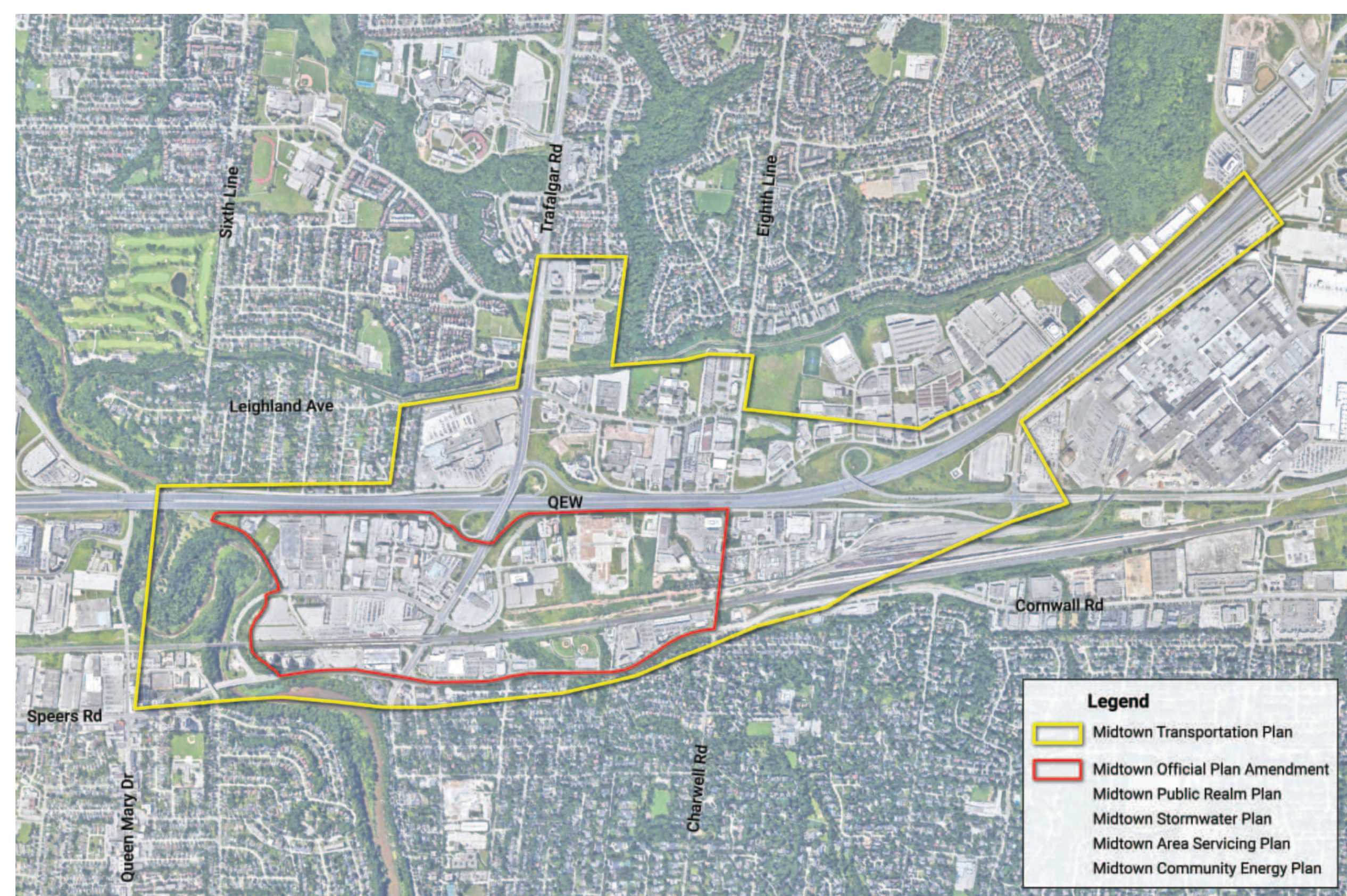


Project, Process & Policies

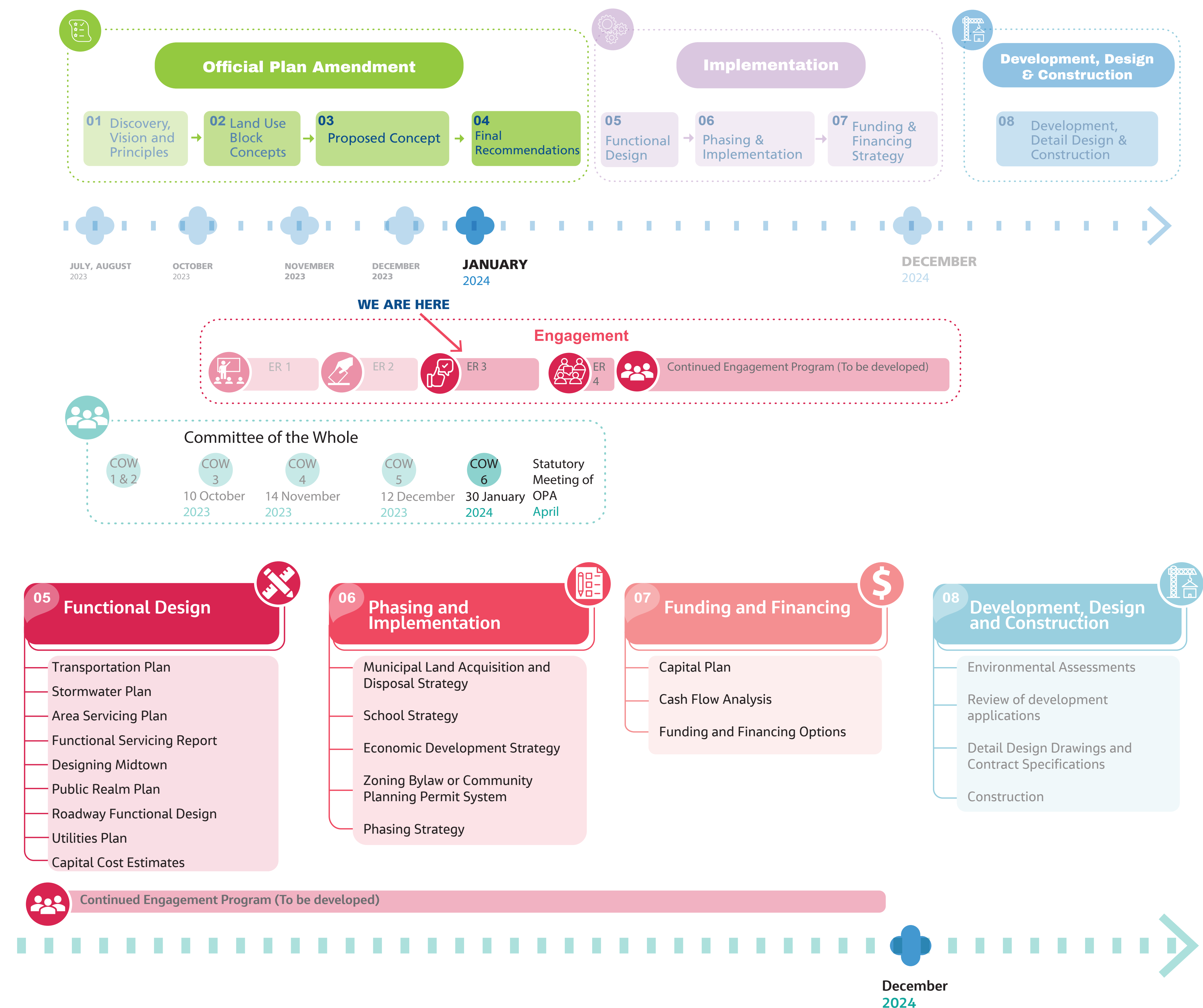
PROJECT

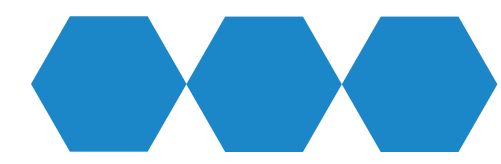
The Midtown Implementation Program covers a range of community building topics. The study area is generally bounded by the QEW highway to the north, Chartwell Road to the east, Sixteen Mile Creek to the west, and Cornwall Road to the south. The Midtown Transportation Plan will cover a slightly broader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



TIMELINE & PROCESSES

Through 2024 we'll be finalizing the policy framework, the implementation program, and working alongside the community at every phase. The redevelopment itself has a long timeline — we'll start to see some expansion in Midtown Oakville by 2031, continuing in phases through to 2051 and beyond.





Additional OPA Policy Directions

OBJECTIVE: CREATING A GREAT PLACE TO LIVE, VISIT AND ENJOY



Sustainability

Including district energy and future green building standards



Stormwater Management

Related to managing risks associated with flooding hazards



Urban Design

Design considerations including the achievement of a pedestrian-scaled street wall and other components to ensure a beautiful and functional urban experience in Midtown



Service Infrastructure

Coordination of service infrastructure with development



Block Planning

Planning considerations to ensure development appropriately considers the planned context



Implementation

Including coordinating various strategies across sectors to deliver the community services and infrastructure to support the planned growth and change



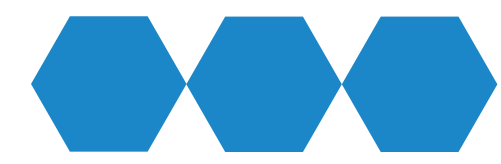
Landowners' Agreement / Cost-Sharing

To ensure that the costs associated with development, (ie. parkland, parking, infrastructure and servicing, are distributed in a fair and equitable manner among landowners)



Monitoring

To track the success of the plan and evaluate development activity (residential units, affordable housing, housing tenure, non-residential uses, parkland etc.), transportation modal share, sustainability initiatives, and the delivery of supportive community services and infrastructure



Project, Process and Policies

WHY IS MIDTOWN SO DENSE?

The Growth Plan's high level strategy of directing growth to specific nodes, including Urban Growth Centres, achieves many positive outcomes:



Reduced GHGs

In walkable and transit-oriented neighbourhoods, not every family requires a car to get around. This not only supports a healthier lifestyle for residents, but decreases car-related greenhouse gases, reducing the impacts of climate change.



More Homes Faster

Ontario is in the grips of a housing crisis. High-density development can provide many new homes in a relatively fast time. This includes larger units for families as well as smaller units for one- and two-person households, including aging seniors.



Protecting Ontario's Farmlands and Nature

By containing growth within the already-built area of Southern Ontario, farmland and natural habitats can be protected to provide clean air, clean water, and fresh local food for future generations.



Neighbourhoods Remain Stable

With little to no density being added to low-rise neighbourhoods, population growth must be concentrated in other areas, such as Midtown.

WHY ARE WE PLANNING BEYOND 2051?

Planning is not a static process and represents ongoing change over time. Planning beyond 2051 allows us to plan for:



Infrastructure

When growth outpaces initial plans, planned infrastructure and amenities need significant review and updates to better reflect the changing development characteristics. Undergoing multiple infrastructure upgrades instead of appropriately planning for growth costs municipalities and tax payers time and money.



Community Services

By planning for a likely future growth scenario, the Town can ensure that appropriate long term community services and parks are planned to accommodate populations.



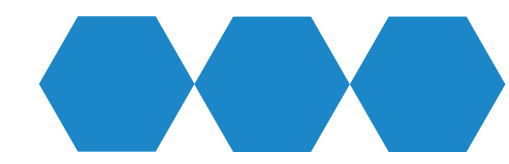
Market Shifts

The real estate and development industry is constantly changing and evolving to trends. It is not expected that all of Midtown will be redeveloped by 2051. Therefore the planned growth must be accommodated through various scenarios of possible development.



Community Building

Southern Ontario remains an extremely attractive place to live. By planning for growth beyond any set time frame, Oakville will continue as a welcoming and evolving community for our children and grandchildren.



What are Provincial and Regional Policies that Impact Midtown?

PROVINCIAL Growth Plan



Allocated to Halton by 2051



HALTON REGION Official Plan



Allocated to Oakville by 2051



Identifies Midtown as an
Major Transit Station Area
and Trafalgar Road as a
Regional Intensification Corridor

HALTON REGION & TOWN OF OAKVILLE Joint Best Planning Estimates



Allocated to Oakville



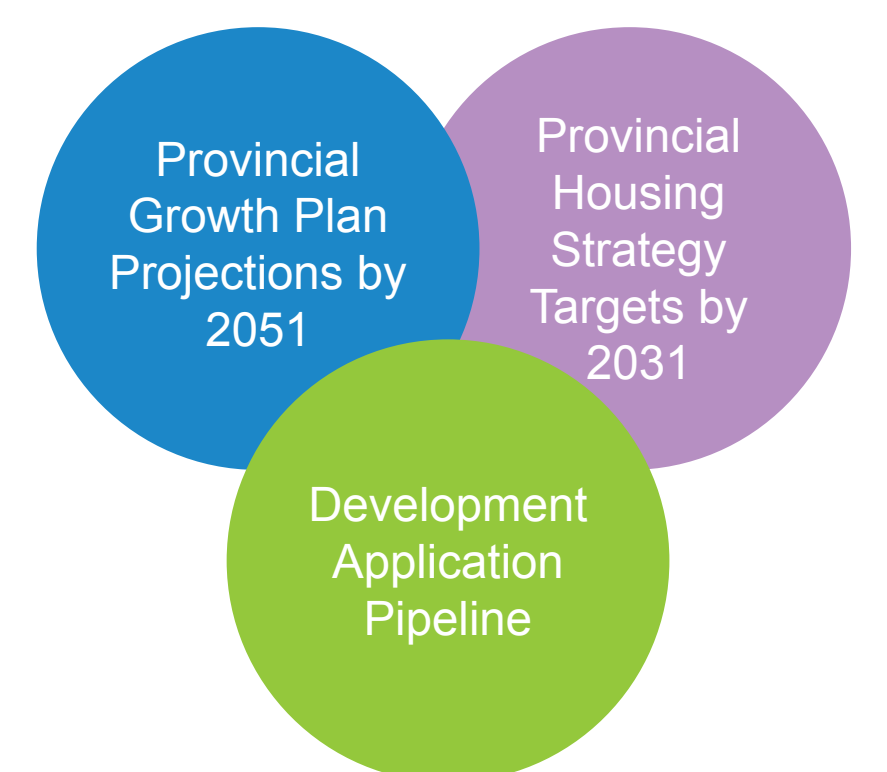
Allocated to Midtown

- Allocates growth to efficiently utilize lands while also protecting southern Ontario's natural resources and agricultural lands.
- Prioritizes intensification within "Strategic Growth Areas"— areas with access to rapid transit and downtowns.
- Identifies Midtown as one of 25 Urban Growth Centres (UGC), Strategic Growth Areas most appropriate for intensification and new growth due to its existing and planned regional and provincial transit access.
- Midtown must be planned to achieve a minimum density target of 200 people + jobs per hectare by 2031.
- Projects population growth by 2051 and requires municipalities to plan for this growth. It allocates this growth throughout the GTHA. It estimates:
 - The GTHA will grow by 11.2 million people and 5.4 million jobs by 2051.
 - Of that growth, 1.1 million people and 500,000 will occur within the Region of Halton.

- Responsible for further allocating Growth Plan population and employment growth across the Region.
- In 2022, the population and employment distributions across the five (5) municipalities in the Region was updated, allocating 349,900 people and 181,100 jobs to Oakville by 2051.
- Identifies Midtown as an Urban Growth Centre, Major Transit Station Area and Trafalgar Road as a Regional Intensification Corridor. Collectively making Midtown a Strategic Growth Area that is planned to accommodate a significant portion of Oakville's growth.
- Includes the provincial minimum density target of 200 people + jobs per hectare and added general target ratios of 65% people and 35% jobs for Midtown.
- The Town's Urban Structure aligns with the Region's growth structure.

- In 2023, the Region and Town released the JBPE.
- The JBPE represent an updated assessment of future expected people and jobs to help plan for infrastructure and community services.
- They are based on three key inputs:
 1. The Growth Plan population growth targets by 2051;
 2. The Provincial Housing Strategy target of 33,000 homes by 2031; and,
 3. Development application pipeline, representing the market demand.
- The JPBEs estimate Midtown will grow by 32,400 people and 17,300 jobs by 2051.

Joint Best Planning Estimates



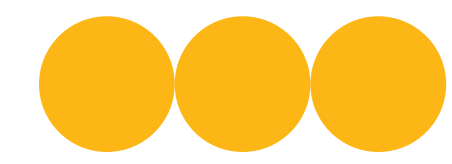
Urban Growth Centres as depicted in the Growth Plan for the Greater Golden Horseshoe, 2020.



Midtown shown as a 'Node' in the Town of Oakville Official Plan Schedule A1.

Based on the market demand, and landowner mix, **Midtown will not be fully developed by 2051.**

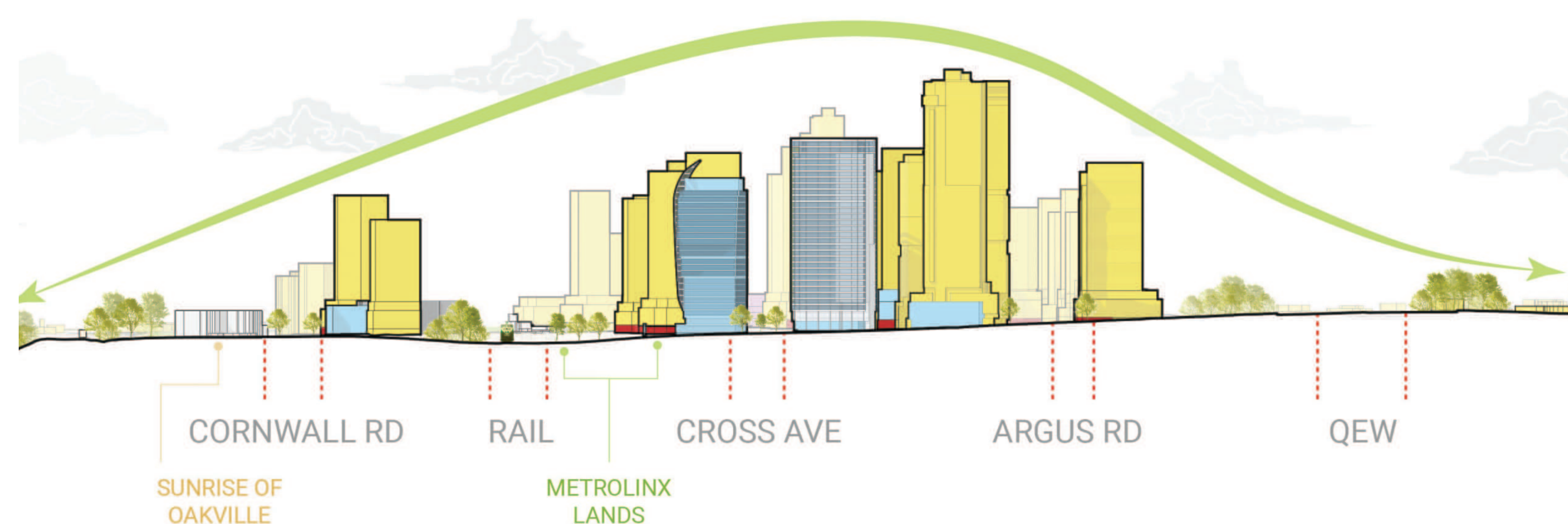
By creating an Official Plan Amendment (OPA) that plans beyond the 2051 JPBE population estimate, we aim to ensure appropriate infrastructure and community services are available for the anticipated future population.



Height and Density

WHAT WE HEARD

- The height and density are too high.
- The height and density are too low.
- Concerns that there will be shadowing on nearby low rise houses.
- Improved transition should be achieved.



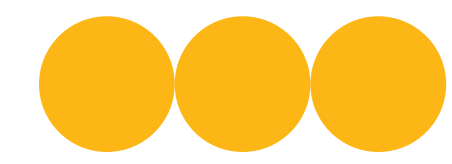
Cross Section through Midtown looking west.

HOW WILL HEIGHT AND DENSITY CONTRIBUTE TO LIVABILITY?

- Height and density will support land use complexity and create a great place to live.
- The height strategy has been designed to provide adequate privacy, preserve sky views and sunshine, and minimize shadows.
- Appropriate transitions to neighbouring communities will be achieved.



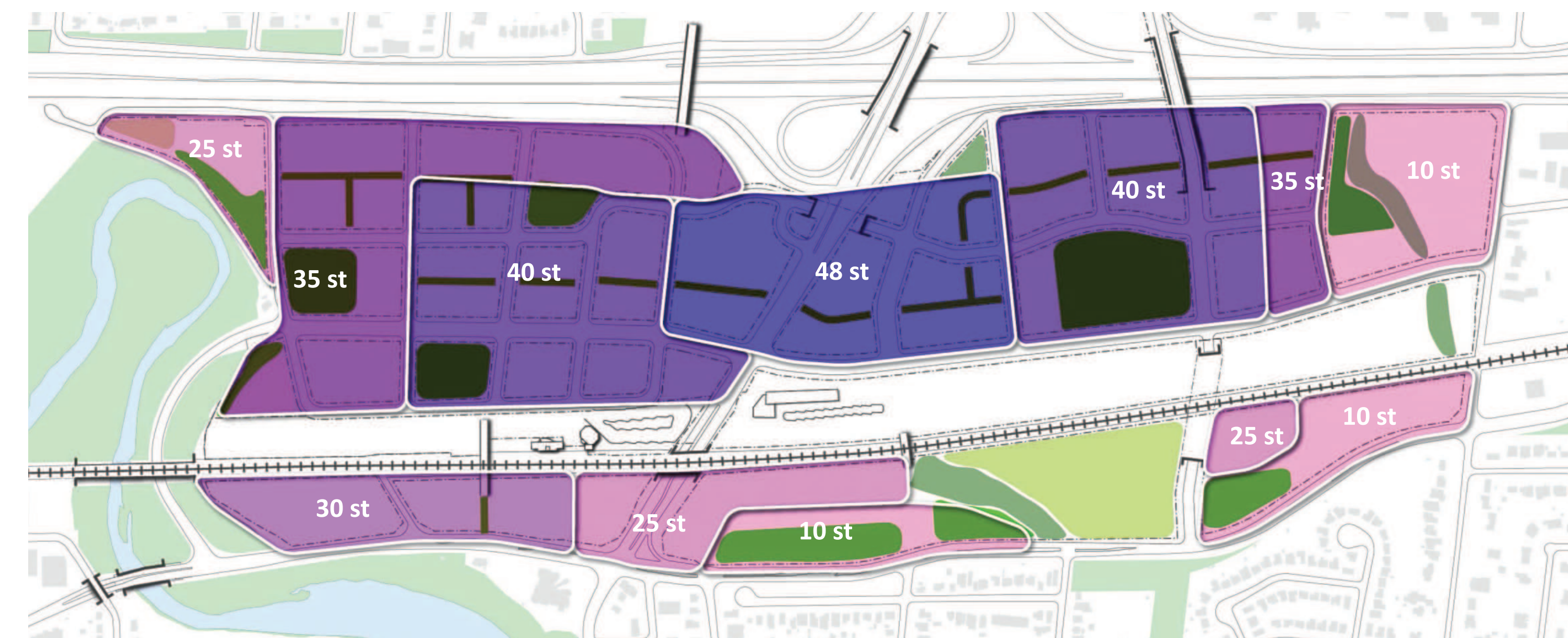
3D conceptual rendering of Midtown demonstrating the height and density strategy.



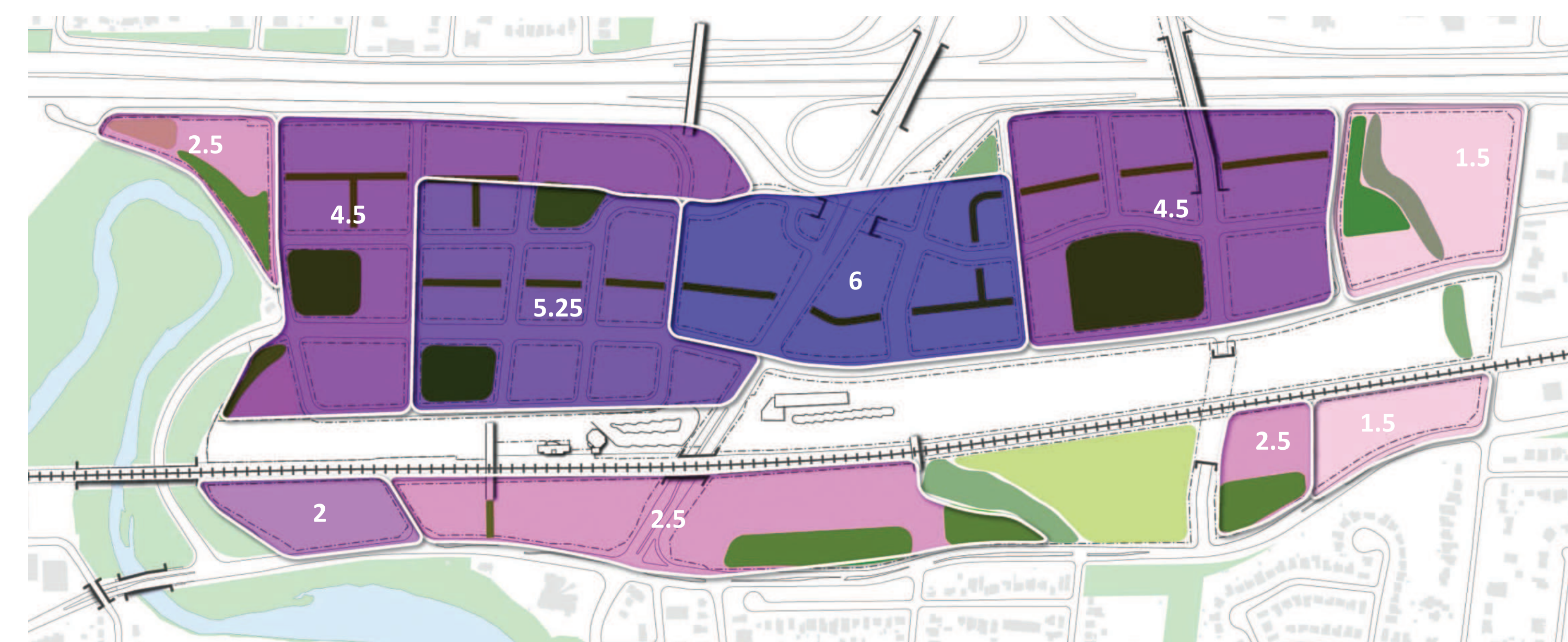
Organize Height and Density to Support Land Use Complexity and Transition

KEY POLICY DIRECTIONS

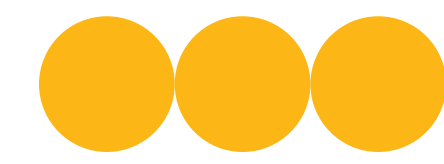
- Focus new population growth around existing and future transit investments, efficiently using lands within the existing urban boundary.
- Strategically locate height and density peaks within the centre of Midtown, to maximize views, reduce shadow impacts for existing and future residents, and create transition to surrounding neighbourhoods.
- Allocate lower heights and densities along the perimeter of Midtown to provide a transition down to the existing low-rise neighbourhoods.
- Support greater densities and heights in the precincts with the most complex land use mix expectations.
- Incentivise the achievement of non-residential development objectives through strategies such as GFA exemptions, exceptions for additional height up to a cap and/or flexibility in design standards.
- Encourage built form standards such as a maximum floor plate area for residential towers of approximately 750 sq m to maximize sky view and mitigate the impacts of shadows on surrounding areas.
- Establish a minimum 30-metre tower separation distance to ensure adequate sunlight penetration and spacing between tower elements.



Draft Height Strategy

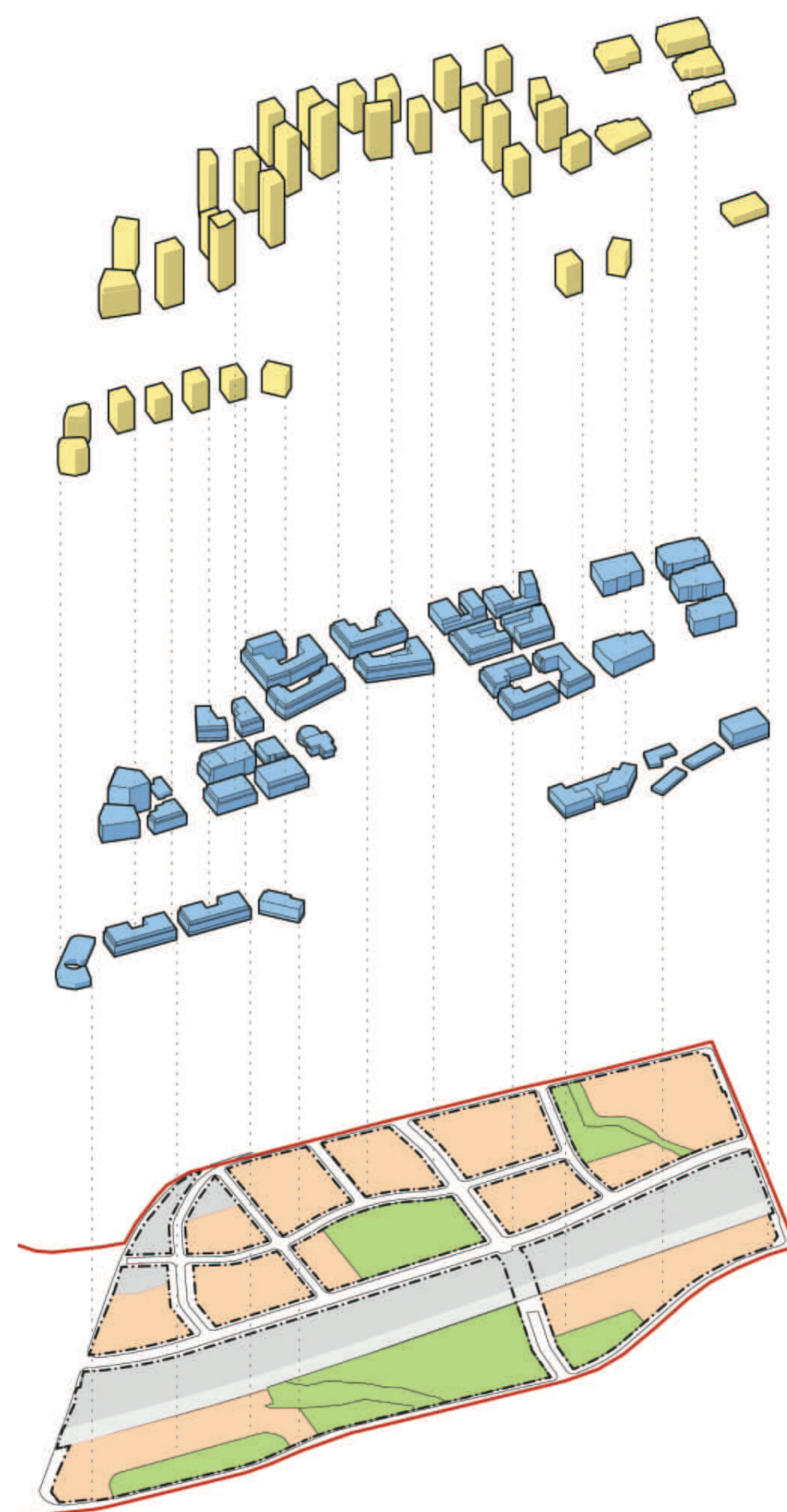


Draft Gross Density by Area



Built Form Typologies on the Developable Land Base

CONCEPTUAL REPRESENTATION OF BUILT FORM EAST OF TRAFALGAR



BUILT FORM IN THE MIDTOWN PROPOSED CONCEPT OVERALL

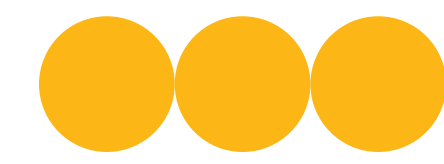
- **Tower Elements**
 57% of GFA
 (8-48 storeys)
- **Mid and Low-Rise Elements**
 43% of GFA
 (7 storeys or less)
- **Land Base**
 40% of Land Base is Developable Land
 - Parks and Open Space (12%)
 - Public Roads (25%)
 - Utilities, Rail, MTO, and Other (21%)

EXAMPLE OF VARIATION IN FUTURE BUILDING FORMS



- Tower
- Podium
- Mid-rise
- Townhome

Future development in Midtown will not all be tall buildings. Within the planned density, development may take many forms including mid-rise and low-rise forms.



People & Jobs Estimates & Key Assumptions

| Land Area | Floor Space Index (FSI) | Gross Floor Area (GFA) | Land Use Mix | People & Jobs |
|-----------------------------|-------------------------|--|---|----------------------|
| | | | | |
| 10,000 m ² (1Ha) | FSI 6.0 | 10,000 m ² (Area) x 6(FSI) Total GFA 60,000 m ² | Residential GFA 45,000 m ² 75% Office GFA 12,000 m ² 20% Retail GFA 3,000 m ² 5% | 1200 People 750 Jobs |

Assumptions:
 Average unit size: 65 m² (NBLC)*
 People per unit: 1.7 (Watson DC Report, May 2022)
 Area per major office job: 18.58 m² (Watson)**
 Area per office job: 23.23 m² (Watson)**
 Area per retail job: 37.16 m² (Watson DC Report, May 2022)
 Area per institutional job: 41.8 m² (Watson DC Report, May 2022)

* Average unit size of 700 ft² (65m²) based on tracking of developments in North Oakville.
 ** Conversion of 200 ft² (18.58 m²) per employee for major office employment, and 250 ft² (23.23 m²) per employee for all other commercial office based on tracking the office market and trends.

How we determine the number of people and jobs per land area

$$\text{Number of People} = \frac{\text{Residential GFA}}{65 \text{ m}^2} \times 1.7 \text{ People Per Unit}$$

$$\text{Number of Jobs} = \frac{\text{Office GFA}}{18.6 \text{ m}^2} + \frac{\text{Retail GFA}}{37 \text{ m}^2}$$

- 65 m² Average unit size
- 1.7 People Per Unit
- 1 Job per 18.6 m² of Office
- 1 Job per 37 m² of Retail



Precincts & Destinations

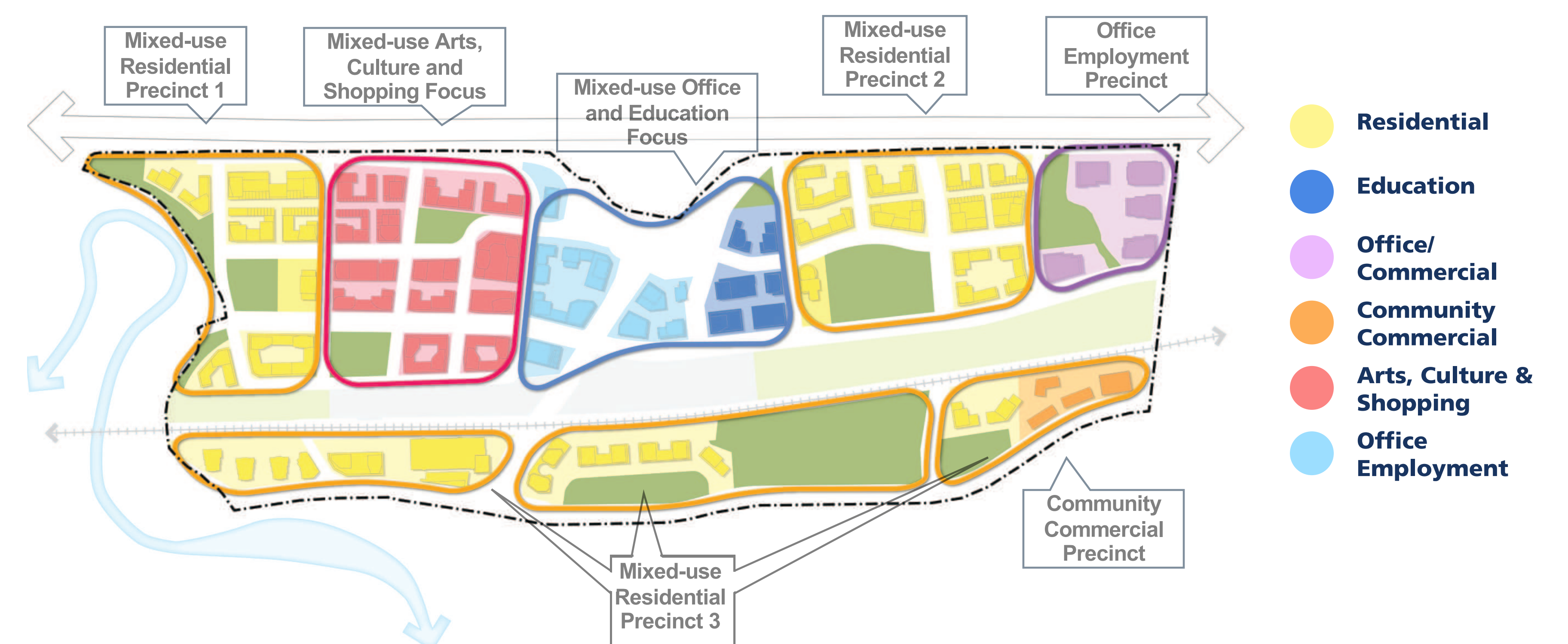
WHAT WE HEARD

- A diversity of land uses is a positive change to Midtown, though there is concern from the development community regarding the viability and extent of non-residential uses.
- The focus of arts, culture and retail along the pedestrian-oriented Argus and Davis Corridor is well supported.
- A central downtown-like destination close to transit would be a positive addition to Oakville.

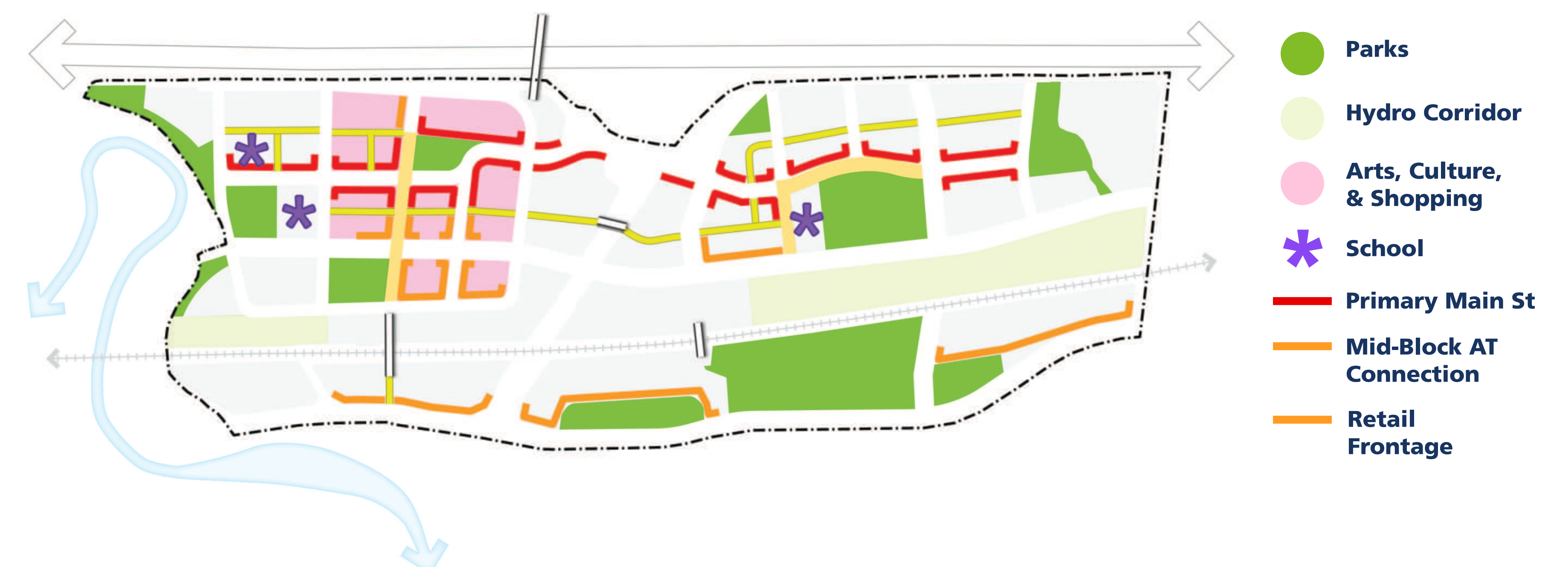
HOW WILL PRECINCTS AND DESTINATIONS CONTRIBUTE TO LIVABILITY?

- The land use structure, including complex precincts in the centre and neighbourhoods in the east, west, and south, will achieve a balance of busy urban mixed-use areas and quieter places.
- The unique mix and form of Midtown will make it an exciting destination, improving the livability of future residents and the broader community.

Proposed Mix of Land Use Precincts



Proposed High Streets, Arts, Culture and Shopping Districts and Community Amenities





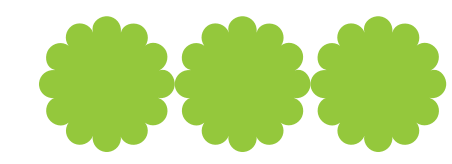
Establish Precincts

KEY POLICY DIRECTIONS

- Encourage unique mixed-use character areas which will include residential, arts and entertainment, office and post-secondary education, in addition to retail and office use areas.
- Establish minimum directions for non-residential employment generating uses within precincts, particularly in the precincts with the most complex land use expectations and greatest height and density.
- Ensure permitted uses serve both the immediate neighbourhoods and the wider community to enable residents to access goods and services for all their daily needs.
- Encourage distinct character areas that create compelling urban places which will support the long-term economic development strategy for Midtown.

The distinct mixed-use office and post-secondary precincts will create a sense of arrival into Midtown





Activate Key Destinations

KEY POLICY DIRECTIONS

- Encourage entertainment, arts, and cultural uses to create a vibrant destination to support the neighbourhood and attract visitors.
- Create retail opportunities and new intimate and well-articulated main streets which are pedestrian-friendly and welcoming and draw year-round visitors and activity.
- Establish minimum requirements for active at grade uses for Primary Main Streets and Retail Frontage areas to achieve community vibrancy.
- Direct above-grade parking areas to include active, urban-edges.
- Accommodate large-format retail uses in urban forms as part Midtown's retail landscape.
- Identify opportunities to coordinate the delivery of community services and facilities, including schools, with development to meet the needs of Midtown as it grows.
- Promote school locations adjacent to parks and open spaces, and exploring more urban school forms.

Outdoor Retail, Queen St E, Toronto

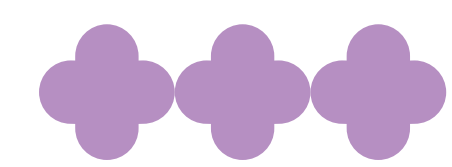


Source: Leslieville BIA



Source: Halifax CityNews

Pedestrian Main Street, Argyle St, Halifax



Housing

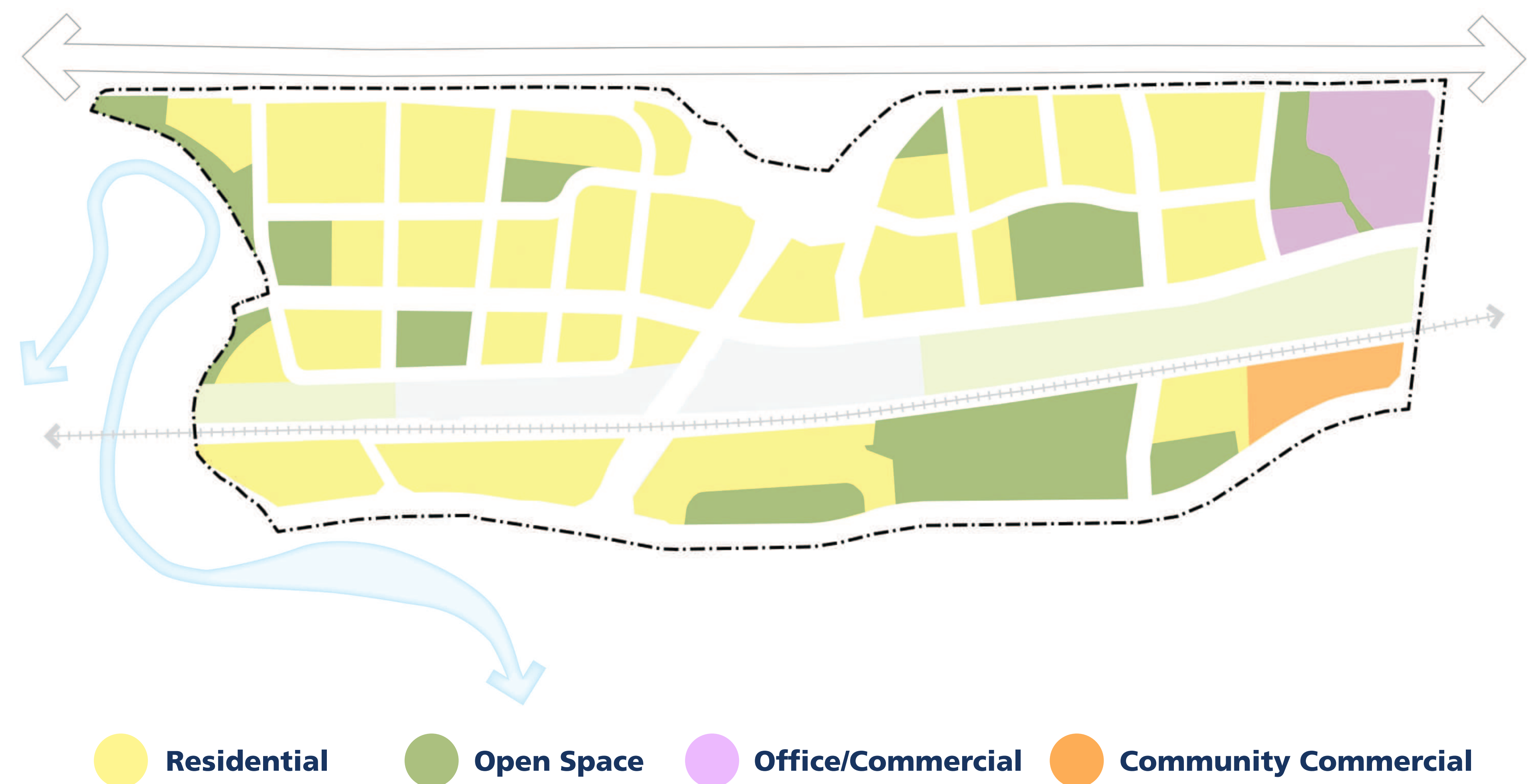
WHAT WE HEARD

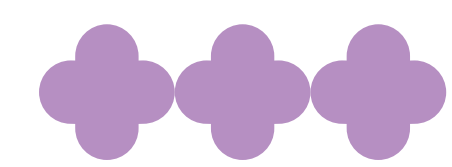
- Midtown should provide a **mix of different living options**.
- Midtown should provide significant amount of **affordable housing**.
- New residential housing must be accompanied by appropriate **community uses** and **infrastructure servicing**.

HOW WILL A BASE RESIDENTIAL PERMISSION CONTRIBUTE TO LIVABILITY?

- A base residential permission will permit a range of housing types and tenures, increasing housing supply.
- A critical mass of people will support a viable, safe, vibrant, and thriving urban community.

Base Residential Permission in Midtown





Creating New Housing Opportunities Throughout Midtown

KEY POLICY DIRECTIONS

- Permit and accommodate a range and mix of market and non-market housing options, including affordable housing and attainable options in a range of unit sizes and bedroom types.
- Align with any in-force Oakville Housing Strategy and Action Plan, and any Oakville Housing Needs Assessments, including unit size guidance.
- Support innovative housing solutions to encourage rental, ownership, rent-to-own, co-op housing, affordable, assisted, independent living, and housing that serves vulnerable populations.
- Establish alternative development standards (e.g. reduced parking requirements) for affordable housing, to minimize the cost of such housing.
- Utilize town-owned surplus land for the development of affordable housing, among other priority public uses.

Beaver Barracks Redevelopment, Ottawa, ON



Maple House, Canary Landing, Toronto, ON



Panorama Residential Building, Ottawa, ON



Wyatt Ave, Toronto

Top left: hobinarc.com / right: triconresidential.com,
Bottom left: Adrien Williams (archdaily.com), right: Urban Strategies Inc.



A Fine-Grain Block Structure to Support Multi-Modal Movement

Plan for an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons.

WHAT WE'VE HEARD

Need for better transit access to GO Train

Increasing traffic congestion in Midtown



Lack of pedestrian crossings in key locations

In PIC1, participants were asked what they would like **Argus & Davis**, and **Cross Avenue** corridors to look like in Midtown.



KEY POLICY DIRECTIONS

- Provide framework for a complete street network.
- Providing adequate right-of-way for a walkable, transit-oriented, cycling-friendly and successful network.
- Integrating transit infrastructure with cycling and walking routes.
- Establishing expectations for travel demand management for new development.
- Reinforcing alignment of growth and necessary infrastructure to support it.
- Utilizing Holding Provisions to phase development with required infrastructure.

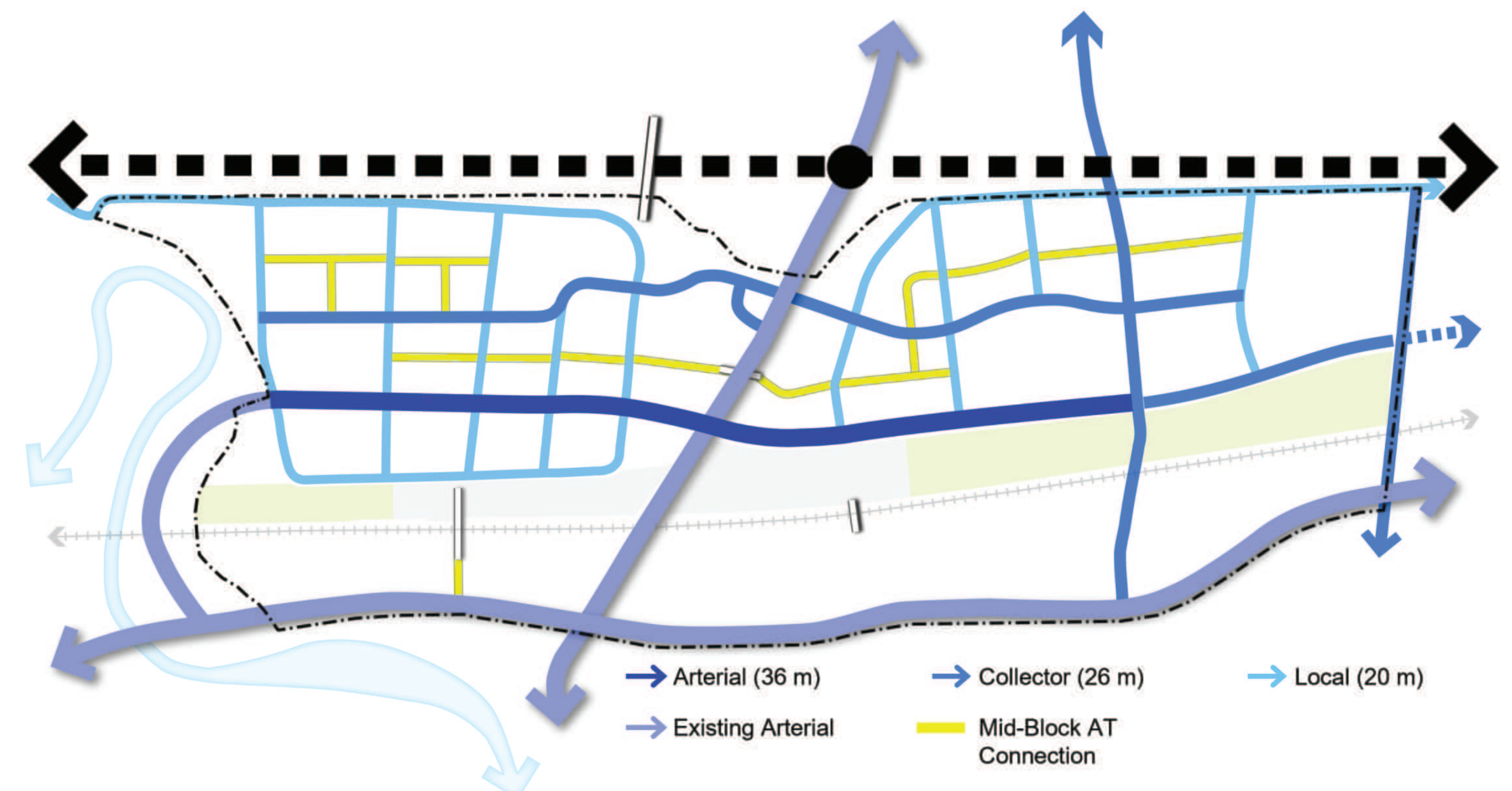


COMPLETE STREET NETWORK



Diverse range of street widths, design and functions for unique placemaking and enhanced connectivity

New crossings to support multi-modal movement

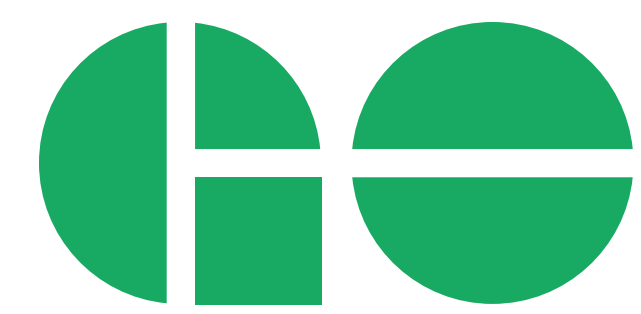




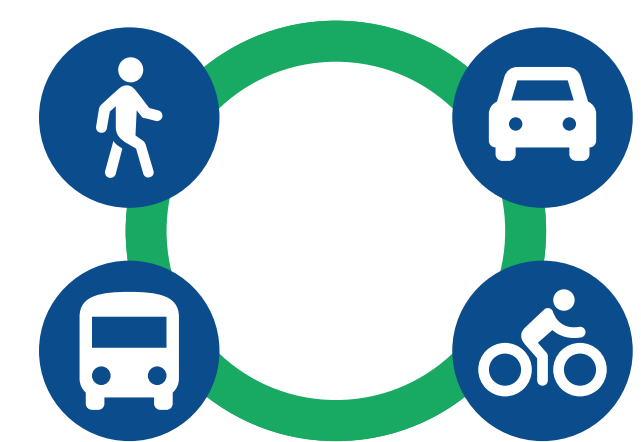
A Fine-Grain Block Structure to Support Multi-Modal Movement

Providing sustainable, equitable, and accessible transportation options are key components of **livability** and providing choices for movement.

IMPROVED TRANSIT ACCESS



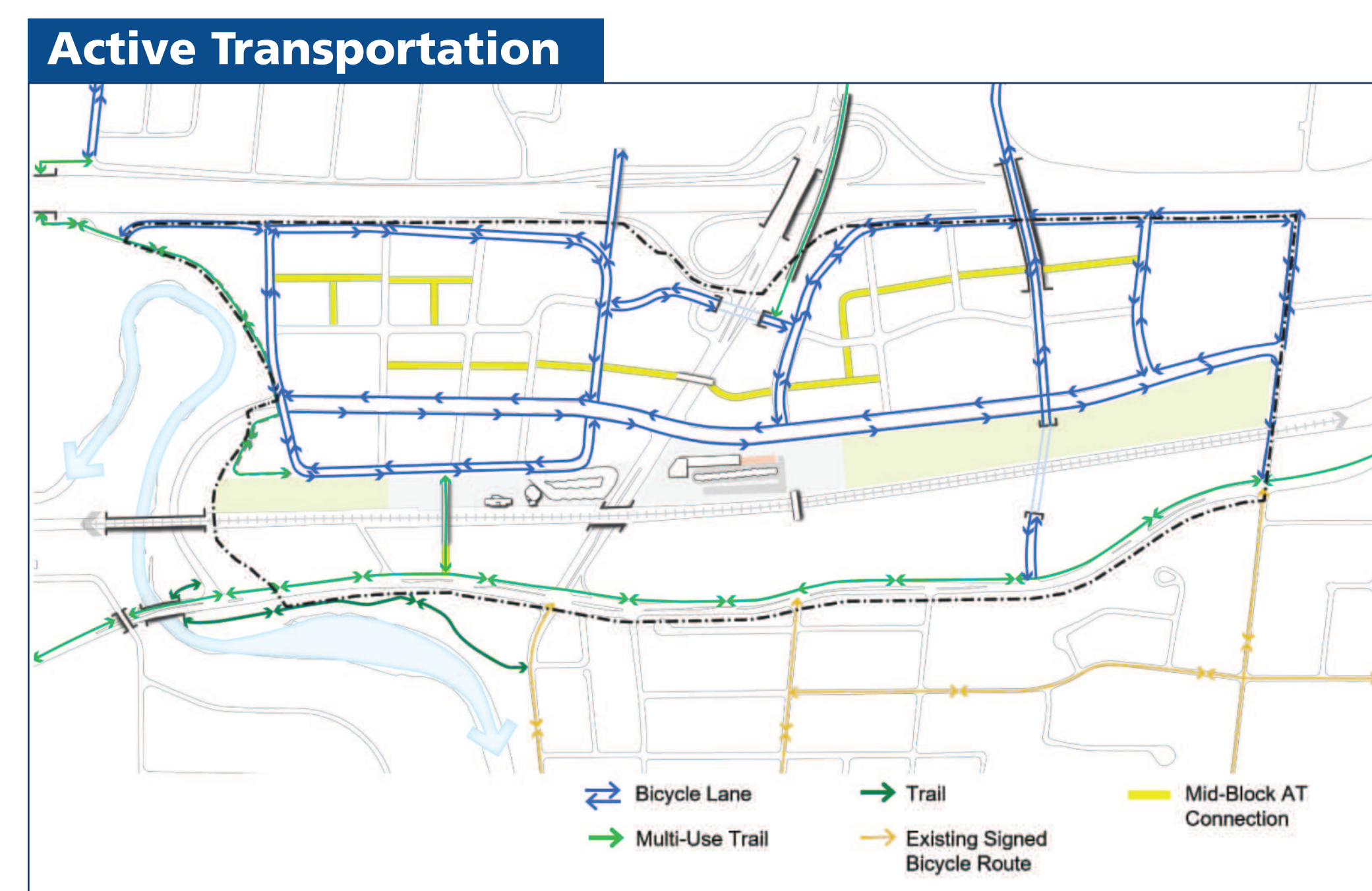
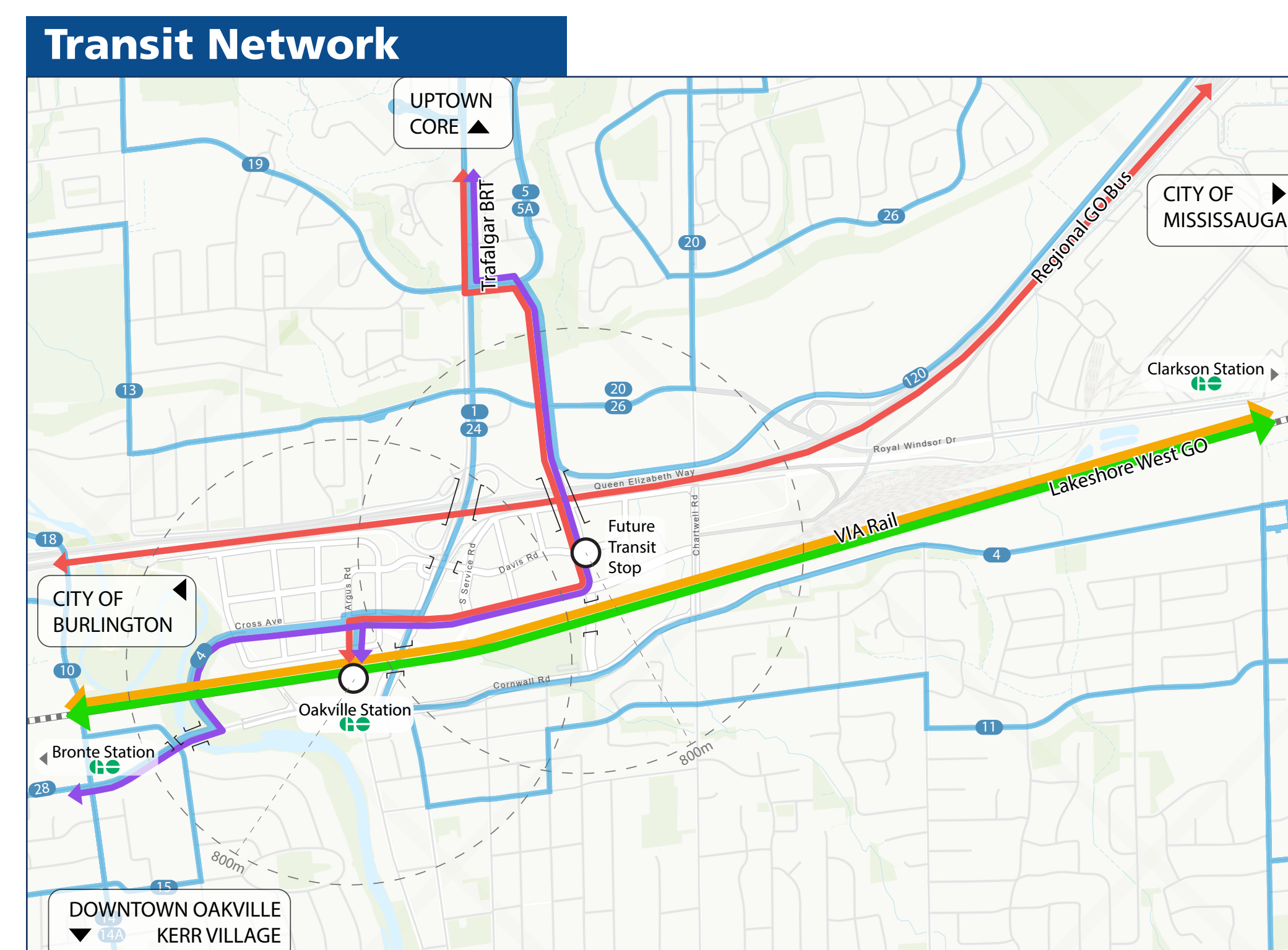
Planned GO Expansion and Trafalgar BRT/LRT



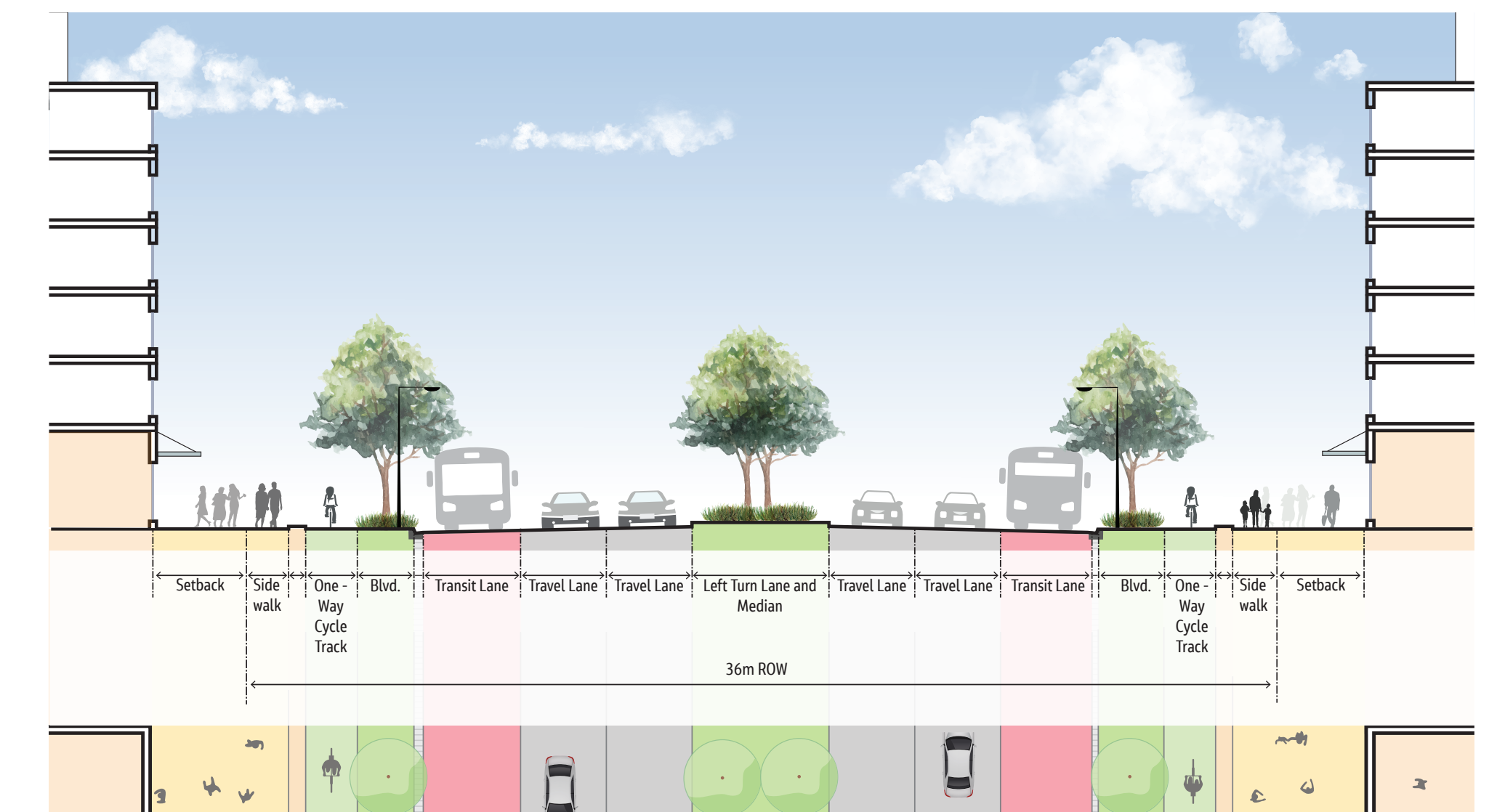
Transit priority to connect to and from GO Station and key corridors

YEAR-ROUND ACTIVE TRANSPORTATION ROUTES

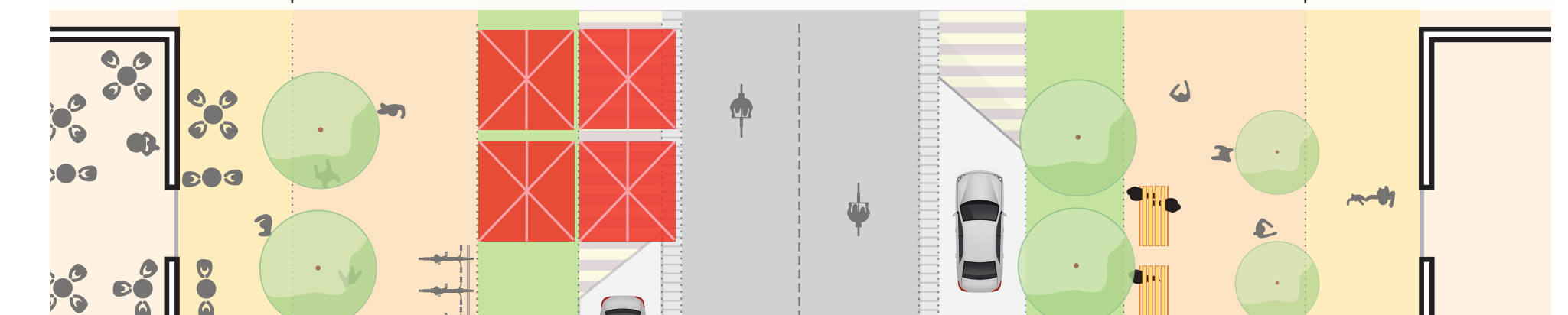
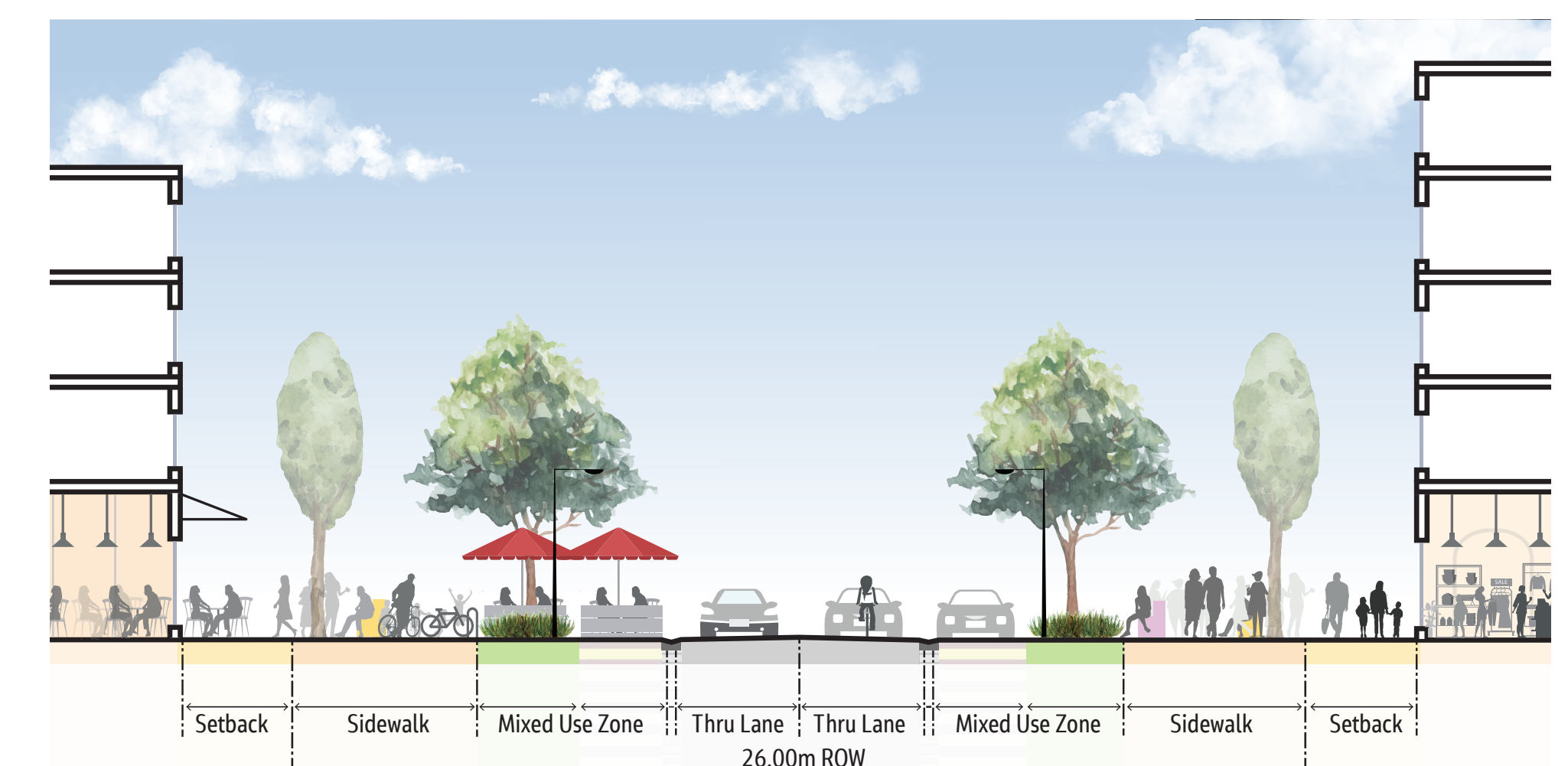
- Active transportation loops to be used for transportation as well as for recreation.
- Comprehensive network including streets, trails, cycle routes and mid-block connections.
- New active transportation crossings to connect over barriers and to the broader network.



Cross Avenue
Major Multi-Modal Corridor



Argus Rd - Davis Rd
Pedestrian-Oriented Main Street



Argyle and Grafton Streets,
Halifax



Witte De Withstraat,
Rotterdam



Open Spaces

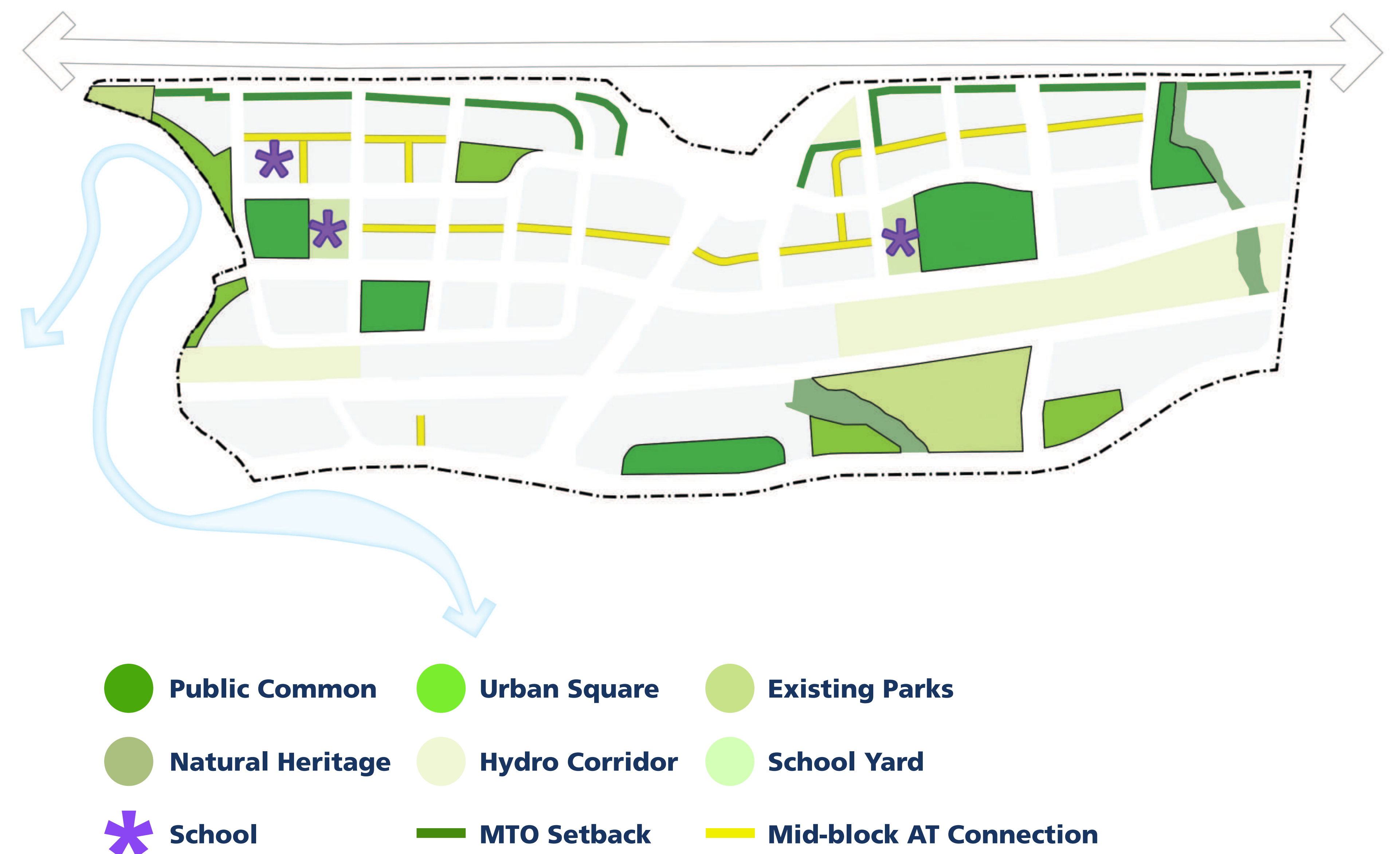
WHAT WE HEARD

- The public emphasized that ample, interconnected green spaces, parks, and access to nature are integral to living in Oakville.
- Landowners are supportive of a dispersed parkland strategy.
- There are benefits to large, centralized parks, as well as green corridors.
- The hydro corridor should be utilized as passive recreation area.

HOW WILL OPEN SPACES CONTRIBUTE TO LIVABILITY?

- Green spaces are essential for livability.
- Green spaces create opportunities for recreating, community gatherings, and access to nature.
- A network of approximately 12 hectares of parks and green spaces is envisioned for Midtown, creating substantial opportunity for recreation.

Proposed Parks and Open Space Network in Midtown





Open Spaces

KEY POLICY DIRECTIONS

- Establish a comprehensive park and open space system through parkland dedication and acquisition.
- Enhance the open space network with Privately-Owned Public Open Spaces (POPS).
- Protect and enhance existing natural heritage areas and parks including Sixteen Mile Creek and Cornwall Road park.
- Identify a range of parks and open spaces in each precinct to create community gathering spaces, areas for both passive and active recreation, and to provide a connection with nature all which contribute to community health and wellbeing
- Create a hierarchy of open spaces, parks, and active trails based on size, function and population to be served, aligned with the Town's Parks Plan.
- Introduce flexible mid-block connections as a structuring element of the public realm to increase pedestrian mobility and block porosity.
- Seek to establish a minimum number of hours of sunlight in future parks to preserve their utility.
- Protect natural heritage and ecological areas, while also promoting increased biodiversity and green infrastructure within development areas.
- Promote passive recreation uses within the utility corridor.
- Utilize town-owned surplus land for the development of parks and open space, among other priority public uses.

Regent Park Athletic Grounds, Toronto, ON



Source: Urban Strategies Inc.



The Public Common and school site can be designed with a winter skating rink and summer amphitheater to create a focus for civic life.



Open Spaces

HOW MUCH OF MIDTOWN WILL BE GREEN?

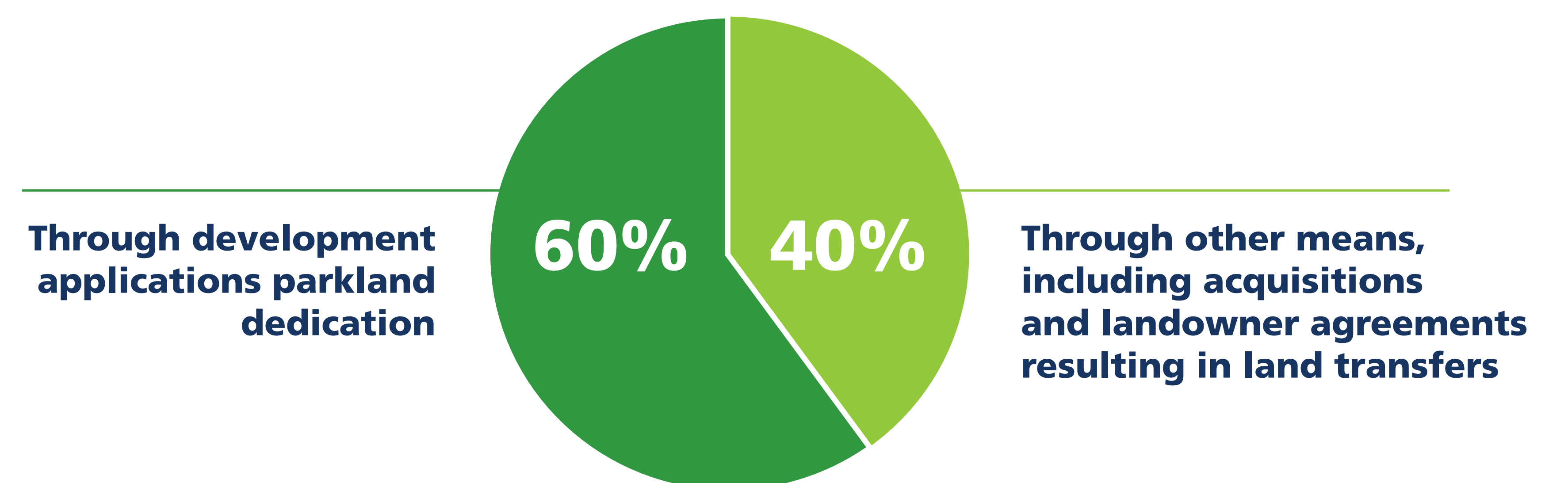
- Midtown proposes **12.8 ha** of parkland.
 - 9.0 ha** of new parkland
 - 3.8 ha** of existing parkland
- The proposed 12.8 ha of parkland is approximately **12% of the Midtown site**.
- This is in line with Oakville's Parks Plan, presented to Council in November 2023. The Parks Plan establishes a minimum parkland target of 12% of the Gross Land Area in Strategic Growth Areas, including Midtown.



A diverse range of parks will function as the outdoor living room for the community.

HOW WILL OAKVILLE ACQUIRE 9.0 HA OF NEW PARKLAND?

- The Planning Act allows municipalities to acquire a portion of land from development applications to become parkland through a **Parkland Dedication By-law**. This portion ranges depending on the size of the site and the type of development being proposed
- Parkland will be acquired through the following means*:



*Note: Numbers are approximate