

Midtown Oakville Growth Area Review

May 23, 2018

Overview

- Introductions
- Planning Policy Context
 - Province
 - Region
 - Town
- Midtown Oakville Growth Area
 - Existing Policies
 - Development Activity
 - Planned Rail Improvements & Mobility Management
 - Growth Area Review
- Discussion

Planning Policy Context

Province of Ontario

- Planning Act
- Provincial Policy Statement
- Growth Plan & Greenbelt Plan, etc.

Region of Halton

- Halton Region Official Plan

Town of Oakville

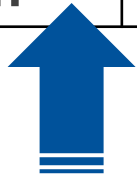
- Town of Oakville Official Plan:
Livable Oakville & North Oakville
Secondary Plans

Province of Ontario



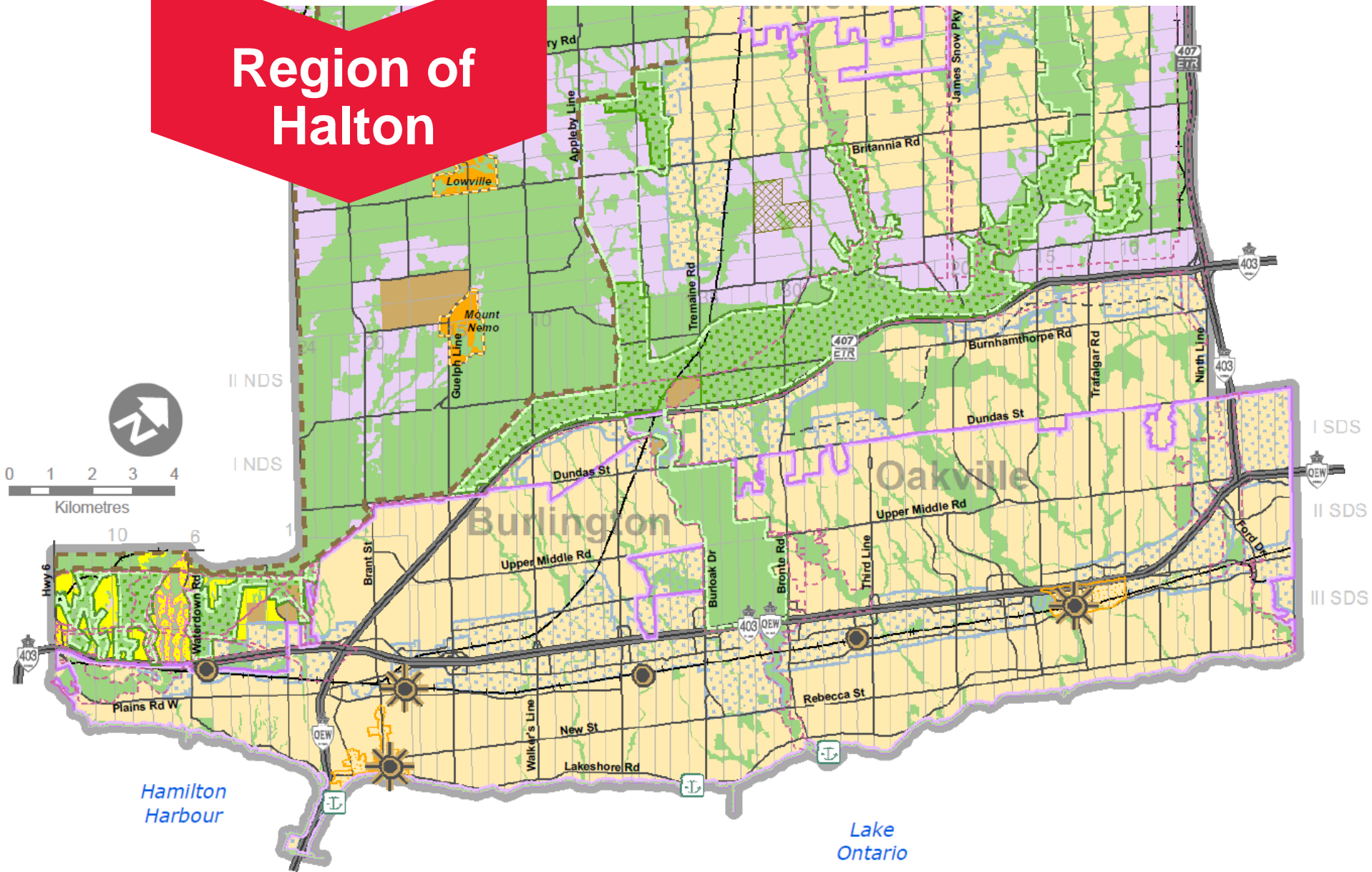
Province of Ontario

	POPULATION			EMPLOYMENT (jobs)		
Year	2031	2036	2041	2031	2036	2041
Halton Region	820,000	910,000	1,000,000	390,000	430,000	470,000



In 2016, the population of Halton Region was 548,435 people.

Region of Halton



SCHEDULE A1 URBAN STRUCTURE

LEGEND¹

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations.

NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas.

NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities.

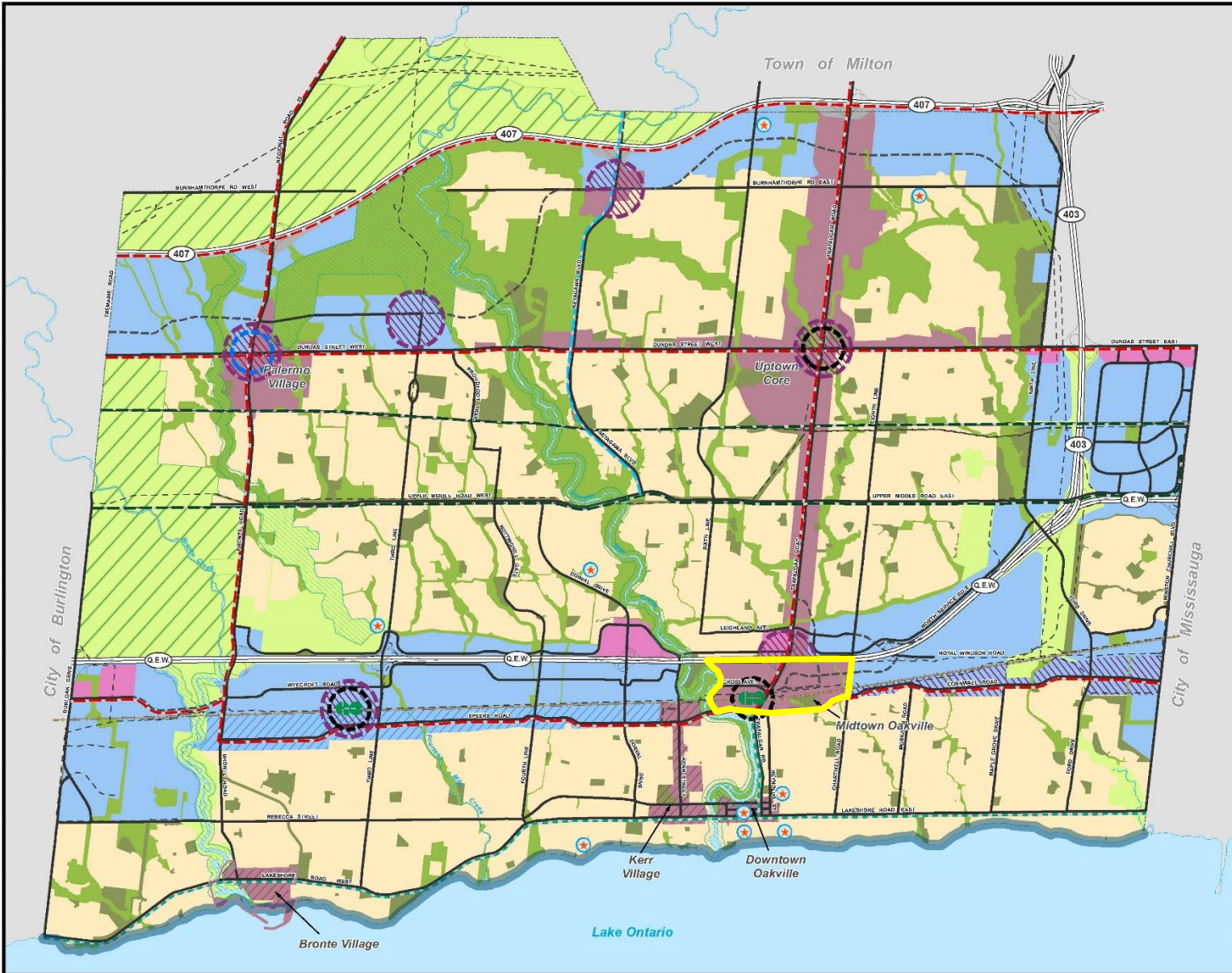
NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure.

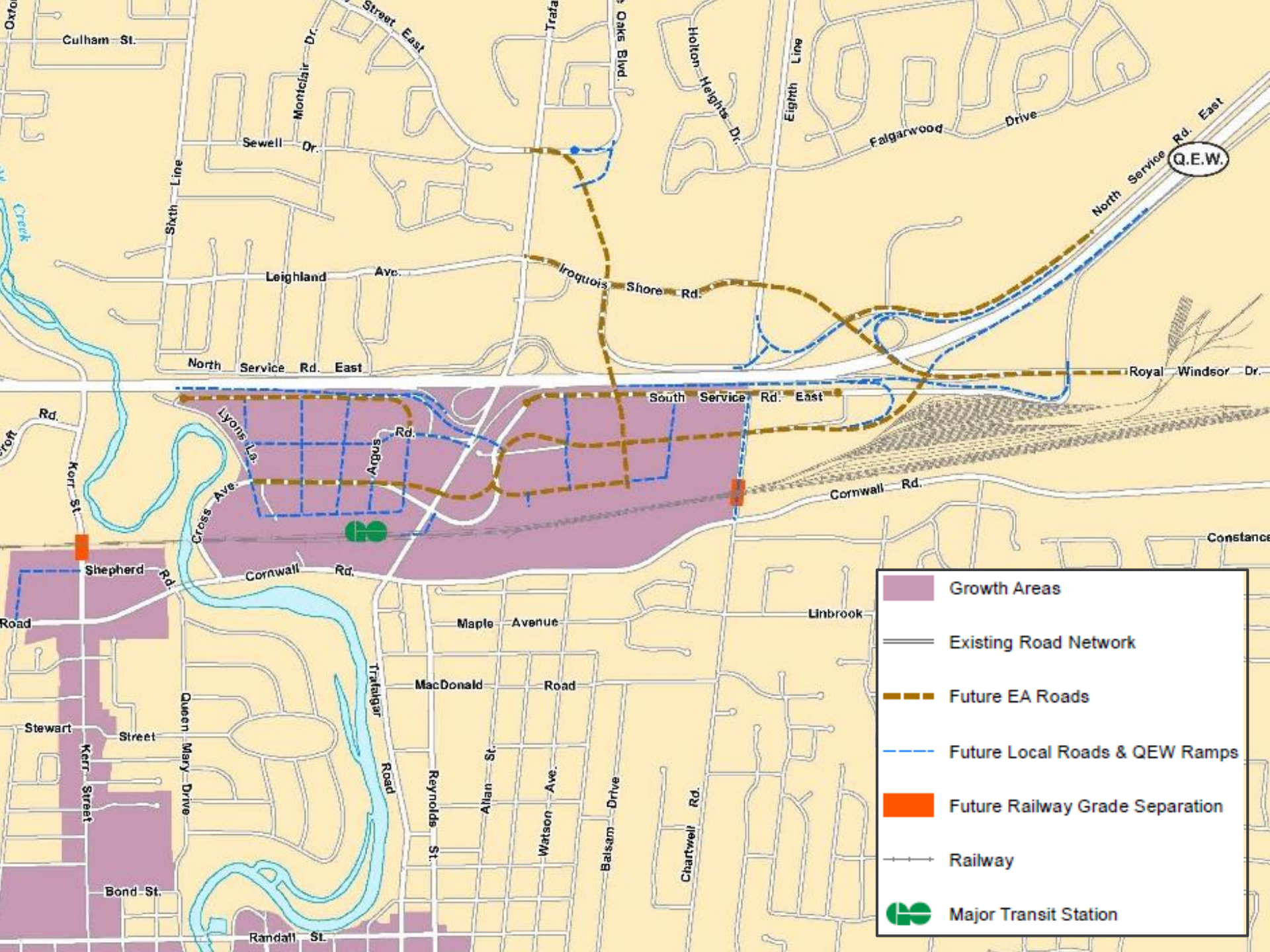
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September 26, 2017



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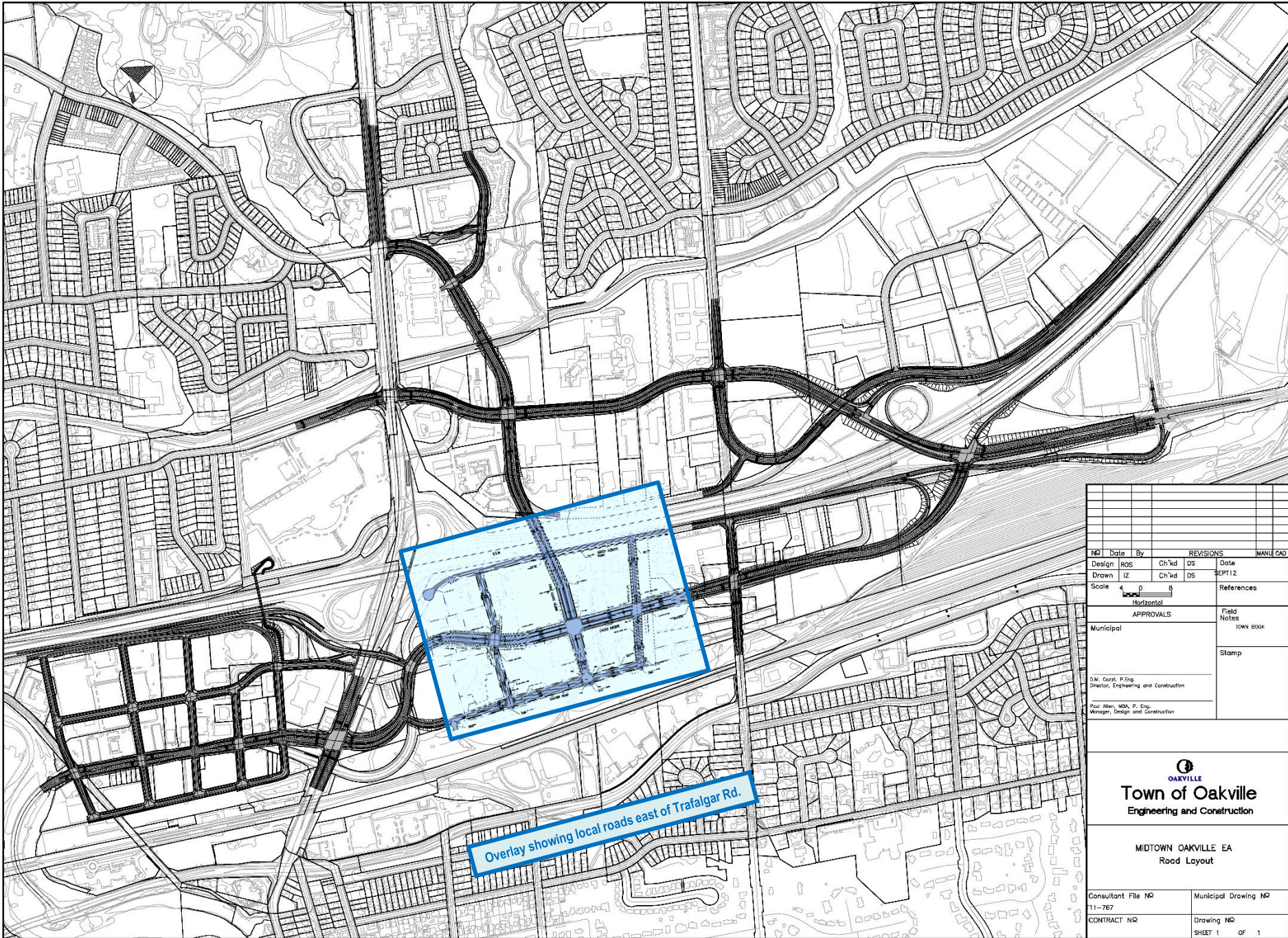





-  Growth Areas
-  Existing Road Network
-  Future EA Roads
-  Future Local Roads & QEW Ramps
-  Future Railway Grade Separation
-  Railway
-  Major Transit Station

Existing Midtown Policies

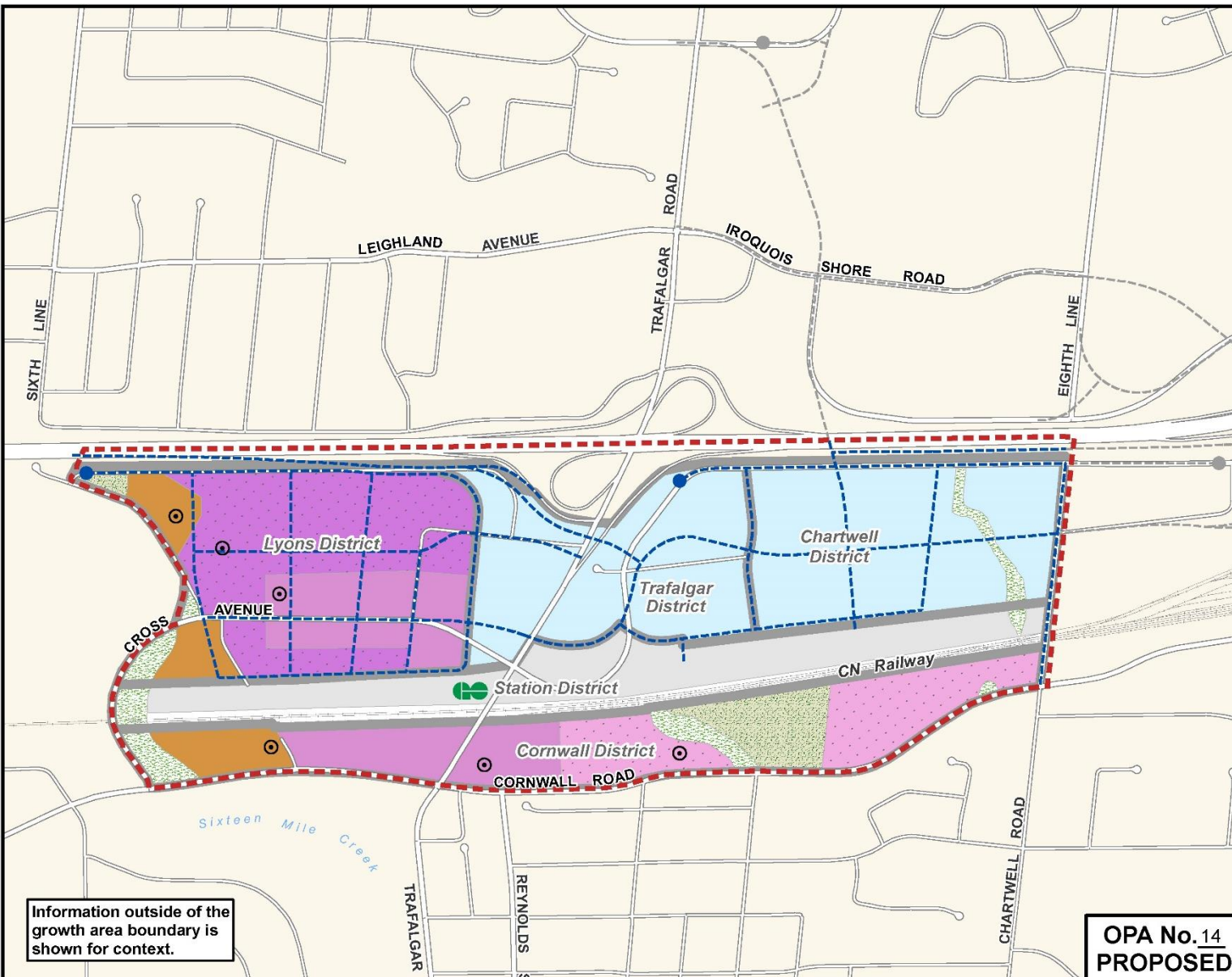
- enable the area to transform into a transit-supportive, mixed use, urban community
- about 12,000 residents and 8,000 jobs by 2031
- a density of about 200 residents and jobs combined per hectare
- updated transportation network to support the required growth (OPA 14)



Overlay showing local roads east of Trafalgar Rd.

No	Date	By	REVISIONS		MANU CAD
Design	ROS	Ch'kd	DS	Date	
Drawn	IZ	Ch'kd	DS	SEPT12	
Scale	4 0 8		References		
Horizontal					Field Notes
APPROVALS					TOWN BOOK
Municipal					Stamp
D.M. Cozt, P. Eng. Director, Engineering and Construction					
Paul Allen, MBA, P. Eng. Manager, Design and Construction					
 Town of Oakville Engineering and Construction					
MIDTOWN OAKVILLE EA Road Layout					
Consultant File No 11-767			Municipal Drawing No		
CONTRACT No			Drawing No		
			SHEET 1 OF 1		

Land Uses



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

OPA No. 14
PROPOSED

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

- GROWTH AREA BOUNDARY
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- NATURAL AREA
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION

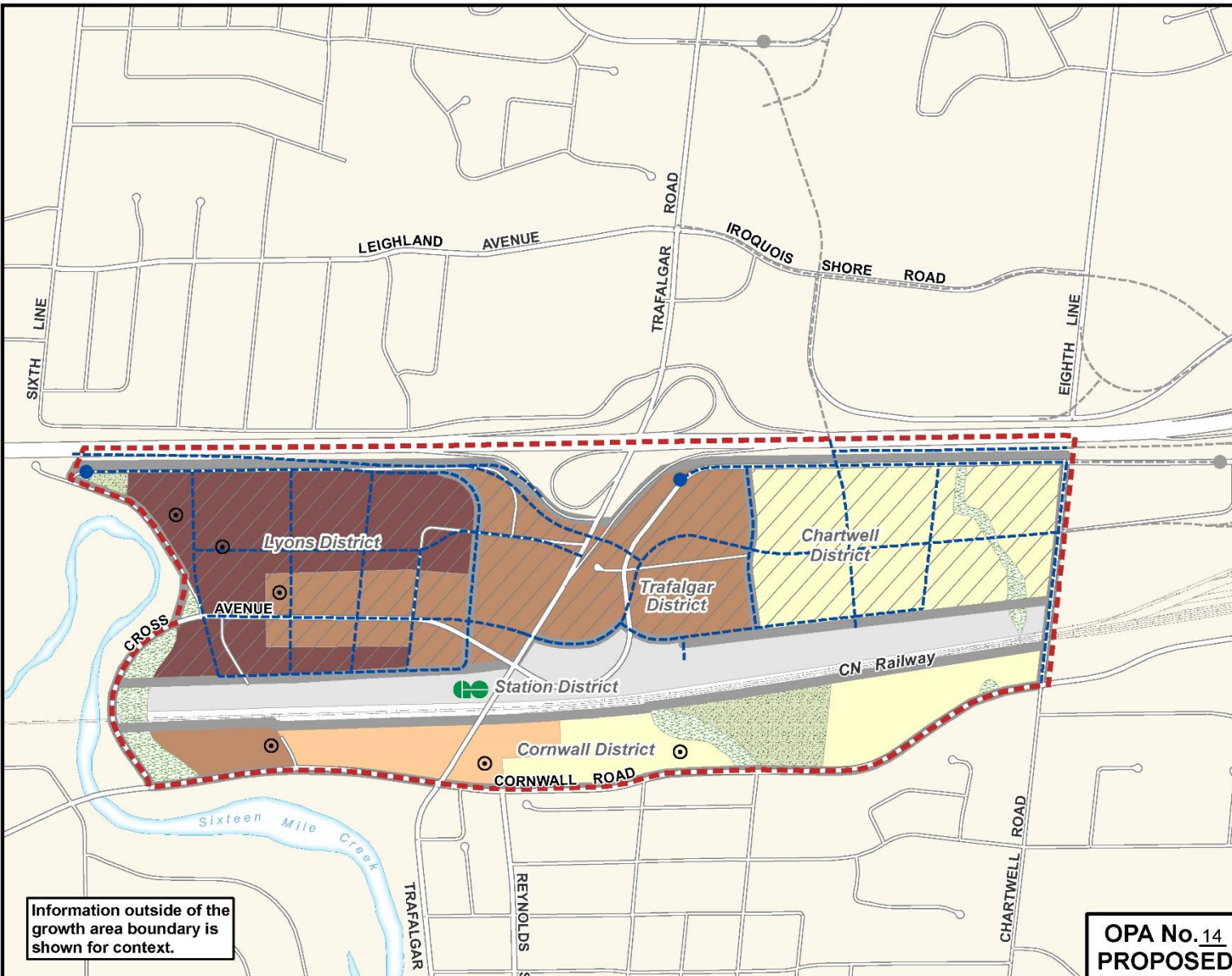
Refer to Part E, Midtown Oakville, for Growth Area Policies

Refer to Part E, Midtown Oakville Exceptions

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 June 8, 2017

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Building Heights



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

OPA No. 14
PROPOSED

SCHEDULE L2 MIDTOWN OAKVILLE BUILDING HEIGHTS

- GROWTH AREA BOUNDARY
- 2 - 6 STOREYS
- 4 - 10 STOREYS
- 6 - 12 STOREYS
- 8 - 20 STOREYS
- NATURAL AREA
- PARKS AND OPEN SPACE
- HEIGHTS COMPATIBLE WITH UTILITY CORRIDOR
- LANDS ELIGIBLE FOR BONUSING
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION

Refer to Part E, Midtown Oakville, for Growth Area Policies

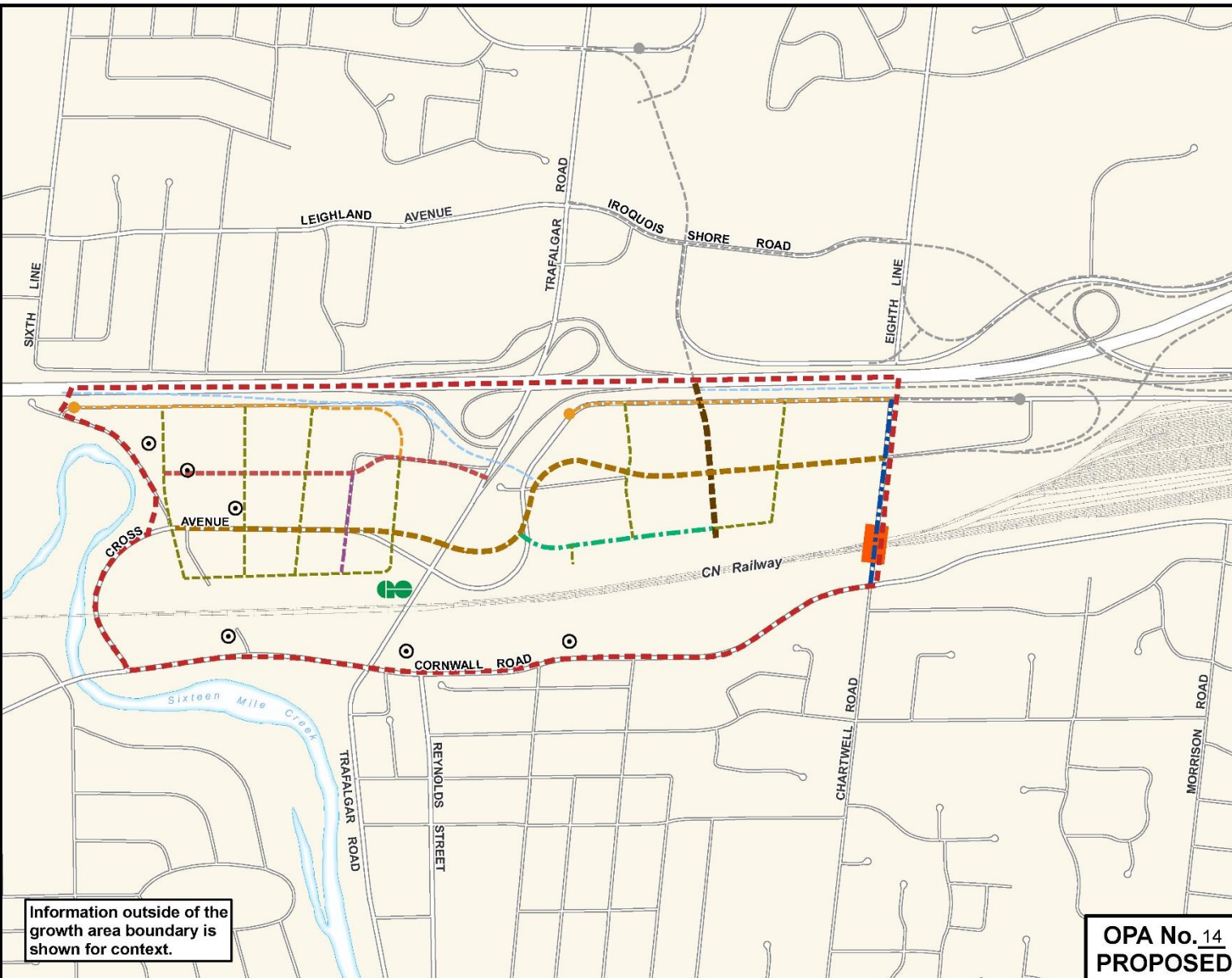
Refer to Part E, Midtown Oakville Exceptions

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June 8, 2017

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SCHEDULE L2_OPA_DDD0-PROPOSED.mxd

Transportation Network



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

OPA No. 14
PROPOSED

SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK



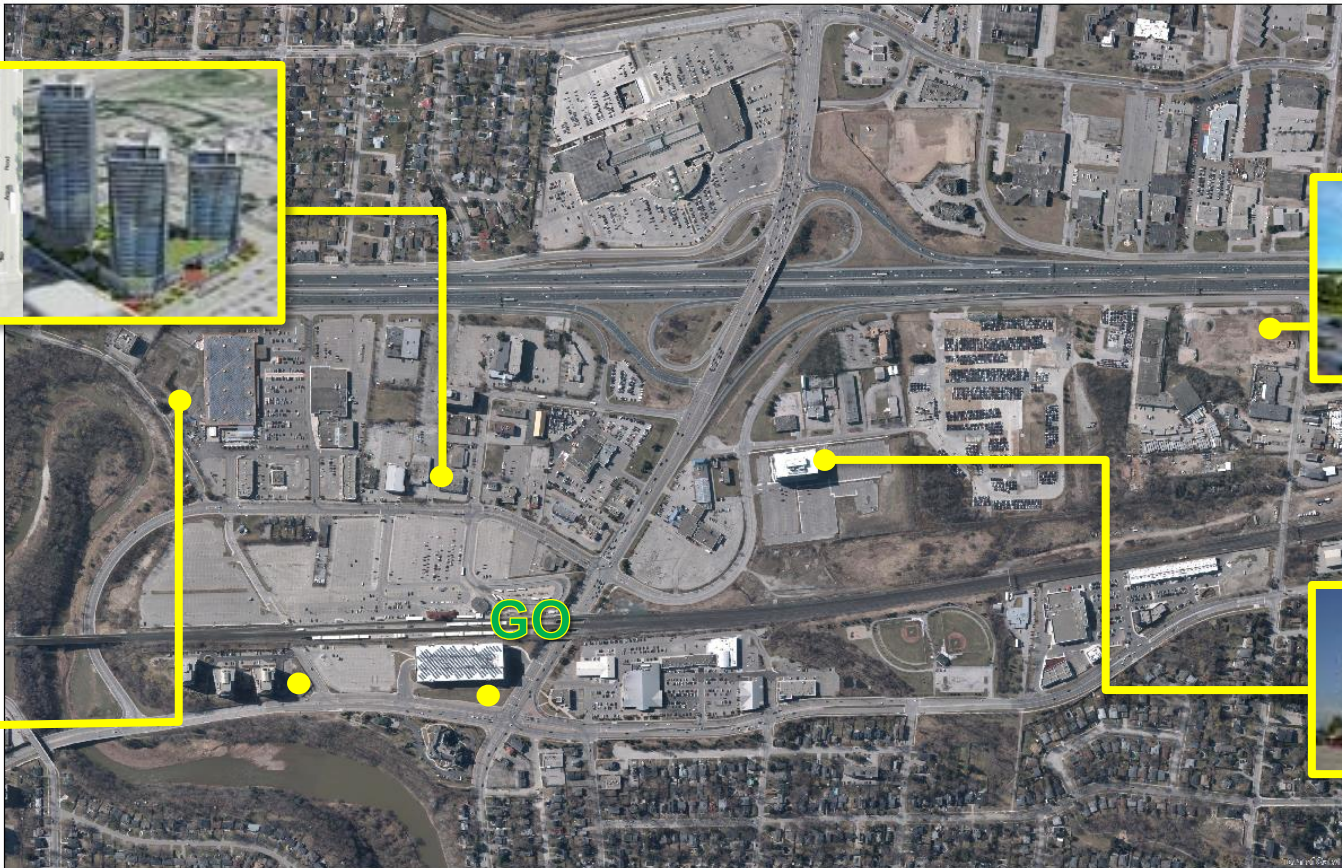
- Growth Area Boundary
 - Existing Road Network
 - Future 32 m Multi-Purpose Arterial Road (North-South Crossing)
 - Future 28 m Minor Arterial Road (Cross Avenue)
 - Future 26 m Local Road (Station Road)
 - Future 24 m Minor Arterial Road (Chartwell Road)
 - Future 22 m Local Road
 - Future 20 m Local Road
 - Future 19 m Local Road
 - Future 18 m Local Road
 - Future Ramp
 - Future Cul-de-sac
 - Future Railway Grade Separation
 - Railway
 - Major Transit Station
- Refer to Part E, Midtown Oakville, for Growth Area Policies
- Refer to Part E, Midtown Oakville Exceptions



1:9,000

June 8, 2017

Development Activity



177 Cross Ave.

522 units +
3,000 sq. m of
retail and
commercial

599 Lyons Lane

400-480 units



WSP Building

4 storey office building
9,900 sq. m
Up to 600 jobs



PWC Building

6 storey office building
15,000 sq. m
425 Jobs

Rail Improvements

- Regional Express Rail (RER) planned for the Lakeshore West corridor by 2025
 - trains every 15 minutes from east and west
- Station improvements
 - expanded bus loop
 - secure bike storage and improved bike parking
 - improved pedestrian connections and environment
 - reconfigured passenger pick-up and drop-off areas

Mobility Management Strategy

- Halton Region, 2017
- Guides the evolution of the Regional transportation network to 2041
- Transit priority corridors
 - connect people to urban growth centres, mobility hubs, employment lands, major transit stations and municipal connections
- Trafalgar Road is a transit priority corridor

What will the review look at?

- Land uses
- Building heights
- Urban design
- Open space
- Draft Midtown OPA from 2014
- Recent development activity
- Relevant studies and master plans
- Provincial conformity

Next Steps

Timing	Event / Description
2018	Research, analysis and continuing conversations
Winter 2019	Public Information Sessions: Draft Policy Changes
Spring 2019	Statutory Public Meeting (Council): Draft Official Plan Amendment
Fall 2019	Decision-making Meeting (Council): Official Plan Amendment

Contacts

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Discussion

