

Midtown Oakville Urban Growth Centre

Town-initiated Official Plan Amendment
File No. 42.15.59
March 22, 2021 – Public Statutory Meeting

Purpose

To present a town-initiated official plan amendment to Livable Oakville that implements the findings of the **Midtown Oakville Growth Area Review**.

The OPA proposes to **update** the **land use policies** and **mapping** for Midtown.



Purpose

No decision is being made tonight.

Start a discussion.

Listen to what Council, stakeholders and citizens have to say.

Upcoming Council Workshop.



Outline

- **BACKGROUND** – What's **NOT** changing?
- What would be **ACCOMPLISHED** through the proposed changes?
- What is **PROPOSED** to change?
- What we've **HEARD** so far
- **Questions and Comments**



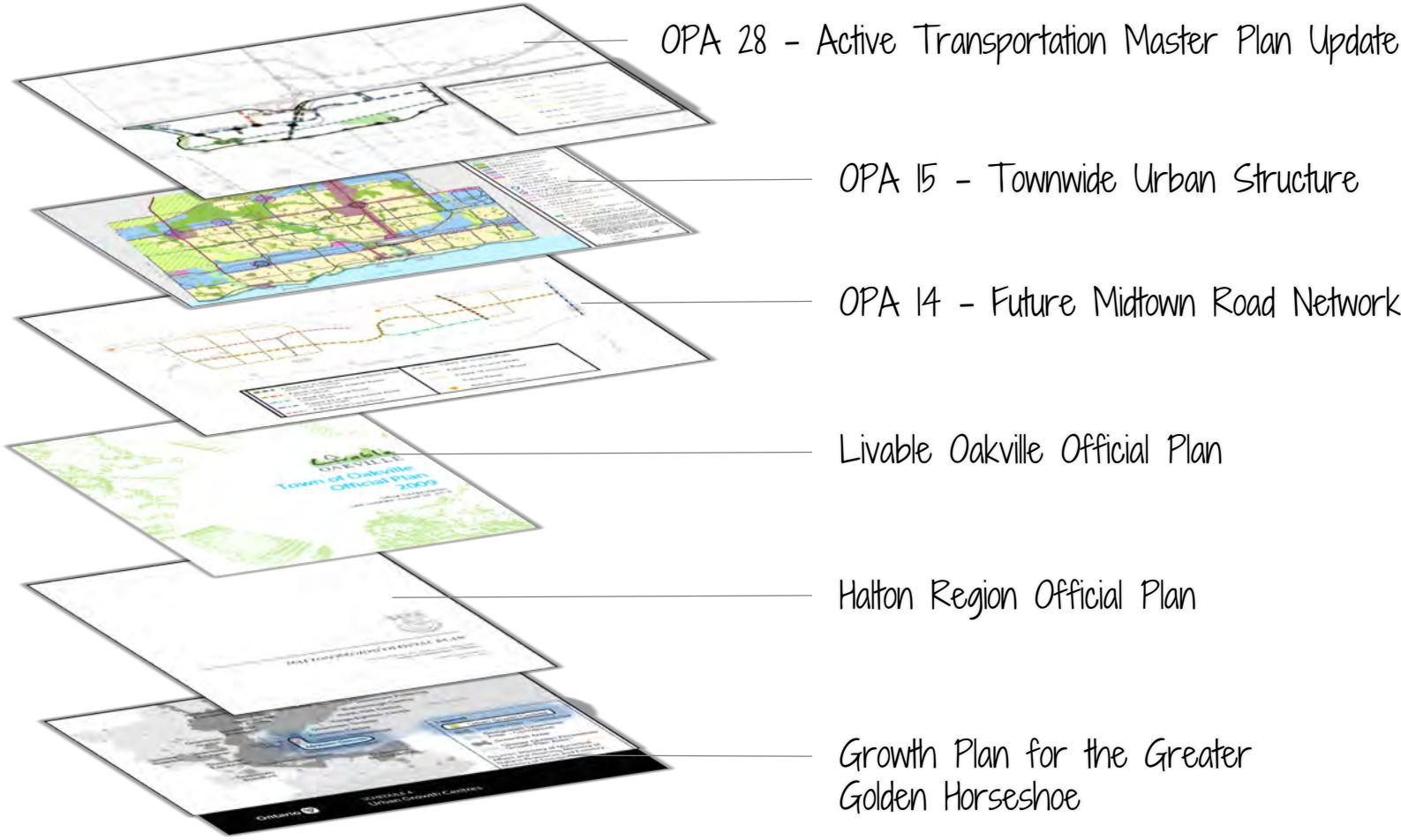
Land Use Planning Context



* *Currently Under Review*

What has NOT changed?

Previous Decisions and Direction



What has NOT changed?

Urban Structure

Midtown Oakville continues to be a key component of Council's town-wide **urban structure**.

It is intended to be the **primary growth area** for Oakville.

It is Oakville's **primary hub for existing and planned transit** anchored by the Oakville Station, currently served by **local, regional and inter-regional transit**.

It is also a key node for future **bus rapid transit** on Trafalgar Road.



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

1:50,000

April 17, 2018

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What is PROPOSED to change?

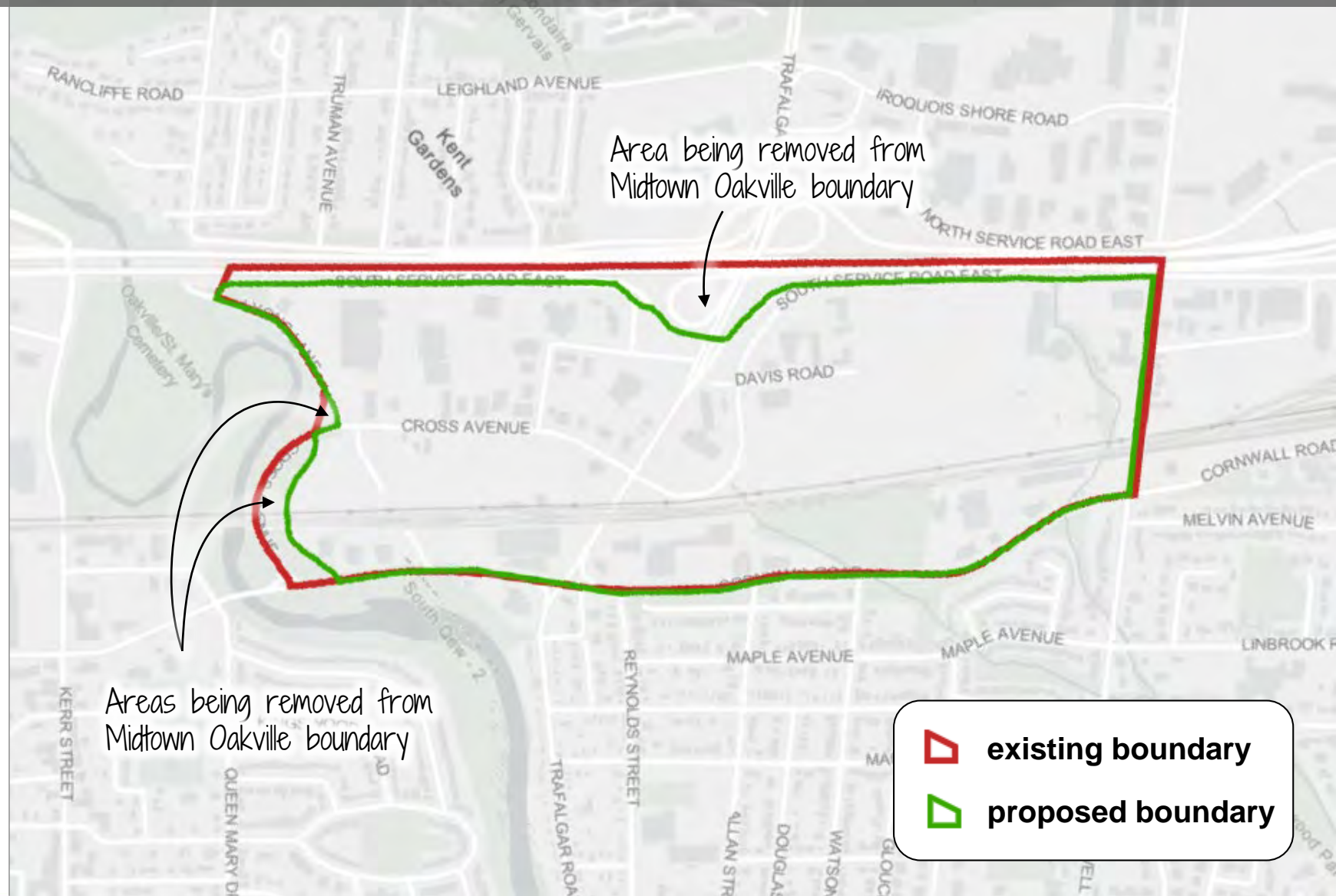
Midtown Boundary (ROPA 48)

Halton Region is proposing a refinement to the Urban Growth Centre boundary through **ROPA 48**.

The **Midtown Oakville boundary** is being revised to:

- not include lands identified as **Regional Natural Heritage System (RNHS)**, and
- not include undevelopable lands, such as the **QEW / Hwy 403 right-of-way**.

The Midtown Oakville draft OPA simply reflects the Region's proposed revisions.



What is PROPOSED to change?

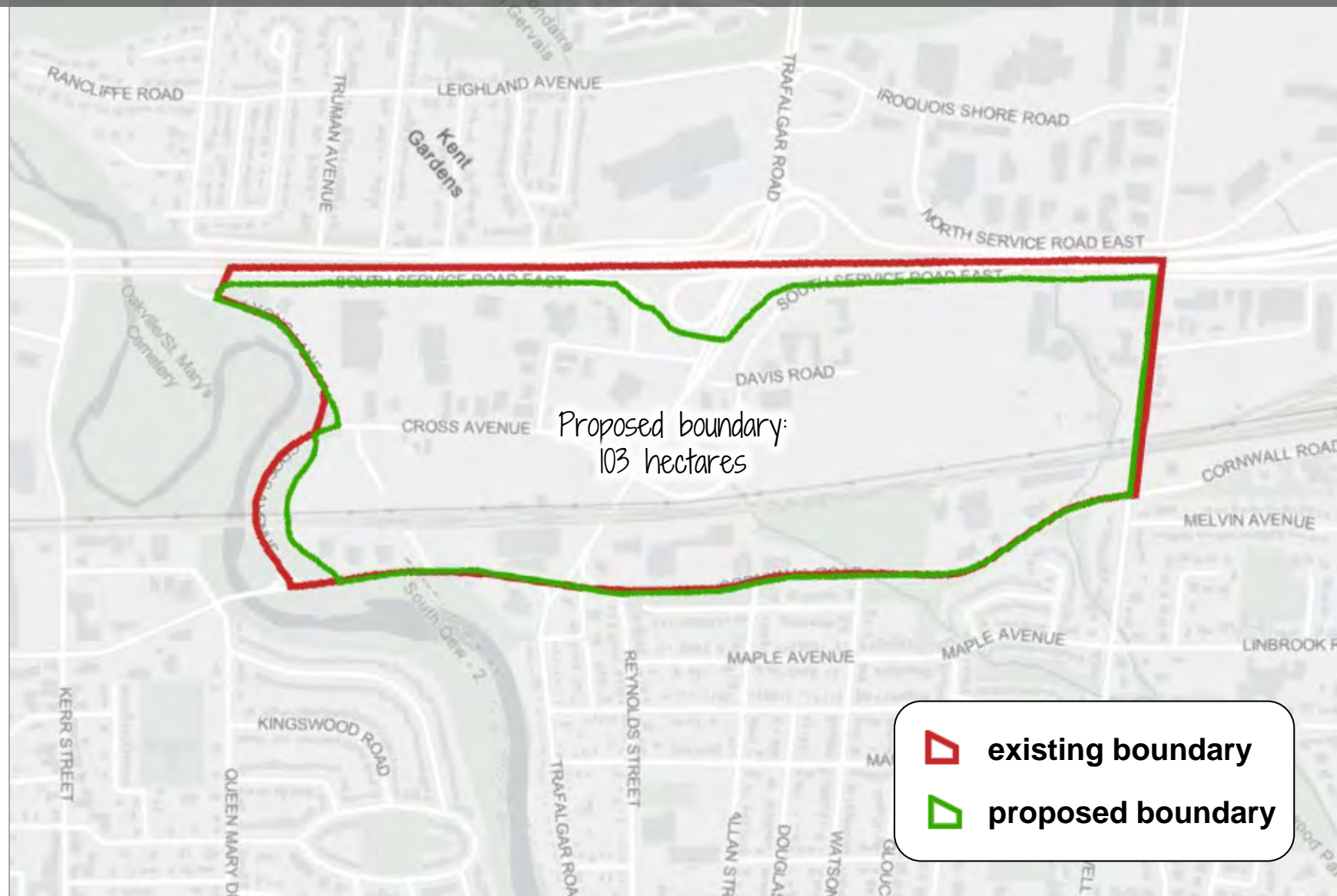
Midtown Boundary (ROPA 48)

The existing boundary is estimated at an area of approximately 100 hectares — which excludes the hydro corridor lands along the railway.

The proposed boundary is **103 hectares**, which includes all lands within the boundary.

A minimum of **200 people and jobs per hectare** means that Midtown Oakville needs to accommodate:

a minimum
20,600 people and jobs



What would be ACCOMPLISHED through the changes?

Objectives of the draft OPA

The goal for Midtown continues to be that it will be a vibrant, transit-supportive, urban complete community.

The proposed draft OPA intends to accomplish a number of key things:

- Respond to recent Growth Plan changes,
- Support the population and density requirements for the Urban Growth Centre,
- Continue to establish Midtown as a transit-oriented, complete community,

A table titled "Population Requirements" with columns for "Year", "Population", and "Density". Below the table is a map of the Urban Growth Centre area.

Year	Population	Density
2011	12,000	120
2016	15,000	150
2021	18,000	180
2026	21,000	210
2031	24,000	240
2036	27,000	270
2041	30,000	300
2046	33,000	330
2051	36,000	360
2056	39,000	390
2061	42,000	420
2066	45,000	450
2071	48,000	480
2076	51,000	510
2081	54,000	540
2086	57,000	570
2091	60,000	600



What would be ACCOMPLISHED through the changes?

Objectives of the draft OPA

- Address climate change,
- Expand mixed-use opportunities; encourage integration of office and residential uses,
- Reinforce active transportation
- Clearer and enhanced urban design direction with a focus on public realm
- Respond to removal of s.37 bonusing,
- Facilitate equitable cost-sharing among landowners, and
- Respond to Metrolinx's recent updates with respect to their properties.



Population Requirements

Category	2011	2016	2021
Total Population	1,000,000	1,100,000	1,200,000
Urban Population	700,000	750,000	800,000
Suburban Population	200,000	220,000	240,000
Rural Population	100,000	130,000	160,000
Population Density (per km²)	100	110	120

The table is overlaid on a map of the region, with the title 'Population Requirements' written in a white, handwritten-style font across the middle.



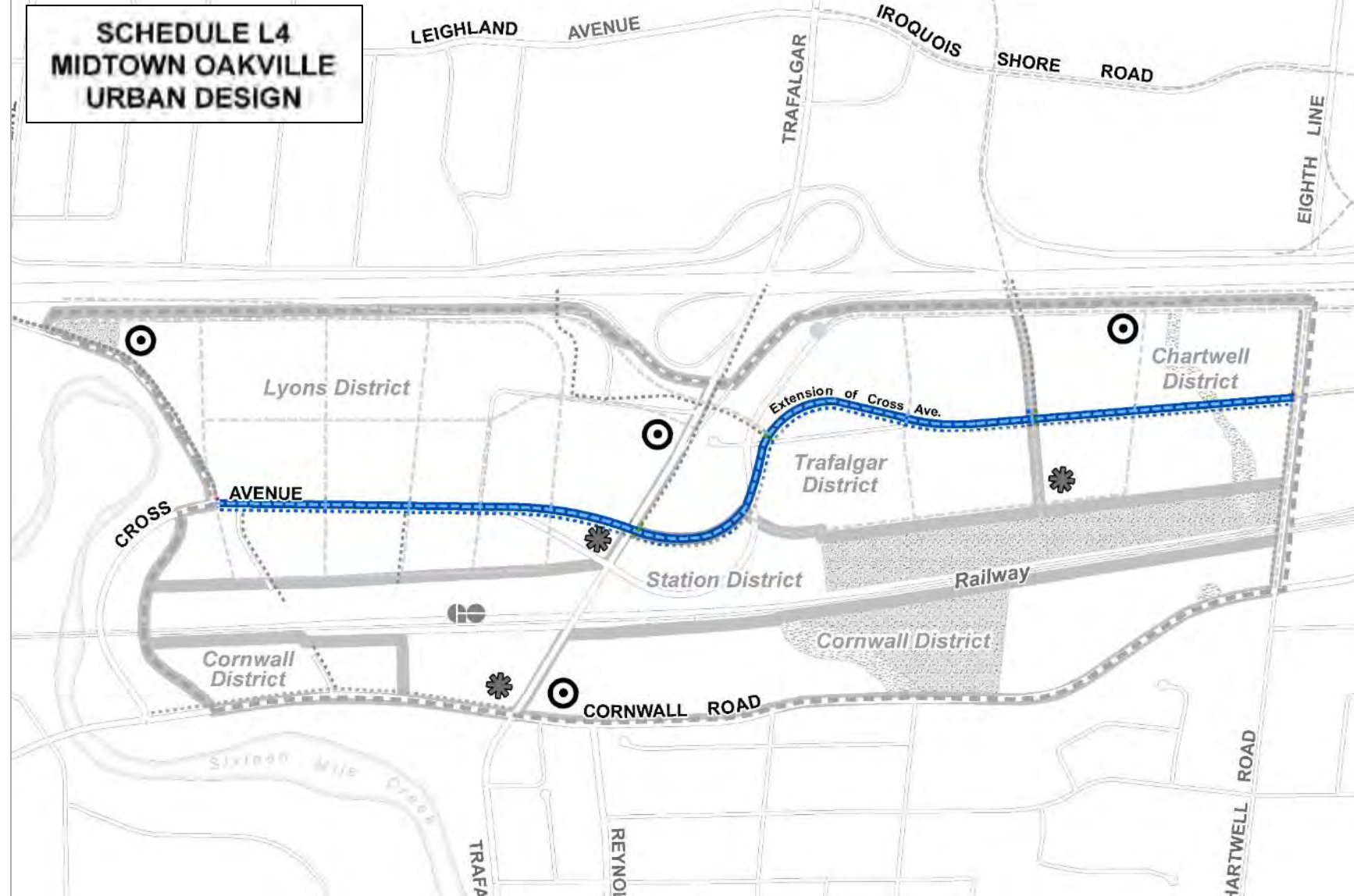
What is PROPOSED to change?

Midtown's Main Street

The draft OPA recognizes the importance of the **public realm – sidewalks, parks, open spaces, streets, etc.**

Urban design policies are proposed to ensure that the public realm incorporates a year-round, walkable network of pedestrian-oriented urban parks, urban squares, and streetscapes design to be of high quality.

A key aspect of Midtown Oakville's '**experience**' will be its **main street** and the **public realm**.



What is PROPOSED to change?

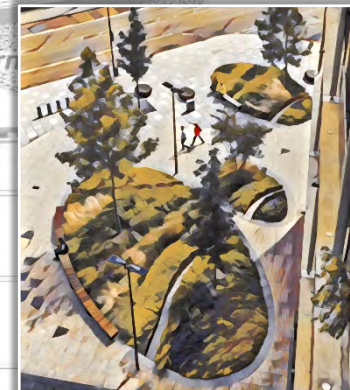
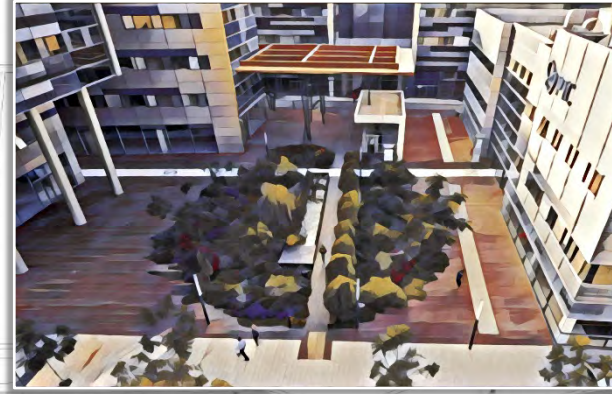
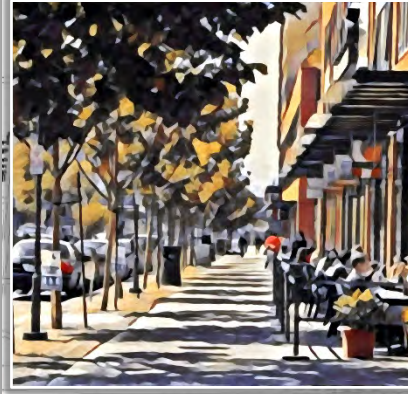
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Urban design policies are proposed to ensure that the public realm incorporates a year-round, walkable network of pedestrian-oriented urban parks, urban squares, and streetscapes.

A key aspect of Midtown Oakville's '**experience**' will be its **main street** and the **public realm**.

This **main street** will have a different character depending on what district you find yourself in, but it is intended to be a **unifying element** for all of Midtown.



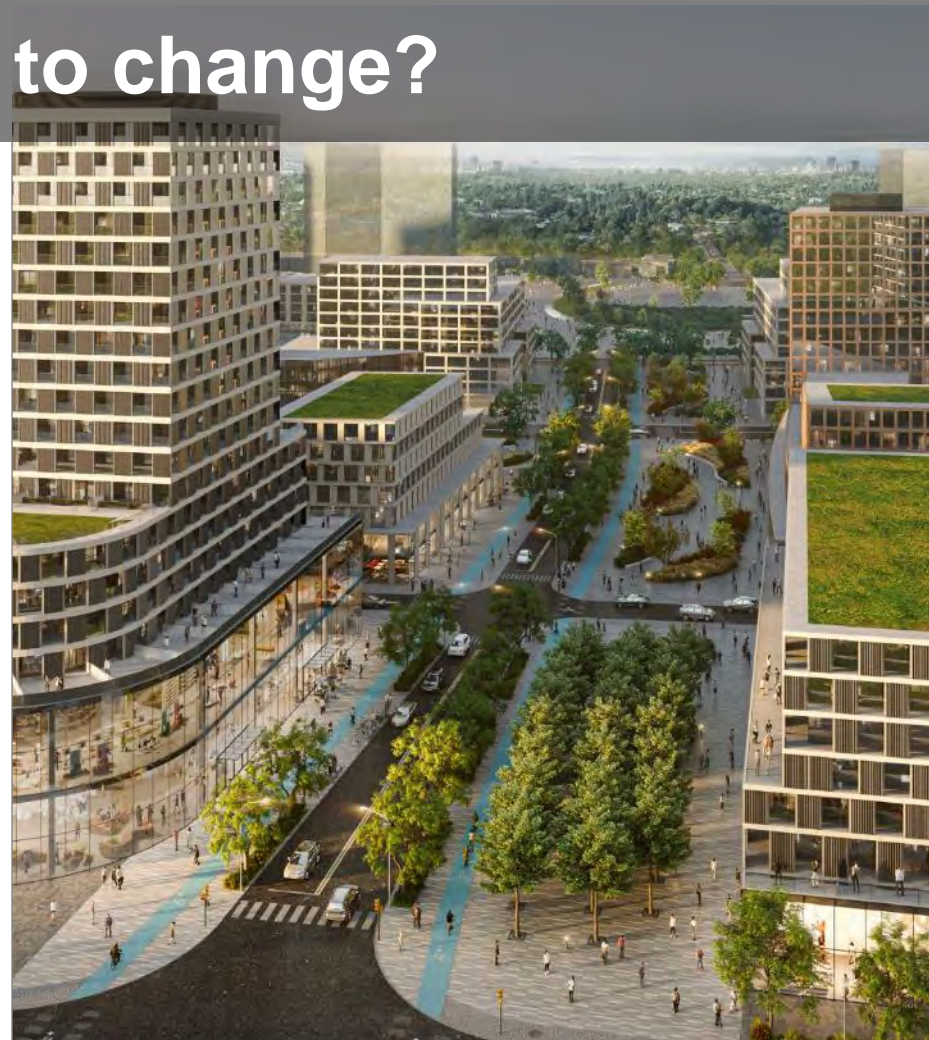
What is PROPOSED to change?

Midtown's Mainstreet

One of the ideas we are currently contemplating is the creation of a **Linear Park along Cross Avenue**.

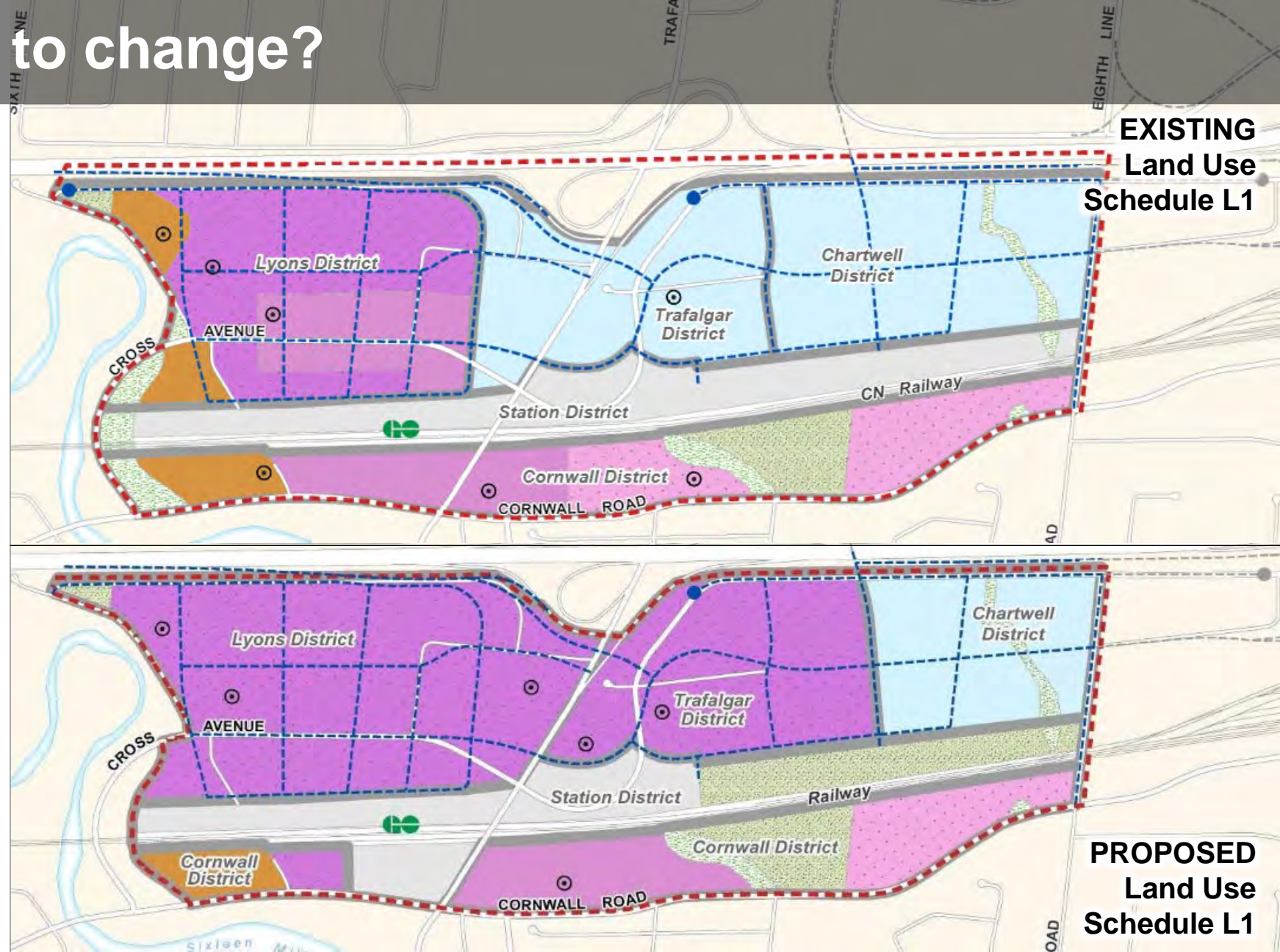
Envisioned to be comprised of both:

- **public right-of-way**, and
- **privately-owned public open spaces**.



What is PROPOSED to change?

Land Use Designations



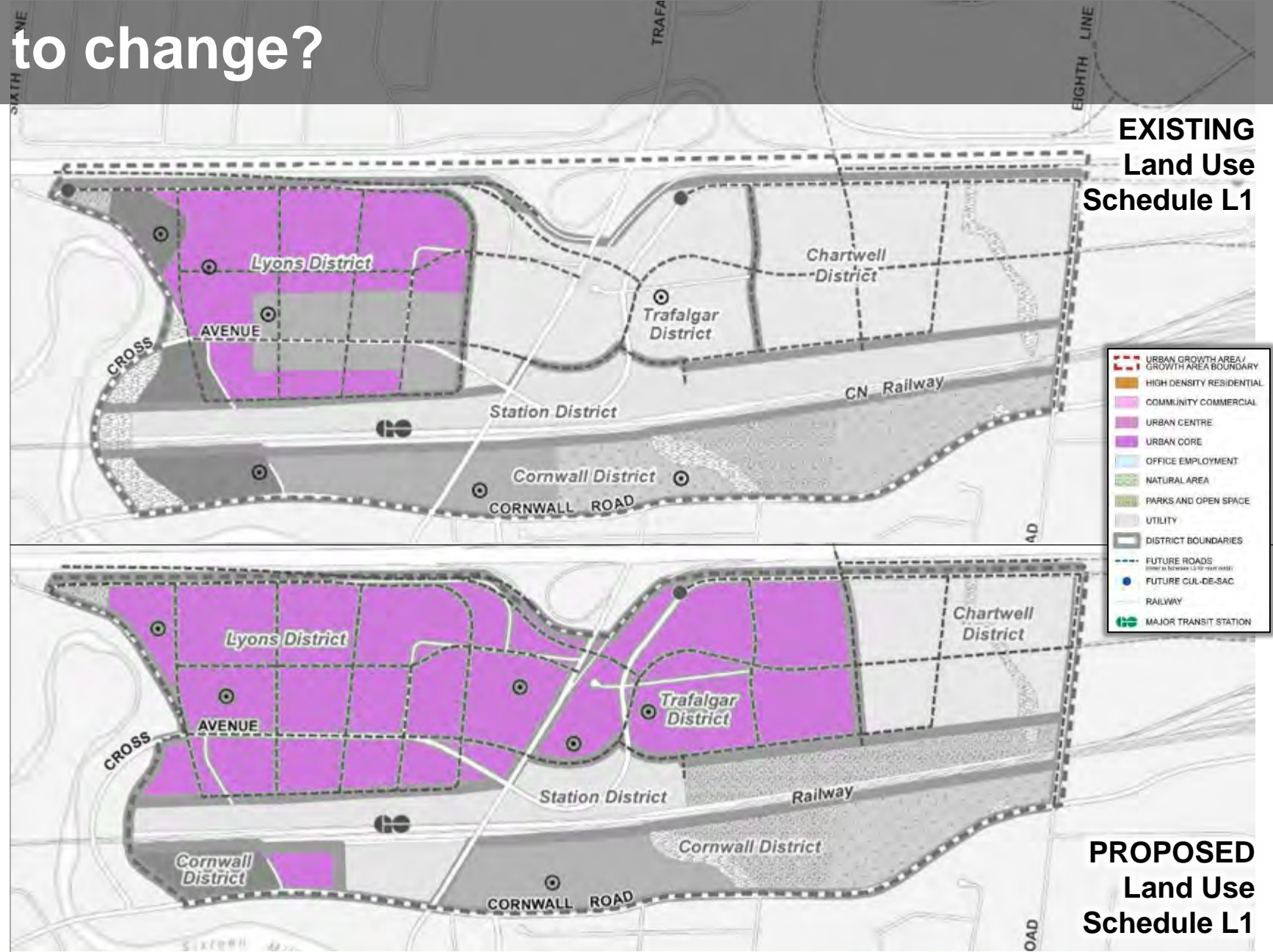
What is PROPOSED to change?

Land Use Designations

A main focus of the proposed draft OPA, is to **expand the opportunity for residential development** in a **walkable, mixed use built form**. This is a motivating factor for most of the land use changes being proposed.

Urban Core is the Town's primary mixed-use designation.

Urban Core is proposed to be extended throughout all of the **Lyons District** and **Trafalgar District**. It is also proposed to be extended onto the **Metrolinx lands south of the railway** beside the GO Parking Garage.



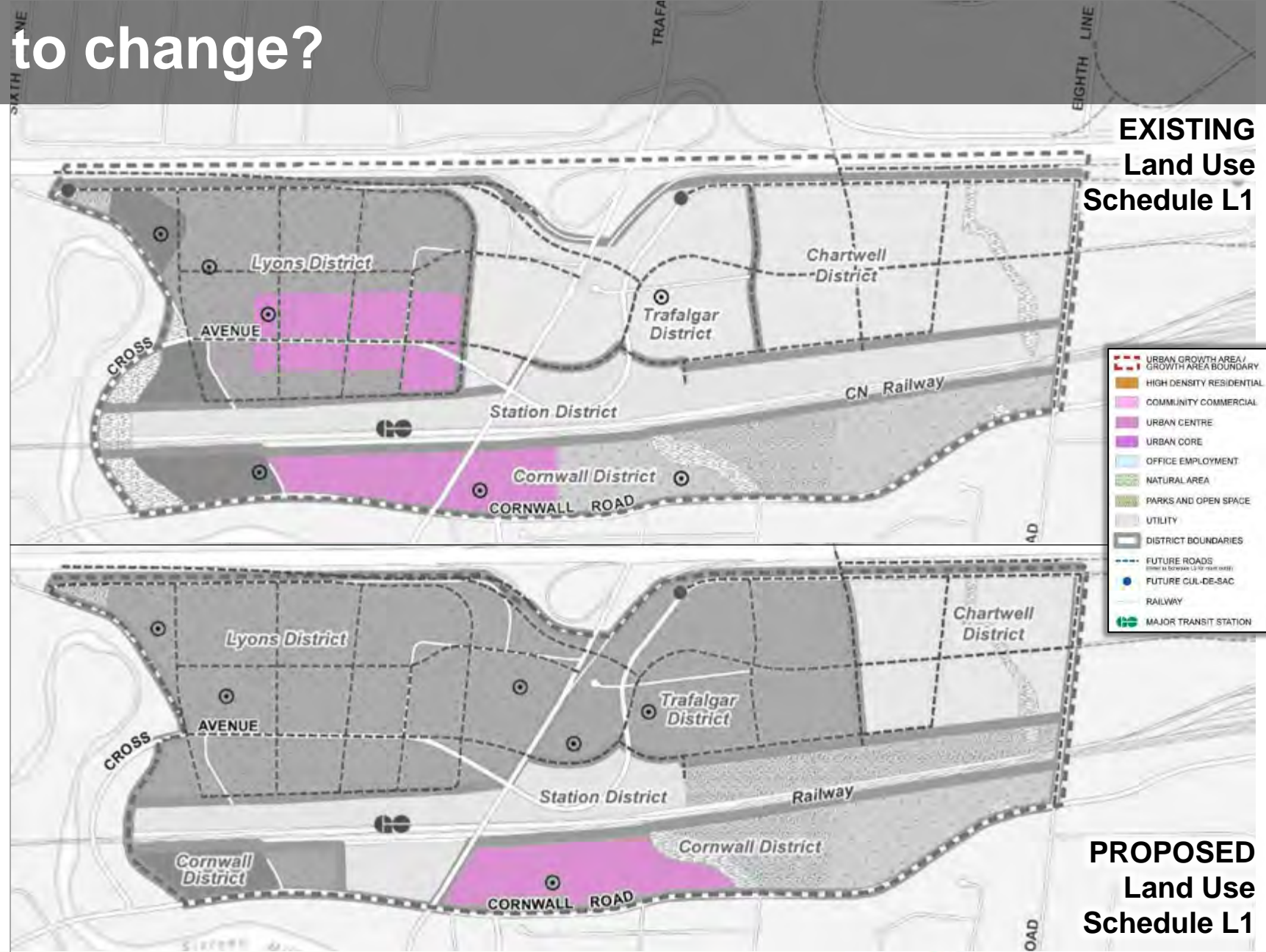
What is PROPOSED to change?

Land Use Designations

Urban Centre is another mixed-use designation, but generally associated with a lesser intensity and height than **Urban Core**.

All existing **Urban Centre** designations west of Trafalgar Road are proposed to be changed to Urban Core or Utility (GO Parking Garage and Control Centre).

East of Trafalgar Road, the existing **Urban Centre** designation would be extended all the way to the Natural Area next to the Cornwall Road Sports Park — changing it from **Community Commercial** in order to allow for increased residential permissions.

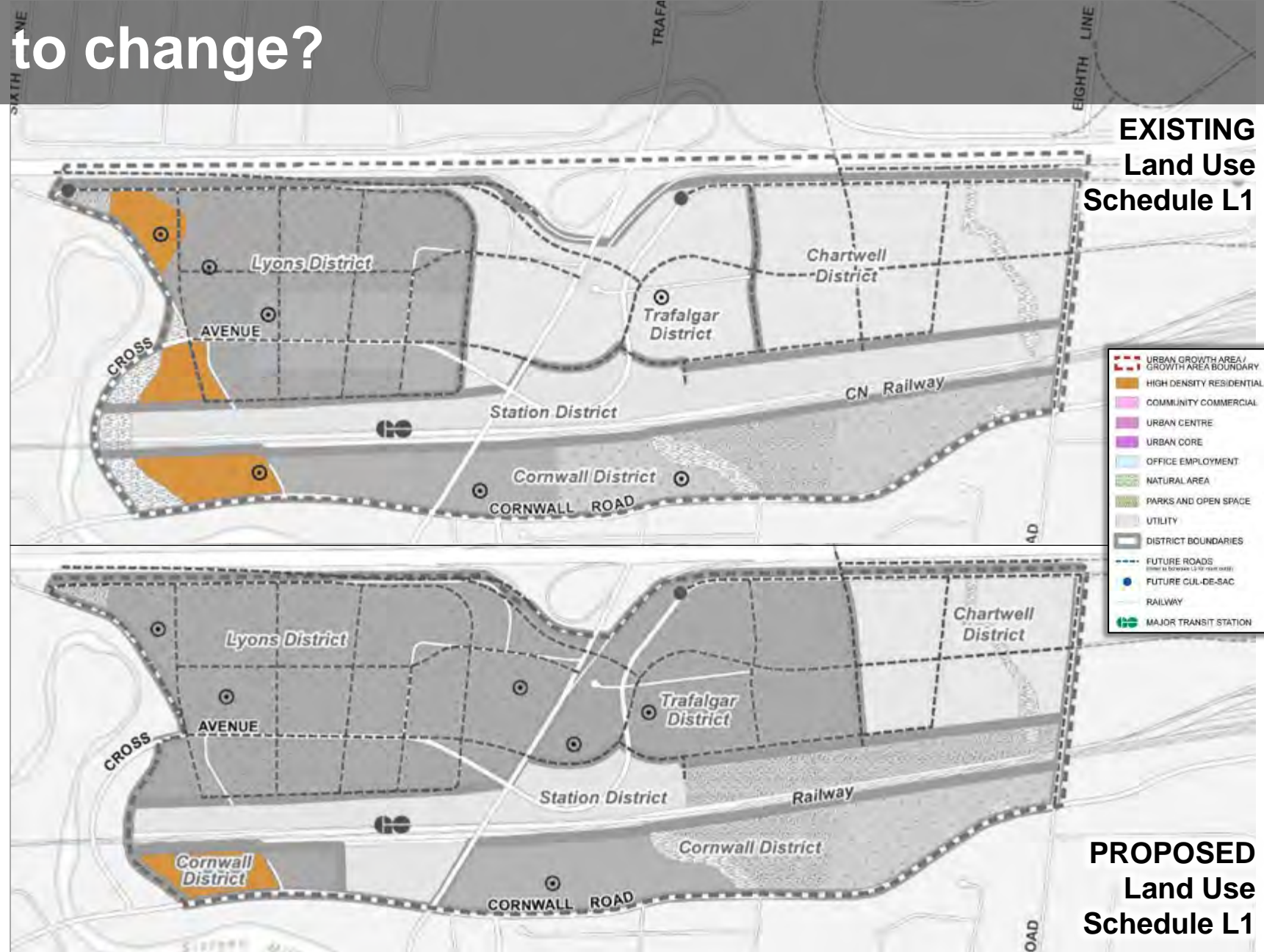


What is PROPOSED to change?

Land Use Designations

All existing **High Density Residential** designations north of the railway tracks are proposed to change to **Urban Core** to enable the development of mixed-use built form on these lands.

The only remaining **High Density Residential** designation would be the southwest corner of Midtown along Old Mill Road and Cornwall Road.



EXISTING
Land Use
Schedule L1

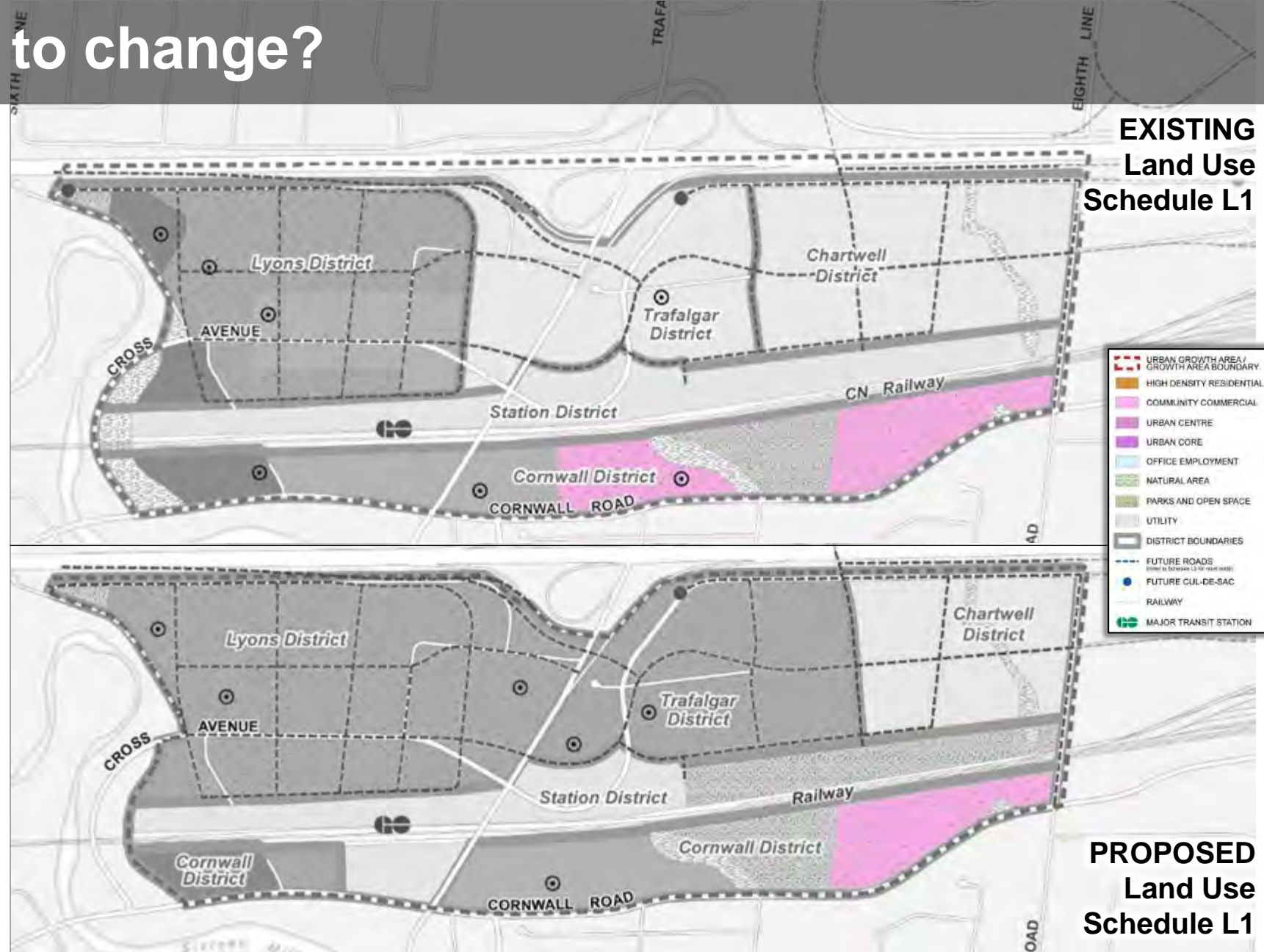
PROPOSED
Land Use
Schedule L1

What is PROPOSED to change?

Land Use Designations

As mentioned previously, the **Community Commercial** designation west of the Cornwall Road Sports Park and Natural Area is proposed to change to **Urban Centre**.

The existing **Community Commercial** designation in the southeast corner of Midtown is not proposed to change and would be maintained.

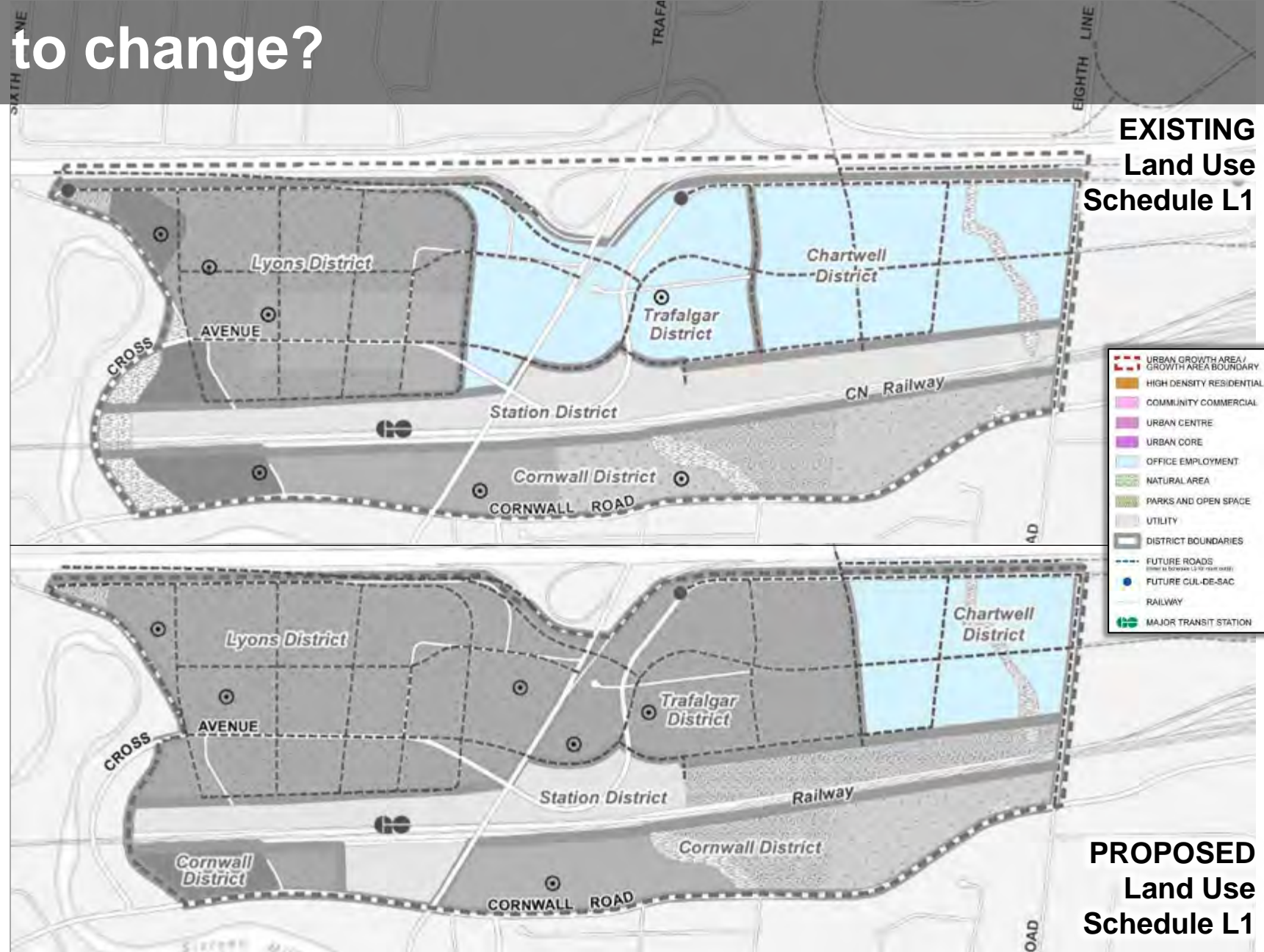


What is PROPOSED to change?

Land Use Designations

The **Chartwell District** is proposed to be the only remaining area within Midtown that provides for employment only.

The **Office Employment** designation is proposed to be maintained within the **Chartwell District**. It is still intended to provide the opportunity for **high-density forms of employment** that contribute to the **walkable, transit-oriented character of Midtown**.

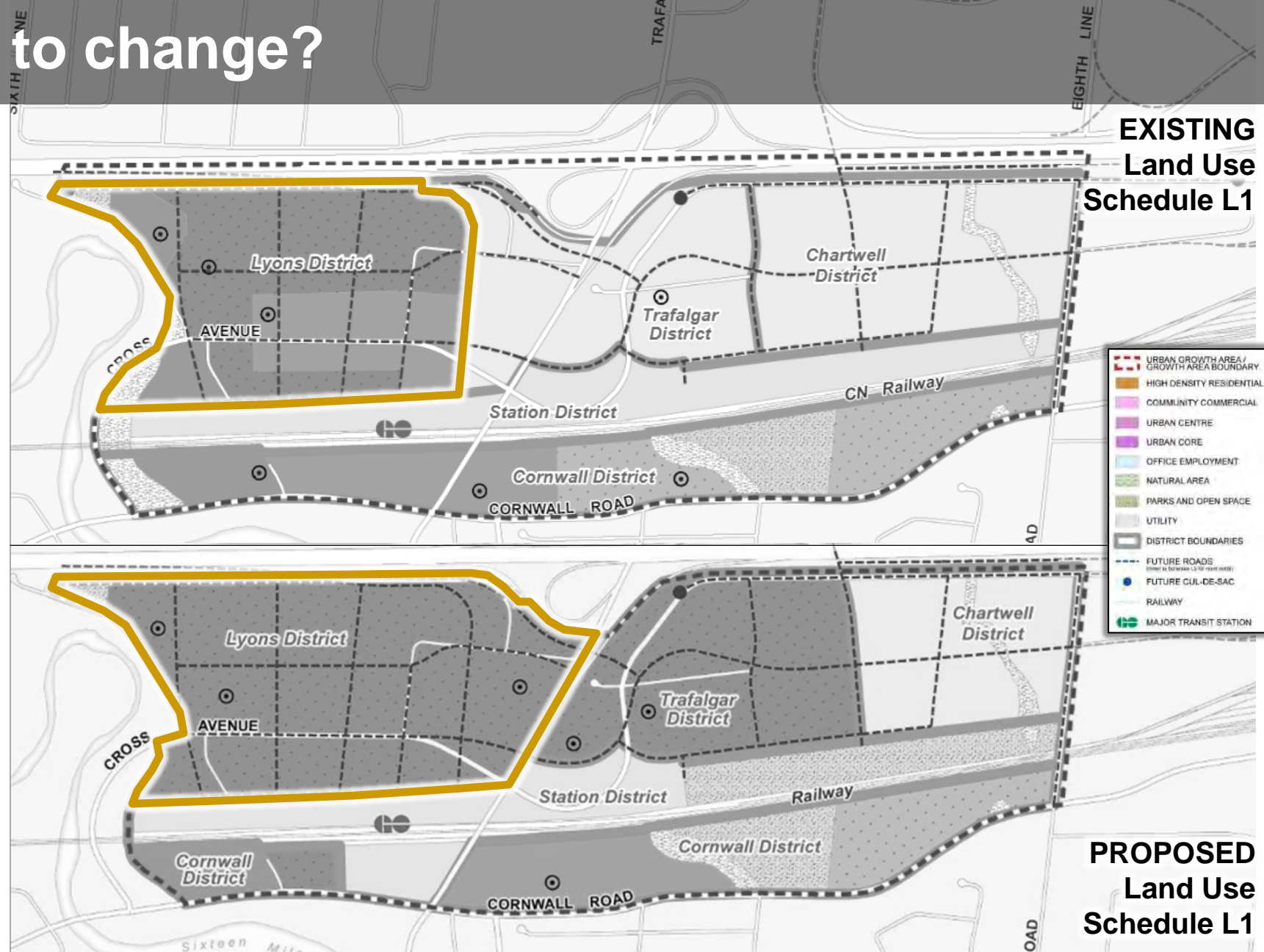


What is PROPOSED to change?

Districts

The **Lyons District** would be enlarged eastward to include all the lands up to Trafalgar Road.

Its western boundary would also be adjusted due to Halton Region's refinement of the Midtown Oakville boundary.

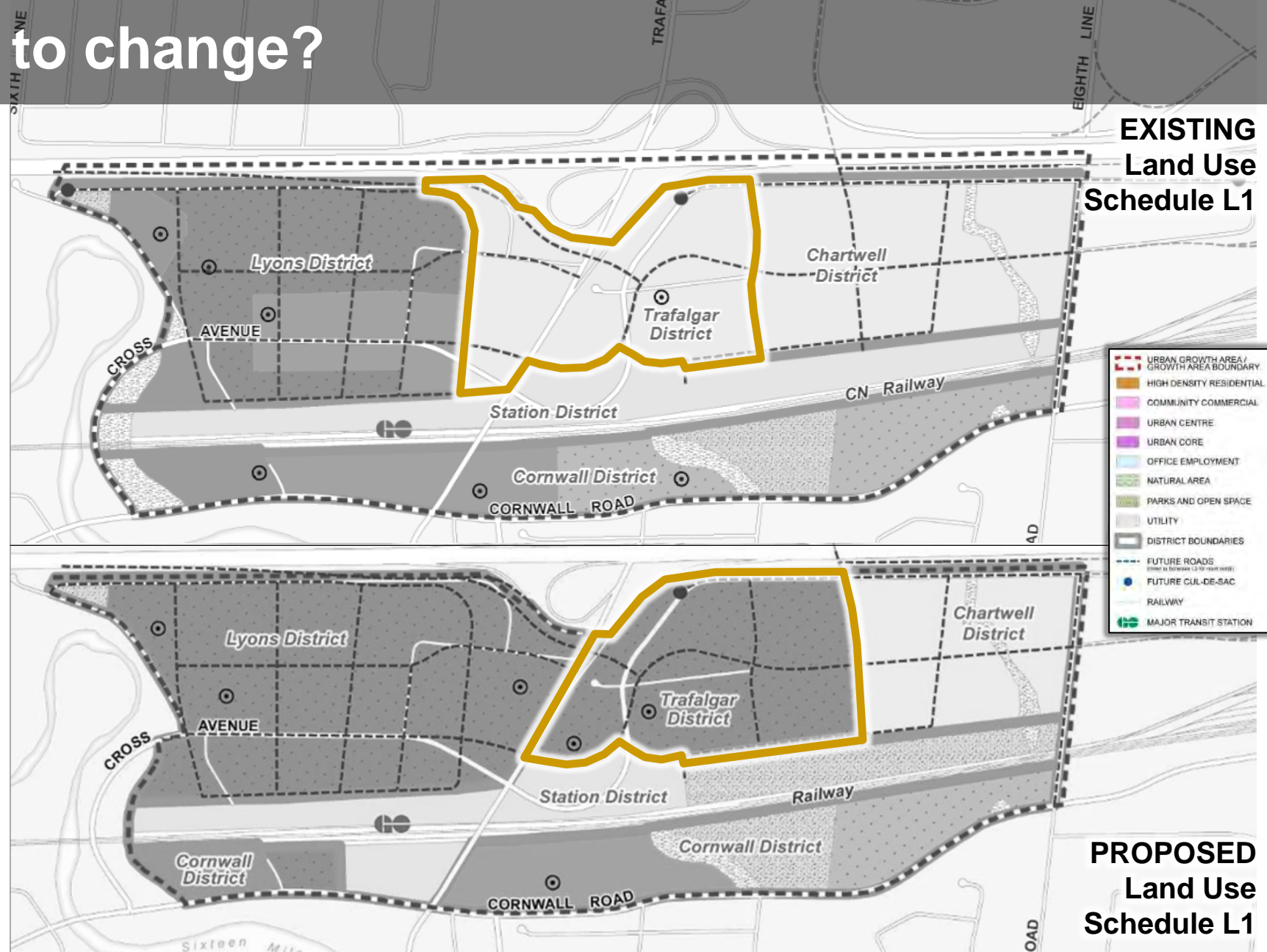


What is PROPOSED to change?

Districts

The **Trafalgar District** would shift to the east side of Trafalgar Road.

It would also extend eastward to the new north-south road and proposed crossing of the QEW / Highway 403.

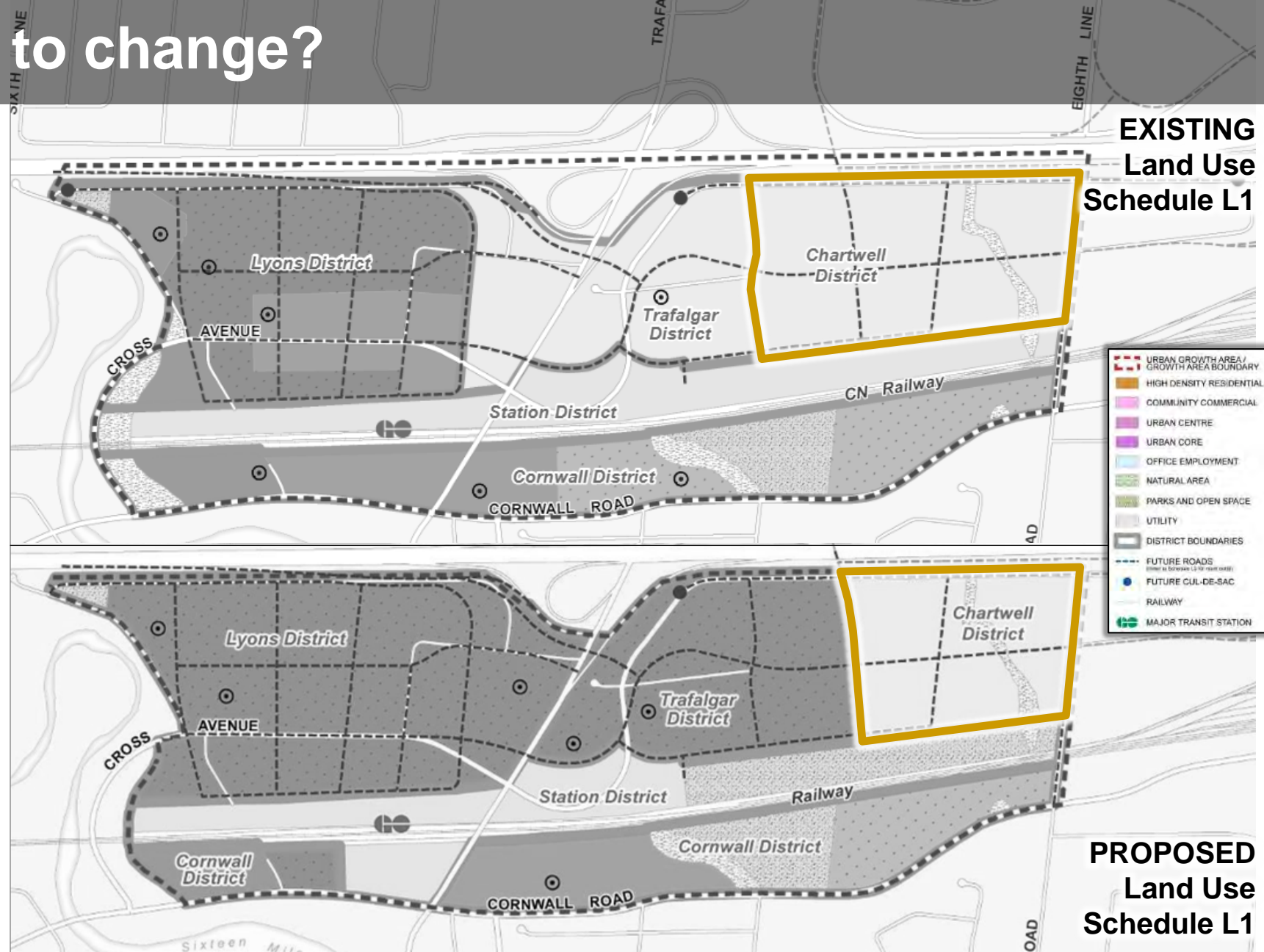


What is PROPOSED to change?

Districts

The **Chartwell District** is being reduced on its western boundary.

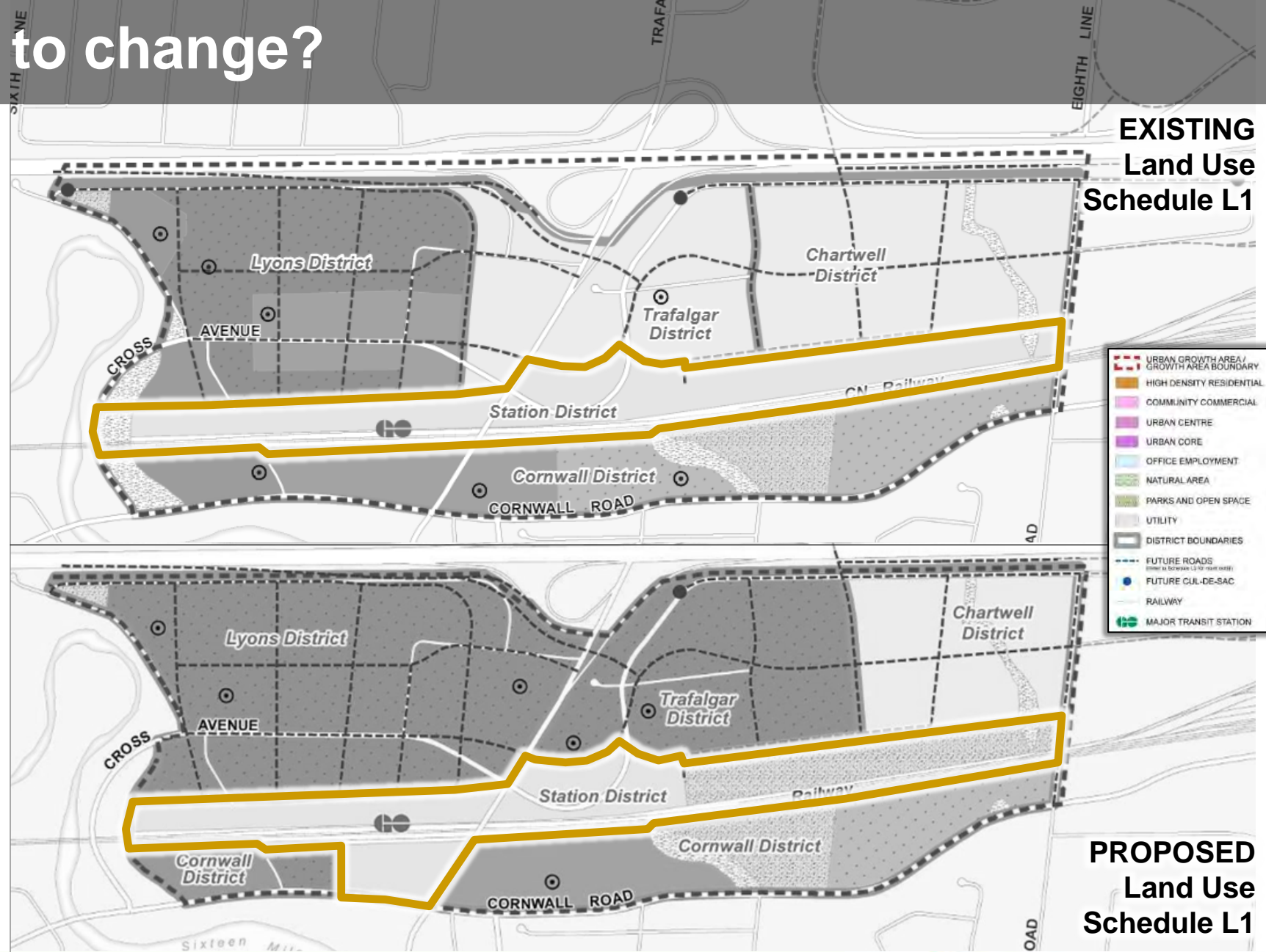
It will now extend from Chartwell Road to the new north-south road and proposed crossing of QEW / Highway 403.



What is PROPOSED to change?

Districts

The **Station District** is being expanded to include the existing GO parking garage and Control Centre.

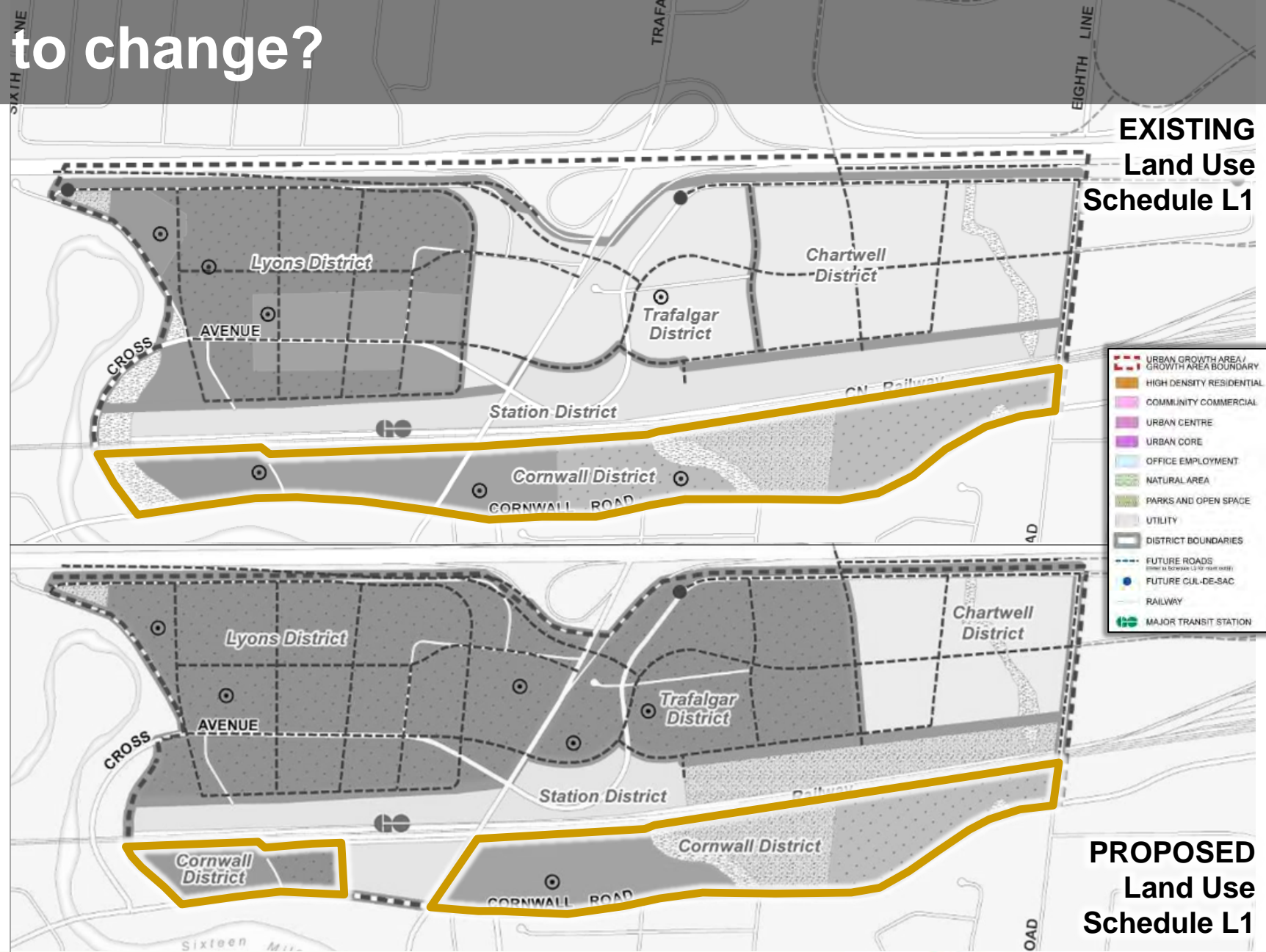


What is PROPOSED to change?

Districts

The **Cornwall District** would be split into two sections due to the expansion of the Station District.

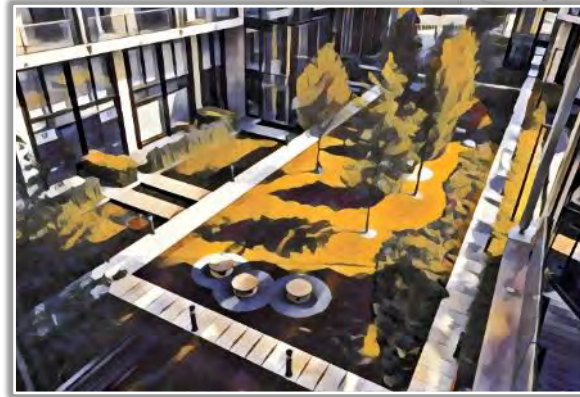
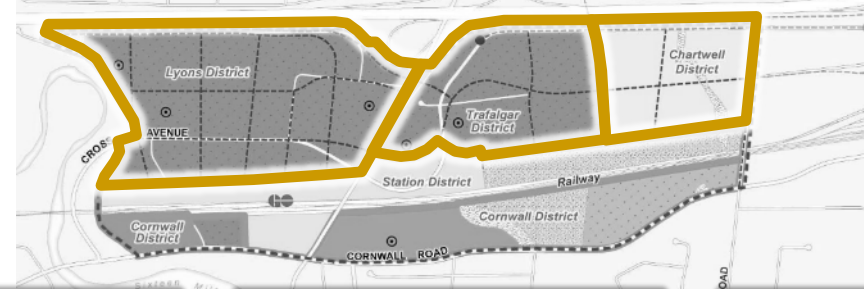
It would no longer include the existing GO parking garage and Control Centre.



What is being ACCOMPLISHED through the changes?

Parks and Open Space

- The draft OPA policies proposes that **one or more areas of public parkland** will be accommodated in **EACH** district north of the railway.
- The Town is also working on a **town-wide Parks Strategy** that will be important for Midtown. One of the things it is looking at is the character of parks space in our Growth Areas.
- The **character of park spaces** in these environments **will be different** than the typical parks found in Oakville's mature neighbourhoods.
- Also proposing to use Hydro corridor lands for recreation



What is PROPOSED to change?

Building Heights

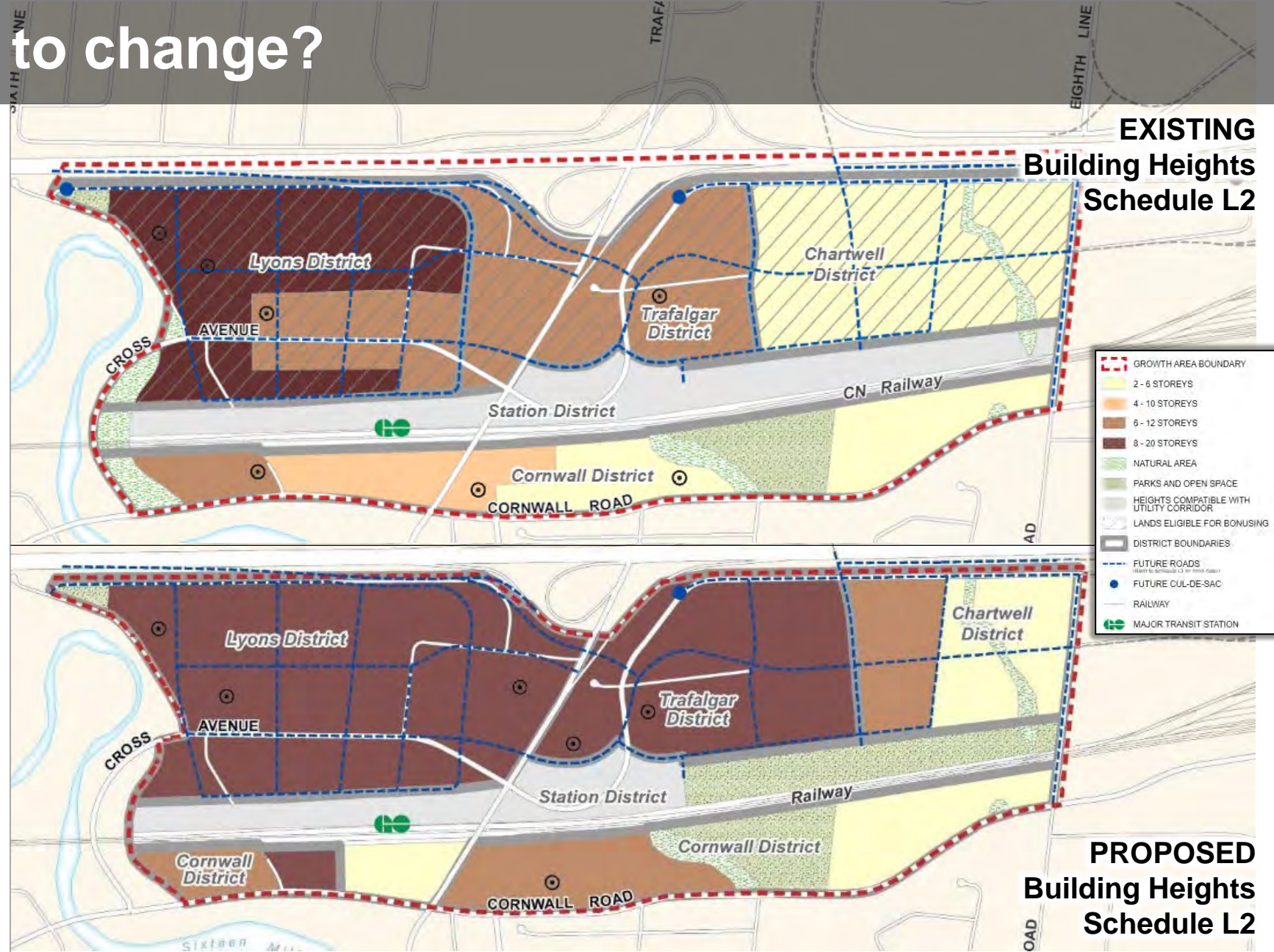
Changes to the *Planning Act* (s.37) have **removed** the opportunities for bonusing under this section.

The hatching representing '**lands eligible for bonusing**' would be **removed**.

This now provides an opportunity for **more certainty** related to height.

The draft OPA proposes consideration for **additional building height** in return for **key elements** that help **meet the objectives** for Midtown, north of the railway only.

The changes to building heights schedule would generally **align with the changes to the land use schedule**.



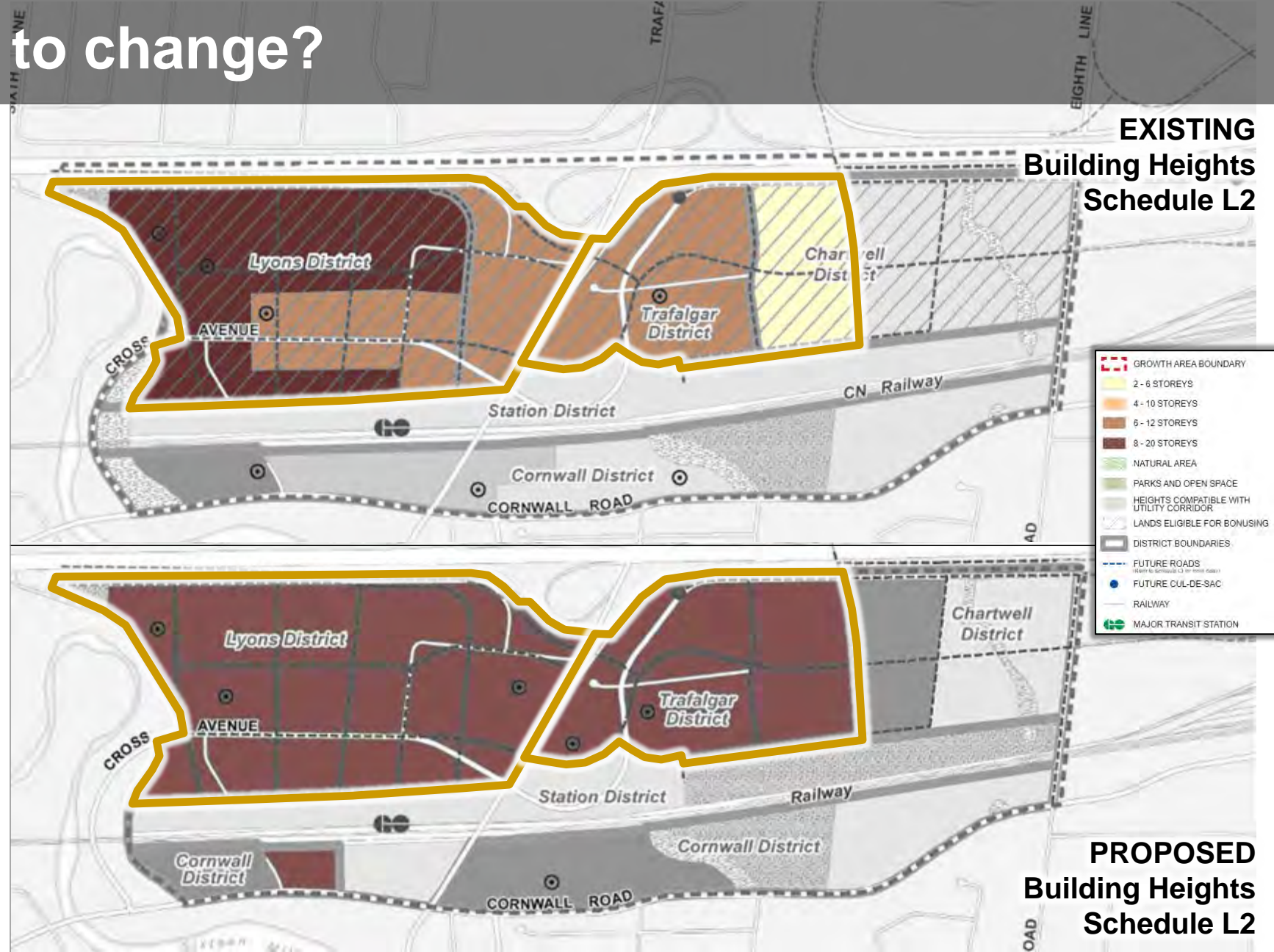
What is PROPOSED to change?

Building Heights

Lyons and Trafalgar Districts

Building Height permissions for **minimum 8 storeys to maximum 20 storeys** are proposed to extend across the entirety of these districts.

This would align with the proposed extension of the **Urban Core** designation throughout these districts.



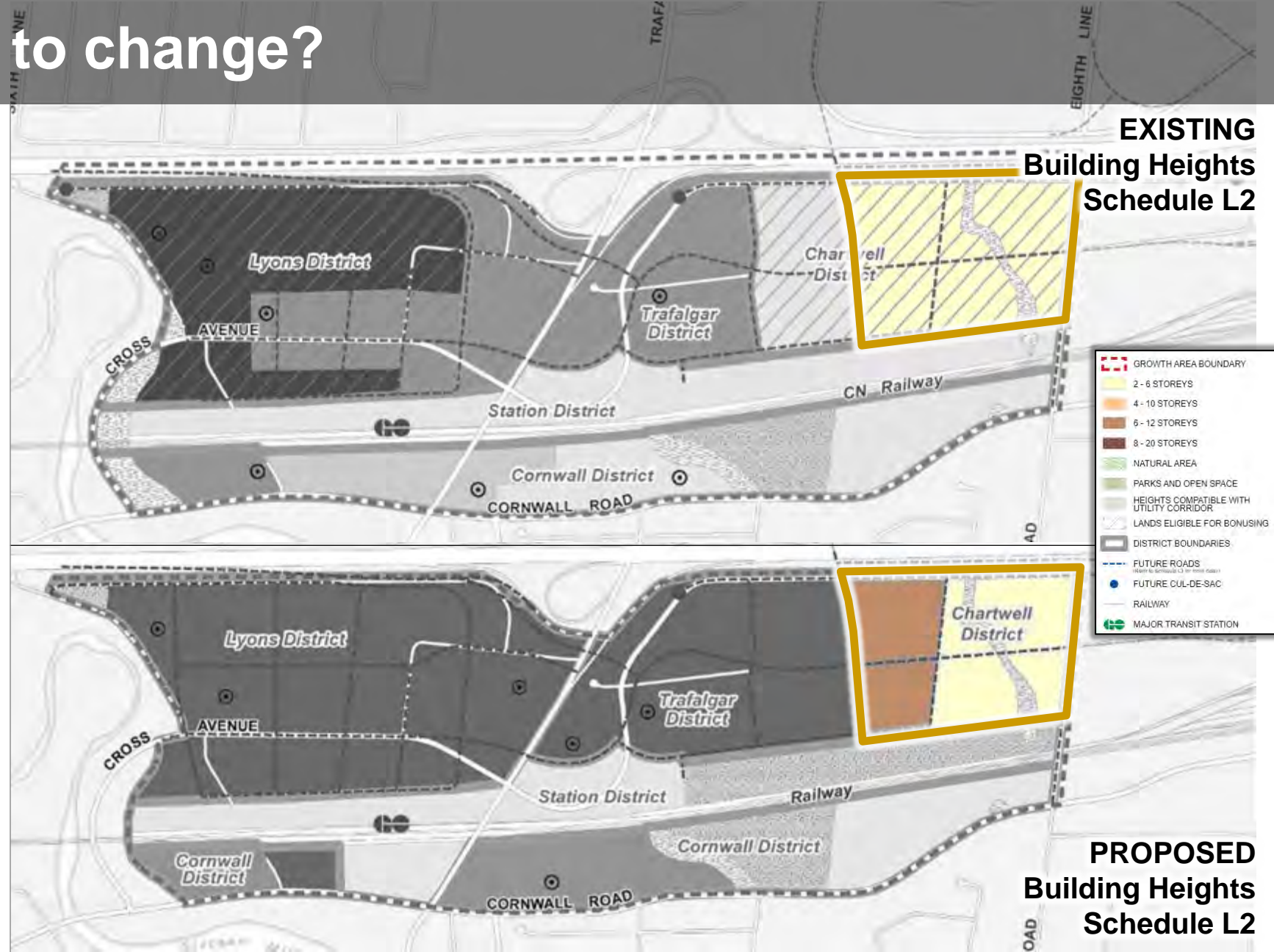
What is PROPOSED to change?

Building Heights

Chartwell District

The building height permissions in the western portion of the district are proposed to increase to a **min. 6 storeys to max. 12 storeys** range.

This would create a **height transition** from the eastern portion of the district to the building heights in the Trafalgar District.

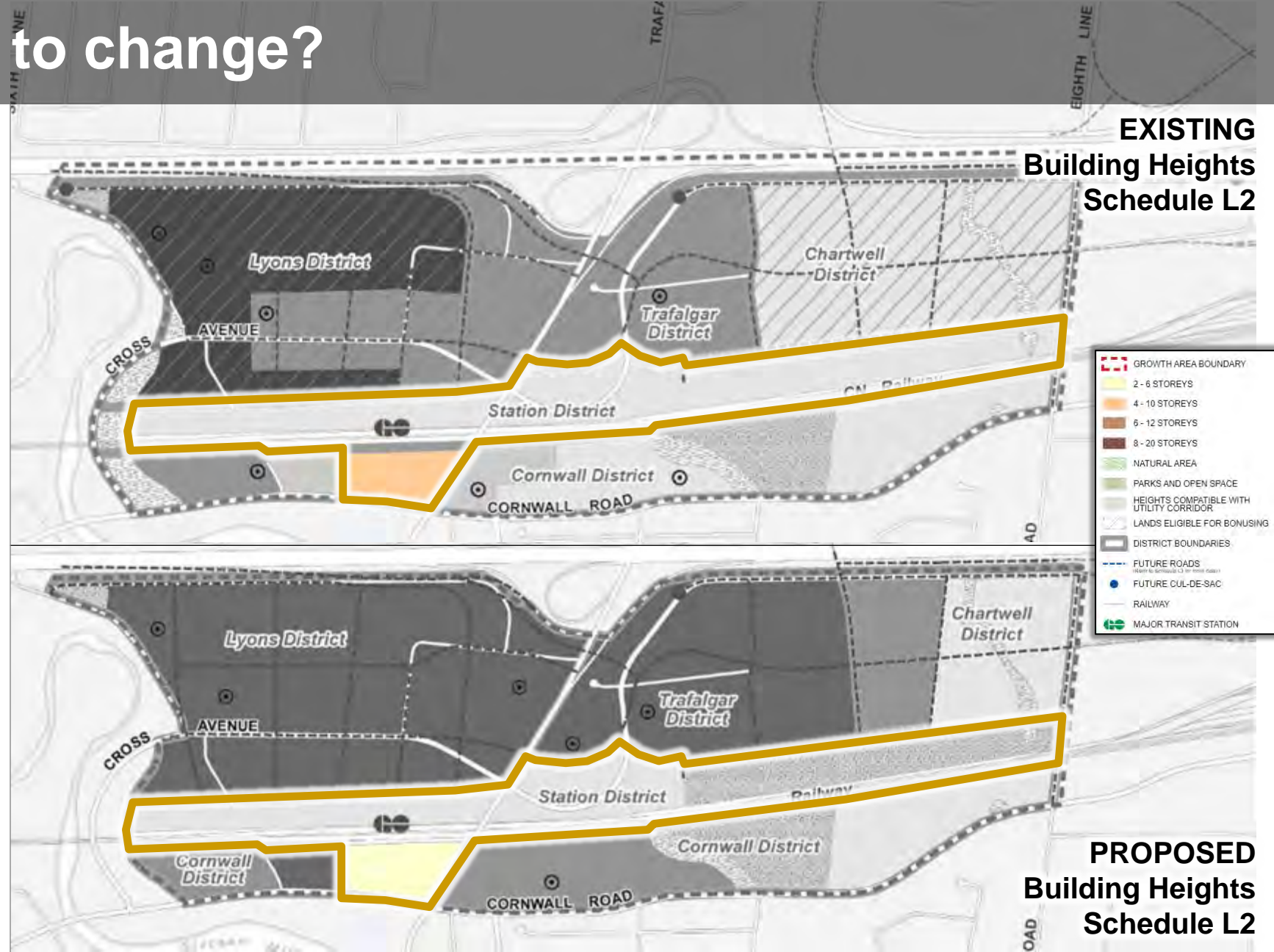


What is PROPOSED to change?

Building Heights

Station District

The building heights in this district, south of the railway, are proposed to be **min. 2 storeys to max. 6 storeys**, to reflect the existing GO Transit buildings already built in this location.



What is PROPOSED to change?

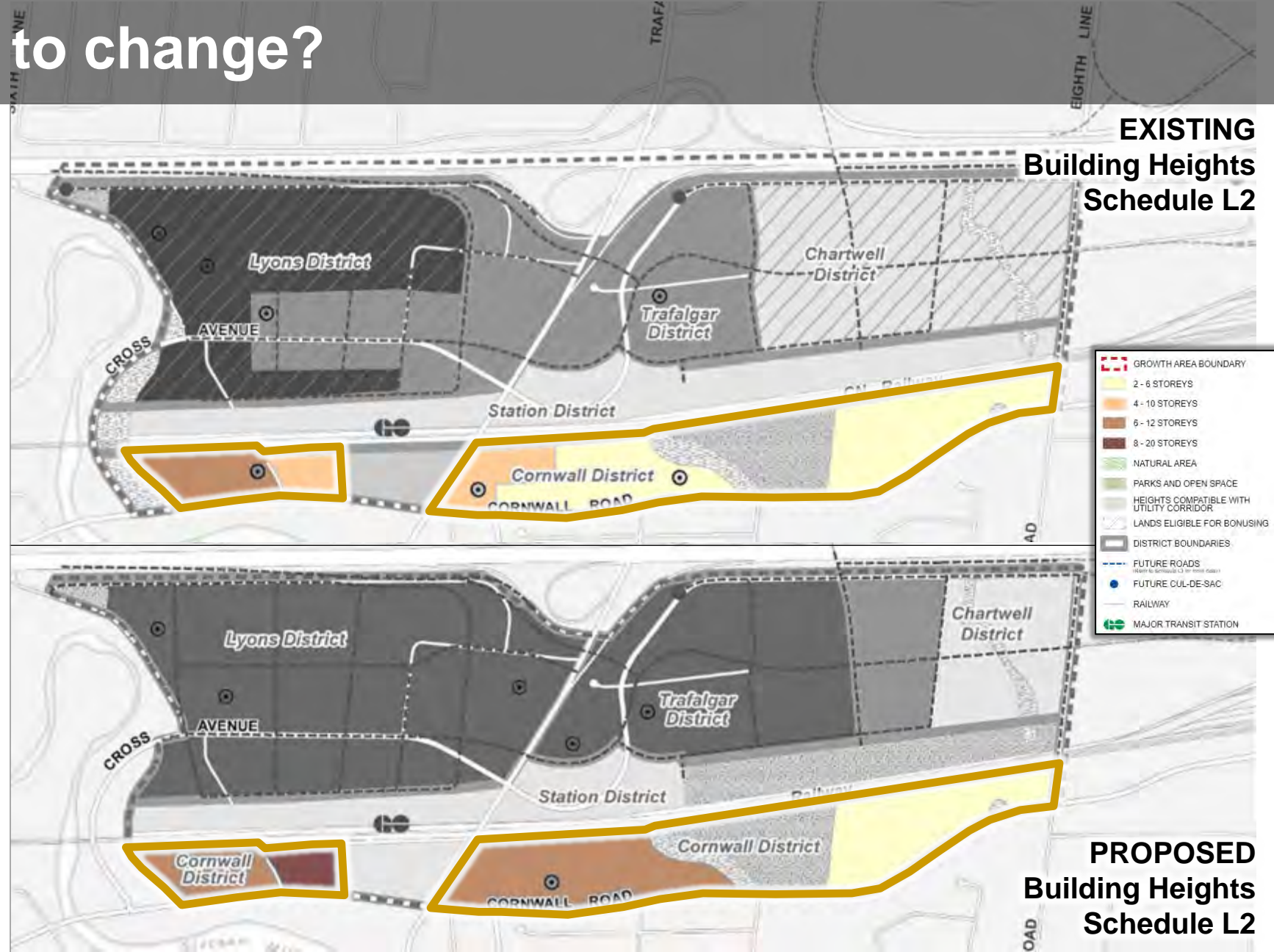
Building Heights

Cornwall District

The existing building heights on the **far east and far west** of the district are being maintained. No change.

On the lands beside the GO Parking Garage, the building heights are proposed to increase to a **min. 8 storeys to max. 20 storeys** range in alignment with the proposed **Urban Core** designation.

Between Trafalgar Road and the existing park space, the building heights are proposed to increase to a **min. 6 storeys to max. 12 storeys** range.



What is PROPOSED to change?

Street Network

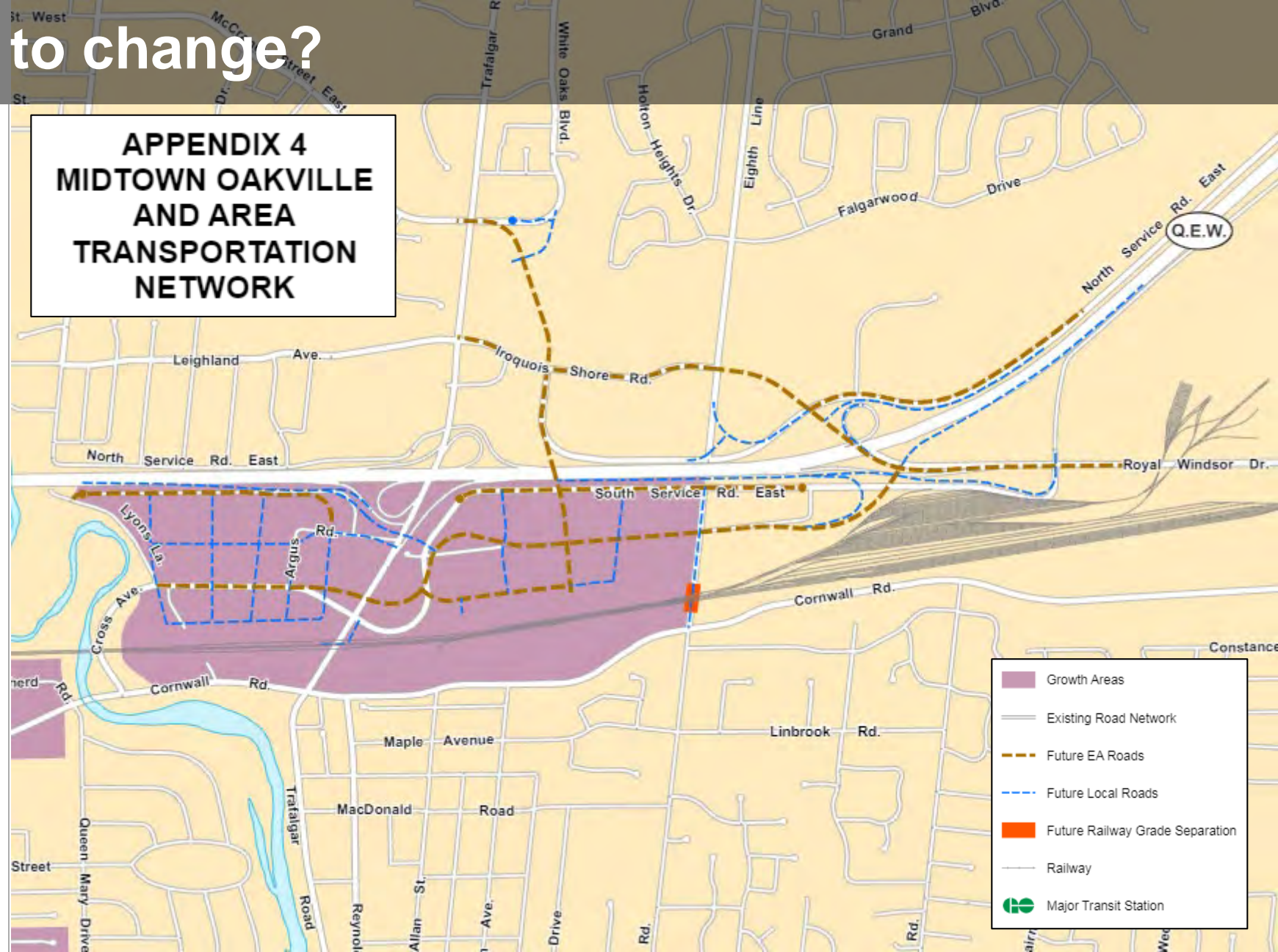
The future street network was introduced into Livable Oakville through OPA 14. It is comprised of future 'Environmental Assessment (EA) Roads' and future local roads.

The cost estimates to build this entire future road network are quite high.

It is not expected to be built all at once. It will be implemented incrementally.

It is dependent on various sources of funding. When funding is available, parts of the network will be built.

It is also dependent on individual developments that come forward and necessary road segments are built.

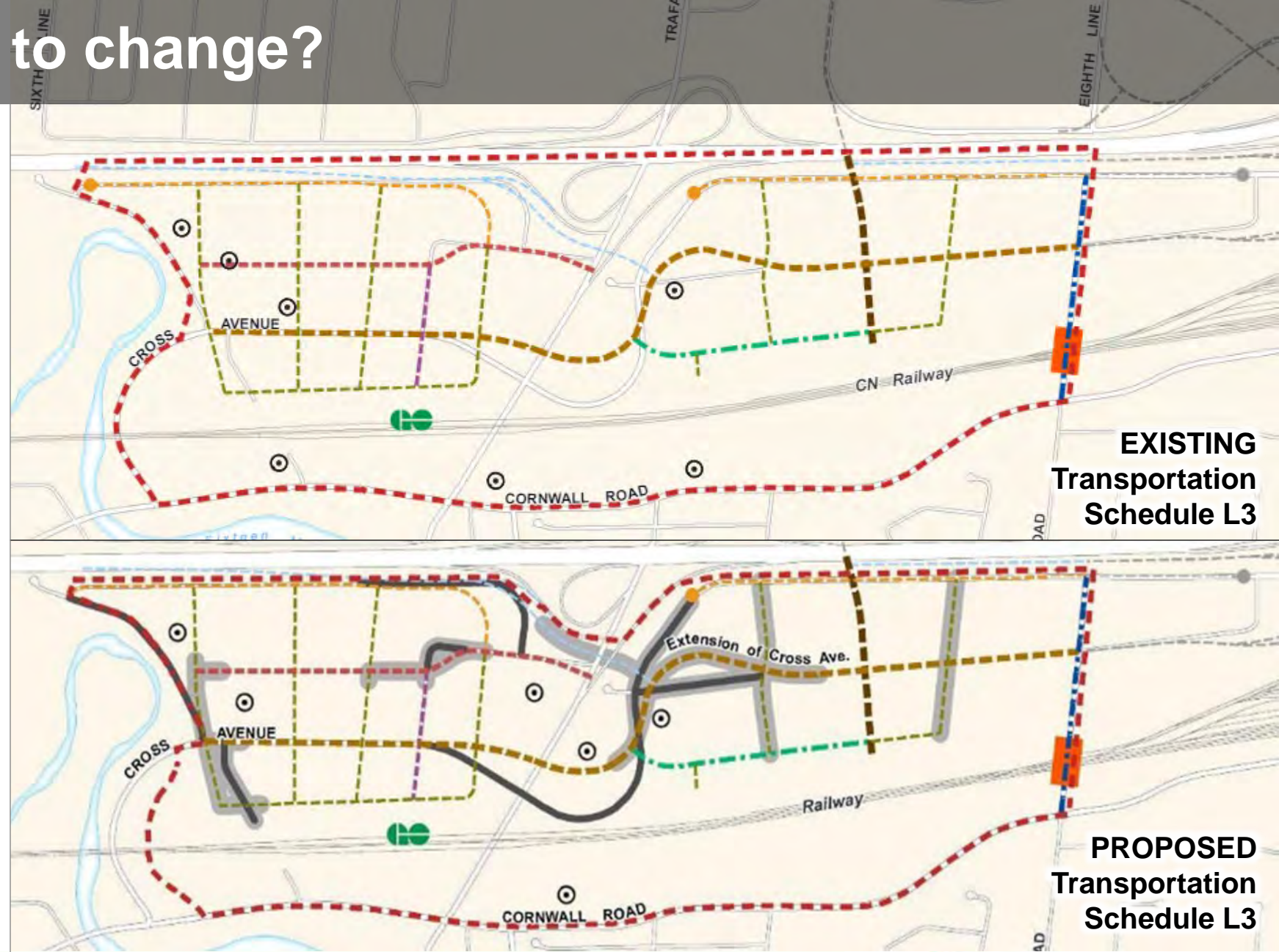


What is PROPOSED to change?

Street Network

This draft OPA is **NOT proposing any realignment** to this street network.

The draft OPA is proposing **some additional features** to the street network schedule to help with clarity and flexibility during implementation of the street network.



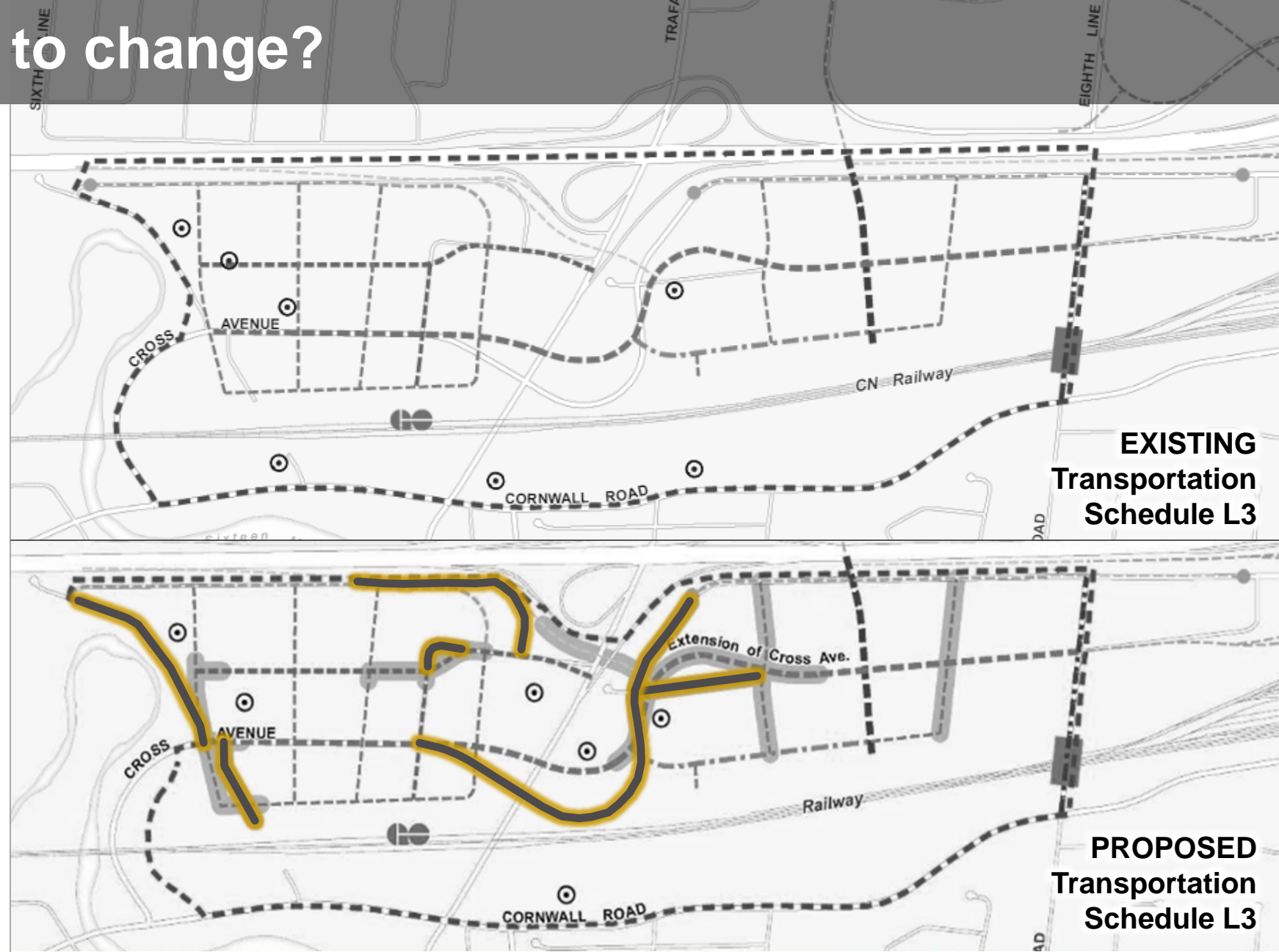
What is PROPOSED to change?

Street Network

Roads to be Abandoned

One thing that is **not clear in the existing transportation schedule** is which roads are intended to be abandoned in the long term after the proposed roads are constructed and operational.

The proposed transportation schedule identifies which **road segments are intended to be abandoned** in the long term.



What is PROPOSED to change?

Street Network

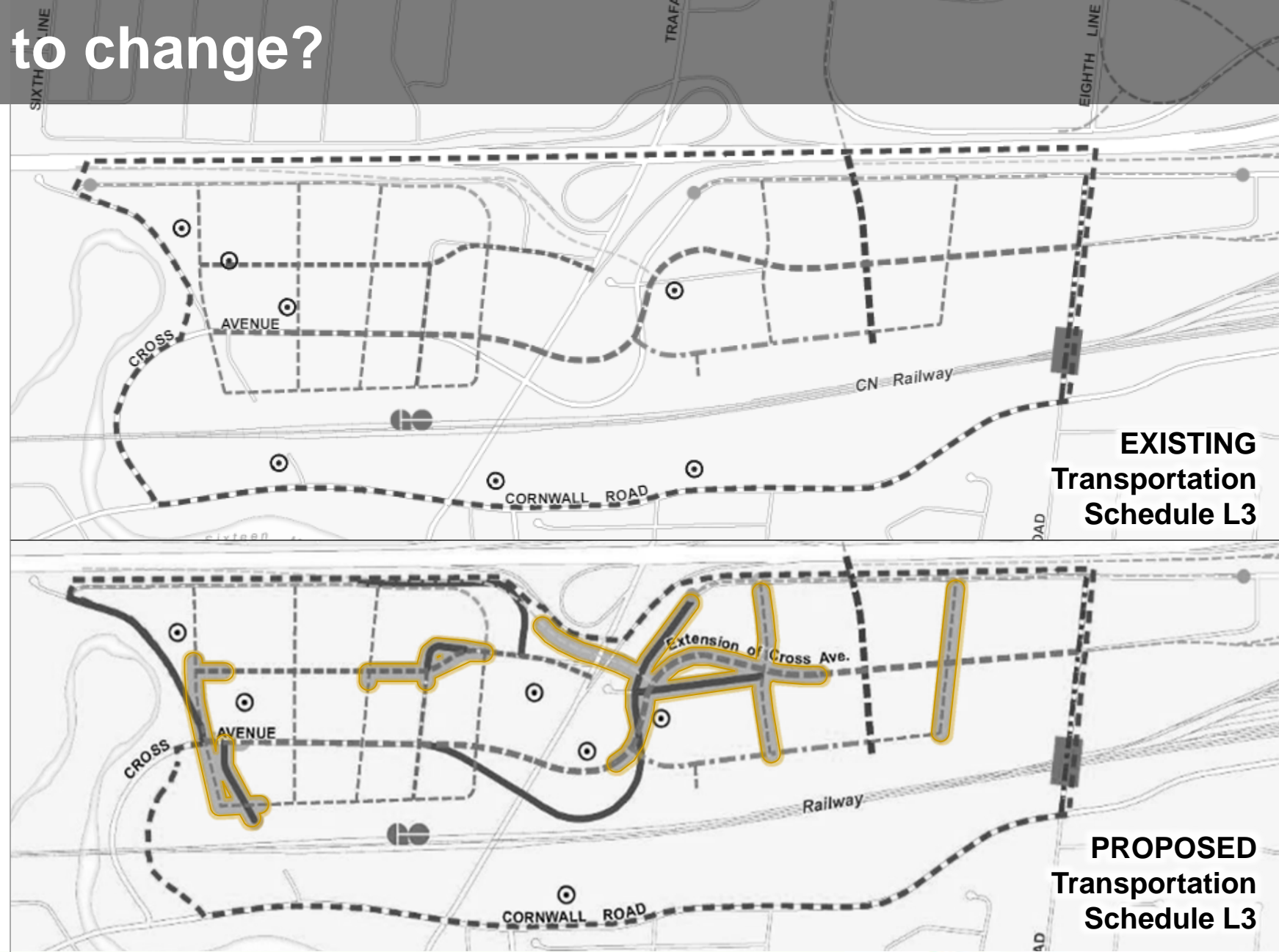
Flexibility for Implementation

The proposed road network will not be implemented all at once. It will occur incrementally over time.

Interim street alignments and/or **innovative alternate configurations**

may be needed in order to accommodate the incremental development of Midtown Oakville.

A **grey underlay** is being proposed under certain street segments to identify where **'Final road alignment may be subject to further study'** in order to provide flexibility that may be required to implement the street network.



What is PROPOSED to change?

Additional Building Height

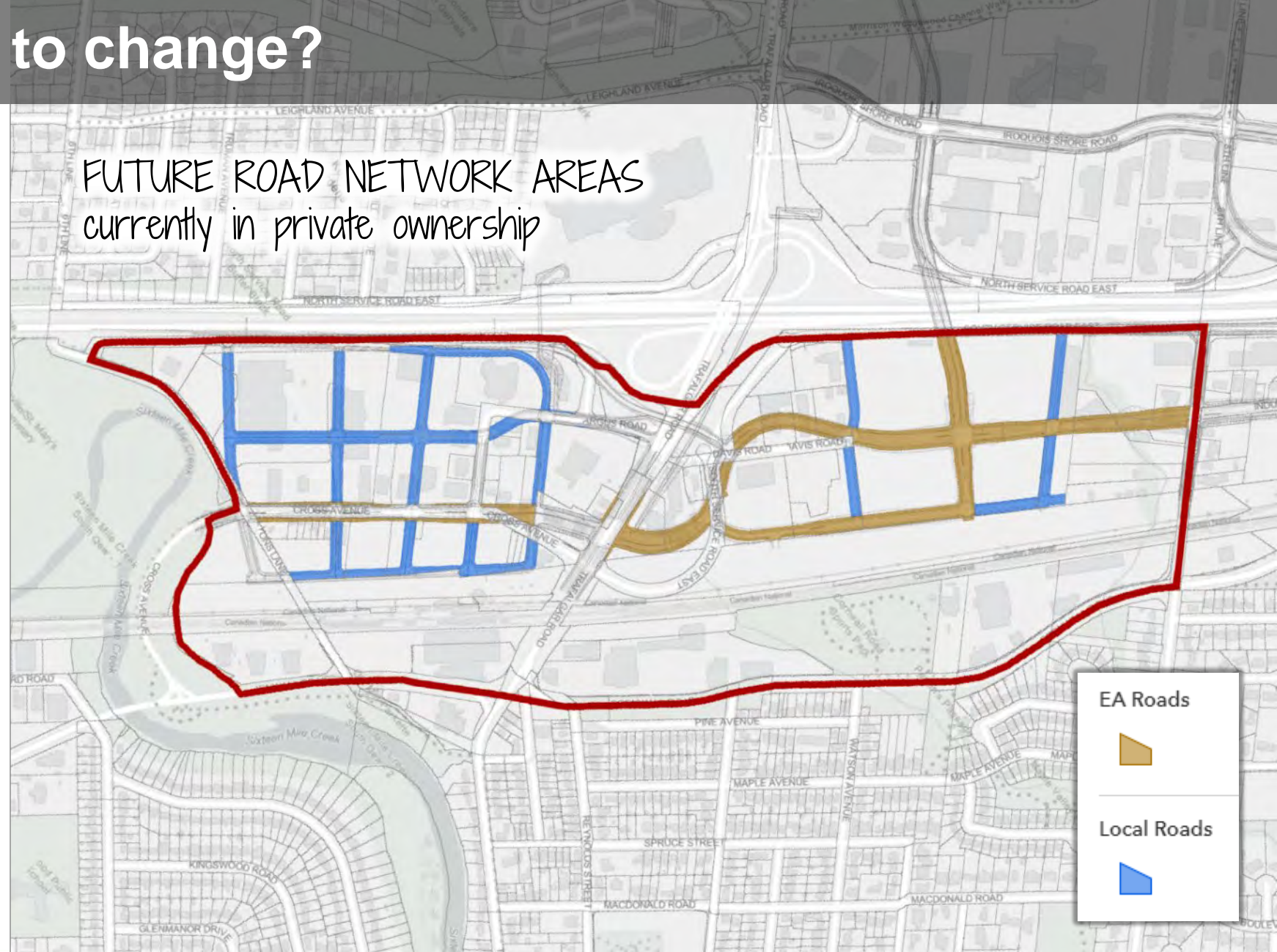
For future roads

Most of the land needed for the future road network is **privately owned**.

While the Town is able to **protect** for new alignments and additional right-of-way requirements, the **acquisition of roads** is more complicated and requires a strategy that facilitates that process.

The draft OPA proposes draft policies to **create incentive** for landowners to **provide the land and construct or fund** the proposed future roads associated with a particular property.

FUTURE ROAD NETWORK AREAS
currently in private ownership



What is PROPOSED to change?

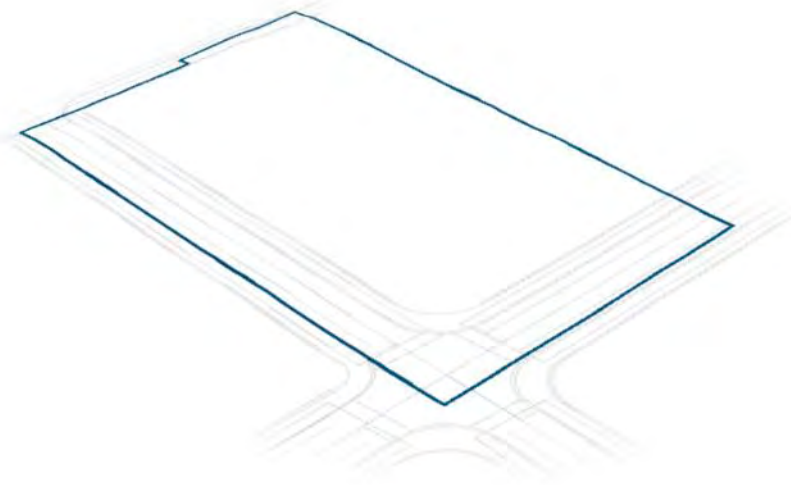
Additional Building Height

For future roads

Additional building height – over the max. height on Schedule L2 – may be considered **in return for** providing the land and agreeing to construct or fund the future local road on their property.

The total gross floor area of the portion of the building that would be permitted to **exceed the maximum building height** could be up to:

- **5 times** the area of the land for a **future local road**, and
- **2 times** the area of land for a **future arterial road**.



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20 storeys



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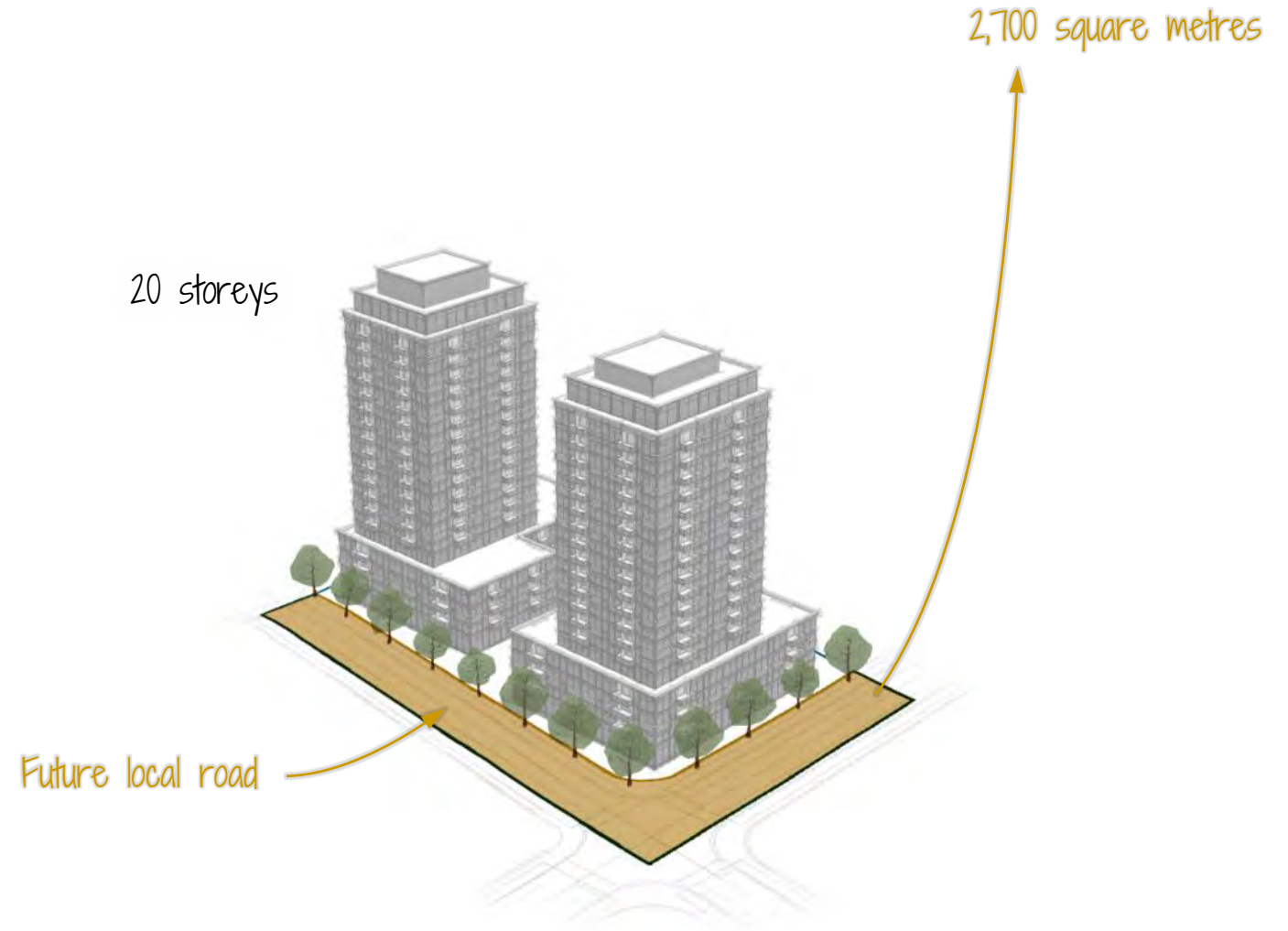
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20 storeys

Future local road

$$\frac{2,700 \text{ square metres} \times 5}{13,500 \text{ sqm}}$$



What is PROPOSED to change?

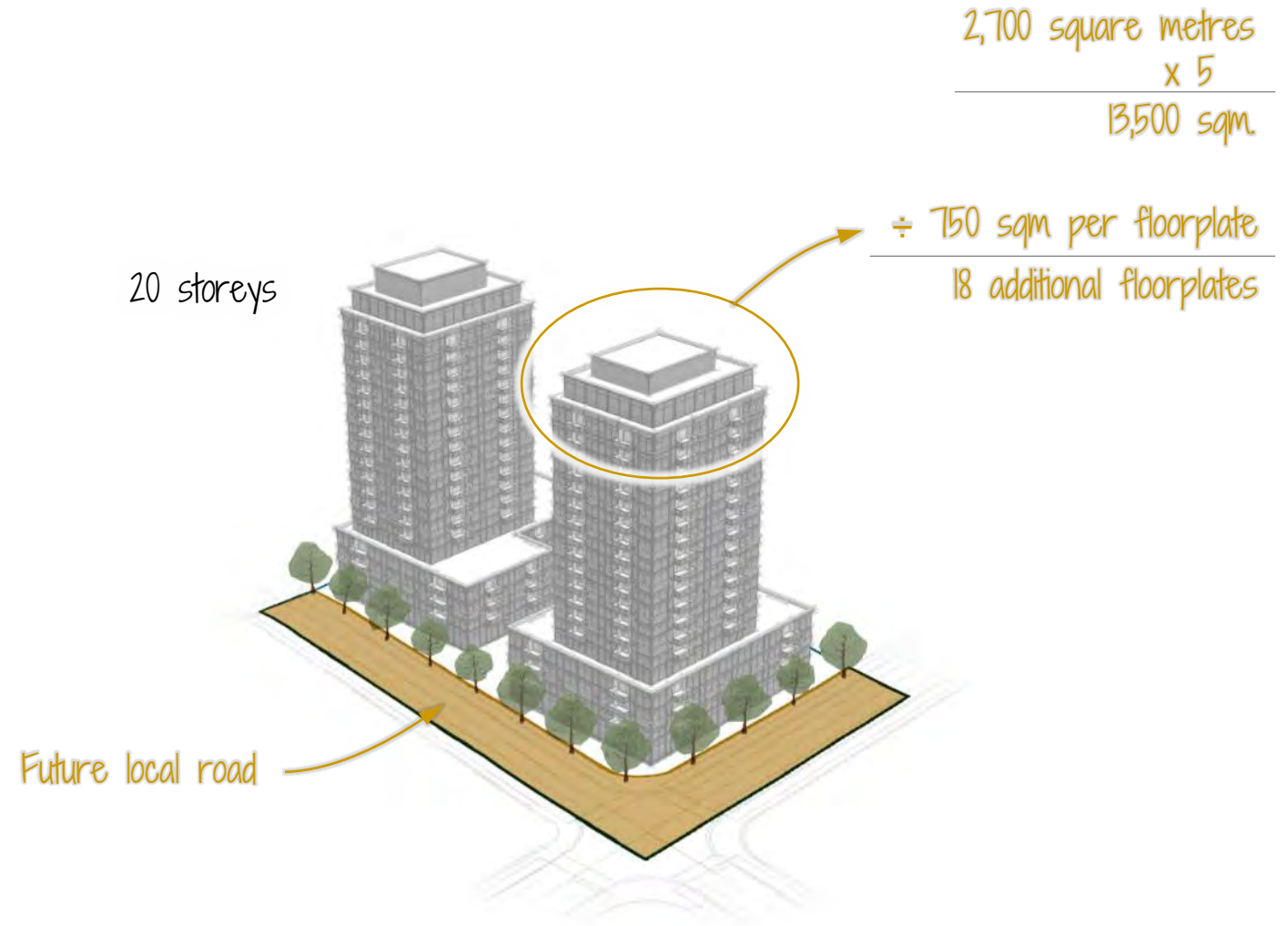
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- **2 times** the area of land for a **future arterial road**.

20 storeys



$$\begin{array}{r} 2,700 \text{ square metres} \\ \times 5 \\ \hline 13,500 \text{ sqm.} \end{array}$$

$$\begin{array}{r} \div 750 \text{ sqm per floorplate} \\ \hline 18 \text{ additional floorplates} \end{array}$$

10 storeys max. additional storeys per tower

What is PROPOSED to change?

Additional Building Height

For future roads

Additional building height – over the max. height on Schedule L2 – may be granted **in return for** providing the land **and** agreeing to construct or fund the future local road on their property.

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- **5 times** the area of the land for a **future local road**, and
- **2 times** the area of land for a **future arterial road**.



What is PROPOSED to change?

Additional Building Height

For office space in residential building

Midtown 'Urban Core' proposals to-date typically consist of residential buildings with non-residential uses proposed for a portion or all of the ground floor. Office uses are not generally contemplated.

To encourage true mixed-use buildings, **additional building height** may be granted for the **inclusion of office space** in a mixed-use building.

One additional storey for every **800 square metres** of office space.

Max. **5 additional storeys** per building for this.

20 storeys



What is PROPOSED to change?

Additional Building Height

For office space in residential building

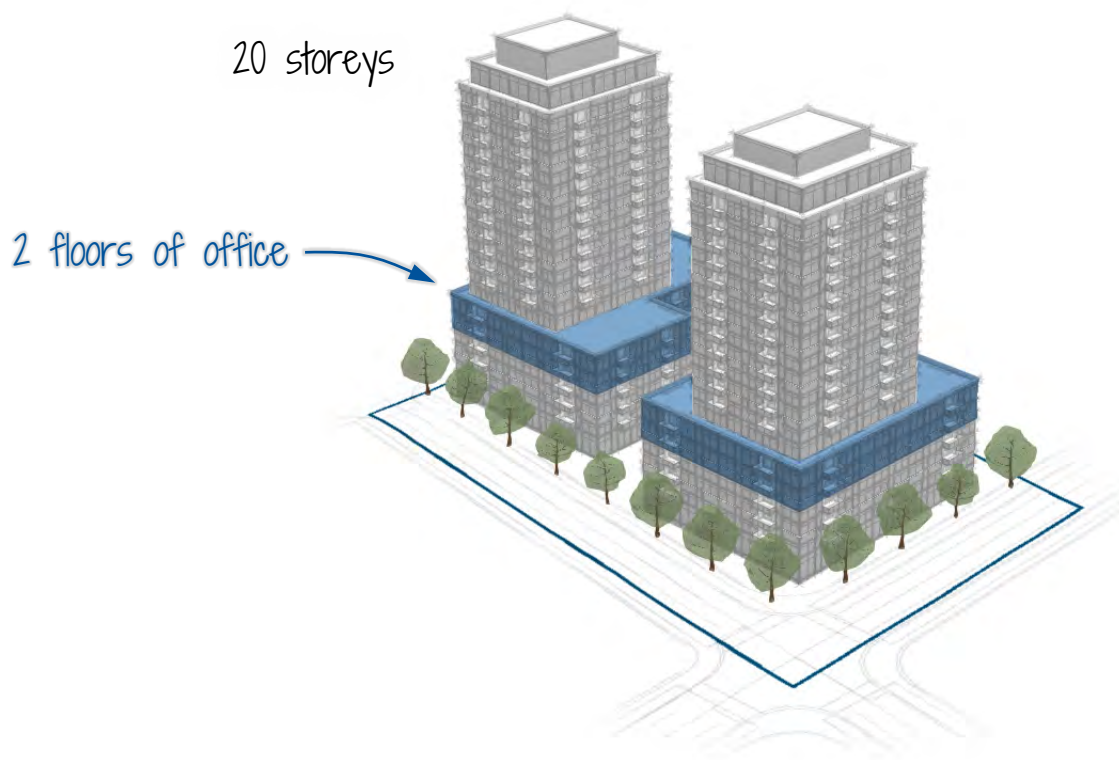
Midtown 'Urban Core' proposals to-date typically consist of residential buildings with non-residential uses proposed for a portion or all of the ground floor. Office uses are not generally contemplated.

To encourage true mixed-use buildings, **additional building height** may be granted for the **inclusion of office space** in a mixed-use building.

One additional storey for every **800 square metres** of office space.

Max. **5 additional storeys** per building for this.

$$\begin{array}{r} \text{Each building} - 3,200 \text{ sqm of office} \\ \div 800 \text{ sqm per additional storey} \\ \hline 4 \text{ additional storeys per tower} \end{array}$$



What is PROPOSED to change?

Additional Building Height

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Each building – 3,200 sqm of office
÷ 800 sqm per additional storey

4 additional storeys per tower

What is PROPOSED to change?

Additional Building Height

For above-ground structured parking

In the future, there is the possibility that **demand for parking spaces may diminish** over time.

Above-ground parking structures have a **greater potential to be converted** to alternative uses than underground parking.

Additional building height may be granted for buildings that provide above-ground structured parking – albeit ‘lined’ with permitted uses along public streets.

Max. **3 additional storeys** for this.



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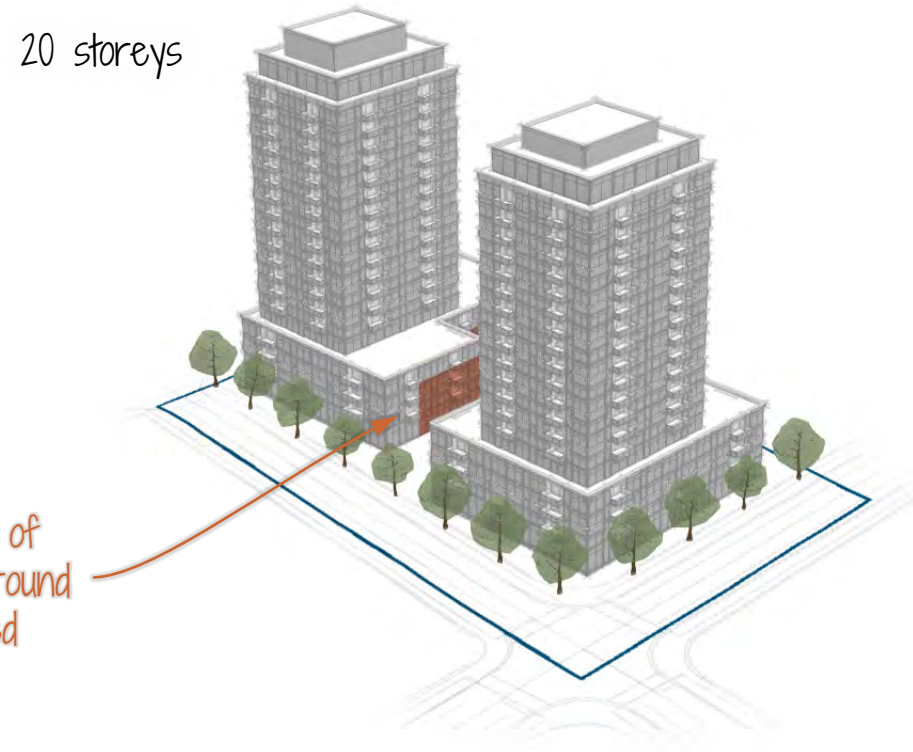
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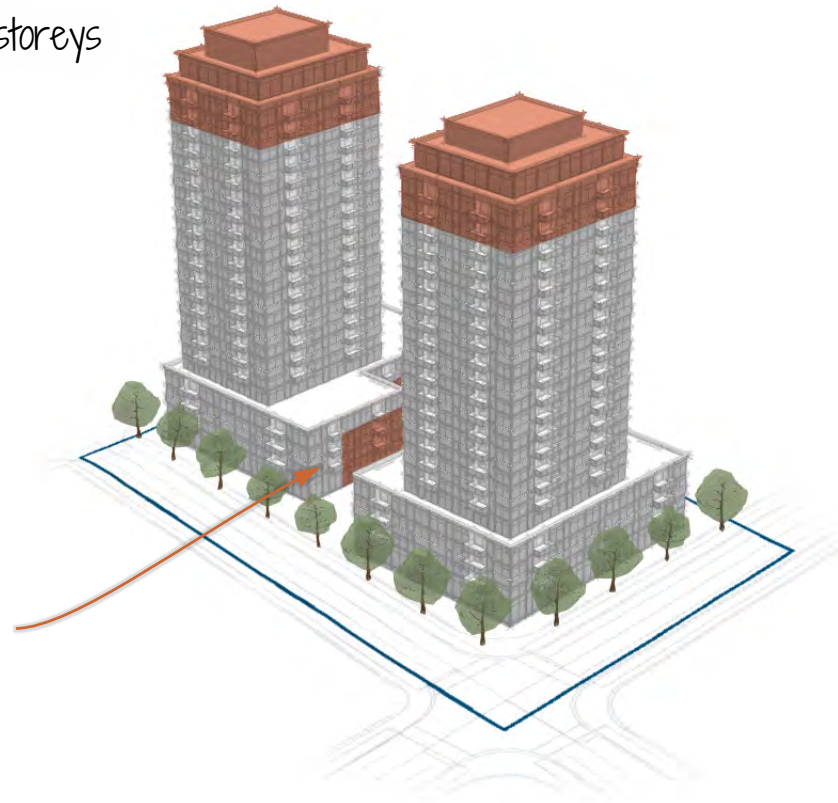
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3 additional storeys per tower

23 storeys

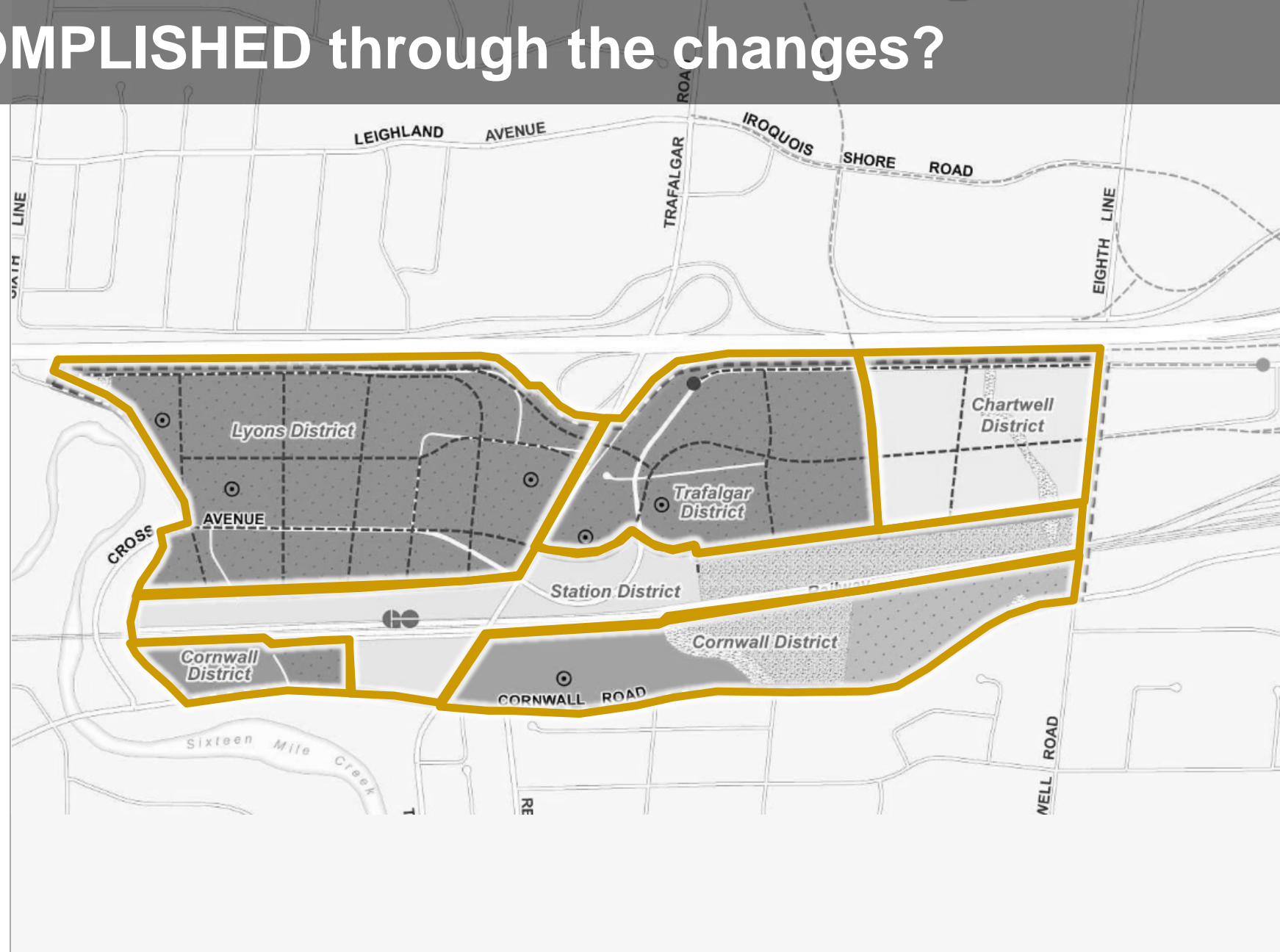
3 floors of
above-ground
structured
parking



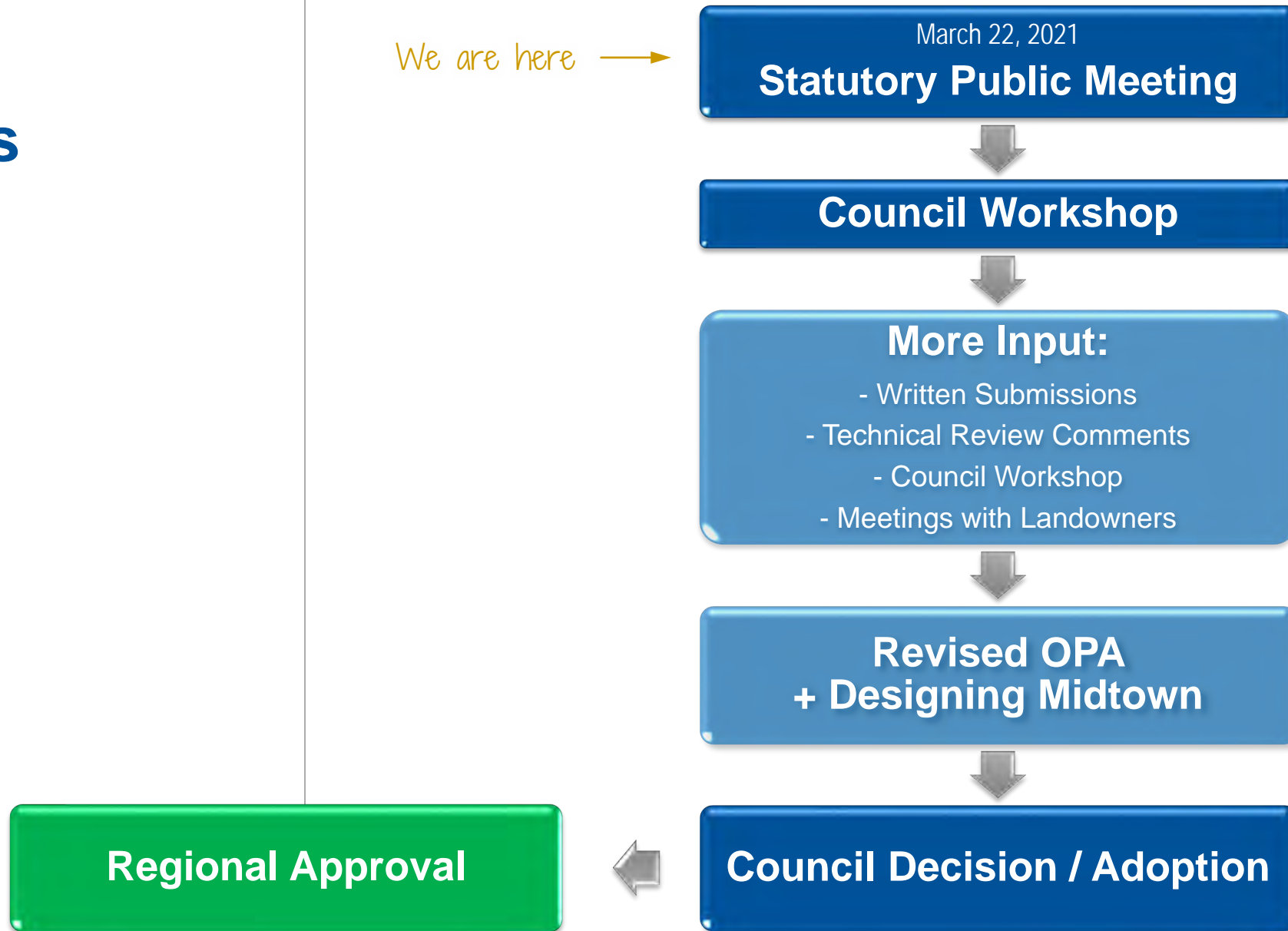
What is being ACCOMPLISHED through the changes?

Sharing the Costs of Development

- Land owner agreements
- Each District



Next Steps



Matters to be Considered

Thank you
for providing input
into the draft OPA!

Recommendation

1. That the staff report titled “Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59)”, prepared by the Planning Services Department and dated March 9, 2021, be received.
2. That comments from Council and the public with respect to the draft town-initiated official plan amendment to implement the findings of the Midtown Oakville Growth Area Review (File No. 42.15.59) be received.

