blocks that refines the bicycle parking facilities needed to support the development block.</p>
Section 8.11- Rail		
8.11.2.	<p><i>In order to minimize and alleviate the conflicts of the railway network with adjacent land uses and with the road network, the Town will:</i></p> <ul style="list-style-type: none"> a) progressively grade separate at-grade railway crossings with a high exposure index; b) require that adequate visual and/or physical separation be provided to screen railway rights-of-way from adjacent residential land uses wherever possible; d) implement safety measures such as berms, landscape buffers and building setbacks between railway rights-of-way and adjacent land uses in consultation with the owner of the railway right-of-way; 	<p>The CN Railway line lies immediately south of the Subject Lands. As per Schedule L4 of the Draft Midtown OPA from April of 2024, and Schedule L5 of the Draft Midtown OPA from September 2024, a 'Potential Future Railway Grade Separation Underpass' begins immediately south of the Subject Lands and connects under the railway (Figure 25 & 26). The proposed development will provide an internal road network that has an appropriate right-of-way width to connect to the potential underpass.</p> <p>As stated in the Noise Report prepared by GHD the proposed development will implement appropriate noise mitigation measures to ensure that the proposed development meets the applicable south and vibration criteria.</p>
Section 8.12- Integrating Land Use and Transportation		
8.12.1	<p><i>The Town will co-ordinate land use and transportation planning to maximize the efficient use of land.</i></p>	<p>As stated in the TIS prepared by BA Group, the proposed transportation network is integrated with the larger planning framework for the Midtown Area including, the infrastructure</p>

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<p>8.12.2</p>	<p><i>Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals:</i></p> <ul style="list-style-type: none"> <i>a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;</i> <i>b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;</i> <i>c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,</i> <i>d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements.</i> 	<p>investment and area-wide planning initiatives that are being led by the Town of Oakville and other public agencies.</p> <p>The proposed mixed-use development achieves a net FSI of 9.2 and a gross FSI of 5.0 which, is an appropriate scale and intensity to support the intensification goals of the Midtown Oakville PMTSA. The internal road network, pedestrian and cyclist facilities, and public transportation infrastructure, have each been designed to support the use of alternative modes of transportation through increasing the accessibility to, and enjoyment of, these facilities.</p>
<p>Section 8.14- Transportation Demand Management</p>		
<p>8.14.1</p>	<p><i>Through the development process, the Town will encourage opportunities for developing transportation demand management (TDM) measures to reduce single occupancy motor vehicle use, especially during peak travel periods. TDM measures include, but are not limited to, carpooling programs, preferential parking for carpool members, transit pass incentives, cycling initiatives, telecommuting, flex hours, provision of private shuttles, and walking programs.</i></p>	<p>As stated in the TIS prepared by BA Group, the proposed development incorporates several TDM measures designed to increase the use of transit and active transportation such as: bicycle lanes and bicycle parking, reduced vehicular parking supply, and enhanced pedestrian and cyclist connections. Additional TDM measures such as the provision of a transit information centre, bike share, bicycle repair station, and car share spaces will be studied further in future development applications.</p>

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8.14.2.	<i>TDM will be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling.</i>	
Section 8.15- Parking		
8.15.1	<i>Within the Growth Areas and major transit station areas, the Town shall investigate the potential for parking restriction zones, including establishing minimum and maximum parking standards, to maximize the efficient use of land and promote active transportation and the use of public transit.</i>	As landowners are no longer required to provide parking facilities in protected MTSAs per Bill 185, the parking proposed to support the mixed-use community has been designed to meet the market and practical demands for parking in Midtown Oakville. The TIS prepared by BA Group concludes that, given the robust transit and active transportation infrastructure in Midtown and the nature of the proposed development, the proposed parking supply overstates the proposals parking demands by some margin. The proposed parking supply will encourage a modal shift, to more sustainable forms of transportation such as cycling, walking, and transit.
8.15.2	<i>On-street parking will be permitted wherever possible to increase activity along the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including lay-bys and accommodation for safe cycling, shall be developed. Reduced off-street parking requirements will be established for specific areas where appropriate, particularly in major transit station areas and within the Growth Areas.</i>	The provision of on-street and lay-by will be discussed at future phases of development including, the Zoning By-law Amendment and Site Plan Applications.
Section 8.16- Noise & Vibration		
8.16.1	<i>The Town shall require appropriate mitigation of adverse impacts on sensitive land uses from noise and vibration emanating from rail yards, railways, Provincial Highways, major, multi-purpose and minor arterials, and primary transit corridors.</i>	As stated in the Noise and Vibration Report prepared by GHD, the proposed development will implement appropriate noise mitigation measures including, building envelope STC performance requirements, installation of central air conditions, noise warning clauses, and acoustic barriers.
8.16.2.	<i>Sensitive land uses shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and the provision of landscaping including street trees and fencing.</i>	

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Section 9.0- Physical Services		
Section 9.1- General		
9.1.1.	<i>Development of all lands within the urban area shall be based on full urban water and sanitary sewers.</i>	The proposed development will be serviced through full urban water and sanitary sewers, as described in the FSR prepared by Urbantech.
9.1.4.	<i>New services are encouraged to be located underground and in one common trench.</i>	All servicing infrastructure will be located underground and will adhere to the Town of Oakville Development Engineering Standards and the Region of Halton Water and Wastewater Design Manual.
9.1.11	<i>The Town shall ensure that, where necessary, appropriate locations are provided for utility equipment, such as within rights-of-way or easements on private property.</i>	Appropriate locations will be selected to accommodate utility equipment as needed.
Section 10.0- Sustainability		
Section 10.1- General		
10.1.1.	<p><i>The general objectives for sustainability are:</i></p> <ul style="list-style-type: none"> <i>a) to minimize the Town's ecological footprint;</i> <i>b) to achieve sustainable building and community design;</i> <i>c) to preserve, enhance and protect the Town's environmental features, natural heritage systems and waterfronts;</i> <i>d) to enhance the Town's air and water quality;</i> <i>e) to maintain the existing urban forest; and,</i> <i>f) to progressively increase the urban forest to achieve a canopy cover of 40% Town-wide beyond the life of this Plan.</i> 	The proposed OPA will consider the Town's objectives for sustainable design through providing a mixed-use transit-oriented community that incorporates sustainable building and community design, minimizes the length of vehicular trips to enhance air quality, and increases the Town's green space and urban forest through the provision of an 1.87 ha public park, POPS, private amenity areas, and street trees.
10.1.2.	<i>a) Sustainable development will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's ecological footprint.</i>	As described in the UDB prepared by MHBC, the proposed development will contribute to the Town efforts to address climate change through incorporating elements of sustainable development such as the provision of a large public park, POPS, and an active streetscape that increase the Town's urban forest, the provision of transit-supportive densities that reduce reliance

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		on personal vehicles, and making efficient use of the land and available infrastructure.
10.2.1.	<p><i>The Town recognizes that a key initiative to mitigate the impacts of climate change is the reduction of greenhouse gas emissions. The Town will work to mitigate and adapt to climate change by initiatives that include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>b) promoting increased levels of transit usage and active transportation modes;</i> <i>c) establishing targets for reducing greenhouse gas emissions and improving air quality;</i> <i>d) encouraging energy efficient and green buildings; and,</i> <i>e) reducing the risk of infrastructure damage during severe weather by encouraging the location of utilities underground and improving Town infrastructure.</i> 	The proposed development will support the Town’s efforts to mitigate and adapt to climate change, through providing infrastructure and residential densities that encourages the use of alternative modes of transportation, establishing a road network that minimizes the length of vehicular trips, designing energy efficient buildings, and locating infrastructure underground.
Section 10.4- Energy Conservation		
10.4.1.	<p><i>The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:</i></p> <ul style="list-style-type: none"> <i>a) seeking a compact urban form;</i> <i>b) encouraging mixed use development where appropriate to minimize motor vehicle trips;</i> <i>c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;</i> <i>d) encouraging urban design that promotes energy conservation;</i> <i>e) promoting transit and modes of active transportation; and,</i> <i>f) addressing other matters, as appropriate, that reduce energy consumption</i> 	Through introducing a compact, transit-supportive, mixed-use urban community that accommodates a range of uses, supported by an interconnected street network, the proposal will promote energy conservation and adapt to climate change. The road network and mix of uses minimize the length of vehicular trips and meet the daily needs of residents, while the higher densities and built form of the buildings, make efficient use of the land and available infrastructure, and encourage the use of active and public transportation.

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Section 10.6- Green Buildings		
<p>10.6.</p>	<p><i>The Town will encourage innovative programs and construction methods which support the sustainable development and redevelopment of buildings. Sustainable features sought by the Town may include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>a) renewable energy systems such as wind, geothermal and solar power installations;</i> <i>b) energy-efficiency technologies that are consistent with high energy efficiency standards (such as Energy Star and LEED buildings), design features and construction practices;</i> <i>c) green roofs or high albedo roofs that contribute to the reduction of the urban heat island effect;</i> <i>d) permeable paving and other innovative stormwater management methods;</i> <i>e) water conservation and efficiency measures; and,</i> <i>f) conserving heritage resources, which contributes to sustainability by reducing landfill and lessening the demand for energy and resources needed for new construction.</i> 	<p>Sustainable and green design features for the proposed buildings will be considered at a future stage of development.</p>
Section 10.7- Greyfields and Brownfields		
<p>10.7.1.</p>	<p><i>Where the redevelopment of large greyfield or brownfield sites for residential land uses is proposed, intensification policies provided in section 11.1.9 shall apply. Such redevelopment shall also be planned in a comprehensive manner.</i></p>	<p>The proposal will allow for the remediation, and redevelopment of a brownfield site that will transform the currently underutilized lands into a vibrant, mixed-use community, that contributes to the character of the Midtown Oakville PMTSA.</p>
<p>10.7.2.</p>	<p><i>Provincial legislation shall be referred to in the review of development applications to address matters related to known and potential site contamination.</i></p>	<p>The Subject Lands has been assessed through a Phase I and II ESA and an EIS prepared by EXP. The Phase I ESA prepared by EXP, recommended that additional horizontal and vertical delineation of soil and groundwater be completed, followed by a remediation and/or risk assessment to assess soil and groundwater quality in the areas of potential environment concern.</p>

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		<p>A Phase II ESA was conducted to assess the areas of potential environmental concern (APECs) identified in the Phase I ESA completed by EXP, and to support the filing of RSC on the Ontario Ministry of the Environment, Conservation and Parks (MECP) Environmental Brownfield Site Registry. The Phase II ESA concluded that:</p> <ul style="list-style-type: none"> • The majority of the pH samples were within the range, with elevated pH for two surface soil samples. • Soil samples contained various exceedances above the Table 2: Full Depth Generic Site Condition Standards (SCS) in a Potable Ground Water Condition for Residential/Parkland/Institutional (RPI) Property Use and medium/fine textured soil (Table 2 SCS). • Groundwater samples contained various exceedances above the Table 2 SCS. • Inspection of the soil cores retrieved from the boreholes did not indicate the presence of non-aqueous phase liquid (NAPL), staining or sheen, with the exception of one location. <p>Please review the fulsome description of the conclusions of the Phase II ESA, enclosed with this application. Based on the findings of the Phase II ESA, further environmental work (i.e., remediation and risk assessment etc.) is required prior to filing a RSC.</p>
Section 10.10- Stormwater Management		
10.10.1.	<i>Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.</i>	As stated in the FSR & SWM prepared by Urbantech, stormwater from the proposed development is planned to drain to Lower Morrison Creek. Stormwater quantity control storage for each development block will be provided through underground storage tanks located in the underground parking structures. Quantity control storage for the road ROW catchments will be provided by superpipes, integrated with the proposed storm servicing plan.
10.10.2	<i>Where existing watercourses are sufficiently wide to carry storm flows, there shall be no modification of these areas, except for erosion control and water quality maintenance measures to the</i>	

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	<i>satisfaction of the Town, the Conservation Authority and the Province.</i>	Stormwater retention will ultimately be achieved by a combination of Low Impact Development (LID) measures, to be defined at the site plan approval stage. Enhanced Level 1 quality control will be provided by either filtration (via Jellyfish units, or approved equivalent), or a treatment train approach combining treatment via oil/grit separator (OGS) units and LIDs.
10.10.5.	<i>The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town's engineering standards.</i>	The stormwater drainage facilities proposed in support of the development, have been designed in accordance with the applicable Town and Regional standards including, the Midtown Oakville Environmental Assessment Study (June 2014).
10.10.7.	<i>Existing groundwater recharge rates shall be maintained in all developments, where possible.</i>	As stated in the FSR & SWM Study prepared by Urbantech, stormwater runoff volume retention will be achieved in accordance with the Midtown EA Study through the implementation of Low Impact Development (LID) measures such as green roofs, bioretention, permeable pavement, and perforated pipe systems. The detailed LID and water balance mitigation plan will be provided through detailed design at the site plan approval stage. Site constraints such as clearance to the seasonally high groundwater level will be considered in the selection, implementation and location of the proposed LID measures.
10.10.8	<i>The use of permeable surfaces and soft landscaping shall be encouraged where possible.</i>	
10.10.8.	<i>All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.</i>	As stated in the FSR & SWM Study prepared by Urbantech, the proposed development will follow all Provincial and Federal best management practices for stormwater management and will implement innovative management strategies where feasible.
Section 10.11- Air Quality		
10.11.1	<i>The Town will work to improve air quality through its land use and transportation decisions including, but not limited to:</i> <ul style="list-style-type: none"> <i>a) concentrating activity centres;</i> <i>b) encouraging mixed use development;</i> <i>c) providing a well-connected pedestrian and bicycle network where feasible;</i> 	The proposed OPA will support the Town's efforts to improve air quality, through providing a mixed-use community that features a range and mix of uses connected through active and public transit, that reduce the length and number of vehicular trips. The 1.87 ha public park in the southwest corner of the Subject Lands, will feature treed areas that enhance the urban forest.

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	<p>d) providing convenient and efficient transit service;</p> <p>e) implementing parking policies, primarily through the Zoning By-law, that do not undermine the encouragement of transit and active modes of transportation; and,</p> <p>f) establishing policies and by-laws that protect and enhance the urban forest.</p>	
Section 10.12- Urban Forests		
10.12.1	<i>For every square metre of leaf area that is removed from Town property or from Town road rights-of-way, sufficient trees will be replanted to replace the lost square metres of leaf area.</i>	As shown on the Tree Canopy Plan prepared by MHBC, the proposed development will achieve a tree copy cover percent of 41%. Future ZBA and Site Plan Applications will be submitted to the Town, to ensure sufficient trees are provided to support the proposed development.
10.12.2.	<i>The Town shall ensure that appropriate space for tree protection and tree planting within road rights-of-way are included in the design of new roads or road improvements.</i>	
10.12.5.	<i>Tree removal on private property shall be subject to the Town's private tree protection-by-law</i>	
PART D: LAND USE DESIGNATIONS AND POLICIES		
Section 12.0- Mixed Use		
Section 12.1- General		
12.1.1	<i>The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and infrastructure.</i>	As per Schedule A1, Urban Structure, the Subject Lands are located in the 'Midtown Oakville Node and Corridor' (Figure 7), and are designated as a 'Growth Area' on Schedule G, South East Land Use (Figure 11). The OPA will allow for the redevelopment of the Subject Lands with a mixed-use community that features a range and mix of residential, commercial, and community uses, that make efficient use of the land and available infrastructure and support the achievement of the required provincial and regional growth targets.
12.1.2.	<i>Mixed use development will be focused on lands located within Oakville's Growth Areas and along identified corridors</i>	See policy response 12.1.1. above.

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12.1.3.	<i>The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the development process and regulated by the implementing zoning.</i>	5,849 m ² of non-residential frontage is provided at-grade in the buildings that front onto the proposed E-W Collector Road. The intent of these areas is to create an animated and vibrant public realm that serves to meet the needs of residents of the community. The location and size of the at-grade commercial uses will be refined through a future ZBA application.
12.1.4.	<i>All development within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.</i>	As described in the UDB prepared by MHBC, each of the proposed mixed-use high-rise buildings feature interesting and high-quality urban design elements including, variation in façade, surface treatment, and built form, that integrate with one another and the surrounding community.
12.1.6.	<i>Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall be prohibited in all of the Mixed Use designations.</i>	Motor vehicular related uses are not contemplated through this development application.
Section 12.5- Urban Core		
12.5	<i>The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, major office, office and residential uses. Development should be oriented to the street and shall contribute to a high quality pedestrian-oriented and transit-supportive environment. Midtown Oakville and the Uptown Core are the primary locations for this designation.</i>	As per Schedule L1, Midtown Oakville Land Use, the Subject Lands are designated as 'Office Employment'. In order to permit the proposed mixed-use development, an OPA is needed to re-designate the Subject Lands from 'Office Employment' to a site-specific 'Urban Core' designation. The proposed mixed-use development will support the vision for the Urban Core through providing a mix of retail and service commercial, residential, and community uses that create a compact, urban environment that features a pedestrian-oriented public realm and transit-supportive densities. The proposed OPA implements the designation of the Subject Lands that has been contemplated through each of the Draft Midtown OPA's from 2022 to the latest version released in September 2024.
Section 12.5.1- Permitted Uses		
12.5.1.	<i>a) A wide range of retail and service commercial uses, including restaurants, commercial schools, major office,</i>	The proposed OPA will allow for the redevelopment of the Subject Lands with seven (7) mixed-use buildings with 16 towers

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	<p><i>offices and residential uses may be permitted in the Urban Core designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor</i></p> <p><i>b) The size and location of uses shall be determined through the development process and regulated by the implementing zoning.</i></p>	<p>that range in height from 30-48 storeys and provide 6,954 residential units, supported by an efficient transportation network, a 1.87 ha public park, two (2) POPS, and private amenity acres. Each of these uses are permitted in the Urban Core designation. The exact location and size of these uses will be refined through a future ZBA application.</p>
Section 12.5.2- Building Heights		
<p>12.5.2.</p>	<p><i>a) Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height.</i></p> <p><i>b) Additional building height may be considered in accordance with the applicable bonus policies in this Plan.</i></p>	<p>A site-specific OPA is required to increase the maximum height in the 'Urban Core' designation from 12 storeys to 48 storeys. The proposed amendment will allow for the redevelopment of the Subject Lands with a mixed-use transit-oriented development that achieves densities that support the Town in meeting their required minimum density targets and desired urban character for the Midtown Oakville PMTSA. The proposed increase in the maximum permitted building height is similar to the maximum height shown on Schedule L7 of the Draft Midtown OPA from April 2024 (Figure 19) which, permits a maximum of 40 storeys on the majority of the Subject Lands.</p>
Section 12.5.3- Parking		
<p>12.5.3</p>	<p><i>a) Underground and/or structured parking shall be encouraged.</i></p> <p><i>b) Surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.</i></p>	<p>Underground parking is proposed within each of the three development blocks to meet the parking needs of the proposed development. Each access driveway leads to an internal vehicular circulation system that accommodates pick-up and drop off needs, access to loading facilities, emergency access opportunities, and access to underground parking garage ramps.</p>

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Section 16.0- Natural Area		
Section 16.1- General		
16.1.2.	<i>Lands designated Natural Area may contain one or more of the following natural features together with required buffers:</i> <ul style="list-style-type: none"> a) <i>significant habitat of endangered species and threatened species;</i> b) <i>wetlands;</i> c) <i>woodlands;</i> d) <i>valleylands;</i> e) <i>significant wildlife habitat;</i> f) <i>Environmentally Sensitive Areas;</i> g) <i>areas of natural and scientific interest;</i> h) <i>fish habitat; or,</i> i) <i>natural corridors.</i> 	<p>As stated in the Environmental Impact Assessment (EIA) completed by Stantec Consulting, there are no designated natural areas on the Subject Lands as per Schedule B or L1 of the LOP. The EIA was conducted to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposal will not result in any negative impacts to the proposed natural features, if they are present. The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees on the Subject Lands may provide suitable maternity roost habitat for bats that are expected to be protected by the Endangered Species Act in January 2025. If the removal of these trees occurs after protections for these species come into effect, the MECP will be consulted.</p>
16.1.3.	<i>Schedule B, Natural Features and Hazard Lands, indicates the general locations of the known natural features which are located within the Natural Area designation. Schedule B may be updated by an official plan amendment as additional features are identified.</i>	<p>One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development. The aquatic habitat assessment conducted as part of the EIA identified one (1) candidate HDF on the Subject Lands. This feature will be assessed using the <i>Evaluation, Classification and Management of Headwater Drainage Features Guidelines (CVC and TRCA 2014)</i> to determine protection and/or mitigation requirements if any.</p> <p>Mitigation recommendations were also provided through the EIA to: (1) Avoid sensitive periods for breeding birds and</p>

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		summer/maternity roosting bats; (2) Provide standard control measures for tree protections and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures. Based on the findings of the EIA, through the implementation of the recommended mitigation measures, the proposed development complies with the applicable natural heritage policies.
16.1.7.	<p><i>Wetlands</i></p> <p><i>c) Unless otherwise directed by the Conservation Authority, development proposed on lands within 120 metres of an individual wetland area, or on lands connecting individual wetland areas within a wetland complex, which was not considered during a subwatershed study, shall require a satisfactory EIS. Where development is proposed on lands within 120 metres of an individual wetland area, or on lands connecting individual wetland areas within a wetland complex, and a subwatershed study has been completed, the Town and Conservation Authority may require a site-specific EIS to demonstrate no negative impact to the features or ecological functions of the wetland.</i></p>	As the Subject Lands are located within 120 m of Lower Morrison Creek which, is considered to be a wetland hazard, flood hazard and fish habitat, the development must be studied through an EIA to demonstrate that the proposal will not result in negative impacts on the features or ecological function of the creek. The EIA prepared by Stantec Consulting concludes that, as Lower Morrison Creek exists within an urban environment, surrounded by development, the proposal is not expected to interact with the creek.
16.1.8.	<p><i>Woodlands</i></p> <p><i>a) Development or site alteration shall not be permitted within regionally significant woodlands or within the required buffer width, which should be a minimum of 10 metres measured from the drip line of the woodland.</i></p> <p><i>b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be</i></p>	As noted in the EIA prepared by Stantec Consulting, the Ministry of Natural Resources ("MNR") mapping identifies a 'wooded area' on the Subject Lands. This area is not identified on the Region of Halton or Town of Oakville Natural Area mapping. The site investigations, conducted as part of the EIA, assessed this feature and other treed areas on the Subject Lands and determined that they do not qualify as woodlands for the following reasons: (1) the woodlands do not meet Halton Region's criteria for a woodland provided in the Official Plan; (2) the wooded areas do not meet the density requirements to be

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	<p><i>considered by the Town based upon the existing context and the sensitivity of the woodland.</i></p> <p><i>c) Unless otherwise directed by the Conservation Authority, development proposed on lands within 120 metres of a significant woodland shall require a satisfactory EIS to demonstrate that there will be no negative impact on the woodland or its ecological function.</i></p>	<p>considered a woodland given the sparse canopy cover and the presence of invasive Common Buckhorn.</p>
16.1.10	<p><i>Significant Wildlife Habitat</i></p> <p><i>a) Development or site alteration shall not be permitted in significant wildlife habitat.</i></p> <p><i>b) Unless otherwise directed by the Conservation Authority, development proposed on land within 120 metres of significant wildlife habitat shall require a satisfactory EIS to demonstrate that there will be no negative impact on the significant wildlife habitat features or functions.</i></p>	<p>A Species at Risk ("SAR") and Significant Wildlife Habitat ("SWH") Assessment was completed as part of the EIA prepared by Stantec Consulting Ltd. The EIA concluded that trees on the Subject Property may provide suitable summer / maternity roost habitat for Hoary Bat, Silver-haired Bat and Eastern Red Bat, which are expected to be protected by the ESA by January 31, 2025. MECP is the responsible agency for endangered and threatened species in Ontario. If tree removal on the Subject Lands occurs after protections for these species come into effect, MECP will be consulted.</p>
Section 17.0- Open Space		
Section 17.1- General		
17.1.1.	<p><i>The open space system consists of three land use designations that delineate areas of different function and permit varying intensity of use:</i></p> <p><i>a) The Parks and Open Space designation includes areas that provide public parkland and associated facilities.</i></p> <p><i>b) Waterfront Open Space includes lands in public and private ownership that provide for environmental protection of the Lake Ontario shoreline. The public portion of these lands may also provide recreational opportunities.</i></p>	<p>A 1.87 ha public park is proposed in the southwest corner of the Subject Lands, as shown on Schedule L3 of the Draft Midtown OPA released in April 2024 and Schedule L6 of the Draft Midtown OPA from September 2024 (Figure 23 & 24). The park will consist of flexible spaces with active and passive programming that connects residents and visitors to the public realm and integrates with the broader community. The park is intended to act as a hub that anchors the proposed development, supports the well-being of residents and visitors, and contribute to the distinct character of Midtown Oakville. The parks and open space system will be supplemented by outdoor amenity spaces including, 20.0 m wide POPS in Blocks 1 and 2.</p>

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	c) <i>Private Open Space includes lands in private ownership that provide recreational opportunities in addition to the Parks and Open Space lands.</i>	
Section 17.2- Parks and Open Space		
17.2.1.	<p>Permitted Uses <i>Uses permitted within the Parks and Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; trails; cultural heritage uses; cemeteries; conservation uses including fish, wildlife and forest management; essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities; and, legally existing uses, buildings and structures.</i></p>	The proposed public park will feature active and passive programming that are permitted in the 'Parks and Open Space' designation.
PART E: GROWTH ARAS, SPECIAL POLICY AREAS AND EXCEPTIONS		
Section 20.0- Midtown Oakville		
20.0	<p><i>The interchange of Trafalgar Road and the QEW and the Oakville Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the infrastructure and development opportunity to create a complete urban community comprised of a mix of high density residential and employment uses.</i></p> <p><i>Midtown Oakville is one of 25 areas identified as an urban growth centre in the Province's Growth Plan for the Greater Golden Horseshoe: Places to Grow, 2006 (the Growth Plan). Urban growth centres are to be transit-supportive regional focal</i></p>	The proposed OPA will transform one of the largest, most visible, and most accessible sites in Midtown, which currently lies vacant and is underutilized, into a vibrant master-planned mixed-use community. The proposed development will feature 6,954 residential units, 5,849 m ² of commercial space, and a 1.87 ha public park that helps realize the vision for Midtown as a transit-supportive, pedestrian-oriented urban community. A gross FSI of 5.0 and net FSI of 9.2 is proposed across the Subject Lands, which will support the Town in delivering the minimum density required for Midtown as a provincially-recognized PMTSA.

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	<p><i>areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe.</i></p> <p><i>The size and location of the Midtown Oakville urban growth centre was defined by the Province, in consultation with the Town. It is approximately 100 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.</i></p> <p><i>The Oakville GO/VIA Station, the Town's primary hub for current and planned transit, anchors this major transit station area. Rail and bus connections currently service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be express commuter rail service and bus rapid transit corridors along Trafalgar Road and Highway 403. The bus rapid transit systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.</i></p>	<p>The Subject Lands lies at the northeast corner of the Midtown Oakville PMTSA, within 600 m to the Oakville GO/VIA Station. As stated in the TIS prepared by BA Group, the right-of-way of the new public roads have been designed to accommodate personal automobiles, public transit vehicles, and active transportation infrastructure, as envisioned through both the LOP and the Draft Midtown OPAs from April and September of 2024.</p>
Section 20.1- Goal		
20.1	<p><i>Midtown Oakville will be a vibrant, transit-supportive, mixed use urban community and Employment Area.</i></p>	<p>The proposed development will introduce seven (7) mixed-use buildings, with 16 high-rise towers that provide 6,954 residential units and 5,849 m² of commercial space, supported by a large public park and an attractive public realm, that will help establish the unique identity of Midtown Oakville, as a vibrant, transit-oriented, mixed-use urban community.</p>
Section 20.2- Objectives		
20.2	<p><i>As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.</i></p>	-
20.2.1.	<p><i>To create transit-supportive development by:</i></p>	<p>The compact urban form, increased densities and heights, and pedestrian-oriented public realm featured throughout the</p>

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	<ul style="list-style-type: none"> a) <i>ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;</i> b) <i>improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,</i> c) <i>promoting a compact urban form with higher density and higher intensity land uses.</i> 	<p>proposed development have been intentionally designed to create a transit-supportive environment. The transportation network including the internal road network, pedestrian walkways and cyclist infrastructure, will increase connectivity within and beyond the Subject Lands and promote the use of public and active transportation.</p>
20.2.2.	<p><i>To create a vibrant and complete new community by:</i></p> <ul style="list-style-type: none"> a) <i>providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;</i> b) <i>directing major office and appropriate large scale institutional development to Midtown Oakville;</i> c) <i>ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;</i> d) <i>providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;</i> e) <i>facilitating public investment in transit, infrastructure and civic facilities to support future growth; and,</i> 	<p>The proposal features a range of residential, commercial, and community uses, that are intended to meet the daily needs of residents and attract visitors from the surrounding community. Urban design features, such as variation in building height and form, and appropriate building length, floorplate, and tower separation, will contribute to the evolving identity of Midtown, while ensuring compatibility with the existing and planned context. The development will be supported by investments in servicing and transportation infrastructure that will accommodate the planned growth within Midtown.</p>
20.2.3.	<p><i>To achieve required growth targets by:</i></p> <ul style="list-style-type: none"> a) <i>promoting and enabling the evolution of Midtown Oakville as an urban growth centre and the Town's primary Growth Area;</i> b) <i>ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the Growth Plan;</i> 	<p>The proposed development will achieve a gross FSI of 5.0 and net FSI of 9.2 across the development which, will support the Town in meeting the required minimum gross density target for the Midtown Oakville PMTSA of 200 residents and jobs combined per hectare by 2031, as outlined in the ROP. To allow for the optimal use of the Subject Lands, as a location for mixed-use transit-supportive growth and intensification, a site-specific amendment is required as part of the OPA, to increase the maximum permitted height in the 'Urban Core' designation from</p>

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	<p>c) <i>providing opportunities for increased building height through bonusing; and,</i></p> <p>d) <i>ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.</i></p>	<p>12 storeys to 48 storeys. The increase in permitted height, is similar to the height proposed through the Midtown Oakville OPA released in April of 2024, which permitted a maximum height of 35-40 storeys on the Subject Lands.</p>
Section 20.4- Functional Policies		
Section 20.4.1- Transportation		
<p>2.4.1.</p>	<p>a) <i>Significant road, transit and active transportation infrastructure, to the Midtown Oakville as shown on Schedules C, D and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced.</i></p> <p>b) <i>The Town may secure rights-of-way on alignments as shown on Schedules C, D and L3 through the planning approval process. Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.</i></p> <p>c) <i>Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D and L3, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and intensification opportunities are not precluded.</i></p> <p><i>The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.</i></p> <p>d) <i>Development shall not preclude the following as contemplated in this Plan:</i></p>	<p>As stated in the TIS prepared by BA Group, the proposed transportation network has been designed to generally align with the transportation network contemplated through the Draft Midtown OPA which, builds upon Schedule C, D, and L3 of the LOP and the Midtown EA. One minor change is proposed to the N-S minor street grid from the Draft Midtown OPAs to better align with the western property line of the Subject Lands and allow for more logical development blocks. The change is minor and does not affect the functionality of the street network. The TIS concludes that the proposed development is appropriate from a transportation perspective given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy.</p> <p>The OPA enclosed with this application includes amendments to Schedule L3 of the LOP that bring the transportation network contemplated for the Subject Lands into conformity with the vision for the lands as a multi-modal transportation network, as shown on the Draft Midtown OPA's from April and September 2024.</p> <p>Since Policy 2.4.1e was approved, the road network contemplated for the Subject Lands has been adjusted through</p>

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	<ul style="list-style-type: none"> <i>i. the realignment and extension of Cross Avenue from Lyons Lane to Chartwell Road as a multi-purpose arterial road;</i> <i>ii. a new multi-purpose arterial road – the North-South Crossing – across the QEW to link to the extension of Cross Avenue, east of Trafalgar Road, and Station Road;</i> <i>iii. the future local road network as identified on Schedule L3;</i> <i>iv. a grade separation of Chartwell Road at the railway; and,</i> <i>v. grade separated pedestrian and cycling facilities, as shown on Schedule D, to be located across</i> <ul style="list-style-type: none"> <i>▪ the QEW, east and west of Trafalgar Road; and,</i> <i>▪ the railway, east of Trafalgar Road.</i> 	<p>amendments to Schedule L3 of the LOP, made on August 31st, 2021. Following this, the Draft Midtown OPA’s released in April and September 2024, further refined the transportation network for the Subject Lands. The proposed road network envisioned for the Subject Lands most similarly resembles the network contemplated from the Draft Midtown OPAs from April and September 2024. The Draft Midtown OPAs made the following deviations from Policy 2.4.1e and Schedule L3, for the lands east of Trafalgar Road:</p> <ul style="list-style-type: none"> • The alignment of Cross Avenue – in the April 2024 Draft OPA, Cross Avenue assumes a straighter E-W alignment through Midtown Oakville along the southern limit of the developable area within Midtown; • The alignment and connectivity of Davis Road and Argus Road – the April 2024 Draft OPA links these two Collector Streets beneath the Trafalgar Road corridor and connects the east and west side of Midtown Oakville; • Davis Road forms a central E-W Collector Street through Midtown (where the In-force LOP has Cross Avenue running through the central portion of Midtown); • The April 2024 Draft OPA includes a finer grained Collector and local street system producing a better framework for development blocks. <p>The proposed development supports the creation of a new north-south grade separated Arterial Street across the QEW corridor to the north (road-over-highway overpass) and across the Metrolinx / CN rail corridor to the south (rail-over-road underpass) which, may be created at the Town’s discretion.</p> <p>The proposed development further defines the street network as follows:</p>

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		<ul style="list-style-type: none"> • Shifting the N-S local street on the west side of the Subject Lands to create more logical development blocks. • The E-W Collector Street (Davis Road) adopts a tangent alignment versus the “curved” alignment. The tangent alignment produces a more uniform development block on the north side of Davis Road that also provides a more regular shape upon which to lay out buildings and interior open space. It also produces a more regular park block on the south side of Davis Road. <p>The TIS concludes that the proposed development is appropriate from a transportation perspective given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy.</p>
	<p><i>g) The design of existing and new roads in Midtown Oakville shall promote walking, cycling and transit use.</i></p>	<p>As described in the UDB, and visually depicted in the Streetscape Plans prepared by MHBC, the proposed road network for the Subject Lands has been designed to encourage walking, cycling, and transit, as observed through the grade-separated pedestrian walkways, cycling lanes, and potential transit stops.</p>
	<p><i>h) Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</i></p>	<p>Safe, accessible, and convenient access to public transit stops will be refined through ZBA and Site Plan approval.</p>
	<p><i>j) Parking</i></p> <ol style="list-style-type: none"> <i>i. Parking structures are preferred for the provision of required parking.</i> <i>ii. Surface parking lots are discouraged. However, where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping in accordance with the</i> 	<p>Parking will be provided in below-grade parking facilities within each residential block. Access to each building will be provided through two (2) shared private driveways within the development block. Limited surface parking will be provided for drop-off and visitors at the front of each building, and will be visually screened using landscaping, as shown on the Landscape Plan prepared by MHBC. Access to the loading areas for each</p>

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	<p><i>Livable by Design Manual and the Designing Midtown document.</i></p> <ul style="list-style-type: none"> <i>iii. Reduced parking standards may be considered in the implementing zoning.</i> <i>v. Shared driveways and parking facilities shall be encouraged.</i> <i>vi. Access to parking, service and loading areas should be from local roads or service lanes, and to the side or rear of buildings.</i> <i>vii. Implementation of the Midtown Oakville Parking Strategy shall be</i> 	<p>building will be located at the rear of each building, screened from public view.</p>
Section 20.4.2- Urban Design		
20.4.2.	<p><i>a) In addition to the urban design policies of this Plan, development and the public realm shall address the urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document.</i></p>	<p>The proposed mixed-use community including, the built form and public realm, has been designed in keeping with the urban design policies and guidelines from Livable by Design Manual and the Designing Midtown Oakville document, as described in the UDB prepared by MHBC.</p>
	<p><i>b) Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail</i></p>	<p>The proposed OPA will allow for the transformation of the Subject Lands from a vacant and underutilized site, into a vibrant mixed-use transit -oriented community, with a safe, attractive, and engaging public realm that contributes to the distinct character of Midtown. The proposed high-rise towers will achieve transit-supportive densities and will feature a pedestrian-oriented built form that contributes to a unique sense of place.</p>
	<p><i>c) A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.</i></p>	<p>The 1.87 ha public park in the southwest corner of the Subject Lands anchors the community and creates a gathering space for residents and visitors. Two POPS are located in Blocks 1 and 2 that connect the public realm to the internal block. Private amenity spaces will also be located within each of the development blocks to support the well-being of residents of buildings within those blocks.</p>

Sections	Livable Oakville Plan	Assessment
	<p><i>d) Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</i></p> <p><i>e) It is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.</i></p> <p><i>f) Building Heights</i></p> <ul style="list-style-type: none"> <i>i. Minimum and maximum building heights shall be permitted in accordance with Schedule L2 and the policies of this Plan.</i> <i>ii. Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.</i> <p><i>g) Minor reductions to the minimum building heights required by Schedule L2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned intensification for the site(s) can be achieved.</i></p>	<p>Each of the development blocks has been designed to support safe and efficient access to pedestrian transit stops, as shown through the delineated pedestrian walkways that connect users from the entrance of each buildings, to the public right-of-way and existing and future transit stops.</p> <p>As per Schedule L2, Midtown Oakville Building Heights of the Official Plan, development on the Subject Lands may range in height from 2-6 storeys, and are eligible for bonusing (Figure 13). The proposed OPA, includes a site specific amendment to the 'Urban Core' designation to increase the maximum permitted height on the Subject Lands to 48 storeys. The intent of the OPA is to allow for the redevelopment of the Subject Lands with mixed-use, transit-oriented, high-rise towers that achieve transit-supportive densities supporting the Town in meeting their required growth targets for the Midtown Oakville PMTSA. The heights proposed for the Subject Lands are similar to those envisioned for the lands by the proposed OPA for Midtown Oakville released by the Town in April 2024 which, permits building heights of 35-40 storeys on the Subject Lands. The increased height is supported through the technical studies enclosed with this application including, the TIS, FSR/SWM, Shadow Study, LUC Study, and UDB.</p>
Section 20.4.3- Stormwater Management		
20.4.3.	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 Midtown Oakville Class Environmental Assessment, 2014.	As described in the FSR & STM Report prepared by Urbantech, the proposed development will be supported by a stormwater management system that has been developed in accordance with the Regional and Town requirements including, the Midtown Oakville Class Environmental Assessment, 2014.

Sections	Livable Oakville Plan	Assessment
Section 20.4.4- Growth Targets		
20.4.4.	<p><i>a) Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031 in accordance with the Growth Plan. This translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.</i></p>	<p>The proposed OPA to the in-force LOP would allow for the redevelopment of the Subject Lands with 6,954 residential units and 5,849 m² of commercial space across seven (7) mixed-use buildings that will support the achievement of the required Provincial density targets for the Midtown Oakville PMTSA.</p>
Section 20.5- Land Use Policies		
20.5	<p><i>Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.</i></p>	-
20.5.5.	<p><i>On lands designated Urban Core or Urban Centre, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted.</i></p>	<p>The proposed development incorporates 5,849 m² of at-grade commercial retail space that fronts onto the E-W Collector Road.</p>
Section 20.7- Implementation Policies		
Section 20.7.1- Phasing/Transition		
20.7.1	<p><i>a) Development will likely occur gradually over the long-term and be co-ordinated with the provision of infrastructure, including:</i></p> <ul style="list-style-type: none"> <i>i. transit (conventional and rapid transit);</i> <i>ii. road network capacity;</i> <i>iii. pedestrian and cycling facilities;</i> <i>iv. water and waste water services</i> <i>v. stormwater management facilities;</i> <i>vi. streetscape improvements; and,</i> <i>vii. utilities.</i> <p><i>b) Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and</i></p>	<p>Future ZBA and Site Plan Applications will be submitted, which will ensure that the proposed development is phased appropriately and supported by necessary infrastructure that allows for the redevelopment of the Subject Lands into a compact, pedestrian-oriented, and transit-supportive urban community.</p>

Sections	Livable Oakville Plan	Assessment
	<i>transit-supportive</i> urban form, or the transportation network on Schedule L3.	
PART F: IMPLEMENTATION & INTERPRETATION		
Section 28.0- Implementation		
Section 28.2- Site-Specific Official Plan Amendments		
28.2.1.	<i>The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.</i>	The site-specific OPA proposed for the Subject Lands, implements the Towns goals, objectives, and policies for the Midtown Oakville PMTSA, through providing a mixed-use, transit-supportive complete community.
28.2.2.	<i>The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.</i>	The proposed OPA is supported by several studies enclosed with this application, that have been submitted in fulfillment of a complete application, as determined through the Pre-consultation Checklist provided by the Town on October 3, 2024.
28.2.3.	<p><i>Submissions must demonstrate that the proposed amendment:</i></p> <ul style="list-style-type: none"> <i>a) is consistent with the Town’s mission and guiding principles;</i> <i>b) does not undermine the Town’s urban structure in terms of:</i> <ul style="list-style-type: none"> <i>i. directing growth to identified nodes and corridors, and ensuring their timely development in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas;</i> <i>iii. protecting waterfront open space, parks and other public open space;</i> <i>v. the maintenance of the character of established Residential Areas, Employment Areas and major commercial areas;</i> <i>c) is consistent with Provincial, Regional and Town plans for multi-modal transportation systems, municipal services, infrastructure and public service facilities;</i> 	The proposed OPA will allow for the redevelopment of a vacant and underutilised site, in one of the most prominent locations in Midtown Oakville, with a vibrant, mixed-use, pedestrian-oriented community. The proposal will support the vision for Midtown Oakville, through directing transit-supportive growth and intensification to the Midtown Oakville PMTSA that helps establish the character of Midtown, as a liveable, high-density, urban destination. The proposed development will make efficient use of the land, and available and planned transportation and servicing infrastructure that will protect the financial well-being of the Town. The proposed site layout and built form are appropriate for, and compatible with, the existing and planned context surrounding the Subject Lands.

Sections	Livable Oakville Plan	Assessment
	<ul style="list-style-type: none"> d) does not result in adverse fiscal impacts for the Town; e) is an appropriate use for the land; f) is compatible with existing and planned surrounding land uses; g) is not more appropriately considered under a required comprehensive Official Plan review or a municipal comprehensive review; h) does not establish an undesirable precedent if approved; i) satisfies all other applicable policies of this Plan. 	
Section 28.12- Land Acquisition and Parkland Dedication		
28.12.2.	<i>The Town shall require the conveyance of hazard lands, open space lands and lands designated Natural Area through the development process as permitted by the Planning Act and in accordance with the policies of this Plan.</i>	The 1.87 ha public park in the southwest corner of the Subject Lands, will be conveyed to the City as a condition of development.
28.12.4	<i>Lands conveyed to the Town shall be in a condition acceptable to the Town.</i>	The public park will be conveyed to the Town in an acceptable condition, and with suitable access, to the satisfaction of the Town.
28.12.5	<i>Land conveyed to the Town shall include suitable access.</i>	
Section 28.12.8- Parkland Dedication		
28.12.8.	<ul style="list-style-type: none"> a) <i>The Town shall, through its parkland dedication by-law, require the conveyance of land to the Town for park or other public recreational purposes as a condition of development, consent or the subdivision of land.</i> b) <i>The conveyance of land to the Town for park or other recreational purposes shall be required in an amount up to:</i> <ul style="list-style-type: none"> i. <i>2% of the land for commercial or industrial purposes;</i> ii. <i>5% of the land or one hectare for each 300 dwelling units for residential purposes;</i> c) <i>Payment of money equal to the value of the land otherwise required to be conveyed for parks (cash-in-lieu) may be required. Such money shall be placed in a</i> 	The 1.87 ha public park in the southwest corner of the Subject Lands, represents 16.9 % of the total site area, to be conveyed to the Town in fulfillment of the required parkland conveyance.

Sections	Livable Oakville Plan	Assessment
	<p><i>park reserve fund to be expended in accordance with the provisions of the Planning Act.</i></p> <p><i>d) Parkland dedication taken at the time of development or redevelopment shall be implemented by by-law which may include provisions for reductions or exemptions from parkland dedication requirements for the purposes of achieving other policy objectives of this Plan.</i></p> <p><i>e) The Town shall not accept as part of the minimum parkland conveyance:</i></p> <ul style="list-style-type: none"> <i>i. lands designated Natural Area;</i> <i>ii. hazard lands;</i> <i>iii. lands required for drainage purposes, stormwater management or shoreline protection works;</i> <i>iv. connecting walkways; and,</i> <p><i>other lands unsuitable for development or redevelopment.</i></p>	
Section 28.12.9- Heritage Conservation Easements or Acquisitions		
28.12.9	<p><i>a) The Town may pass by-laws for entering into easements or covenants with owners of property of cultural heritage value or interest for the purposes of conservation.</i></p>	<p>As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been determined. Once a proposed solution is defined, impact and appropriate mitigation strategies can be described. While additional investigation is required, the recommended strategy is on-site relocation and integration of the existing building with new construction.</p>