



## Midtown Oakville

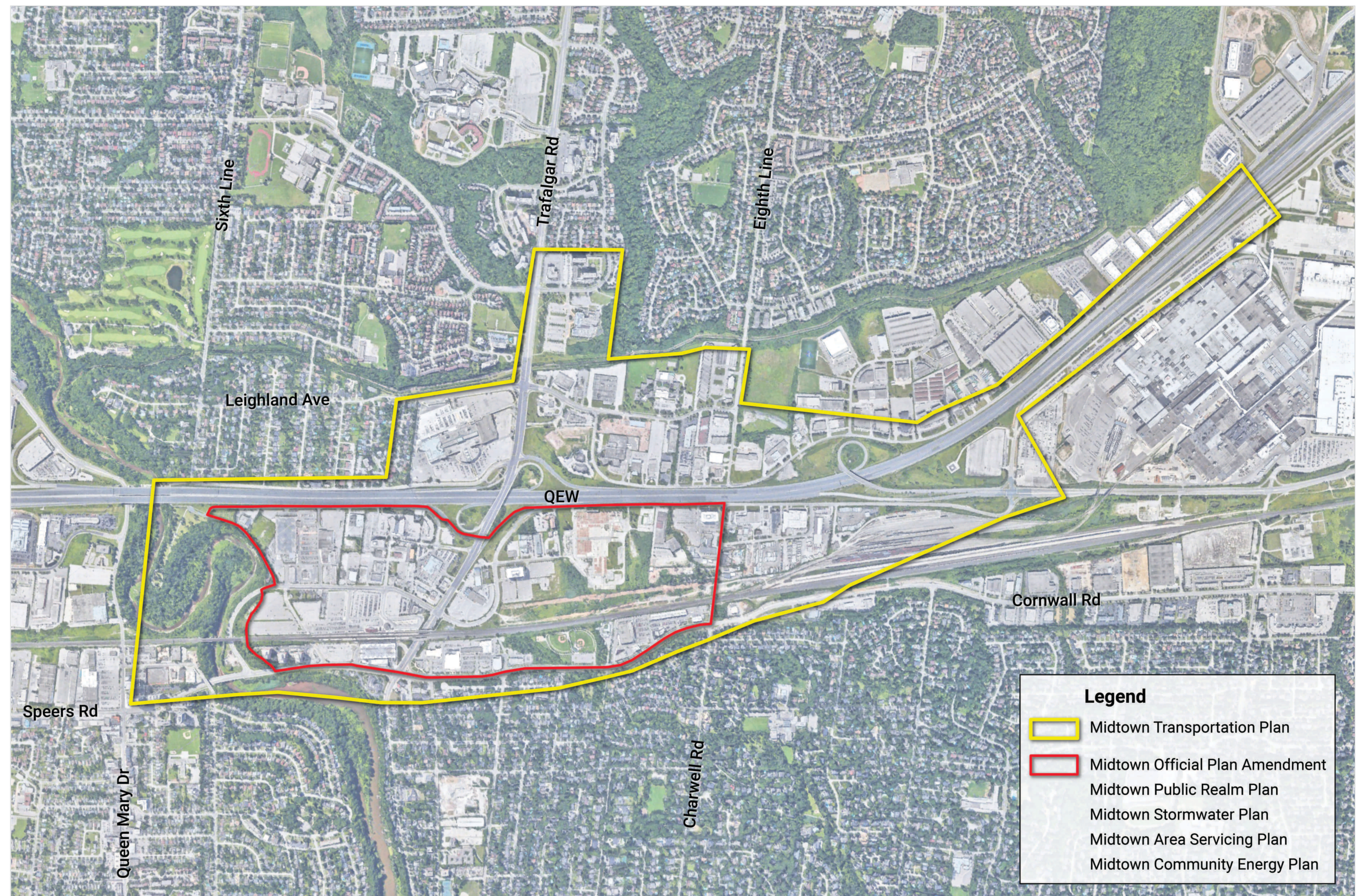
### Why

Midtown is an underdeveloped area in Oakville that is centrally located around the Oakville GO Station. With Oakville's population expected to increase significantly, there is a need for the town to create more livable spaces for people of all ages and income levels.

### Implementation Program

The Midtown Implementation Program will help the Town advance objectives of the Midtown Official Plan Amendment (OPA), support infrastructure delivery, and aid in review and management of development.

A range of topics will be covered by the Midtown Implementation Program, in an area generally bounded by the QEW highway to the north, Chartwell Road to the east, Sixteen Mile Creek to the west, and Cornwall Road to the south. The Midtown Transportation Plan will cover a slightly broader area to capture connections to and from major arterials and highways - these boundaries are shown in the study area map to the right.



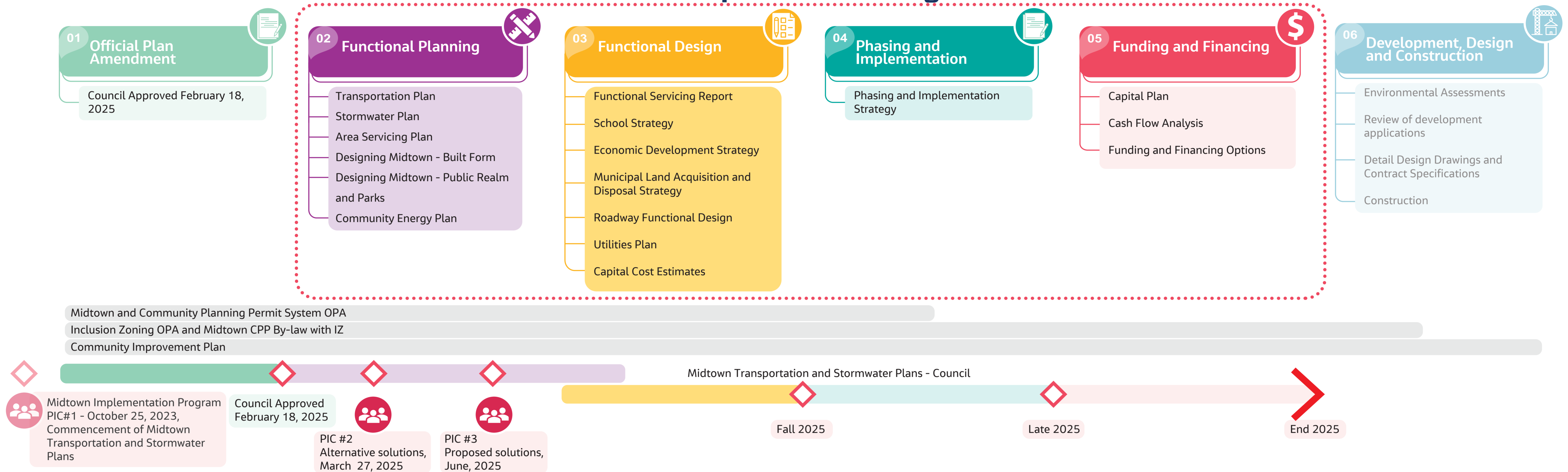




# Midtown Oakville Timeline & Process



### Midtown Implementation Program



#### Transportation Plan

- Develop an equitable, accessible and connected transportation system

#### Stormwater Plan

Sustainably manage rain and runoff to Lower Morrison East, Lower Morrison West, and 16 Mile Creek

#### Area Servicing Plan

- Water and waste water servicing capacity in alignment with Regional plans

#### Designing Midtown - Built Form

- Guidelines for built form to achieve high quality urban design and architecture

#### Designing Midtown - Public Realm and Parks

- Plan for high quality public realm including parks, streets, trails and mid-block connections

#### Community Energy Plan

- Review of energy needs and options for reducing energy needs for Midtown

#### Functional Servicing Report

- Water and wastewater servicing plans within the Midtown Area for all development blocks

#### School Strategy

- Options for implementing schools within mixed-use urban environments

#### Economic Development Strategy

- Strategy for attracting retail and employment opportunities for Midtown

#### Municipal Land Acquisition and Disposal Strategy

- Strategy for the acquisition and disposal of land to support infrastructure needs

#### Roadway Functional Design

- High-level road design of the Midtown transportation network

#### Utilities Plan

- Review of existing and proposed utilities and alignment with functional design

#### Capital Cost Estimates

- Cost estimate of public infrastructure

#### Phasing and Implementation Strategy

- Framework for the implementation and alignment of timelines for Town-led infrastructure with development and other partners

#### Funding and Financing

- Funding sources, impact on development charges, and timelines





## Midtown Oakville Timeline & Process

### Alternative Solutions



Three core technical areas that the Town manages within Midtown are transportation, stormwater, and urban design. We know there are a range of challenges within the existing context of Midtown related to each of these, but development and growth also bring opportunities for enhancement.

As transportation, stormwater, and public realm elements all need to fit within a limited urban space, there is a heightened importance in making sure that these elements work together cohesively.

\*See Booth 2 for more information

### Transportation Plan



The Midtown Transportation Plan will strive to create an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit supportive complete community in all seasons.

A long-term transportation plan for Midtown will look to develop a pedestrian-oriented network, improve road circulation and connections, support transit connections, support sustainable modes of travel, and accommodate density and growth.

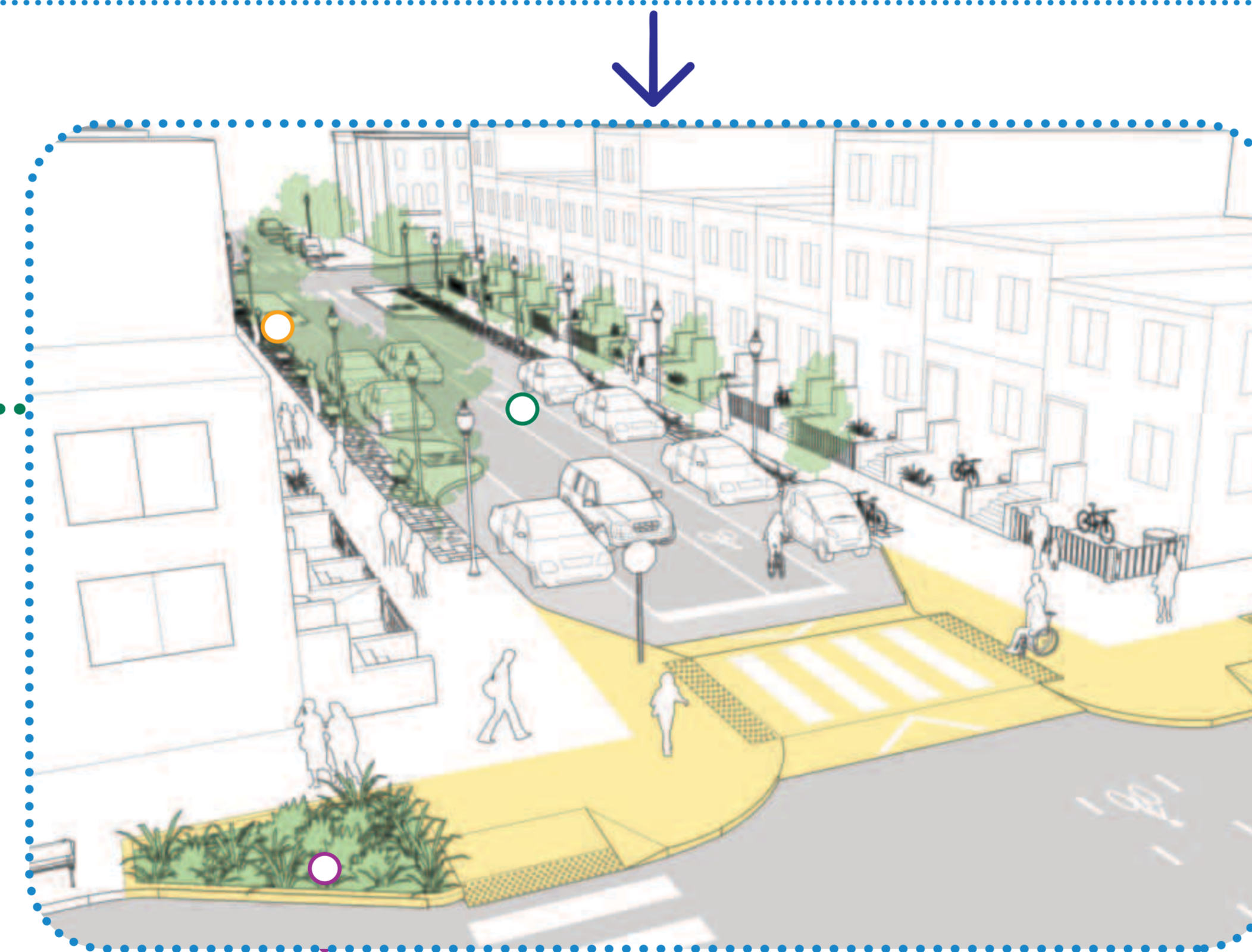
\*See Booth 4 for more information

### Urban Design



The Updated Designing Midtown document will follow on the objectives in the Midtown OPA and set expectations for land-owners and developers to achieve high quality urban design and architecture.

It will also provide a vision for high-quality public realm including parks, privately-owned publicly accessible open spaces, streets, trails and mid-block connections.



\*See Booth 3 for more information

### Stormwater Plan



The Midtown Stormwater Management Master Plan objective is to manage rain and runoff to support growth and development based on the updated OPA and road network.

As a single element can rarely perform all the necessary functions of a stormwater management system, a combination of lot-level (source), conveyance and end-of-pipe practices may be needed to meet water quantity, water quality, water balance, and erosion targets.





# Midtown Oakville Inputs & Integration

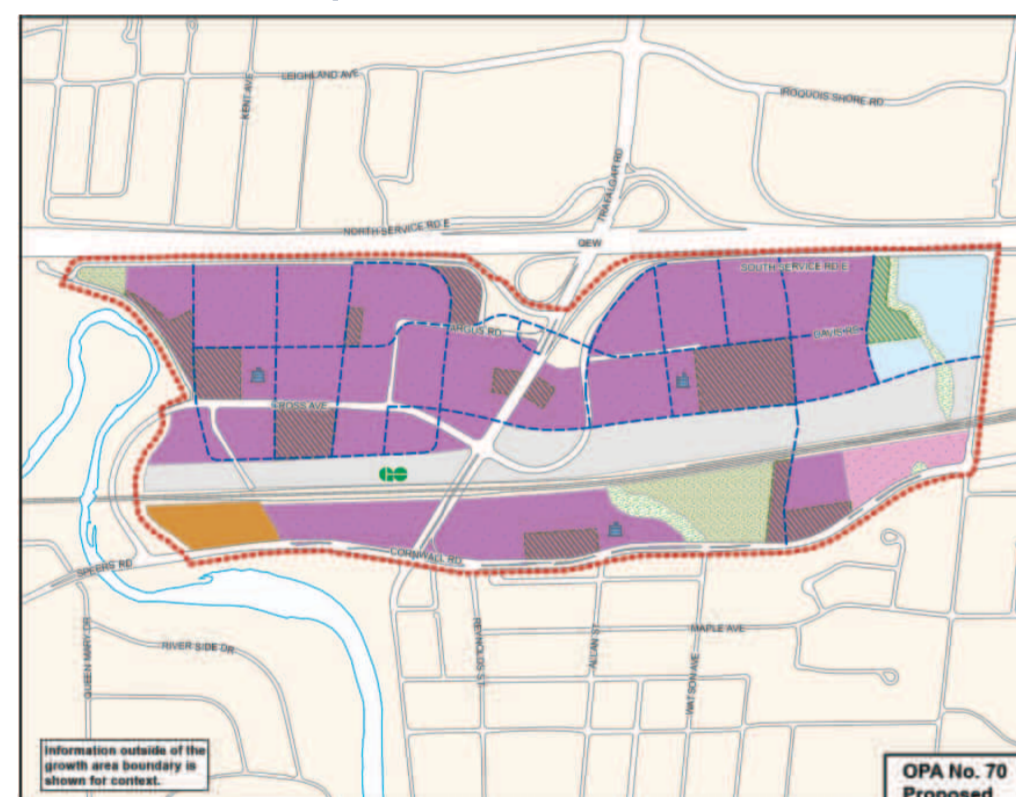
Midtown does not exist in isolation. It needs to align and work together with Town-wide and Regional plans and policies to be successful. Infrastructure is planned to support growth and development across the Town. Some key areas of work that inform the implementation program include:

### Midtown Official Plan Amendment (OPA)

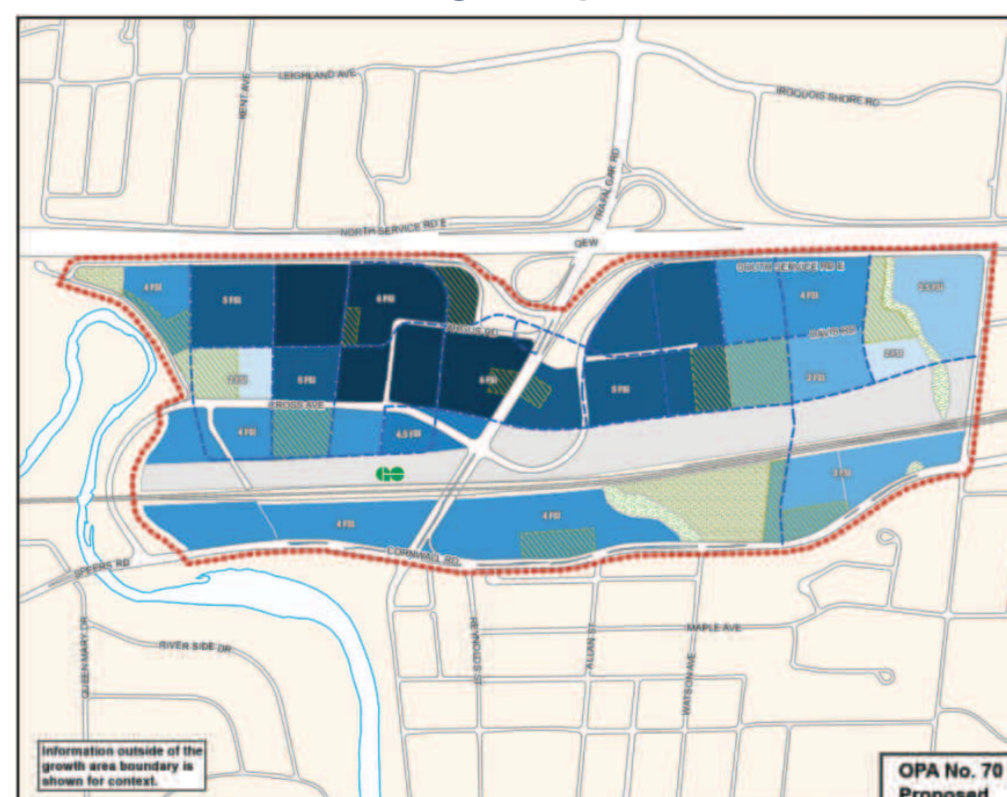
The OPA updates land use policies for Midtown Oakville in the Livable Oakville Plan (Official Plan) to the year 2051 and beyond. The adopted OPA directs how this area will grow over time and guides future development. It will help ensure the evolution of Midtown Oakville from an under-utilized commercial and employment area to a vibrant, mixed-use, transit supportive complete community.

Critical to the Implementation Program are a variety of policy directions as well as schedules in the OPA which define land use, maximum density, transportation network, and active transportation as well as areas requiring active frontages.

Landuse Map



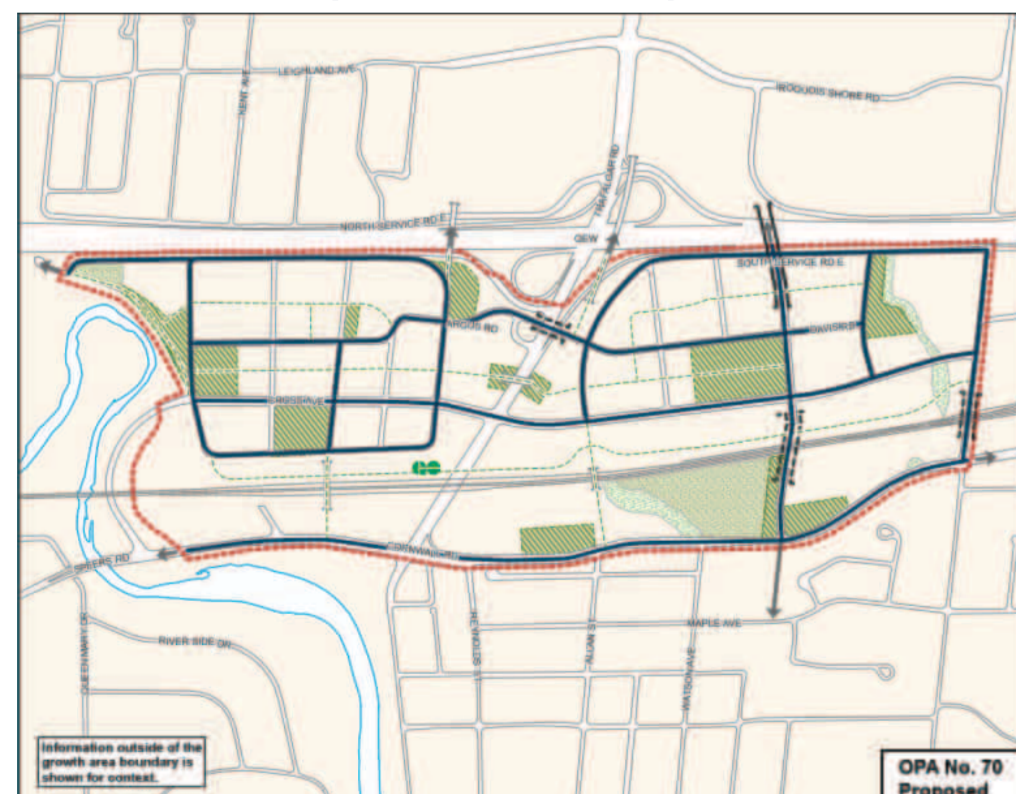
Maximum Density Map



Transportation Network Map



Active Transportation Map



Active Frontages Map



Refined population and employment forecasts shown here come from additional work for the OPA. While we continue to use the Joint Best Planning Estimates for the purposes of aligning with Town and Region-wide studies in the appropriate planning horizons, these new forecasts will be used in sensitivity testing to ensure infrastructure is still sized appropriately.

	Residents	Jobs	Total
2021 (Watson)	600	5,500	6,100
2031 (Watson)	1,900	5,810	7,660
2041 (Watson)	10,200	8,770	17,620
2051 (Watson)	18,500	11,400	29,900

### Town-Wide and Region-Wide Infrastructure Planning

The Town of Oakville is currently undertaking a Town-wide Transportation Master Plan and Halton Region is currently undertaking a Region-wide Integrated Master Plan which covers water, wastewater, and transportation. These studies are aligned and in particular for population and employment forecasts have moved forward with a version of the Joint Best Planning Estimates (V3.032) that was set in late 2023 for the 2031, 2041, and 2051 horizons.

	Horizon	Population	Employment	Total
Joint Best Planning Estimates V3.032	2031	11,710	6,780	18,490
	2041	24,142	13,531	37,673
	2051	32,468	17,998	50,466

The transportation and servicing elements of the Midtown Implementation Program need to align with these broader area plans as infrastructure from Midtown will connect with them. Master plans at the Town and Regional levels are periodically updated and future iterations of these plans will include refined land-use forecasts that reflect the updated Midtown OPA.

### Public Realm and Parks

The Town of Oakville has recently approved a new Parks Plan 2031, and Parks, Recreation and Library Master Plan. These plans guide the Town in creating parks, urban spaces, and public amenities to enhance community well-being and improve quality of life.



Parks, Recreation and Library Master Plan

October 2024



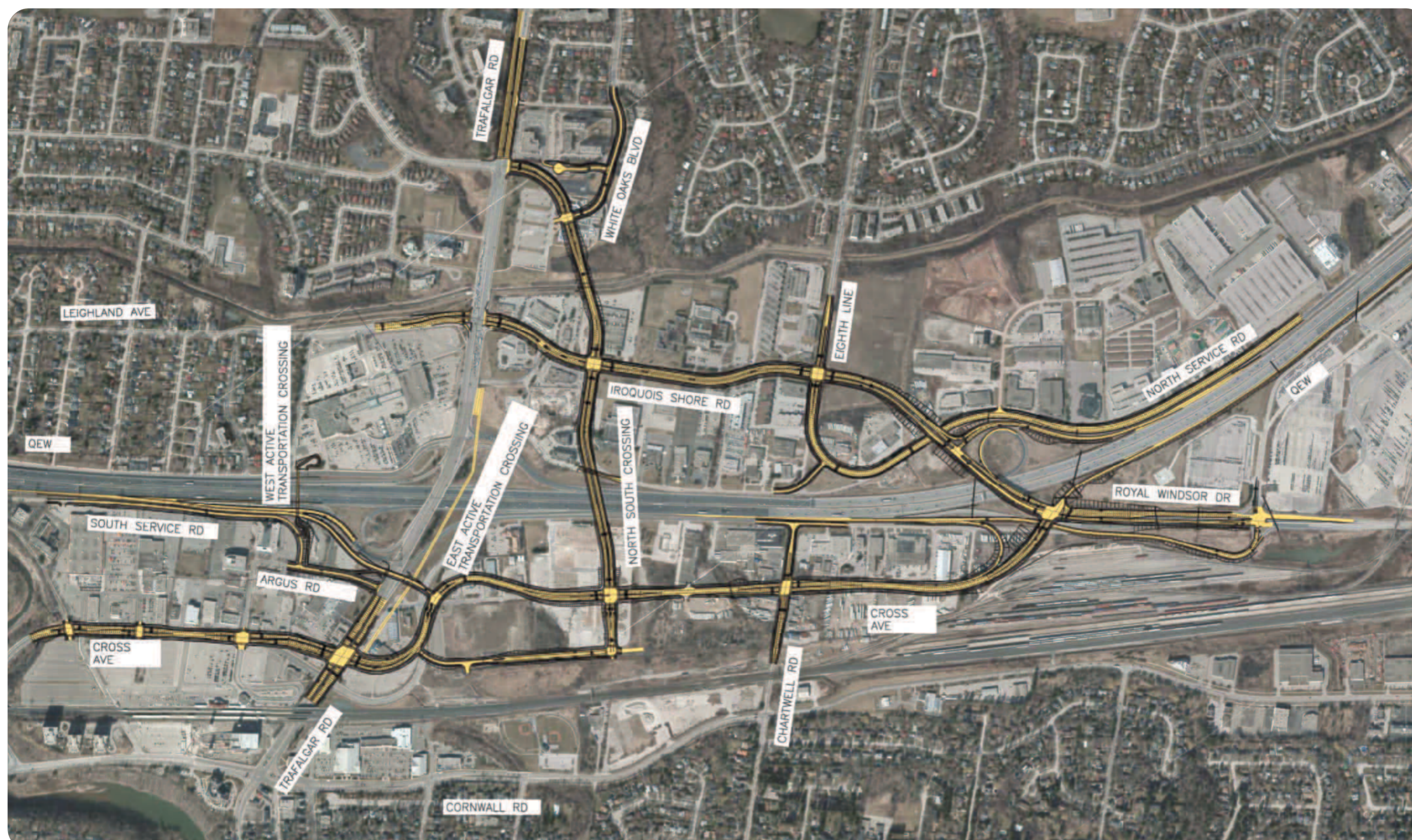




## Past and Ongoing Studies

### Previous Midtown Environmental Assessment (EA)

- The previous Midtown EA study was completed in 2014 and includes approved transportation improvements, which are being reviewed through this Midtown Study update.



### Oakville Transportation Master Plan (Ongoing)

- The Town-wide Transportation Master Plan update is currently underway and is targeting the end of 2025 for completion.
- Transportation recommendations within the Midtown study area were identified to address Town-wide transportation needs, including:
  - North-South Road between White Oaks Boulevard and Cornwall Road.
  - Eighth Line between North Service Road and Falgarwood Drive (widening to 4 lanes).
  - Iroquois Shore Road between Trafalgar Road and Eighth Line (widening to 5 lanes).
  - Iroquois Shore Road extension from Eighth Line to North Service Road.
  - Kerr Street between Speers Road and North Service Road (widening to 4 lanes).

### Halton Region Integrated Master Plan (Ongoing)

- Includes a Region-wide transportation master plan that identifies the need for the Trafalgar Bus Rapid Transit (BRT).





## Existing Conditions

### Road and Highway Network

- QEW/Hwy 403 and Cornwall Road are primary E-W corridors and Trafalgar Road is the main N-S corridor
- Limited local roads, sidewalks and cycling facilities

### Parking Infrastructure

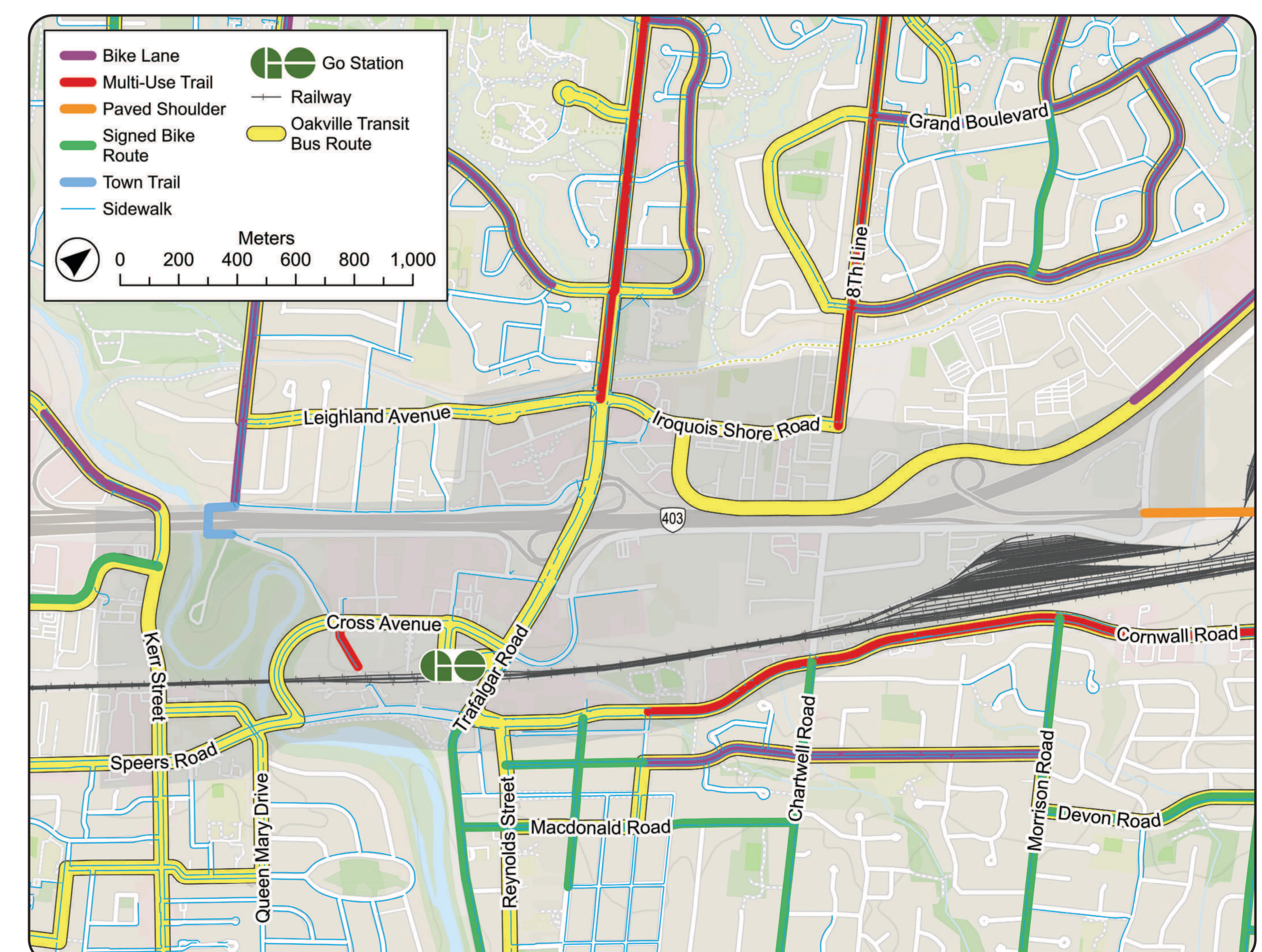
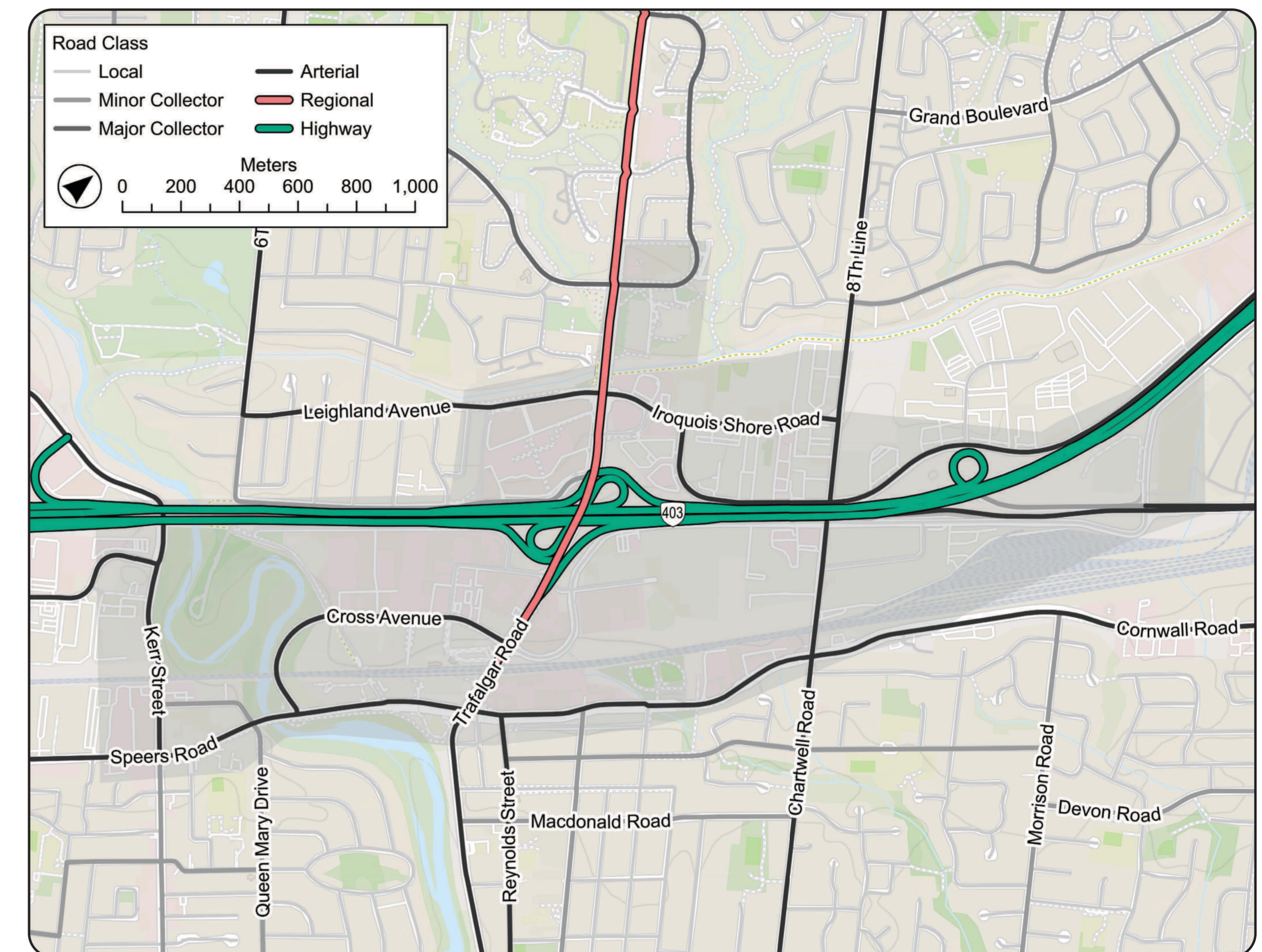
- 4,400 GO spaces; 3,000 private spaces

### Transit System

- GO Rail, GO Transit, and Oakville Transit
- Planned GO Regional Express Rail (RER) will provide 15-minute GO rail service
- Planned HOV/Bus Lanes on Trafalgar Road

### Current Travel Behaviour

- Auto-dependent (94%) with some (4%) transit use
- For vehicles on Trafalgar Road south of QEW, approximately 50% travel through Midtown and 25% travel to/from the GO station

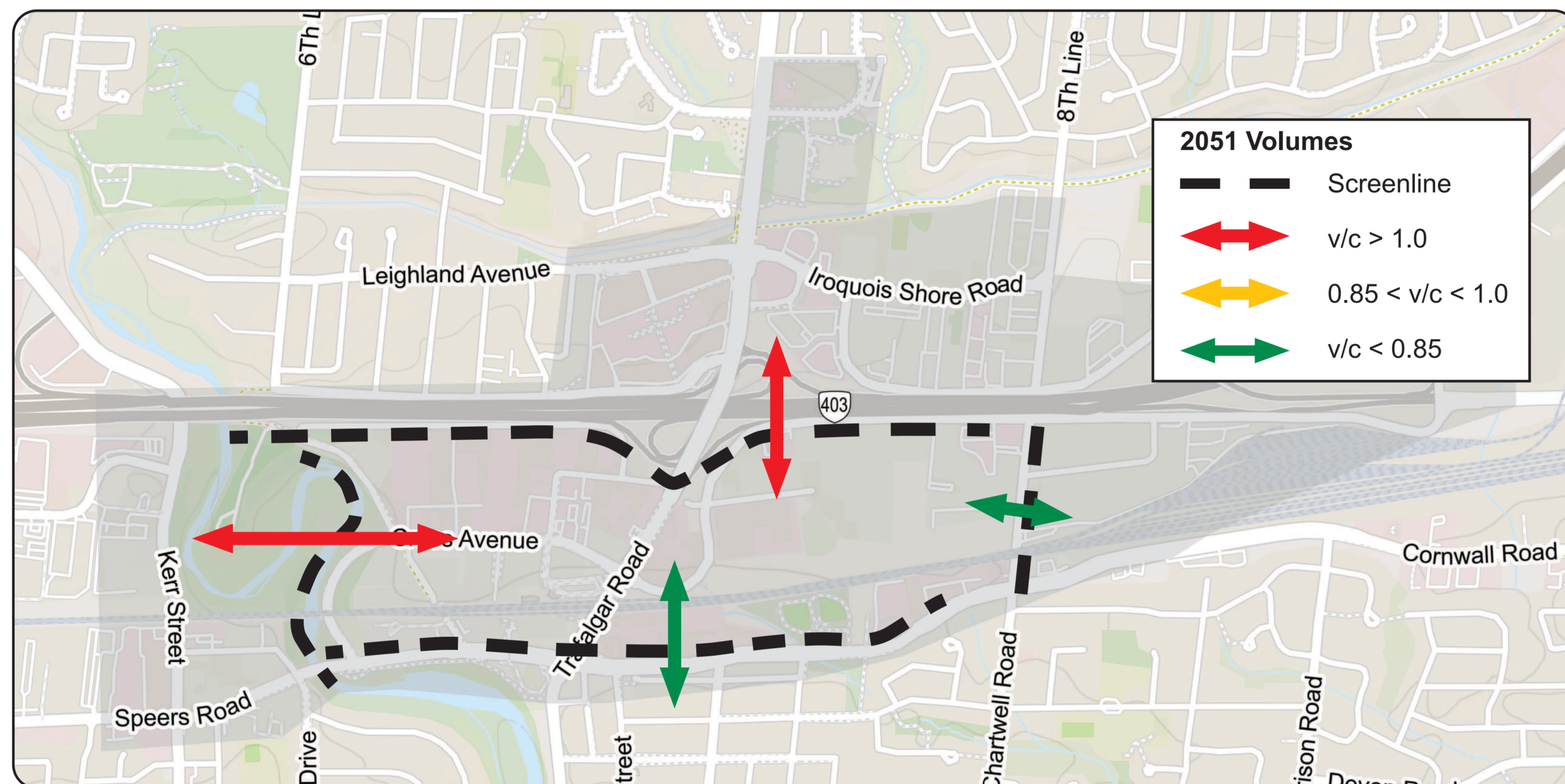




### Transportation Challenges and Opportunities

#### Challenges

- Projected traffic volumes exceed capacity on key routes to and from Midtown.



V/C : Volume to capacity ratio

- There is limited priority/access to the GO station for pedestrians, cyclists and buses.
- High existing parking supply currently promotes auto dependency, however surface lots will be redeveloped.

To accommodate growth in Midtown, there is a need to identify and develop solutions for all seasons that are accessible to everyone in a phased approach that supports development as it proceeds.

#### Opportunities

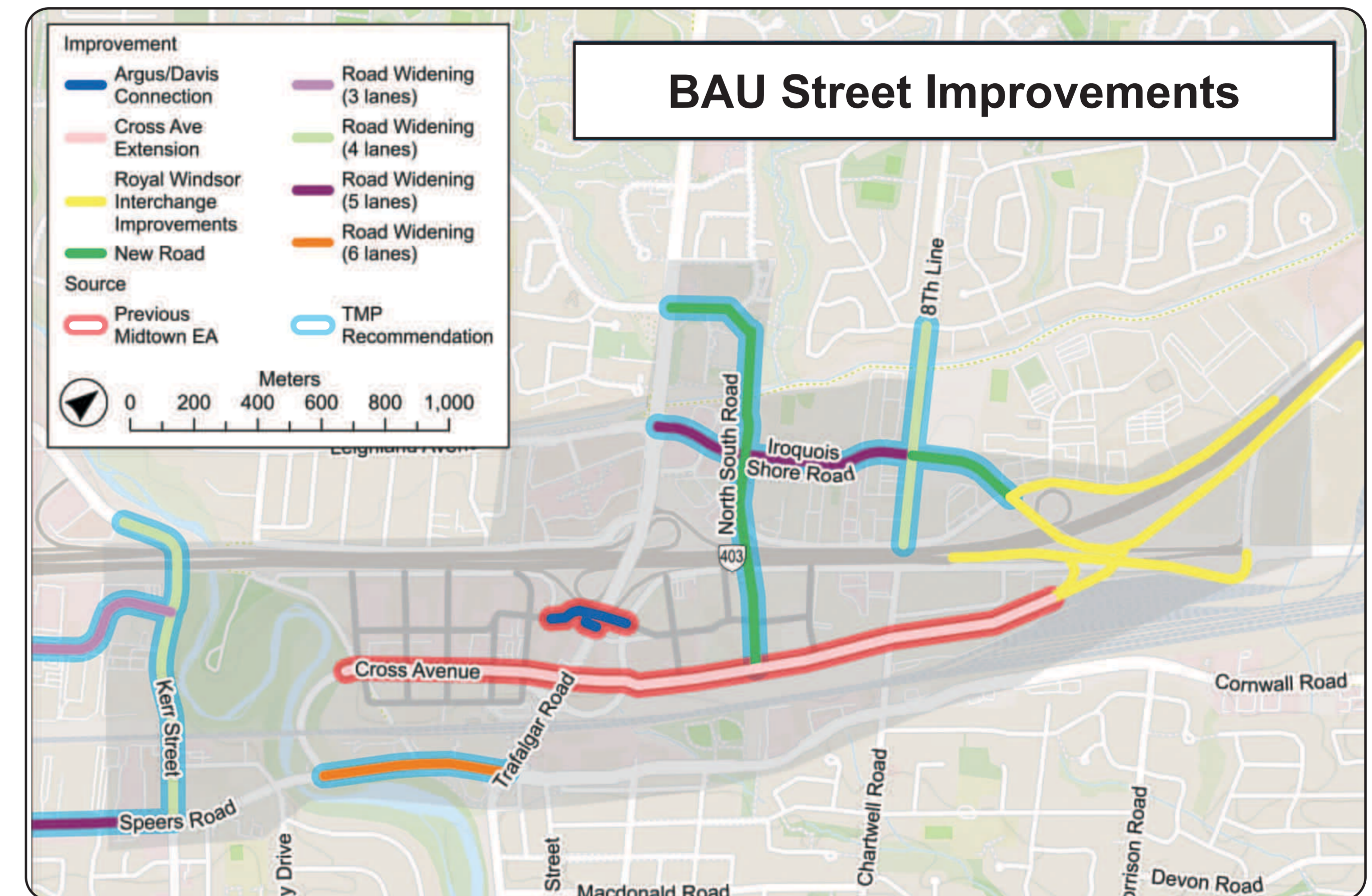
- Local grid network of roads that have a more human-scale design that prioritizes walking and high-quality dedicated cycling facilities,
- Street designs that accommodate safe and direct pedestrian and cyclist movement,
- New crossings of physical barriers to accommodate active transportation, transit, goods movement and traffic,
- Transit priority measures to allow for efficient transit service to and from the Oakville GO Station,
- Parking supply and regulation plans that balance operations with sustainability objectives,
- Connections to Town- and Region-wide initiatives for transit and cycling, and
- Town-led initiatives and travel demand management strategies as part of development applications.



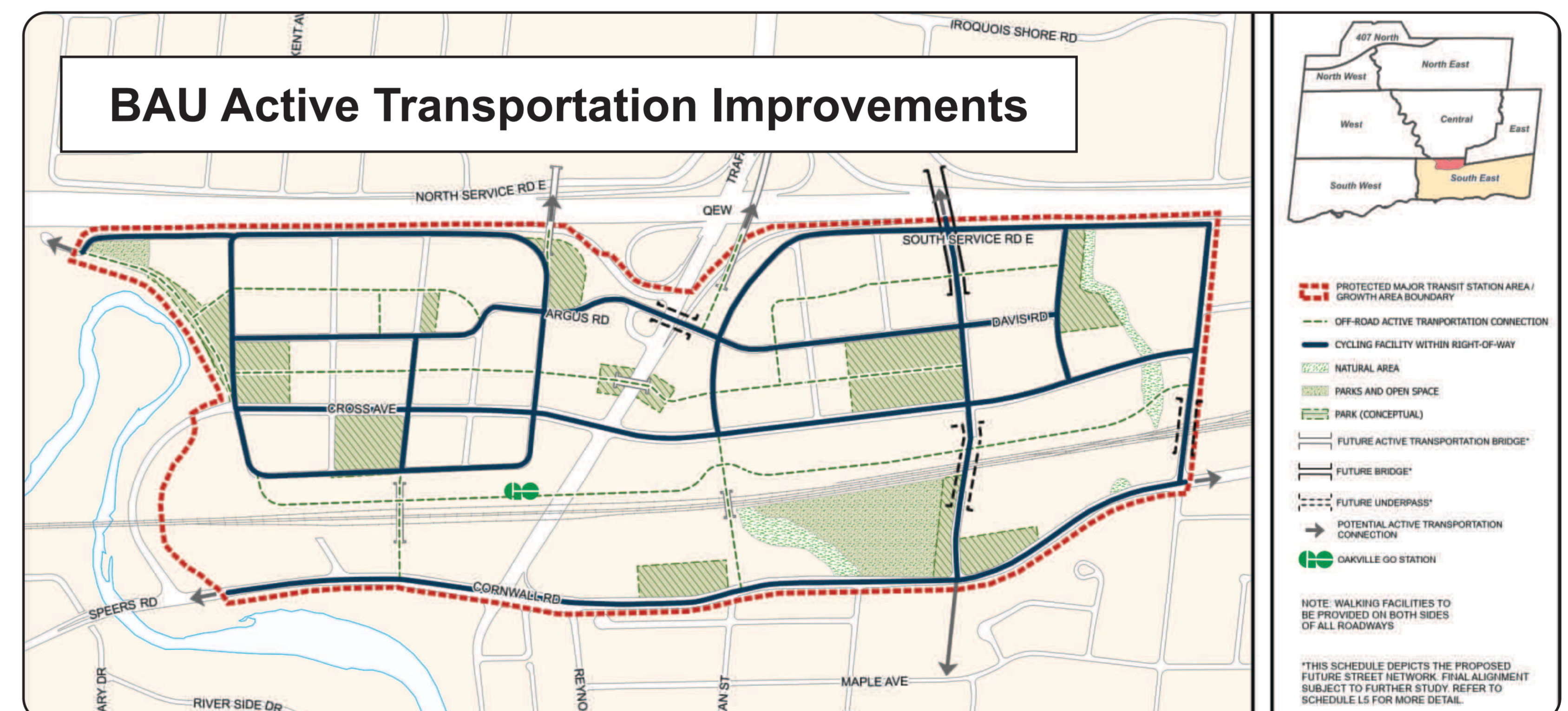


### Alternative Solutions

- Alternative transportation solutions were identified for Midtown that build on the baseline **Business-as-Usual (BAU)** improvements.
- **Business-as-Usual (BAU)** refers to projects previously identified and approved in other studies:
  - ✓ Trafalgar Crossing: Argus-Davis Connection
  - ✓ QEW Crossing: N-S Crossing (between White Oaks Boulevard and Cross Avenue)
  - ✓ Cross Avenue extension and realignment
  - ✓ Royal Windsor Interchange Improvements
  - ✓ Official Plan Amendment (OPA) Active Transportation Improvements
  - ✓ Trafalgar Bus Rapid Transit (BRT)
  - ✓ Oakville Transit Service Levels – Oakville Transit Five-Year Business Plan
  - ✓ Metrolinx Regional Express Rail (RER) Improvements
  - ✓ Local Road System



Based on OPA 70, Town's Emerging Transportation Master Plan and other past studies



Schedule L6: Active Transportation Per OPA 70



### Alternative Solutions

#### Alternative #1

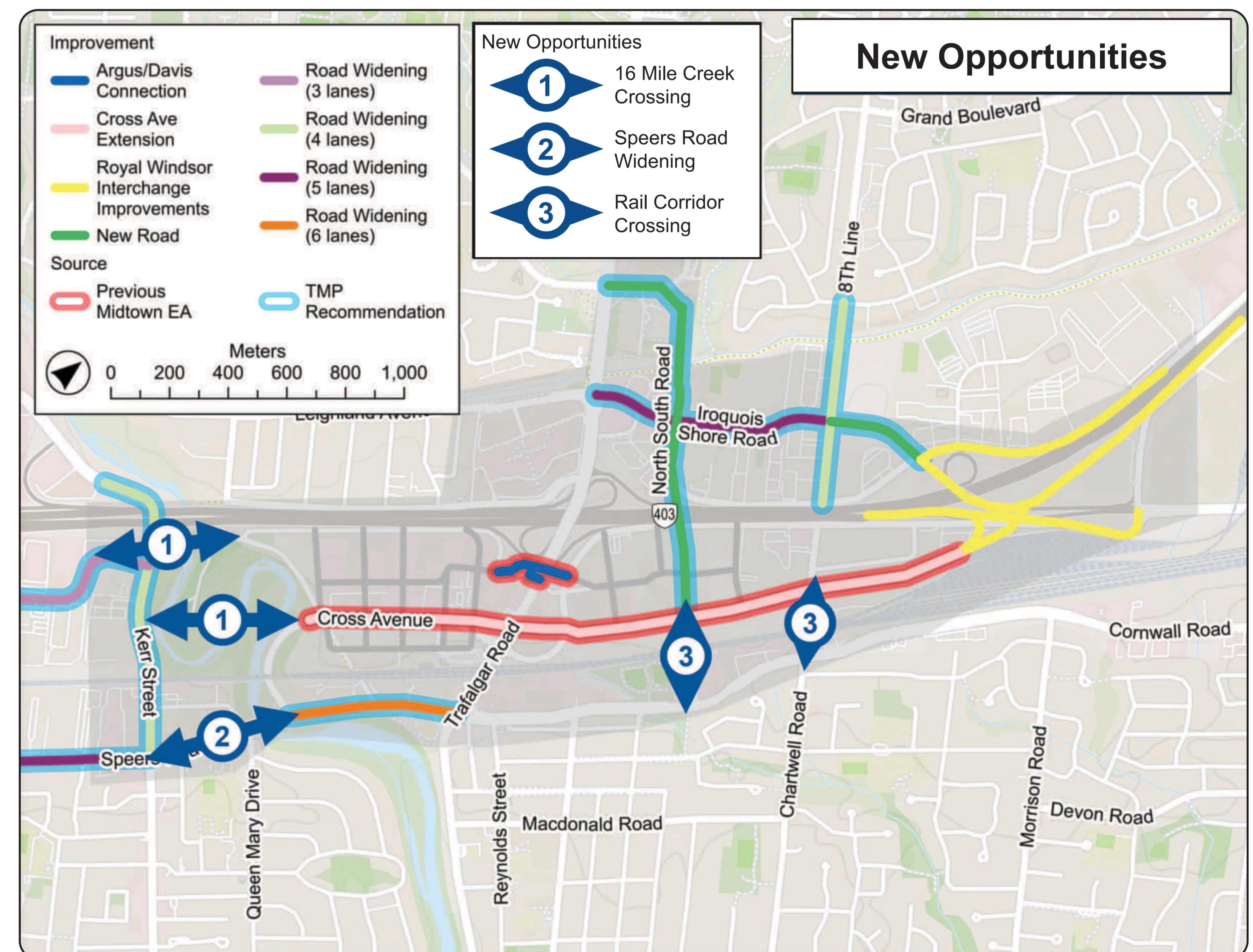
- **Road Priority:** Increasing Roadway Capacity.
  - Rail Corridor Crossing: Chartwell Road **and** New N-S Road Extension Grade Separation.
  - 16 Mile Creek Crossing: Cross Ave / South Service Road Extension **and** Speers Road Widening.

#### Alternative #2

- **Transit and Active Transportation (AT) Priority:** Reducing Roadway Users.
  - Enhanced AT policies, such as:
    - enhanced pedestrian pathways and streetscape environments.
    - cycle parking in each block within curb extensions and/or at public parks.
    - cycle repair kiosks adjacent to transit stations and public parks.
    - minimum sheltered cycling parking requirements at all developments.
  - Enhanced transit policies, such as:
    - reduced/subsidized transit fares for Midtown residents.
    - development requirements to incorporate trip planning techniques to encourage additional transit use.
    - internal circulation routes to facilitate first/last mile connections to the GO Station.

#### Alternative #3

- **Balanced Priority**
  - Moderate transit and AT policies/strategies.
  - Preferred Rail Corridor and 16 Mile Creek Crossings.





### Preliminary Modelling Results

Preliminary transportation modeling of key infrastructure improvements to understand benefits to road network

Scenario	Modelling Results	Preliminary Findings
North-South (N-S) Road Impact	<ul style="list-style-type: none"> <li>N-S Road relieves congestion along Trafalgar Road</li> <li>Volume to capacity (v/c) ratios along Trafalgar Road increase by 30% without the N-S Road</li> </ul>	N-S Road between White Oaks Blvd and Cornwall Rd addresses capacity needs
Expanded Royal Windsor Interchange (RWI) Impact	<ul style="list-style-type: none"> <li>Significant increase in traffic volumes (up to 1,100 vehicles per direction in the peak hours) on the existing Trafalgar interchange without the expanded RWI</li> </ul>	Expanded RWI improvements addresses capacity needs
16 Mile Creek Crossing <b>OR</b> Speers Road/Cornwall Road Widening	<ul style="list-style-type: none"> <li>Both options provide relief (reducing v/c ratios by about 30%) along the existing bridge on Speers Road/Cornwall Road</li> </ul>	Subject to further feasibility, impact assessment and preliminary costing
Chartwell Road widening and grade separation or New N-S Road rail grade separation	<ul style="list-style-type: none"> <li>Widening Chartwell Road results in 1,100 vehicles switching to use Chartwell Road instead of the N-S Road, reducing travel speeds by about 17%</li> <li>Traffic along Trafalgar Road increases slightly with the Chartwell Road widening</li> </ul>	New N-S Road provides greater benefits over Chartwell Road widening and grade separation



### Draft Evaluation Criteria

- Six draft evaluation criteria were established, based on municipal objectives and a scan of provincial and municipal policy.
- These criteria will be refined and used to assess the alternative solutions and select a preferred solution.



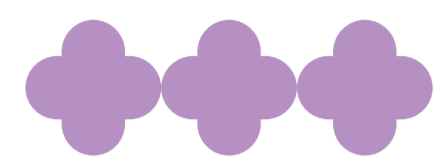
**Criteria** – Main categories used for the assessment of alternative solutions



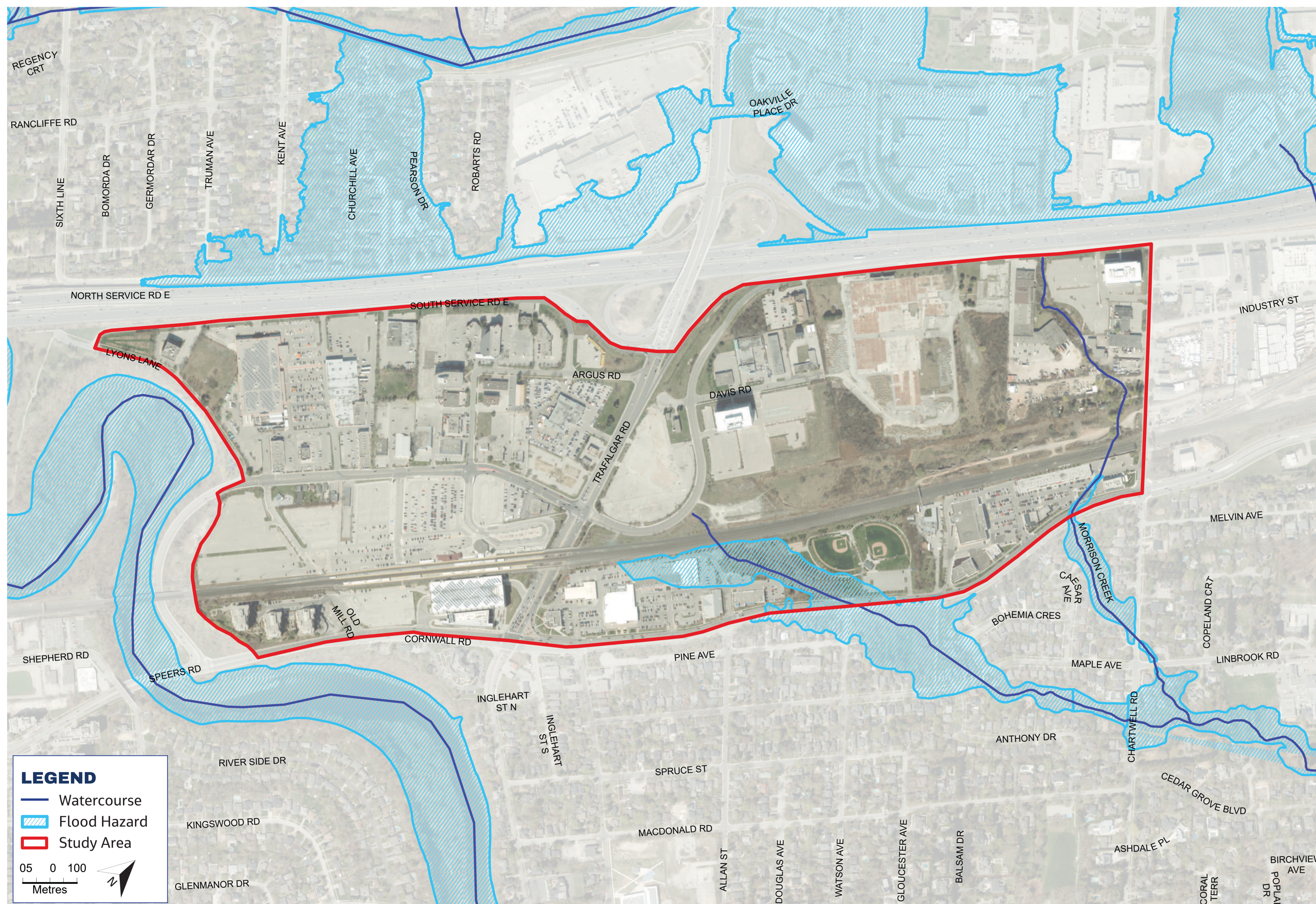
**Indicators** – Qualitative or quantitative metrics used to assess performance

<p><b>Transportation Service</b></p>	<ul style="list-style-type: none"> <li>• Helps address capacity needs</li> <li>• Reduces delay and queuing problems</li> <li>• Supports connectivity and circulation</li> <li>• Improves safety</li> </ul>	<p><b>Growth and Economic Development</b></p>	<ul style="list-style-type: none"> <li>• Supports the OPA policies</li> <li>• Supports housing objectives</li> <li>• Attracts future businesses</li> <li>• Supports the transit hub</li> </ul>
<p><b>Transportation Equity</b></p>	<ul style="list-style-type: none"> <li>• Improves transit accessibility</li> <li>• Accommodates active transportation</li> <li>• Protects vulnerable road users</li> </ul>	<p><b>Livability and Cultural Heritage</b></p>	<ul style="list-style-type: none"> <li>• Supports healthy living</li> <li>• Offers diverse and viable mobility choices</li> <li>• Limits impact to cultural heritage</li> <li>• Supports stable neighbourhoods</li> </ul>
<p><b>Climate Change Mitigation and Natural Heritage</b></p>	<ul style="list-style-type: none"> <li>• Reduces GHG Emissions</li> <li>• Reduces impacts to environmental features and habitat</li> <li>• Supports “Clean Energy” initiatives</li> <li>• Supports resilient infrastructure</li> </ul>	<p><b>Cost</b></p>	<ul style="list-style-type: none"> <li>• Minimizes capital expenditures</li> <li>• Minimizes operating and maintenance costs</li> <li>• Incorporates alternative funding</li> </ul>



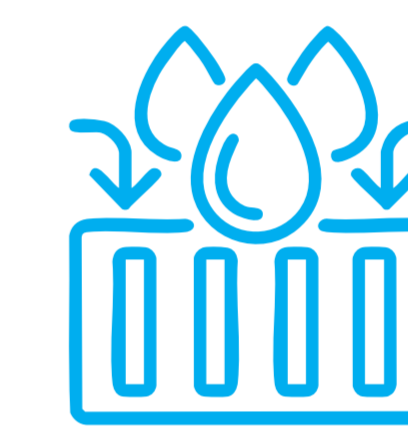


### Existing Condition



#### PURPOSE

The Stormwater Management (SWM) Master Plan manages rain and runoff to support growth and development based on the updated OPA and road network.



#### Existing Drainage

Currently, storm runoff is directly connected to storm sewers, without intermediary collection or treatment, essentially going straight to the sewer system and eventually to Lower Morrison Creek and 16-Mile Creek. Sewer surcharge and surface ponding is predicted during high intensity storm events across the study area.

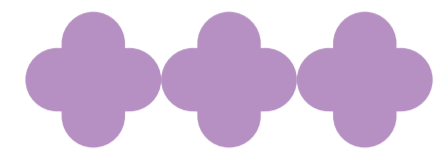
Existing drainage infrastructure primarily consists of curbs, gutters, drainage inlets and storm sewers. Average imperviousness is approximately 75%, typical of mixed-use urban areas.



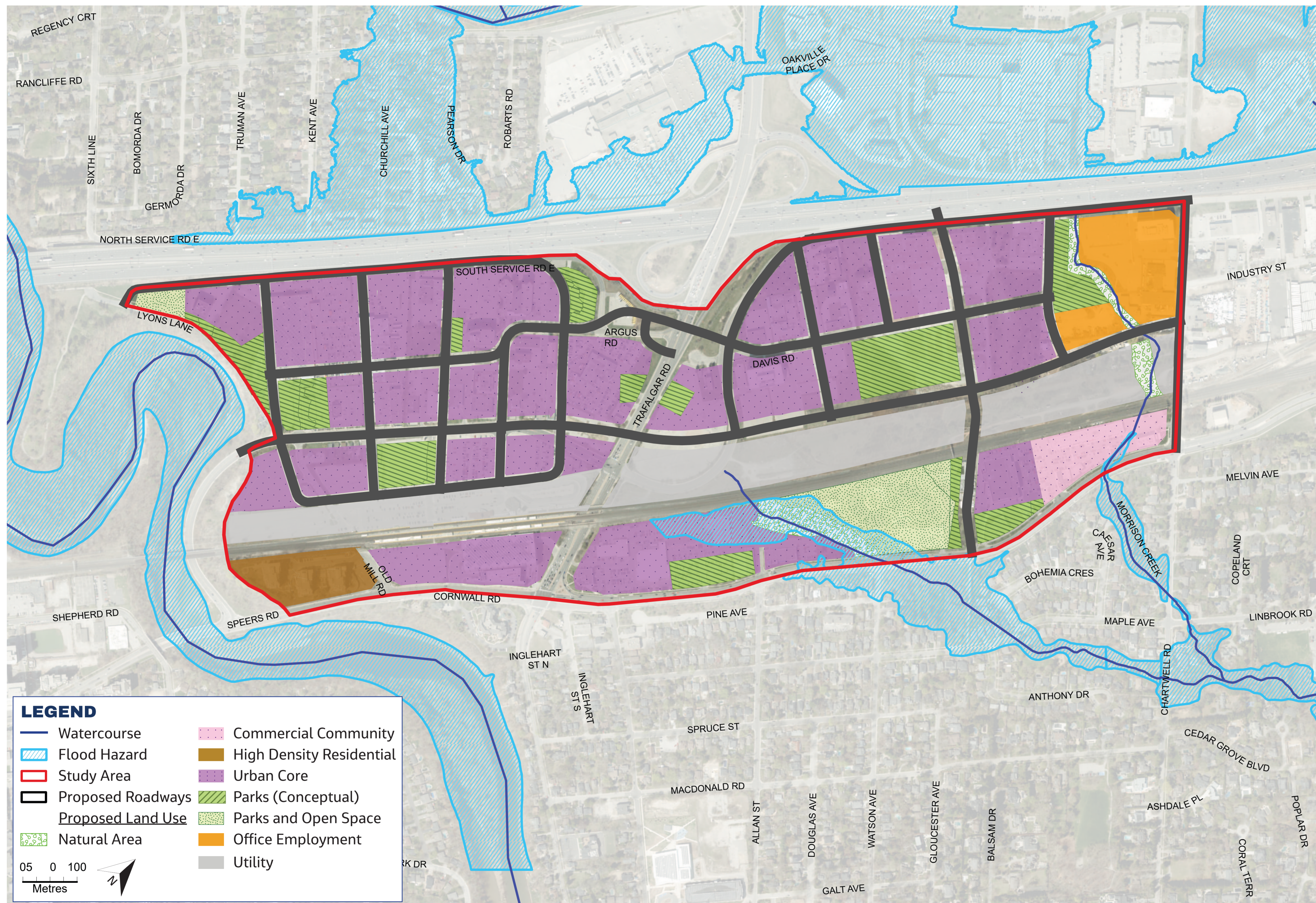
#### Riverine Flooding

Potential riverine flooding immediately downstream of the CN Railway along Lower Morrison West Branch. Potential spill flooding hazard from the Diversion Channel north of the QEW is being investigated by Conservation Halton through its Flood Hazard Mapping and Spill Flood Hazard Policy in coordination with the Town of Oakville.





### Future Condition



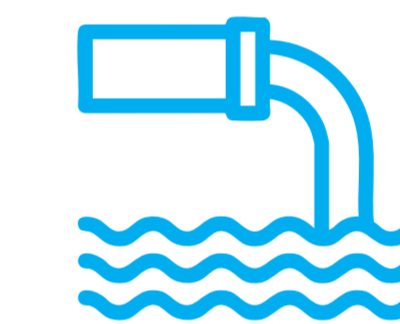
Redevelopment of Midtown provides opportunities to improve stormwater management across the study area. Hydrologic and hydraulic models have been developed to investigate this impact, evaluate the effectiveness of existing drainage infrastructure, and screen a list of alternative solutions.

#### CHALLENGES



##### New Roads, Connections And Crossings

New Impervious areas + changes in drainage pathways = storm sewer capacity concerns + potential riverine flooding.



##### Future Drainage

If left uncontrolled, future areas draining into Lower Morrison Creek and 16 Mile Creek would result in increase peak flows. This Master Plan and the development process will ensure that this is not the case.

#### OPPORTUNITIES



##### Policy Direction

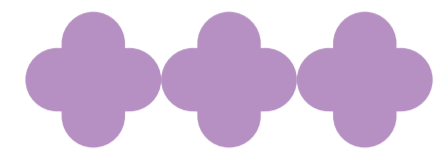
Provincial and municipal policy direction for stormwater management (MECP, Conservation Halton and Town of Oakville) includes achieving quantity and quality control and water balance objectives and targets.



##### Stormwater Management Strategy

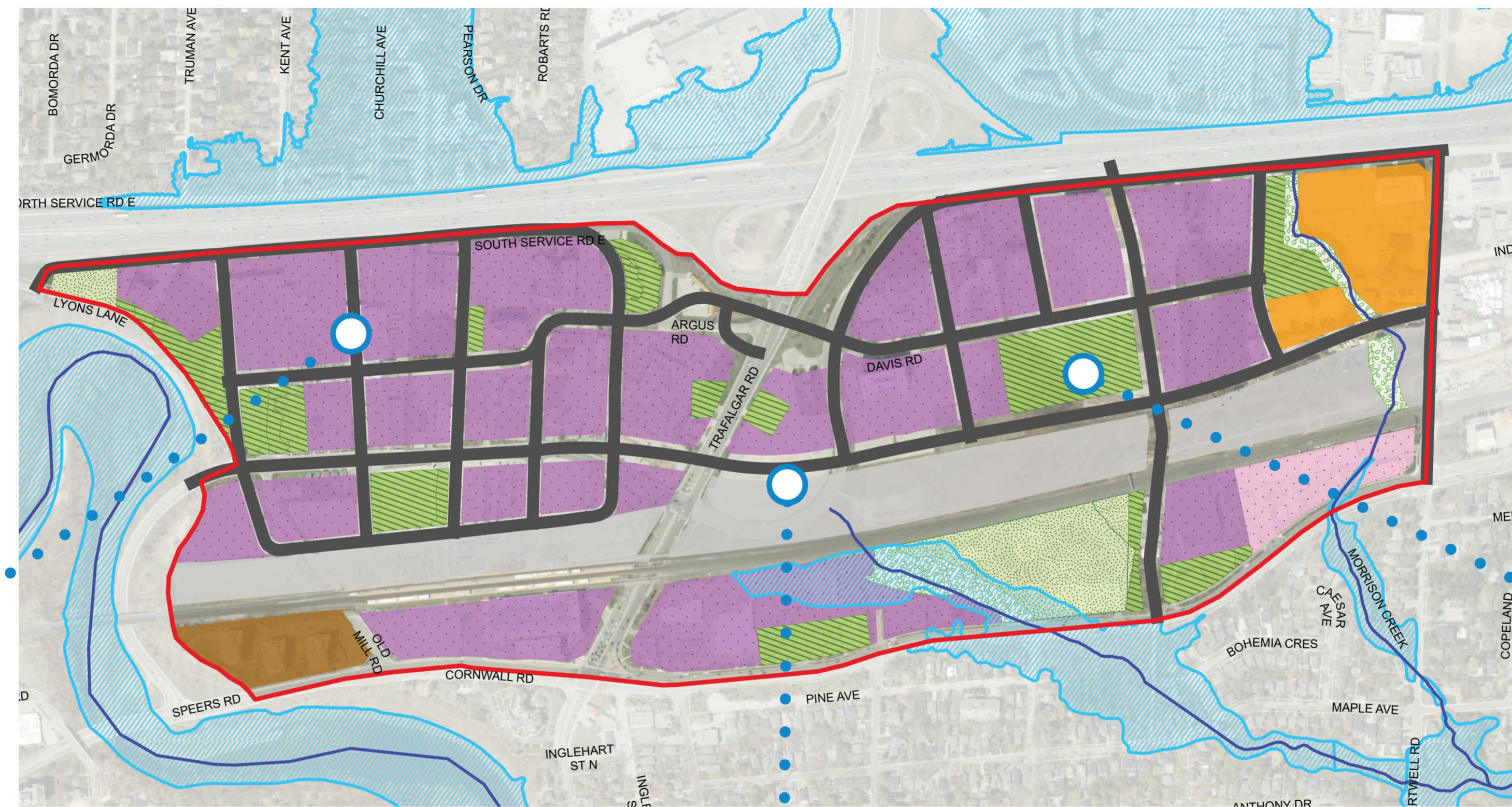
A combination of conventional Stormwater Management Strategy measures and green infrastructure practices that collectively minimize the impact of future development. Future developments would be required to not increase flood risk for neighbouring and downstream properties.





### Stormwater Management Alternative Solutions

Alternative solutions will follow current provincial and municipal guidelines and policies, including the Stormwater Management Planning and Design Manual (MECP, 2003), Town of Oakville's Development Engineering Procedures and Guidelines (2023) and the Treatment Train approach as recommended by Conservation Halton Guidelines for Stormwater Management Engineering Submissions (2021). As a single measure can rarely perform all the necessary functions of a stormwater management system, a combination of lot-level (source), conveyance and end-of-pipe practices may be needed to meet water quantity, water quality, water balance, and erosion targets (Engineering criteria). Types of stormwater control mechanisms to achieve these targets include storage, infiltration, and pretreatment.



Rain gardens and bioretention curb extensions



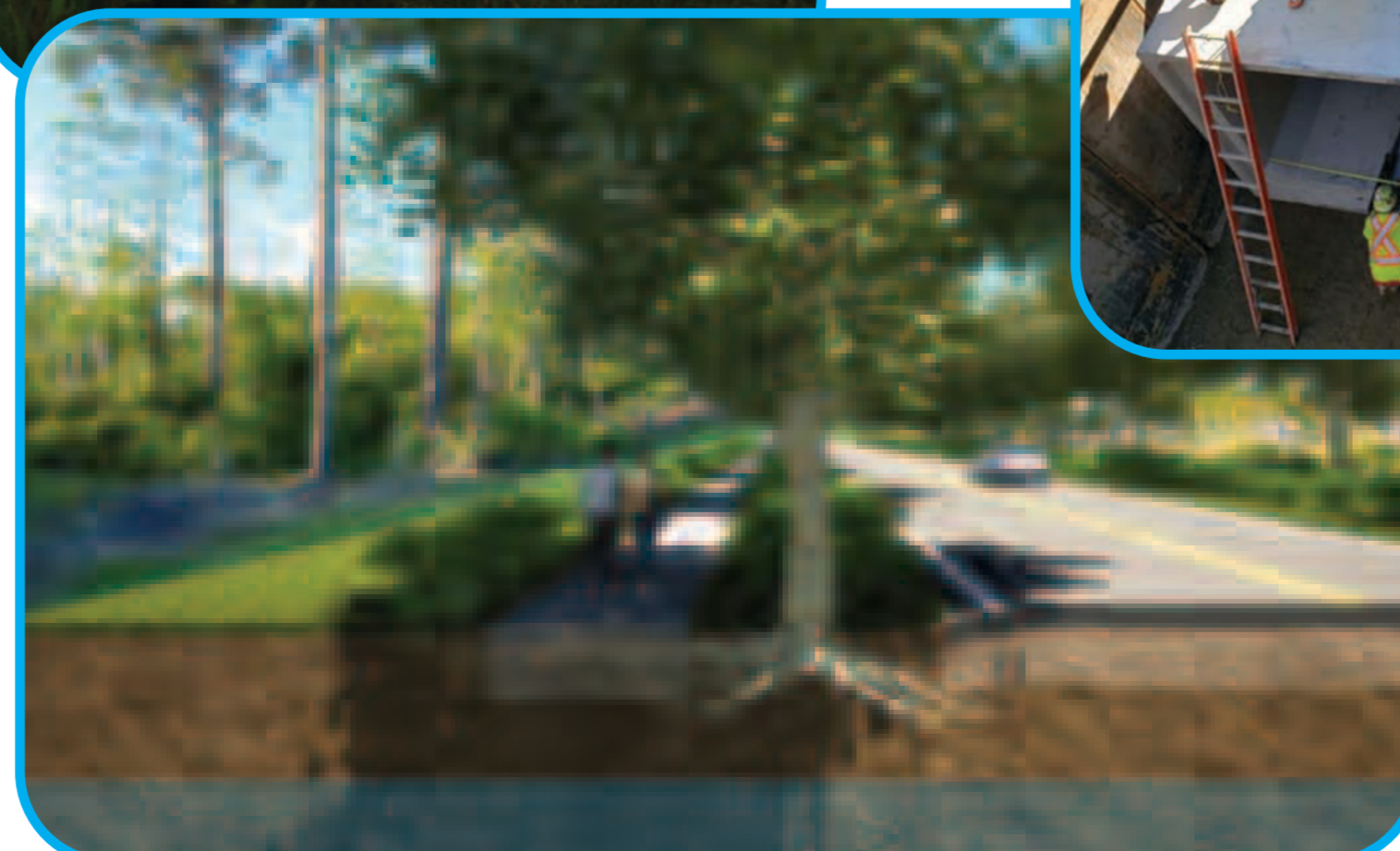
Permeable pavement

LOCAL ROADS/DEVELOPMENTS

Bioswale



Storm sewer upsizing and superpipe storage



Tree trenches with soil cells

CONVEYANCE VIA MAJOR ROADS

Dry pond – above-ground temporary water storage



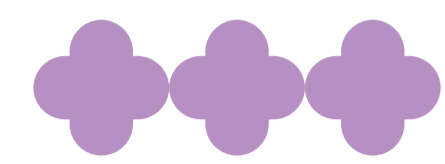
Underground storage



Underground storage

TREATMENT AT PARKS AND LARGER SPACES





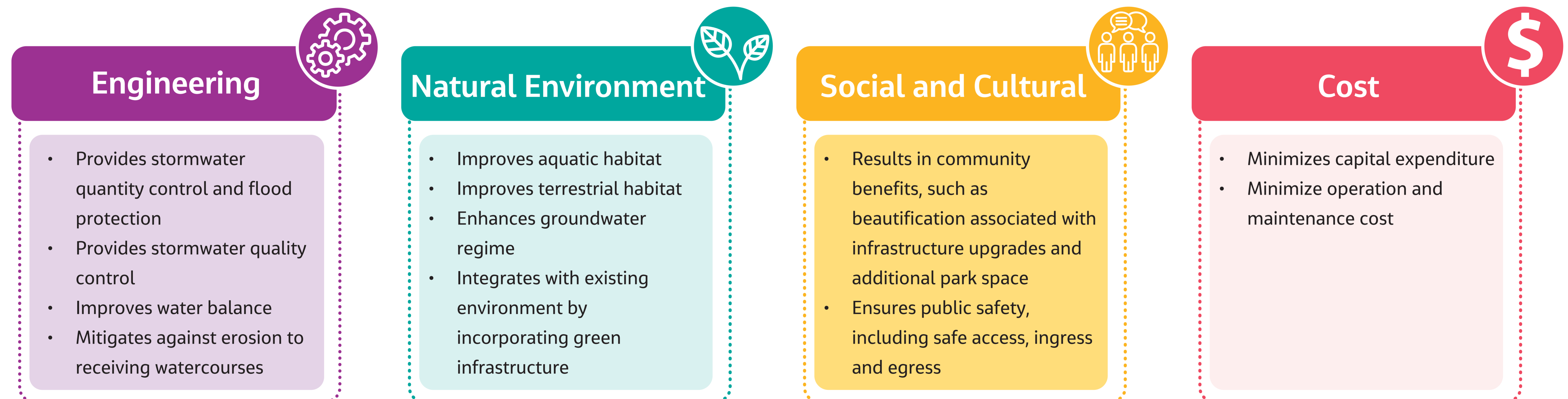
## Stormwater Draft Evaluation Criteria

The list of alternative solutions will be evaluated based on draft criteria, including engineering, natural environment, social and cultural, and financial criteria. This evaluation process will include hydrologic and hydraulic analyses and subsequently the verification and confirmation that stormwater quantity and quality targets have been addressed and can be implemented considering constraints and opportunities at various scales.

The evaluation process will conclude with the selection of Stormwater Management preferred solutions.

 **Criteria** - Main categories used for the assessment of alternative solutions

 **Indicators** - Qualitative or quantitative metrics used to assess performance







## Designing Midtown - Built Form

### PURPOSE

- Support the official plan policies for Midtown with more detailed guidance on the design of built form elements.
- Facilitate development and set expectations for landowners and developers to achieve high quality urban design and architecture.
- Define the design objectives for the built form elements of a development and guide how these can be best combined to support good urban design.
- Provide guidance on site planning, access, built form, design of buildings and their interface with the public realm at the pedestrian level.
- Inform a future community planning permit system by-law.

### THIS DOCUMENT WILL BE USED BY:

- land owners, developers, architects, landscape architects, urban designers, planners, and decision makers when planning and designing a development project.
- the public to understand how new developments should be designed.
- Town staff when reviewing development proposals.
- Town staff to inform the community planning permit system by-law.

### THEMES AND TOPICS TO BE ADDRESSED IN DESIGNING MIDTOWN MAY INCLUDE:

- Building placement
- Outdoor amenity space
- Privately owned publicly accessible spaces
- Mid-block connections
- Building address/pedestrian entrances
- Bicycle parking
- Parking, loading and servicing access
- Building massing
- Streetwall
- Podium height and scale
- Tower placement
- Tower floorplate
- Tower separation
- Commercial frontages
- Residential frontages
- Building articulation
- Balconies
- Weather protection
- Exterior building materials
- Lighting
- Signage
- Utility
- Stormwater management
- Green roof
- Comprehensive block design





## Designing Midtown - Built Form

### DRAFT GUIDING PRINCIPLES



#### 1 Compact and Human-Scaled

Support a compact urban form that is designed to create human-scaled places, an engaging interface with the public realm and foster a sense of place and community.



#### 2 Design Excellence

Promote excellence in architecture and urban design reflected through innovative design and an interesting architectural expression.



#### 3 Integration of New Development

Integrate new buildings by considering the relationship between the existing context, planned developments and future development to result in a harmonious arrangement of the built environment.



#### 4 Safe and Comfortable

Support a safe, comfortable, and accessible urban environment during all seasons.



#### 5 Resilient Sustainable Communities

Promote sustainable and resilient community design and green building practices that provide quality of life and a healthy natural system.





## Designing Midtown - Public Realm and Parks

### PURPOSE

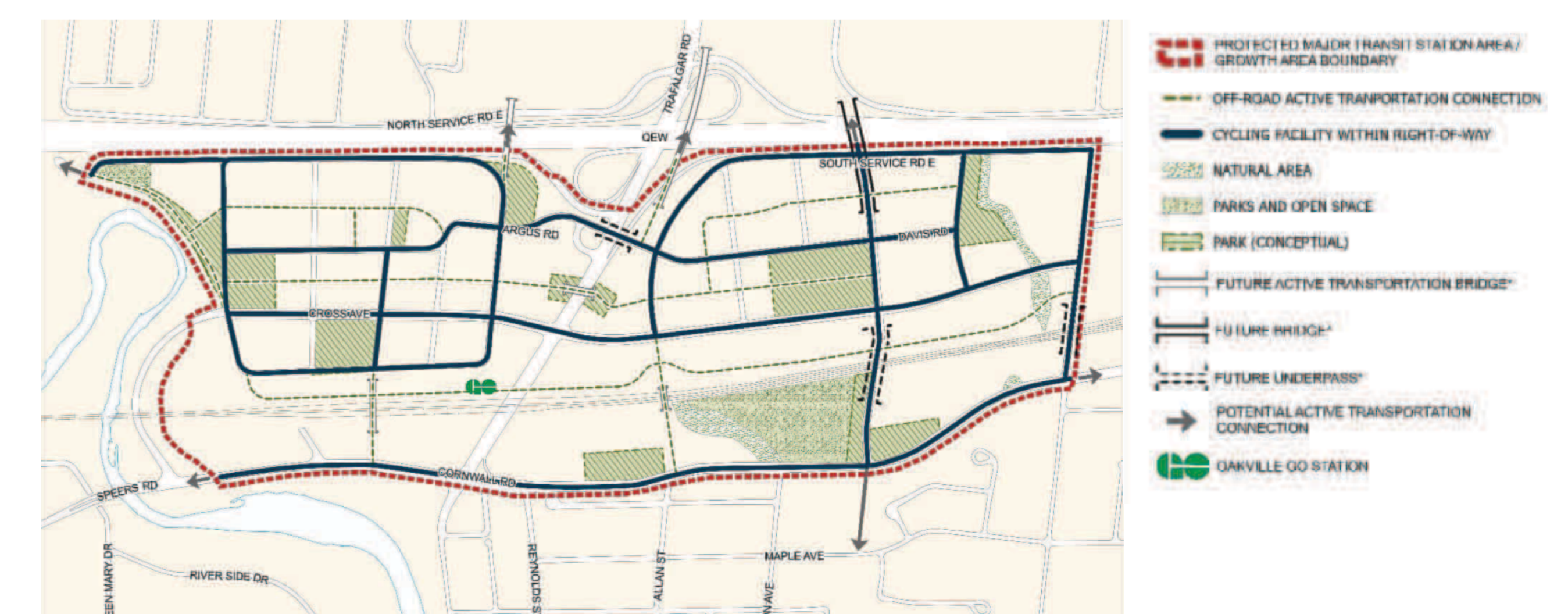
- Set out a vision for high-quality public realm including parks, privately-owned publicly accessible open spaces, streets, trails and mid-block connections.
- Identify the role, function, character, civic programming and recreational potential of parks and public spaces.
- Support Official Plan policies for Midtown with more detailed guidance on the design of parks, streets and other public spaces.
- Create clear directions for the design of public spaces while providing flexibility for the unique conditions of each site.

### THIS DOCUMENT WILL BE USED BY:

- land owners, developers, architects, landscape architects, urban designers, planners, and decision makers when required to provide parks and public space as part of a development project.
- the public to understand how new parks and public spaces should be designed.
- Town staff when reviewing the public realm components of a development proposal.
- Town staff when providing new parks and open spaces or renovating existing spaces.
- Town staff and engineers when building new streets, reconstructing existing streets and building new trails and pedestrian connections.

### THEMES AND TOPICS TO BE ADDRESSED IN DESIGNING MIDTOWN MAY INCLUDE:

- Park typologies
- Park role, function and character
- Park programming
- Park amenities/recreational use
- Park furnishings and infrastructure
- Park planting
- Stormwater management
- Privately-owned publicly-accessible spaces
- Public art
- Streetscape design
- Vehicular movement
- Street furniture
- Street trees
- Sidewalks
- Bicycle facilities
- On street parking
- Above grade utilities



Town of Oakville Official Plan Schedule L6: Midtown Oakville Active Transportation





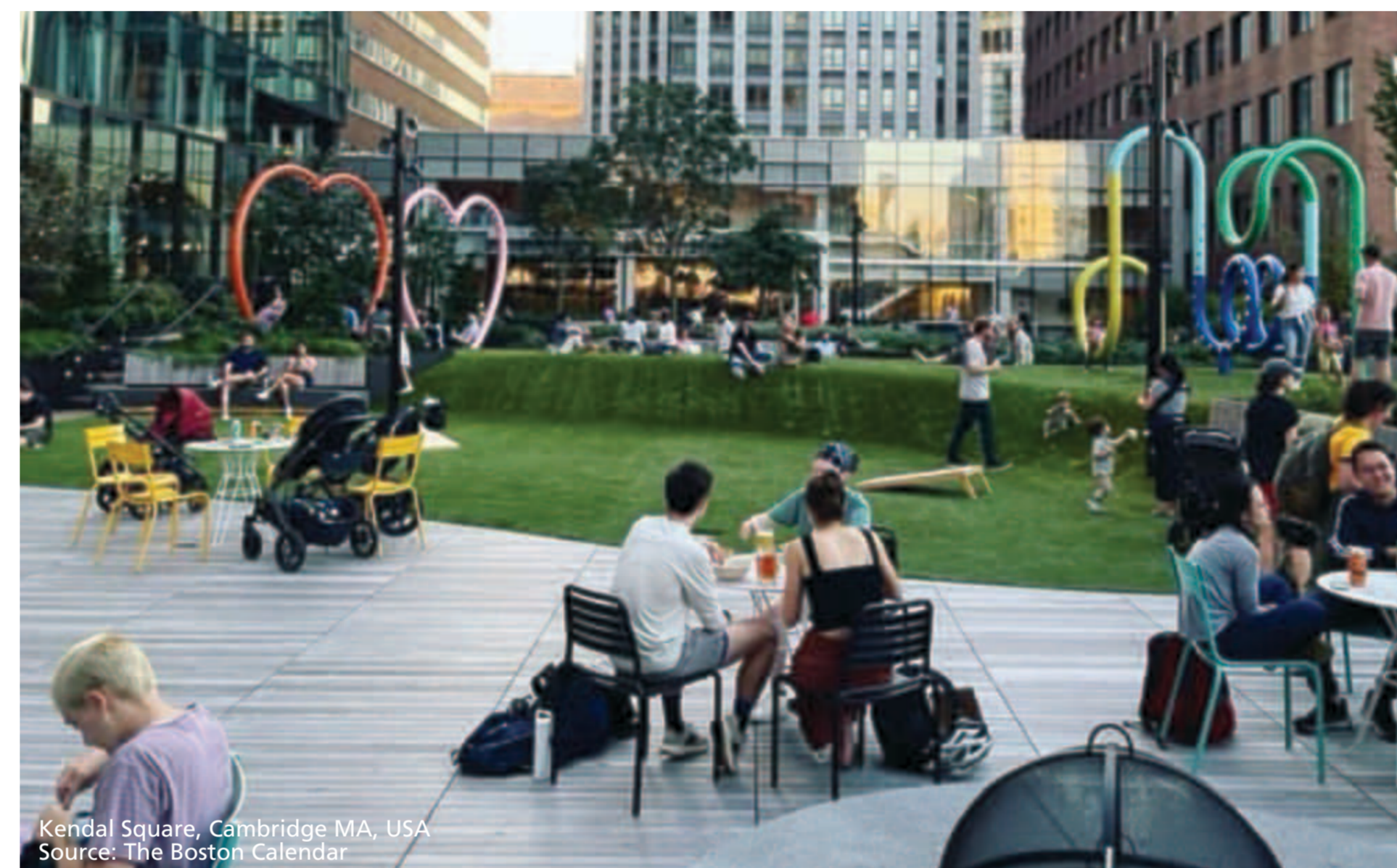
## Designing Midtown - Public Realm and Parks

### GUIDING PRINCIPLES



#### 1 Vibrant Public Spaces

Support the creation of vibrant public spaces, a quality urban environment, and places for community gathering.



#### 2 Design Excellence

Promote design excellence through innovative public realm design that contributes to a distinct sense of place in Midtown.



#### 3 Heirarchy of Park Spaces

Provide a range of public spaces, recreational opportunities and amenities for diverse groups of people.



#### 4 Support Multimodal Movement

Design for multi-modal transportation and complete streets in Midtown with a focus on walking, cycling, rolling and ease of transit use.



#### 5 Sustainable and Green

Support a sustainable community and a healthy urban ecology.