



Midtown Oakville Public Information Open House

Welcome!

Purpose

To introduce the 2023 Draft Midtown Oakville Official Plan Amendment (OPA) and provide an opportunity to speak with town planners and have questions answered

Town Contact

Email comments or questions to Midtown@oakville.ca

Have your say

Complete the online survey by May 31 at Oakville.ca to share your input on the vision for Midtown Oakville
Scan the QR code below to take the survey now!



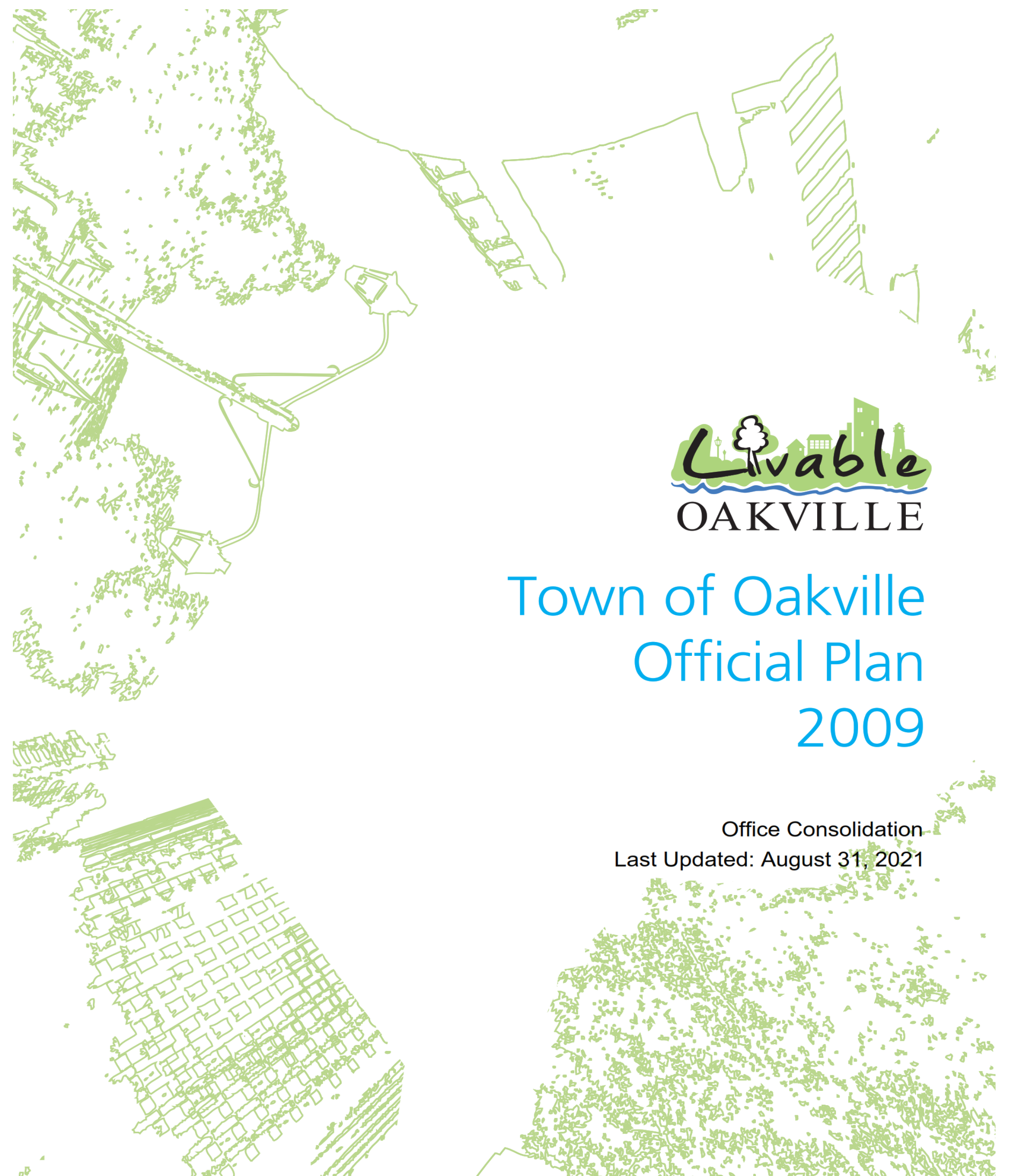
Purpose of the Official Plan Amendment (OPA)

The OPA is about setting parameters for:

- Land use
- Density
- Transportation
- Public realm

Policy framework for Council decisions on development applications

Sets the stage for detailed implementation work to come

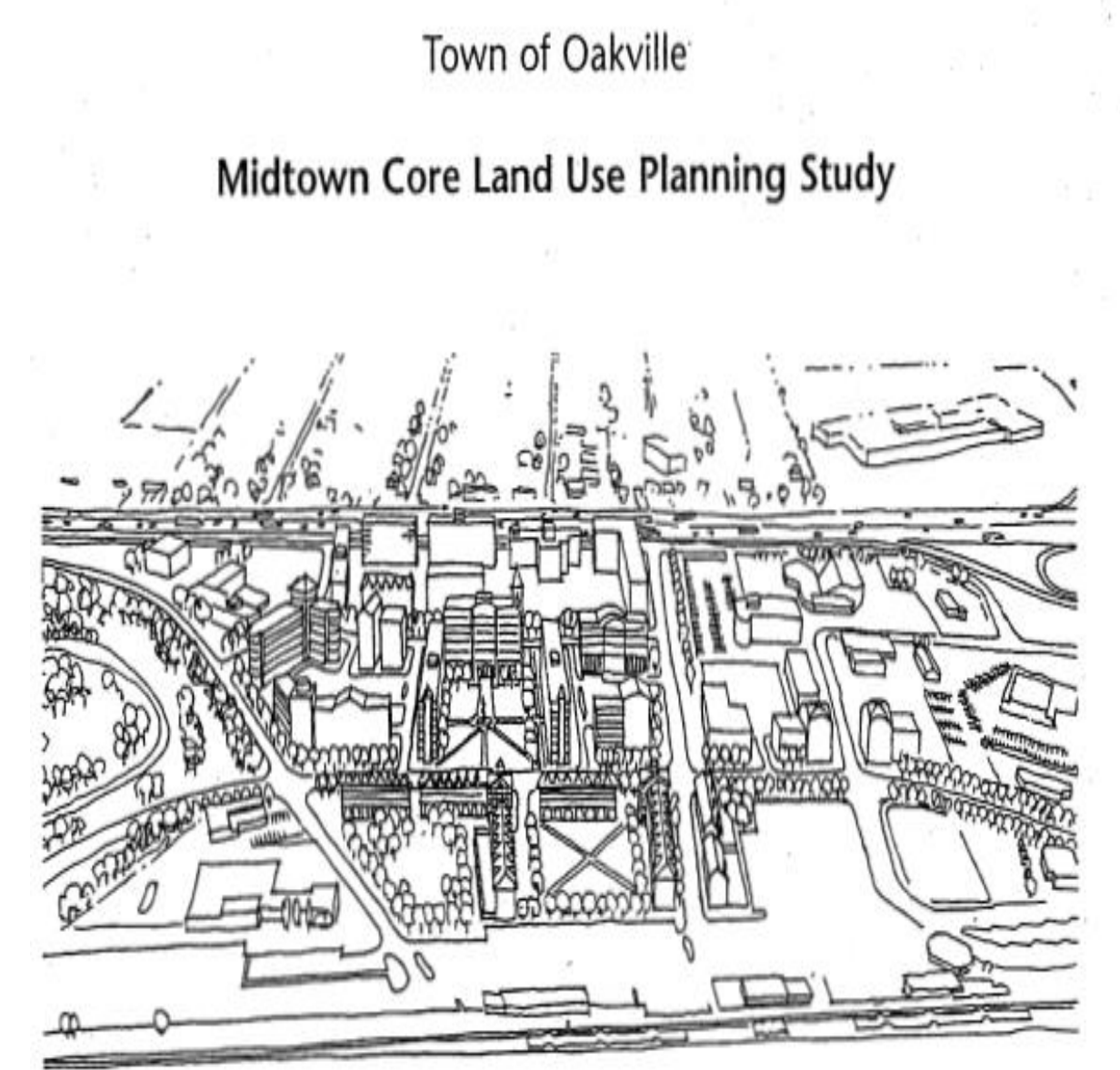


We have been working on Midtown for years

1999 Midtown Land Use Plan

1999 Policy Vision for Midtown

- Midtown as the gateway to Oakville
- Mix of land uses
- Desirable urban place
- Strong, coherent public realm
- High quality built form and design



Early 2000s

Policy Direction & Technical Analysis

- *Growth Plan* designates Midtown Oakville as an *urban growth centre* (2006)
- Midtown Mobility Hub Study (2012)
- Designing Midtown (2013)
- Midtown Transportation & Stormwater Class EA (2014)
- OPA 14 Midtown & Transportation Network Updates (2017)
- OPA 15 Urban Structure (2017)

Designing Midtown Oakville
September 2013



2021

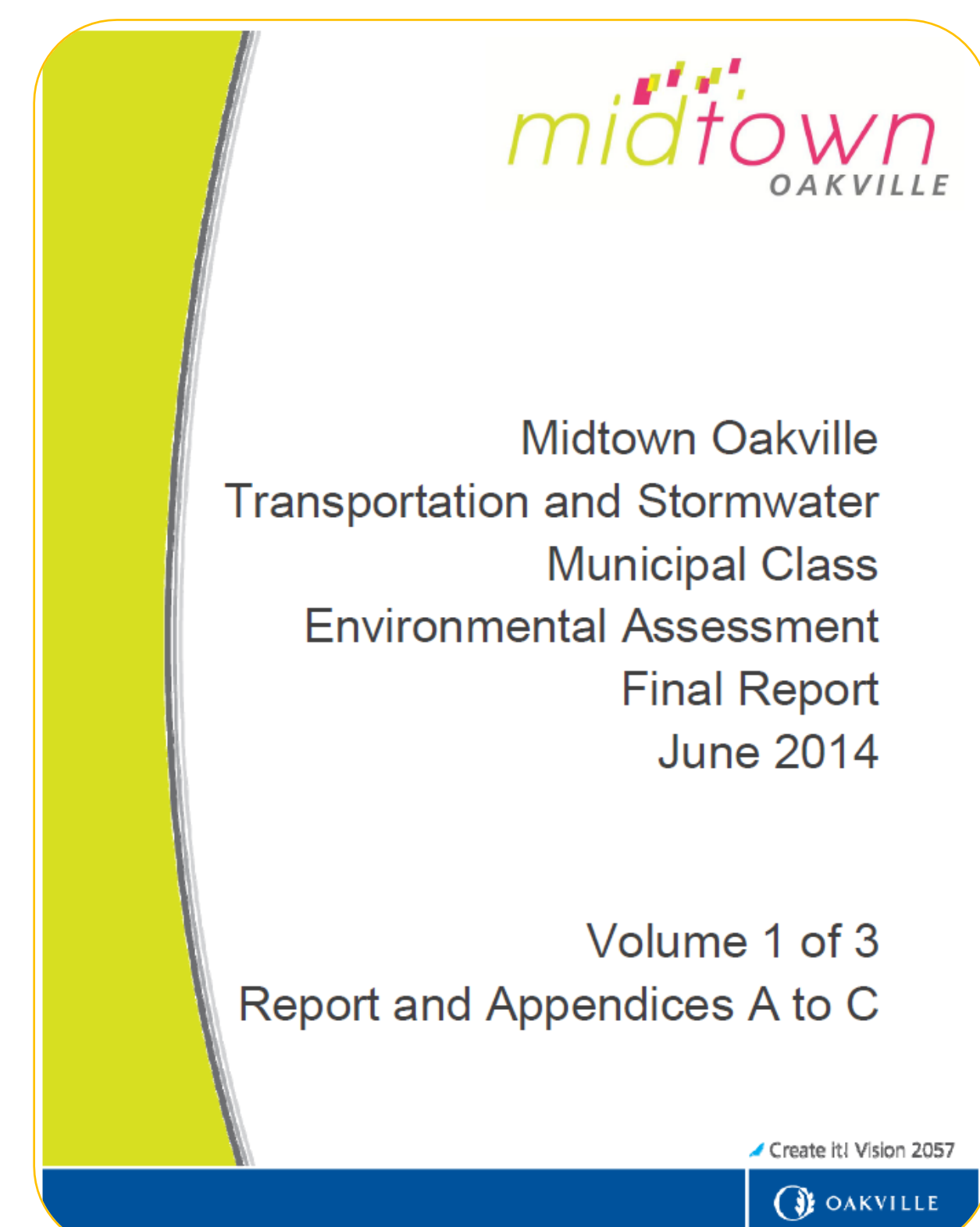
2021 Draft Midtown OPA

- Statutory Public Meeting #1 (March)
- Council Workshop: Mobility (March)
- Council Workshop: Urban Design (June)
- Public Information Session (June)

2022

2022 Draft Midtown OPA

- Statutory Public Meeting #2 (June)
- Community Consultations (2022)
- Landowner Meetings (2022)
- Technical Review & Analysis (2022)



2023 (Current)

2023 Draft Proposed Midtown OPA

- Public Open House (May 9)
- Statutory Public Meeting #3 (May 23)
- Recommendation Meeting (June 26)
- Implementation (2023 and beyond)



What We Heard Matters



Density & Built Form

- Set the right density range
- A vibrant public realm is important
- Buildings must be designed well



Community Amenities

- Make sure we have enough parkland
- Include grocery stores & schools
- Ensure servicing availability



Transportation

- Active Transportation is vital
- Pedestrians must be kept safe
- Address traffic congestion

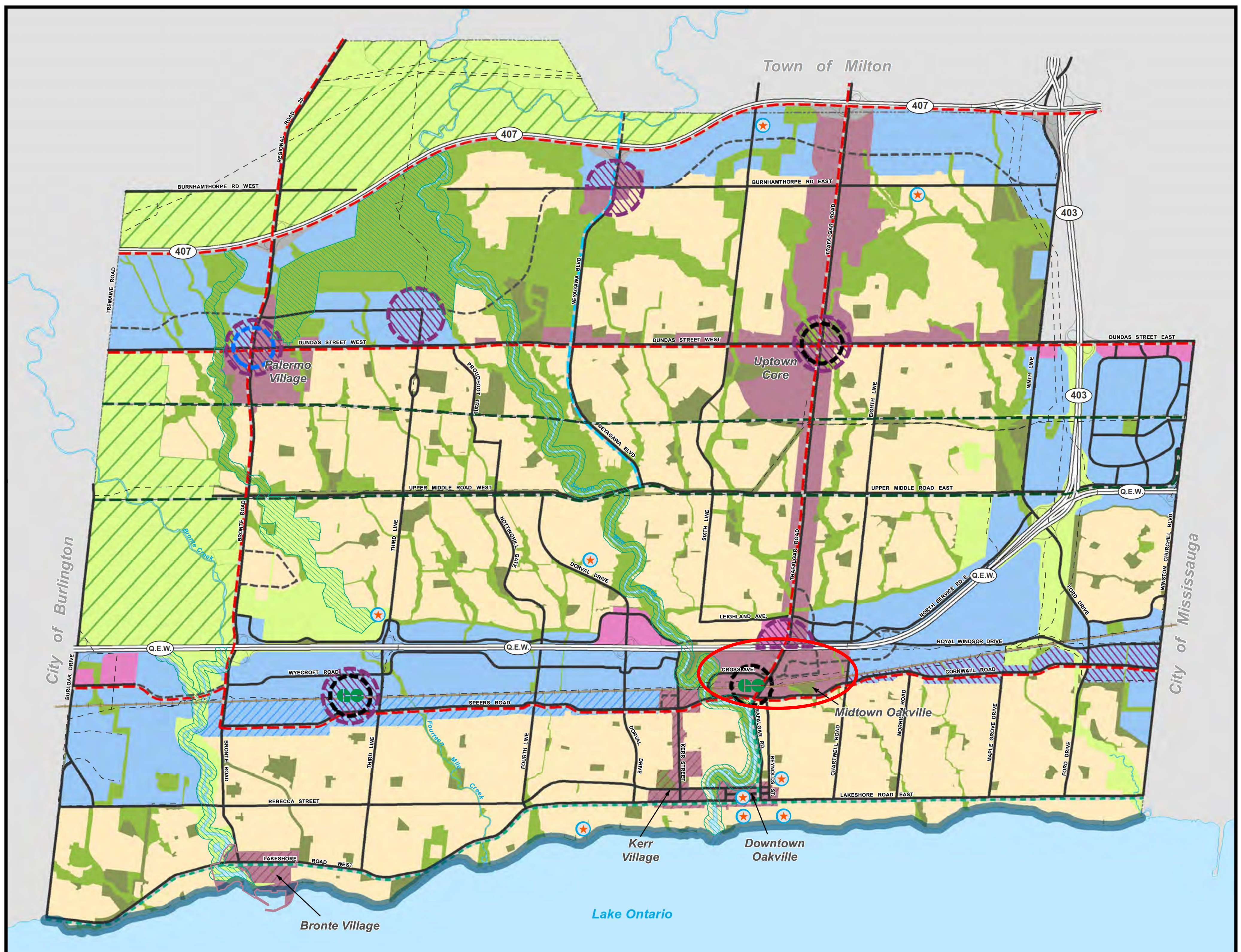


Agreement(s) / Implementation

- Coordinated development
- Ensure fair / equitable cost sharing
- Facilitate phasing and transition

Our Urban Structure is the heart of how we grow

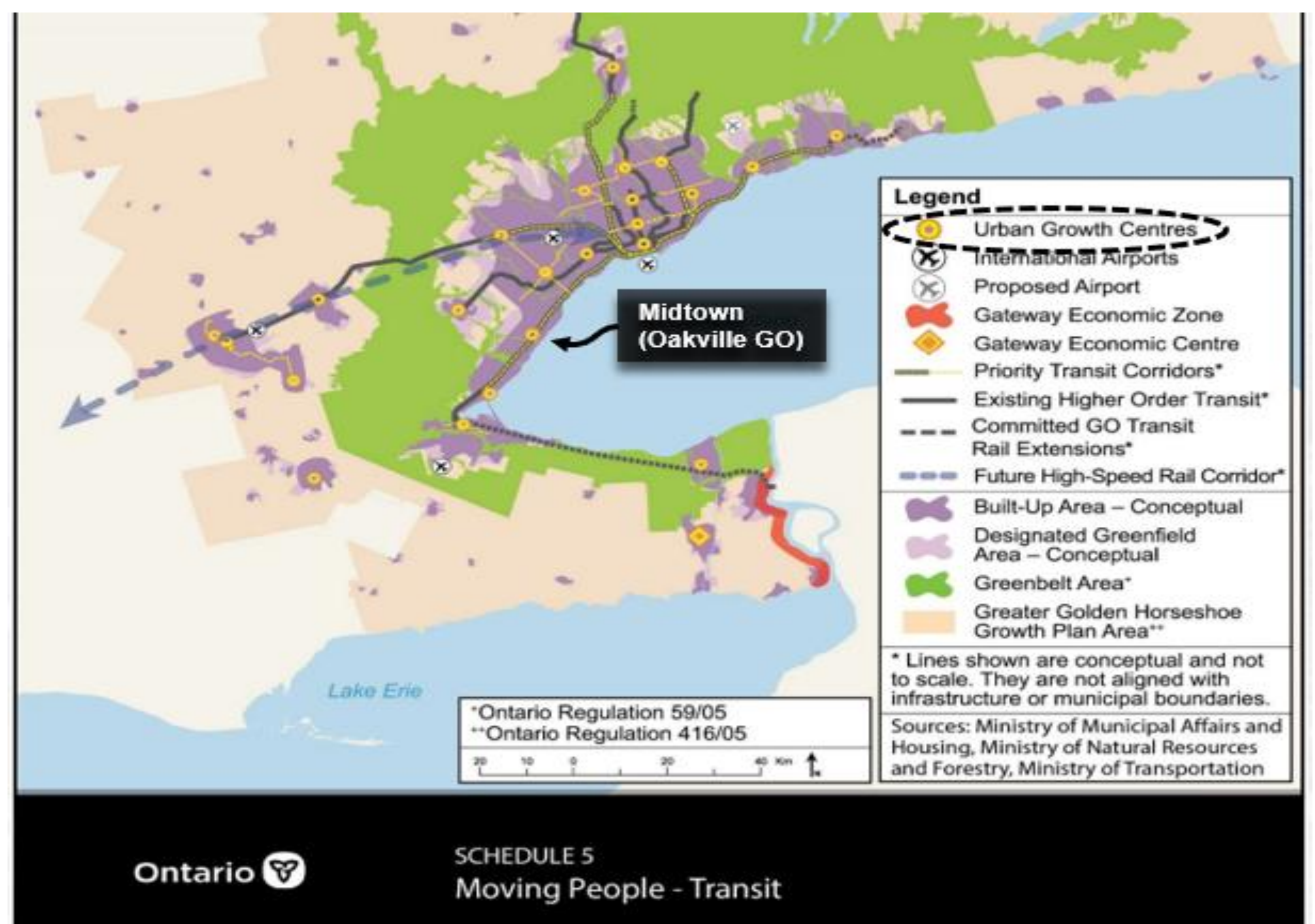
Town-wide Urban Structure



- Unanimously approved by Council in September 2017
- Planned to protect, maintain and direct
- Directs growth to identified nodes and corridors
- Provides certainty to guide infrastructure investments and maximize cost effectiveness

Province & Region have set the framework for Midtown

- Midtown Oakville comprises an area of **approximately 103 hectares** bounded by the QEW/Highway 403 to the north, Chartwell Road to the east, Cornwall Road to the south, and Sixteen Mile Creek Valley to the west
- Midtown Oakville is the Town's primary *strategic growth area* and is planned to accommodate a significant portion of the Town and Region's required intensification to the year 2051 and beyond. This *urban growth centre* and *protected major transit station area* is located on the Lakeshore West GO provincial priority transit corridor
- Since 2006, Midtown Oakville has been one of 25 *urban growth centres* identified in the Province's *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*) to be planned to achieve a minimum density of **200 residents & jobs per hectare combined by 2031**
- Halton Region delineated the Midtown Oakville boundary through Regional Official Plan Amendment (ROPA) 48



Map 6a - Midtown Oakville GO UGC/MTSA



Summary of Draft Midtown Oakville OPA (2023)

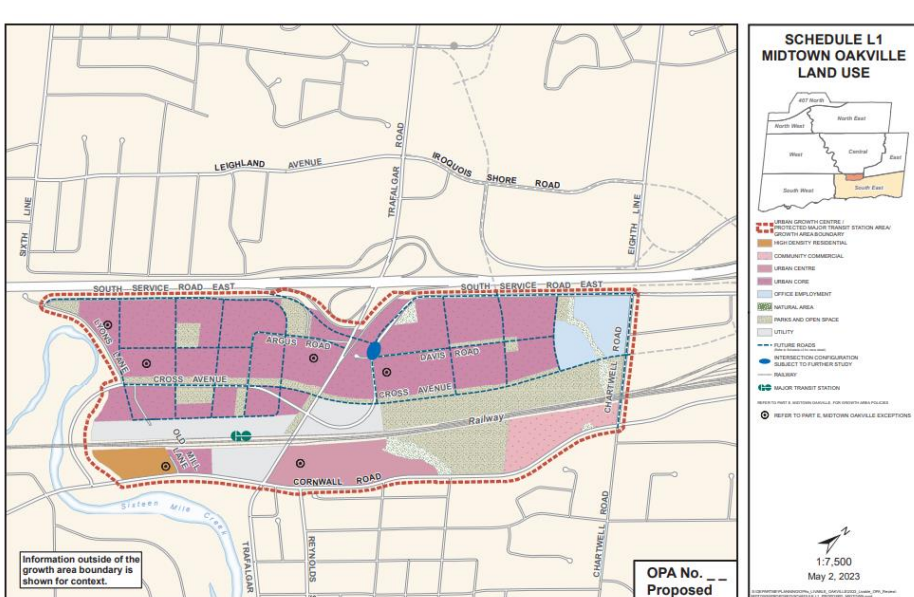
Purpose:

- Update the land use policies applying to the Midtown Oakville *urban growth centre* as a *protected major transit station area* in the Livable Oakville Plan to the year 2051.

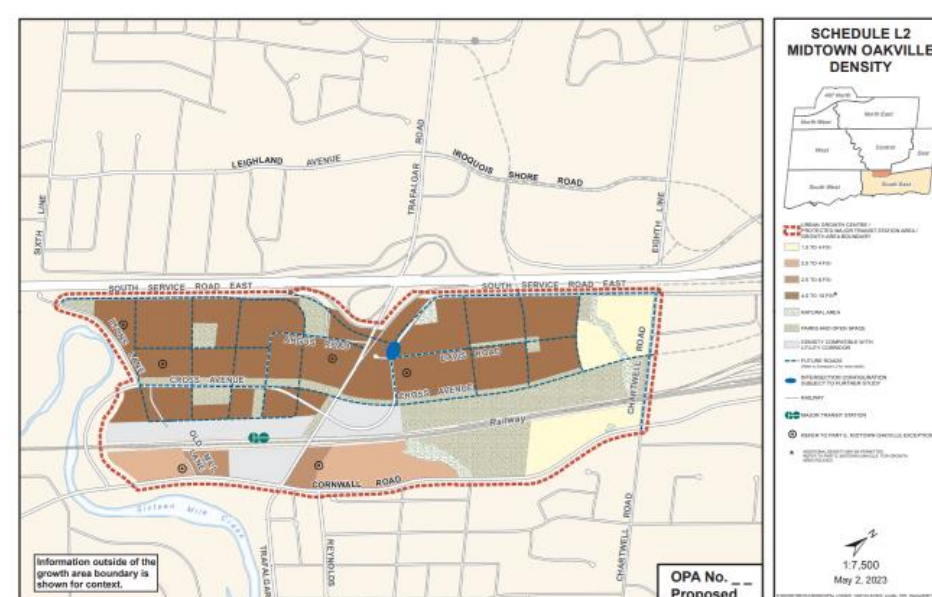
Effect:

- Replace Section 20 (Midtown Oakville) in its entirety to provide new and updated area-specific policies to support the creation of a transit-supportive and complete community with the town's highest density mix of residential, commercial, institutional and community uses.
- Replaces Schedules for Midtown Oakville (L1, L2, L3) and introduces a new Schedule L4 to support proposed policy changes, including expansion of the "Urban Core" and "Urban Centre" mixed-use designations and the elimination of the "Lands Eligible for Bonusing" overlay designation:
 - Revised land uses (Schedule L1)
 - New density ranges (instead of building heights) (Schedule L2)
 - Revised multi-modal transportation network (Schedule L3)
 - New Midtown Oakville Public Realm Schedule (Schedule L4)

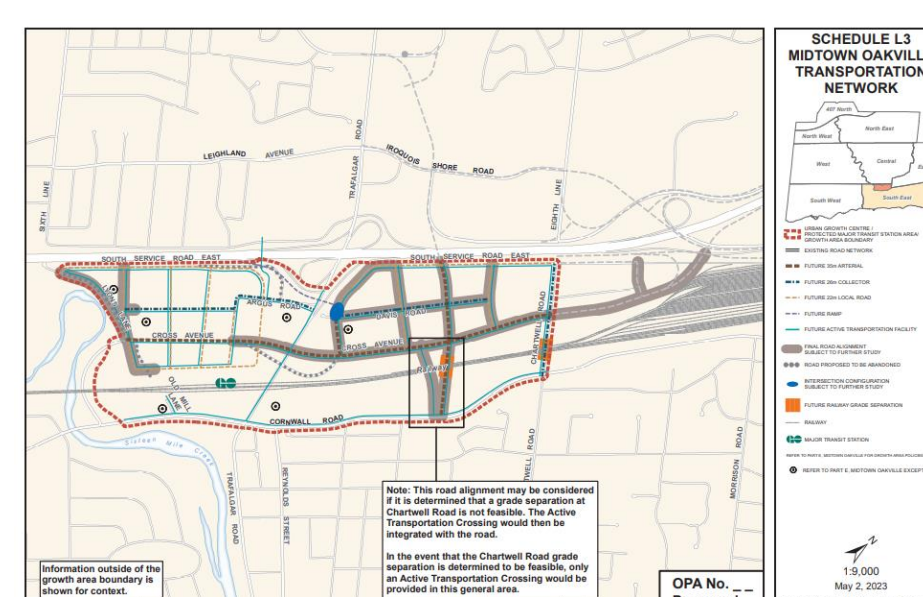
Proposed L1



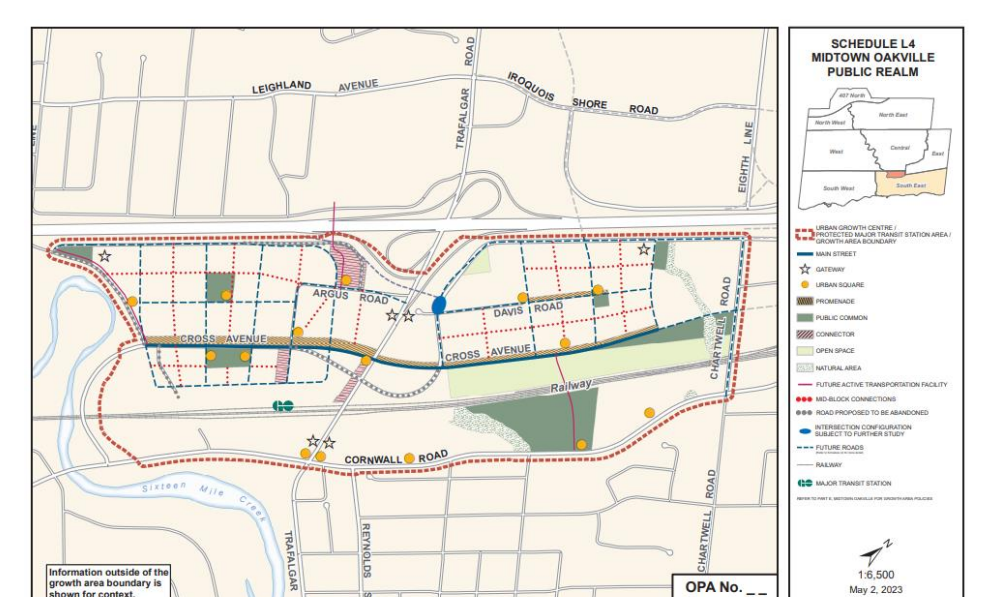
Proposed L2



Proposed L3



Proposed L4



Goal:

- Midtown Oakville is being planned as an urban community and destination with a compact urban form, with tall and midrise buildings framing a pedestrian-oriented public realm that prioritizes walking, *active transportation* and transit use.
- Midtown Oakville will be a *complete community* that will focus on people and where they can live, work and play in walkable, mixed-use neighbourhoods. New *developments* and public realm improvements shall support this direction.

Midtown Oakville will be a complete community

(20.2.1) To create a vibrant, people-oriented, *transit-supportive* and *complete community* by:



Providing a mix of high density and compact residential, commercial and employment uses, *educational facilities* and *public service facilities* complemented by publicly accessible open spaces



Creating a continuous, well connected and robust public realm with a high standard of urban design and architectural quality



Facilitating public investment in transit, *infrastructure* and *public service facilities* to support growth by matching density with required *infrastructure* through the planning approval process



Requiring the provision of future roads and other transportation *infrastructure* shall be coordinated as *development* progresses



Promoting use of *district energy* and sustainable building practices, in alignment with the Oakville Community Energy Strategy



Directing *major office* and appropriate large scale institutional development to Midtown Oakville

Midtown Oakville will be a transit-supportive community

(20.2.2) To create *transit-supportive communities* by:



Ensuring the entire area is developed as a place that prioritizes people, *active transportation* and transit



Improving connections to and through Midtown Oakville for *active transportation* and public transit



Reducing parking standards over time to promote transit ridership and facilitate mixed-use *development*



Ensuring a compact urban form with high density and high intensity land uses while providing a high quality, *active-transportation* focused public realm



Aligning the planning and implementation of *transit-supportive infrastructure*, transit services and operations with new and existing *development*

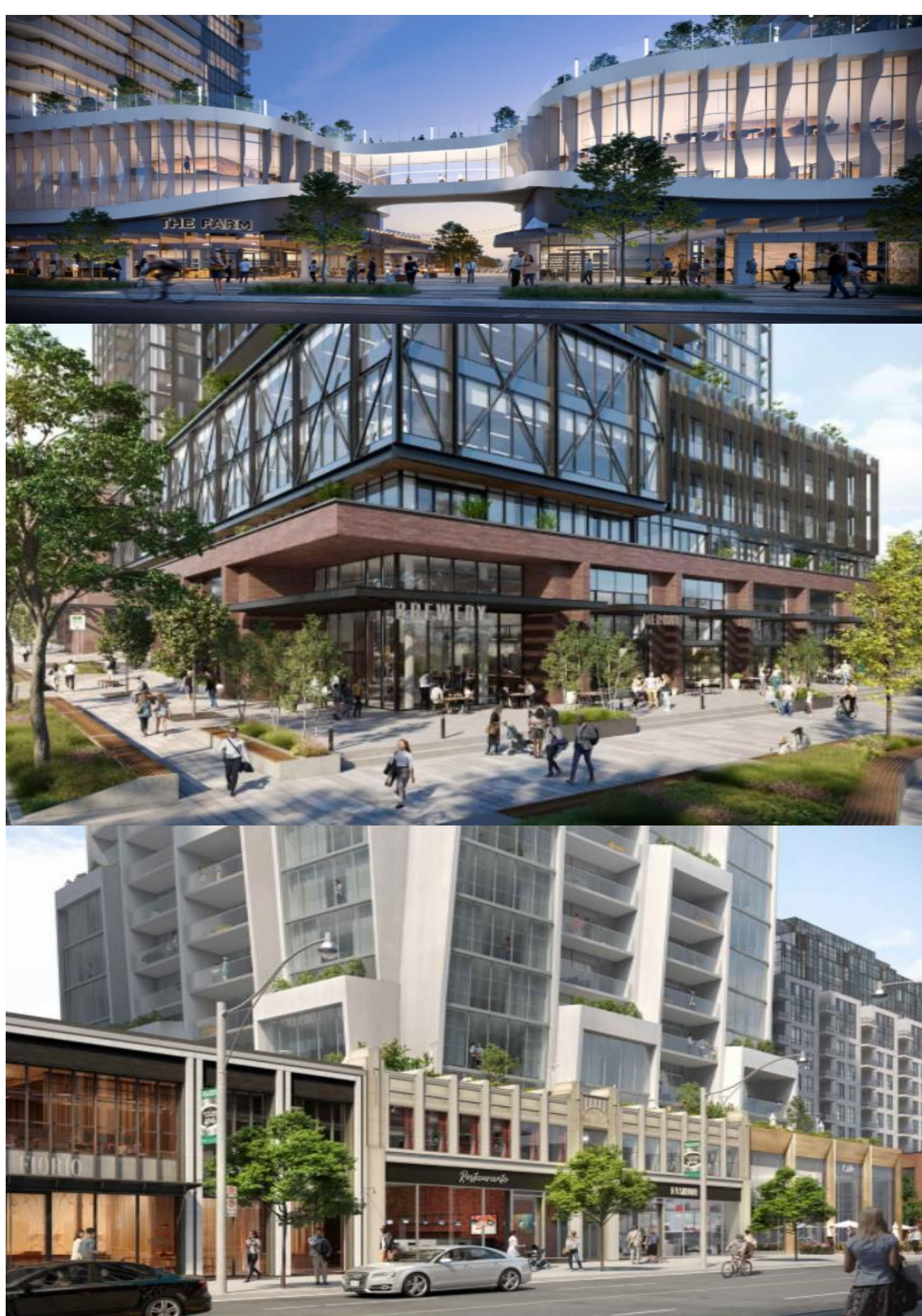
Midtown Oakville is the Town's primary growth area

(20.2.3) To enable the evolution of Midtown Oakville as an *urban growth centre* and the Town's primary growth area by:



- Planning for a minimum gross density of 200 residents and jobs combined per hectare – a minimum of 20,600 residents and jobs by 2031 in accordance with the *Growth Plan*
- Ensuring that *development* occurs in a comprehensive and progressive manner by monitoring *key development* indicators at regular intervals
- Ensuring future population growth, beyond 2051, is accommodated through sufficient *infrastructure* planning

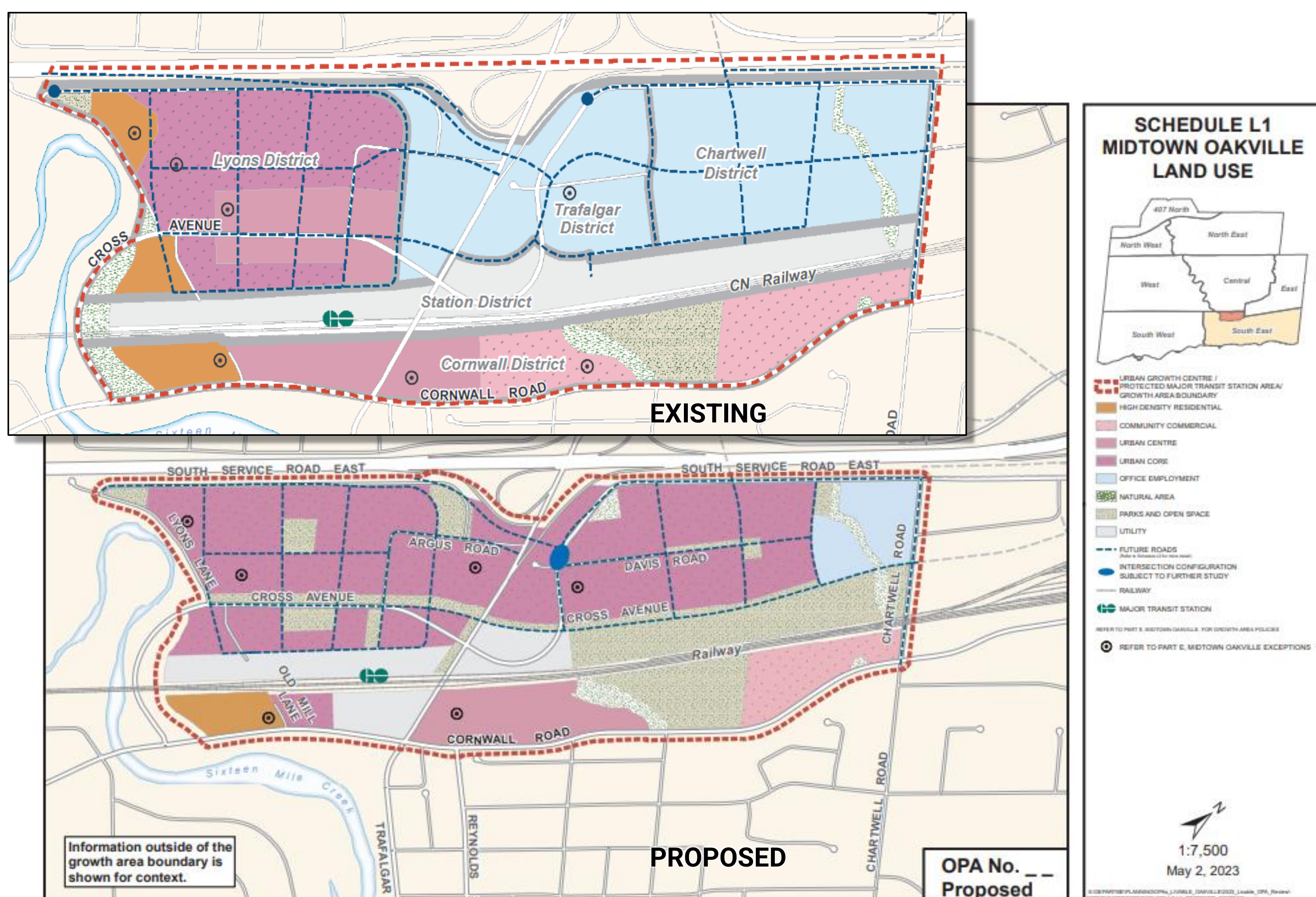
(20.2.4) To attract new investment, and retain and grow existing businesses to enhance the economic development of Midtown Oakville by:



- Promoting the economic function of Midtown Oakville by providing a mix of office and other uses to support employment
- Promoting partnerships with postsecondary institutions, economic *development* and innovation organizations, and local businesses to support new and emerging companies
- Introducing an incentive strategy, policies and zoning regulations, informed by an economic *development* strategy, that will promote and support business and talent attraction goals

How the Land Use policies are changing

Land use designations are provided on Schedule L1, in addition to policies in Parts C and D of the proposed Midtown Oakville OPA



Status since June 2022:

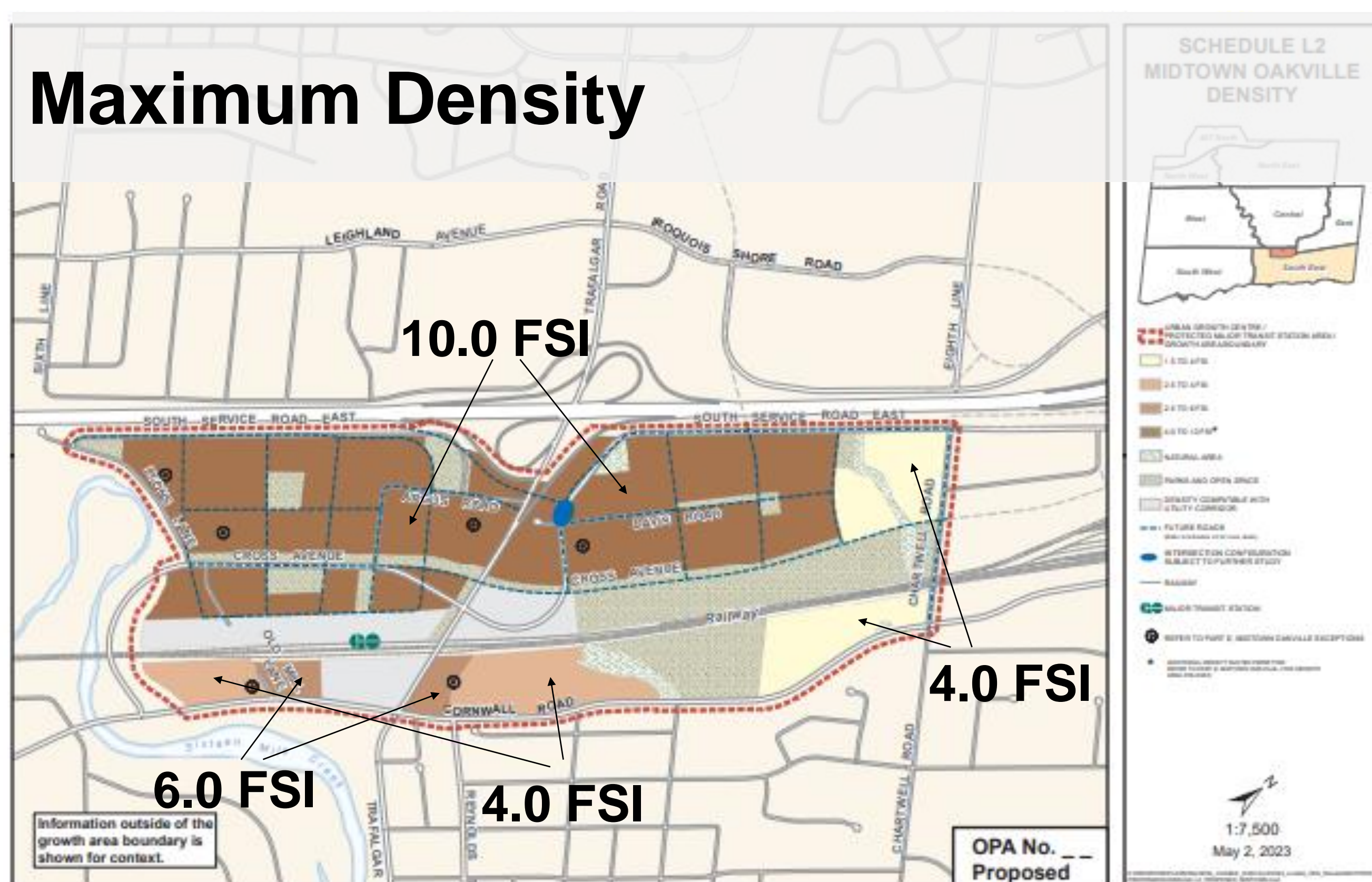
- Realignment of Cross Avenue to form a main street across Midtown Oakville and the resulting adjustment to the overall road network from Schedule L3
- No changes to overall land use designations (Urban Core and Urban Centre)
 - Extends residential permissions (Urban Core and Urban Centre) across all of Midtown Oakville to respond to changing nature of office employment
 - Land use policy vision for Midtown Oakville is a mix of living and working spaces, providing employment for residents to live and work closer to home

How the Density policies are changing

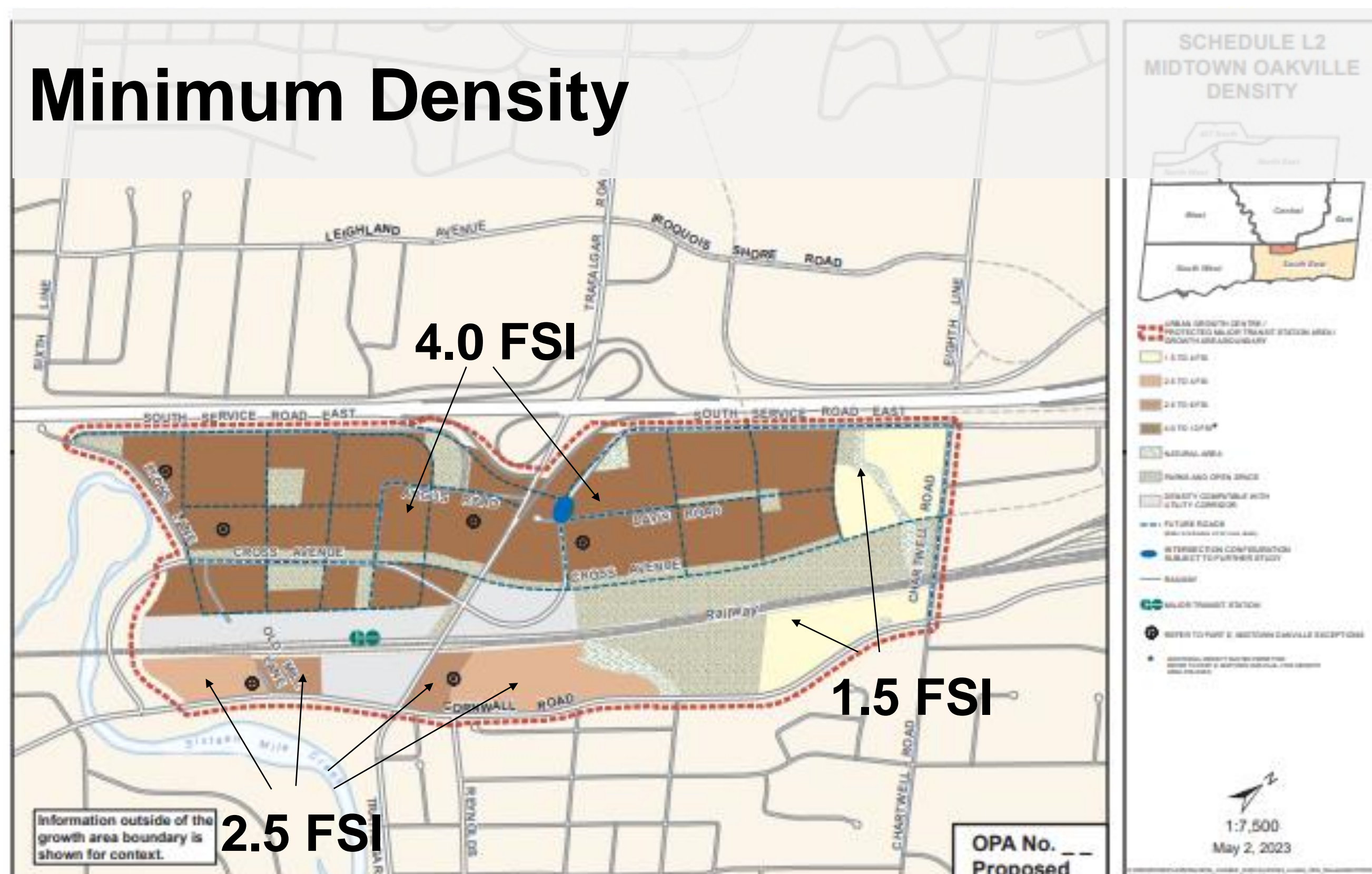
This proposed OPA still uses density or Floor Space Index (FSI) to govern the overall amount of development in Midtown Oakville

Status since June 2022:

- Realignment of Cross Avenue to form a main street across Midtown Oakville and the resulting adjustment to the overall road network from Schedule L3, Midtown Oakville Transportation Network
- No changes proposed to the density ranges from the June 2022 Draft OPA
- Schedule L2 Midtown Oakville Density includes a range of densities:



Highest densities north of the railway (4 to 10 FSI)

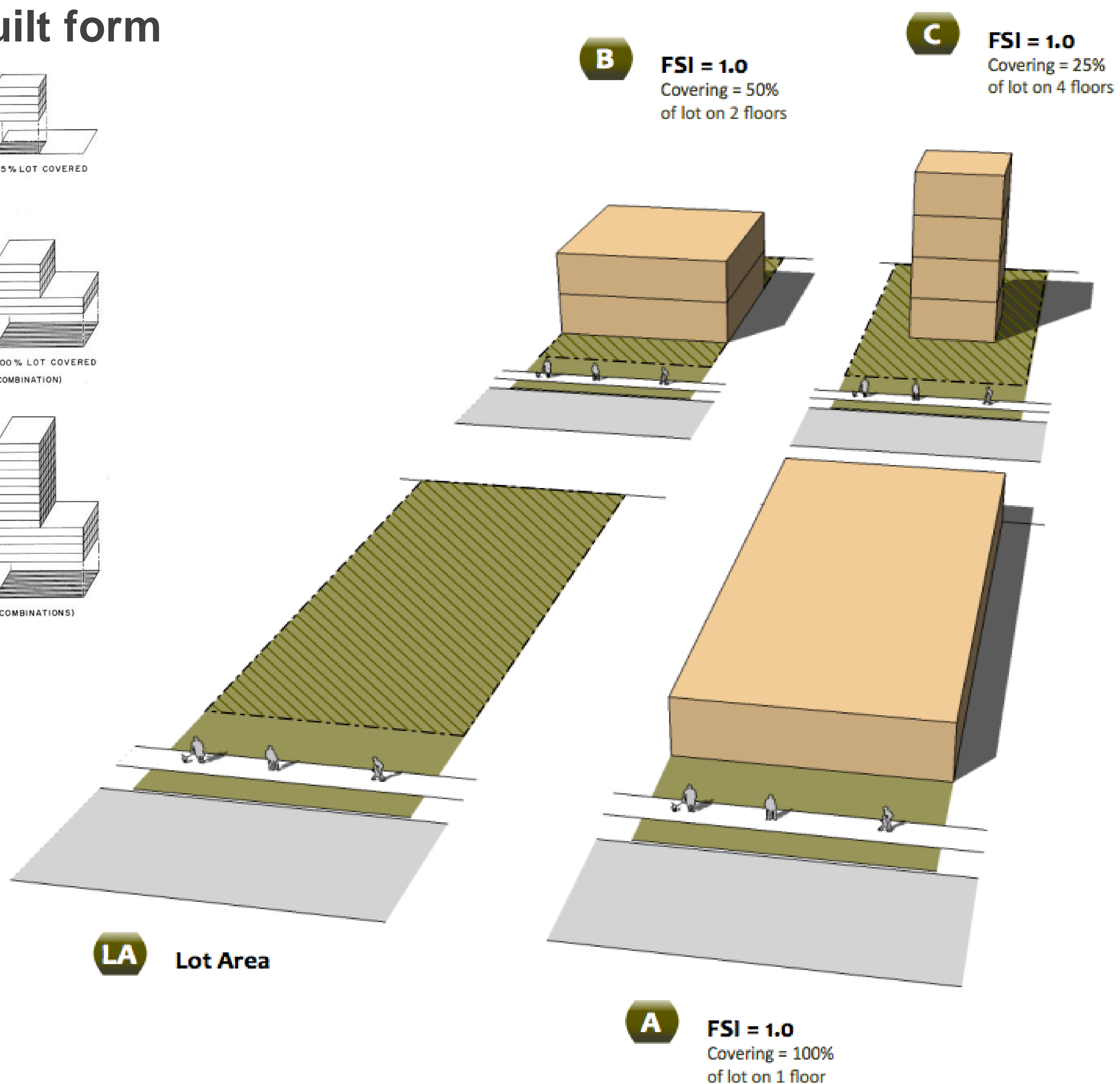
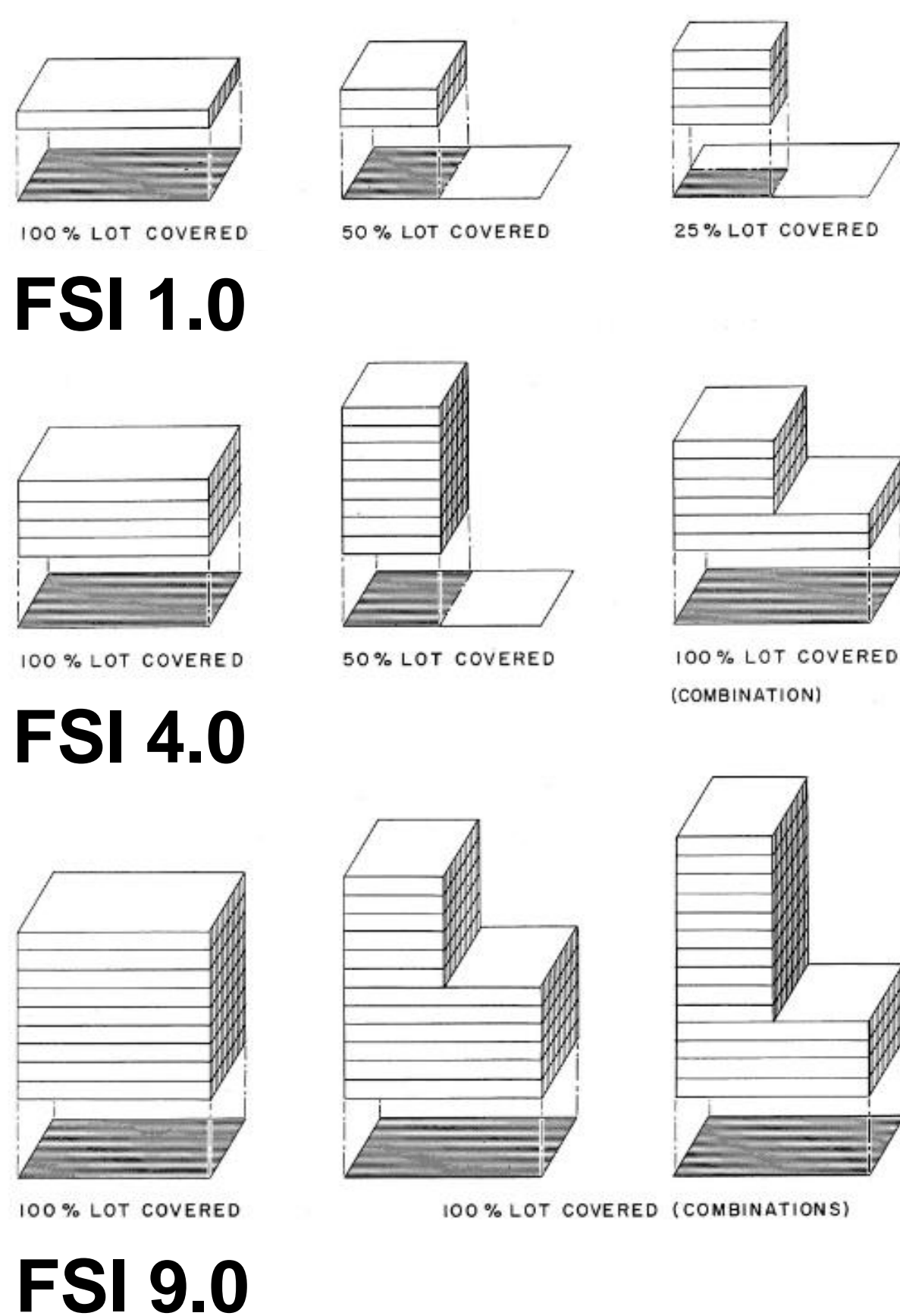


Lower densities south of the railway (transition to existing residential area to the south)

What is Floor Space Index (FSI)?

- Floor Space Index (FSI) refers to the total gross floor area of a development, divided by the site area
- Example: 1 hectare site with a gross floor area of 30,000 square metres would have an FSI of 3.0 (a gross floor area 3 times the area of the site)
- FSI is tool to govern development that balances the need for economic development and efficient use of urban land while preserving public health, safety and environmental quality
- Setting FSI maximum and minimum ranges supports the town to plan for adequate infrastructure now and for decades to come

FSI & varied built form



Setting a density range requires balance

Setting an FSI range is about finding balance between economic development and community well-being.

Setting the minimum

- Set to meet the minimum provincial requirement for an Urban Growth Centre (200 people and jobs per hectare)
- Set to provide enough people and workers in an area to make frequent transit a viable and convenient transportation option

Setting the maximum

- Set sufficiently to allow development economics to work on a site
- Set sufficiently so that units can be priced for a range of affordability
- Set sufficiently to allow growth to be accommodated in Oakville over the long term

Planned densities in other Major Transit Station Areas

Vaughn Metropolitan Centre



Trends: Development Pipeline

Original 2031 Targets

- Density: 200 people & jobs/ha
- 25,000 residents + 11,500 jobs by 2031

Current Trends*

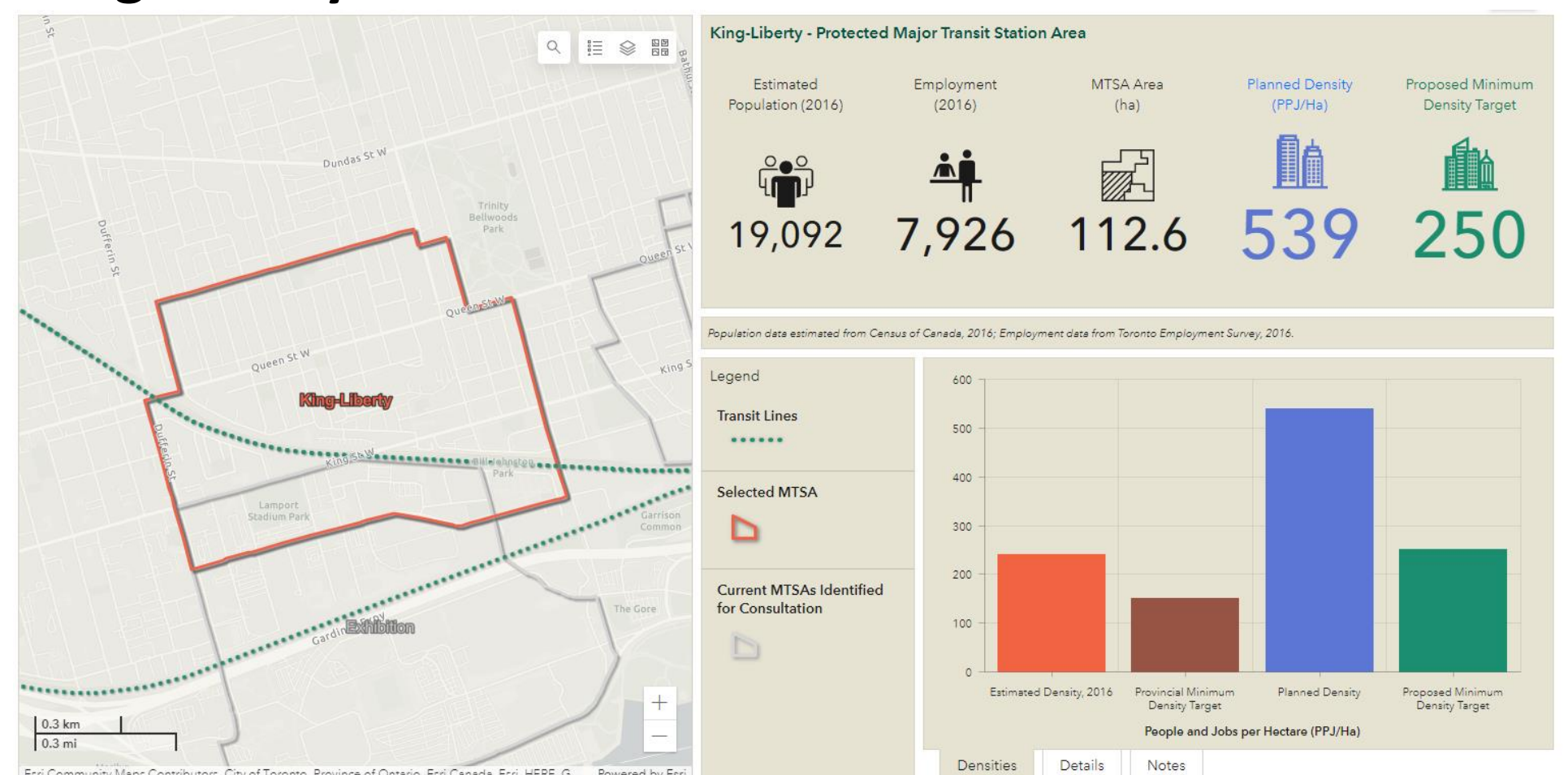
- 270% residential unit & 256% population
- 32,000+ residential units & 64,000+ population
- 107% office (>1.6m ft²)
- 72% retail (~540,000 ft²)

*subject to Council approval of projects under review and pre-application projects

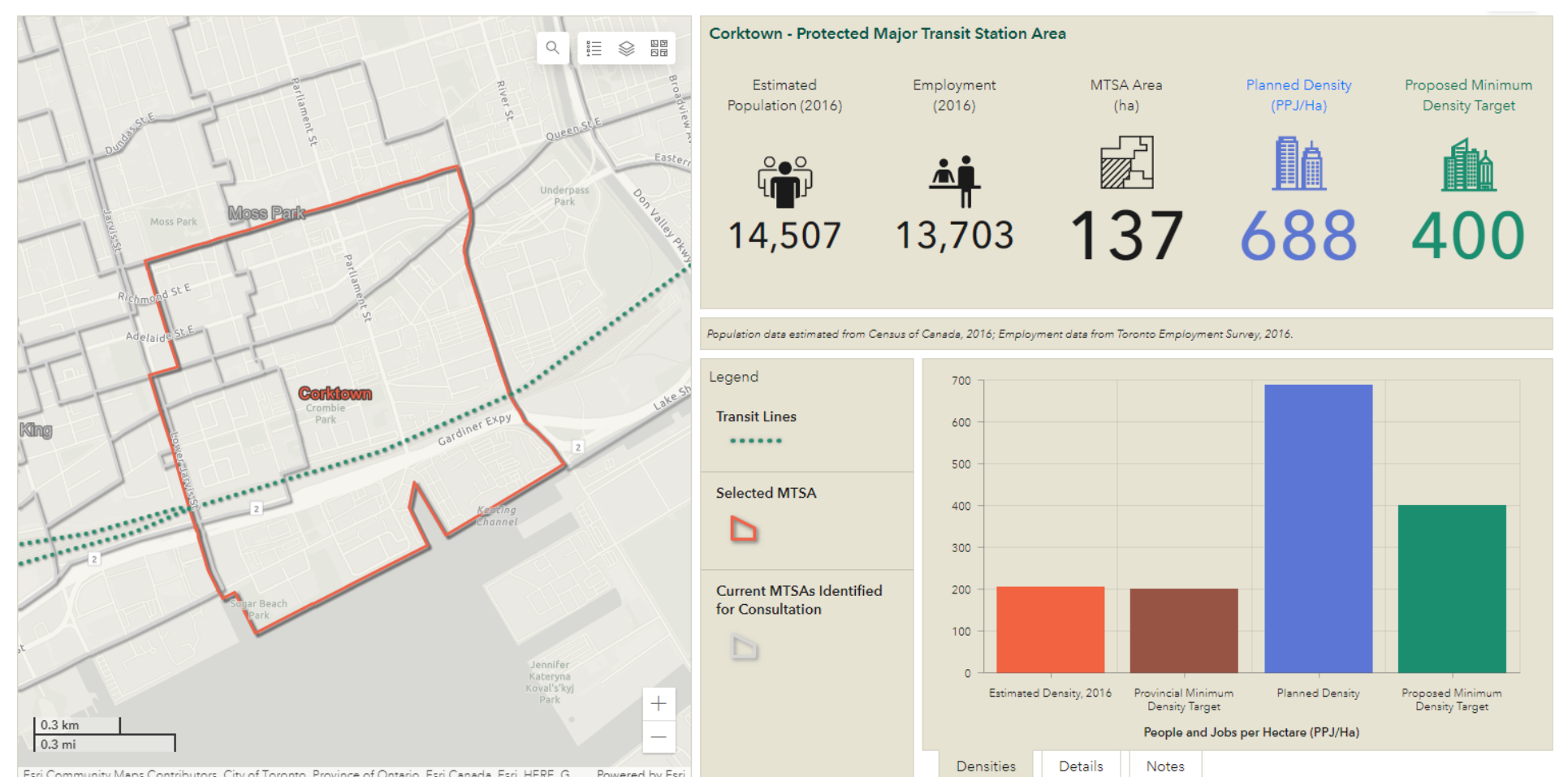
Based on development statistics from January 2021



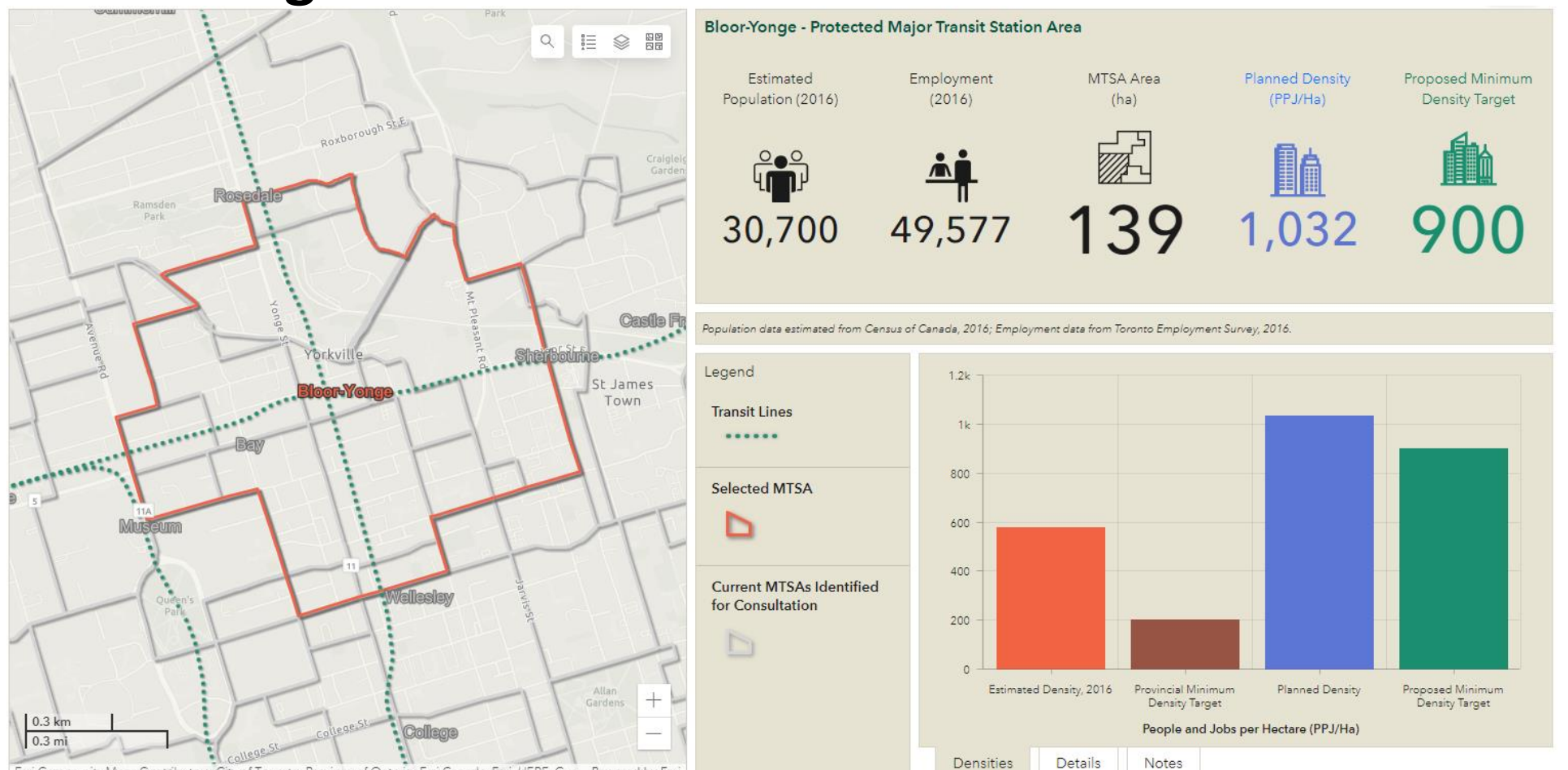
King-Liberty MTSA



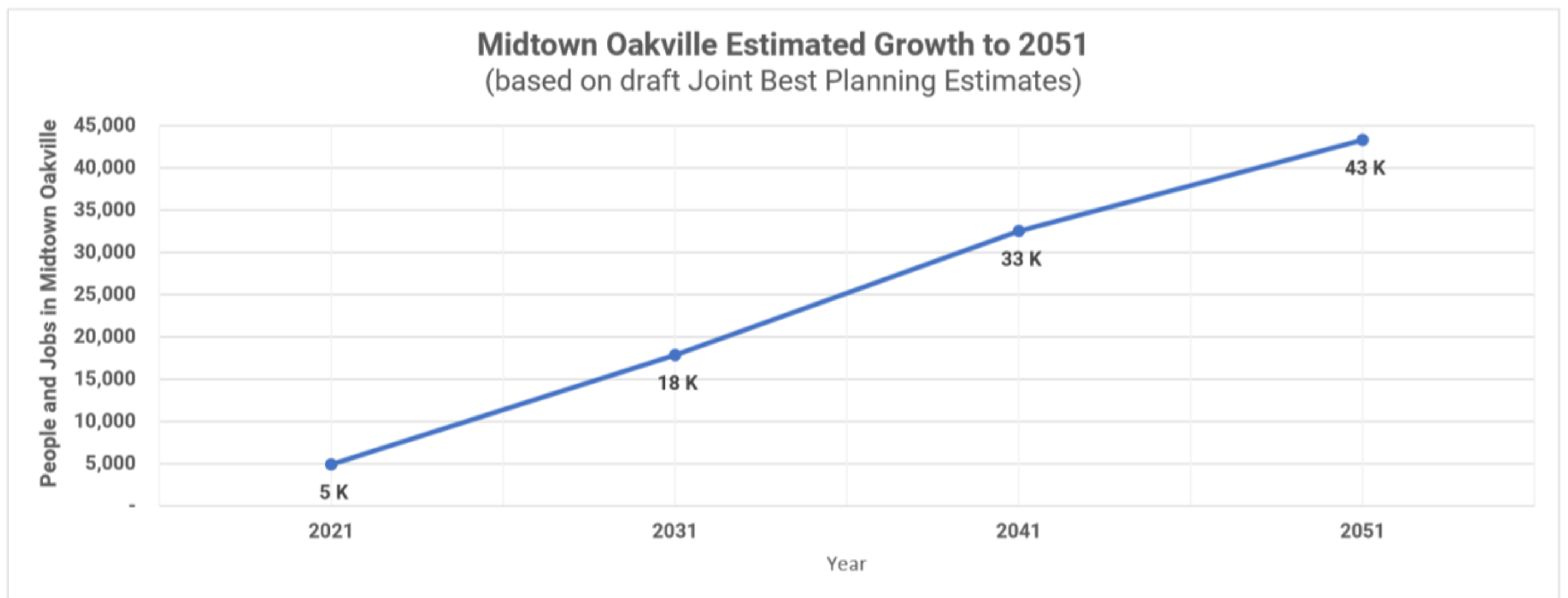
Corktown MTSA



Bloor-Yonge MTSA



The Midtown OPA is a long-term plan



- Master planning for the pipes, roads and other infrastructure needed to support Midtown is based on best planning estimates.
- People and jobs anticipated in Midtown Oakville over time:
 - **2021:** ~ 5,000 people and jobs (existing)
 - **2031:** ~ 18,000 people and jobs
 - **2041:** ~ 33,000 people and jobs
 - **2051:** ~ 43,000 people and jobs



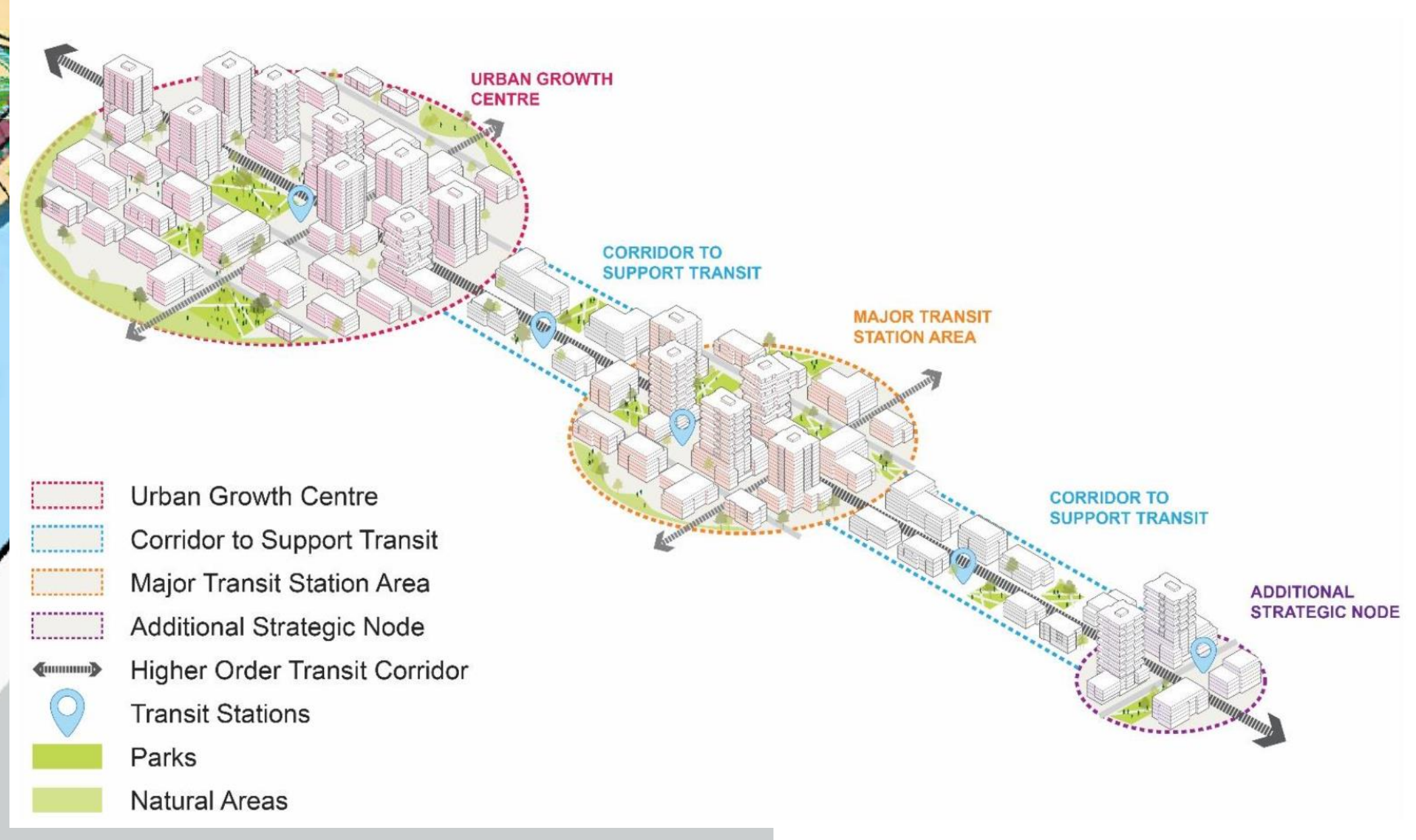
- The town is currently reviewing development applications in Midtown Oakville representing a total of 12,000 to 13,000 people and jobs.

Midtown is at the core of our transportation investments

Midtown Oakville is the primary node in Oakville's Urban Structure & Transportation Network

The minimum and maximum densities proposed for Midtown Oakville are critical to improving town-wide urban mobility by:

- leveraging existing transit infrastructure
- attracting future infrastructure investments
- completing connections in the Town's active transportation network

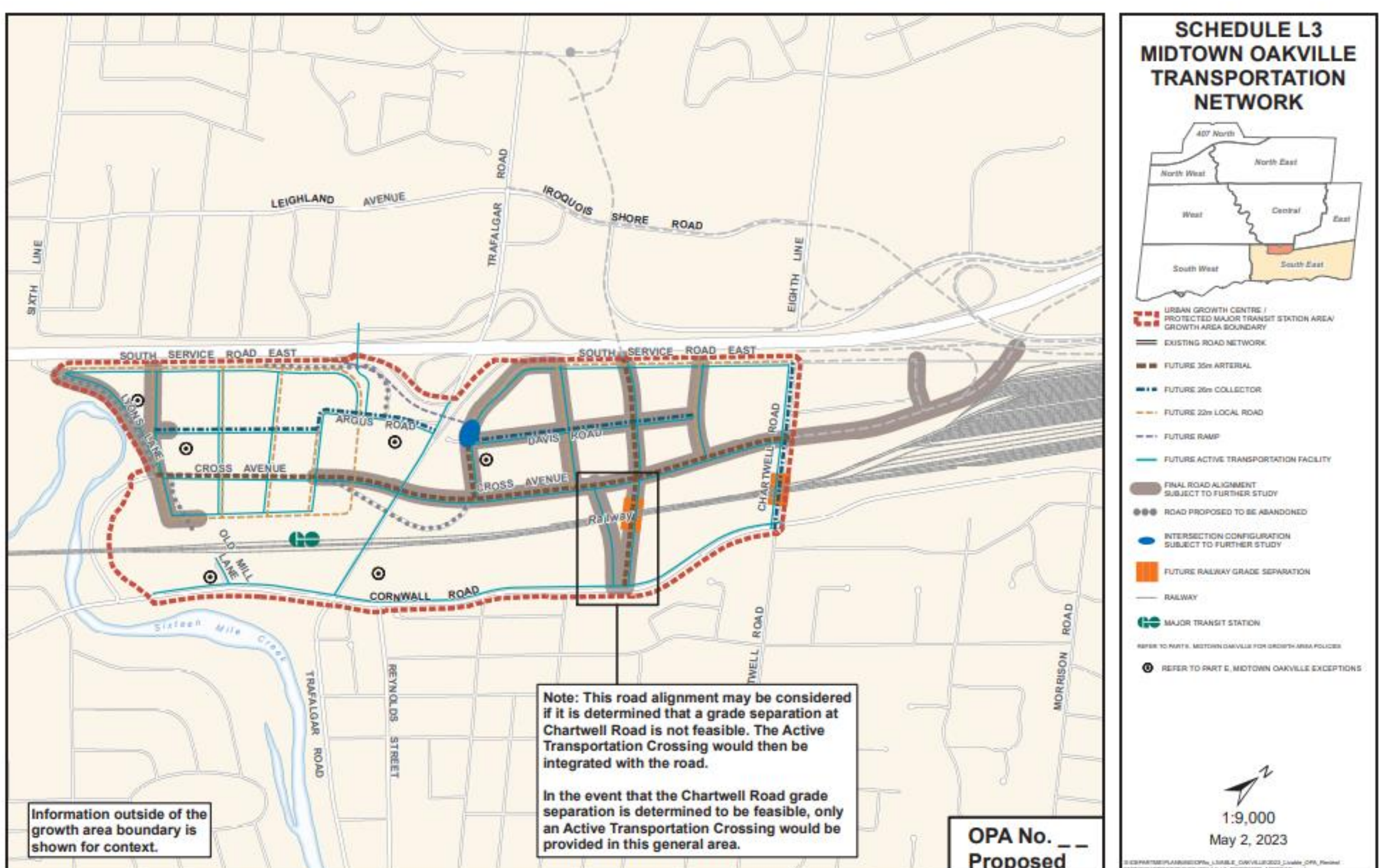


How the Transportation policies are changing

Midtown Oakville is a key node in supporting town-wide urban mobility

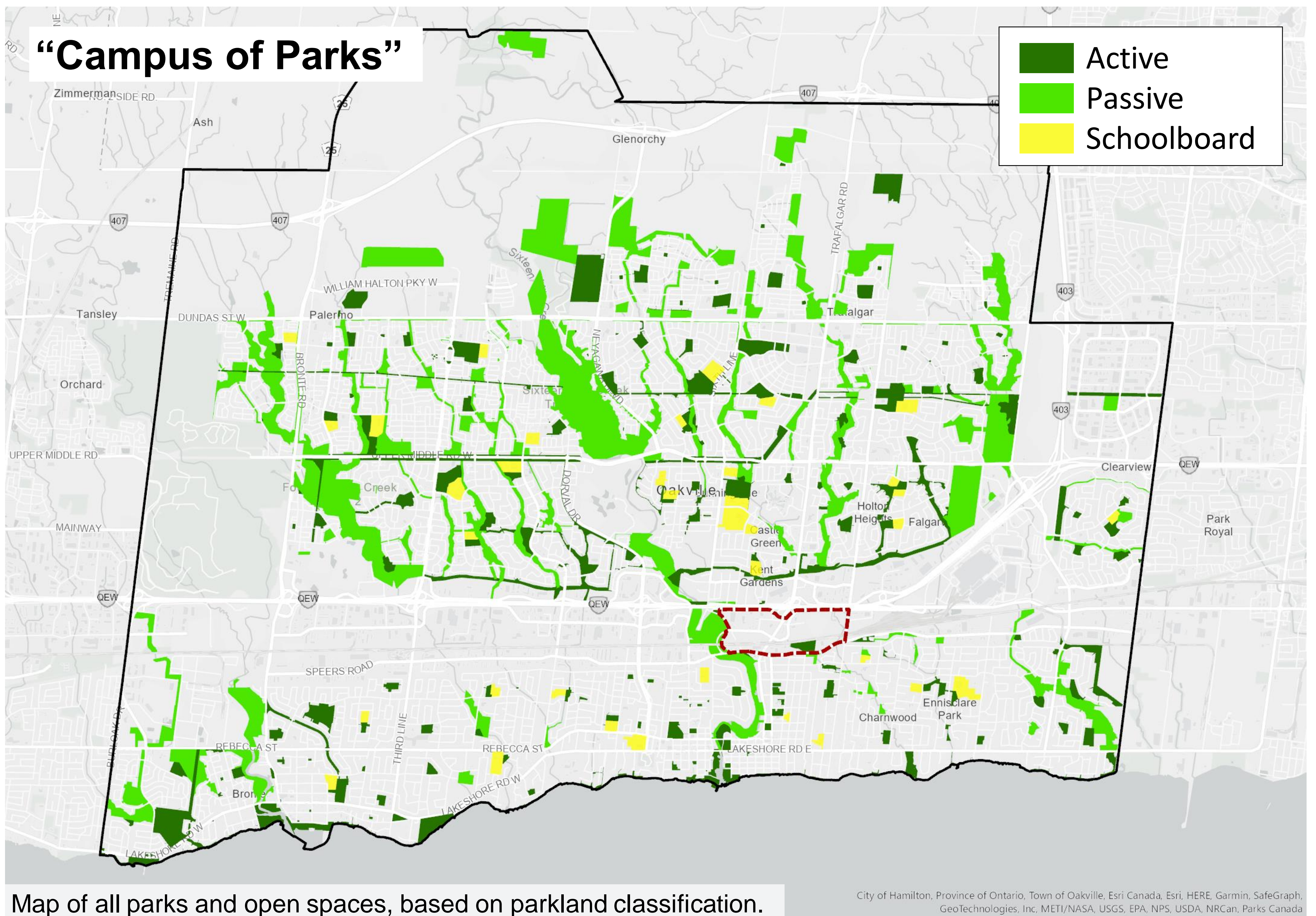
Status since June 2022:

- Realignment of Cross Avenue to form Midtown's main street spine
- Remaining street network changes have been made – key resulting benefit is Davis Road can remain in its existing alignment
- Rights-of-way sized to accommodate active transportation, underground utilities and servicing infrastructure
- Simplified right-of-way widths with only three types now:
 - Arterial (35 metres)
 - Collector (26 metres)
 - Local (22 metres)



The Public Realm is key to making Midtown livable

A key feature of Midtown Oakville will be its public realm – comprised of a “Campus of Parks”, community facilities, public streets, and privately-owned publicly accessible open spaces (POPS), to create a desirable destination



Midtown Oakville public realm policies conceptualize innovative approaches to providing urban parkland in coordination with Oakville’s “Campus of Parks”

Status since June 2022:

Changes to Schedule L4, Public Realm:

- Extension of Cross Avenue promenade east of Trafalgar Road to reinforce its role as Midtown Oakville’s main street
- Identify urban squares with symbols instead of areas, and the identification of additional urban square locations
- Changes in size / location of promenades, public commons and connectors
- Addition of a network of mid-block connections to demonstrate how the overall network of POPS will connect and support the public realm network
- Refined gateway locations

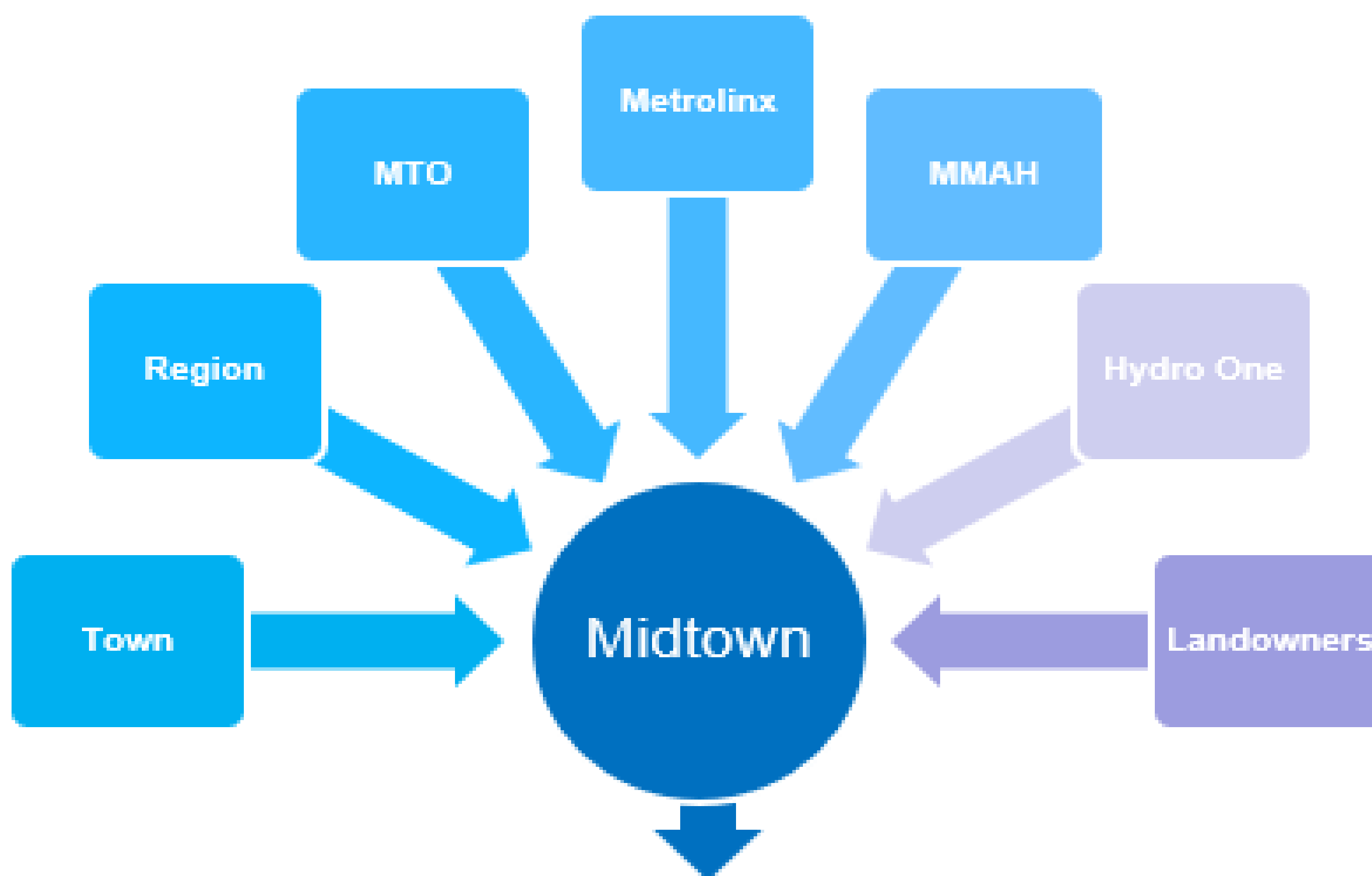
Status since June 2022:

Changes to Public Realm policies:

- Refined the depth of the promenades along Cross Avenue and Davis Road (allow building articulation) while maintaining minimum depths
- Ensure locations and delivery of urban parkland are coordinated as development progresses
- Ensure all parks and open spaces provided within Midtown Oakville are designed and maintained to be oriented to year-round urban activities
- Identify the locations and purposes of gateway elements, intended to provide a sense of arrival
- Identify a streetscape / public realm master plan shall be developed for Midtown Oakville

Midtown will take years to develop

The Midtown Oakville OPA is the first step in a long process. A consultant team will assist the Town in creating plans to implement the policy vision for Midtown Oakville



Moving forward together

Planning Strategies

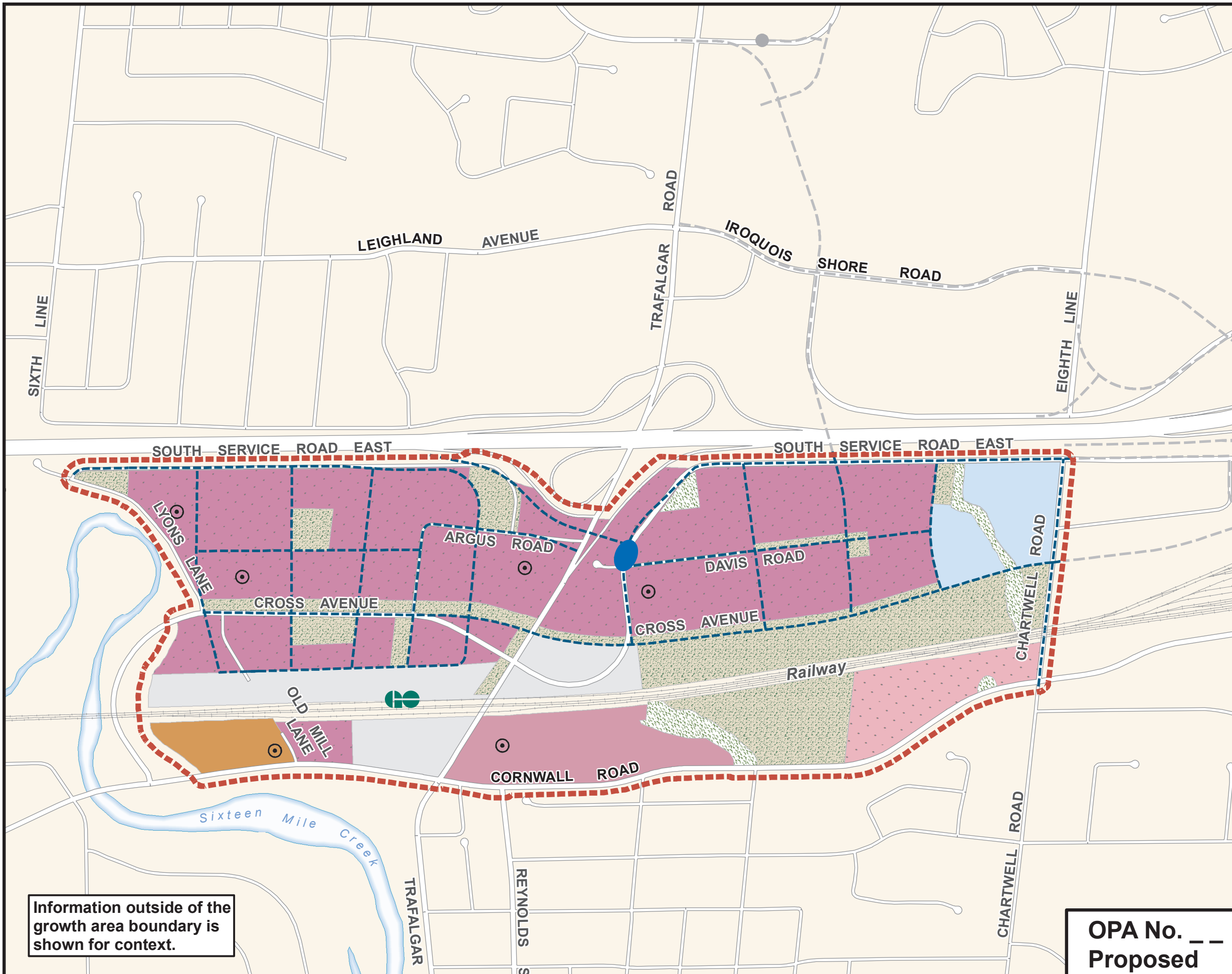
- Urban Design Direction
- Streetscape / Public Realm
- Land Acquisition / Disposal
- Economic Development
- Urban Format Schools
- Community Energy Plan
- Zoning Bylaw

Transportation

- Transportation Master Plan
- Alternate GO Station Development
- Updated Area Servicing Plan
- Midtown Stormwater Master Plan
- Functional Servicing Report
- Utilities Master Plan
- Roadway Functional Design

Other

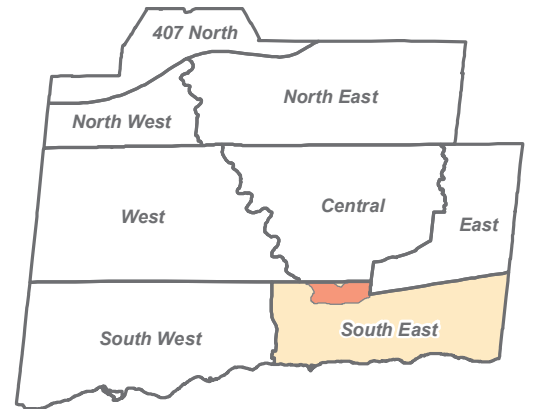
- Phasing & Implementation
- Capital Plan & Funding



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

OPA No. __
Proposed

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

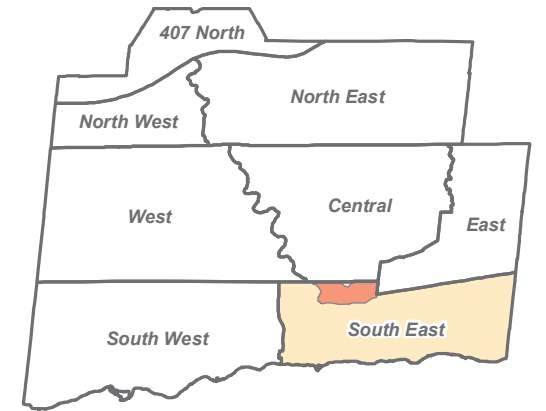


- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
 - HIGH DENSITY RESIDENTIAL
 - COMMUNITY COMMERCIAL
 - URBAN CENTRE
 - URBAN CORE
 - OFFICE EMPLOYMENT
 - NATURAL AREA
 - PARKS AND OPEN SPACE
 - UTILITY
 - FUTURE ROADS
(Refer to Schedule L3 for more detail)
 - INTERSECTION CONFIGURATION SUBJECT TO FURTHER STUDY
 - RAILWAY
 - MAJOR TRANSIT STATION
- REFER TO PART E, MIDTOWN OAKVILLE, FOR GROWTH AREA POLICIES
- REFER TO PART E, MIDTOWN OAKVILLE EXCEPTIONS

1:7,500
 May 2, 2023

S:\DEPARTMENT\PLANNING\OPAs LIVABLE OAKVILLE\2023 Livable_OPA_Review\MIDTOWN\PROPOSED\SCHEDULE L1_PROPOSED_MIDTOWN.mxd

SCHEDULE L2 MIDTOWN OAKVILLE DENSITY



URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY

1.5 TO 4 FSI

2.5 TO 4 FSI

2.5 TO 6 FSI

4.0 TO 10 FSI*

NATURAL AREA

PARKS AND OPEN SPACE

DENSITY COMPATIBLE WITH UTILITY CORRIDOR

FUTURE ROADS
(Refer to Schedule L3 for more detail)

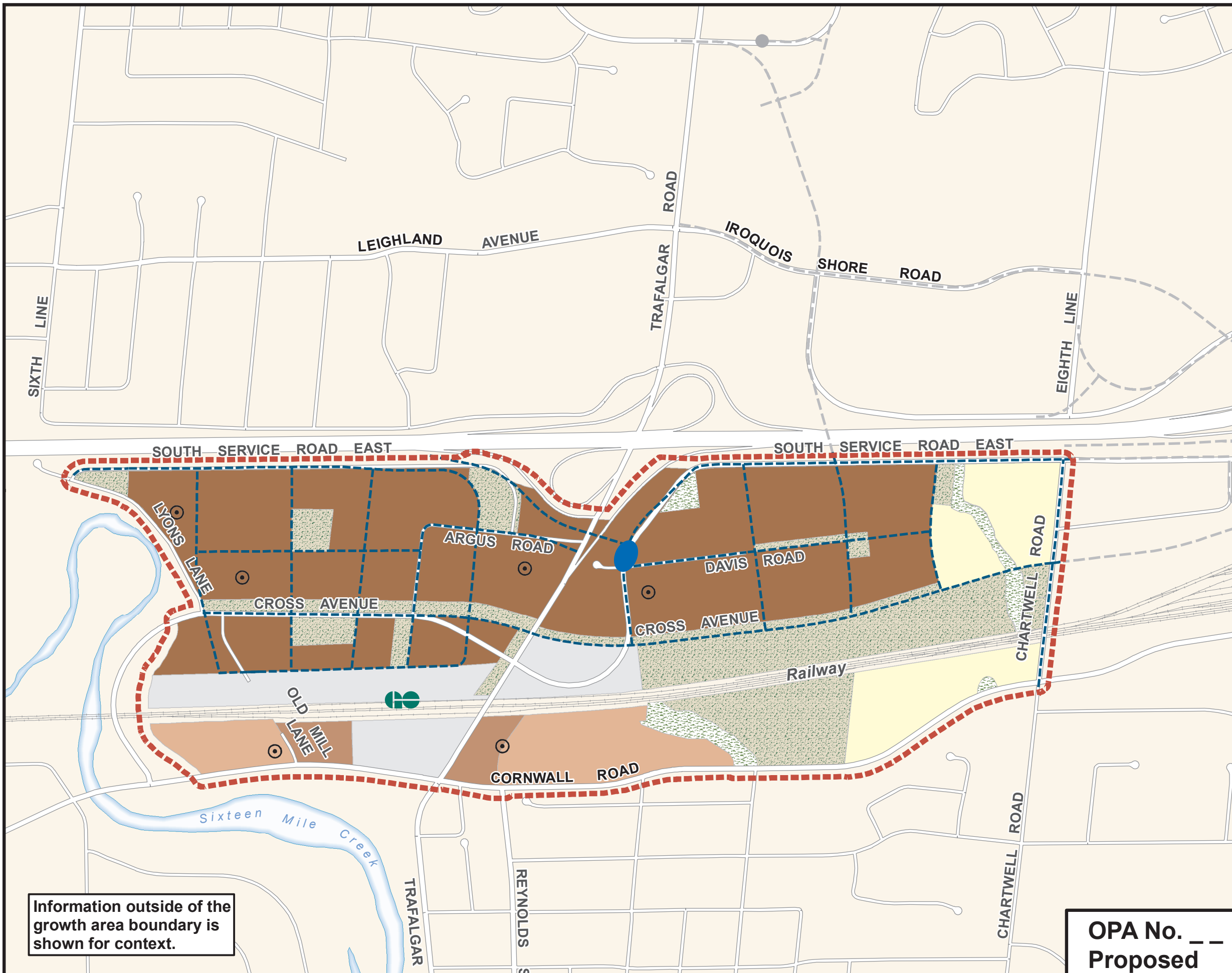
INTERSECTION CONFIGURATION SUBJECT TO FURTHER STUDY

RAILWAY

MAJOR TRANSIT STATION

REFER TO PART E, MIDTOWN OAKVILLE EXCEPTIONS

* ADDITIONAL DENSITY MAY BE PERMITTED. REFER TO PART E, MIDTOWN OAKVILLE, FOR GROWTH AREA POLICIES



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

OPA No. --
Proposed



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May 2, 2023

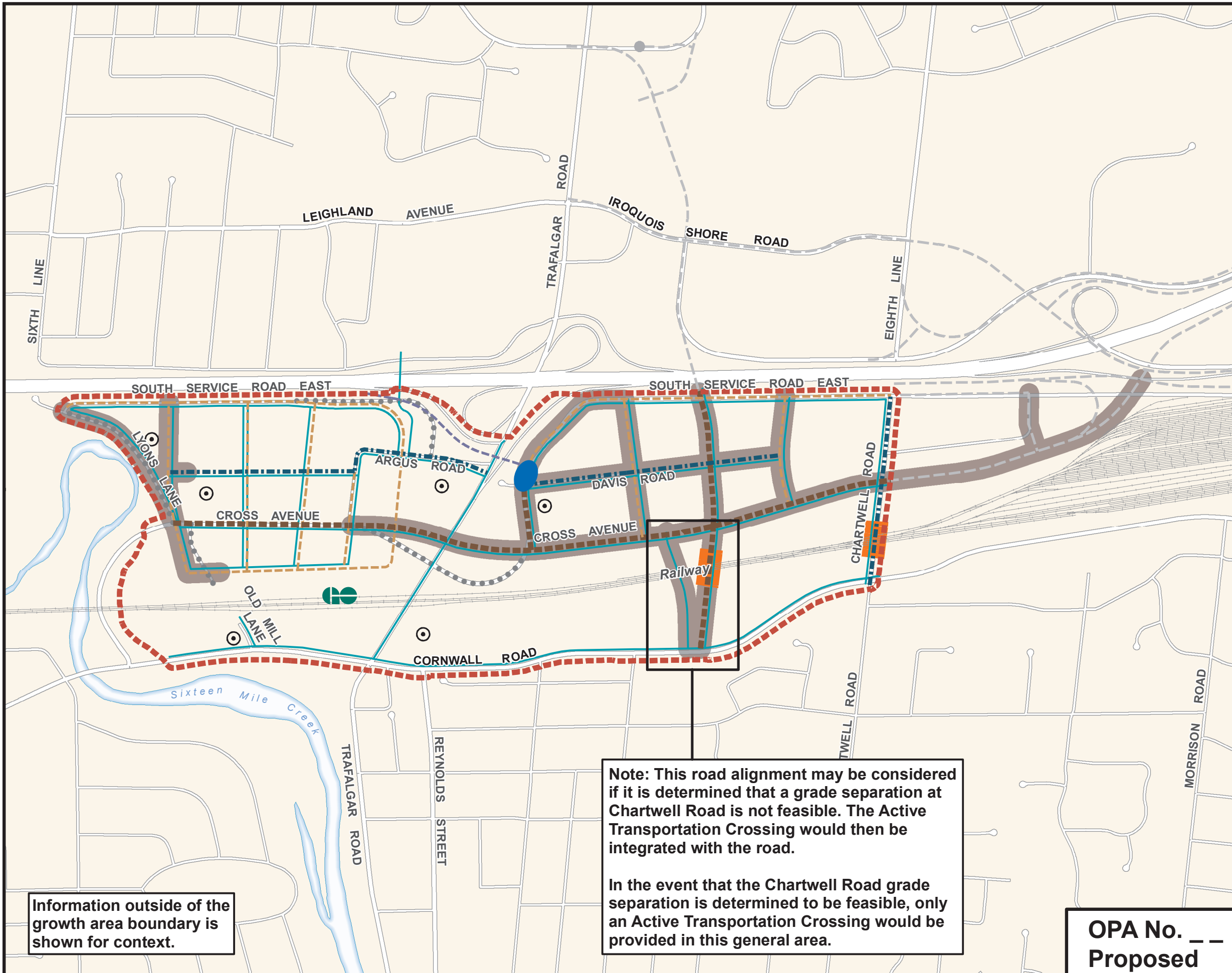
SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK



- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- EXISTING ROAD NETWORK
- FUTURE 35m ARTERIAL
- FUTURE 26m COLLECTOR
- FUTURE 22m LOCAL ROAD
- FUTURE RAMP
- FUTURE ACTIVE TRANSPORTATION FACILITY
- FINAL ROAD ALIGNMENT SUBJECT TO FURTHER STUDY
- ROAD PROPOSED TO BE ABANDONED
- INTERSECTION CONFIGURATION SUBJECT TO FURTHER STUDY
- 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



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May 2, 2023

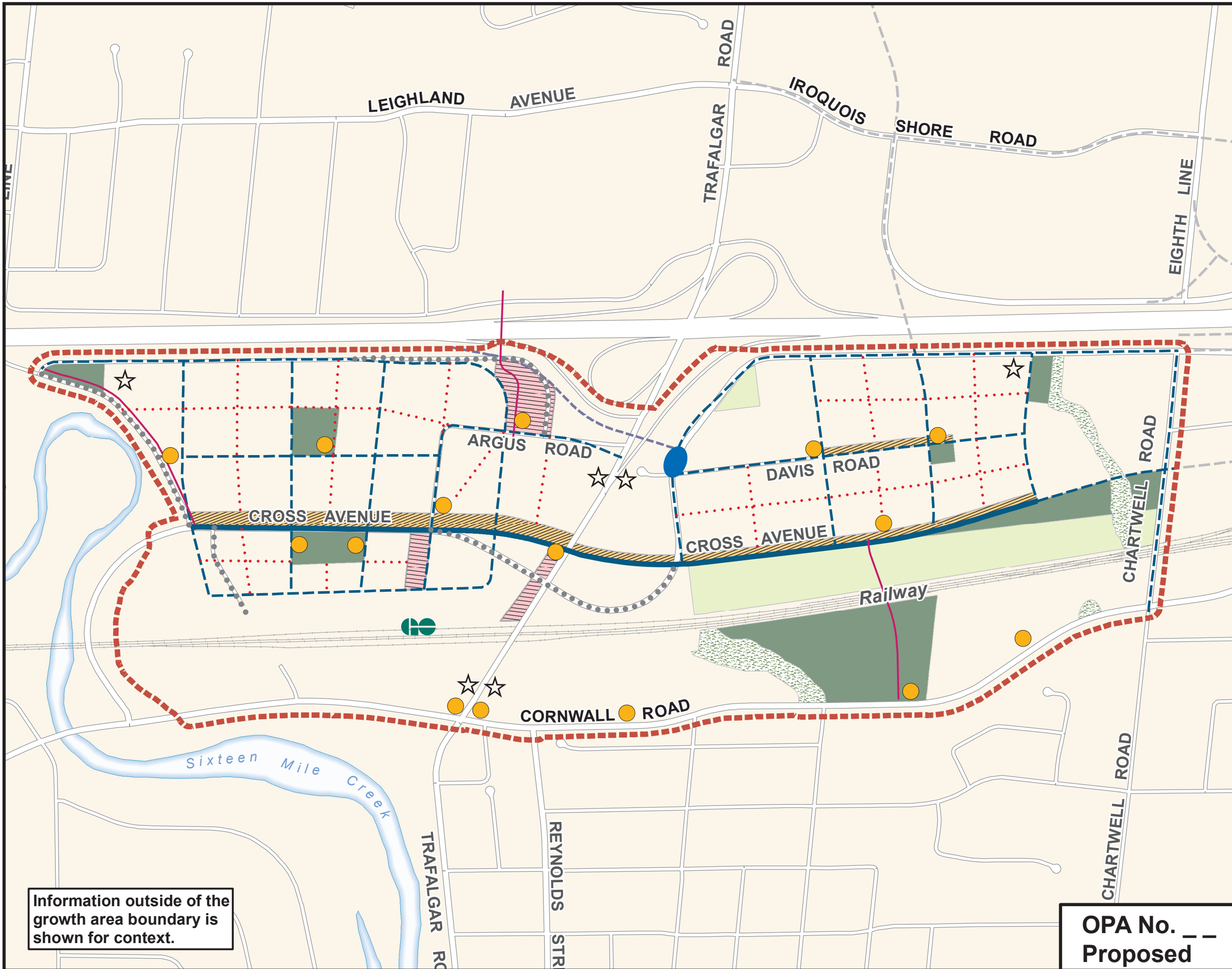


Note: This road alignment may be considered if it is determined that a grade separation at Chartwell Road is not feasible. The Active Transportation Crossing would then be integrated with the road.

In the event that the Chartwell Road grade separation is determined to be feasible, only an Active Transportation Crossing would be provided in this general area.

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

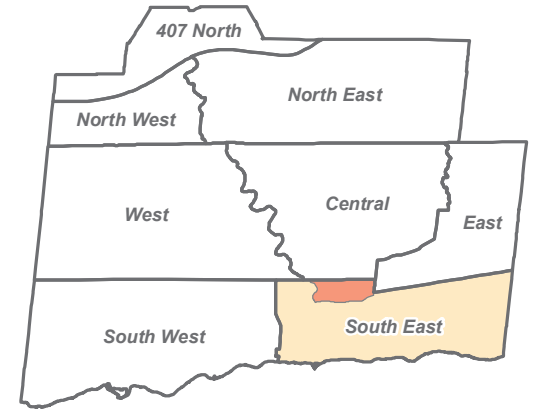
**OPA No. --
Proposed**



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

OPA No. --
Proposed

SCHEDULE L4 MIDTOWN OAKVILLE PUBLIC REALM



- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- MAIN STREET
- GATEWAY
- URBAN SQUARE
- PROMENADE
- PUBLIC COMMON
- CONNECTOR
- OPEN SPACE
- NATURAL AREA
- FUTURE ACTIVE TRANSPORTATION FACILITY
- MID-BLOCK CONNECTIONS
- ROAD PROPOSED TO BE ABANDONED
- INTERSECTION CONFIGURATION SUBJECT TO FURTHER STUDY
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

REFER TO PART E, MIDTOWN OAKVILLE FOR GROWTH AREA POLICIES



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May 2, 2023