URBAN DESIGN BRIEF

PREPARED FOR:

Official Plan Amendment ("OPA")
Zoning By-law Amendment ("ZBA")
Draft Plan of Subdivision ("DPS")

South Service Holding Corporation
420-468 South Service Road East, Oakville, Ontario

File no. 1677 Z

October, 2025

Your Vision

Designed | Planned | Realized

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

MHBC - MacNaughton Hermsen Britton Clarkson Planning Limited
230-7050 Weston Road Woodbridge, ON L4L 8G7
T: 905 761 5588
F: 905 761 5589
www.mhbcplan.com

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by South Service Holding Corporation (the "Owner") to seek approval for an Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA") and Draft Plan of Subdivision ("DPS") applications to redevelop lands located at 420 South Service Road East, in the Town of Oakville (hereinafter referred to as the "Subject Lands").

The proposed master plan will create a mixed-use community comprised of a series of lots and blocks that will allow for the development of high-rise mixed-use buildings supported by sufficient transportation and servicing infrastructure and community uses. The vision and objectives for the master plan have been developed collectively in consultation with the public and key stakeholders and are supported by a comprehensive set of design, civil engineering, traffic engineering, and environmental work.

The Subject Lands occupy 11.08 ha (27.39 acres) of the eastern portion of Midtown Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the East.

Further to the above, it is anticipated that discussion and refinements to the master plan will continue following the submission of these applications. This approach is reasonable within the context of such a large, complex site and is intended to advance the collaborative planning process.

Please do not hesitate to contact us if you have any questions or wish to discuss the brief in further detail.

Sincerely;

MHBC

Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer

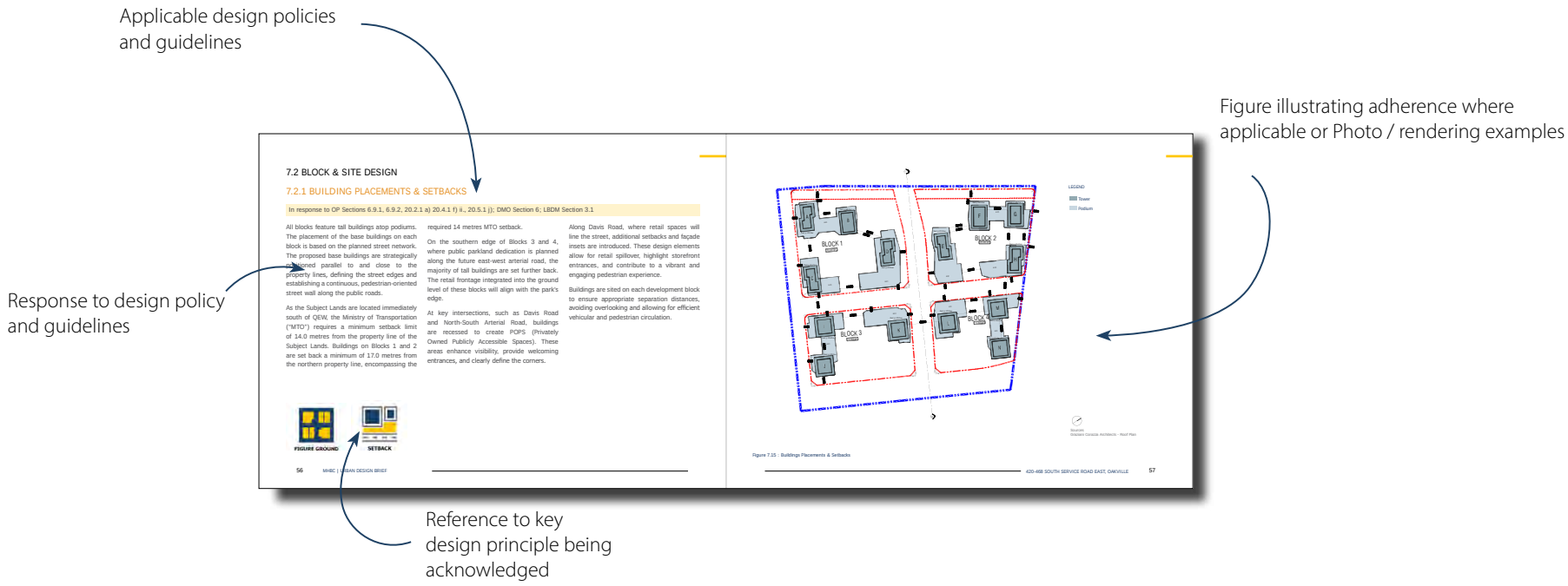
Shadi Adab, M.Arch., M.U.P., MCIP, RPP
Associate | Urban Designer

Nimita Chandiramani, B.Arch
Sr. Urban Designer | Landscape Designer

2.0
HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence to those principles is provided. In some cases where strict compliance is not feasible, a design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help connect people with places, balance environmental protection with emerging built forms, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.



3.0
SUBJECT LANDS & CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are municipally described as 420 South Service Road East in the Town of Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the east. The lands are rectangular in shape and occupy an area of 11.08 ha (27.39 acres), with a frontage of approximately 379 metres along South Service Road East.

Most of the Subject Lands are currently vacant, containing paved asphalt or concrete areas presumed to be the areas where former buildings and driveways were located.

There are two partially vegetated areas on the Subject Lands, located at the southeast and southwest corners of the Subject Lands. Scattered vegetation is also located along the perimeter of the Subject Lands. The CN Rail line is located along the southern border of the Subject Lands.

The remnant Lamp Plant Office Building, which is a remnant of the original use by General Electric Canada ("GE"), is located at the north end of the Subject Lands, along South Service Road East. The GE Lamp Plant Office Building is a designated heritage property under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, through the Town of Oakville by-law 2011-096.

Figure 3.1 : Aerial View of the Subject Lands

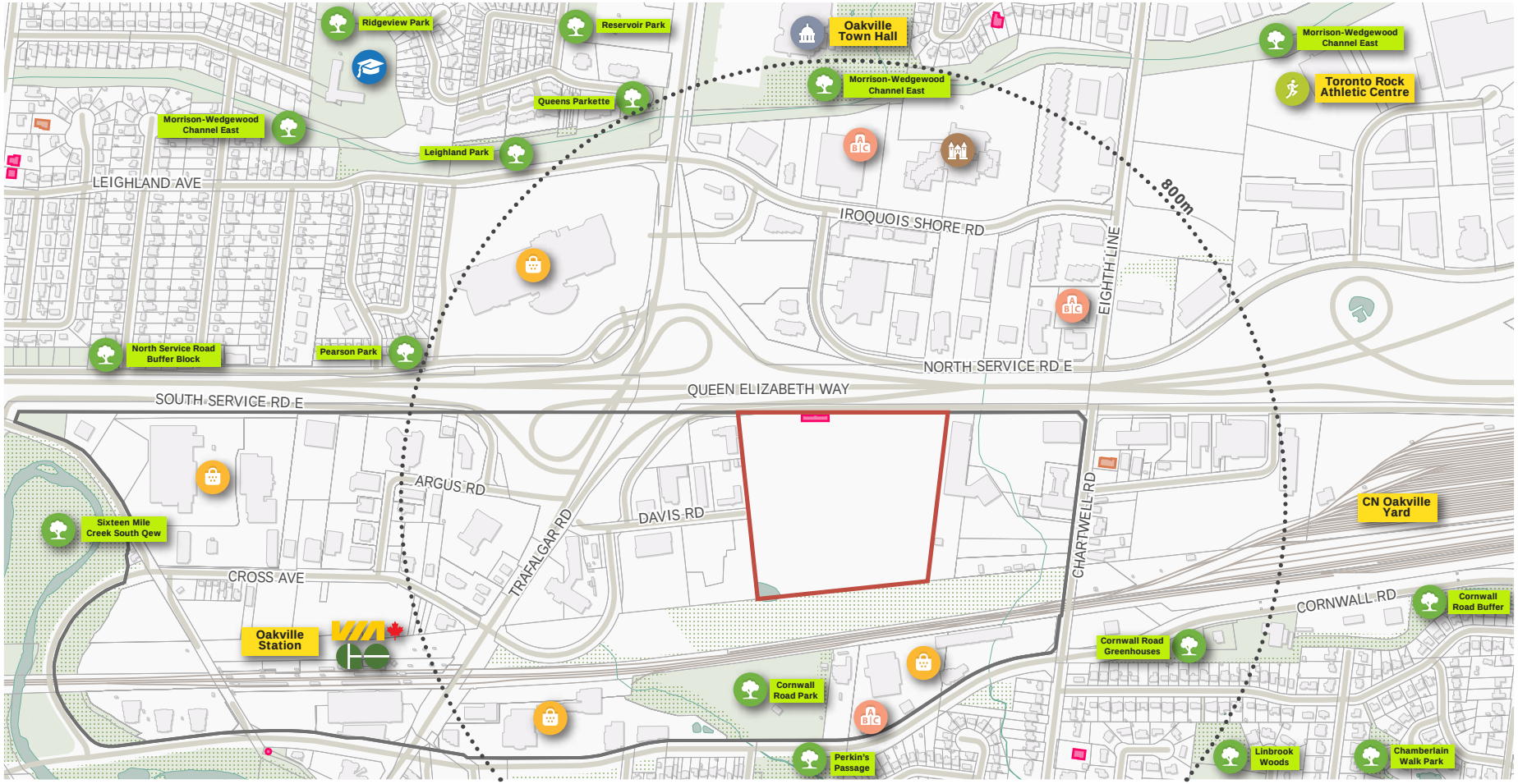
3.2 SURROUNDING CONTEXT

An assessment of the existing context is important in the planning analysis of a proposed development. The context must be evaluated regarding the existing physical environment, the surrounding area, and the specific and immediate urban setting and structure, including future land uses and infrastructure.

The Subject Lands are located in Midtown Oakville, immediately south of Highway 403 and 1.5 km north of Downtown Oakville. The Oakville GO Train Station anchors them and is centrally located within the heart of the growth area.

Midtown Oakville currently consists of various commercial and employment uses, including large-format commercial/retail plazas, automotive dealerships, large parking areas for the Oakville GO Station, office buildings and hotels. Within the last two decades, residential uses have been introduced to Midtown. Midtown Oakville has access to an array of existing services and amenities, including the Oakville GO Station, the QEW directly north, a large shopping mall, Oakville Place, and Town Hall on the north side of the QEW and various commercial retail uses.

While most of Midtown Oakville is underdeveloped, Midtown Oakville has been the focus of significant development interest in the last several years. The lack of development in Midtown presents a significant opportunity for a united and coordinated approach that transforms a once barren and isolated area into a vibrant, integrated, and attractive mixed-use community.



LEGEND

- Subject Lands
- Midtown Oakvillle Growth Area
- GO Station
- VIA Rail Station
- Town Hall
- Public School
- Child Care
- Youth Centre
- Sports Centre
- Shopping Mall
- Park
- Heritage Properties:
- Part IV
- Listed

Figure 3.2 : Surrounding Context

3.3 BLOCK & STREET PATTERN

The existing lot fabric in Midtown consists of large blocks with a very limited street network. There are only two streets on the east side of Trafalgar Street: South Service Road and Davis Road, which form a cul-de-sac, resulting in extensively large blocks. To the east of Trafalgar Road, there are two north-south streets and only three east-west streets, of which two are located at the edge of the area, resulting in a large. These large blocks are currently occupied primarily by large-format commercial and employment uses, as well as large parking lots.

Outside the Midtown area, the block patterns to the east and west are similar, with large blocks, while the block pattern to the north of the QEW and south of Cornwall represents smaller blocks as part of residential subdivision developments.

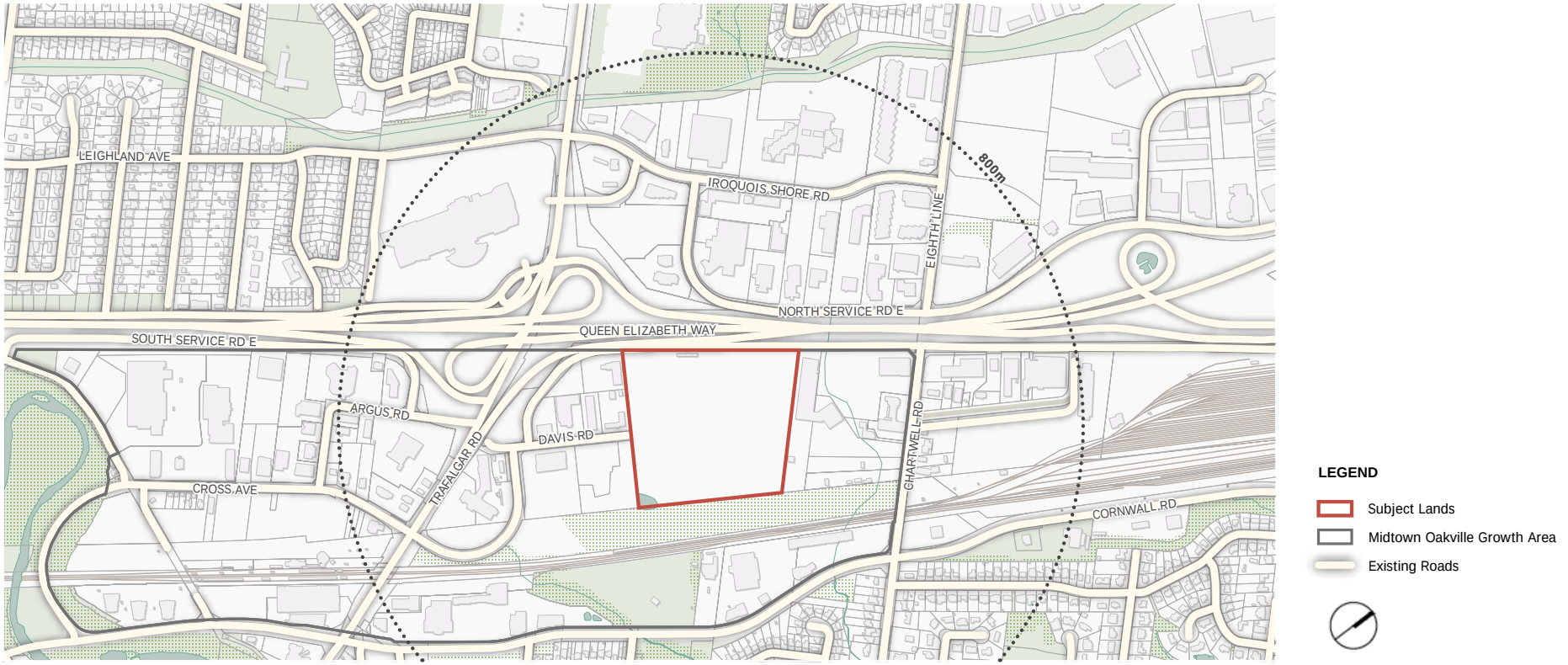
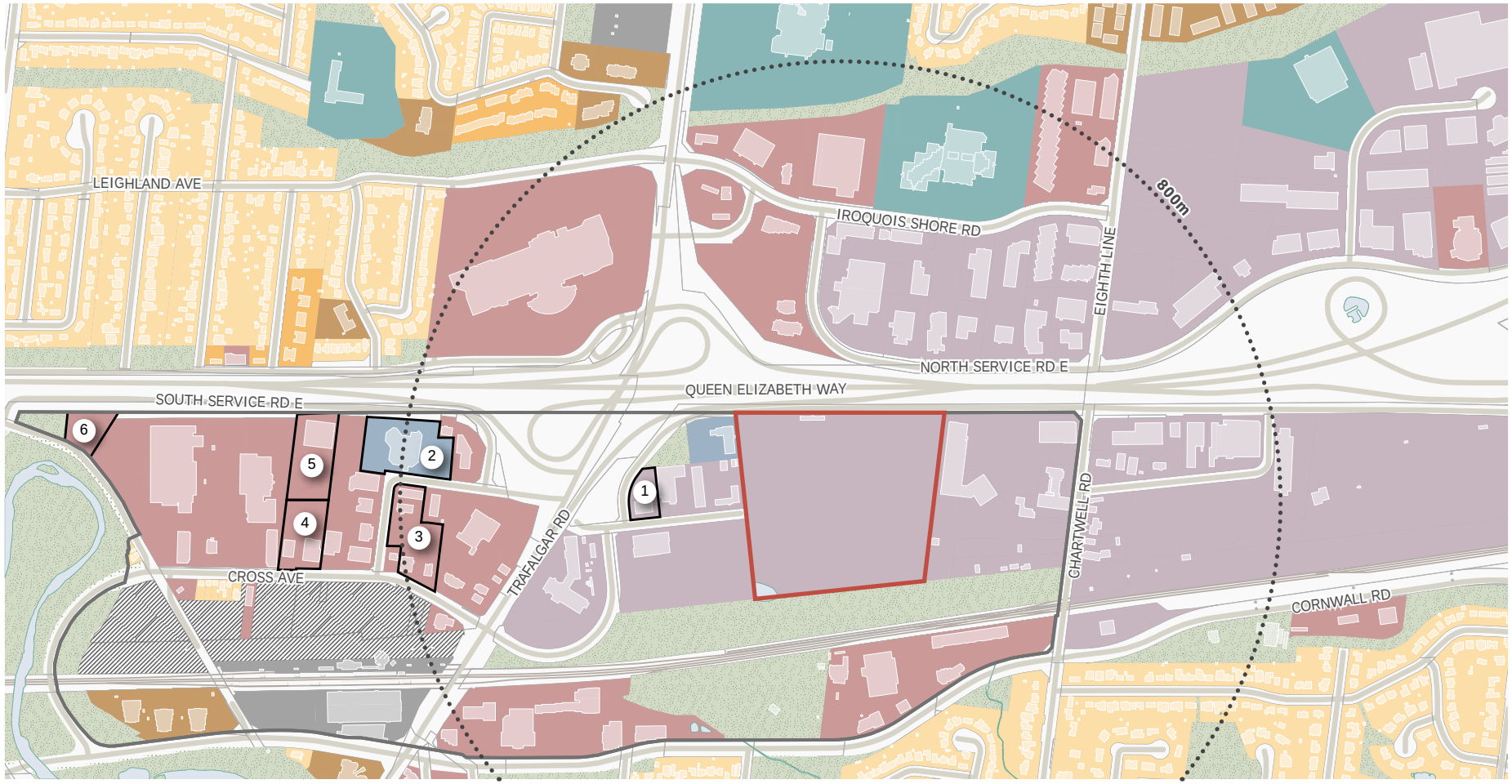


Figure 3.3 : Block & Street Patterns

3.4 EXISTING BUILT FORM & RECENT DEVELOPMENT CONTEXT

The built-form character of the surrounding area is changing due to planned intensification within Midtown Oakville. This area is expected to become a new urban centre for the Town of Oakville. Consequently, Midtown Oakville is seeing a surge in high-rise development proposals, as detailed in Table 1. Currently, the built-form character is primarily defined by low-rise, large commercial buildings and expansive surface parking lots, with some mid-rise buildings. Existing structures are significantly set back from the street, accompanied by sprawling surface parking areas.

As part of the assessment preparation, a search of the Town of Oakville development application database was undertaken in October 2025 to provide the context of the existing and proposed developments within the surrounding area.



LEGEND

- Subject Lands
- Midtown Oakville Growth Area
- Commercial&Office
- Industrial
- Institutional
- Residential Low Density
- Residential Medium Density
- Residential High Density
- Hotel
- Infrastructure
- Surface Parking
- Park/Greenlands

Active Developments:

1. 349 Davis Rd
2. 590 Argus Rd
3. 217&227 Cross Ave, 571, 581 and 587-595 Argus Rd
4. 157&165 Cross Ave
5. 166 South Service Rd E
6. 627 Lyons Lane

Figure 3.4 : Exisitng Built Form & Use

TABLE 1: ACTIVE SURROUNDING DEVELOPMENT APPLICATIONS				
No.	Address	File No. & Application Type	Status	Application Summary
1	349 Davis Road	OPA & ZBA OPA 1612.15 Z.1612.15	Under review	58-storey mixed-use building comprised of above ground retail use, office use and residential apartment units (for a total of 388 residential units).
2	590 Argus Road	OPA, ZBA, & DPOS OPA 1614.81, Z.1614.81 24T-23001/1614	Appealed	A mixed-use community comprised of a three mixed-use building that are 45, 50, and 57 storeys in height, with a total of 1,842 residential apartment units. The proposal also includes two large open spaces (POPs).
3	217 & 227 Cross Avenue and 571, 581 and 587-595 Argus Road	OPA, ZBA, & DPOS OPA 1614.78, Z.1614.78 24T-22005/1614	Appealed	A mixed-use community comprises 3 high-rise residential towers of 37, 49, and 65 storeys in height, new office and retail uses, and a large open space (POP).
4	157 & 165 Cross Avenue	OPA, ZBA, & DPOS OPA 1614.83 Z.1614.83 24T-24002/1614	Public Meeting	Two residential towers that are 45 and 61 storeys in height and provide a total of 1,198 residential units, supported by office and retail space and amenity areas.
5	166 South Service Road East	OPA, ZBA, & DPOS OPA 1614.79 Z.1614.79 24T-22006/1614	Appealed	Three residential towers are 44, 52, and 56 storeys in height, supported by commercial space and amenity areas.
6	627 Lyons Lane	ZBA Z.1614.76	Public Meeting	A 27-storey residential building.

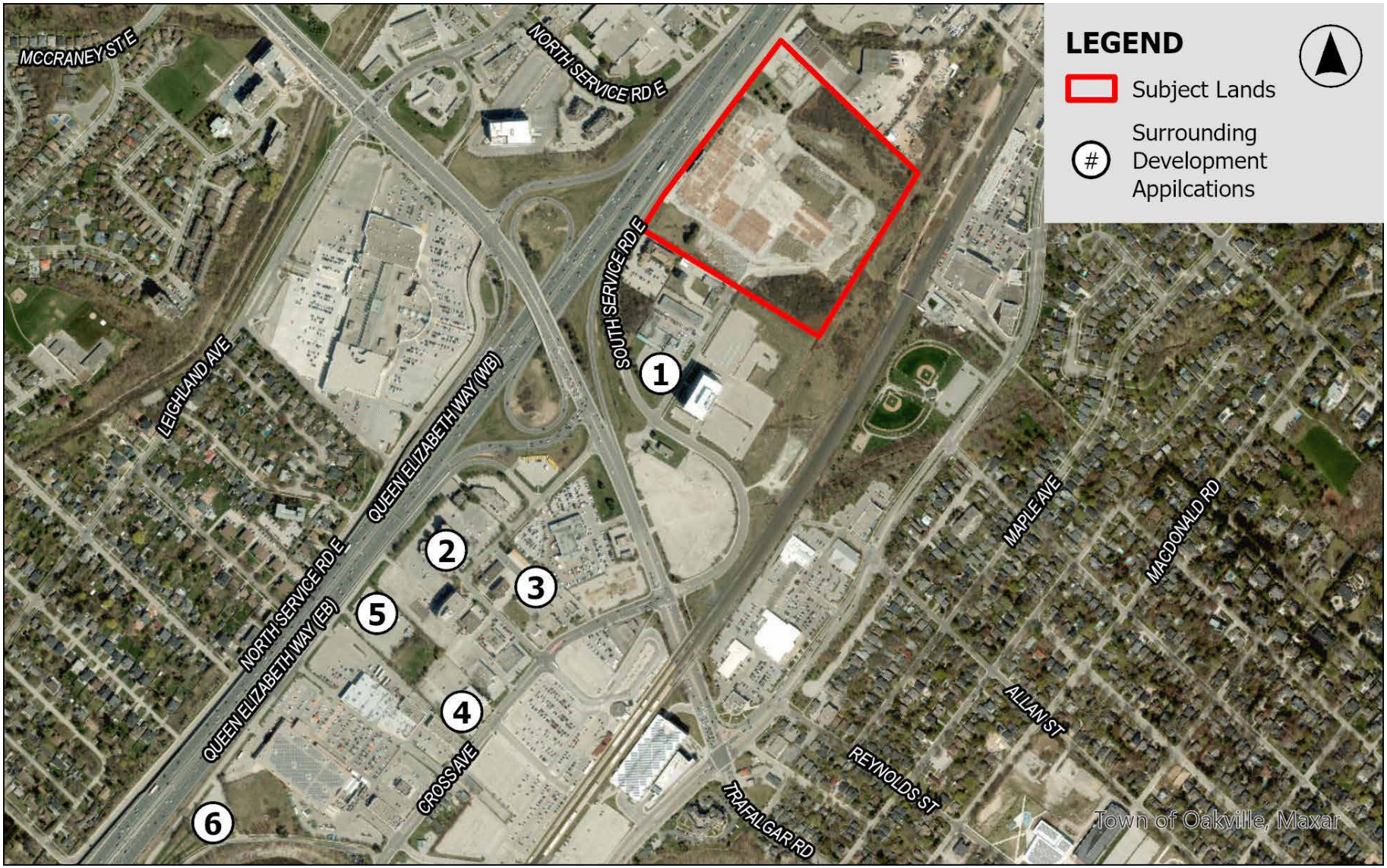


Figure 3.5 : Recent Active Developments

3.5 BUILT HERITAGE

A Heritage Impact Assessment (HIA) was prepared by ERA Architects to evaluate the potential impacts of the proposed development on the heritage resources located on the Subject Lands. The property is designated under Part IV, Section 29 of the Ontario Heritage Act (OHA). Although the designation applies to the entire site, the identified cultural heritage value and attributes are specifically associated with the 1948 office building fronting South Service Road East.

The Subject Lands contain a vacant, two-storey brick building designed by Beck & Eadie and constructed in 1948 as part of the General Electric Lighting Lamp Plant (the "GE Lamp Plant" or the "Plant"). The office building is the sole remaining structure from the original Plant complex, which ceased operations in 2009.

According to the HIA prepared by ERA, several strategies were explored to mitigate potential adverse impacts on the property's cultural heritage value. These included retention in situ, relocation (either on- or off-site), and documentation, salvage, and interpretation.

While multiple conservation options were initially considered, ERA recommends retaining the building in situ. The feasibility of adaptive reuse and integration of the heritage structure within the proposed development should be further examined through the Site Plan approval process.

A detailed Conservation Plan will be prepared to confirm the final conservation strategy. Additionally, an Interpretation Plan is recommended to commemorate the GE Lamp Plant and highlight Oakville's broader industrial history.

Figure 3.6 : Plan showing the location of Heritage Building on Subject Lands

3.6 TRANSPORTATION CONTEXT

3.6.1 ROAD NETWORK

Existing:

The Subject Lands has frontage along South Service Road East, a two-lane road with a 15.0 m right-of-way (ROW) width. South Service Road connects to Trafalgar Road in the west and further connects to Queen Elizabeth Way ("QEW") to the north and Royal Windsor Drive in the west. Davis Road, a two-lane road with a 20.0 m ROW width, terminates at the western border of the Subject Lands.

The Subject Lands is also located east of Trafalgar Road, a regional road south of Queen Elizabeth Way highway. Trafalgar Road is a major north-south arterial road with a designated 50-metre right of way, recognized as a Higher Order Transit Corridor in the Regional Official Plan. According to the Metrolinx Regional Transportation Plan, it is planned to become a rapid transit corridor. The QEW, an 8-lane freeway with High Occupancy Toll lanes running east-west through Oakville, provides an interchange at Trafalgar Road, northwest of the Subject Lands.

While there are limited sidewalks along the existing streets, there are no dedicated bike lanes.

Planned:

The entire road network in Midtown is subject to future changes that could impact the Subject Lands.

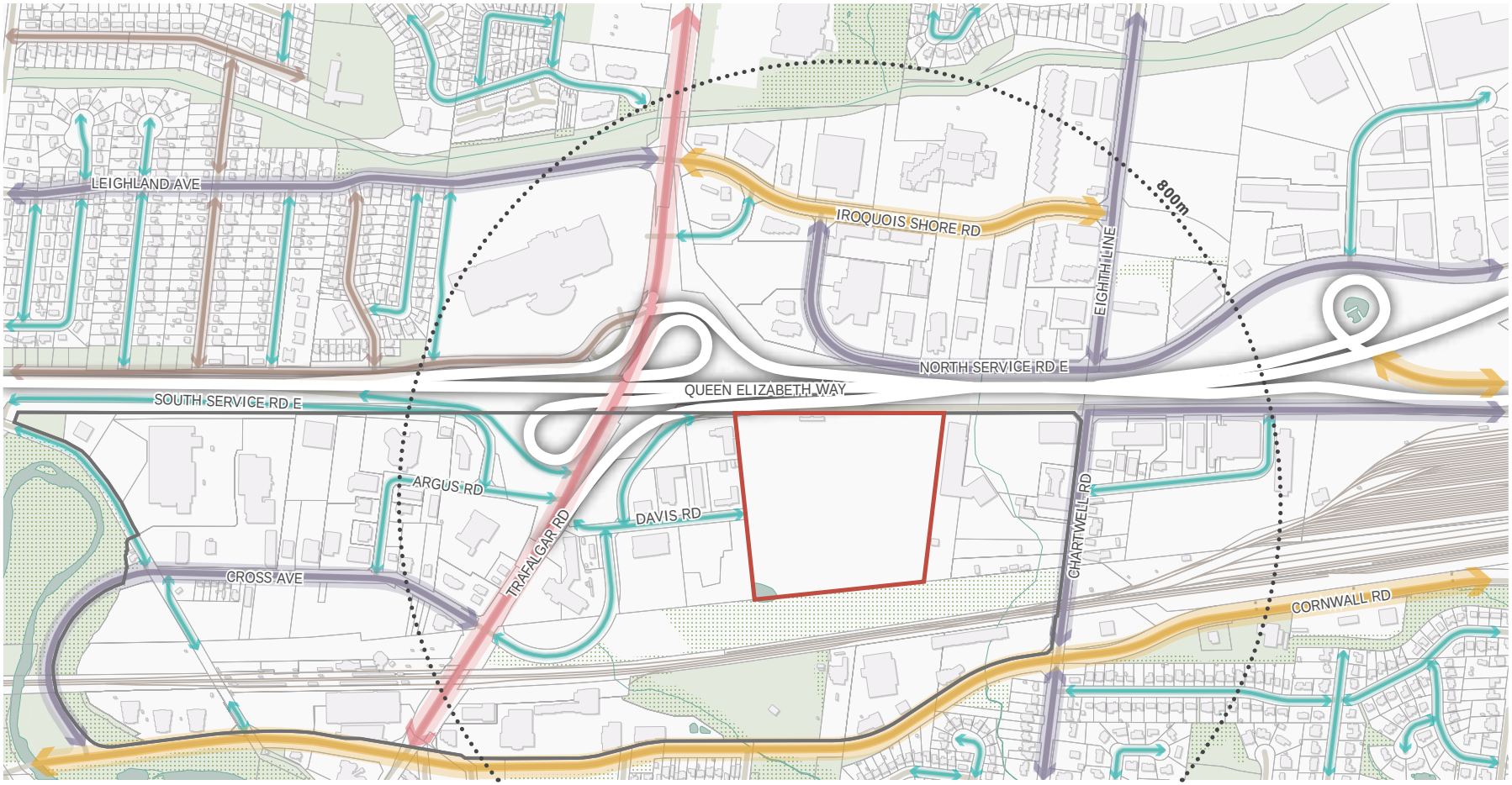
The Schedule L3- Midtown Transportation Network of Livable Oakville (dated August 31, 2021), includes the following:

- Future 19 m N-S Local Road;
- Future 32 m N-S Multi-Purpose Arterial Road;
- Future 28 m E-W Minor Arterial Road (Davis Road Extension); and
- Future 26 m E-W Local Road that transitions into a 19 m Local Road (Cross Avenue Extension).

As per Schedule L5 of the Adopted OPA for Midtown Oakville, the Subject Lands contain the following transportation network:

- Future 20 m N-S Local Road;
- Future 30 m N-S Minor Arterial Road;
- Future 26 m E-W Collector Road (Davis Road Extension); and,
- Future 36 m E-W Arterial Road, transitioning into a Future 30 m Minor Arterial Road (Cross Avenue Extension).

The planned road network will significantly improve pedestrian connectivity. Additionally, as per Schedule L6 of the Adopted OPA, several of these future roads also feature "future bicycle lanes".



LEGEND

- Subject Lands
- Midtown Oakville Growth Area
- Provincial Highway
- Major Arterial Road
- Multi-Purpose Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road

Figure 3.7 : Road Network

3.6.2 TRANSIT

The Subject Lands is located within 600 m of the Oakville GO/VIA Train Station, a central transit hub connected to the VIA Rail, Lakeshore West GO Train Line, and the Oakville Public Transit System.

VIA Rail:

The Oakville Train Station contains a VIA Rail station that connects riders from Oakville to Toronto, Ottawa, and Montreal in the northeast, to Niagara Falls, London, and Windsor in the south. VIA Rail trails run daily on weekdays and weekends, connecting riders across Ontario.

Lakeshore West GO Train Line/ GO Bus:

The Oakville GO Train Station connects to the Lakeshore West GO Train Line and GO Bus, Oakville Transit, and VIA Rail Service. The Lakeshore West GO Train Line connects to Toronto's Union Station in the east and Hamilton GO in the west. It has trains that run every 30 minutes, 7 days a week, and express trains that run every 15 minutes during peak periods. The GO Bus provides connections throughout the GTA, including Niagara Falls, Milton, Mississauga, and north Toronto. Oakville Public Transit operates out of the Oakville GO Train Station and links to each bus route in Oakville, connecting riders throughout the Town.

Oakville Public Transit System:

The Oakville GO Station is a Hub for the Oakville Public Transit System. Several bus routes provide service to and from the Station, including routes: 1; 4; 5; 10; 11; 13; 14; 15; 18; 19; 20; 24; 26; 28; 120; and 190. These bus routes will connect riders from Winston Churchill Road in the east to Burloak Road in the west, throughout Oakville to Dundas Street in the north and Lakeshore Road in the South. Oakville transit service varies throughout the day, as some buses run every 15-20 minutes during rush hour, every 30 minutes throughout the day, every 60 minutes throughout the day, or only at rush hour.

Future Transit:

There are several future transit projects that are contemplated near the Subject Lands, including:

- Lakeshore West GO Line Service Expansion: Metrolinx has proposed expanded service to include 15-minute service, or better frequencies, both ways throughout the day between Toronto and Aldershot, in addition to a 7-day-a-week, hourly service between Toronto and Hamilton.
- Trafalgar Road Rapid Transit- BRT: In both Halton Region's and Metrolinx's Transportation Master Plans, Trafalgar Road has been identified as a rapid transit corridor to feature an exclusive BRT service between Midtown Oakville and Highway 407. The Adopted OPA for Midtown Oakville proposes a BRT stop at the future intersection of the extension of Davis Road and Future N-S Minor Arterial Road, which is currently within the Subject Lands. This would give residents of the proposal direct access to the proposed BRT, creating seamless access to Oakville GO as well as rapid transit service.
- Dundas Street Rapid Transit- BRT: A 48-kilometre exclusive BRT service has been proposed on Dundas Street from Highway 6 in the City of Hamilton to Kipling Transit Hub in Toronto.

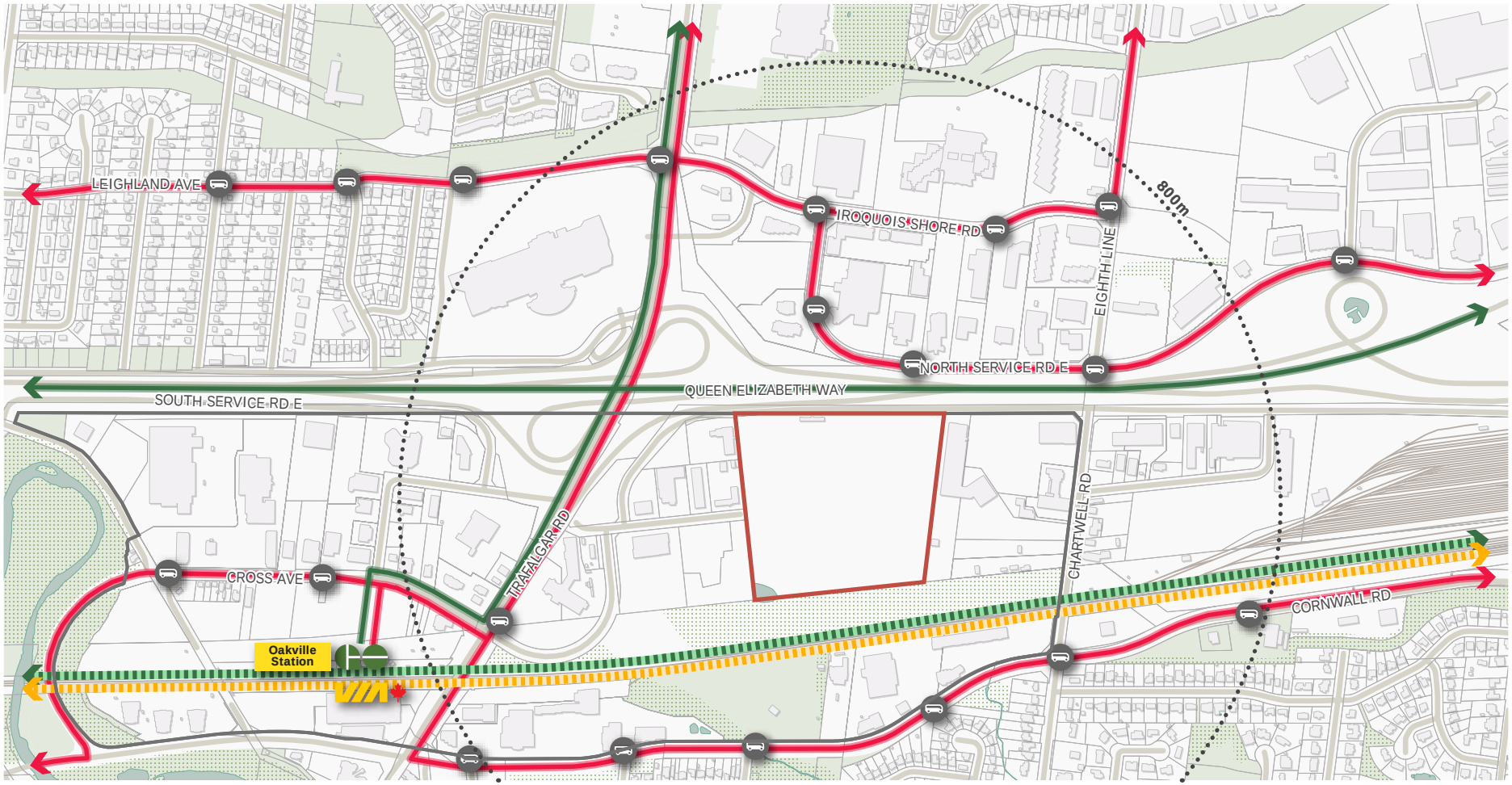


Figure 3.8 : Transit Routes

3.6.3 ACTIVE TRANSPORTATION

Active transportation routes are not currently provided on the Subject Lands. Schedule D-Active Transportation Plan of the LOP and the Town of Oakville Active Transportation Master Plan ("ATMP") (2017), identifies several proposed active transportation routes through the Subject Lands. The proposed extension of Cross Avenue, running east-to-west through the middle of the Subject Lands, is proposed to accommodate a 'bike lane.' A 'bike lane' and 'in boulevard multi-use trail' is also proposed along the roadway running north-to-south through the middle of the Subject Lands. The Town's ATMP also identifies a 'Previously Proposed Grade Separated Pedestrian Crossing,' connecting the north-to-south road over Highway QEW. The Adopted OPA Schedule 6 - Midtown Oakville Active Transportation includes off-road and on-road bike lanes within the right-of-way.

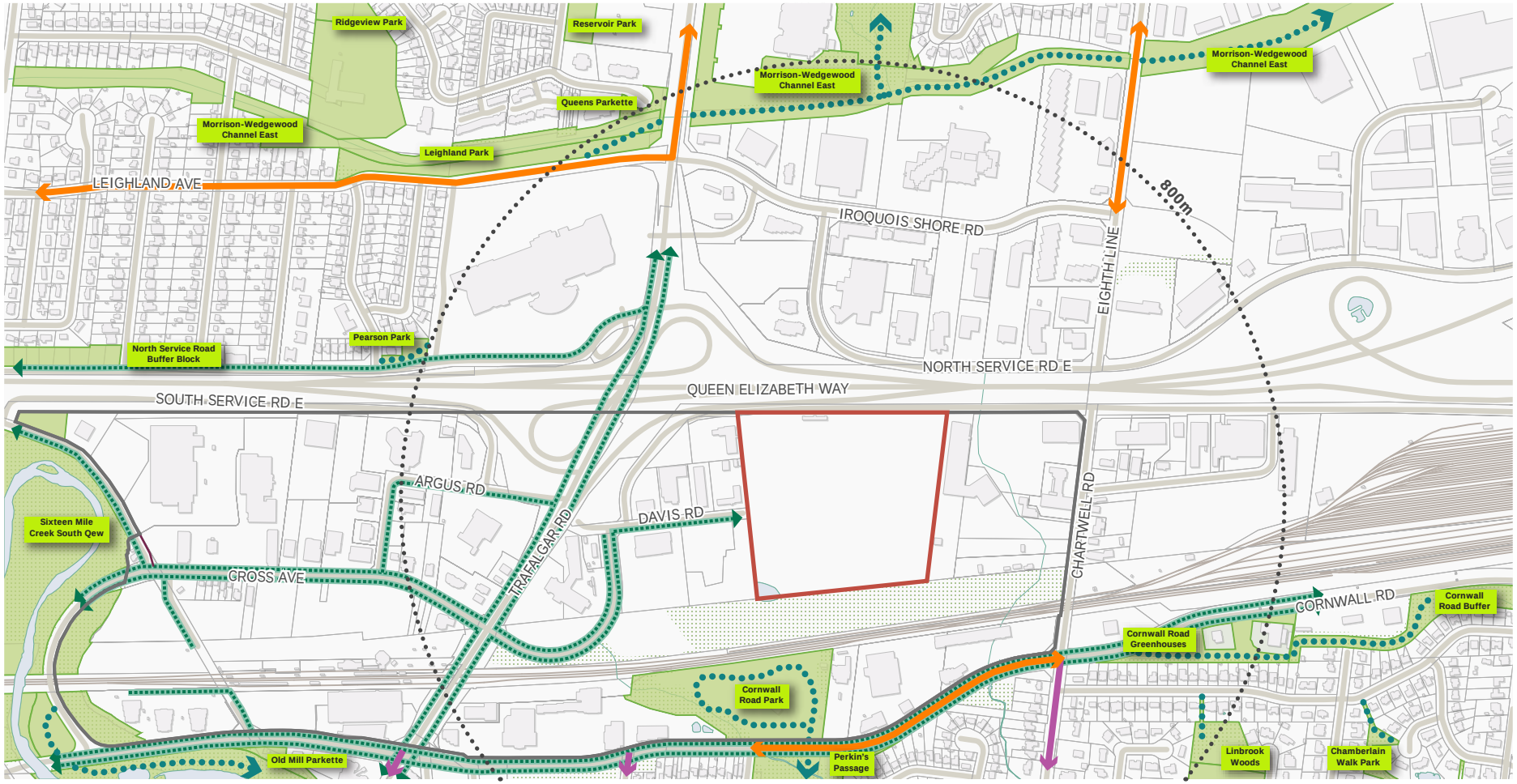
3.7 OPEN SPACES & NATURAL FEATURES

As per the Ministry of Natural Resources and Forestry (“MNRF”) Mapping, the southwest corner of the Subject Lands contains a “wooded area.” This area is not designated as part of the Region of Halton Natural Heritage System or the Town of Oakville’s natural areas. Morrison Creek is a watercourse regulated by Conservation Halton, located northeast of the Subject Lands.

The natural areas on and immediately surrounding the Subject Lands have been assessed through an Environmental Impact Assessment (“EIA”) prepared by Stantec Consulting, which concludes that the wooded area on the Subject Lands does not qualify as woodland under the Region of Halton’s criteria.

Currently, there are no parks in the immediate surrounding area of the Subject Lands; however, there are some parks, open spaces, and trails within walking distance, including Sixteen Mile Creek.

Additionally, Sixteen Mile Creek, along with its trail and natural area, is within 1 kilometre of the Subject Lands to the southwest.



LEGEND

- Subject Lands
- Midtown Oakville Growth Area
- Park and Open Space
- Area Covered by Trees
- Signed Bike Route
- Trail
- Multi-Use Trail
- Sidewalk

Figure 3.9 : Active Transportation, Parks & Open Spaces

4.0
DESIGN VISION & OBJECTIVES

4.1 VISION

The proposal will contribute to Midtown's vision by transforming this historic site into a dynamic space. It will promote transit-supportive development, increase density around transit hubs, integrate mixed-use developments, and enhance pedestrian and cycling infrastructure. These efforts aim to encourage public transit use, creating a vibrant and sustainable urban hub. The proposed development will create a dynamic community fostering a sense of belonging and well-being.

The proposal prioritizes the creation of a connected and accessible community through comprehensive pedestrian pathways, cycling routes, and inclusive public spaces, while ensuring a complete community with a high-quality public realm and architecture supported by a diverse mix of uses.

Figure 4.1 : Rendered view of the public realm

4.2 GUIDING PRINCIPLES

1. Transit-Supportive Development

- Increase the density of development around transit hubs to encourage public transit use.
- Integrate mixed-use developments to reduce the need for car travel.
- Enhance pedestrian and cycling infrastructure to support transit access and encourage active transportation and a healthier lifestyle.

2. Connected and Accessible Community

- Create a network of streets by conveying land to new public roads.
- Develop a comprehensive, safe, attractive network of open spaces and pedestrian pathways.
- Ensure all public spaces and buildings are accessible.
- Improve connectivity between different parts of Midtown and the surrounding areas.

3. High-Quality Public Realm

- Create a unique, connected, functional and attractive network of open spaces that support a wide range of activities and foster social interaction.
- Position buildings to frame and animate streets, parks, and plazas, strengthening the relationship between built form and the public realm.
- Integrate green spaces, parks, and landscaped areas to enrich the urban environment and support ecological functions.
- Apply durable, high-quality materials and consistent design standards to ensure attractive, safe, and long-lasting public spaces.

4. Excellence in Architecture

- Promote innovative and sustainable architectural designs.
- Ensure the Proposal complements the planned urban fabric and contributes to the planned Skyline of Midtown Oakville.
- Create a fitting development through the buildings' orientation, scale, massing and use of materials.

5. Sustainability and Resiliency

- Emphasize energy efficiency in building design.
- Encourage sustainable transportation by promoting alternative modes of transportation such as public transit, walking, and cycling.
- Enhance community well-being by integrating a variety of green spaces and pedestrian paths into the development.

5.0
THE PROPOSAL

The following section provides a brief description of each component of the Proposal. A planning and design evaluation of each of these components will follow in Section 7.0.

5.1 HISTORY OF THE PROPOSAL

An Official Plan Amendment ("OPA") to the Livable Oakville Plan was submitted by the Landowner to the Town of Oakville on November 7, 2024, and was later deemed complete by the Town on November 18, 2024. The proposed OPA was intended to redesignate the Subject Lands from "Office Employment" to a site-specific "Urban Core" designation. The site-specific Urban Core designation would allow for the development of the Subject Lands with seven (7) mixed-use buildings, featuring 16 towers up to 48 storeys high, a 1.87-hectare public park, two (2) POPS (2,000 m2), and a multimodal transportation network. The development consisted of three (3) development blocks and one (1) park block, supported by an internal road network. The location, size, and shape of the proposed blocks were dictated by the transportation network, which acted as the spine of the development.

Following the initial OPA submission by the Landowner in November 2024 and the Town's adoption of OPA 70 in February 2025, the Landowner undertook a design exercise aimed at reimagining how the proposed development could better serve the future community in Midtown. This process was motivated by feedback from the public, councillors, and Town staff received during public meetings and open houses, which emphasized the importance of an enhanced public realm, programmed open spaces, pedestrian connectivity, and creating a complete community in Midtown Oakville.

Figure 5.1 : Rendered view of the Proposed Development created by Graziani & Corazza Architects

5.2 STREET NETWORK AND BLOCK PATTERN

The proposed transportation network is guided by the key mobility objective of supporting sustainable travel within Midtown Oakville, including active transportation, transit use, and passenger vehicle trips. To achieve this objective, several mobility principles were established, such as adopting a transit-first approach, enhancing mobility choices, and encouraging the use of Transportation Demand Management ("TDM") measures. These principles are reflected in the proposed transportation network described below.

As stated in the TIS prepared by BA Group, the proposed street network will create a grid-like road network that will establish multi-modal connectivity within the Subject Lands. The road network has been designed to remain generally consistent with the road network development through, and provided by, the Adopted OPA, including the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S Arterial Road across the QEW corridor to the north, and under the Metrolinx/CN rail corridor to the south. Minor changes have been made to the road network from that proposed in the Adopted OPA to better align with the western property boundary of the Subject Lands, and to facilitate the efficient development of the private development blocks. These changes include extending the N-S Local Road along the western property boundary, southwards from Davis Road to connect to Cross Avenue, and adding two active-only crossings of the planned N-S Arterial Road. The proposed changes do not impact the functionality of the Midtown Transportation network. The remainder of the proposed new street network remains consistent with the Adopted Midtown OPA.

Table 2 below describes the new major public roads proposed for the Subject Lands.

Figure 5.2 : Proposed Site Plan created by Graziani & Corazza Architects

TABLE 2: PROPOSED TRANSPORTATION NETWORK				
Roadway	To-From	Direction	Right-of-Way Width	Design Features
Street A (Local Road)	South Service Road East to Cross Ave	North-South	20.0 m	• 2.0 m sidewalk on each side of the ROW • 3.25 m landscape strip on each side of the ROW • Two (2) vehicular travel lanes • 2.0 m parking lane on one side of the road
Street B (Local Road)		North-South	20.0 m	• 2.0 m sidewalk on each side of the ROW • 3.25 m landscape strip on each side of the ROW • Two (2) vehicular travel lanes • 2.0 m parking lane on one side of the road
N-S Arterial (Minor Arterial Road)	Iroquois Shore Road to Cornwall Road	North-South	30.0 m	• 2.70 m sidewalk on each side of the ROW • 2.0 m bike lane on each side of the ROW • 3.50 m BRT Lane on each side of the ROW • 3.0 m vehicular travel lane on each side of the ROW • One 4.80 m median/turn lane
Davis Road Extension (Collector Road)	Argus Road/Davis Road to Future East Road	East-West	26.0 m	• 1.50 m bike lane on each side of the ROW • 3.15 m- 4.15 m sidewalk on each side of the ROW • 1.10 m offset on each side of the ROW • 2.40 m parking lay-by on each side of the ROW • Two (2) vehicular lanes
Cross Avenue (Arterial Road)	Lyons Lane to Chartwell Road	East-West	30.0 m (east of N-S Arterial	• 2.45 m sidewalk on each side of ROW • 2.25 m boulevard on each side of ROW • 2.0 m bike lane on each side of ROW • Four (4) vehicular travel lanes
			36.0 m (west of N-S Arterial)	• 2.95 m sidewalk on each side of ROW • 2.25 m boulevard on each side of ROW • 2.0 m bike lane on each side of ROW • 3.50 m BRT lane on each side of the ROW • 3.30 m vehicular travel lane on each side of the ROW • 5.0 m median/ turn lane
South Service Road East	Cross Avenue to Chartwell Road	East-West	20.0 m	• 2.0 m sidewalk on each side of the ROW • 3.25 m landscape strip on each side of the ROW • Two (2) vehicular travel lanes • 2.0 m parking lane on one side of the road

The proposed street network creates four developable block sizes. Each block will comprise public roads, buildings housing a mix of residential, commercial, and open spaces.

Each block is of sufficient size to accommodate the proposed high-rise buildings and associated podiums, the internal driveway network, loading areas, amenity areas and open spaces.

TABLE 3: PROPOSED LAND USE MIX							
Block	Strata Parkland	POPS	Public Parkland	MTO Lands	Roads	Developable Area	Total Gross Block Area
Block 1	7,282 m2 (22.1%)	217 m2 (0.7%)	---	2,109 m2 (6.4%)	8,715 m2 (26.5%)	14,593 m2 (44.3%)	32,915 m2
Block 2	5,821 m2 (21.9%)	152 m2 (0.6%)	---	2,442 m2 (9.2%)	5,281 m2 (19.9%)	12,860 (48.4%)	26,556 m2
Block 3	3,870 m2 (13.2%)	1,603 m2 (5.5%)	2,697 m2 (9.2%)	---	12,842 m2 (43.9%)	8,261 m2 (28.2%)	29,273 m2
Block 4	2,144 m2 (9.9%)	1,893 m2 (8.7%)	1,597 m2 (7.3%)	---	8,544 m2 (39.3%)	7,566 m2 (34.8%)	21,744 m2
Total Site	19,117 m2 (17.3%)	3,865 m2 (3.5%)	4,294 m2 (3.9%)	4,551 m2 (4.1%)	35,392 m2 (32%)	43,279 m2 (39.2%)	110,488 m2

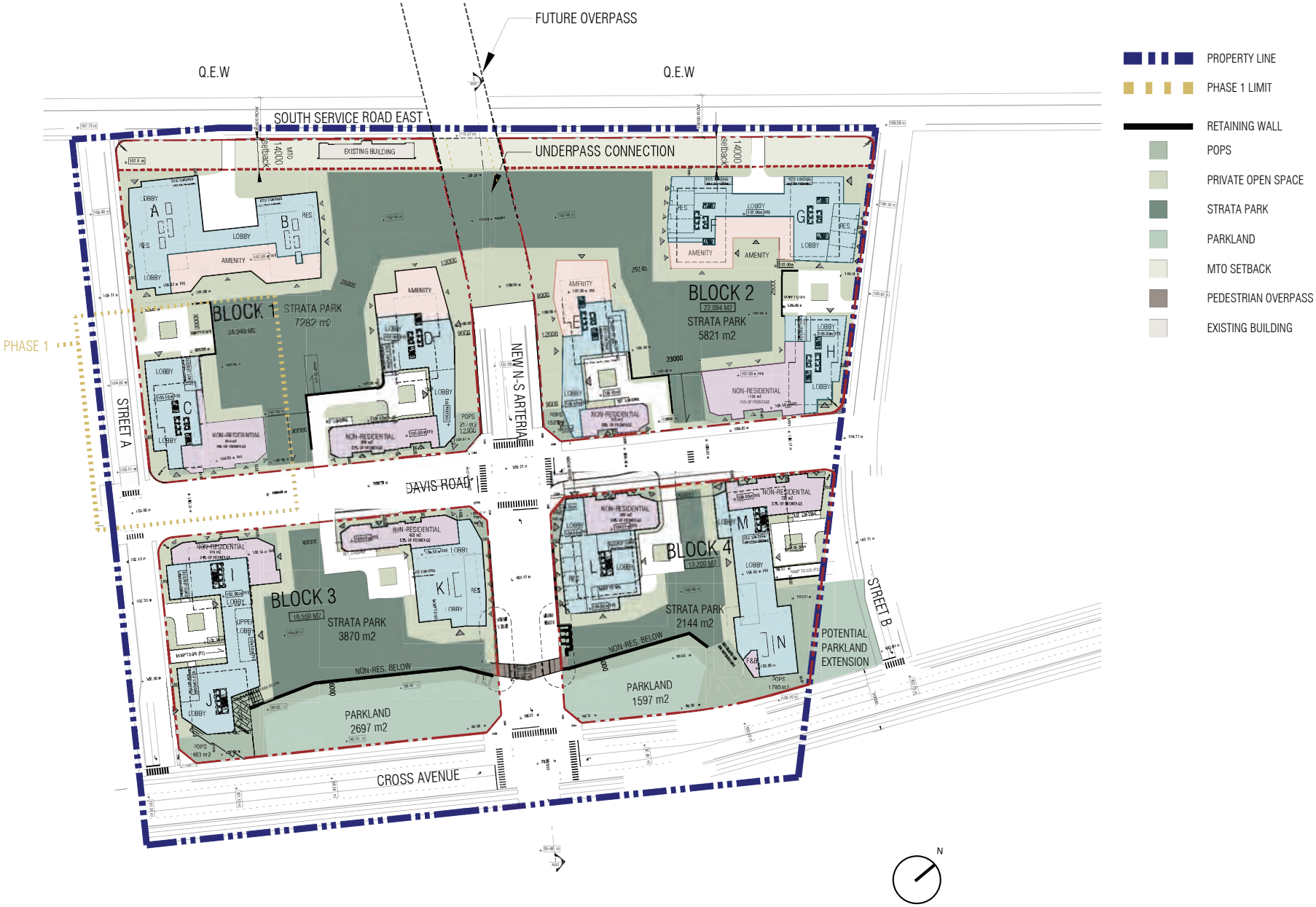


Figure 5.3 : Proposed Ground Floor Plan created by Graziani & Corazza Architects

Figure 5.4 : View of the Proposed Development

KEY PLAN

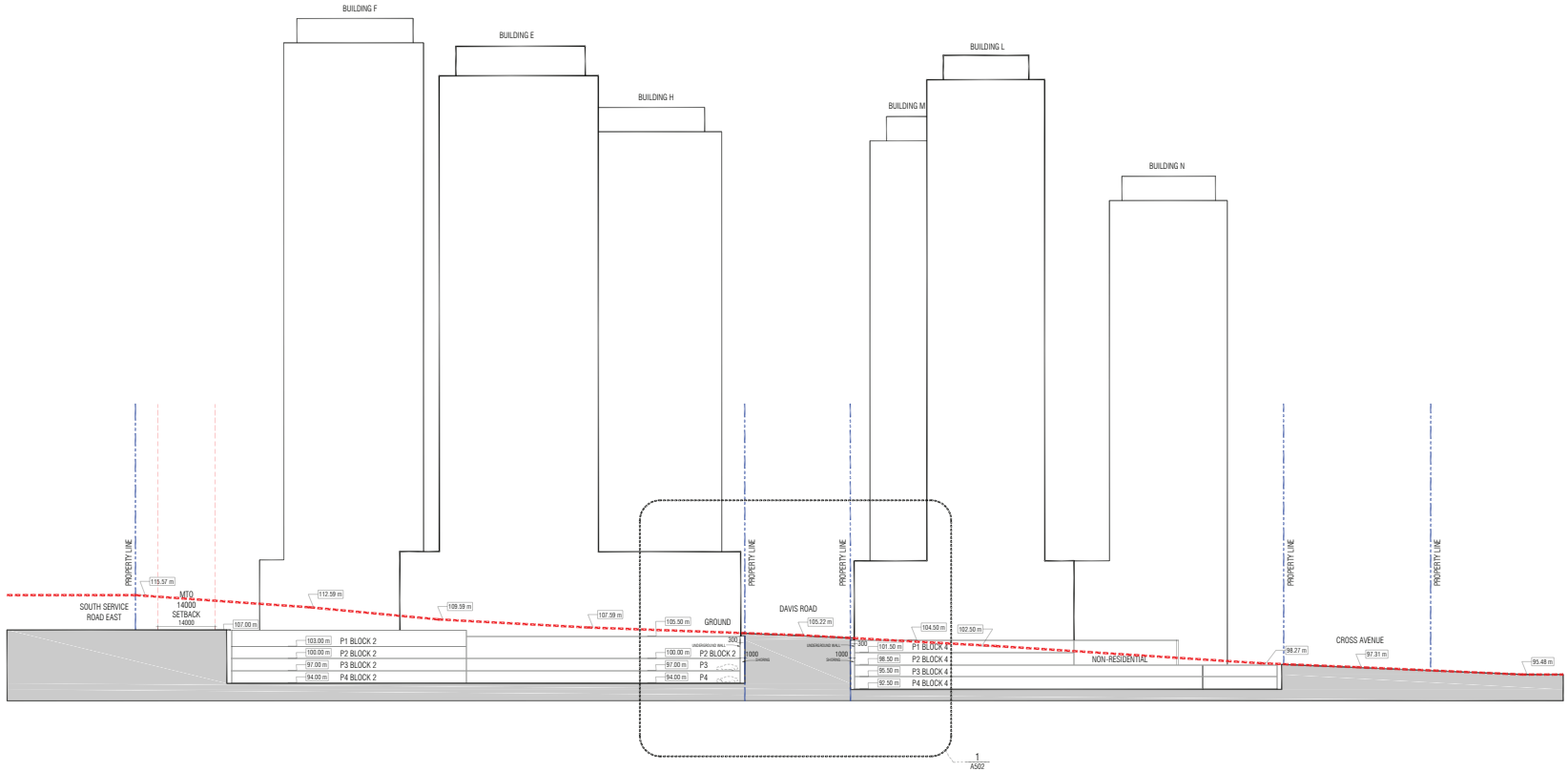


Figure 5.5 : North South Cross Section through the Subject Lands created by Graziani & Corazza Architects

5.3 OPEN SPACE

The plan is structured around a series of landmark open spaces that define the distinct character and identity of the proposed high-rise mixed-use neighbourhood. As illustrated in the Landscape Plans and Parks and Open Space Concept Plan prepared by SLA, the proposed development introduces a comprehensive open space network that integrates a variety of open space types, including public parkland, strata parkland, and Privately Owned Publicly Accessible Spaces (POPS), taking advantage of the substantial size of the Subject Lands and its unique topography. In total, the development delivers approximately 27,276 m² of open space, including 19,117 square metres of strata parkland, 4,294 square metres of public parkland, and 3,865 square metres of POPS representing more than 24% of the overall site area.

Figure 5.6 : Rendered view of the Proposed Development

The proposed open spaces are defined and described as follows:

- A ring of programmed green space that continuously meanders throughout the Subject Lands, known as the “Forest Loop”. The Forest Loop, a 1.91-hectare strata loop, is designed to weave together a cohesive public realm by creating an immersive experience, lined with curated public art, seating areas, playgrounds, picnic areas, and passive programming, intended to create a unique sense of place in Midtown Oakville.
- A “Culture Hub” at the northern end of the Subject Lands that reclaims the space under the future QEW overpass into an animated public space that incorporates the existing Heritage Building into its design, featuring benches, temporary performance zones for art and cultural events.
- Two large public spaces at the southern end of the development, known as “Civic Squares”, that are 0.429 ha in size. They are envisioned as public piazzas where cafes, shops, and restaurants open onto the public square to create urban gathering spaces.
- At the eastern and western edges of the Civic Squares are two “Green Slopes” which are architectural features that leverage on the Subject Land’s changing topography through guiding pedestrians from the buildings, down to the civic squares through a series of stairs, ramps, and platforms. While their primary function is to navigate changes in elevation, the Green Slopes will also serve as focal points, contributing to the overall edge conditions and encouraging community gathering. The Green Slopes will transition into the 6.0 metre buffer that separates the Civic Squares to the south from the non-residential uses to the north. This 6.0 metre buffer zone will serve as a transition and spill-out space for the retail uses to the north. The Green Slopes and the 6.0 metre buffer zone will provide a total of 3,253 square metres of POPS, including 1,463 square metres at the southwest corner and 1,790 square metres at the southeast corner of the development.
- To maintain a continuous pedestrian loop throughout the Subject Lands, a pedestrian overpass, known as the “Forest Bridge” will connect the two southern development blocks, which maintains pedestrian accessibility as the grade of the site drops towards the CN Railway. Access to the Forest Bridge will be provided from two pedestrian stairs, one at the southwest corner of the Bridge in Block 3 and one in the northeast corner of the Bridge in Block 4.
- Additional POPS will also be located along the right-of-way of Davis Road, including at the four intersections of Davis Road and the New N-S Arterial. These spaces are intended to act as spill-out spaces/third spaces, where the public can safely gather.

The park will also be supplemented by private amenity spaces within each development block, providing recreational and amenity needs for residents of the buildings in those blocks.

Figure 5.7 : Proposed Landscape Design Concept, prepared by SLA

5.4 VEHICULAR ACCESS

Each of the four development blocks will have multiple points of vehicular access:

- Block 1- one access from South Service Road East, one access from Street A, and one access from Davis Road.
- Block 2- one access from South Service Road East, one access from Street B (not on the Subject Lands), and one access from Davis Road
- Block 3- one access from Davis Road, and two accesses from Street A; and,
- Block 4- one access from Davis Road, and two accesses from Street B (not on the Subject Lands).

Each site access driveway will connect to an internal vehicular circulation system that accommodates pick-up and drop-off needs, access to loading facilities, emergency access opportunities, and access to underground parking garage ramps.

5.5 PARKING AND LOADING

Vehicular parking is to be provided in the below-grade parking facilities within each residential block. A series of at-grade vehicular contact points, such as pick-up/drop-off facilities, service vehicular loading areas, and emergency vehicle access conditions, is also planned to ensure that the development is appropriately serviced and efficiently connected to the transportation system. In total, the proposed development provides a total of 4,616 parking spaces, including 3,473 residential spaces, 1,043 non-residential parking spaces, which will be shared between visitors and retail users and 100 retail parking spaces.

Each building, or group of buildings in a development block, has been evaluated against practical, functional, and policy requirements, considering the various types of loading operations experienced daily. Each residential tower will generally be assigned one refuse collection loading space that complies with or exceeds the Town's dimension requirements. As stated in the TIS prepared by BA Group, the proposed parking and loading is sufficient to meet the needs of the proposed development, which lies within a PMTSA.

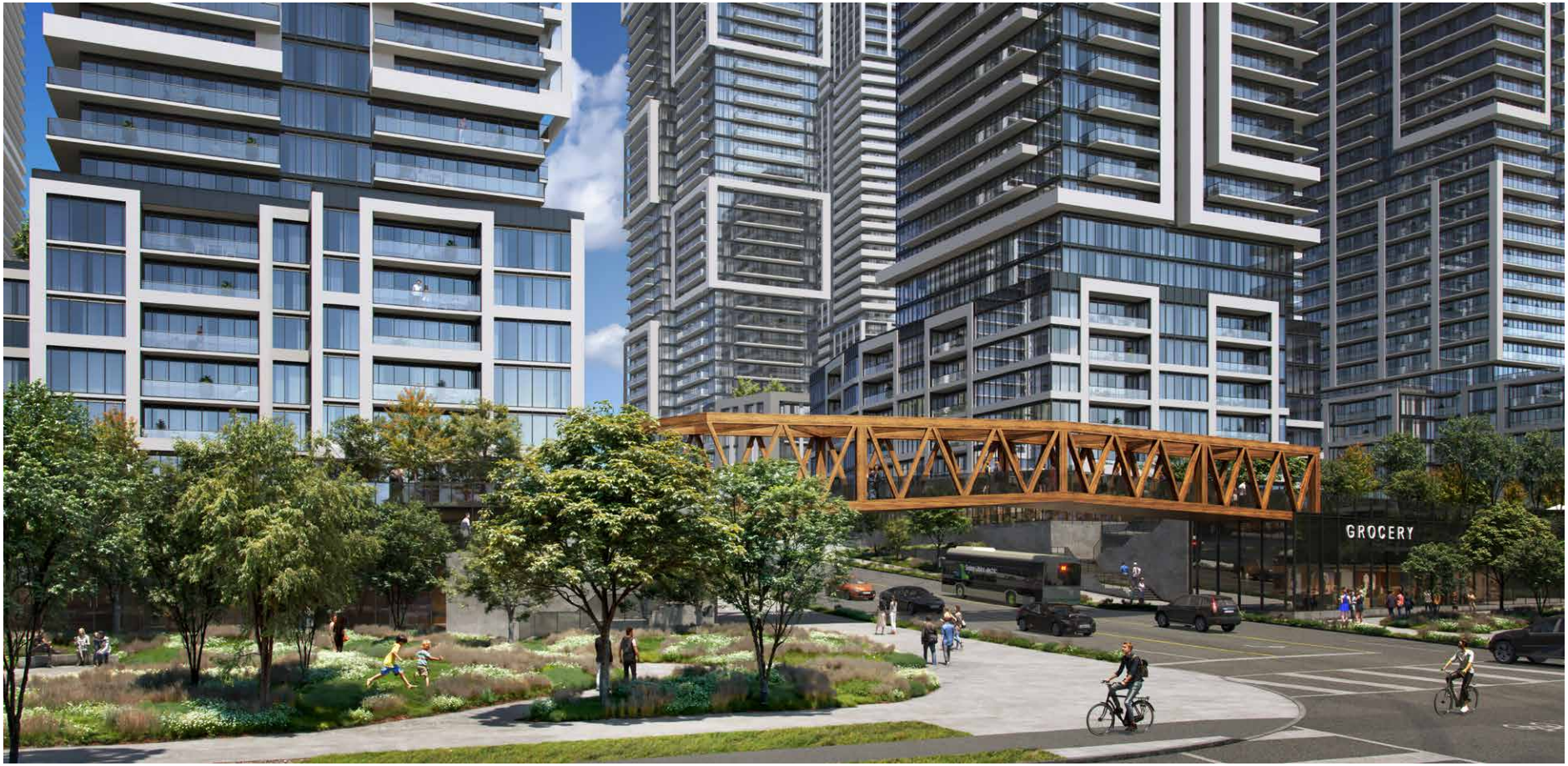


Figure 5.8 : Rendered view showing the intended public realm treatment

5.6 PEDESTRIAN AND CYCLING MOVEMENTS

The proposed road network provides a safe environment for pedestrians and cyclists, encouraging the use of sustainable modes of transportation. Pedestrian access and circulation are afforded from all sides of the development, as shown in the Pedestrian Circulation Plan prepared by SLA. A continuous network of sidewalks has been provided on each side of the proposed roads. The public sidewalks are intentionally wider on Davvis Road, measuring 4 metres on the north side and 3 metres on the south side. The clear pedestrian path will be wider since buildings are set back from the property line along all frontages. These pedestrian sidewalks connect to the public pathways within the Forest Loop, forming a continuous walkway throughout the Subject Lands and linking various landmark features. Both the sidewalks and the Forest Loop pathways also connect to the edges of the proposed development, providing direct access to the broader Midtown community, acting as enhanced mid-block linkages.

Additionally, 1.5- to 2-metre-wide, separated bike lanes have been provided along the Arterial and Collector Roads, as envisioned by the Adopted Midtown OPA. The proposed development will also feature cyclist and pedestrian amenities such as short and long-term bike parking and storage rooms, street furniture, and large landscaped areas along these paths.

A minimum of 4,178 bicycle parking spaces will be provided, including 3,473 long-term spaces, 695 short-term spaces and 11 spaces for retail users. The long-term spaces will be in secure facilities in the underground parking garage, at grade, or on the mezzanine level, and the short-term spaces will be generally located near visitor entrances, to increase convenience. The bicycle parking spaces for the commercial uses will be provided in proximity to the retail uses.

Figure 5.9 : Rendered view of the Culture Hub

5.7 BUILDING HEIGHTS & BUILT FORM

The proposed development encompasses 14 high-rise towers, 10 of which will be mixed use, ranging in height from 35- to 48-storeys. Overall, the proposed development will provide 6,945 residential units and 9,117 square metres of non-residential uses, resulting in a gross FSI of 5.16 and a net FSI of 8.08.

The following section provides a brief overview of the built form of each proposed building, which is discussed further in Section 7 of this report.

All towers are placed atop 6-storey podiums, which are oriented parallel and close to the public streets. The proposed development incorporates active uses at grade to animate and support the pedestrian realm along future public streets where appropriate.

However, given the significant grade change from south to north, as well as the function of the future north–south Arterial Road, not all podium edges are suitable for active uses. In these locations, podium frontages will instead be treated with high-quality materials and enhanced landscaping to ensure a visually attractive and cohesive streetscape presence.

TABLE 3: BUILDING HEIGHT

Block	Tower	Height
Block 1	A	45 storeys
	B	48 storeys
	C	40 storeys
	D	45 storeys
Block 2	E	45 storeys
	F	48 storeys
	G	45 storeys
	H	40 storeys
Block 3	I	40 storeys
	J	35 storeys
	K	45 storeys
Block 4	L	45 storeys
	M	40 storeys
	N	35 storeys

The proposed tower floorplates are approximately 800 square metres, designed with articulated and dynamic forms, characterized by pointed or faceted configurations rather than broad, slab-like profiles. A 30.0 metres minimum separation distance has been provided between building towers. As shown in Table 4, the proposed towers range in height from 35 to 48 storeys, with a gradual transition in height from north to south and west to east. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline

The proposed treatment of the remnant office building is not yet determined. To limit and/ or mitigate potential impact on the Subject Lands cultural heritage value, options for the conservation of the existing heritage resource have been explored, including retention in situ, relocation on- and off-site, and documentation, salvage, and interpretation.

These options will be explored through further discussions as the development process moves forward.

Figure 5.10 : Rendering of the development showing materiality and built form

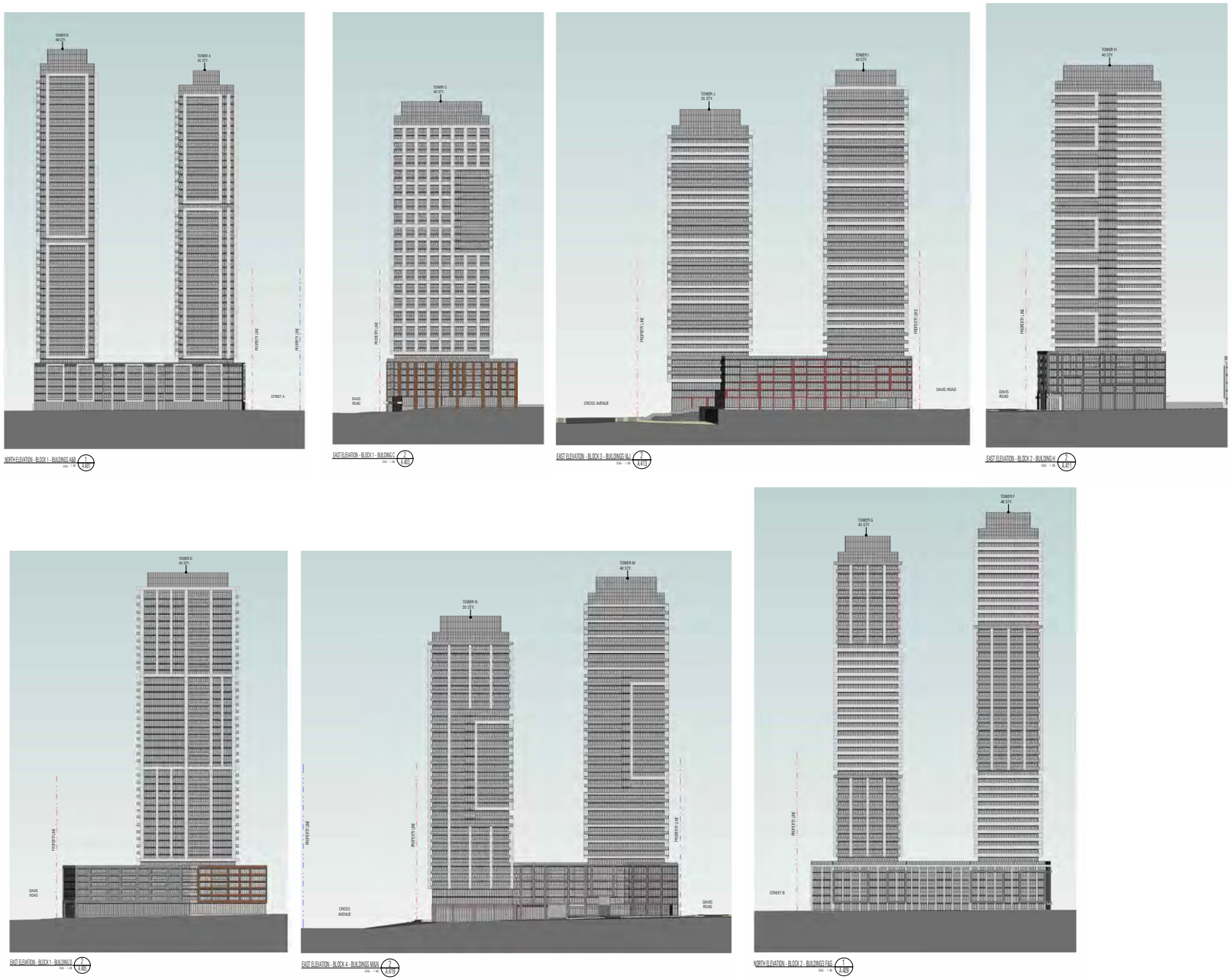
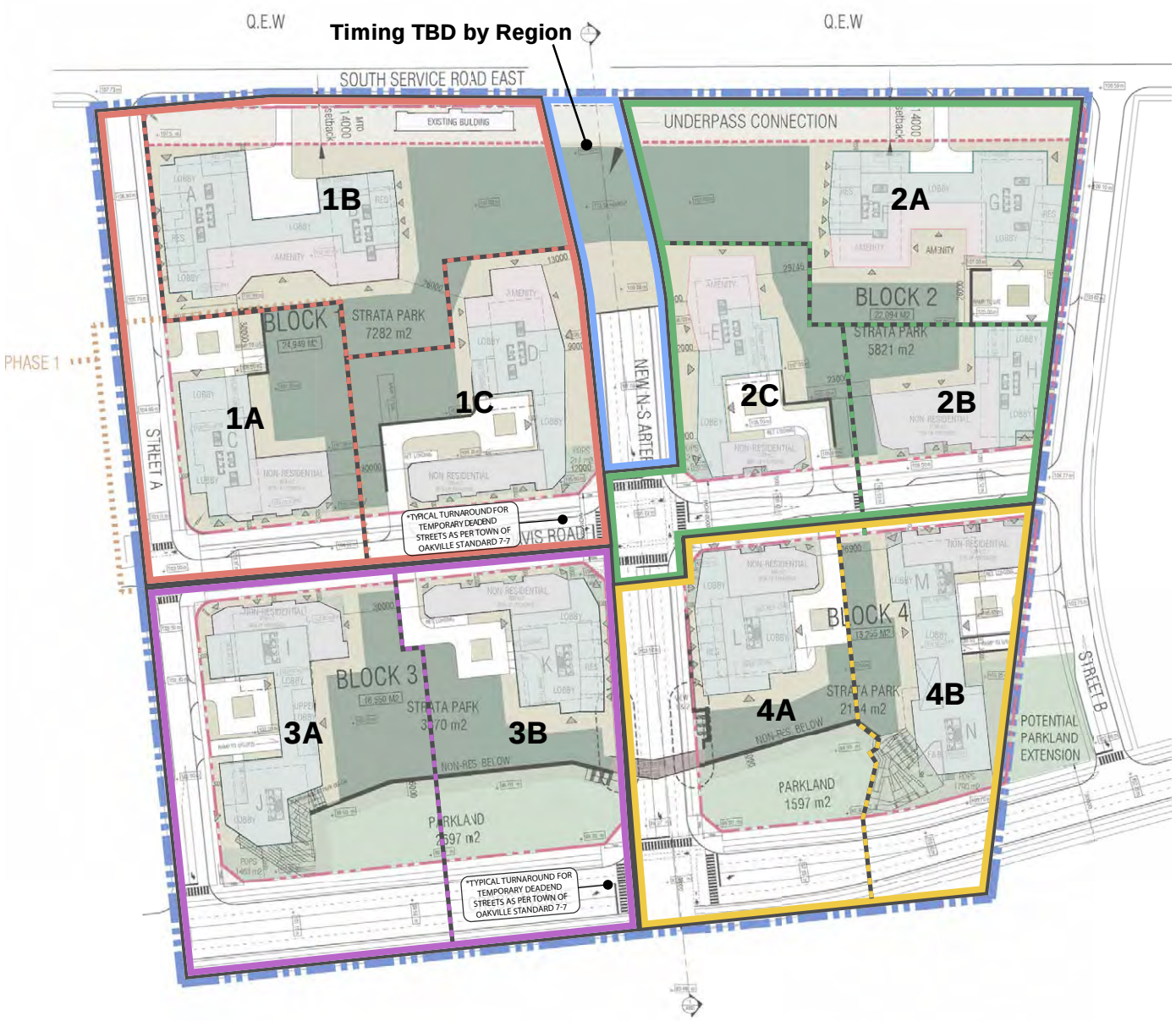


Figure 5.11 : Elevation samples showing the varying treatments, prepared by Graziani & Corazza Architects

5.8 PHASING

As illustrated by the phasing plan, the proposed development will occur through a series of phases coordinated with the provision of infrastructure, including open spaces, transportation, transit, water and wastewater, stormwater, and utility infrastructure. The proposed phasing will be revised through the review process informed by experts' input. The enclosed Phasing Plan (Figure 5.12) reflects only the lands under Rose Development's ownership. Notwithstanding, the planned Street B to the east of the Subject Lands must be implemented in coordination with Phases 2B and 4B to provide the necessary vehicular and pedestrian access.



LEGEND

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Timing TBD by Region

* Refer to submitted Drawing FD-01 - Functional Road Plan prepared by BA GROUP

Figure 5.12 : Phasing Plan

6.0
POLICY CONTEXT

6.1 OFFICIAL PLAN

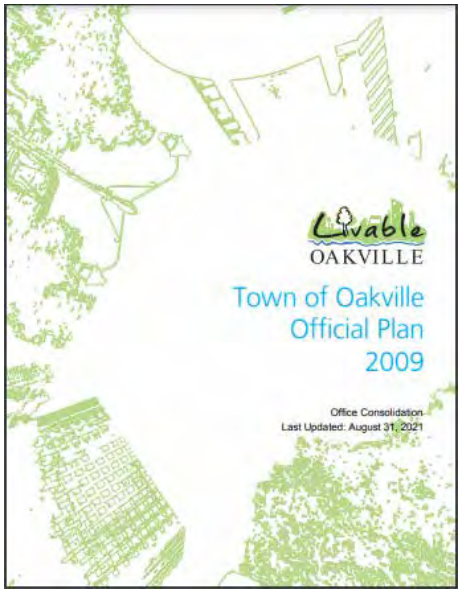
6.1.1 OAKVILLE LIVABLE OFFICIAL PLAN

The Liveable Oakville Plan was approved by the Town of Oakville Council on June 22, 2009, and was later approved by the Region of Halon on November 30, 2009. The Plan was then appealed to the Ontario Land Tribunal and was later approved, with modifications, on May 10, 2011. The Liveable Oakville Plan applies to all lands within the Town except those in the North Oakville East and West Secondary Plan areas. The Plan outlines policies and objectives on how land should be used and how growth should be managed over the long term.

A town-wide Official Plan Review is ongoing. Its primary purpose is to update the Town's official plan documents to be consistent or in conformity with the latest Provincial legislation and policies, as well as the Region of Halton's recent ROPA 49.

The following designations of the Town of Oakville Official Plan apply to the Subject Lands:

- Schedule A1, Urban Structure, identifies the Subject Lands as being within the 'Nodes and Corridors';
- Schedule A2, Built Boundary & Urban Growth Centre, identifies the Subject Lands within Midtown Oakville Urban Growth Centre;
- Schedule C, Transportation Network and Schedule D, Active Transportation, identify several 'Future Roads' with 'Proposed Bike Lanes and one' Proposed Multi-Use Trail, throughout the Subject Lands bike lanes' and a 'multi-use trail';
- Schedule G, South East Land Use Plan, designates the Subject Lands as Growth Area;
- Schedule L1, Midtown Oakville Land Use, designates the Subject Lands as 'Office Employment', within the Chartwell District, with several' Future Roads';
- Schedule L2, Midtown Oakville Building Heights, illustrates the Subject Lands having permission for 2 to 6 storeys buildings and are eligible for bonusing;
- Schedule L3, Midtown Oakville Transportation Network, illustrates that the Subject Lands contain several future roads, including: 'Future 19 m north-to-south (N-S) Local Road', 'Future 32 m N-S Multi-Purpose Arterial Road', 'Future 28 m



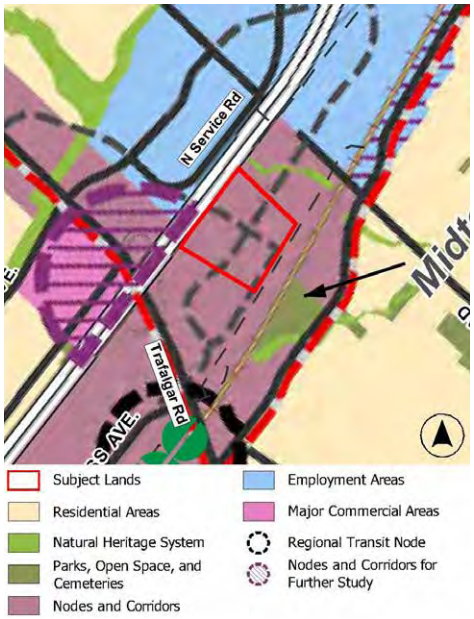


Figure 6.1 : OP Schedule A1 - Urban Structure

Figure 6.2 : OP Schedule A2 - Built Boundary & UGC

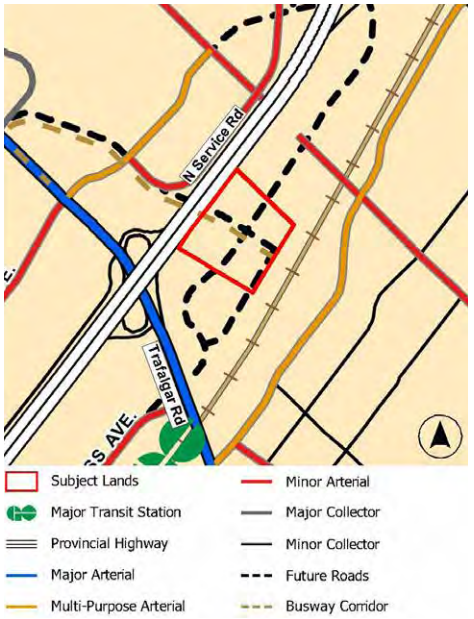


Figure 6.3 : OP Schedule C - Transportation Plan

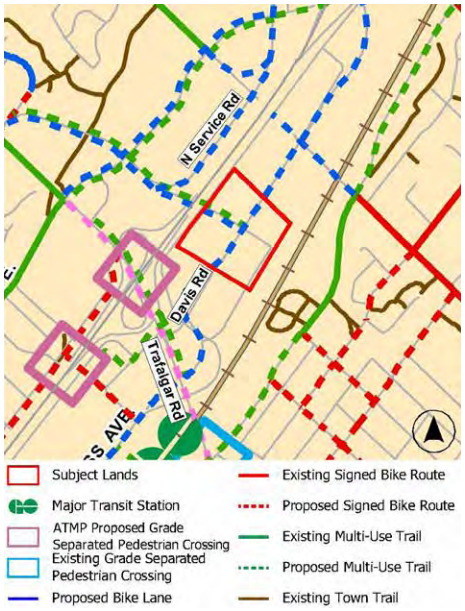


Figure 6.4 : OP Schedule D - Active Transportation

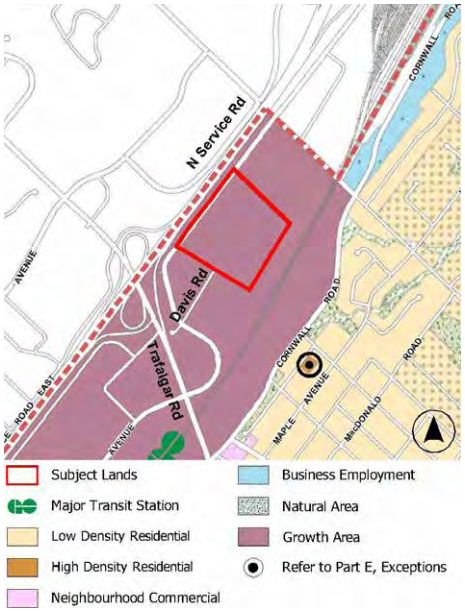


Figure 6.5 : OP Schedule G - Land Use

east-to-west (E-W) Minor Arterial Road', and 'Future E-W 26 m Local Road' that transitions to a '19 m Local Road'

Section 6, Urban Design of the OP, focuses on urban design as an integral part of the planning process that enables the creation of stimulating, vibrant, and livable places. Growth Areas, including Midtown Oakville, should be designed to create a distinct sense of place that acts as a gateway into the Town.

Section 20.0, Midtown Oakville, includes policies that will direct development in Midtown Oakville as a largely vacant and underutilized site that will be transformed into a complete urban community comprised of a mix of high-density residential and employment uses. Midtown Oakville is a UGC identified by the Province that is intended to meet a minimum gross density of 200 residents and jobs combined per hectare by 2031. Midtown will be developed as a transit-supportive, vibrant, and complete community with a mix of uses and a high-quality public realm. The Subject Lands are within the Chartwell District.

A detailed discussion and analysis of how the proposal thoroughly addresses the Liveable Oakville urban design policies is provided in Section 7.0 of this Urban Design Brief.

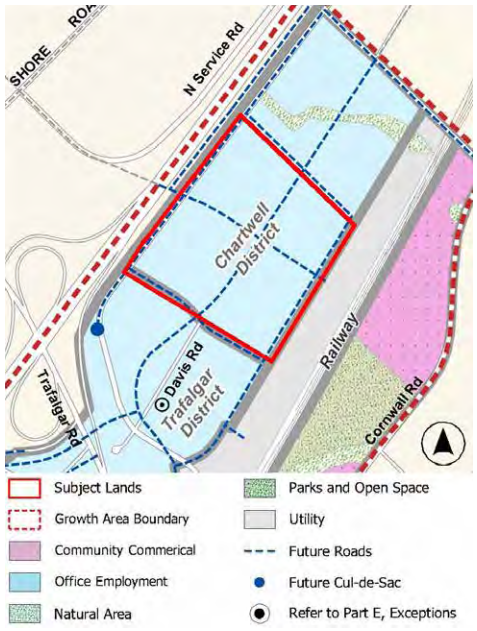


Figure 6.6 : OP Schedule L1, Midtown - Land Use

Figure 6.7 : OP Schedule L2, Midtown - Building Height

Figure 6.8 : OP Schedule L3, Midtown - Transportation Network

6.1.2 MIDTOWN OFFICIAL PLAN AMENDMENT 70 (“ADOPTED OPA”)

In early 2018, in response to Provincial and Regional direction, the Town of Oakville began the process of drafting an updated vision for Midtown Oakville, implemented through an Official Plan Amendment (“OPA”) to the Town of Oakville Official Plan (the “Livable Oakville Plan”). The purpose of the OPA is to update the land use policies that apply to the Midtown Oakville PMTSA in the OP to the year 2051 to support the transformation of Midtown Oakville into a transit-supportive and complete community that accommodates the Town’s greatest densities and mix of uses.

Several draft OPAs for Midtown were released to the public over the years, from 2018 to the present day, each with significant iterations from the previous one. On April 2nd, 2024, after several years of iterative public engagement, legislative changes, and stakeholder meetings, a draft OPA was circulated and later presented at a statutory public meeting for comments from the public and Council on April 22, 2024. On June 3rd, 2024, at a Special Council Meeting, the Council directed Planning Staff at the Town to revise the OPA to consider additional comments from members of the Council and the public. On September 26th, 2024, in response to direction from the Council on the previous draft OPA, the Town circulated a new draft Midtown OPA to the public and Ministry of Municipal Affairs and Housing (“MMAH”) for comment. After additional public consultation, the Town of Oakville adopted an Official Plan Amendment for Midtown Oakville on February 18, 2025. The OPA updates the land use policies for Midtown Oakville and enables the use of a Community Planning Permit System in the Livable Oakville Plan. Following the Council’s adoption of the OPA, the OPA was sent to the Minister of Municipal Affairs and Housing for final review and approval. The Ministry posted the OPA to the Environmental Registry of Ontario on May 15, 2025, and the comment period for the OPA was open for 45 days, ending on June 29, 2025. The Ministry of Municipal Affairs and Housing has not approved the OPA. While the Ministry is reviewing the OPA, the Town is developing the Midtown Policy Implementation tools, including the CPPS By-law. The CPPS By-law is critical for enabling the urban character and supporting the livability of Midtown Oakville, as it enables the Town to accept community benefits in exchange for increased building heights that exceed the threshold heights in the Adopted OPA.

Land Use

The Subject Lands are within a ‘Growth Area’, as per Schedule G, South East Land Use of the OP. The lands are designated as ‘Urban Core’ with several ‘Future Roads’ throughout the Subject Lands, as per Schedule L1 of the Adopted OPA (see Figure 6.9).

Lands designated Urban Core are subject to the Urban Core policies outlined in the OP, as well as additional policies outlined in OPA 70.

New development within the Urban Core must provide a minimum of 12% of the total proposed gross floor area as non-residential uses—such as cultural, community, retail, commercial, and/or office uses—either integrated within mixed-use buildings or as standalone buildings. This requirement may be modified on a case-by-case basis. Schedule E2, Active Frontages, of the Adopted OPA identifies sections of select roads where buildings are required to provide active frontages. Portions of the N-S Local Road and the E-W Collector Road traversing the Subject

Lands are identified as "Active Frontages" on Schedule E2 (Figure 6.10). Buildings fronting these road segments must devote a minimum of 70% of the public realm frontage at the ground floor to active at-grade uses such as commercial, retail, office, or recreational uses.

As per the Adopted Midtown OPA, the Subject Lands are located within the Chartwell District. The Chartwell District is envisioned as an area that provides the transition from urban mixed-use development to less intense development and as a business campus area of Midtown Oakville.

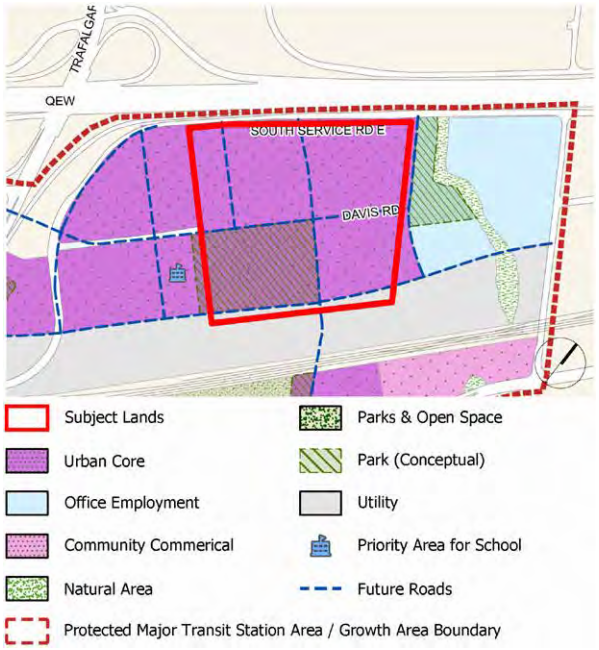


Figure 6.9 : Adopted OPA - Schedule L1 - Land Use

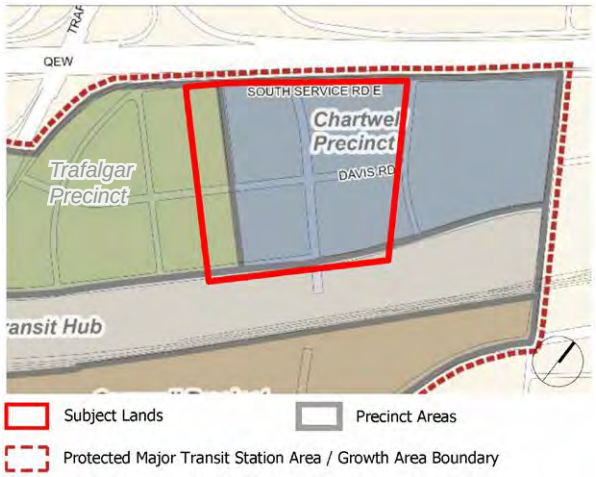


Figure 6.10 : Adopted OPA - Schedule E1 - Precinct Areas

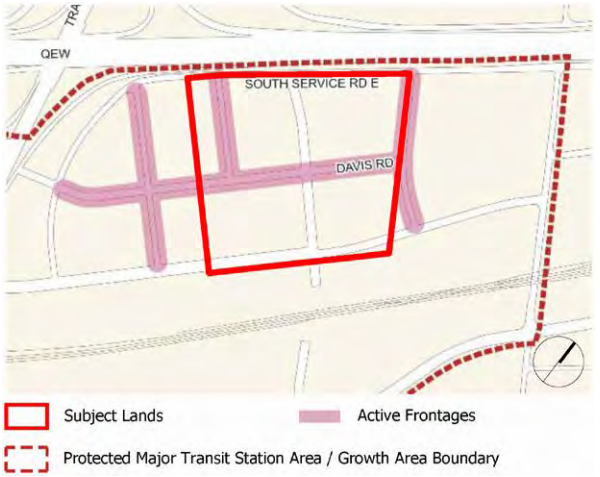


Figure 6.11 : Adopted OPA - Schedule E2 - Active Frontages

Open Space Network

Elements of the Midtown Oakville Open Space Network identified on Schedule L6 of the Adopted Midtown OPA are included on the Subject Lands, including two east-west 'Off-Road Active Transportation Connection' (Figure 6.12).

Transportation

As per Schedule L5 of the Adopted OPA, the Subject Lands contain a future internal road network that consists of a 'Future 20.0 m N-S Local Road' a 'Future 30.0 m N-S Minor Arterial', a 'Future 26.0 m E-W Collector Road', and a 'Future 36.0 m E-W Arterial Road that transitions into a Future 30.0 m Minor Arterial'.

As per Schedule L6 of the Adopted OPA, several of these future roads also feature 'future bicycle lanes'.

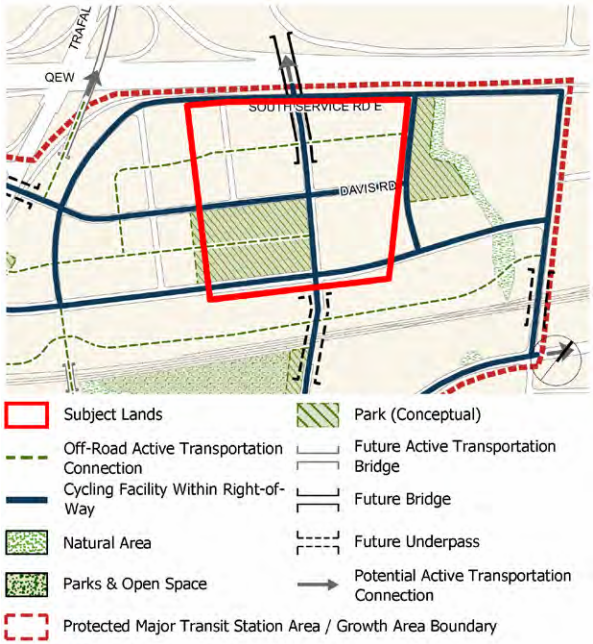


Figure 6.12 : Adopted OPA - Schedule L6 - Active Transportation

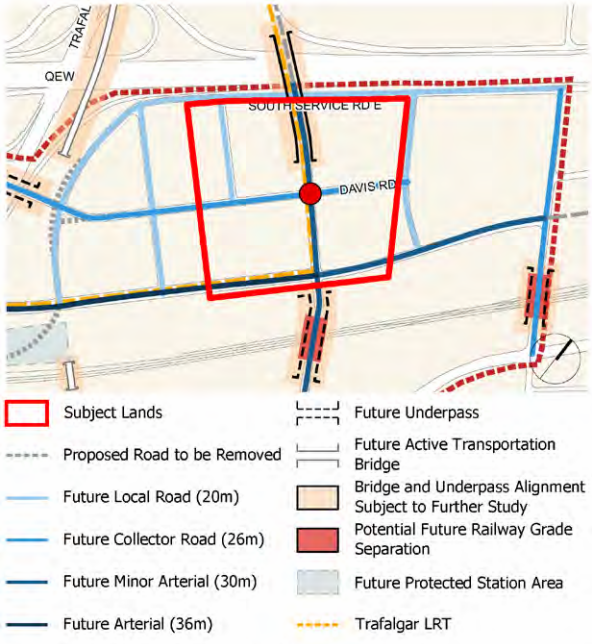


Figure 6.13 : Adopted OPA - Schedule L5 - Transportation Network

Building Height and Density

The Adopted Midtown OPA from February 2025 significantly reduced the maximum as-of-right height and density for development on the Subject Lands compared to what was proposed in the various Drafts of the Midtown OPA. As per Schedule L4, development on the Subject Lands has an “as of right” building height threshold of 5-12 storeys. Additional height beyond the threshold may be permitted through a development permit or a rezoning application in exchange for community benefits or cash-in-lieu of benefits, so long as the development does not exceed the maximum density for the Subject Lands. A new Schedule, Schedule L3, was introduced through the Adopted OPA, which restricts development on the northern half of the Subject Lands to a maximum FSI of 4.0 and on the southern portion to a maximum FSI of 3.0.

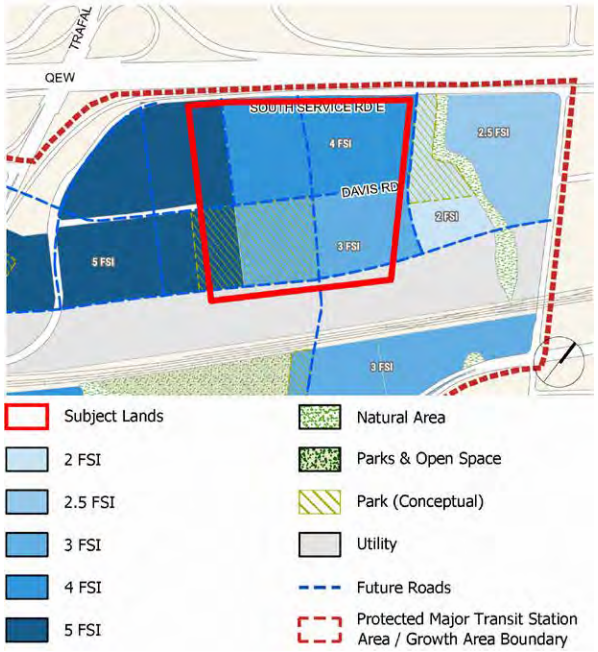


Figure 6.14 : Adopted OPA - Schedule L3- Maximum Density

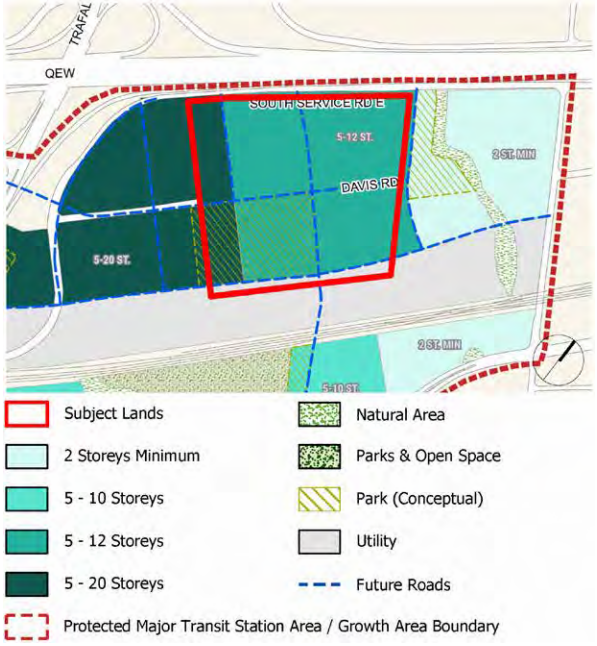


Figure 6.15 : Adopted OPA - Schedule L4 - Building Height Thresholds

6.2 URBAN DESIGN GUIDELINES

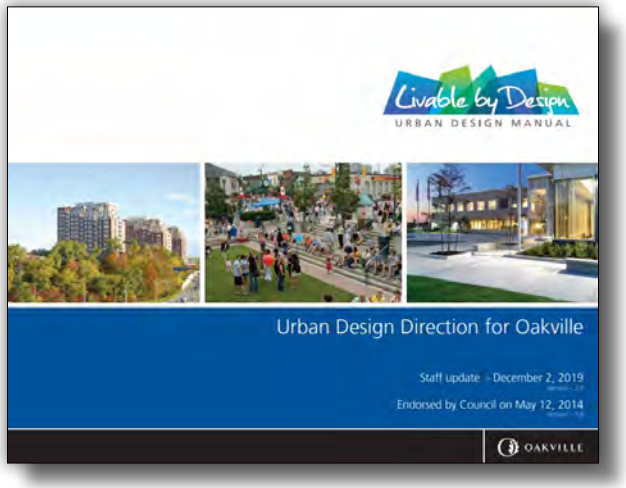
The proposed development for the Subject Lands is subject to both the Town-wide urban design guidelines (Livable by Design Manual (2019)) and the area-specific guidelines for Midtown Oakville (Designing Midtown Oakville (2013)).

6.2.1 OAKVILLE LIVEABLE BY DESIGN MANUAL ("LBDM")

The Town of Oakville Liveable by Design Manual ("LBDM") is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The LBDM applies to all development proposals which are subject to review and planning approval by the Town. The LBDM directs that new development is designed and executed in accordance with the following six guiding design principles:

1. Sense of Identity;
2. Compatibility;
3. Connectivity;
4. Sustainability; and
5. Legacy; and
6. Creativity.

The design of the proposed development adheres to these guiding principles. It aligns with the surrounding context, ensuring a high-quality built environment that accommodates growth. Complementing these principles, the LBDM offers detailed design guidance for built form. The goal is to achieve well-designed structures that harmonize with the local context, fostering liveable, functional, and visually appealing environments.



6.2.1 DESIGNING MIDTOWN OAKVILLE (“DMO”)

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy. Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014, while staff received public input about the official plan and zoning by-law amendments. Those amendments were subsequently put on hold. Designing Midtown Oakville aims to guide its future look, feel, and functional operations. The document proposes several recommendations to guide the shape of public spaces, buildings, sidewalks, and roads. It also looks at how the Town of Oakville can best supply parking to this emerging community. Section 6 of the document provides guidelines for the Chartwell District. It indicates that it will primarily be used for low-rise office uses, which is outdated and not reflective of the area’s latest vision based on the most recent OPAs. It should be noted that this document provides built-form guidelines for tall buildings under other districts, such as the Lyon District.

7.0
DETAILED DESIGN DIRECTION

7.1 STREET NETWORK & BLOCK PATTERN

In response to OP Sections 6.3, 6.5.1; OPA 70 Sections 20.2.1, 20.5.1 l), 20.5.2 a); LBDM Sections 2.1

The proposed transportation network is guided by the key mobility objective of supporting sustainable travel within Midtown Oakville, including active transportation, transit use, and passenger vehicle trips. To achieve this objective, several mobility principles were established, such as adopting a transit-first approach, enhancing mobility choice, and encouraging the use of Transportation Demand Management ("TDM") measures. These principles are reflected in the proposed transportation network described below.

As stated in the TIS prepared by BA Group, the proposed street network will create a grid-like road network that will establish multi-modal connectivity within the Subject Lands. The road network has been designed to remain generally consistent with the road network development through, and provided by, Adopted OPA 70, including the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S Arterial Road across the QEW corridor to the north, and under the Metrolink/CN rail corridor to the south. Minor changes have been made to the road network from that proposed in the Adopted OPA to better align with the western property boundary of the Subject Lands, and to facilitate the efficient development of the private development blocks. These changes include extending the N-S Local Road along the western property boundary, southwards from Davis Road to connect to Cross Avenue and the addition of two active-only crossings of the planned N-S Arterial Road. The proposed changes do not impact, and in fact enhance, the functionality of the Midtown Transportation network. The remainder of the proposed new street network remains consistent with the Adopted Midtown OPA.

Additionally, as illustrated by the Area Design Plan, included in Section 8 of this report, the proposed road network does not impede the potential development on the lands to the west of the Subject Lands. The road network creates a modified grid design that allows for efficient circulation throughout the Subject Lands and provides seamless connections to the broader community.

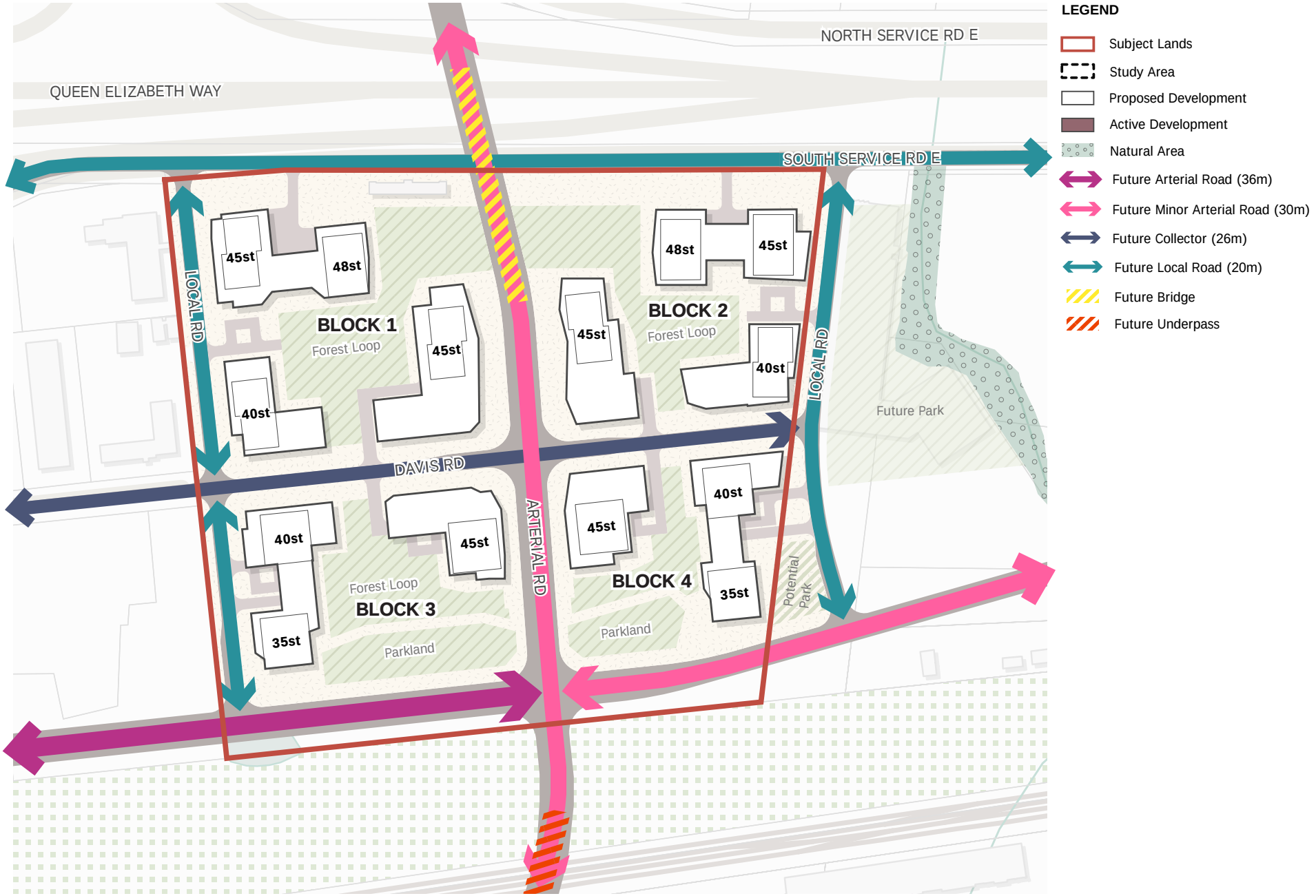


Figure 7.1 : Street Network and Block Pattern

Each of the ROWs can accommodate multiple modes of transportation, including personal vehicles, pedestrians, and in most cases, cyclists and transit vehicles, effectively balancing the need to shorten vehicular travel times while providing a safe and enjoyable experience for cyclists and pedestrians.

The proposed transportation network will not only establish connectivity within the Subject Lands but will establish connections to the existing and planned transportation network in the surrounding area, including connections to a future local road to the east, a potential future underpass to the south, Davis Road to the west, South Service Road East to the north, and a possible future overpass to the north.

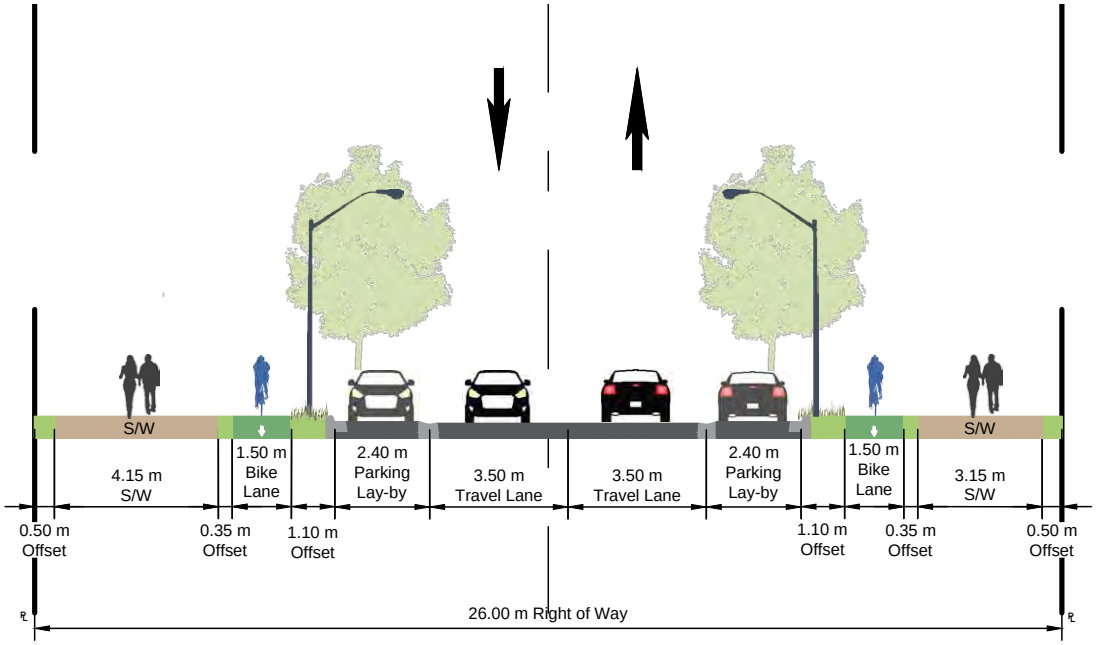


Figure 7.2 : Cross-section through Davis Road prepared by BA Group

FINE GRAIN URBAN FABRIC

The proposed street network creates four sensible and developable blocks that accommodate developments making efficient use of the land and available infrastructure, supporting the function of the internal road network. These blocks will comprise buildings housing a mix of residential, commercial, and community uses, aligning with Midtown's evolving character and vision as a liveable, high-density, urban area.

Each block offers ample space, ranging from more than 21,000 to nearly 33,000 square metres (Table 3), suitable for accommodating the planned high-rise towers, their podium structures, internal driveways, loading zones, amenity areas, and public open spaces.

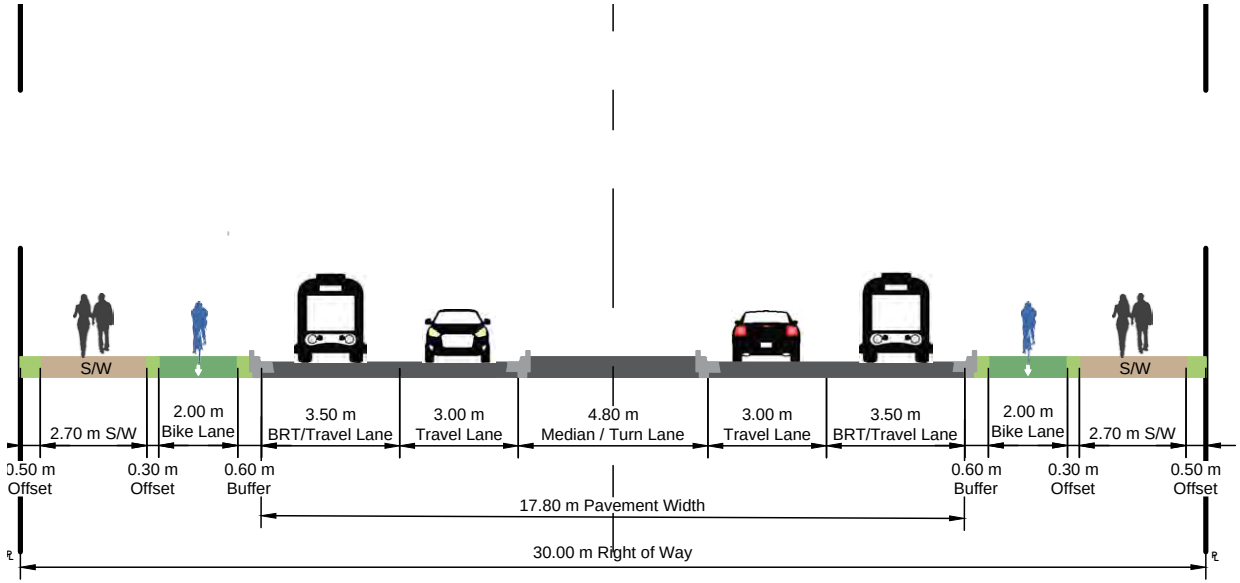


Figure 7.3 : Cross-section through North-South Arterial Road prepared by BA Group

7.2 BLOCK & SITE DESIGN

7.2.1 BUILDING PLACEMENTS & SETBACKS

In response to OP Sections 6.9.1, 6.9.2; OPA 70 Sections 20.2.1 a) 20.4.1 f) ii., 20.5.1 j); DMO Section 6; LBDM Section 3.1

All blocks feature tall buildings atop podiums. The placement of the base buildings on each block is based on the planned street network. The proposed base buildings are strategically positioned parallel to and close to the property lines, defining the street edges and establishing a continuous, pedestrian-oriented street wall along the public roads.

As the Subject Lands are located immediately south of QEW, the Ministry of Transportation ("MTO") requires a minimum setback limit of 14.0 metres from the property line of the Subject Lands. Buildings on Blocks 1 and 2 are set back a minimum of 17.0 metres from the northern property line, encompassing the required 14 metres MTO setback.

On the southern edge of Blocks 3 and 4, where public parkland dedication is planned along the future East-West Arterial Road, the majority of tall buildings are set further back. The retail frontage integrated into the ground level of these blocks will align with the park's edge.

At key intersections, such as Davis Road and North-South Arterial Road, buildings are recessed to create POPS (Privately Owned Publicly Accessible Spaces). These areas enhance visibility, provide welcoming entrances, and clearly define the corners.

Along Davis Road, where retail spaces will line the street, additional setbacks and façade insets are introduced. These design elements allow for retail spillover, highlight storefront entrances, and contribute to a vibrant and engaging pedestrian experience.

Buildings are sited on each development block to ensure appropriate separation distances, avoiding overlooking and allowing for efficient vehicular and pedestrian circulation.

FIGURE GROUND

SETBACK

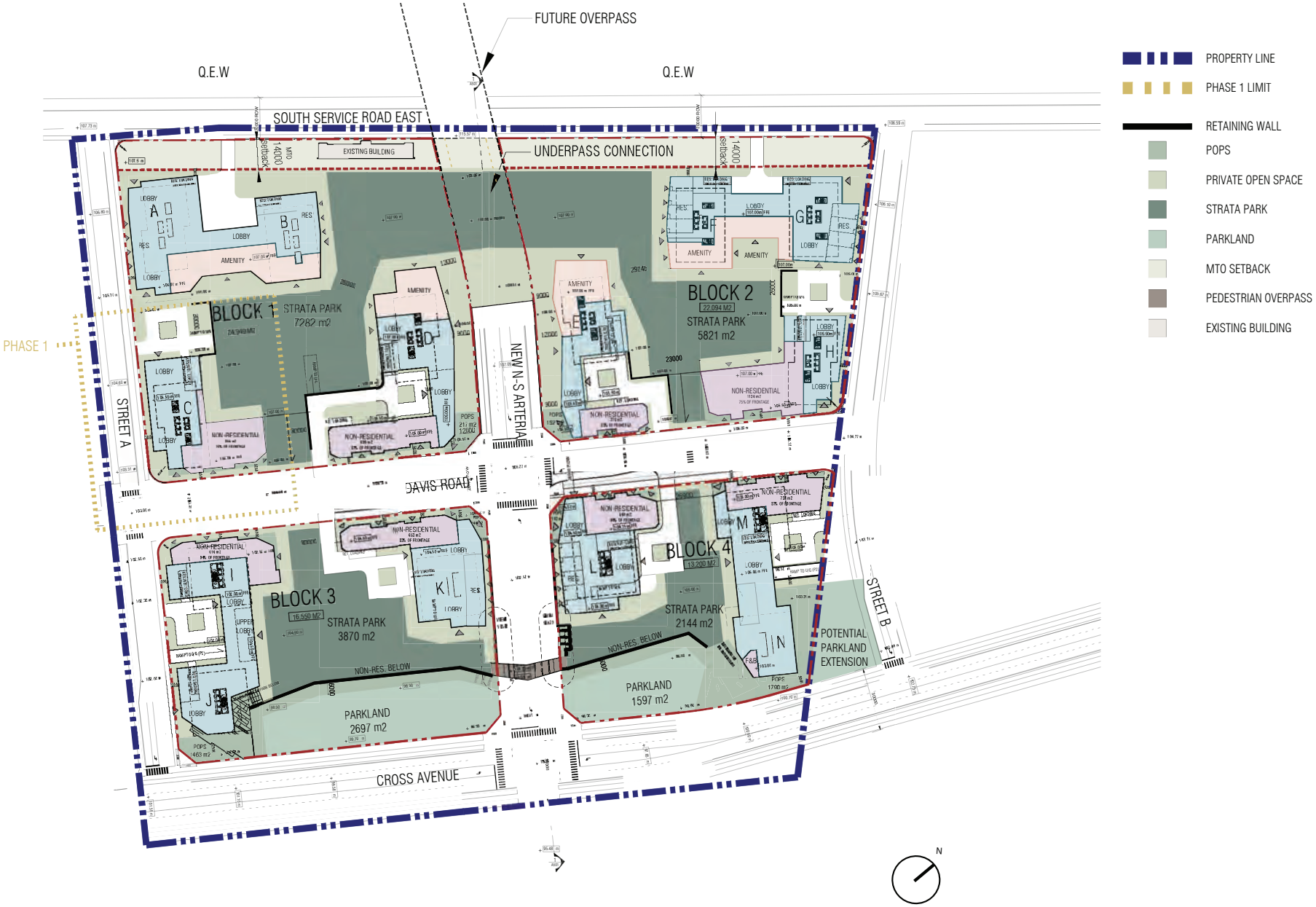
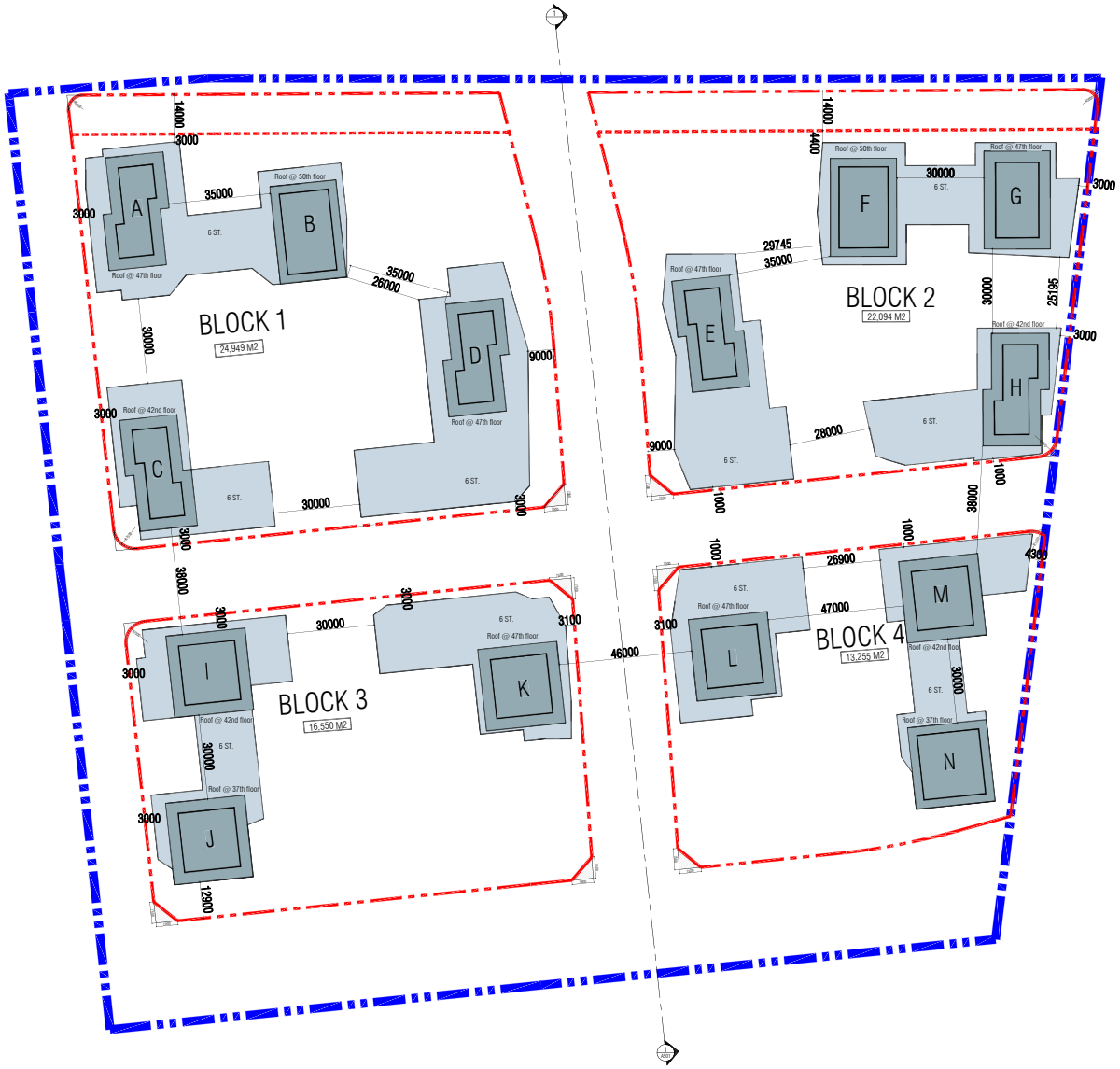


Figure 7.4 : Ground floor plan illustrating at-grade setbacks from the property lines created by Graziani & Corazza Architects



LEGEND

Tower

Podium

Sources
Graziani Corazza Architects - Roof Plan

Figure 7.5 : Buildings Placements & Setbacks

7.2.2 OPEN SPACES & STREETSCAPE

In response to OP Sections 6.2, 6.4, 6.10; OPA 70 Sections 20.2.2 a) d), 20.4.2 c), 20.5.1 a) b) c) k) l)iii; DMO Sections 4.1.1, 4.2; LBDM Sections 2.2, 4.1

The proposed open space framework directly responds to the Town of Oakville's regulatory framework, which emphasizes the creation of a well-connected, high-quality, and accessible system of parks and open spaces that contribute to community identity, environmental health, and overall livability.

The plan is organized around a series of landmark open spaces that establish a strong public realm structure and reinforce the distinct character and sense of place envisioned for Midtown Oakville. As illustrated in the Landscape Plans and Parks and Open Space Concept Plan prepared by SLA, the development introduces a comprehensive and integrated open space network that includes a variety of open space types such as public parkland, strata parkland, and Privately Owned Publicly Accessible Spaces (POPS). Together, these spaces take advantage of the Subject Lands' substantial size and unique topography to form a cohesive, connected, and publicly accessible system that advances the Town's broader open space objectives.

Importantly, the proposed open space network, including its landmark features, has not been designed in isolation. It has been carefully planned to ensure compatibility with, and seamless connections to, the broader Midtown community. The network will facilitate links to existing and planned open spaces in the surrounding area, including the future school to the southwest, the active transportation corridor to the south, and parkland to the east, as illustrated on Figure 8.6 under Section 8 - Area Design Plan of this report. The design and location of the open space network have been strategically chosen to ensure permeability into these adjacent spaces and pathways, fostering a cohesive and integrated community within Midtown Oakville.

To bring this vision to life, the plan is supported by a creative and intentional landscaped open space system that extends throughout the entirety of the Subject Lands. As shown on the Landscape Plan prepared by SLA, this system weaves through public areas, such as the Forest Loop, Civic Squares, and new rights-of-way, as well as private amenity spaces within the development blocks. Each open space features distinctive landscape elements tailored to its context, creating a cohesive yet varied network that enhances the community's character and enriches the


NATIVE PLANTING


LANDSCAPE BUFFER


STREET FURNITURE


PUBLIC REALM

user experience. For instance, the Forest Loop emphasizes extensive greening and canopy planting, while the Civic Squares offer open-air plazas with flexible event areas, spill-out zones, and potential water features.

The planting strategy, as detailed by SLA, draws inspiration from the Carolinian Forest native to the region. It incorporates a diverse mix of native and adaptive species selected for resilience across seasons and conditions, thriving in both shaded and sunlit environments, and in varying moisture levels. This approach will ensure longevity, ecological performance, and year-round visual interest.

The material palette proposed for the public realm is equally thoughtful, featuring sustainable and context-sensitive choices such as reusing concrete from the existing site for pathways, using brick or pavers along Davis Road and within plazas, and integrating steel and mullion elements in public art and railings. These materials will reinforce continuity and quality across all open spaces while contributing to Midtown Oakville's unique identity. Detailed design refinements for the landscaped and amenity areas will be developed further in future design phases.

Complementing the open space system, tree-lined streets and animated sidewalks will extend the landscaped experience throughout the Subject Lands, creating a seamless transition between built form and green space. Active at-grade uses, such as cafés, shops, and community-oriented spaces, will animate the street edges and ensure that the public realm remains vibrant and inviting throughout the day. Together, these elements will tie the open space network into the surrounding urban fabric, establishing an attractive, memorable, and distinctly urban destination, a true placemaking exercise that defines the character of Midtown Oakville.

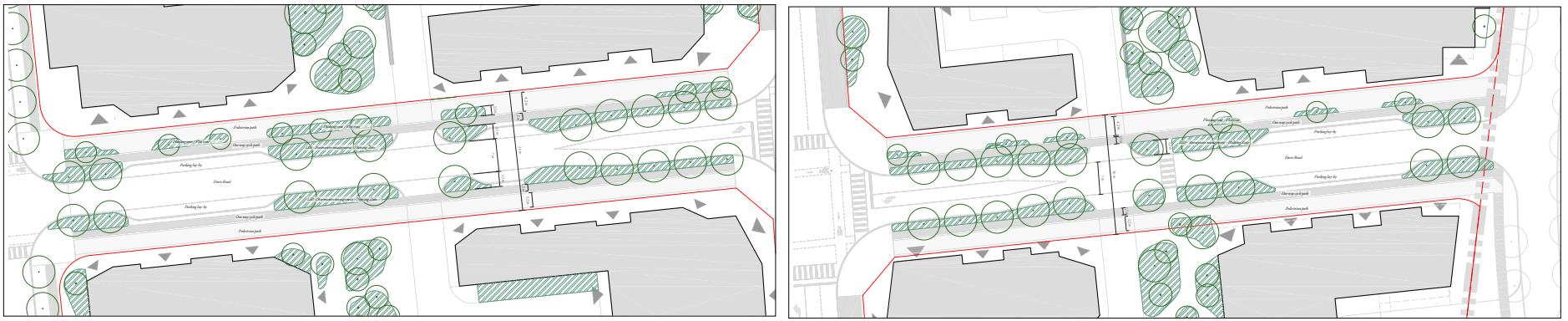


Figure 7.6 : Davis Road Streetscape Plan prepared by SLA

Source
SLA - Landscape Plan

Figure 7.7 : Open Space Components

Key Open Space Components

- **Forest Loop:** A continuous green space that weaves throughout the Subject Lands, creating a unifying landscape feature and active pedestrian circulation route. It integrates public art, seating, play areas, and passive recreation opportunities to provide an immersive and memorable public realm experience.
- **Culture Hub:** A reimagined public space located beneath the future QEW overpass that incorporates the existing Heritage Building and transforms an underutilized area into a lively cultural destination, providing opportunities for art, events, and community gathering.
- **Civic Squares:** Two prominent public piazzas at the southern end of the site anchor mixed-use activity and serve as key gathering places framed by active ground-floor uses. These spaces create an animated urban focus for social interaction, dining, and public events.
- **Green Slopes:** Architectural landscape features that navigate grade changes while offering accessible pathways, terraces, and seating areas. They transform topographic transitions into welcoming and inclusive public spaces that contribute to the visual identity of the neighbourhood.
- **Forest Bridge:** A pedestrian overpass connecting the southern development blocks to ensure continuous pedestrian access across grade changes, enhancing walkability and connectivity across the Subject Lands.
- **Davis Road POPS**: A series of small, flexible public spaces along Davis Road that act as spill-out areas and gathering nodes, enriching the fine-grained public realm and fostering opportunities for informal community interaction.

Private outdoor amenity areas within each development block will complement the broader open space network by addressing the recreational and social needs of residents, while contributing to the diversity and accessibility of open spaces across the Subject Lands.

The proposed open space, landscape, and streetscape framework creates a comprehensive, accessible, and interconnected network of parks, plazas, streets, and open spaces that strengthen community identity, support social and cultural life, and enhance the livability, beauty, and sense of place within Midtown Oakville.

Figure 7.8 : Open Space Facility Fit Plan created by SLA

7.2.3 ACCESS & CIRCULATION

In response to OP Sections 6.2, 6.3.1, 6.5.1, 6.9.12, 6.11, 6.12, 8.2.7, 8.2.8; OPA 70 Sections 20.2.1, 20.4.2.a) & b) & d), 20.5.2 b) c); DMO Sections 7.7; LBDM Sections 2.1, 4.2

The proposed road network creates a modified grid pattern that not only allows for the efficient movement of vehicles throughout the Subject Lands but also creates a safe pedestrian and cycling network that encourages the use of sustainable modes of transportation.

A continuous network of sidewalks has been provided on each side of the proposed roads, providing seamless connections between each development block and the broader community. The sidewalks have been designed to support a safe and attractive pedestrian environment, foundational to a vibrant and engaging public realm. To support the pedestrian-focused design of Davis Road, the public sidewalks are intentionally wider, measuring 4 metres on the north side and 3 metres on the south side, to create a more spacious and comfortable walking environment. The clear pedestrian path will be wider since buildings are set back from the property line along all frontages.

In addition to the planned public sidewalks, each development block will feature a meandering network of internal pedestrian pathways that weave through the Forest Loop and connect to the Civic Squares (public parks). These paths ensure safe and direct access between public sidewalks and internal activity areas, as well as access on each block throughout the Subject Lands.

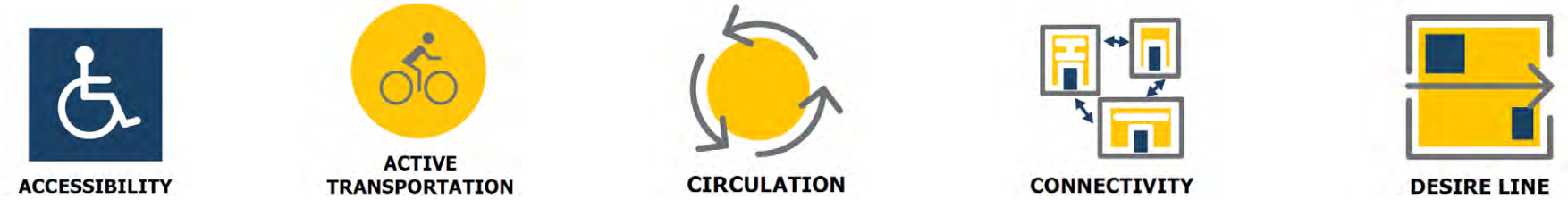
A pedestrian bridge will link Blocks 3 and 4, forming a continuous, vehicle-free route between the two blocks. Similarly, Blocks 1 and 2 will be connected by an underpass, maintaining a safe and uninterrupted pedestrian corridor away from vehicular traffic.

Furthermore, the Green Slopes—an integrated system of ramps and stairs—will provide accessible pedestrian connections between the public parks and the Forest Loop.

Overall, the proposal offers a rich variety of pedestrian connections that foster an exceptionally walkable environment—one that is attractive, safe, welcoming, and accessible for all users.

Moreover, separated bike lanes, 1.50 to 2.0 metres wide, have been provided along the East-West Arterial and Davis Road. The bike lanes will contribute to creating a continuous and comprehensive bike network throughout Midtown and increasing mobility options in the community. The proposed development will also feature cyclist and pedestrian amenities such as bike racks, street furniture, and large landscaped areas to encourage active transportation.

Vehicular access to each development block is carefully planned to ensure safety, efficiency, and a high-quality pedestrian environment. Each block will be served by no more than one private driveway per street frontage, with no driveways permitted along Cross Avenue. This minimizes potential conflict points between vehicles, pedestrians, and maintaining continuous and unobstructed sidewalks along the public park frontages. Driveways and service areas are thoughtfully located and screened from open spaces and public views, directing all vehicular movements, including access to underground parking, loading, and servicing, away from primary pedestrian routes, as much as possible. Also, access points are strategically positioned away from major intersections to maintain smooth roadway operations while providing convenient and logical entry to each block.



LEGEND

- Vehicular Circulation
- Loading/Servicing Area
- Entrance to Underground Parking
- Elevated Road above the Underpass, South Service Road and QEW

Sources
Graziani Corazza Architects - Ground Floor Plan

Figure 7.9 : Vehicular Circulation

Figure 7.10 : Pedestrian Circulationcreated by SLA

Figure 5.13 : Rendered view of the Culture Hub

7.2.4 PARKING, LOADING & SERVICE AREAS

In response to OP Sections 6.13.5, 6.16, 12.5.3, 20.5.2 d); DMO Section 7.1; LBDM Sections 4.3 (17, 18, 19)

Vehicular access and parking have been carefully designed to support a pedestrian-first environment and reinforce the overall public realm vision for the Subject Lands. As illustrated on the Parking Plan, all parking is accommodated within below-grade structures located under each development block. This approach eliminates the need for surface parking and ensures that the ground plane is dedicated to landscaped open spaces, tree-lined streets, and active pedestrian areas.

All vehicular activities, including access to underground garages, loading and servicing, and short-term pick-up and drop-off areas, are contained within each development block and positioned away from public streets. This design strategy creates a safe and comfortable pedestrian realm that prioritizes walking, cycling, and active street life. Internal loading areas and garage entrances are seamlessly integrated into the building podiums to minimize their visual impact. Shared access points between buildings are used wherever possible to reduce curb cuts and maintain uninterrupted sidewalks and landscape zones.

Blocks 3 and 4 are located along the steeper portions of the Subject Lands and have been designed with parking structures embedded into the slope. This design approach uses the natural topography to screen parking from public view and ensure a visually cohesive streetscape. The transitions in grade are handled through careful building siting and landscape design, allowing the street edge to remain continuous, well-landscaped, and pedestrian-friendly.

By internalizing and screening all vehicular and service functions, the design achieves a clear separation between pedestrian and vehicular movement. The result is a series of inviting, animated street edges defined by active ground-floor uses, generous sidewalks, and a continuous canopy of street trees. Together, these elements reinforce the sense of place and create a comfortable, human-scaled environment where the public realm takes precedence over vehicle circulation.

The overall parking and loading strategy demonstrates how thoughtful site organization can meet functional needs while upholding the design vision for a vibrant, walkable, and transit-oriented urban district in Midtown Oakville.

7.3 BUILT FORM

In response to OP Sections 4.1, 4.2, 6.1.1, 6.9, 12.1.3, 12.1.4, 12.5.2; OPA 70 Sections 20.2.1 c), 20.2.2 c) d) e), 20.4.1 f), 20.5.1 a) i. f) g); DMO Section 6; LBDM Section 3.1

7.3.1 MASSING & HEIGHT STRUCTURE

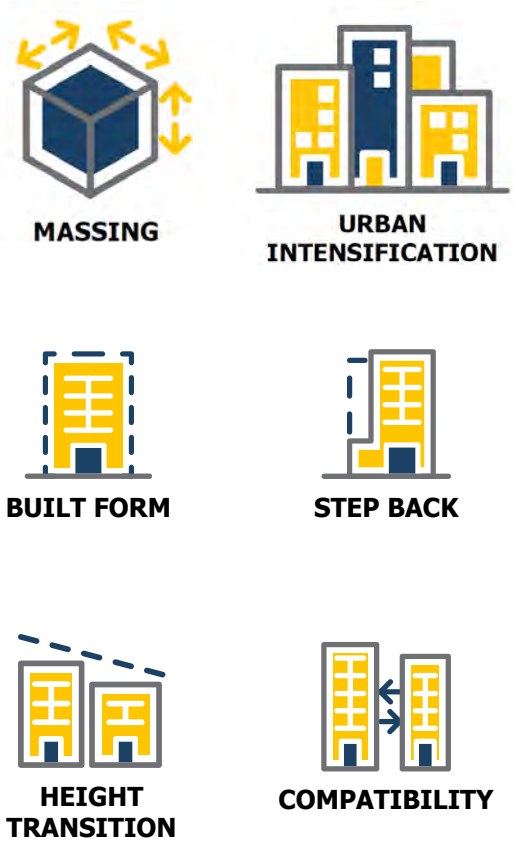
The proposed height distribution and massing of buildings on the Subject Lands is based on multiple considerations, including the planned context for Midtown Oakville, and the considerable size and location of the Subject Lands away from low-rise neighbourhoods while located in proximity to Oakville Go Station, QEW and future BRT on Trafalgar Road. Each development block is large enough to easily accommodate multiple tall buildings while addressing the urban design policies and guidelines.

Midtown Oakville is not only identified as a Growth Area by the Town but is also designated as a PMTSA, which will provide for the greatest heights and densities in the Town. Midtown will be a primary intensification area with a range of employment, commercial, and residential uses concentrated around the transit station area. Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents per hectare by 2031, in accordance with the ROP and the PPS (2024).

While the proposed heights exceed the permitted range by the Adopted OPA, they are appropriate for leveraging the significant investment in public transportation in Midtown Oakville and avoiding growth pressure on other areas of the town.

The height distribution provides a gradual transition in height from north to south and west to east. This height arrangement thoughtfully responds to the surrounding context, including the GO Station located to the west and the Highway to the north. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline.

It is important to recognize that within a PMTSA context, the appropriate measure is not a direct comparison to the as-of-right height permissions of the Adopted OPA, but rather whether the proposed built form achieves the broader policy objectives of livability, sunlight access, and high-quality



urban design. The adopted Official Plan (OPA 70) permits buildings generally ranging from 5 to 12 storeys; however, such height limits are not appropriate within a PMTSA, where higher densities and building heights are both expected and necessary to realize the planned function of a major, transit-oriented urban centre. The PMTSA framework intends to deliver compact, mixed-use, and complete communities that efficiently support major public transit investment.

Additionally, the shadow analysis submitted with this application demonstrates that, despite exceeding the height limits envisioned in the Adopted OPA, the proposed buildings maintain adequate sunlight and sky view access to parks, plazas, and key pedestrian corridors. This has been achieved through slender tower forms, careful massing, and strategic orientation that respect the surrounding context and public realm.

This performance-based approach aligns with the Official Plan's urban design and intensification objectives, which prioritize well-designed, transit-supportive development over rigid numerical height limits. This is particularly true in PMTSA areas, where increased height and density are essential to achieving sustainable growth and supporting long-term regional mobility investments.

Figure 7.11 : Rendered view showing the pedestrian experience

Podiums

As outlined previously, all towers are placed atop 6-storey (approximately 19.5 m) podiums, which are oriented parallel and close to the public streets. The proposed heights are appropriately scaled for the Subject Lands, which have a unique grading condition. Due to the significant grade change from south to north, the podiums along the North-South Arterial Road will appear lower than 6 storeys at specific points, creating a natural variation in perceived height. Additional variation and visual interest are achieved through the use of insets, stepbacks, and architectural detailing, which break down the building mass and the length of the base buildings, enhancing the pedestrian scale.

The podiums have been strategically designed to appropriately address both the adjacent public rights-of-way and the open spaces. This ensures that each building edge contributes to a cohesive and active public realm with at-grade active uses, including residential and commercial uses, in keeping with the intent of the Livable by Design Guidelines and Designing Midtown Guidelines.

However, given the significant grade change from south to north, as well as the function of the future North–South Arterial Road, not all podium edges are suitable for active uses. In these locations, podium frontages will instead be treated with high-quality materials and enhanced landscaping to ensure a visually attractive and cohesive streetscape presence. Where needed, the length of the podiums is also broken up by providing significant insets along the streets and corners.

On each block, all podiums are separated by a minimum of 25 metres, ensuring adequate views, privacy, and access to natural light, while also creating generous space for the Forest Loop, extensive landscaping, and a variety of outdoor activities with clear visual and physical connection to the streets.

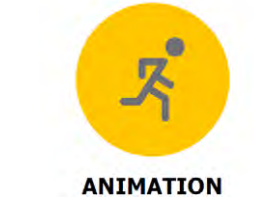


Figure 7.12 : Rendered view showing the pedestrian experience at the Green Slopes

Towers

The proposed development encompasses 14 residential towers ranging in height from 35- to 48-storey. On each block and collectively as a master plan, they have been sited to minimize adverse impact on the public realm and the surrounding planned and existing context.

The proposed tower floorplates are approximately 800 square metres, designed with articulated and dynamic forms, characterized by pointed or faceted configurations rather than broad, slab-like profiles. This design approach enhances sunlight and sky view access, reduces shadow impacts, and fulfills the guidelines' intent to promote slender, elegant towers that contribute positively to both the skyline and the public realm.

The proposed tower forms optimize the efficient use of the Subject Lands while minimizing shadowing and wind impacts. As demonstrated in the Shadow Impact Study prepared by G&C Architects and the Wind Study prepared by Gradient Wind, the proposed design effectively mitigates these potential impacts and supports a comfortable pedestrian environment.

A 30.0 metres minimum separation distance has been provided between towers. It should be noted that the Livable by Design Manual (2019) requires 25 metres between towers, while Design Midtown (2013) requires 50 metres between towers for towers over 30 storeys. In our opinion, in a Growth Area where significant housing delivery is expected, a 30-meter tower separation distance is sufficient and exceeds typical industry standards. This distance supports the planned intensification and urbanization of the area, while ensuring adequate access to sunlight, privacy and sky views.

To further reduce the visual impact of the tower elements on the public realm at grade, most towers are significantly set back from the podiums, creating a pedestrian-scale built form at grade. Four corner towers (C, H, J & N) partially meet the grade, set considerably back from the edges of the blocks, thus creating a publicly accessible forecourt and defining the corners through site design and built form.

The upper portions of the towers are designed to accommodate mechanical equipment, which will be set back from the main building face and architecturally integrated into the overall tower design. This approach helps reduce visual impact and ensures a cohesive and refined skyline appearance.

Figure 7.13 : Rendered birds'-eye view

7.3.2 ARCHITECTURAL ARTICULATION AND MATERIALS

Generally, the proposed podiums across the Subject Lands employ various masonry material colours to provide an individual identity, and the arrangement of this material further defines the built form. Towers on each block feature a façade design that relates to each other; some have a grid-like treatment, while others use a mix of vertical elements in combination with a larger grid design or employ a stacked, rectangular grid treatment that is offset by linear balconies. The similarity in materials on each block ties the towers together, while their articulation/expression and differing tower heights give them their own identity.

The detailed design and materiality of the proposed buildings will be further explored through the Site Plan approval stage.

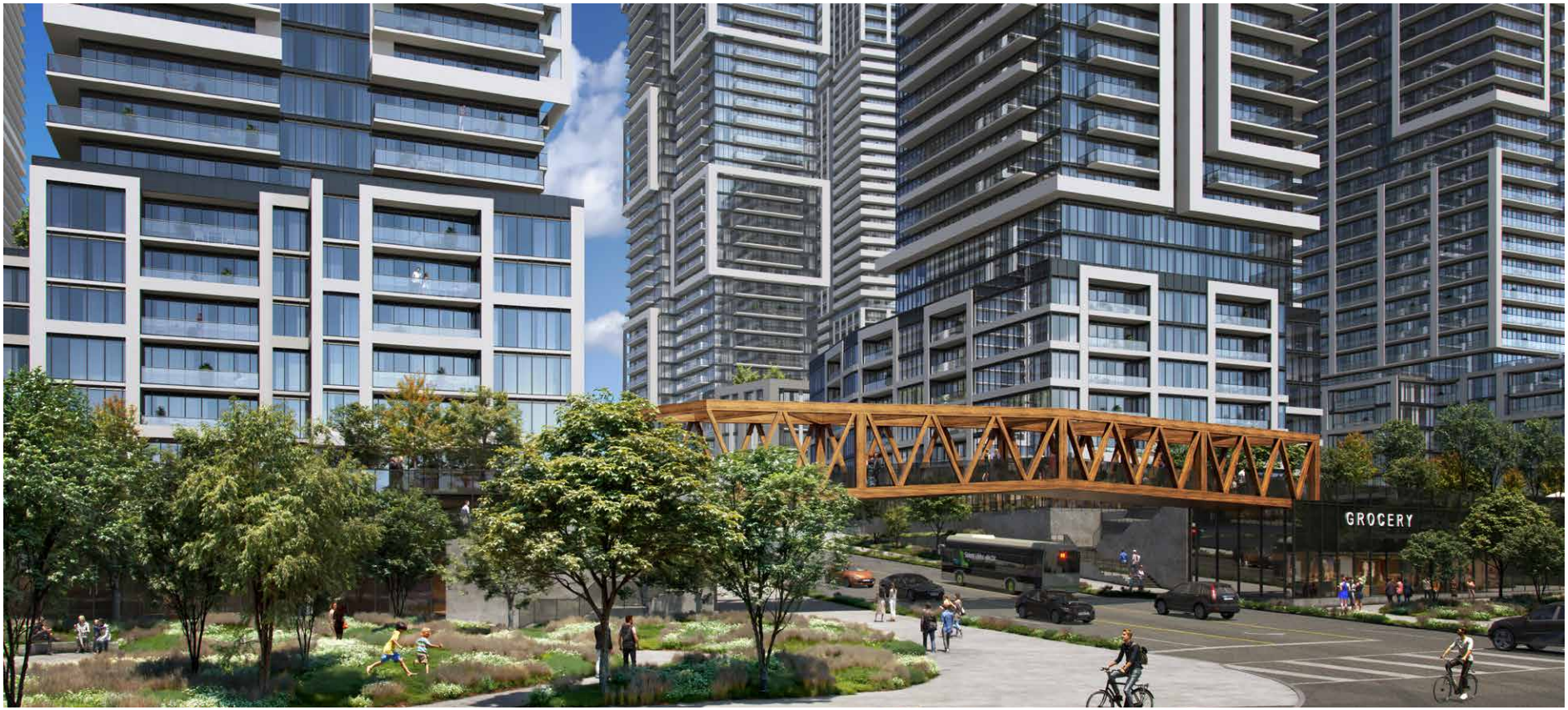


Figure 7.14 : Rendered view showing intended architectural character of the development materiality

7.3.3 SHADOW & WIND IMPACTS

The Shadow Study created by G+C Architect analyses the shadows cast by the proposed development on April 21, June 21, September 21 and December 21 at hourly intervals, beginning 1.5 hours after sunrise and ending 1.5 hours before sunset, per the Town's terms of reference. As mentioned previously, the proposed towers are massed and sited to minimize any potential shadowing impacts on the surrounding streets, open spaces, and residential properties. The study illustrates that the proposed development casts shadows on the low-rise residential properties to the south only in the late afternoon for a couple of hours before sunset on April 21st, June 21st, and September 21st. On December 21st, the proposed buildings cast only a very limited shadow on the low-rise neighbourhood to the north, and even that occurs for less than one hour after sunrise. The complete set of the Shadow Study is submitted as part of the application. The following pages include only the June 21st Shadow Study as a sample.

JUNE 21st

JUNE 21 - 7:08am

JUNE 21 - 8:08am

JUNE 21 - 9:08am

JUNE 21 - 10:08am

JUNE 21st

JUNE 21 - 11:08am

JUNE 21 - 12:08pm

JUNE 21 - 1:08pm

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JUNE 21st

JUNE 21 - 3:08pm

JUNE 21 - 4:08pm

JUNE - 5:08pm

JUNE 21 - 6:08pm

JUNE 21st

JUNE 21 - 7:08pm

JUNE 21 - 7:33pm

LEGEND

Applicant Proposal - Subject Site

Shadow Extent

N

7.4 SUSTAINABILITY

In response to OP Sections 10, 12.1.4, 20.5.5

The proposed development considers several sustainable design practices to ensure the resiliency of the proposal, which will be further developed through the future stages of the design and approval process.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss. All buildings will be designed with a balanced glazing-to-solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations. The compact housing units and higher densities proposed will support the use of alternative modes of transportation, such as walking, cycling, and transit, thereby reducing reliance on single-occupant automobiles. The proposed multi-modal road network is designed to promote these alternatives by providing safe, accessible, and predictable transportation routes. In addition, the mixed-use nature of the development will help internalize trips that might otherwise occur outside the subject lands and reduce the overall travel distance required to meet the daily needs of future residents and users.

The development features a robust and innovative open space network that will enhance the area's greenery, expand the urban tree canopy, improve air quality, and promote biodiversity. Key landmark elements, such as the Forest Loop, Green Slopes, and Civic Squares, will each contribute to environmental sustainability by creating a connected system of landscaped green spaces that support the Town's goals for climate resilience. For example, the Forest Loop will meander continuously throughout the Subject Lands, linking public parks, private landscaping, and recreational spaces, creating a continuous corridor that will help reduce habitat fragmentation while encouraging active transportation and ecological connectivity.

Figure 7.15 : Rendered view of the Culture Hub area and the retained heritage building

As illustrated in the Tree Canopy Plan prepared by SLA (Figure 7.16), the proposed development will achieve a canopy cover of 20%. As shown in the Planting List prepared by SLA, an effort will be made to favour a diverse array of native and drought-tolerant plant species, carefully selected to suit specific site conditions, ensuring the longevity and overall success of the landscape design.

Extensive greening and landscaping across the Subject Lands will also support stormwater management by reducing surface runoff and improving groundwater infiltration. In addition, the development will incorporate various LID strategies to further enhance sustainability, in alignment with the Town's Stormwater Management Guidelines for Midtown.

Potentially, a real-time transportation screen will be provided in each lobby to encourage public transit, displaying real-time information on transit schedules. Car-share and electrical parking spaces equipped with charging stations will be provided within the parking structure. The proposal recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles. Long-term and short-term bike parking and storage will be provided across the Subject Lands.

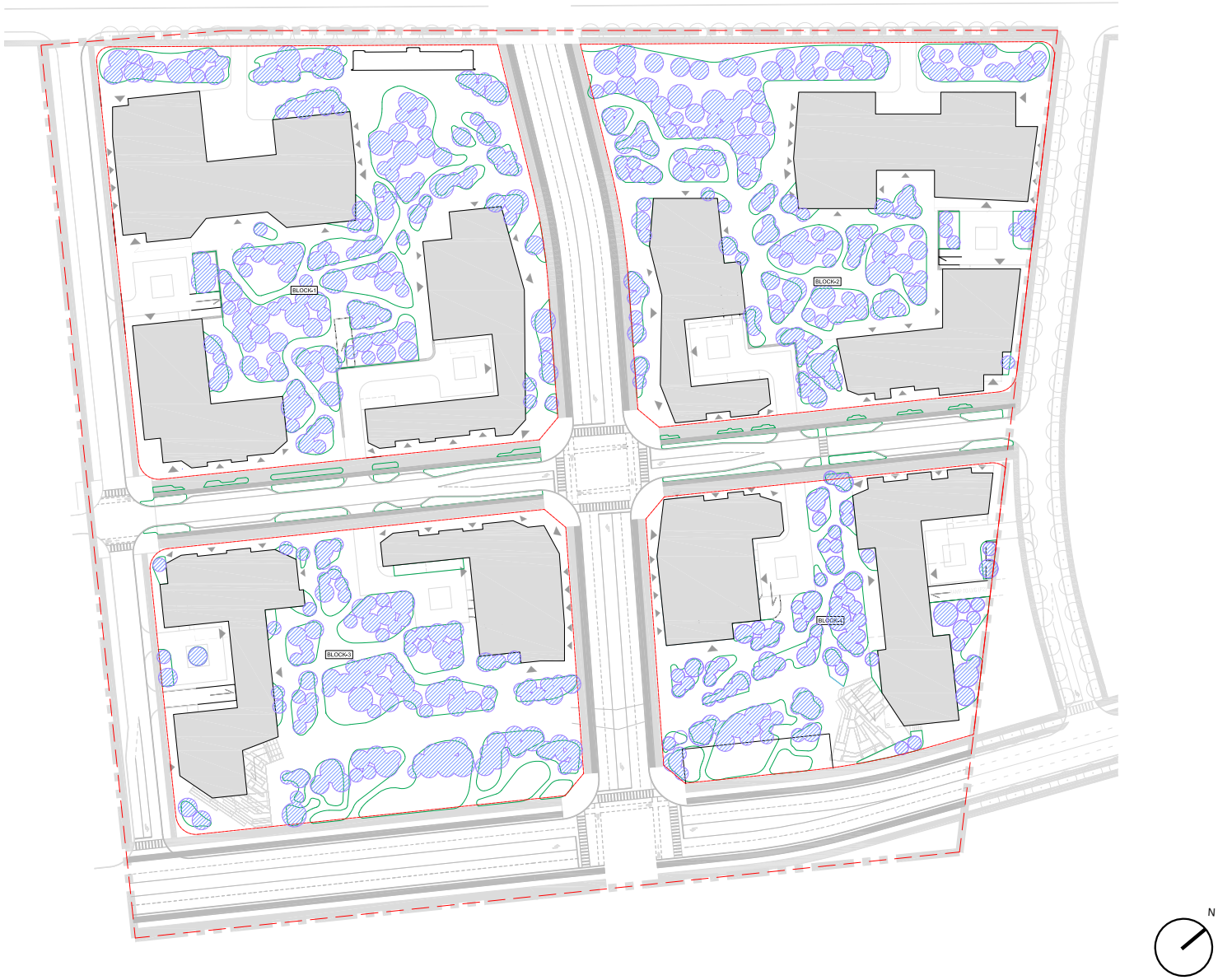


Figure 7.16 : Tree Canopy Plan prepared by SLA

8.0
AREA DESIGN PLAN

MHBC has conducted an Area Design Plan ("ADP") for a defined area around the Subject Lands to analyze how the proposed development fits into the planned context. The selected Study Area, measuring approximately 1,720 square meters (42 acres), is bounded by the future local road (20m ROW) to the west, the GO Rail buffer boundary to the south, the natural areas to the east, and the Queensway lands to the north, encompassing a diverse mix of land uses. This section of the Urban Design Brief examines the interfaces and edges of the proposed development in relation to the existing and planned context, as well as the circulation routes through the neighbourhood and Subject Lands, and how these connect to the larger area.

The development scenario presented in this section identifies and responds to the following general guidelines:

- Provide a context-sensitive design and built form that complements the future developments in the area as well as the high-order transit.
- Provide a built form and density that appropriately responds to the higher-order transit options in the proximity of the Subject Lands.
- Enhance the public realm with human-scale design and a continuous street wall edge promoting active uses at grade.

The conceptual redevelopment of the Study Area includes high-rise mixed-use buildings, mid-rise office buildings, open spaces and a school, per the Adopted OPA. It should be noted that the locations of the buildings, as illustrated, are conceptual except for the proposal on the Subject Lands. The precise design for 'Soft Sites' will be determined on a site-specific basis through the development approval process.

Based on the proposed road network, three development parcels (or, Soft Sites) are created to the west and east of the proposed development. Of the two parcels to the west, the parcel to the north (Soft Site 1) will be of similar built form as the proposed development, i.e. towers atop podiums. The parcel to the south (Soft Site 2) and adjacent to the proposed public park is proposed to be a school site per the Adopted OPA from and is conceptually shown thus.

The lands to the east of the Subject Lands are formed by the Natural Areas to the east and contain a public park and Soft Site 3 designated "Office Employment" (per the Adopted OPA). Soft Site 3 is conceptually redeveloped into two mid-rise office blocks of 12 and 8 storeys.

The proposed conceptual massing for each Soft Site was based on the following considerations:

- The size and location of the site;
- Surrounding proposed and planned built form context; and
- Proximity to Parks, Open Spaces and Natural Areas;
- Proximity to higher-order transit.

Additionally, the Soft Sites have been designed with consideration for appropriate floorplate sizes, setbacks, stepbacks, transitions and separation distances, in line with the design principles of the proposed development, the Mid-Town Urban Design Guidelines and the Town-Wide Urban Design Guidelines. A Floor-to-Floor height of 4.5 metres is provided at grade, while subsequent floors have a ceiling height of 3 metres. Front yard setbacks are consistent with the planned and proposed context.

It should be noted that to achieve the conceptual massing on the redevelopment sites would require:

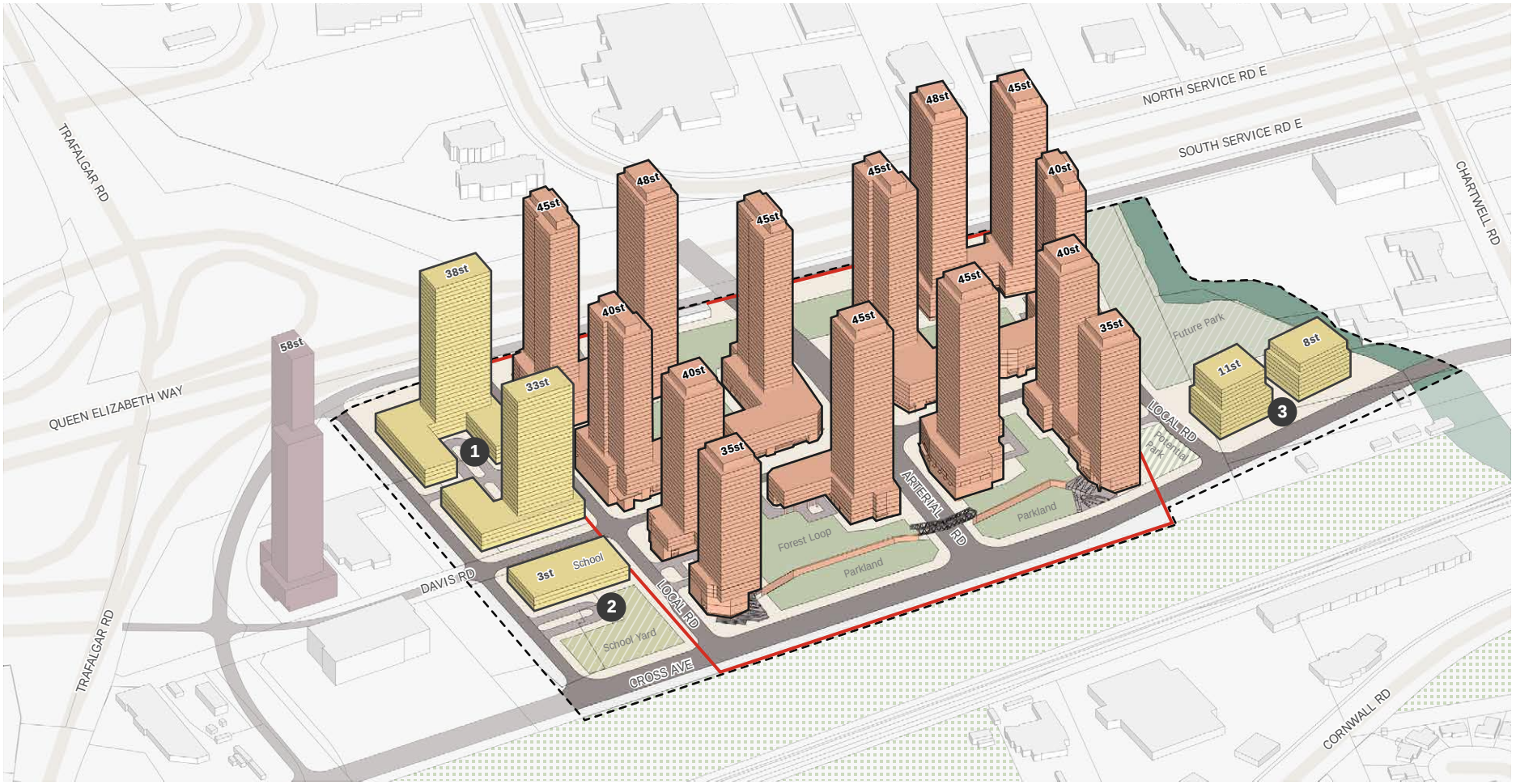
- Creation of the planned and proposed road network;
- The demolition of existing buildings, taking into consideration the economic viability;
- Land assembly or consolidation, dependant on individual landowner aspirations; and
- Submission of an Official Plan Amendment, and rezoning applications.

The proposed Area Design Plan demonstrates one of many possible redevelopment scenarios that fit the vision for this neighbourhood. The provided Area Design Plan demonstrates that the proposed road network and built form do not impede on the potential redevelopment of the adjacent sites within the Study area and will be a catalyst in achieving the vision for Midtown as a connected, transit-supportive neighbourhood within a PMTSA with residential offerings, retail areas, public parks and open spaces, office areas and a school to create a complete community in the context of Mid-Town Oakville.

LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Natural Area
- # Soft Site Number

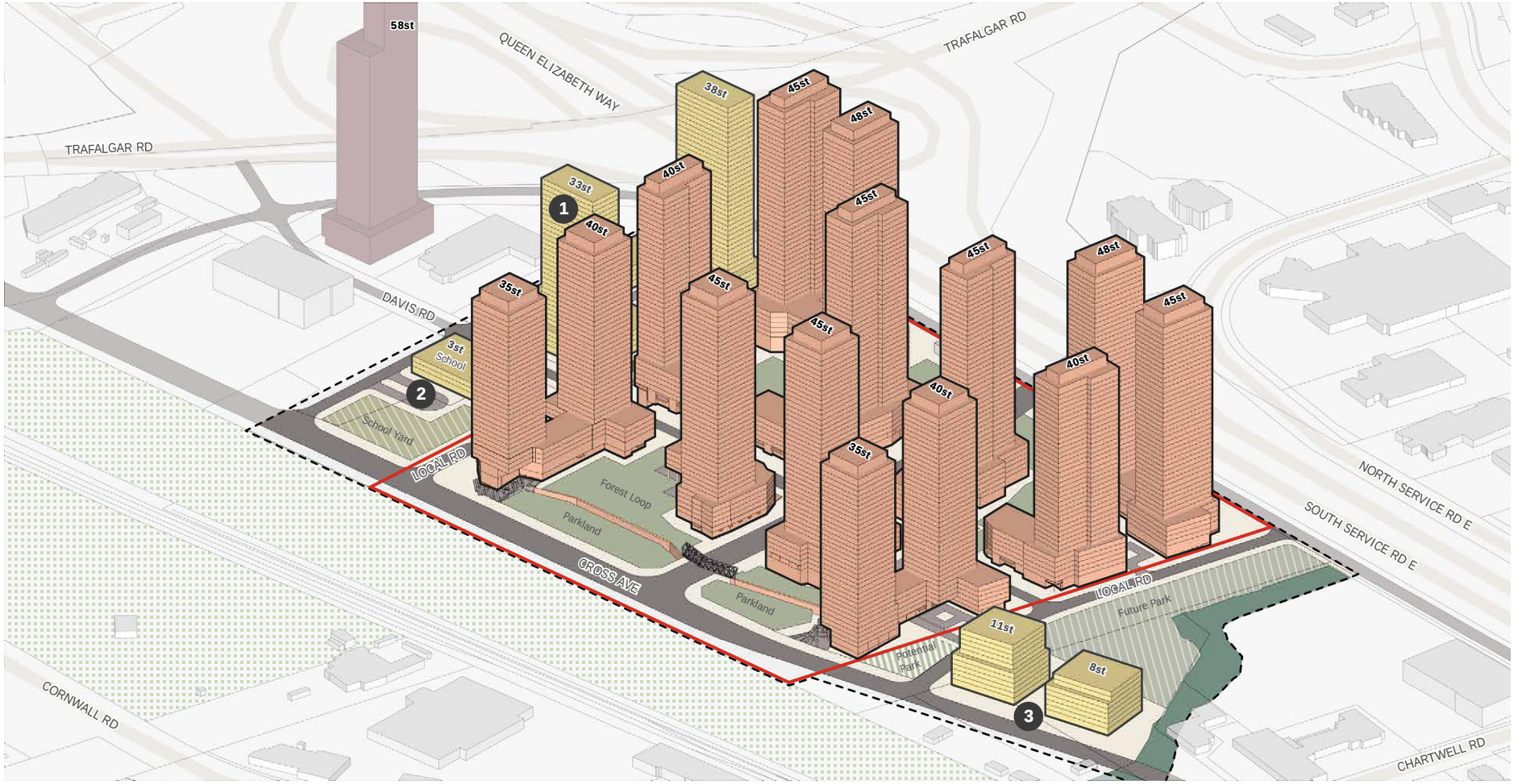
Figure 8.1 : Area Design Plan - Built Form



LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Natural Area
- # Soft Site Number

Figure 8.2 : Area Design Plan - View looking North-East



LEGEND

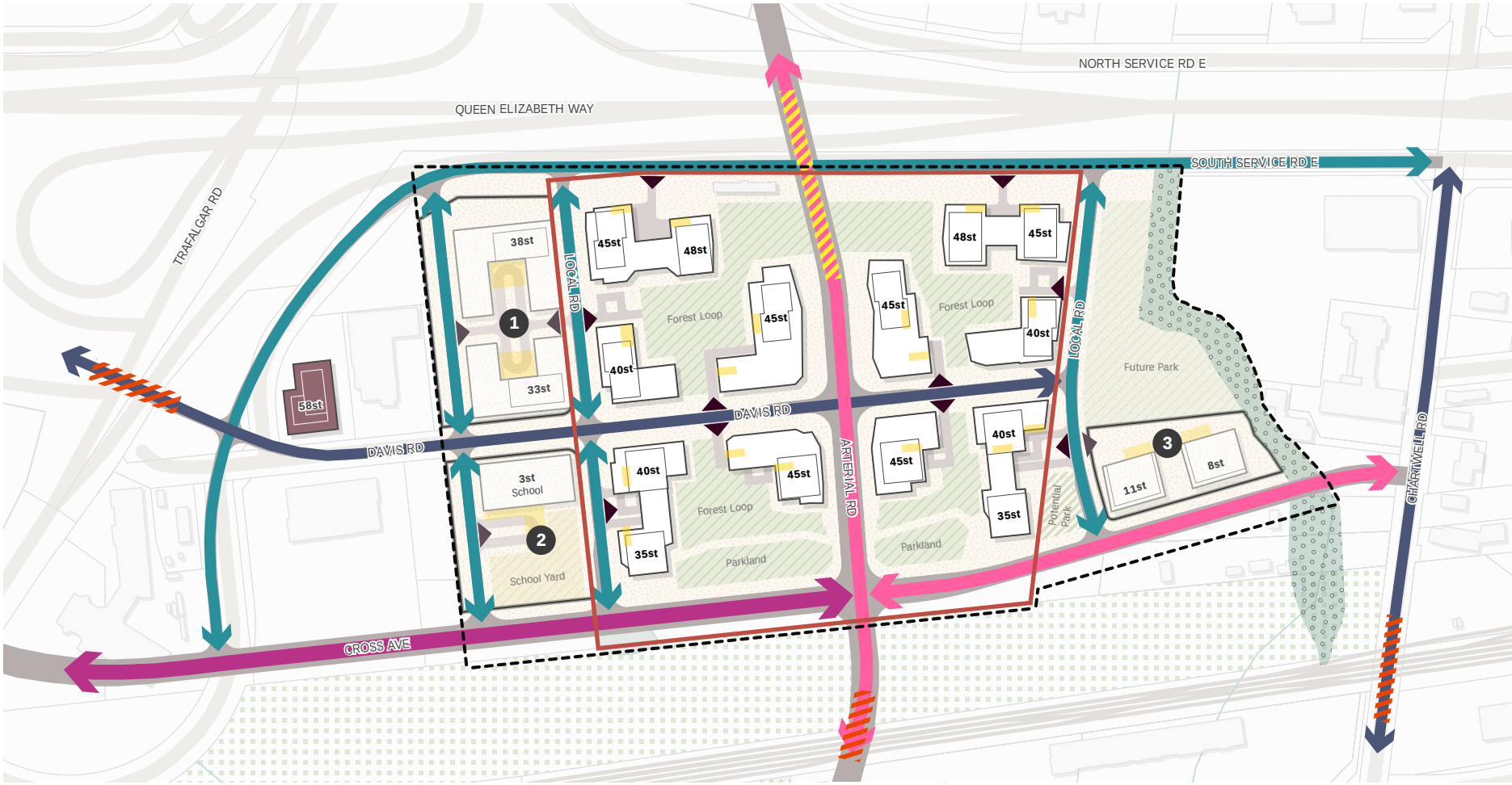
- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Natural Area
- # Soft Site Number

Figure 8.3 : Area Design Plan - View looking North-West

LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Natural Area

Figure 8.4 : Area Design Plan - Separation distances



LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Soft Site
- Natural Area
- Vehicular Entrance
- Loading Area
- Future Arterial Road (36m)
- Future Minor Arterial Road (30m)
- Future Collector (26m)
- Future Local Road (20m)
- Future Bridge
- Future Underpass

Figure 8.5 : Area Design Plan - Loading, Servicing & Vehicular Circulation

LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Soft Site
- Potential Development on Soft Site
- Existing Park
- Proposed Parks & Open Spaces
- Potential Park
- School Yard (Potential Development)
- Public Pedestrian Paths
- Proposed Mid-Block Connection
- Underpass Connection
- Potential Mid-Block Connection
- Proposed Pedestrian Bridge
- Future Park (Conceptual)
- Natural Area

Figure 8.6 : Area Design Plan - Parks, Open Spaces & Active Transportation

9.0
CONCLUSION

The proposed development represents a forward-looking and innovative approach to urban design, transforming an underutilized site into a vibrant destination and a place where people genuinely want to belong.

The proposed OPA enables the creation of a dynamic, mixed-use community that embodies the Town's vision for Midtown Oakville as a complete, transit-oriented hub. Designed to make the most of its proximity to the Oakville GO Station, the proposal delivers meaningful intensification that supports sustainable mobility, promotes walkability, and encourages transit use and active transportation through enhanced pedestrian and cycling infrastructure.

At its core, the proposal is structured around a fine-grained, connected street network that prioritizes people and placemaking. This grid of new streets and pathways will stitch the site into the surrounding Midtown fabric, improving access, legibility, and connectivity across the broader community.

A key feature of the proposal is its diverse and interconnected system of open spaces, which introduces an innovative approach to parkland and public-realm design in Midtown. Together, a large public park, a series of urban plazas, landscaped promenades, privately owned publicly accessible spaces (POPS), and enhanced streetscapes will create a rich variety of outdoor environments. Each space has been thoughtfully designed to serve a different function, offering places for recreation, gathering, relaxation, and community events, while collectively reinforcing a strong sense of place and belonging.

The public realm is envisioned as the heart of this new neighbourhood. The combination of generous green space, active ground-floor frontages, and high-quality streetscape design will foster social interaction, enhance livability, and contribute to Midtown Oakville's identity as a connected and inclusive urban community.

Architecturally, the buildings have been designed and massed to contribute to a distinctive skyline while ensuring compatibility with existing and planned contexts. Their placement and orientation reinforce the surrounding open space network and frame the public realm to create comfortable, human-scaled streets.

Essentially, the proposal sets a new benchmark for livable, transit-oriented urban communities in Oakville. It reflects the intent and spirit of the Town's Livable by Design Manual and Designing Midtown Oakville Guidelines, delivering good urban design and a genuinely innovative, inclusive, and memorable place where people will want to live, visit, and connect.

Design Terms

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized-transportation

ADAPTIVE REUSE
Converting an existing building uses into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments

HEIGHT TRANSITION
The gradual change in height between buildings within a community

INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities

MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

MAJOR TRANSIT STATION AREA
Areas within waking distance of an existing or planned higher order transit station

MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use

NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water

NODE
A place where activity and circulation are concentrated

PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm

STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits

FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments

HEIGHT TRANSITION
The gradual change in height between buildings within a community

INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation

LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility

MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use

NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water

NODE
A place where activity and circulation are concentrated

PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort

PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm

STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

STREETWALL
The consistent edge formed by buildings fronting on a street

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development

WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse

MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE