

meet**midtown**

Midtown Oakville

Town of Oakville | Jacobs | Urban Strategies |
RJ Burnside | NBLC | Watson | Bespoke | GLPi

Agenda

1. Introduction

- Who we are
- Where are in the process

2. Existing Conditions, Constraints, and Opportunities Study

3. Draft Vision and Principles

4. Communication and Engagement

5. Next Steps



Who we are

- Consortium of consultants retained by the Town of Oakville to deliver the Midtown Implementation Program

Jacobs

- **Jacobs:** Leaders in program management and infrastructure implementation



- **Urban Strategies:** City building and place making specialists with extensive experience planning urban growth centres across the GTA



- **RJ Burnside:** Infrastructure planning and design experts with significant experience in the Midtown area



- **N. Barry Lyon Consultants:** Municipal and corporate real-estate development feasibility specialists familiar with the GTA and Oakville



- **Watson & Associates:** Financial consultants familiar with legislative requirements and funding tools in Oakville

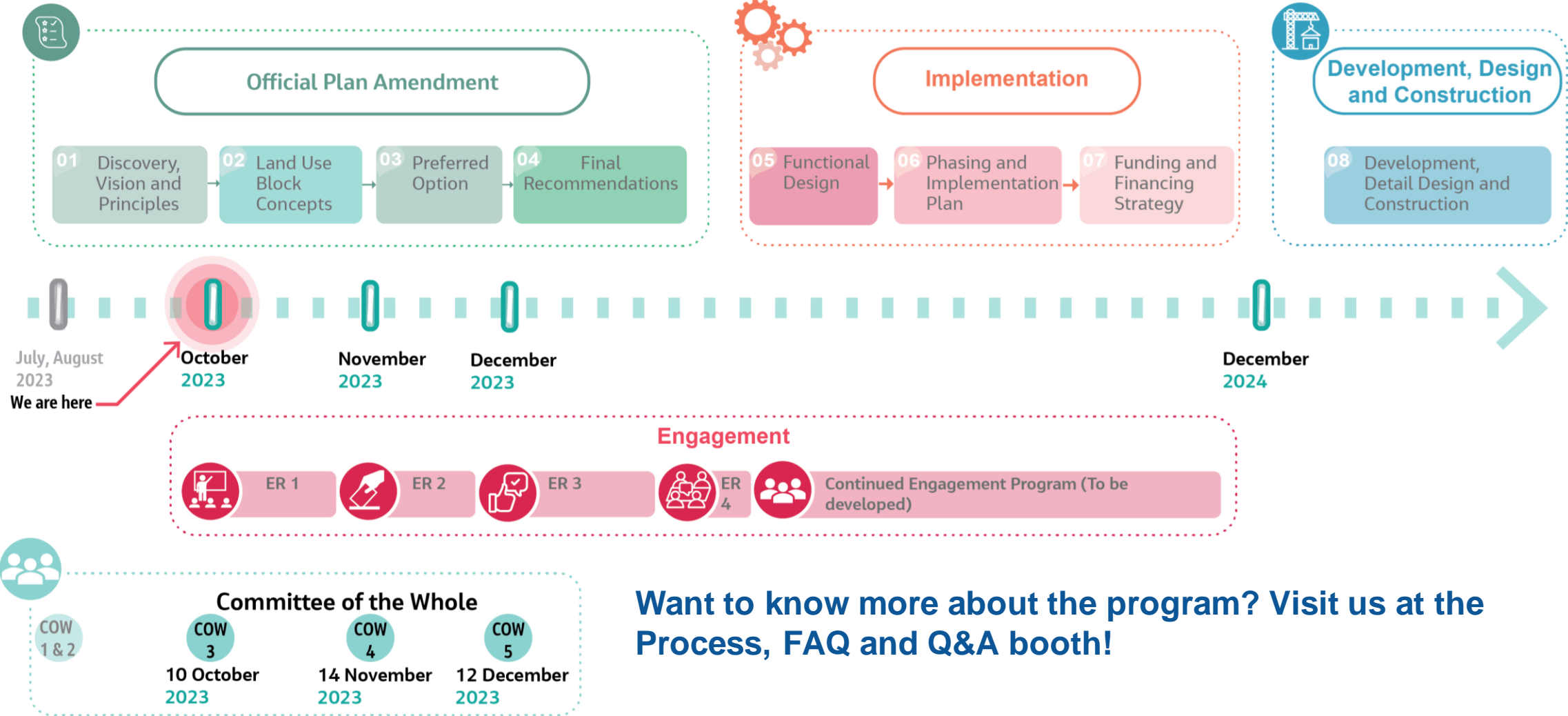


- **Bespoke Collective:** Public engagement and communications specialists helping navigate complex engagement processes



- **GLPi:** Facilitator and stakeholder engagement specialist

Where we are – Official Plan Amendment



Want to know more about the program? Visit us at the Process, FAQ and Q&A booth!

Existing Conditions Study Overview

Our team has taken a review of existing conditions to identify key information in a range of topics

The existing conditions study has provided our team with a comprehensive understanding of the constraints and opportunities within Midtown today.

The key findings from this work will inform the directions of the land use blocks concepts to be developed in Phase 2, overall policy directions for the Midtown Official Plan Amendment (OPA) to be developed in Phase 3 and future implementation.

The following slides provide key highlights from each area of study and what it means for the development of Midtown.

1. Planning Policy & Urban Design
2. Growth Management and Joint Best Planning Estimates
3. Schools in Urbanizing Areas
4. Public Realm
5. Transportation
6. Municipal Infrastructure & Servicing
7. Stormwater
8. Hydrogeological and Geotechnical
9. Community Energy Planning
10. Market Overview
11. Municipal Funding and Finance Tools

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**Planning, Urban
Design, and Growth**

Planning Policy & Urban Design

Midtown is identified in Provincial, Regional and Town policy as a place for intensification

A Strategic Growth Area (Growth Plan) –a place for intensification and higher-density mixed uses in a more compact built form.

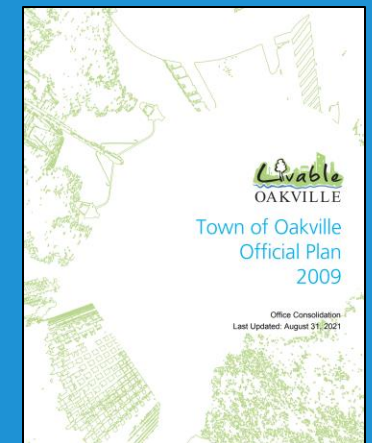
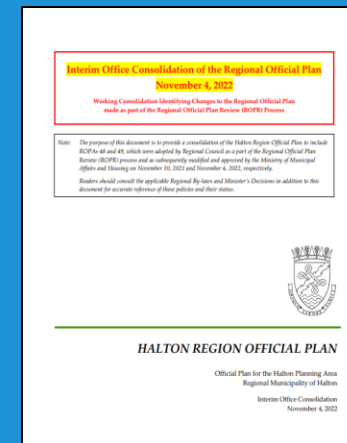
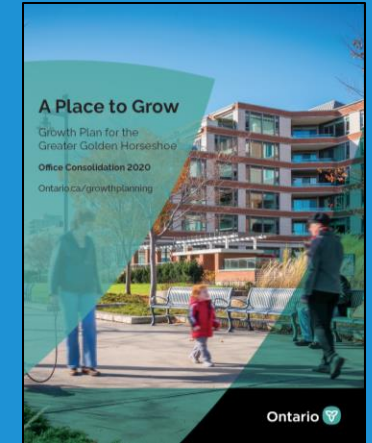
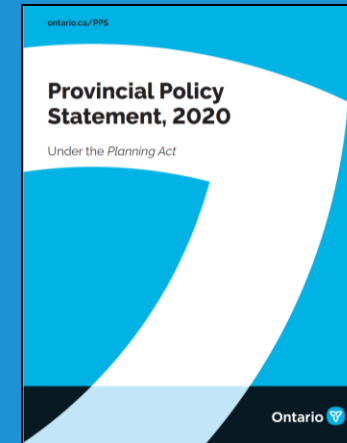
One of 25 Urban Growth Centres across the GTHA, intended to become part of a network of connected, complete communities supporting the Region’s growth.

A Major Transit Station Area with walkable access to frequent high quality and higher order transit including GO Lakeshore West Line Expansion and future Trafalgar Road Bus Rapid Transit.

A Regional Transit Node (Livable Oakville Plan): A location to integrate with the Town-wide transportation system and to provide a focus for transit-supportive development.

Primary Growth Area and UGC (Liveable Oakville Plan): Expected to accommodate the highest level of intensification in the Town.

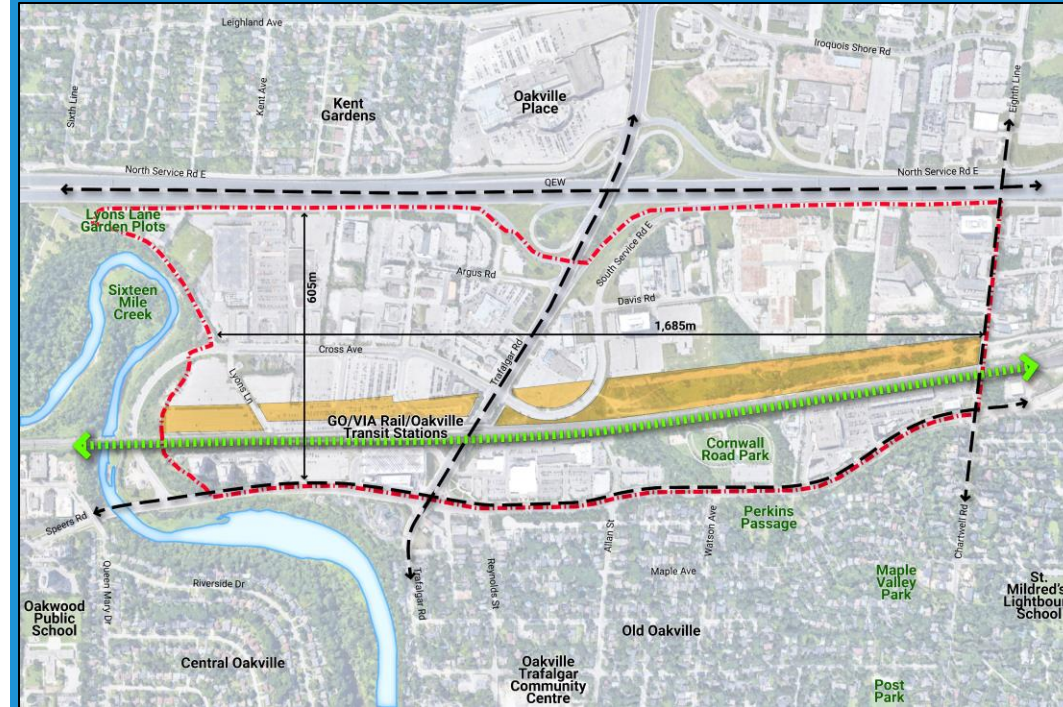
Midtown is expected to contain Oakville’s highest and densest development, in a compact, walkable mixed-use form that includes all elements of a complete community



Planning Policy & Urban Design

Midtown as a physical location has constraints and opportunities that will influence how the Town plans for its growth.

- **Opportunities:**
 - **Greatest access to transit** of all of Oakville
 - **Large areas of underutilized or vacant lands** enable comprehensive, urban redevelopments including public realm enhancements, new uses and vitality
- **Constraints**
 - **Trafalgar Road** is physical barrier and key artery today
 - **QEW and Rail corridor** are significant barriers for street connectivity
 - Some redevelopment will be limited by the location of hydro lines
 - **Attracting and growing a market for employment uses** will be a challenge



Next Steps OPA

The land use concepts in Phase 2 of the OPA work will explore ways to capitalize on these opportunities and overcome constraints

Next Steps Implementation Program

Update Designing Midtown to reflect policy and direction of the OPA

Approach to Growth Management

Midtown must be planned to at least a 2051 horizon year. The JBPEs are an estimate of people and jobs growth in Midtown in that timeframe.

- Halton Region + local level municipalities have established draft **Joint Best Planning Estimates (JBPEs)** to estimate growth from **2021 to 2051**
- The estimates help the Region and Town plan for the future, including informing what transportation and servicing capacity should be planned for in that time horizon.
- The 2051 population and job numbers **do not represent full build** out of Midtown **nor are they a development cap**, they are one of several inputs that will inform the long-term framework for growth in Midtown.

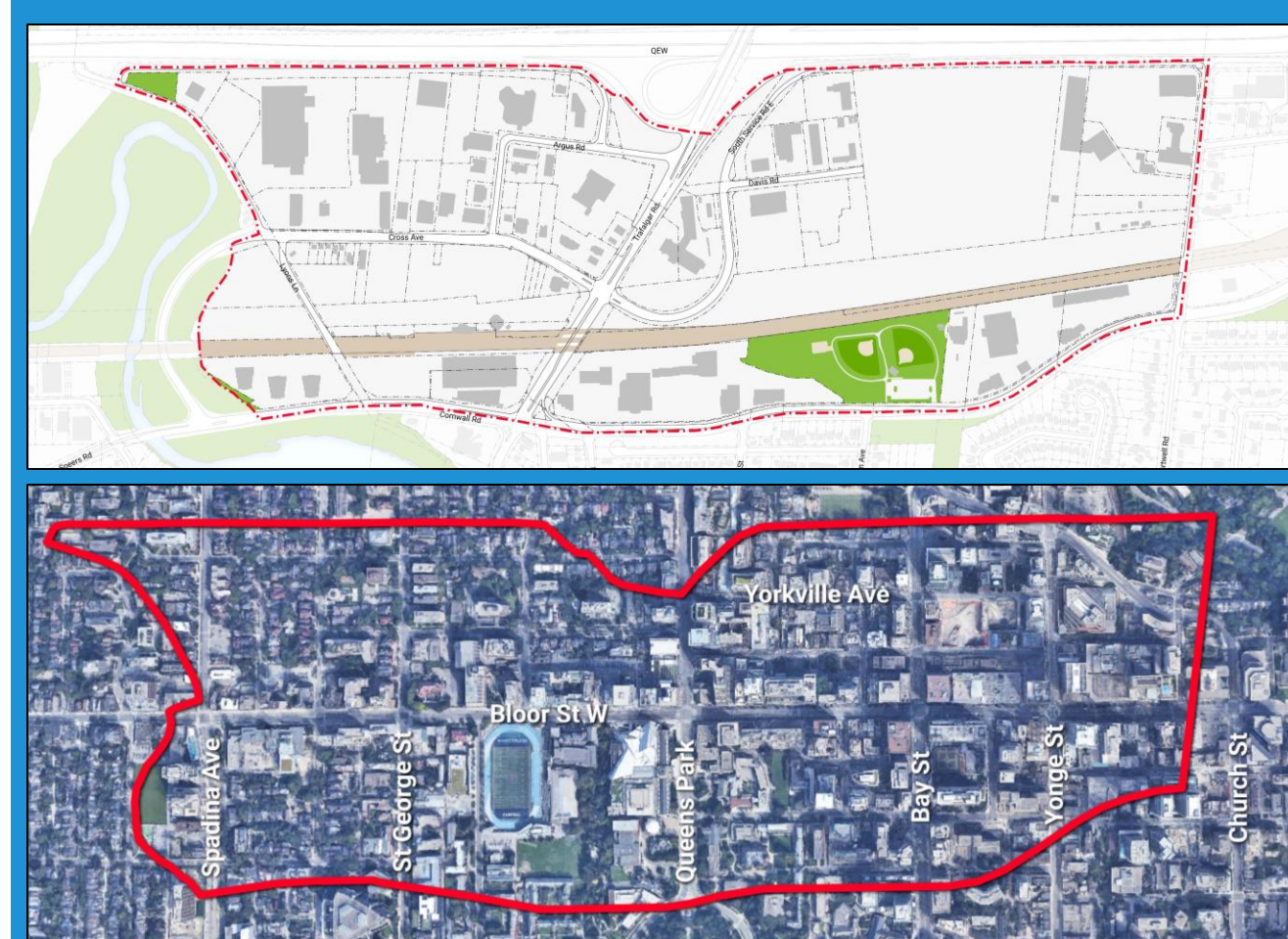
Policy Area	Population (People)				Employment (Jobs)			
	2021	2031	2041	2051	2021	2031	2041	2051
Oakville	220,143	295,939	378,469	444,000	110,839	147,198	183,555	212,788
Midtown UGC	639	11,710	24,140	32,472	5,459	7,376	12,801	17,268

Approach to Growth Management

What might Midtown's population and job estimates look like in a physical form?

As we explore a conceptual built form of the population and job estimates, some important things to remember:

- The Town's future OPA policies will set the stage for Midtown's growth, the market will respond with development which will take time
- Midtown is a significant land area. The 2051 estimates will not be the end of Midtown's evolution and not all of Midtown will be developed in that timeframe
- The demonstration plan is conceptual only and does not represent the final outcome of the OPA work plan.

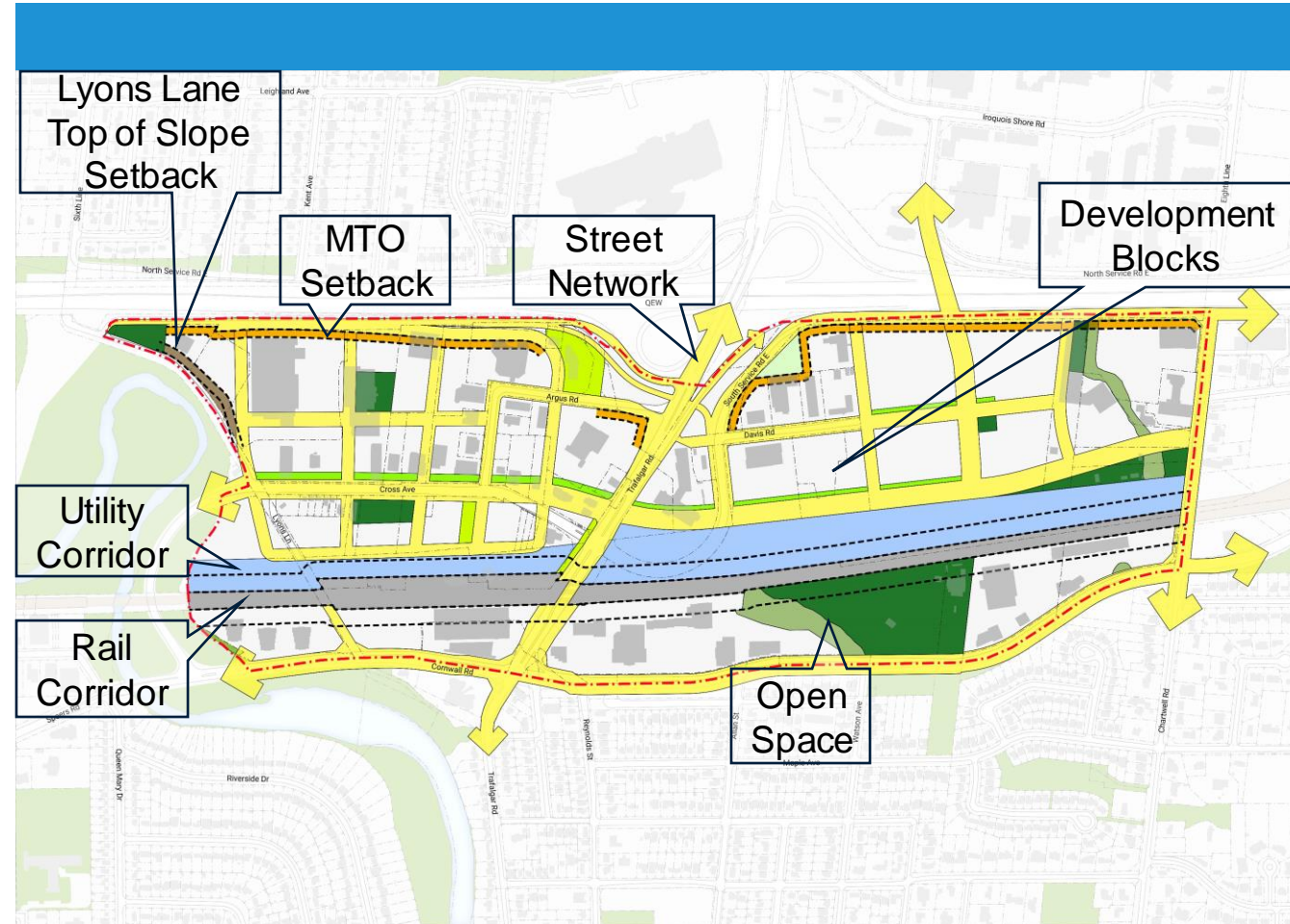


Approach to Growth Management

Several assumptions contribute to visualizing the population and job estimates

To create a conceptual plan of the estimates we have

1. **Identified developable lands** (removed rail corridor, natural areas, streets and setbacks from the highway)
2. Used the **existing draft midtown OPA framework as a base** (street, block and open space network, land use direction)
3. Determined **the development blocks** where new development could be realized
4. Made **assumptions on what will change and what might stay the same** in the planning horizon to 2051
5. **Applied various spatial assumptions** to translate people and jobs into built form



Approach to Growth Management

The JBPE are only one input into planning for growth in Midtown.

The Midtown planning framework and resulting built form of Midtown will be influenced by several other inputs including:

- Transportation network and capacity
- Parks, public realm and open space network
- Urban design strategies for height and density focus, areas of transition
- Areas of retail & employment focus
- Servicing network and capacity
- Market conditions
- Community uses

Next Steps: Ultimately, the Midtown OPA must reflect policy expectations for the area to accommodate the greatest level of intensification in Oakville, while shaping that growth in ways that reinforce the Town's priorities for Midtown to be a liveable, desirable community.

Approach to Growth Management

Not all of Midtown will build out by 2051. Below is one conceptual representation of how development may unfold.

- Demonstrated height range: 8 storeys
- 48 storeys
- Net Block FSI range: 10 FSI – 4 FSI
- People ~30,000
- Jobs ~ 10,000



Key Assumptions: Avg Res. Unit Size: 95.02 m² (Richmond Hill Centre Secondary Plan, Region of York)

Avg. People Per Unit: 1.95 people per unit (Blended rate for apartment units 2021-2051, Halton Land Needs Assessment, 2022, Hemson)

Avg. Non-Res. Retail Space Per Employee: 37.16 m² (Town of Oakville DC Background Study, Watson and Associates 2022)

Avg. Non-Res. Office Space Per Employee: 20.9 m² (Town of Oakville DC Background Study, Watson and Associates 2022)

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**Streetscape, Public
Realm and Schools**

Public Realm- Streetscapes

Public Realm - streets, lanes, and public or privately-owned open spaces that can be accessed by the public, is the foundation for creating complete and vibrant communities

The existing public realm in Midtown Oakville has numerous gaps and areas for improvement:

- Roads are vehicle-oriented, with limited to no active transportation infrastructure to create comfortable conditions for pedestrians
- Limited landscaping or boulevards to separate pedestrians from automobiles
- Limited to no bike lanes
- **Cross Ave** is a key east-west corridor with connections to the GO Station, however it has large surface parking lots and no distinctive design features

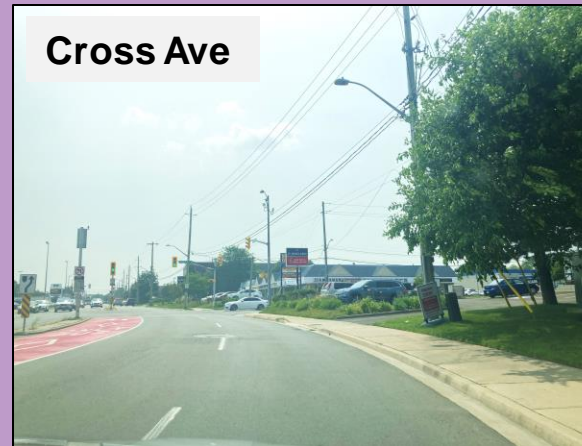
Trafalgar Rd



Cornwall Rd



Cross Ave



Chartwell Rd



Public Realm- Parks and Open Space

Public Realm - streets, lanes, and public or privately-owned open spaces that can be accessed by the public, is the foundation for creating complete and vibrant communities

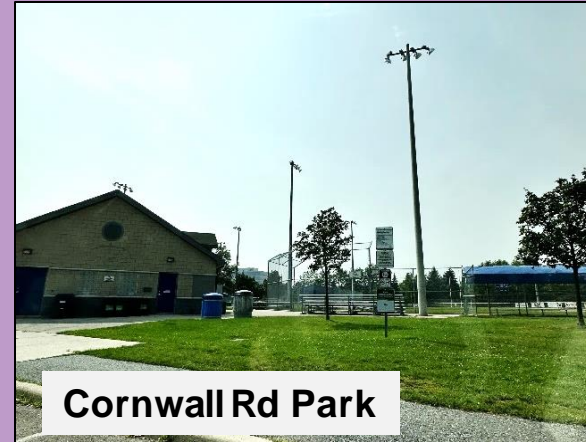
The existing public realm in Midtown Oakville has numerous gaps and areas for improvement

Parks: are located on the periphery of Midtown and not easily accessible

- **Cornwall Park** predominantly serves residents in the area south of Midtown and lacks connection to the north portion of Midtown.
- **Lyons Lane garden plot** is a community asset but lacks the scale and function of open space needed in a growing urban centre.

Via Rail / GO Station Plaza:

- Currently functions primarily as a large parking lot with over 4,000 parking spaces
- Limited pedestrian connectivity and amenities and sense of arrival



Public Realm

The Official Plan Amendment presents opportunities to improve the public realm for future residents and visitors of Oakville

Next Steps OPA

- The Midtown OPA will consider policy direction for an enhanced public realm network with improved connectivity, parks and open spaces, improved streetscapes and other elements contribute to Midtown's vibrancy.

Next Steps Implementation Program

- A public realm master plan will be developed in Phase 5



Emery Barnes Park, Vancouver BC



Hudson Street, New York, NY

Schools in Urbanizing Areas

In a mixed-use intensification areas, accommodating urban format schools requires creative, innovative thinking and design approaches

Next Steps OPA

- The future policies of the Midtown Official Plan Amendment will set up a framework for accommodating schools in Midtown in consultation with the school boards.
- Consideration will be given to policy that encourages taller, more compact schools that maximize the utility of the land
- Oakville's North Oakville East Secondary Plan provides a precedent for similar policy direction

Next Steps Implementation Program

- A school strategy will be developed in Phase 5

Canoe Landing Campus:

One facility containing Jean Lumb Public School, Bishop Macdonell Catholic School, City-operated community recreation centre and daycare



Lower Yonge Precinct School (future school):

School on the third floor of an approved mixed-use high-rise building

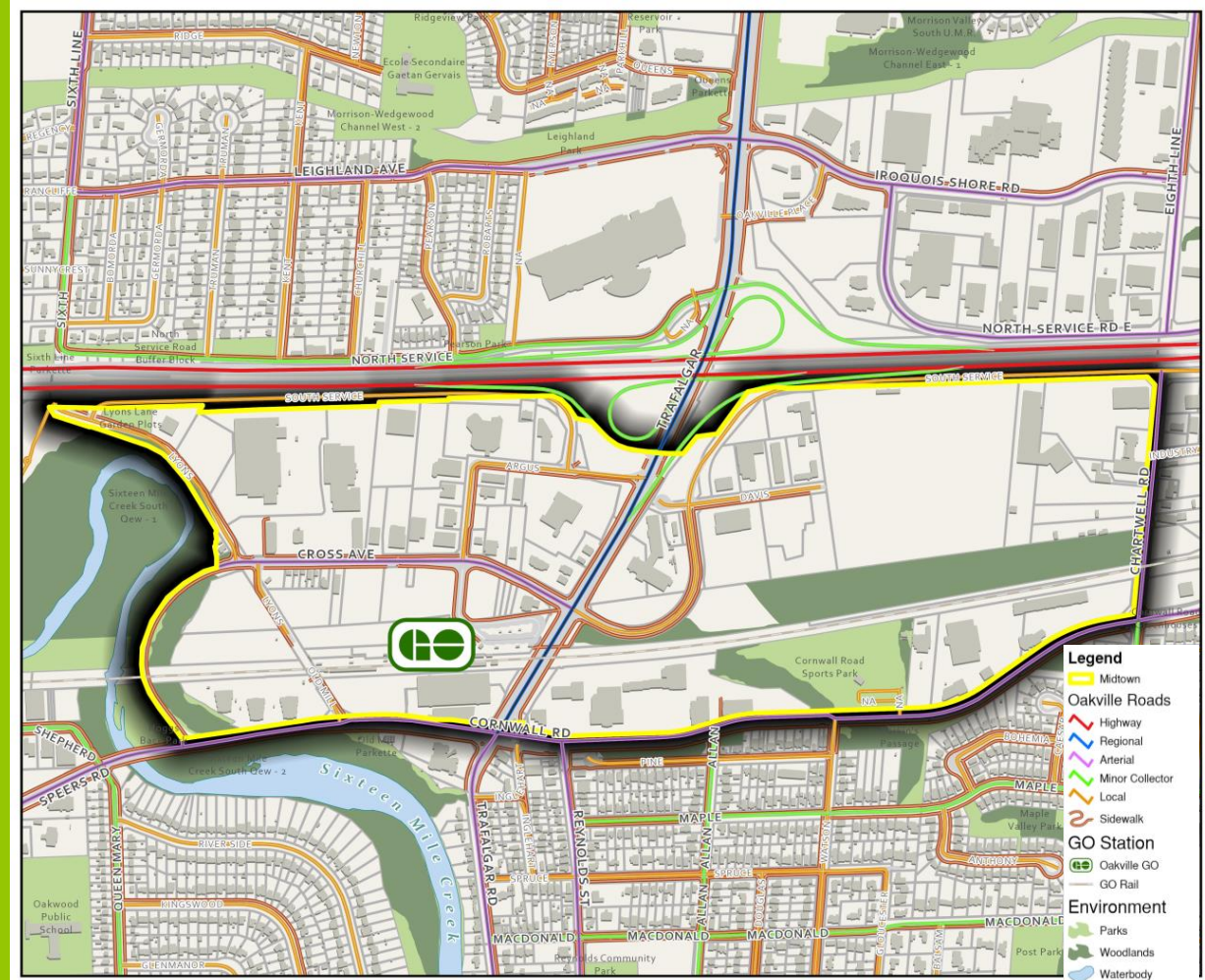


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**Transportation and
Mobility**

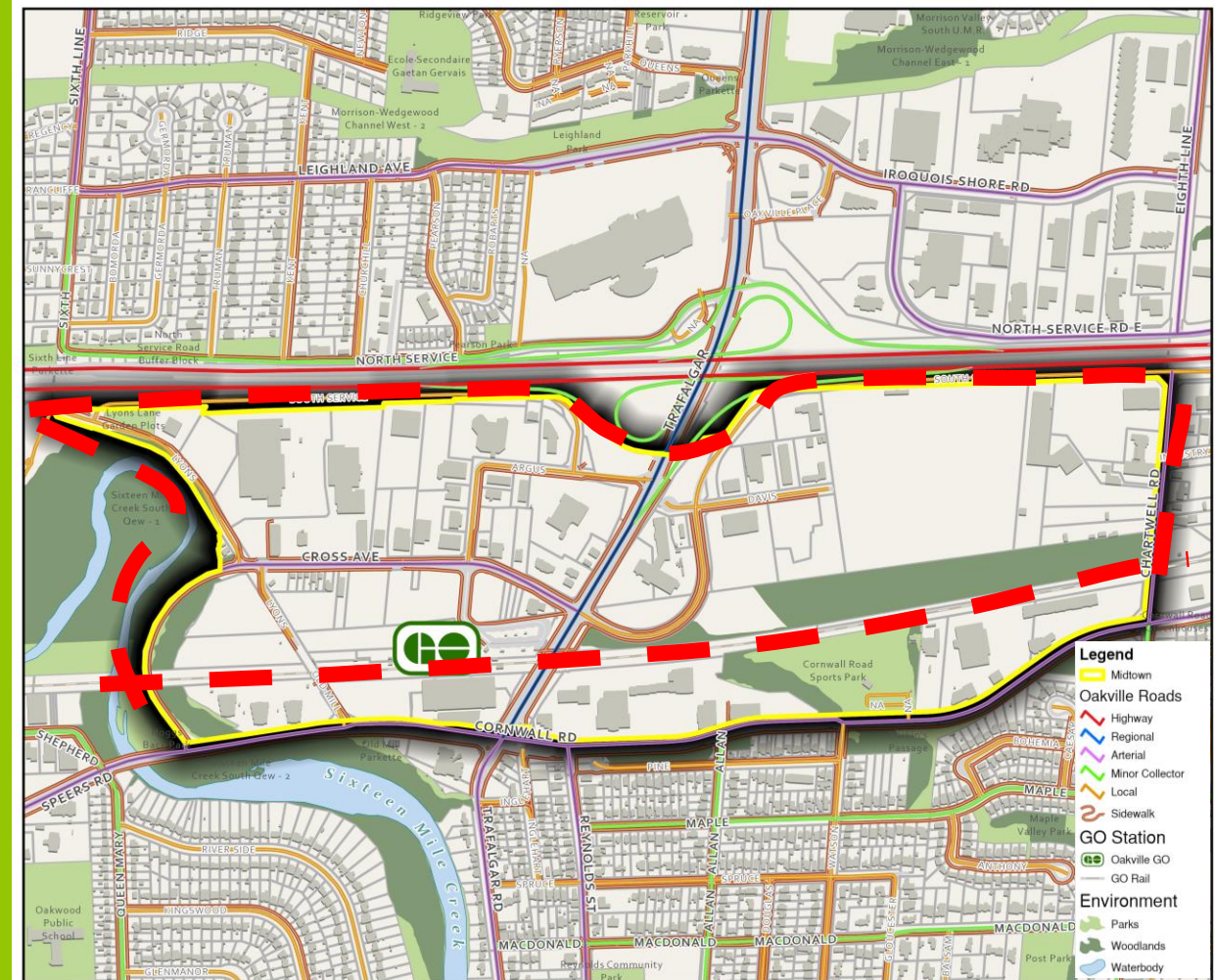
Transportation Context

- Auto-dependent with some transit use
 - Parking Infrastructure
 - 4,400 GO spaces; 3,000 Private spaces
- Road and Highway Network
 - QEW/Hwy 403 and Trafalgar are primary E-W and N-S corridors
 - Limited local roads, sidewalks and cycling facilities
- 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



Transportation System Challenges

- Planning for JBPE - 49,740 people and jobs by 2051
- Travel demands cannot be sustainably accommodated with existing travel behaviour for the mobility of new residents and employees of the area
- There are physical barriers that limits access within Midtown and beyond:
 - QEW, Trafalgar, rail corridor, and Sixteen Mile Creek
- Limited priority/access to GO station for pedestrians, cyclists, and buses
- High existing parking supply promotes auto dependency, requires long-term strategy



Transportation Opportunity

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

- 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
- Parking supply and regulation plans that balance operations with sustainability objectives, and
- Connections to town and region wide initiatives for transit and cycling



Transportation

Next Steps OPA

- Develop a vision, operational need, and right-of-way options for Midtown Streets
- Develop and assess road, active transportation and transit priority connections
- Test transportation solutions with land use alternatives Phase 2
- Select a preferred network layout is selected in alignment with Phase 3
- **Include key elements of the transportation network, right of way, function and role within OPA policies and schedules**

Next Steps Implementation Program

- Model transportation solutions and make refinements
- Develop supporting mobility strategies and review potential phasing options to complete Midtown Transportation Master Plan in Phase 5
- Provide direction to functional design
- Integrate with other Midtown and Townwide master plans such as the parks, active transportation, overall transportation master plan, and midtown stormwater master plan

Visit the Transportation and Mobility Booth to learn more and provide your input!

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**Municipal
Servicing**

Municipal Servicing Infrastructure

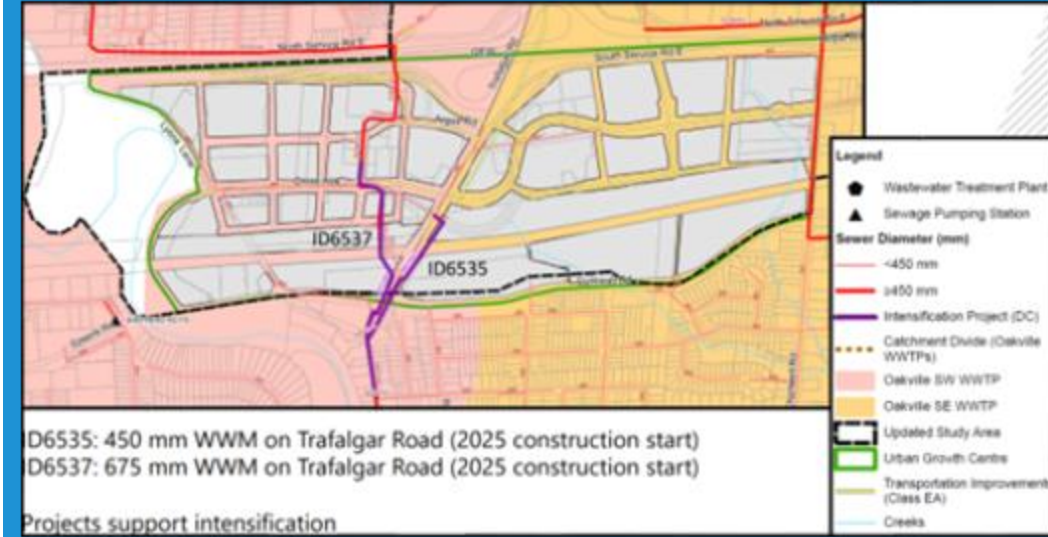
- Existing Sewer and Watermain Infrastructure will need to continue to be accommodated within municipal right-of-way/Region property
- 2021 Area Servicing Plan Addendum planned service capacity: 67,786 people and jobs (Will be updated)
- 2023 JBPEs: 49,740 people and jobs by 2051

Next Steps OPA

- Region to update water and wastewater modelling to understand full implications of Regionwide JBPE on Midtown capacity
- Coordinate with Region in development of water/wastewater infrastructure to align with future road right-of-ways
- Consider water/wastewater capacity limits in OPA policy development to ensure growth and infrastructure capacity are aligned

Next Steps Implementation Program

- Develop an area service plan and functional service plan that aligns with road rights-of-way and provides adequate service to proposed land use in Phase 5
- Phasing of the servicing to each development block will be determined in Phase 6, funding/financing in Phase 7



Stormwater Planning

Key Constraints

- High imperviousness
- Drainage infrastructure at (or over) capacity
- Riverine flooding
- Lack of historical stormwater management in the area
- Hydrogeology and various site constraints

Opportunities

- Water quantity control such as superpipes, underground storage tanks, and LID measures
- Water quality control such as Oil and Grit Separators and LID measures
- Water balance control options such as linear bioretention, rain gardens, vegetated swales, and permeable pavement

Next Steps

- Develop stormwater strategies to address water quantity and quality control within Midtown
- Integrate relevant stormwater strategies with OPA policies and schedules

Next Steps Implementation Program

- Spill mapping to understand spills toward south of QEW
- Work with Conservation Halton to understand flood hazards, spills, and associated risks
- Complete Stormwater Master Plan and advise functional service planning and functional design

**Other Infrastructure
Considerations**

Hydrogeological and Geotechnical

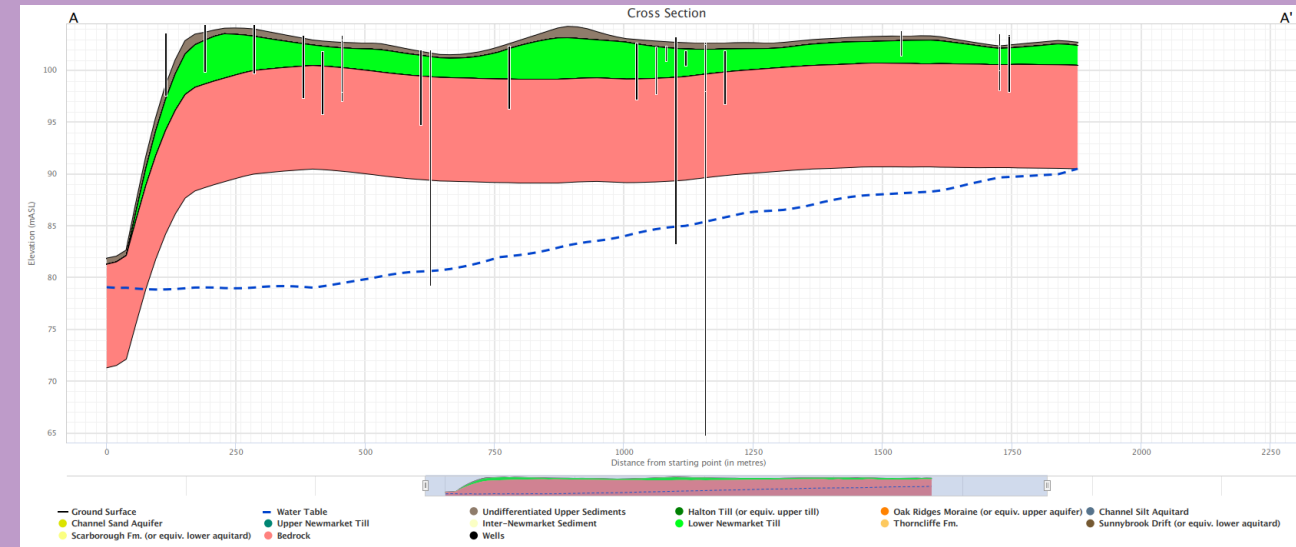
- Generally flat lying shale bedrock formation
- The Lower Newmarket Till overburden formation can accommodate shallow and deep foundation elements to support underground parking structures, multi storey complexes and high-density housing projects

Next Steps OPA

- Groundwater depths and implications for building depths on Stormwater Management requirements will be considered in OPA policy development and Stormwater Plan

Next Steps Implementation Program

- Individual site considerations to be evaluated within development applications beyond the current Implementation Program



Community Energy Planning

Opportunities

- Utilize the framework of the Oakville Community Energy Strategy (OCES) and apply principles to Midtown
- Create a district energy system that can provide heat/power to multiple buildings across Midtown which improves energy efficiencies and climate benefits
- Improve use of renewable energy sources

Constraints

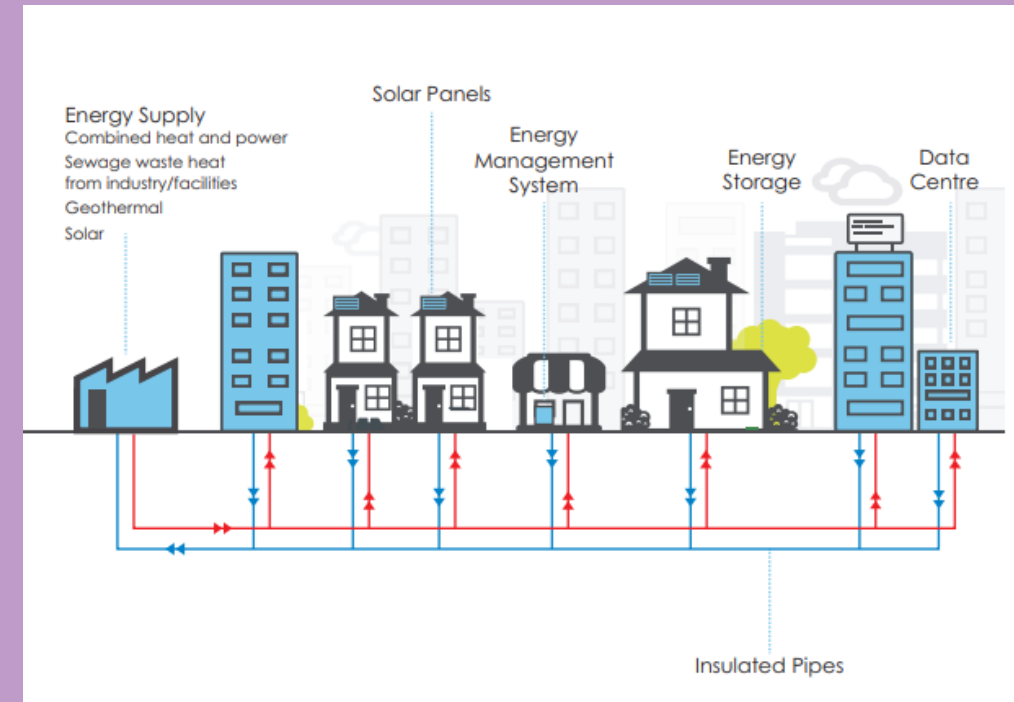
- Limited space above and below ground to implement infrastructure
- Cost-effective solutions that can be delivered in a phased manner with fragmented ownership

Next Steps OPA

- Explore enabling policy for district energy in the OPA that is aligned with the direction of the Community Energy Strategy

Next Steps Implementation Program

- Evaluate district energy opportunities and provide recommended infrastructure strategy in Phase 5



Financial Implications and Market Overview

Municipal Funding and Financing Considerations

Key Funding Tools

- The available funding tools for the Town may include the following
 - Development Charges Act
 - Planning Act
 - Municipal Act
 - Other Sources
- Bill 23 has had several implications to development charges some immediate and some longer-term
- Potential changes from Bills currently being reviewed (131, 134)

Next Steps OPA

- Understand funding and financing tools/procedures that are available to achieve OPA goals

Next Steps Implementation Program

- After Phase 5 and 6, a funding analysis will be undertaken to identify potential sources of revenues using the available municipal funding tools in Phase 7
- In addition, we will also monitor the potential changes to the D.C.s as it relates Bill 131 and 134

Market Overview

The development of Midtown Oakville must consider market trends and plan for the future

High interest rates and remote work prevalence have slowed demand for both residential and office.

Residential:

- High interest rates have slowed residential demand; however, transit-oriented developments has remained strong performers. Pickering GO Station Centre Court
- Oakville has performed relatively well as an in-demand area within the GTA

Office:

- Historic low demand must be considered
- Office demand is highly centralized in downtown Toronto, with more B and C spaces becoming vacant



Pickering GO Station Centre Court development sold 95% of units over three days in Sept 2023

Market Overview

- The development of Midtown Oakville must consider market trends and plan for the future
- Additional neighbourhood amenities, such as parks, open spaces, and community facilities will increase market appeal

Next Steps OPA

- The Official Plan Amendment will consider strategies for improving amenities within Midtown Oakville, and encouraging coordinating development with sustained investment in infrastructure
- Policies that support additional amenities and more fine-grained street networks will help stimulate market demand

Next Steps Implementation Program

- Develop development strategy and municipal land acquisition and disposal strategy following Phase 4 and 5



Pickering GO Station Centre Court development sold 95% of units over three days in Sept 2023

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**Vision and
Principles**

Updating the Vision + Principles

An existing goal and development objectives for Midtown area established in the Official Plan

Existing Goal: Midtown Oakville will be a vibrant, transit-supportive, mixed use urban community and Employment Area

Summary of Existing Objectives:

1. To create transit-supportive development by:

- ensuring the entire area is developed as a **pedestrian-oriented environment**
- improving internal **road circulation** and connections
- promoting a **compact urban form** with higher density and higher intensity land uses.

2. To create a vibrant and complete new community by:

- providing a **mix of uses** to attract different users throughout the day;
- directing **major office** and institutional development to Midtown Oakville;
- ensuring **high quality urban design**
- providing a **transition** between buildings in Midtown Oakville and neighbouring areas and properties
- facilitating **public investment** in transit, infrastructure and civic facilities ,
- promoting **district energy facilities** and **sustainable** building practices.

Visit the Vision and Principles Booth to give your input on what's most important to you!

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Next Steps

Next Steps

Phase 2 – Land Use Block Concepts

- COW #4 – November 14
- Stakeholder Engagement Round 2
- Public Engagement Round 2 (late November)

Phase 3 – Preferred Option

- COW #5 – Dec 12
- Stakeholder Engagement Round 3
- Virtual Public Engagement (December-January)

Phase 4 Final OPA Recommendation Report

- Statutory Public Meeting (March 2024)

