Appendix A. Consultation Summary

Midtown Oakville - Transportation Plan

Appendix A
DRAFT Version: 2.0

Town of Oakville
Community Infrastructure

Midtown Implementation Program
November 13, 2025

1. Consultation and Engagement

The Midtown Transportation Plan study was initiated on Wednesday, October 4, 2023, through a Notice of Study Commencement and Public Information Centre #1 published on the Town's website. The Town's Midtown webpage was maintained throughout the study to provide information about upcoming public events, council presentations, and contact information for the Town and consultant project managers so that the public was able to contact the study team to provide input and comments.

Public engagement for the Midtown Review was initiated through the Midtown Official Plan Amendment (OPA), which was adopted by Council on February 18, 2025. The consultation for the OPA provided initial transportation information including the existing transportation network, a transportation vision for Midtown, the proposed internal road network and the proposed active transportation network. Key consultation elements included:

- public information centres (3),
- technical advisory committee meetings (5), and
- Indigenous Community consultation.

A comprehensive consultation process was undertaken to gather community and stakeholder input within the master plan process involving residents, businesses, and key stakeholders. From the outset of the study, a communication plan was prepared to guide the consultation process with the following objectives:

- To ensure that Town residents, the business community and other stakeholders are made aware of the importance of the transportation plan initiative and kept informed and up to date about study components, progress and opportunities for input.
- To create meaningful and strategically appropriate opportunities for public and stakeholder engagement over the course of the study.
- To inspire confidence in the development process for the Midtown Transportation Plan and in the Town's implementation and management of it.
- To establish and reinforce realistic expectations regarding feasible transportation-related choices and the way stakeholder input will be considered/acted upon.

A variety of tools were used to inform the community, including a webpage hosted on the Town's website, dedicated project email addresses and phone numbers, social media (Facebook, Twitter), newspaper advertisements and Town press releases.

Comments were also collected throughout the course of the study via the dedicated project email (midtown@oakville.ca).

1.1 Public Information Centre Meetings

Public Information Centre (PIC) meetings were held at key stages during the development of the Transportation Plan to gather feedback. The meetings were coordinated with public meetings for the Midtown Official Plan Review. These public sessions provided opportunities for residents, stakeholders, and community members to review progress, ask questions, and offer feedback that helped shape the direction of the Midtown Transportation Plan. Interactive polling and decision ranking activities were

incorporated at these events as another means to collect input and further encourage and increase engagement. The following list summarizes the dates at which these public consultations took place.

- October 25, 2023 – Inform the public on the project, gather input on issues and opportunities, and lay the foundation for a draft vision and principles to guide growth and change in Midtown
- March 27, 2025 – Present constraints and opportunities, alternative solutions, and the process to determine a preferred solution
- June 19, 2025 – Present the preferred solution and the process to arrive at the solution, and gather public feedback and questions

It should be noted that two additional public consultations were held as part of the overall Midtown Implementation Program to support the Midtown Official Plan Amendment; these were held on January 11, 2024 and February 15, 2024

There were also a number of engagement events in addition to the PICs that took place throughout the course of the project. For example, there were a series of workshops that took place between November 24 to November 29, 2023 at different community locations to gather public input on three land use concepts for the evolution of Midtown.

A summary of the transportation-related comments and feedback collected at the PICs is provided in Table 1.

Table 1: Summary of Public Information Centres

PIC Date	Topics Covered	Format	Engagement Statistics	Transportation-Related Comments
October 25, 2023	Project process, vision and principles, existing conditions, and transportation and mobility	In-person event featuring a 40 min presentation, 30 min moderated Q&A, informational panels and interactive booth activities	151 attendees 286 views on the livestreamed video by November 8, 2023 104,000 users reached via social media promotion 1,132 views on the Midtown webpage	▪ Concerns related to traffic congestion ▪ Concerns related to transit bus speed and reliability ▪ Winter-season planning for transit ▪ Preference for physically separated bike lanes ▪ Preference for wide sidewalks and bike lanes for residential streets ▪ Walkable amenities ▪ Desire for pedestrian-only main streets with commercial activity
March 27, 2025	Midtown Implementation Plan, including Transportation, Stormwater and Designing Midtown plans	In-person event featuring a 25 min presentation, informational panels and interactive booth activities	54 attendees 2 responses received via a virtual feedback form post-event	▪ Improved connections for drivers and active transportation users ▪ Potential to extend Eighth Line to improve connectivity ▪ Desire for signal timing improvements and road widenings before densification ▪ Discourage through-traffic while maintaining access ▪ Covered pedestrian connections ▪ Desire for transit and active transportation as primary mobility strategies ▪ Addressing multimodal needs in street designs ▪ Desire for active transportation crossing routes across barriers (e.g., QEW and Sixteen Mile Creek) ▪ Enhanced pedestrian and cyclist safety at major intersections and crossings ▪ Lack of north-south connections

PIC Date	Topics Covered	Format	Engagement Statistics	Transportation-Related Comments
				▪ Concerns related to overreliance on cars despite transit-supportive goals, safety for pedestrians/cyclists near the GO station and accounting for the travel needs of Oakville residents in the broader area
June 19, 2025	Preferred solutions for Transportation, Stormwater and Public Realm and the process to arrive at these solutions	In-person event featuring informational panels and interactive activities	38 attendees 3 responses received via a virtual feedback form post-event	▪ Expand active transportation routes to include Royal Windsor Drive to the Mississauga border ▪ Desire for enclosed bike/scooter storage at GO stations to support micromobility ▪ Prioritize walking, cycling, and transit over car infrastructure to reduce congestion and improve health ▪ Ensure walkable access to amenities such as grocery stores, libraries, and community centres ▪ Repair and expand the multi-use path on Eighth Line south of Upper Middle Road ▪ Improve pedestrian connectivity, including bridges over Sixteen Mile Creek and underpasses such as the one at Sixth Line ▪ Concerns related to existing congestion at Cross Avenue/Trafalgar Road; more density without alternatives will worsen traffic ▪ Leighland Ave is not suitable for increased traffic; consider traffic calming, speed cameras, and safety zone designation ▪ Avoid routing QEW/Royal Windsor/Iroquois Shore traffic through residential Leighland Ave ▪ Sixth Line and Leighland are overburdened due to traffic avoiding Trafalgar Road ▪ Oppose a crossing at South Service Road due to environmental concerns; prefer widening of Speers/Cornwall instead

All feedback received were reviewed and considered as part of the development of the Transportation Plan. The feedback helped inform priorities, concerns, and opportunities for improvement, and guided the direction of proposed strategies and solutions. Comments were addressed within the scope of the master plan, where appropriate. However, some comments were more detailed and/or location-specific. These comments have been documented and are noted to require further analysis and be considered in subsequent studies or implementation phases. In addition, where comments pertained to specific operational issues or infrastructure elements outside the scope of the master plan, they were forwarded to the appropriate City departments or staff for further review and potential action.

The public notices, PIC informational panels and detailed summaries of these PICs are provided in Attachment 1.

1.2 Technical Advisory Committee Meetings

Throughout the course of the study, a series of Technical Advisory Committee (TAC) meetings were held to engage key agencies and stakeholders. These meetings provided information on the project progress, preliminary findings, and offered opportunities for input at major stages of the Transportation Plan. Ongoing meetings and consultation with members of the TAC ensured that inter-disciplinary expertise was considered in the development of the plan.

Key agencies and stakeholders consulted include, but are not limited to, Halton Region, Metrolinx, Oakville Chamber of Commerce, Conservation Halton, Ministry of Transportation Ontario (MTO), utilities (Enbridge Gas, Cogeco, Oakville Hydro, Trans Northern Pipelines Inc.), Halton Catholic District School Board (HCDSB), Home Construction Regulatory Authority (HRCA) and CN Rail.

TAC meetings were held on the following dates:

- TAC #1: October 16, 2023
- TAC #2: November 29, 2023
- TAC #3: February 6, 2024
- TAC #4: March 24, 2025
- TAC #5: June 3, 2025

Input from agencies was also collected via email, and was focused on the following themes:

- Status updates on the project
- Interest in timelines for study completion
- Comments from utility agencies
- Interest in reviewing supporting studies

1.3 Indigenous Community Consultation

The notices were sent by email to Indigenous Communities by the Town. The Ministry of the Environment, Conservation and Parks (MECP) have developed guidance on the steps to rights-based consultation with Indigenous communities. Indigenous communities with a potential interest in the project were identified through correspondence with MECP. Notices were provided to the following communities:

- Mississaugas of the Credit First Nation

- Six Nations of Grand River
- Haudenosaunee Confederacy Chiefs Council (c/o Haudenosaunee Development Institute)

Follow up calls were made following the first two notices to ensure that notices were received by the correct contacts at each community.

Responses and follow-up conversations are summarized below.

Table 2: Indigenous Community Notice Circulation and Follow Up Calls

Indigenous Community	Follow Up Calls	Follow Up Meeting
Mississaugas of the Credit First Nation	Burnside left a voicemail November 19, 2024 following up on the Notice of Study Commencement. Town staff also reached out during the Midtown OPA process. Burnside left a voicemail April 8, 2025 to confirm receipt of Notice of PIC #2.	January 9, 2025 - A meeting was held with MCFN. It was discussed that Town staff will contact MCFN to arrange an information session with planning and other staff to further educate staff about MCFN history and interests in municipal government.
Six Nations of Grand River	Burnside left a voicemail November 19, 2024 following up on the Notice of Study Commencement. Town staff also reached out during the Midtown OPA process. Burnside left a voicemail April 8, 2025 to confirm receipt of Notice of PIC #2. Peter Graham called back; Burnside reshared the notice by email.	December 6, 2023 - A meeting was held with SNGR staff where their interest in natural heritage work was discussed. SNGR staff suggested the Town reach out when completed future natural heritage work for these projects.
Haudenosaunee Development Institute	Burnside left a voicemail November 19, 2024 following up on the Notice of Study Commencement. Town staff also reached out during the Midtown OPA process. Burnside called on April 8, 2025 to confirm receipt of Notice of PIC #2. Raechelle Williams noted they had not received the notice. Burnside reshared the notice by email.	N/A

Attachment 1: Public Notices, Informational Panels and Engagement Summary Reports

Attachment 1a: Notices

Notice of Study Commencement and Public Information Centre 1 for Midtown Infrastructure Plans

Wednesday, October 04, 2023

The Town of Oakville is developing a Midtown Implementation Program which includes an Official Plan Amendment (OPA) in coordination with infrastructure master planning studies for transportation and stormwater. The objective is to create a vibrant, livable and mixed-use community with sustainable infrastructure system.

The Midtown Transportation Plan will address a vision of an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons. The Midtown Stormwater Plan will recommend a sustainable and resilient plan for stormwater quantity and quality management.

The studies are being carried out in accordance with the Phase 1 and 2 of the master plan process, Approach 1, outlined in the Municipal Class Environmental Assessment (2023), which is approved under the Ontario Environmental Assessment Act. These Master Plan studies will form the basis for future, more detailed investigations for projects that are subject to the Environmental Assessment Act. This notice signals the commencement of the Master Plan studies.

Get involved and have your say!

We want to hear from you as your involvement is key to the success of the Midtown Program. The first Public Information Centre (PIC) will be held at Town Hall on October 25, 2023 from 6:30 p.m. to 8:30 p.m in the South Atrium at Town Hall, located at 1225 Trafalgar Road.

If you would like to be added to the program contact list to receive program notices, please email us or visit oakville.ca/midtown. If you have any questions regarding the program or master plan studies, please contact:

Consultant Contact

Jeff Qiao
Assistant Program Manager
Jacobs
Tel: (437) 780-2494

Town Contact

Sarah Burrell
Policy Planner
Town of Oakville
Tel: (905) 845-6601, ext.3986
Email: midtown@oakville.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information (e.g., name, address, phone number), all comments will become part of the public record that is available to the general public.

Project and notice information will be made available in an alternate format upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act*, 2005.

This Notice was first issued on October 4, 2023.

Notice of public information centre 2 for Midtown transportation and stormwater master plans

Wednesday, March 12, 2025

The Town of Oakville is developing a Midtown Oakville Implementation Program which includes infrastructure master planning studies for transportation and stormwater. The objective is to create a vibrant, livable and mixed-use community with sustainable infrastructure systems. These studies are aligned with the Council-adopted Midtown Oakville Official Plan Amendment and other elements of the implementation program such as public realm, servicing, community planning permit by-law, and more.

The studies are being carried out in accordance with the Phase 1 and 2 of the master plan process, Approach 1, outlined in the Municipal Class Environmental Assessment (2023), which is approved under the *Ontario Environmental Assessment Act*. These master plan studies will form the basis for future, more detailed investigations for projects that are subject to the *Environmental Assessment Act*.

Public Information Centre #1 for the Midtown Oakville infrastructure plans was held on October 25, 2023.

Get involved and have your say!

This second Public Information Centre (PIC) for these two studies is being scheduled to present alternative solutions being considered to address transportation and stormwater challenges within Midtown Oakville as well as urban design opportunities to support future development and growth. The meeting will include activities that will allow you to ask questions, share your thoughts and engage with our team.

We want to hear from you as your involvement is key to the success of the Midtown Oakville Program.

Public Information Centre #2

Date: Thursday, March 27, 2025
Time: 6:30 to 8:30 p.m. (doors open at 6 p.m.)
Location: South Atrium at Oakville Town Hall, 1225 Trafalgar Road.

If you would like to be added to the program contact list to receive program notices, please email us or visit our website the Midtown page.

Questions?

Consultant contact
Jeff Qiao P.Eng. M.Eng
Assistant Program Manager
Jacobs

Town of Oakville
Midtown Team
Midtown@oakville.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information (e.g., name, address, phone number), all comments will become part of the public record that is available to the general public.

Project and notice information will be made available in an alternate format upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

This notice was first issued on March 13, 2025.

Notice of third public information centre on June 19, 2025 for the Midtown Transportation and Stormwater Master Plans

Thursday, June 05, 2025

The Town of Oakville is developing a Midtown Implementation Program which includes infrastructure master planning studies for transportation and stormwater. The objective is to create a vibrant, livable and mixed-use community with sustainable infrastructure systems. These studies are aligned with the approved Midtown Official Plan Amendment and other elements of the implementation program such as public realm, servicing, energy and more.

The studies are being carried out in accordance with the Phase 1 and 2 of the master plan process, Approach 1, outlined in the Municipal Class Environmental Assessment (2023), which is approved under the *Ontario Environmental Assessment Act*. These Master Plan studies will form the basis for future, more detailed investigations for projects that are subject to the *Environmental Assessment Act*.

The first public information centre (PIC) was held in October 2023, and the second PIC was held in March 2025.

This third PIC for these two studies is being scheduled to present the proposed alternative solutions selected to address transportation and stormwater challenges within Midtown to support future development and growth.

We want to hear from you as your involvement is key to the success of the Midtown Program.

Public information centre #3

Date: Thursday, June 19, 2025

Time: 6:30 to 8:30 p.m.

Location: South Atrium, Oakville Town Hall, 1225 Trafalgar Road

If you would like to be added to the program contact list to receive program notices, please email us at midtown@oakville.ca or visit the Midtown Growth Area Review page.

Contact

If you have any questions regarding the program or master plan studies, please contact:

Consultant contact
Jeff Qiao
Assistant Program Manager
Jacobs

Town contact
Khalil Barakzai
Manager – Transportation Planning
Town of Oakville

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information (e.g., name, address, phone number), all comments will become part of the public record that is available to the general public.

Project and notice information will be made available in an alternate format upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

This notice was first issued on June 5, 2025.

Attachment 1b: Public Information Centre #1

Midtown Oakville

WHY

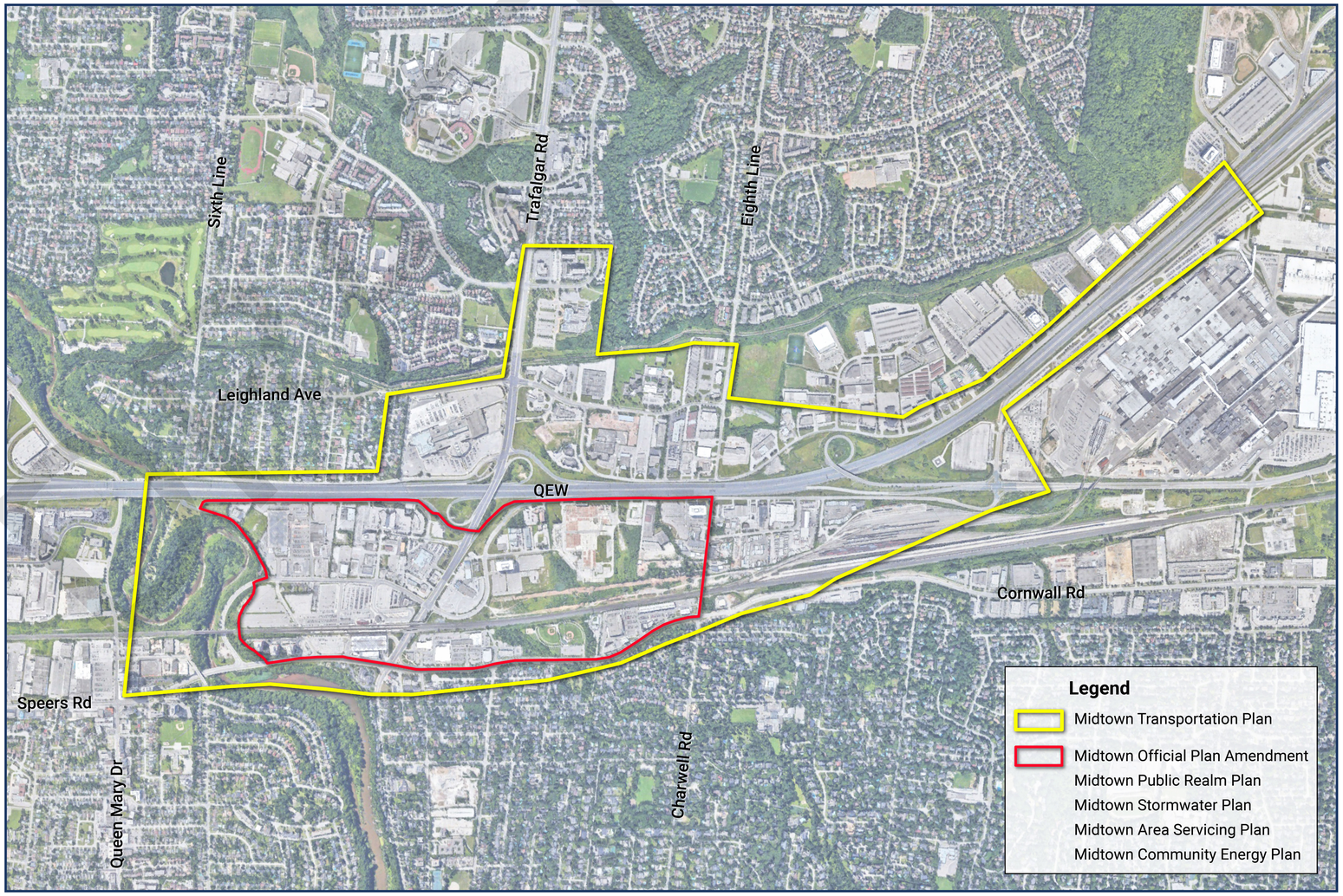
Midtown is an underdeveloped area in Oakville that is centrally located around the Oakville GO Station. With Oakville's population expected to double by 2051, there is a need for the town to create more livable spaces for people of all ages and income levels. The Oakville Official Plan aims to develop this area as a livable, connected and mixed-use urban community, which is vibrant, people-oriented with diverse and affordable housing, retail and entertainment accessible by walking, bicycle or transit.

The Greater Golden Horseshoe is one of the fastest growing regions in North America.

The Oakville population is forecasted to double by 2051

Province of Ontario requires that the town create more housing options for people over the next 30 years and beyond.

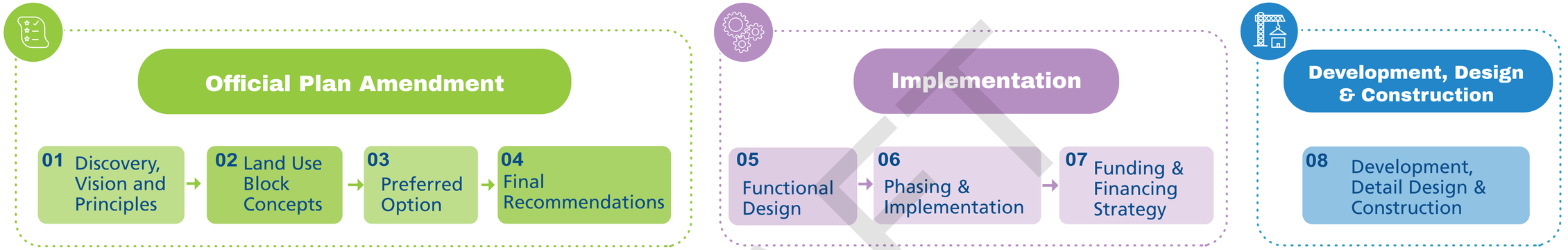
The Midtown Implementation Program will cover a range of community building topics. The study area is generally bounded by the QEW highway to the north, Chartwell Road to the east, Sixteen Mile Creek to the west, and Cornwall Road to the south. The Midtown Transportation Plan will cover a slightly broader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



Timeline & Process

HOW

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



PHASE 1: DISCOVERY, EXISTING CONDITIONS, VISION AND PRINCIPLES

- Review background/existing conditions exploring the opportunities and challenges associated with a range of topics.
- Developing a draft Vision & Principles to guide subsequent phases of work.

PHASE 2: LAND USE BLOCK CONCEPTS

- Develop 2-D land use block concepts which convey mobility, public realm, and precinct strategies.
- Evaluating draft concepts and assessing potential impacts on servicing and transportation networks.

PHASE 3: PREFERRED OPTION AND DRAFT RECOMMENDATIONS

- Prepare a preferred scenario including a 3D demonstration plan.
- Develop draft transportation, servicing, and stormwater strategies and directions which align with the preferred scenario.
- Prepare a draft recommendations summary to update the Midtown Official Plan Amendment.

PHASE 4: FINAL RECOMMENDATIONS REPORT

- Prepare a final recommendations for inclusion into the Midtown Official Plan Amendment
- Develop draft and final Midtown Official Plan Amendment

PHASE 5: FUNCTIONAL DESIGN

- Develop and complete a range of technical studies to support the policies of the Midtown Official Plan Amendment including transportation, stormwater, servicing, public realm, and community energy.
- Complete a roadway functional design and utility plan.
- Complete cost estimates of proposed infrastructure.

PHASE 6: PHASING AND IMPLEMENTATION

- Develop supporting strategies to support the growth and implementation of Midtown including; municipal land acquisition and disposal strategy, school strategy, economic development strategy, Zoning By-law amendments, and a phasing strategy.

PHASE 7: FUNDING AND FINANCING

- Review capital costs of proposed infrastructure, cash flow and develop a funding and finance strategy

PHASE 8: DEVELOPMENT, DESIGN & CONSTRUCTION

- Future works including environmental assessments, detailed design, and construction from both the Town and developers will be required to bring Midtown to reality beyond the scope of this program.

Existing Goal and Objectives

The following represents the existing goal and objectives from the Town's Official Plan. Updating the goal, objectives and creating a vision will be developed as part of this outreach.

GOAL:

Midtown Oakville will be a vibrant, transit-supportive, mixed use community and employment area.

What have we missed?

What is your vision for Midtown?

What from this list matters to you the most?

OBJECTIVES:

1 To create transit-supportive development by:

- Ensuring the entire area is developed as a pedestrian-oriented community;
- Improving internal road circulation, public transit, and active transportation (walking, cycling etc.) connections; and
- Promoting a compact urban form with higher density and intensity land uses.

2 To create a vibrant and complete community by:

- Providing a mix of uses to attract different users throughout the day;
- Directing major office and institutional development to Midtown Oakville;
- Ensuring high quality urban design;
- Promoting district energy facilities and sustainable building practices.
- Providing a transition between massing and form of buildings in Midtown Oakville with neighbouring areas and properties; and
- Facilitating public investment in transit, infrastructure and civic facilities;

Examples of High Density Mixed-use Communities

Urban Parks
Grange Park, Toronto, ON

Active Streetscape
Main St, Cambridge, MA

Built Form
The Merriweather, Portland, OR

Multi-modal Transportation
Hudson St, New York City, NY

Structured Parking
10th and Yamhill, Portland, OR

Neighbourhood Park
Garden City Park, Richmond, BC

Existing Conditions Analysis

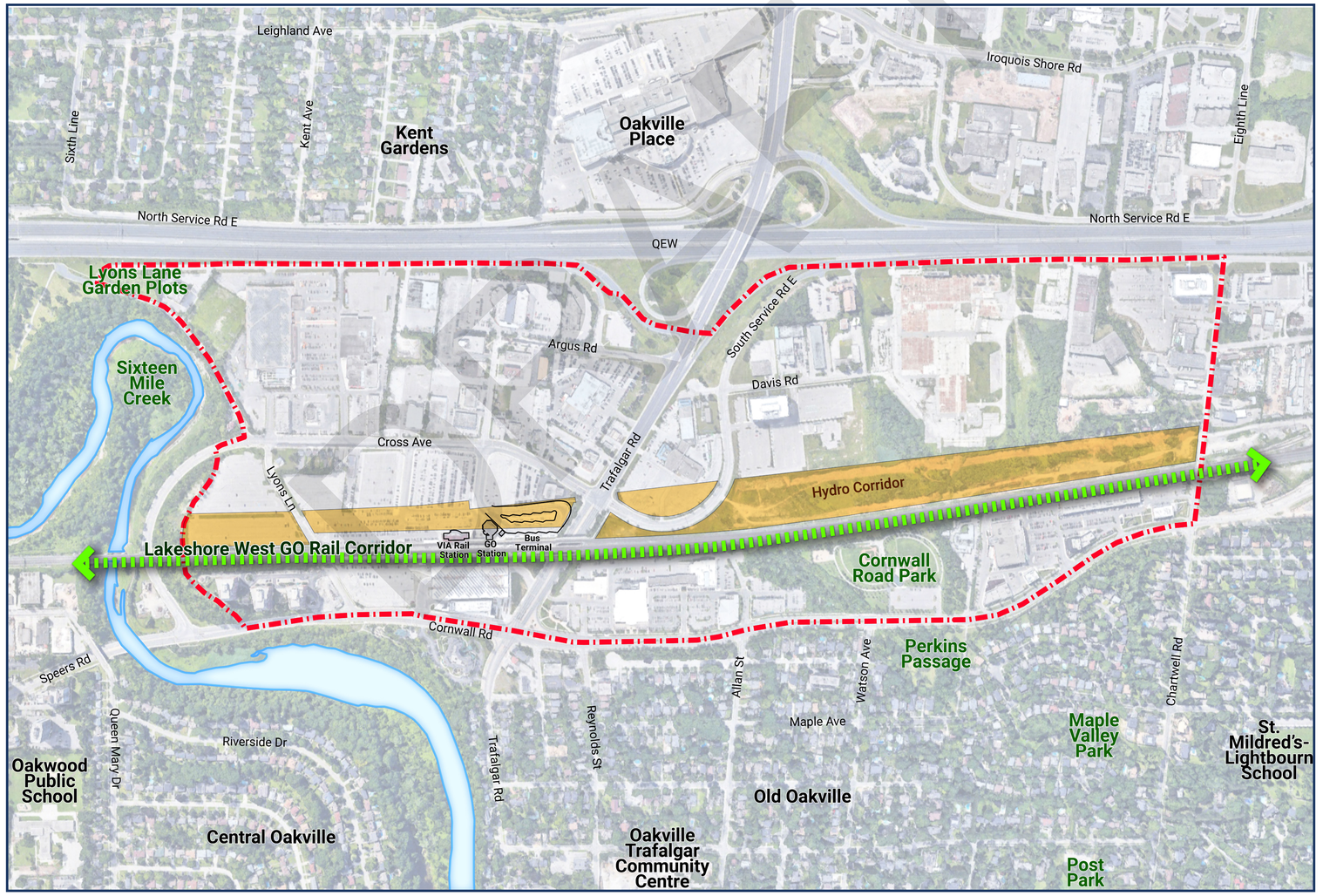
The lands within Midtown are generally underutilized and include predominantly low-density retail, surface parking and vacant lands, as well as some office and residential uses.

The study area is physically divided by an east-west hydro corridor and rail line, and a north-south major arterial road (Trafalgar Road).

VIA Rail Station and GO Station

GO Station Parking

Retail Plaza

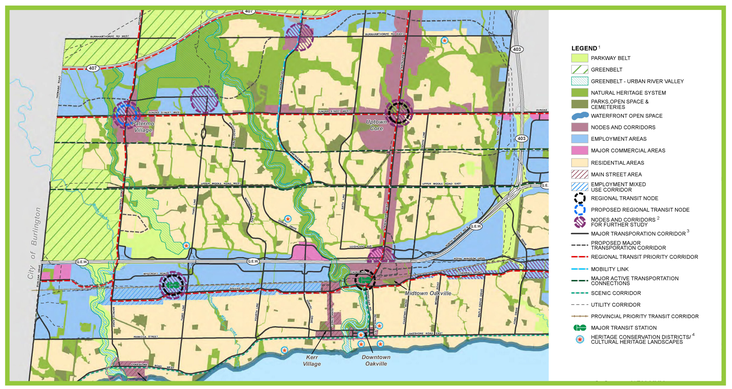


Lyons Lane Garden Plot

Surface Parking within the Hydro Corridor

Trafalgar Road

Booth 3: Existing Conditions Analysis



PLANNING, URBAN DESIGN AND GROWTH

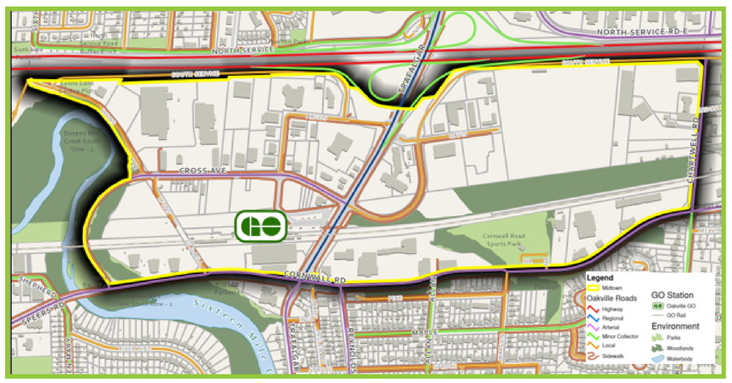
- Midtown is identified in Provincial, Regional and Town policy as a place for intensification.
- Midtown as a physical location has constraints and opportunities that will influence how the Town plans for its growth.
- The Midtown Official Plan Amendment must be planned to at least a 2051 horizon year. The Joint Best Planning Estimates are an estimate of population and job growth in Midtown in that time frame. The estimated growth for Midtown to 2051 is 32,472 people and 17,268 jobs. The estimates do not represent the full build out of Midtown nor are they a cap.
- The Midtown Official Plan Amendment must reflect policy expectations for the area to accommodate the highest and most dense intensification in Oakville, while shaping that growth in ways that reinforce the Town's priorities for Midtown to be a liveable, desirable community.

STREETSCAPE AND PUBLIC REALM

- The public realm, including streets, lanes, and public or privately-owned open spaces that can be accessed by the public, is the foundation for creating complete and vibrant communities.
- The existing public realm in Midtown Oakville has numerous gaps and areas for improvement.
- The Official Plan Amendment presents opportunities to improve the public realm for future residents and visitors of Oakville.

SCHOOLS

- In mixed-use intensification areas, accommodating urban format schools requires creative, innovative thinking and design approaches.
- The future policies of the Midtown Official Plan Amendment will set up a framework for accommodating schools in Midtown in consultation with the school boards.



TRANSPORTATION AND MOBILITY

- Travel demands cannot be sustainably accommodated with existing travel behaviour for the mobility of new residents and employees of the area.
- To accommodate growth in Midtown and increase sustainable mobility options, there is a need to identify and develop solutions for all seasons that are accessible to everyone in a phased approach that supports development as it proceeds.
- The limited infrastructure for pedestrians and cyclists, as well as high supply of surface parking, promotes auto dependency.
- The Official Plan policies and schedule will include key elements of the transportation network including the right of way, function and role of streets.

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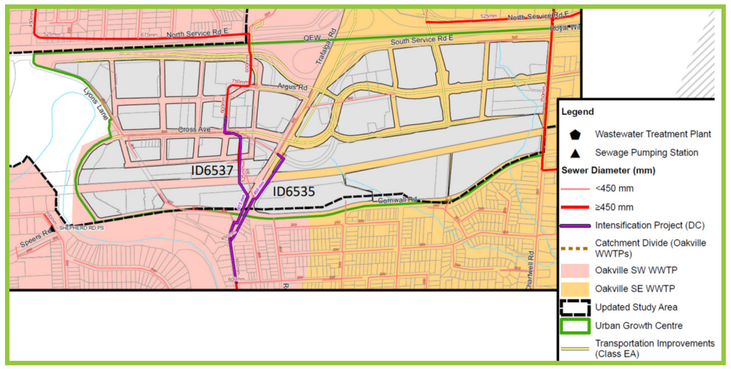
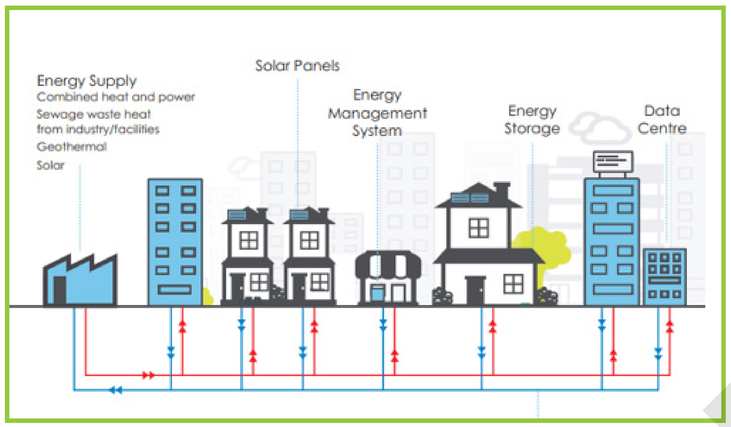
Booth 3: Existing Conditions Analysis





WATER AND WASTEWATER

- Existing water and wastewater infrastructure within Midtown will need to be accommodated within planned municipal/regional rights-of-way and properties
- Updated water and wastewater service capacities from the Region will help inform the Official Plan Amendment policy development to ensure growth and infrastructure capacity are aligned

STORMWATER

- The existing area is highly impervious with a lack of historical stormwater management and drainage infrastructure is at or over capacity
- Explore stormwater strategies that align with transportation and public realm elements that can address water quantity and quality control within Midtown and integrate into the Official Plan Amendment policies and schedules.

GEOTECHNICAL & HYDROGEOLOGICAL

- A preliminary desktop investigation shows that the area is generally flat lying shale bedrock which can accommodate a range of shallow a deep foundation elements which can support underground parking structures, multi storey complexes and high-density housing projects
- There are no significant geotechnical constraints, however groundwater implications on building depths and stormwater management requirements will be considered in the Official Plan Amendment policies and Stormwater Plan.

COMMUNITY ENERGY

- Investigate opportunities for district energy systems and use of renewable energy sources across Midtown while understanding constraints given space, costs and fragmented ownership across the area
- The Official Plan Amendment will explore enabling policies for district energy and renewable energy in the Official Plan Amendment that aligns with the direction of the Community Energy Strategy

MARKET OVERVIEW

- High interest rates have slowed residential market demand, however, transit-oriented developments remain strong performers. Office is experiencing historically low demand. Strategies to attract office and other employment uses must be considered if Midtown is to achieve the vision of a vibrant and mixed use community and employment area.
- The Official Plan Amendment policies must consider strategies for improving amenities and provide a more fine-grained street network to stimulate market demand.

FUNDING AND FINANCIAL

- Funding tools are available to the Town through existing legislation such as the Development Charges Act, Planning Act, Municipal Act, and other sources.
- The Official Plan Amendment policies should consider enabling language for a variety of funding tools, further work will be undertaken to determine the funding and financing tools or procedures which can achieve the Official Plan Amendment goals.

Vision and Objectives
What are we trying to achieve?

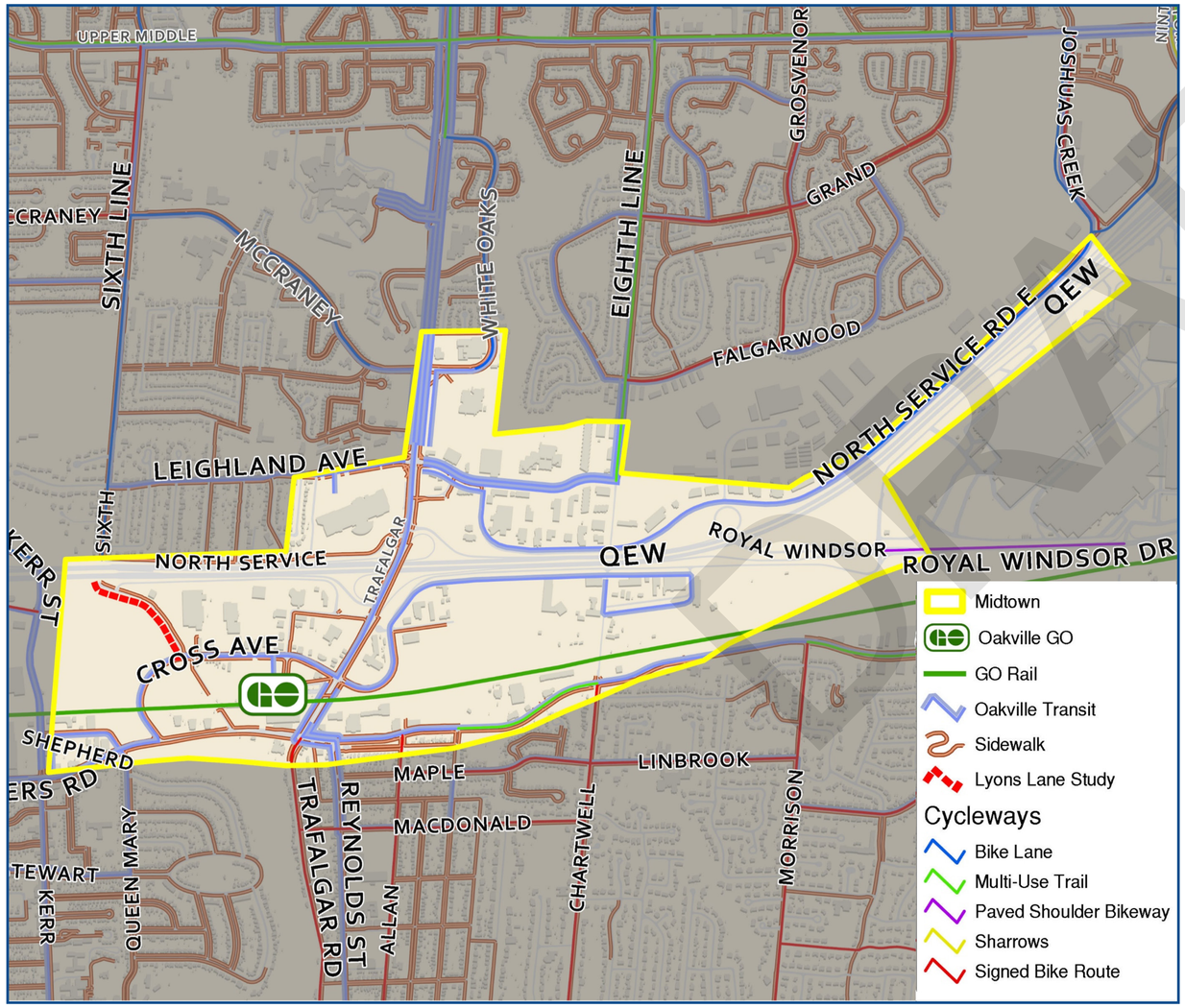
SUPPORT THE OVERARCHING VISION:

The Midtown Transportation Plan will strive to create of an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons.

A long-term transportation plan for Midtown will be supported by the following transportation objectives:

- **Develop a pedestrian-oriented network**
- **Improve road circulation and connections**
- **Support transit connections**
- **Support sustainable modes of travel**
- **Accommodate density and growth**

Transportation Context
How does the network look today?



ROADS AND HIGHWAY NETWORK

- Queen Elizabeth Way (QEW) /Highway 403
- One major north-south corridor under regional jurisdiction (Trafalgar Road)
- Limited local roads

ACTIVE TRANSPORTATION

- Limited sidewalks
- Minimal dedicated cycling facilities

TRANSIT

- GO Rail and GO Bus service
- Planned GO Regional Express Rail (RER) program will provide 15-minutes or better frequency
- Planned HOV or bus lanes along Trafalgar Road

Problem and Opportunities
What are the challenges and how can we address them?

CHALLENGES

- As a result of the existing network, mobility within Midtown is auto-dependent with some transit use
- Travel demands cannot be sustainably accommodated for the existing travel behaviour
- Physical barriers, including the QEW Highway, Trafalgar Road, rail corridor and Sixteen Mile Creek, limit access within Midtown and beyond
- Limited priority/access to the GO station for pedestrians, cyclists and buses
- Issues along Lyons Lane, which is undergoing a separate study concurrently
- High existing parking supply promotes auto dependency, requires long-term strategy

OPPORTUNITIES

- Local road grid network that has a more human scale design to prioritize walking and high-quality dedicated cycling facilities
- Street designs that accommodate safe and direct pedestrian and cyclist movement
- New crossings of physical barriers to accommodate active transportation, transit, goods movement and traffic
- Transit priority measures to allow for efficient transit service to and from the Oakville GO station
- Parking supply and regulation plans that balance operations with sustainability objectives
- Connections to town and region-wide initiatives for transit and cycling in coordination with the town-wide Transportation Master Plan

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OAKVILLE

Let's Talk Midtown: How We Grow Together

Summary Report

Prepared by Bespoke Collective / November 13, 2023

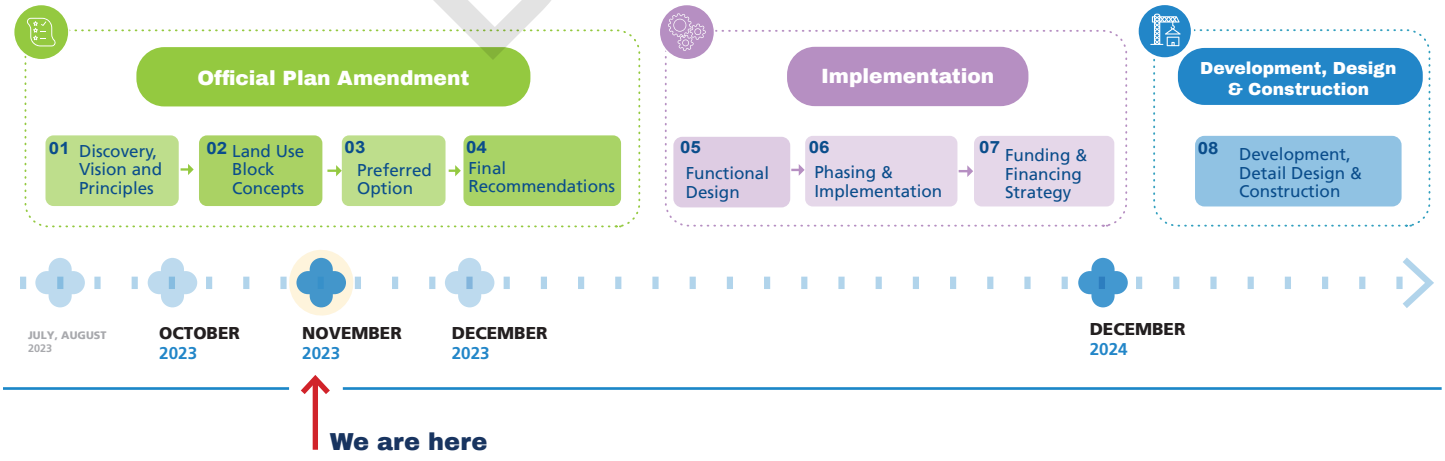
Background

Midtown is an underdeveloped area in Oakville that is centrally located around the Oakville GO Station. Plans are underway to make this area a livable, connected and mixed-use urban community that better serves the entire town.

With Oakville's population expected to double by 2051, there is a need for the Town of Oakville to create more livable spaces for people of all ages and income levels and purposefully plan how our municipality grows. The Province of Ontario requires that the town create more livable spaces for people over the next 30 years. Midtown Oakville has the potential to offer more options for diverse and affordable housing, better connectivity to the rest of Oakville through pedestrian, cycling, and transit improvements, additional parks and open spaces, more community amenities and the enhanced servicing infrastructure that is needed to support growth.

The Town of Oakville is currently in the process of developing the final recommendations for the Midtown Official Plan Amendment (OPA). The purpose of the OPA is to update the land use policies for Midtown Oakville in the Livable Oakville Plan, and to create a framework that will guide the creation of a transit-supportive and complete community for people to live, work and play. As part of this process, The Town of Oakville is hosting a series of public consultation events to gather public input, which will inform the final recommendations for the OPA.

Project timeline



Overview

This report provides an overview of the Midtown public consultation event, *Let's Talk Midtown: How We Grow Together,* that was held on October 25, 2023 at Oakville Town Hall, South Atrium. The objectives of the event were to (1) inform and update the public about the project, (2) gather public input on issues and opportunities associated with growth in Midtown, and (3) lay the foundation for a draft vision and principles to guide growth and change in Midtown.

The public consultation event was organized by Bespoke Collective, in collaboration with the Town of Oakville, Jacobs, Urban Strategies, R.J. Burnside & Associates Ltd. and GLPi Consulting. The presenters and Q&A panelists at the event were Gabe Charles, Director of Planning Services, Town of Oakville; Leigh McGrath, Partner, Urban Strategies; Ray Bacquie, Senior Vice President, Transportation, R.J. Burnside & Associates Ltd.; and Jeff Qiao, Assistant Program Manager, Jacobs. The event was hosted by Christina Bagatavicius, Founder and Principal of Bespoke Collective.

EVENT AGENDA

The public consultation event took place on October 25, 2023, from 6:30 to 8:30 PM. The following is an outline of the two-hour event:

1. **Presentation** (40 min.)
   Members of the Project Team presented (1) an overview of the project, (2) information on existing conditions, constraints and opportunities, (3) the draft vision and principles, and (4) next steps for the project. The presentation contained information on Midtown Oakville's Transportation Master Plan and Stormwater Master Plan.

2. **Moderated Q&A** (30 min.)
   Attending members of the public provided comments and posed questions to a panel of Project Team members.

3. **Interactive booths and activities with Project Team** (50 min.)
   Members of the public were able to visit four booths on the following topics: (1) process, FAQ and Q&A, (2) draft vision and principles, (3) existing conditions, and (4) transportation and mobility. Each booth contained informational panels and interactive activities pertaining to the topic. Members of the public were able to provide input on worksheets, as well as meet, chat with and pose questions directly to Project Team members.

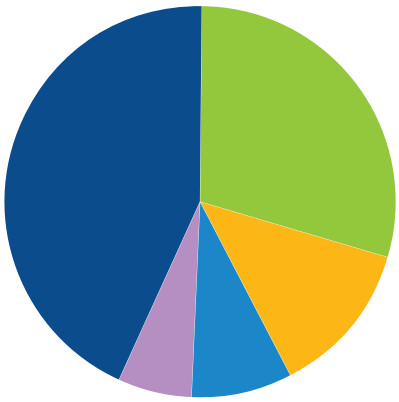
Images: Adam Pulicicchio Photography

Overview

ATTENDANCE

A total of 151 members of the public attended the event. 52.3% of the attendees were first-time attendees of a Midtown public consultation or meeting. 78.2% were attendees who registered on Eventbrite prior to the event, 21.9% were walk-in attendees.

86.8% of the attendees were Oakville residents. The event drew in residents from all five Oakville postal code areas:



7.3% of attendees were from the Greater Toronto and Hamilton Area (GTHA), in areas such as Brampton, Hamilton, Burlington, Mississauga, Toronto, Stoney Creek, Ancaster and Milton.

The event was also available as a live-stream on YouTube. Members of the public can also view the video after the event. As of November 8, 2023, the video has received 286 views.

COMMUNICATIONS REACH

The public consultation was promoted on the Town of Oakville website and the Town's social media accounts on Facebook, Instagram, X (formerly Twitter) and LinkedIn. Social media posts about the event reached an estimated 87,000 to 104,000 users. Organic social media posts reached 37,000 users, and two paid social media campaigns reached between 50,000 to 67,000 users.

Leading up to the event from October 2, 2023, the Midtown web page received a total of 1,132 views from 568 unique visitors. 46.0% (261) of those visitors were new to the web page. The Eventbrite event page received 2,425 visits. As well, a total of 247 individuals registered on Eventbrite for the event. However, only 47.8% checked in at the event. The attrition rate of Eventbrite registrants is 52.2%.

KEY FINDINGS

The following key findings summarize the public input provided by members of the public during the moderated Q&A and on the activities or worksheets that were present at each of the four interactive booths. Feedback has been organized by the four categories: (1) general project comments and feedback, (2) vision and principles, (3) existing conditions, and (4) transportation and mobility.

It is important to note that the qualitative data in this section are simplified and are not arranged in any hierarchical order denoting frequency or importance. To present this information without bias, the data are presented in alphabetical order. The synthesis of the qualitative data below should be considered as a longlist of topics or concerns raised by participants.

Overview

GENERAL COMMENTS AND FEEDBACK

1 Participants stated that the following issues are the most important to them:

- Affordable housing
- Arts spaces and installations (i.e., amphitheatre, music, performing arts spaces)
- Availability of family homes, townhomes, semi-detached homes
- Barrier-free
- Bicycle infrastructure
- Bicycle safety
- Car-free infrastructure
- Community amenities
- Communities for active seniors
- Crime
- Democratic process
- Fire stations
- Green spaces
- Noise
- Pedestrian infrastructure
- Police stations
- Project costs
- Public schools
- Public transportation and connections (inter-city and within Oakville)
- Sustainable density (or "gentle density")
- User-friendly spaces
- Vibrant communities ("appealing," "no more boring suburbs")

2 Participants expressed concerns about the following topics:

- Affordable housing
- Assumption that people will travel to parks
- Building heights, i.e., 58-59 floors, >20 floors
- Density
- Floor space index (FSI), i.e., 10 FSI
- High-rise developments or condominiums
- Impact on downtown Oakville
- Insufficient space and infrastructure in Midtown to accommodate population growth
- Insufficient funding for the project
- Lack of clarity on the terms "vibrant" or "complete community"
- Lack of democratic process
- Noise
- Privatization of schools
- Project costs
- Project delays as a result of misinformation
- Traffic plan
- Traffic congestion
- Unauthorized development on the northwest corner of Midtown near Lyons Lane Garden Plots

3 Participants stated that they would like to add the following topics to the conversation about Midtown:

- Affordable housing
- Architecture and design ("creative," "inspiring," "good quality")
- Bicycle and e-bike sharing
- Bicycle infrastructure, i.e., bicycle lanes with physical separation, bicycle and pedestrian bridge over QEW
- Car-sharing
- Climate change
- Event spaces
- Family-friendly housing
- Green spaces
- Housing
- Litter-free spaces
- Mixed-use areas and buildings
- Other infrastructure, i.e., police, fire, public schools
- Preference for "mansion blocks not towers"
- Project budget and costs
- Public spaces

- Public transportation ("equitable transit-oriented development," "connection to downtown Oakville," "to minimize parking")
- Specific locations and details of planned schools and parks
- Strategies to mitigate air pollution
- Strategies to mitigate noise

VISION AND PRINCIPLES

4 Participants stated that the following topics matter most to them in the vision and principles of the project:

- Accessibility
- Active transportation
- Affordable housing
- Bicycle and e-bike sharing
- Bicycle lanes
- Building systems and technology
- Built form
- Car-sharing
- Climate-resilient design for public transit stops
- Community
- Connection and integration with the rest of Oakville
- Cyclist safety
- Design ("inspiring")
- Environmental sustainability and resilience
- Expedited implementation phase
- Healthcare
- Adequate-sized housing
- Impact on residential areas south of Midtown
- Improving Morrison Creek
- Infrastructure to support population growth
- Low-rise residences and townhouses
- Mobility
- Parks and green spaces
- Pedestrian infrastructure
- Pedestrian safety, i.e., safety for children and seniors
- Playgrounds
- Public transportation
- Restriction on tall building heights
- Sidewalk repair/maintenance
- Traffic, i.e., traffic plan, traffic control, traffic congestion

5 Participants stated that the following were missing in the vision and principles:

- Affordable housing
- Car-friendly
- Child- and family-friendly spaces
- Community gardens
- Community spaces
- Connections to other parts of Oakville
- Consideration of winter season in transportation planning
- Bicycle lanes
- Family-friendly housing
- Multi-cultural spaces
- Parks and green spaces
- Pedestrian infrastructure, i.e., walking trails
- Pedestrian safety
- Retail
- Senior communities
- Social responsibility, i.e., "Oakville is creating an environment where every human being thrives."
- Social spaces

Overview

EXISTING CONDITIONS

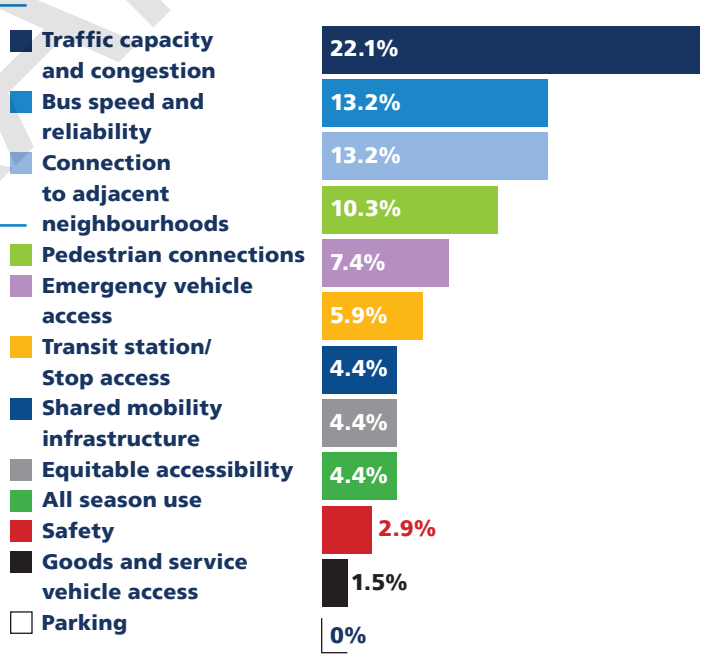
6 **Participants stated that they would like to be able to see or visit the following in Midtown:**

- Arts centre
- Barrier-free spaces
- Bars
- Bicycle lanes
- Bicycles
- Cafés
- Community centre
- Community gardens
- Community spaces
- Cultural attractions
- Daycare
- European-style planning, i.e., "attractive focal point"
- Libraries
- Local food shops
- Low-rise buildings
- Mid-rise buildings
- Mixed-use neighbourhoods
- Outdoor music venues
- Parks and green spaces
- Places to shop
- Public transportation
- Restaurants
- Safe spaces
- School playgrounds
- Schools
- Small village feel, i.e. "inviting," "Oakville charm"
- Tall buildings, i.e., "to allow for open space"
- Underground parking to replace surface parking
- Walkable amenities, i.e., walkability
- Walking trails

7 **When asked what places or characteristics in Midtown they value or want to see protected,** participants indicated existing parks and green spaces in Midtown such as Cornwall Road Park.

8 **TRANSPORTATION AND MOBILITY**

For participants, the top three important issues to address in the objectives and vision for transportation in Midtown are traffic capacity and congestion (22.1%), bus speed and reliability (13.2%), connection to adjacent neighbourhoods (13.2%) and pedestrian connections (n=34).



OAKVILLE

Overview

9

When participants were asked what they would envision a residential street to look like in Midtown, 85.0% of participants preferred Scenario A, an image of a residential street that shows pedestrian-friendly roads, wide sidewalks, public seating and bicycle lanes. In contrast to Scenario B, Scenario A shows more pedestrians and does not show parked vehicles.

85.0%

Scenario A

15.0%

Scenario B

10

When participants were asked what would be the most comfortable pedestrian and cycling environment, 70.8% of participants preferred Scenario A, an image of a bicycle lane painted green with a physical separation from vehicular traffic. In contrast, Scenario B shows a bicycle lane on the road with vehicular traffic, while Scenario C shows a shared pedestrian and bicycle path.

70.8%

Scenario A

29.2%

Scenario B

0.0%

Scenario C

Overview

11 **When participants were asked what they would like an arterial corridor to look like in Midtown,** 79.3% of participants preferred Scenario A, an image showing a road shared by vehicles and cyclists and a wide median separating a two-way street. In contrast, Scenario B shows a two-way street with a dedicated outer lane for buses.

79.3%

Scenario A

20.7%

Scenario B

12 **When participants were asked what they envision a main street to look like in Midtown,** 65.2% of participants preferred Scenario A, an image of a pedestrian-only street with outdoor patios and commercial activity. In contrast, Scenario B shows a two-way street for vehicles and cyclists, and with visibly less pedestrians and outdoor commercial activity.

65.2%

Scenario A

34.8%

Scenario B

NEXT STEPS

The key findings from this public consultation event will inform the development of the vision and principles, and land use block concepts for Midtown. The land use block concepts will be presented at the next public consultation event in late November. Please visit the Town of Oakville website for up-to-date information on upcoming public consultation events: **www.oakville.ca/midtown**

In 2024, the Midtown Oakville Implementation program will be completing the Midtown Official Plan Amendment, a range of implementation studies covering community building topics, and working alongside the community at every phase. The redevelopment itself has a long timeline — we'll start to see some expansion by 2031 and continue through 2051 and beyond. The program will plan for a 2051 horizon year, when Midtown is forecasted to have **32,472 people and 17,268 jobs.**

Images: Adam Pulicicchio Photography

Appendix

METHODOLOGY AND DATA COLLECTION

For the key findings outlined in this report, the data were collected from attending members of the public during the event through these sources:

1. Verbal comments and questions during the Q&A
2. Written responses from five fill-in-the-blank prompts
3. Responses from five polling questions
4. Responses from a mapping exercise

The following prompts and questions were posed to the public:

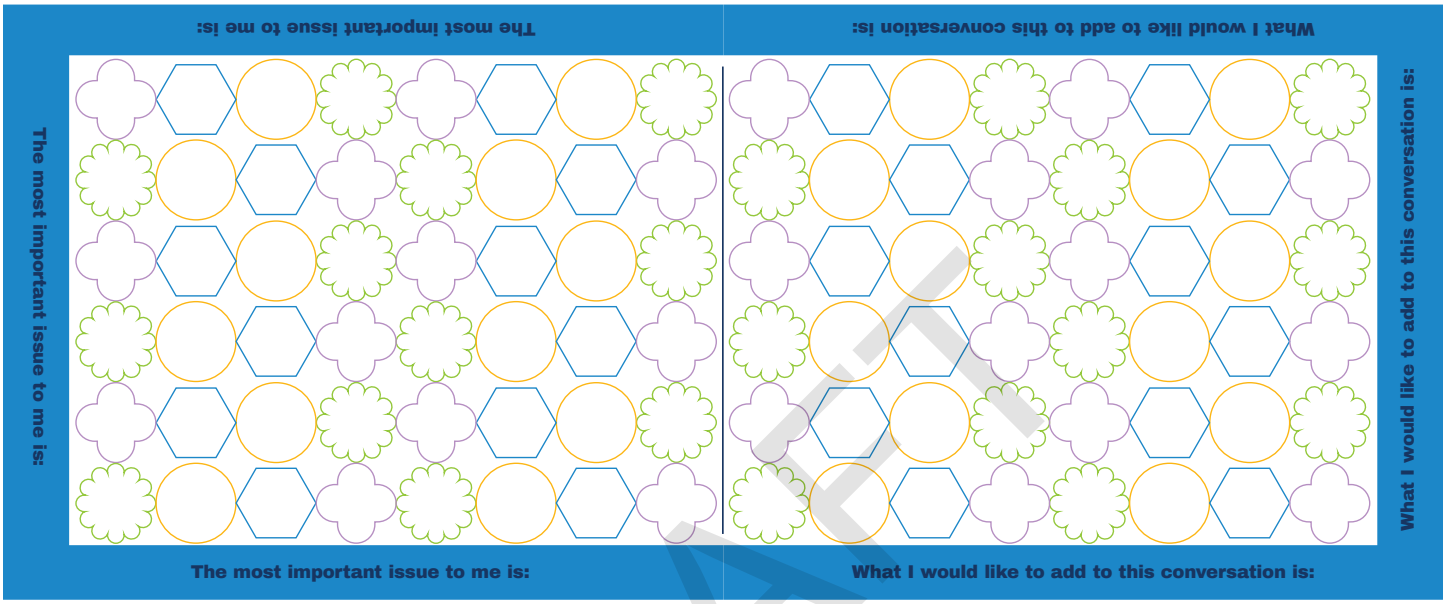
1. The most important issue to me is: (Written response)
2. What I would like to add to this conversation is: (Written response)
3. What matters me to most here [in the vision and principles] is: (Written response)
4. What I think is missing here [in the vision and principles] is: (Written response)
5. In Midtown, I would like to be able to see or visit: (e.g., libraries, restaurants, sports facilities, etc.) (Written response)
6. Identify the location of a place or characteristic in Midtown that you value or want to see protected. (Mapping exercise)
7. What is most important for us to address in our objectives and vision for transportation in Midtown? Please select two. (Poll)
8. What would you envision a residential street in Midtown to look like in Midtown? (Poll)
9. What would be the most comfortable pedestrian and cycling environment? (Poll)
10. What would you like an arterial corridor to look like in Midtown? (Poll)
11. What do you envision a main street to look like in Midtown? (Poll)

These prompts and questions were presented on four large worksheets at the event. Each of the four interactive booths contained one worksheet. Project team members were present at each booth to assist or guide participants through the activities as needed. For the fill-in-the-blank prompts, participants were able to write as many responses on the worksheets. For the polling questions, participants were provided with stickers to respond. Each participant had a limit of one response per polling question.

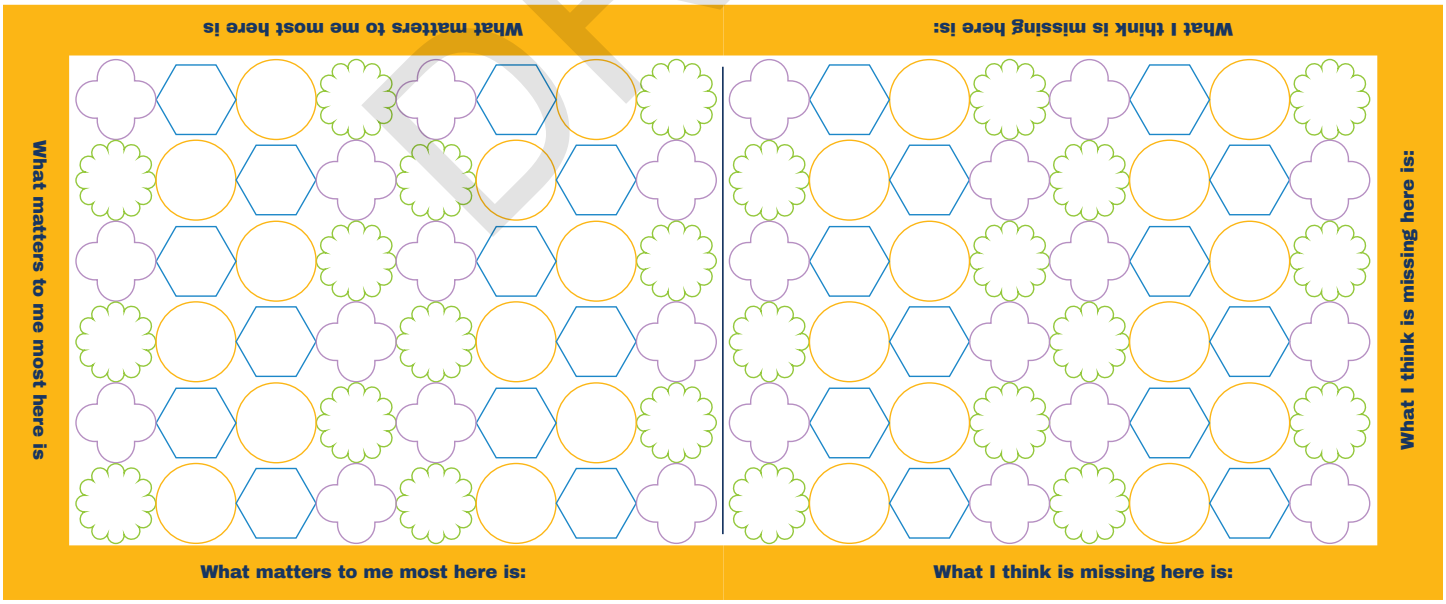
Images: Adam Pulicicchio Photography

Appendix

Booth 1: Process, FAQ & Q&A

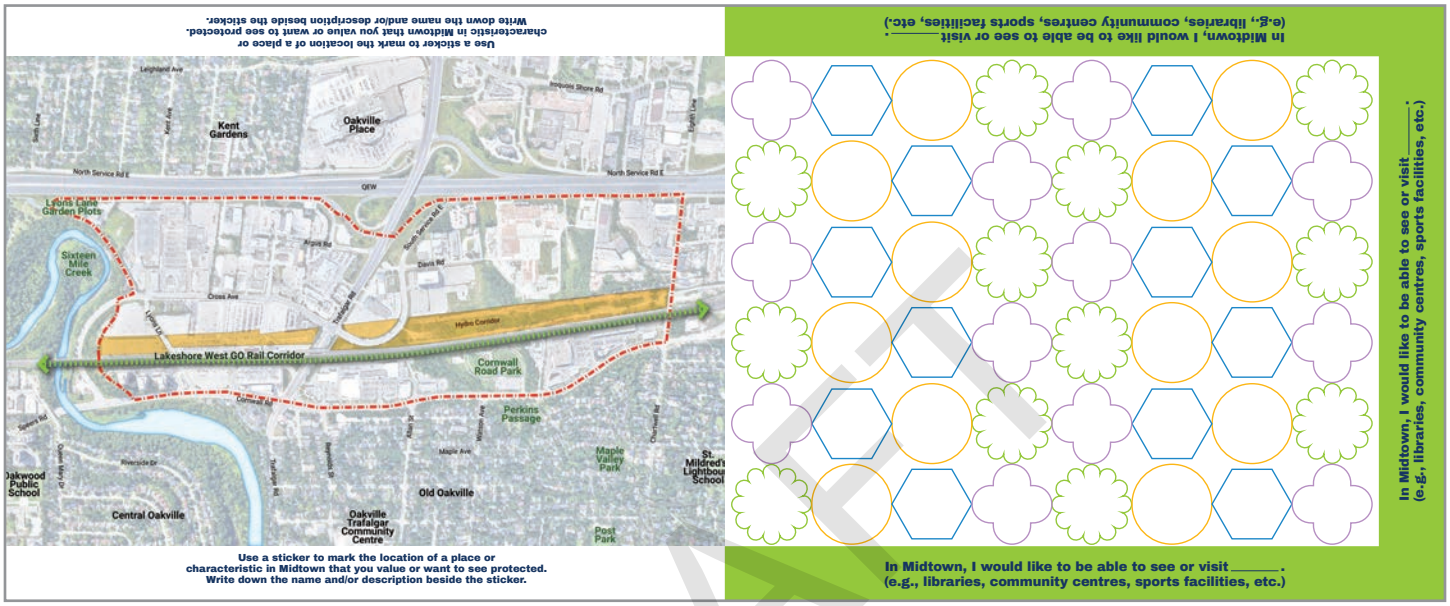


Booth 2: Vision and principles



Appendix

Booth 3: Existing conditions



Booth 4: Transportation and mobility

Attachment 1c: Public Information Centre #2

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Booth 1: Program Overview

Midtown Oakville

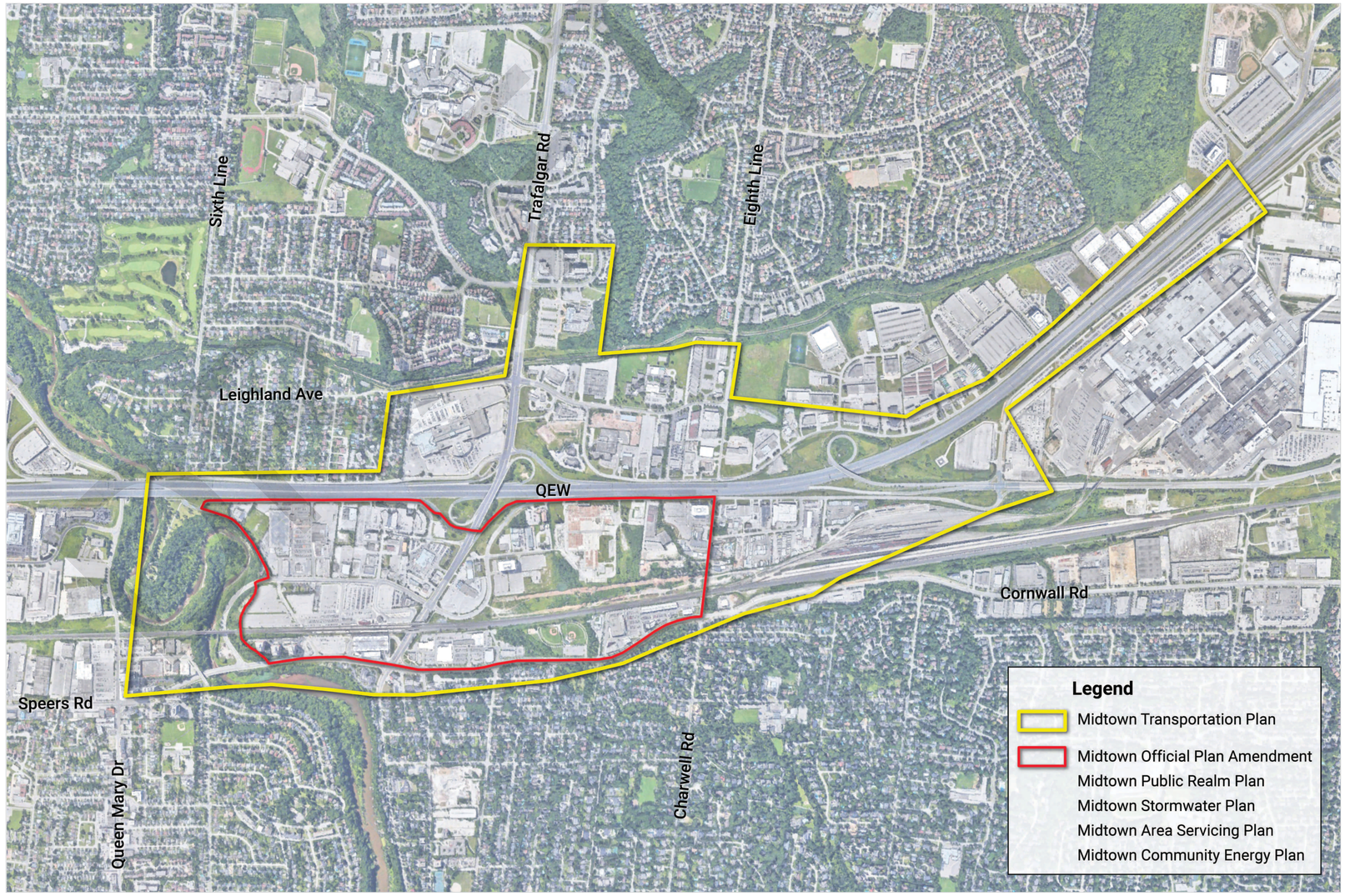
Why

Midtown is an underdeveloped area in Oakville that is centrally located around the Oakville GO Station. With Oakville's population expected increase significantly, there is a need for the town to create more livable spaces for people of all ages and income levels.

Implementation Program

The Midtown Implementation Program will help the Town advance objectives of the Midtown Official Plan Amendment (OPA), support infrastructure delivery, and aid in review and management of development.

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



Midtown Oakville Timeline & Process

Midtown Implementation Program

01 Official Plan Amendment
- Council Approved February 18, 2025

02 Functional Planning
- Transportation Plan
- Stormwater Plan
- Area Servicing Plan
- Designing Midtown - Built Form
- Designing Midtown - Public Realm and Parks
- Community Energy Plan

03 Functional Design
- Functional Servicing Report
- School Strategy
- Economic Development Strategy
- Municipal Land Acquisition and Disposal Strategy
- Roadway Functional Design
- Utilities Plan
- Capital Cost Estimates

04 Phasing and Implementation
- Phasing and Implementation Strategy

05 Funding and Financing
- Capital Plan
- Cash Flow Analysis
- Funding and Financing Options

06 Development, Design and Construction
- Environmental Assessments
- Review of development applications
- Detail Design Drawings and Contract Specifications
- Construction

Midtown and Community Planning Permit System OPA

Inclusion Zoning OPA and Midtown CPP By-law with IZ

Community Improvement Plan

Midtown Transportation and Stormwater Plans - Council

Midtown Implementation Program PIC#1 - October 25, 2023, Commencement of Midtown Transportation and Stormwater Plans

Council Approved February 18, 2025

PIC #2 Alternative solutions, March 27, 2025

PIC #3 Proposed solutions, June, 2025

Fall 2025

Late 2025

End 2025

Transportation Plan
- Develop an equitable, accessible and connected transportation system

Stormwater Plan
Sustainably manage rain and runoff to Lower Morrison East, Lower Morrison West, and 16 Mile Creek

Area Servicing Plan
- Water and waste water servicing capacity in alignment with Regional plans

Designing Midtown - Built Form
- Guidelines for built form to achieve high quality urban design and architecture

Designing Midtown - Public Realm and Parks
- Plan for high quality public realm including parks, streets, trails and mid-block connections

Community Energy Plan
- Review of energy needs and options for reducing energy needs for Midtown

Functional Servicing Report
- Water and wastewater servicing plans within the Midtown Area for all development blocks

School Strategy
- Options for implementing schools within mixed-use urban environments

Economic Development Strategy
- Strategy for attracting retail and employment opportunities for Midtown

Municipal Land Acquisition and Disposal Strategy
- Strategy for the acquisition and disposal of land to support infrastructure needs

Roadway Functional Design
- High-level road design of the Midtown transportation network

Utilities Plan
- Review of existing and proposed utilities and alignment with functional design

Capital Cost Estimates
- Cost estimate of public infrastructure

Phasing and Implementation Strategy
- Framework for the implementation and alignment of timelines for Town-led infrastructure with development and other partners

Funding and Financing
- Funding sources, impact on development charges, and timelines

Midtown Oakville Timeline & Process

Alternative Solutions

Three core technical areas that the Town manages within Midtown are transportation, stormwater, and urban design. We know there are a range of challenges within the existing context of Midtown related to each of these, but development and growth also bring opportunities for enhancement.

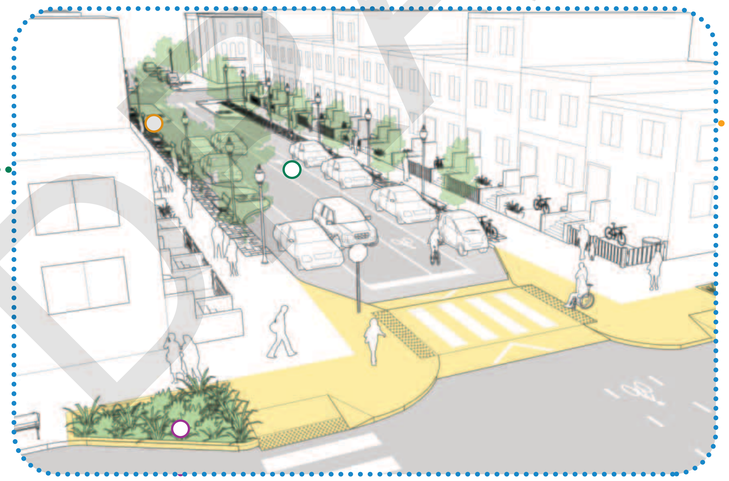
As transportation, stormwater, and public realm elements all need to fit within a limited urban space, there is a heightened importance in making sure that these elements work together cohesively.

*See Booth 2 for more information

Transportation Plan

The Midtown Transportation Plan will strive to create an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit supportive complete community in all seasons.

A long-term transportation plan for Midtown will look to develop a pedestrian-oriented network, improve road circulation and connections, support transit connections, support sustainable modes of travel, and accommodate density and growth.



*See Booth 4 for more information

Urban Design

The Updated Designing Midtown document will follow on the objectives in the Midtown OPA and set expectations for land-owners and developers to achieve high quality urban design and architecture.

It will also provide a vision for high-quality public realm including parks, privately-owned publicly accessible open spaces, streets, trails and mid-block connections.

*See Booth 3 for more information

Stormwater Plan

The Midtown Stormwater Management Master Plan objective is to manage rain and runoff to support growth and development based on the updated OPA and road network.

As a single element can rarely perform all the necessary functions of a stormwater management system, a combination of lot-level (source), conveyance and end-of-pipe practices may be needed to meet water quantity, water balance, and erosion targets.

Midtown Oakville Inputs & Integration

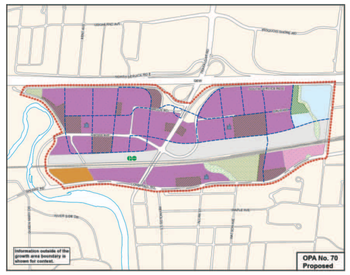
Midtown does not exist in isolation. It needs to align and work together with Town-wide and Regional plans and policies to be successful. Infrastructure is planned to support growth and development across the Town. Some key areas of work that inform the implementation program include:

Midtown Official Plan Amendment (OPA)

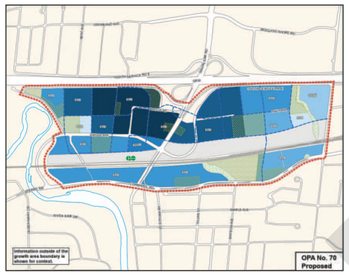
The OPA updates land use policies for Midtown Oakville in the Livable Oakville Plan (Official Plan) to the year 2051 and beyond. The adopted OPA directs how this area will grow over time and guides future development. It will help ensure the evolution of Midtown Oakville from an under-utilized commercial and employment area to a vibrant, mixed-use, transit supportive complete community.

Critical to the Implementation Program are a variety of policy directions as well as schedules in the OPA which define land use, maximum density, transportation network, and active transportation as well as areas requiring active frontages.

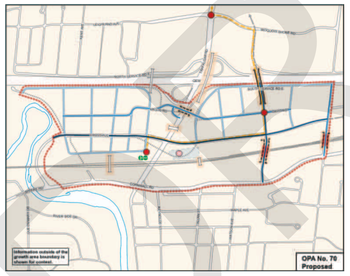
Landuse Map



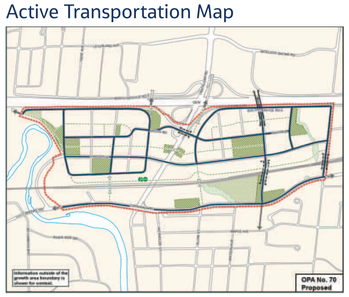
Maximum Density Map



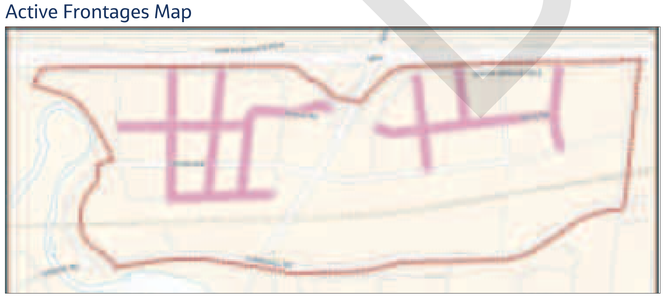
Transportation Network Map



Active Transportation Map



Active Frontages Map



Refined population and employment forecasts shown here come from additional work for the OPA. While we continue to use the Joint Best Planning Estimates for the purposes of aligning with Town and Region-wide studies in the appropriate planning horizons, these new forecasts will be used In sensitivity testing to ensure infrastructure is still sized appropriately.

	Residents	Jobs	Total
2021 (Watson)	600	5,500	6,100
2031 (Watson)	1900	5,810	7,660
2041 (Watson)	10,200	8,770	17,620
2051 (Watson)	18,500	11,400	29,900

Town-Wide and Region-Wide Infrastructure Planning

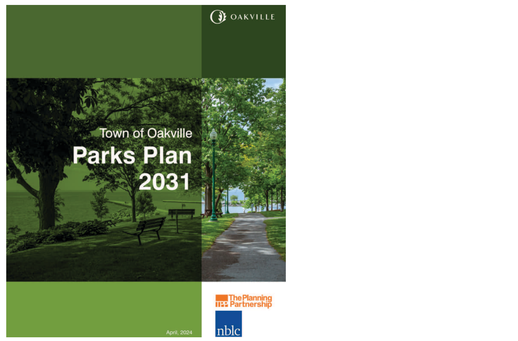
The Town of Oakville is currently undertaking a Town-wide Transportation Master Plan and Halton Region is currently undertaking a Region-wide Integrated Master Plan which covers water, wastewater, and transportation. These studies are aligned and in particular for population and employment forecasts have moved forward with a version of the Joint Best Planning Estimates (V3.032) that was set in late 2023 for the 2031, 2041, and 2051 horizons.

	Horizon	Population	Employment	Total
Joint Best Planning Estimates V3.032	2031	11,710	6,780	18,490
	2041	24,142	13,531	37,673
	2051	32,468	17,998	50,466

The transportation and servicing elements of the Midtown Implementation Program need to align with these broader area plans as infrastructure from Midtown will connect with them. Master plans at the Town and Regional levels are periodically updated and future iterations of these plans will include refined land-use forecasts that reflect the updated Midtown OPA.

Public Realm and Parks

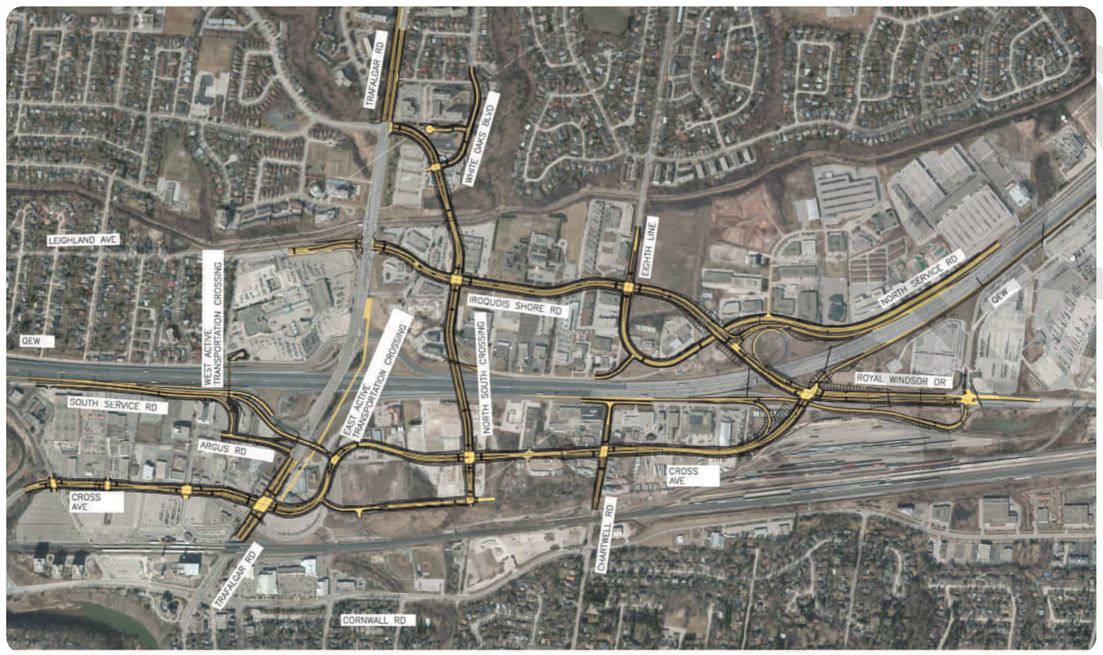
The Town of Oakville has recently approved a new Parks Plan 2031, and Parks, Recreation and Library Master Plan. These plans guide the Town in creating parks, urban spaces, and public amenities to enhance community well-being and improve quality of life.



Past and Ongoing Studies

Previous Midtown Environmental Assessment (EA)

- The previous Midtown EA study was completed in 2014 and includes approved transportation improvements, which are being reviewed through this Midtown Study update.



Oakville Transportation Master Plan (Ongoing)

- The Town-wide Transportation Master Plan update is currently underway and is targeting the end of 2025 for completion.
- Transportation recommendations within the Midtown study area were identified to address Town-wide transportation needs, including:
  - North-South Road between White Oaks Boulevard and Cornwall Road.
  - Eighth Line between North Service Road and Falgarwood Drive (widening to 4 lanes).
  - Iroquois Shore Road between Trafalgar Road and Eighth Line (widening to 5 lanes).
  - Iroquois Shore Road extension from Eighth Line to North Service Road.
  - Kerr Street between Speers Road and North Service Road (widening to 4 lanes).

Halton Region Integrated Master Plan (Ongoing)

- Includes a Region-wide transportation master plan that identifies the need for the Trafalgar Bus Rapid Transit (BRT).

Existing Conditions

Road and Highway Network

- QEW/Hwy 403 and Cornwall Road are primary E-W corridors and Trafalgar Road is the main N-S corridor
- Limited local roads, sidewalks and cycling facilities

Parking Infrastructure

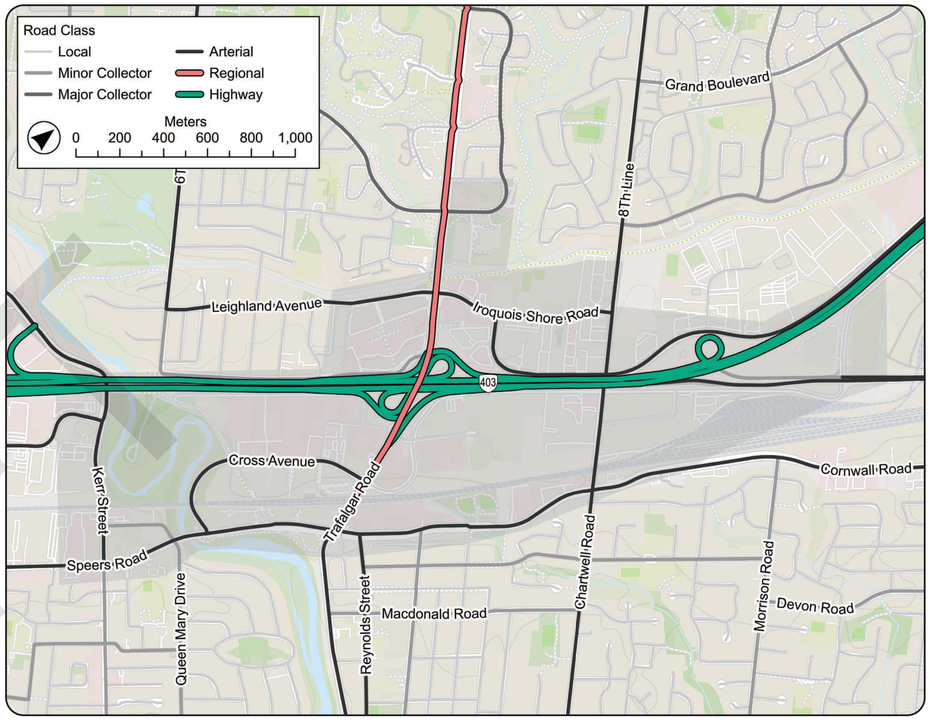
- 4,400 GO spaces; 3,000 private spaces

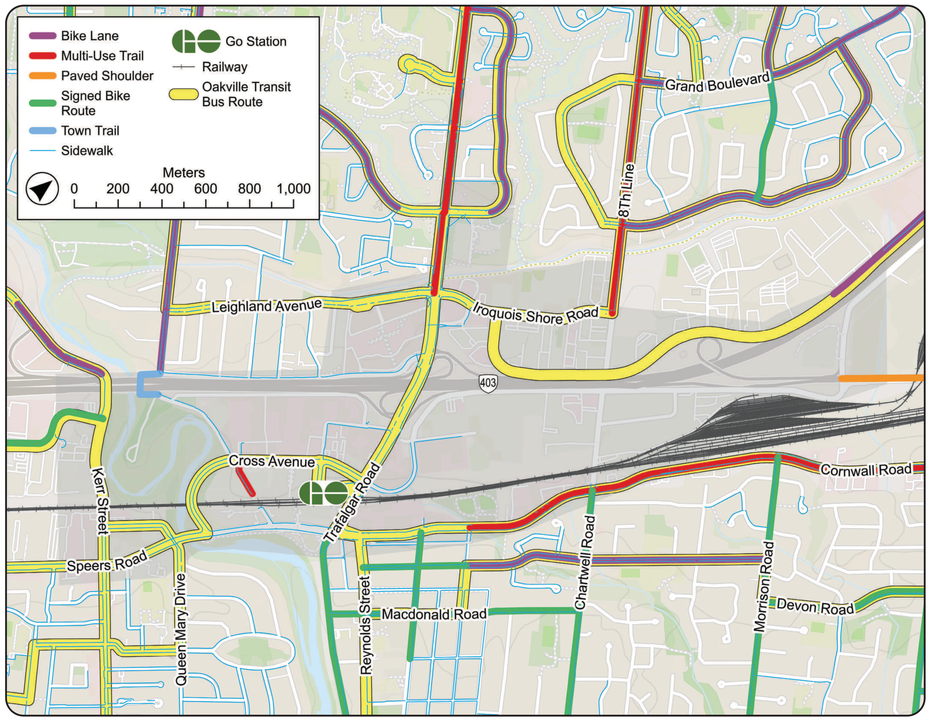
Transit System

- GO Rail, GO Transit, and Oakville Transit
- Planned GO Regional Express Rail (RER) will provide 15-minute GO rail service
- Planned HOV/Bus Lanes on Trafalgar Road

Current Travel Behaviour

- Auto-dependent (94%) with some (4%) transit use
- For vehicles on Trafalgar Road south of QEW, approximately 50% travel through Midtown and 25% travel to/from the GO station

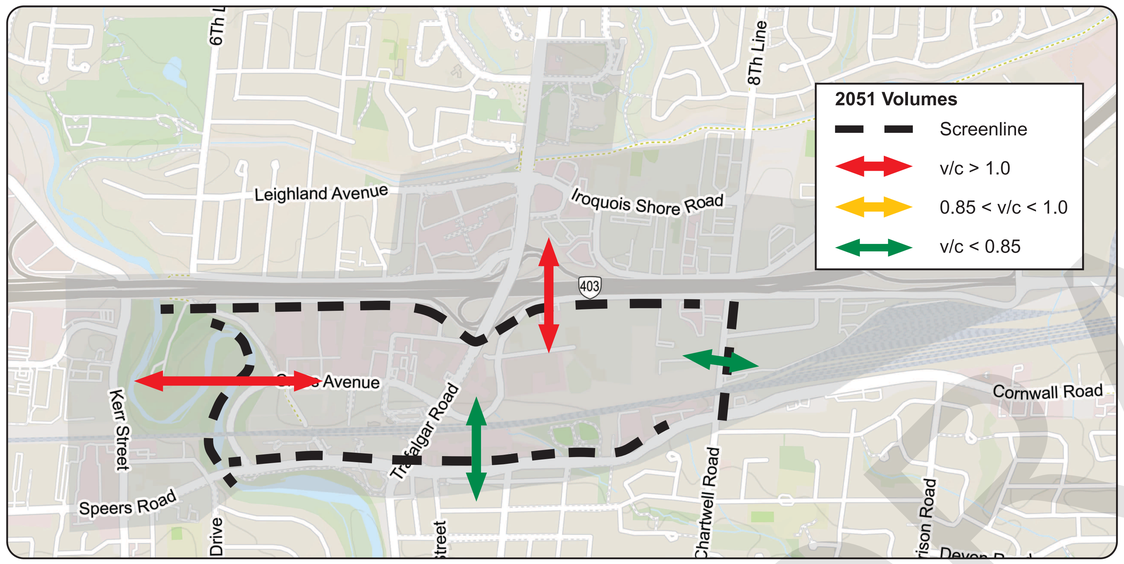




Transportation Challenges and Opportunities

Challenges

- Projected traffic volumes exceed capacity on key routes to and from Midtown.



V/C : Volume to capacity ratio

- There is limited priority/access to the GO station for pedestrians, cyclists and buses.
- High existing parking supply currently promotes auto dependency, however surface lots will be redeveloped.

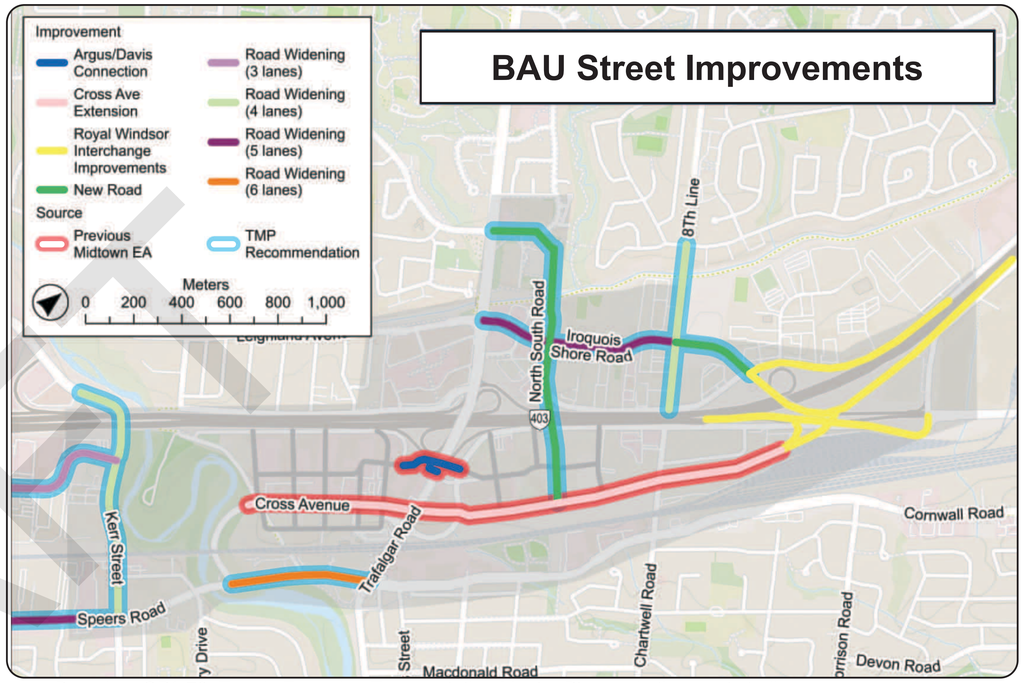
To accommodate growth in Midtown, there is a need to identify and develop solutions for all seasons that are accessible to everyone in a phased approach that supports development as it proceeds.

Opportunities

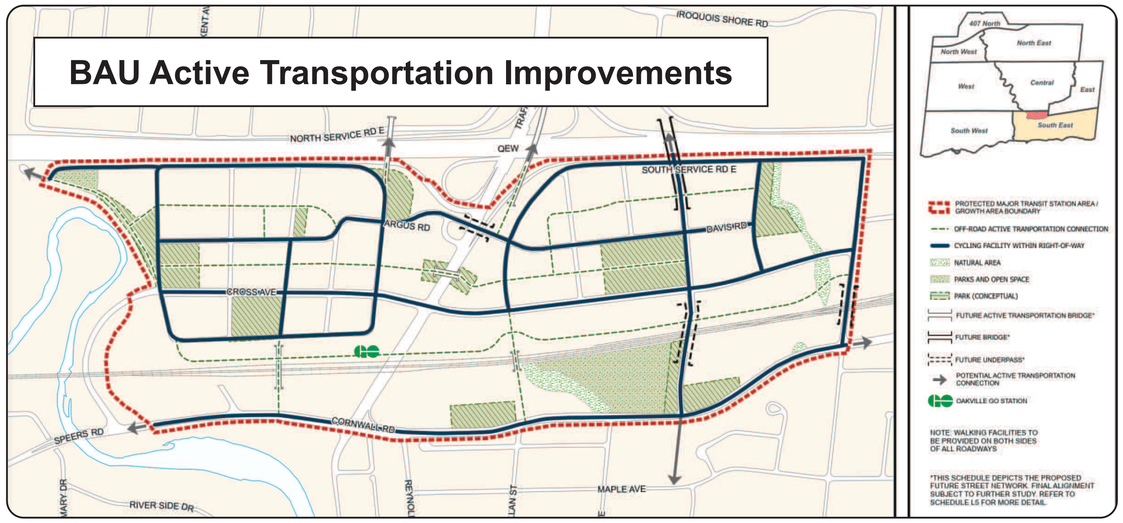
- Local grid network of roads that have a more human-scale design that prioritizes walking and high-quality dedicated cycling facilities,
- Street designs that accommodate safe and direct pedestrian and cyclist movement,
- New crossings of physical barriers to accommodate active transportation, transit, goods movement and traffic,
- Transit priority measures to allow for efficient transit service to and from the Oakville GO Station,
- Parking supply and regulation plans that balance operations with sustainability objectives,
- Connections to Town- and Region-wide initiatives for transit and cycling, and
- Town-led initiatives and travel demand management strategies as part of development applications.

Alternative Solutions

- Alternative transportation solutions were identified for Midtown that build on the baseline **Business-as-Usual (BAU)** improvements.
- **Business-as-Usual (BAU)** refers to projects previously identified and approved in other studies:
  - ✓ Trafalgar Crossing: Argus-Davis Connection
  - ✓ QEW Crossing: N-S Crossing (between White Oaks Boulevard and Cross Avenue)
  - ✓ Cross Avenue extension and realignment
  - ✓ Royal Windsor Interchange Improvements
  - ✓ Official Plan Amendment (OPA) Active Transportation Improvements
  - ✓ Trafalgar Bus Rapid Transit (BRT)
  - ✓ Oakville Transit Service Levels – Oakville Transit Five-Year Business Plan
  - ✓ Metrolinx Regional Express Rail (RER) Improvements
  - ✓ Local Road System



Based on OPA 70, Town's Emerging Transportation Master Plan and other past studies



Schedule L6: Active Transportation Per OPA 70

Alternative Solutions

Alternative #1

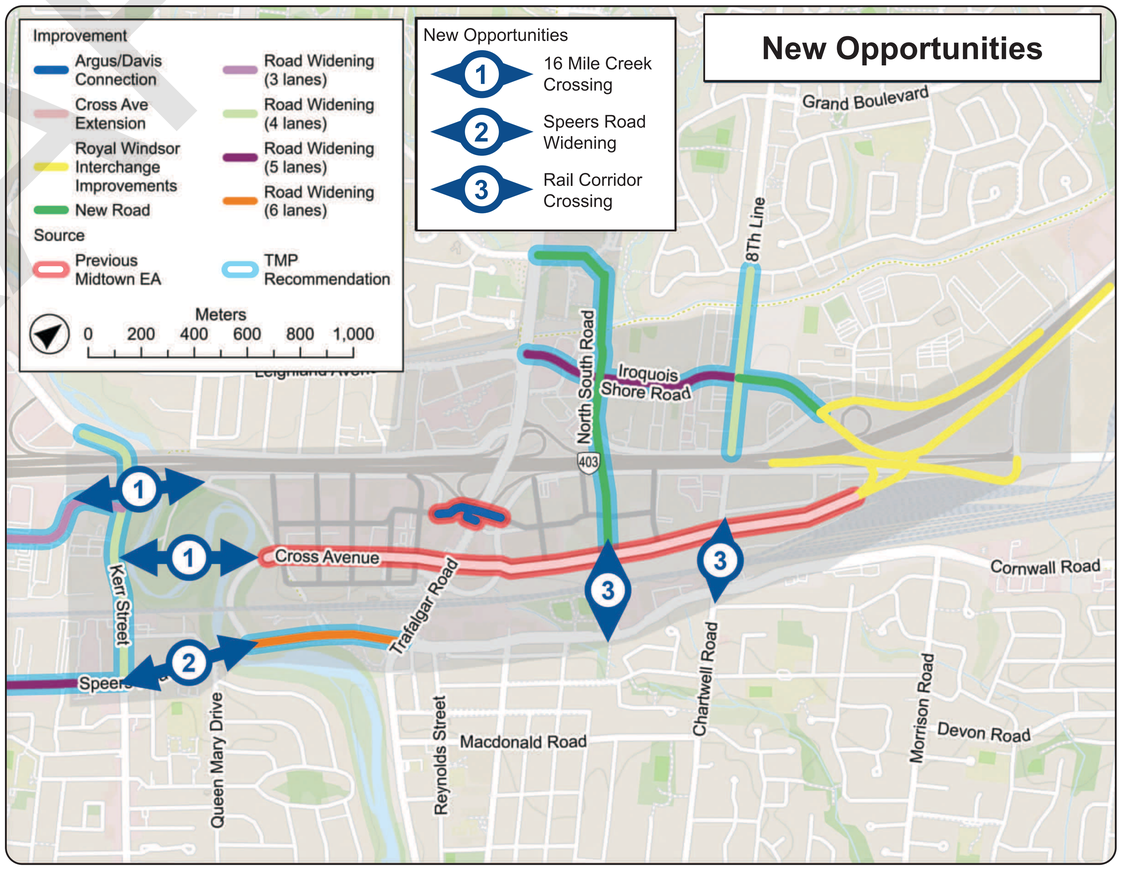
- **Road Priority:** Increasing Roadway Capacity.
  - Rail Corridor Crossing: Chartwell Road **and** New N-S Road Extension Grade Separation.
  - 16 Mile Creek Crossing: Cross Ave / South Service Road Extension **and** Speers Road Widening.

Alternative #2

- **Transit and Active Transportation (AT) Priority:** Reducing Roadway Users.
  - Enhanced AT policies, such as:
    - enhanced pedestrian pathways and streetscape environments.
    - cycle parking in each block within curb extensions and/or at public parks.
    - cycle repair kiosks adjacent to transit stations and public parks.
    - minimum sheltered cycling parking requirements at all developments.
  - Enhanced transit policies, such as:
    - reduced/subsidized transit fares for Midtown residents.
    - development requirements to incorporate trip planning techniques to encourage additional transit use.
    - internal circulation routes to facilitate first/last mile connections to the GO Station.

Alternative #3

- **Balanced Priority**
  - Moderate transit and AT policies/strategies.
  - Preferred Rail Corridor and 16 Mile Creek Crossings.



Preliminary Modelling Results

Preliminary transportation modeling of key infrastructure improvements to understand benefits to road network

Scenario	Modelling Results	Preliminary Findings
North-South (N-S) Road Impact	• N-S Road relieves congestion along Trafalgar Road • Volume to capacity (v/c) ratios along Trafalgar Road increase by 30% without the N-S Road	N-S Road between White Oaks Blvd and Cornwall Rd addresses capacity needs
Expanded Royal Windsor Interchange (RWI) Impact	• Significant increase in traffic volumes (up to 1,100 vehicles per direction in the peak hours) on the existing Trafalgar interchange without the expanded RWI	Expanded RWI improvements addresses capacity needs
16 Mile Creek Crossing **OR** Speers Road/Cornwall Road Widening	• Both options provide relief (reducing v/c ratios by about 30%) along the existing bridge on Speers Road/Cornwall Road	Subject to further feasibility, impact assessment and preliminary costing
Chartwell Road widening and grade separation or New N-S Road rail grade separation	• Widening Chartwell Road results in 1,100 vehicles switching to use Chartwell Road instead of the N-S Road, reducing travel speeds by about 17% • Traffic along Trafalgar Road increases slightly with the Chartwell Road widening	New N-S Road provides greater benefits over Chartwell Road widening and grade separation

Draft Evaluation Criteria

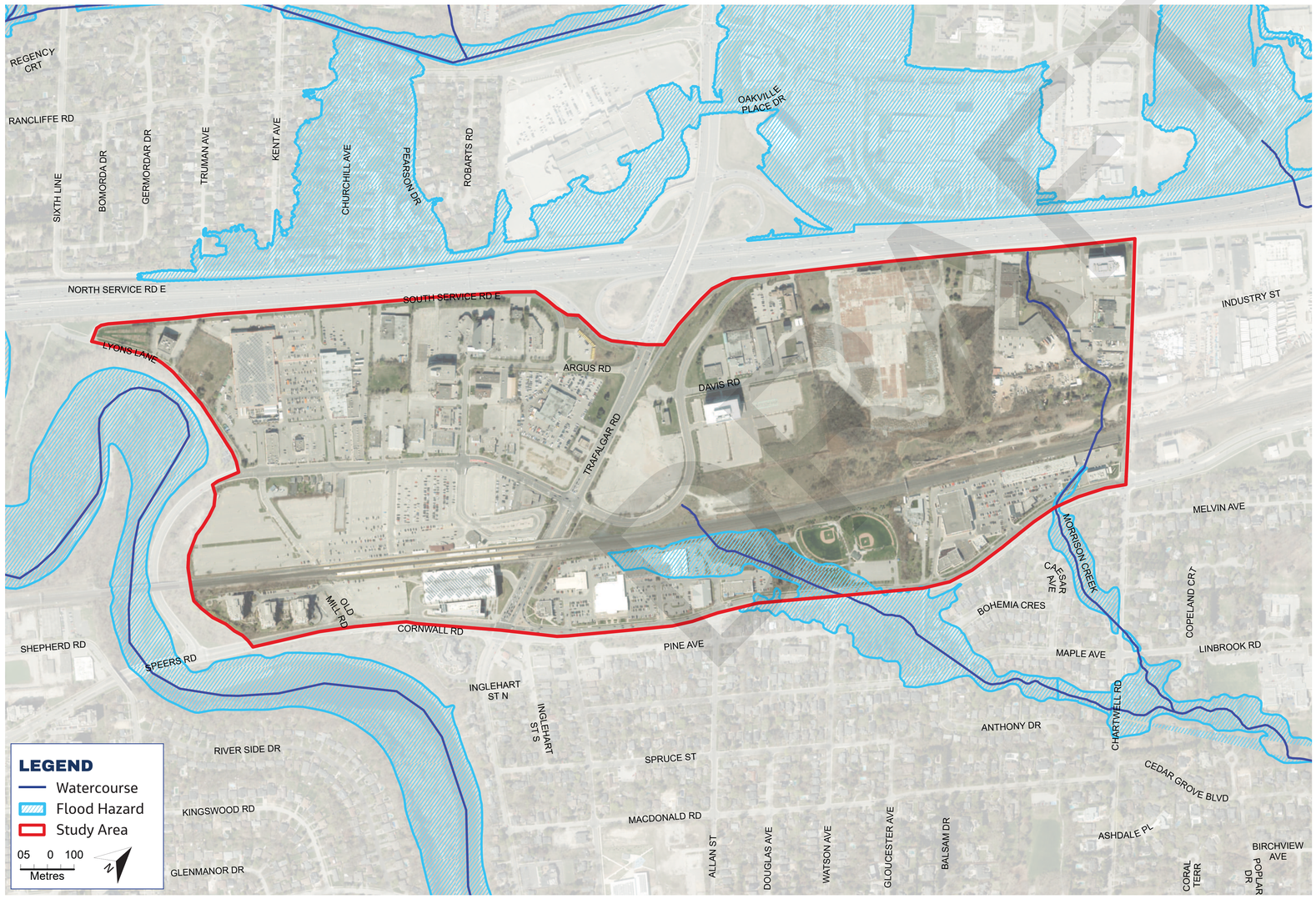
- Six draft evaluation criteria were established, based on municipal objectives and a scan of provincial and municipal policy.
- These criteria will be refined and used to assess the alternative solutions and select a preferred solution.

Criteria – Main categories used for the assessment of alternative solutions

Indicators – Qualitative or quantitative metrics used to assess performance

Transportation Service	• Helps address capacity needs • Reduces delay and queuing problems • Supports connectivity and circulation • Improves safety
Growth and Economic Development	• Supports the OPA policies • Supports housing objectives • Attracts future businesses • Supports the transit hub
Transportation Equity	• Improves transit accessibility • Accommodates active transportation • Protects vulnerable road users
Livability and Cultural Heritage	• Supports healthy living • Offers diverse and viable mobility choices • Limits impact to cultural heritage • Supports stable neighbourhoods
Climate Change Mitigation and Natural Heritage	• Reduces GHG Emissions • Reduces impacts to environmental features and habitat • Supports “Clean Energy” initiatives • Supports resilient infrastructure
Cost	• Minimizes capital expenditures • Minimizes operating and maintenance costs • Incorporates alternative funding

Existing Condition



PURPOSE

The Stormwater Management (SWM) Master Plan manages rain and runoff to support growth and development based on the updated OPA and road network.

Existing Drainage

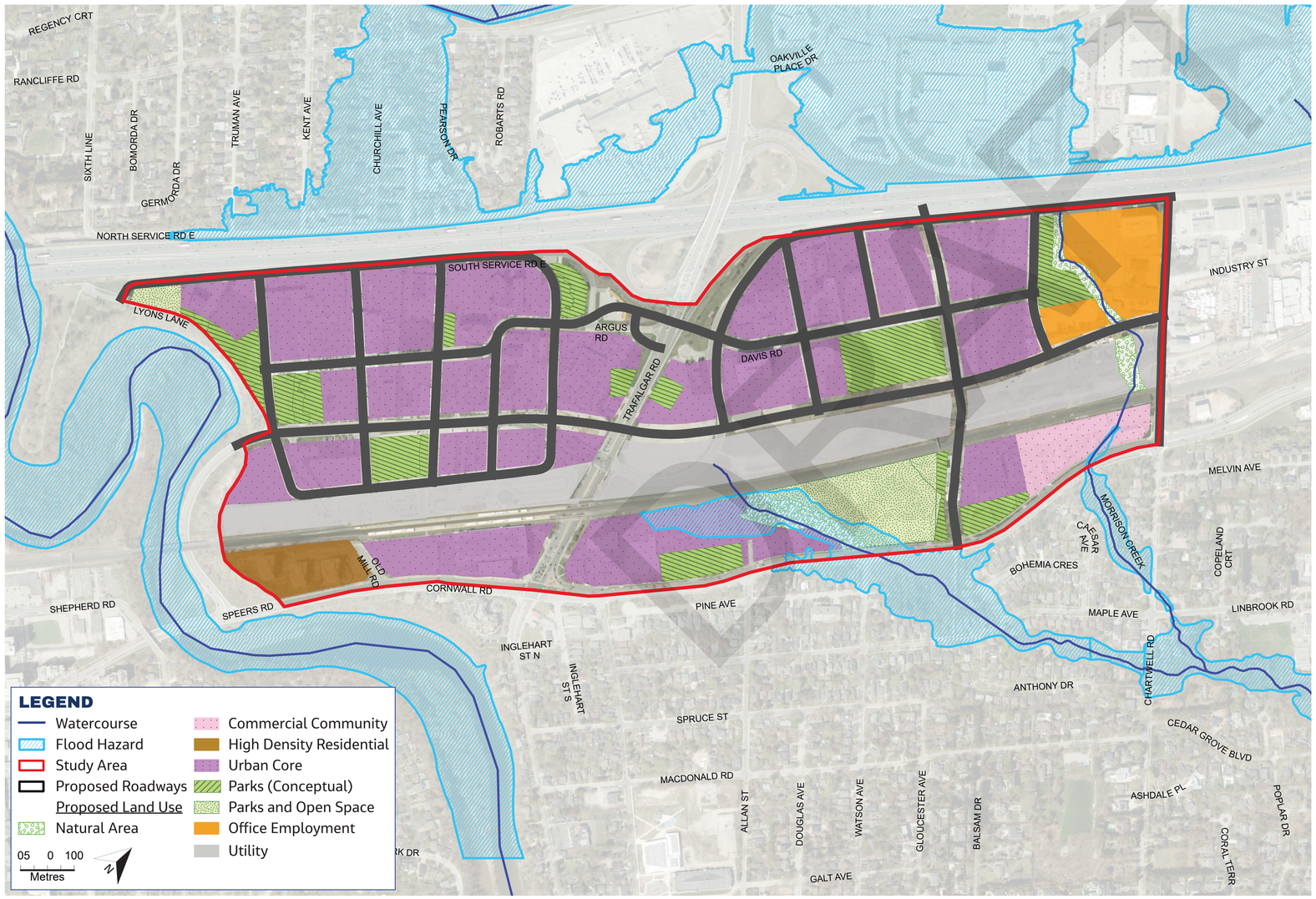
Currently, storm runoff is directly connected to storm sewers, without intermediary collection or treatment, essentially going straight to the sewer system and eventually to Lower Morrison Creek and 16-Mile Creek. Sewer surcharge and surface ponding is predicted during high intensity storm events across the study area.

Existing drainage infrastructure primarily consists of curbs, gutters, drainage inlets and storm sewers. Average imperviousness is approximately 75%, typical of mixed-use urban areas.

Riverine Flooding

Potential riverine flooding immediately downstream of the CN Railway along Lower Morrison West Branch. Potential spill flooding hazard from the Diversion Channel north of the QEW is being investigated by Conservation Halton through its Flood Hazard Mapping and Spill Flood Hazard Policy in coordination with the Town of Oakville.

Future Condition



Redevelopment of Midtown provides opportunities to improve stormwater management across the study area. Hydrologic and hydraulic models have been developed to investigate this impact, evaluate the effectiveness of existing drainage infrastructure, and screen a list of alternative solutions.

CHALLENGES

New Roads, Connections And Crossings

New Impervious areas + changes in drainage pathways = storm sewer capacity concerns + potential riverine flooding.

Future Drainage

If left uncontrolled, future areas draining into Lower Morrison Creek and 16 Mile Creek would result in increase peak flows. This Master Plan and the development process will ensure that this is not the case.

OPPORTUNITIES

Policy Direction

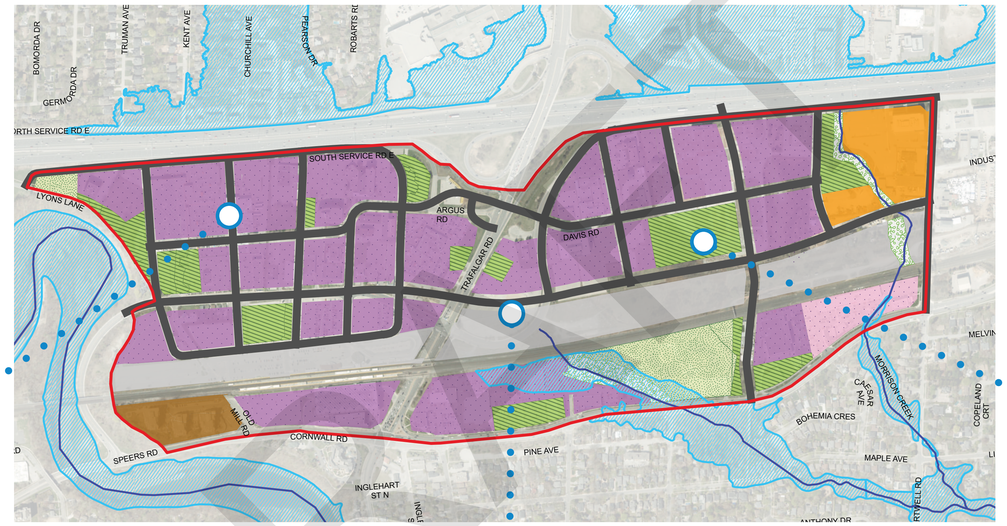
Provincial and municipal policy direction for stormwater management (MECP, Conservation Halton and Town of Oakville) includes achieving quantity and quality control and water balance objectives and targets.

Stormwater Management Strategy

A combination of conventional Stormwater Management Strategy measures and green infrastructure practices that collectively minimize the impact of future development. Future developments would be required to not increase flood risk for neighbouring and downstream properties.

Stormwater Management Alternative Solutions

Alternative solutions will follow current provincial and municipal guidelines and policies, including the Stormwater Management Planning and Design Manual (MECP, 2003), Town of Oakville's Development Engineering Procedures and Guidelines (2023) and the Treatment Train approach as recommended by Conservation Halton Guidelines for Stormwater Management Engineering Submissions (2021). As a single measure can rarely perform all the necessary functions of a stormwater management system, a combination of lot-level (source), conveyance and end-of-pipe practices may be needed to meet water quantity, water quality, water balance, and erosion targets (Engineering criteria). Types of stormwater control mechanisms to achieve these targets include storage, infiltration, and pretreatment.



LOCAL ROADS/DEVELOPMENTS

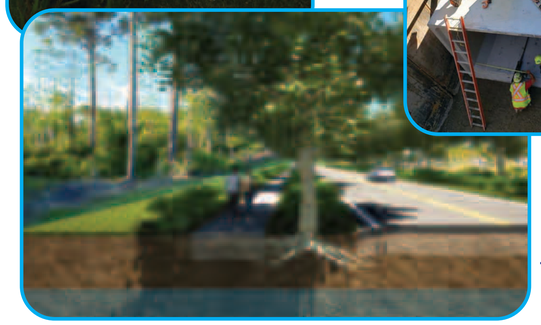
Rain gardens and bioretention curb extensions

Permeable pavement

CONVEYANCE VIA MAJOR ROADS

Bioswale

Storm sewer upsizing and superpipe storage



Tree trenches with soil cells

TREATMENT AT PARKS AND LARGER SPACES

Dry pond – above-ground temporary water storage

Underground storage

Underground storage

Stormwater Draft Evaluation Criteria

The list of alternative solutions will be evaluated based on draft criteria, including engineering, natural environment, social and cultural, and financial criteria. This evaluation process will include hydrologic and hydraulic analyses and subsequently the verification and confirmation that stormwater quantity and quality targets have been addressed and can be implemented considering constraints and opportunities at various scales.

The evaluation process will conclude with the selection of Stormwater Management preferred solutions.

Criteria - Main categories used for the assessment of alternative solutions

Indicators - Qualitative or quantitative metrics used to assess performance

Engineering

- Provides stormwater quantity control and flood protection
- Provides stormwater quality control
- Improves water balance
- Mitigates against erosion to receiving watercourses

Natural Environment

- Improves aquatic habitat
- Improves terrestrial habitat
- Enhances groundwater regime
- Integrates with existing environment by incorporating green infrastructure

Social and Cultural

- Results in community benefits, such as beautification associated with infrastructure upgrades and additional park space
- Ensures public safety, including safe access, ingress and egress

Cost

- Minimizes capital expenditure
- Minimize operation and maintenance cost

Designing Midtown - Built Form

PURPOSE

- Support the official plan policies for Midtown with more detailed guidance on the design of built form elements.
- Facilitate development and set expectations for landowners and developers to achieve high quality urban design and architecture.
- Define the design objectives for the built form elements of a development and guide how these can be best combined to support good urban design.
- Provide guidance on site planning, access, built form, design of buildings and their interface with the public realm at the pedestrian level.
- Inform a future community planning permit system by-law.

THIS DOCUMENT WILL BE USED BY:

- land owners, developers, architects, landscape architects, urban designers, planners, and decision makers when planning and designing a development project.
- the public to understand how new developments should be designed.
- Town staff when reviewing development proposals.
- Town staff to inform the community planning permit system by-law.

THEMES AND TOPICS TO BE ADDRESSED IN DESIGNING MIDTOWN MAY INCLUDE:

- Building placement
- Outdoor amenity space
- Privately owned publicly accessible spaces
- Mid-block connections
- Building address/ pedestrian entrances
- Bicycle parking
- Parking, loading and servicing access
- Building massing
- Streetwall
- Podium height and scale
- Tower placement
- Tower floorplate
- Tower separation
- Commercial frontages
- Residential frontages
- Building articulation
- Balconies
- Weather protection
- Exterior building materials
- Lighting
- Signage
- Utility
- Stormwater managemenent
- Green roof
- Comprehensive block design

Designing Midtown - Built Form

DRAFT GUIDING PRINCIPLES

Sydney, Australia
Source: Concrete Playground Pty Ltd

1 Compact and Human-Scaled

Support a compact urban form that is designed to create human-scaled places, an engaging interface with the public realm and foster a sense of place and community.

Bell Street Park, Seattle, USA
Source: HEWITT, Architecture and Planning

4 Safe and Comfortable

Support a safe, comfortable, and accessible urban environment during all seasons.

Canoe Landing Campus School, Toronto
Source: ZAS, Architects + Interiors

2 Design Excellence

Promote excellence in architecture and urban design reflected through innovative design and an interesting architectural expression.

Tanner Spring Park, Portland, USA
Source: DREISEITL consulting

5 Resilient Sustainable Communities

Promote sustainable and resilient community design and green building practices that provide quality of life and a healthy natural system.

West Don Lands, Toronto
Source: Claude Cormier et Associés

3 Integration of New Development

Integrate new buildings by considering the relationship between the existing context, planned developments and future development to result in a harmonious arrangement of the built environment.

Designing Midtown - Public Realm and Parks

PURPOSE

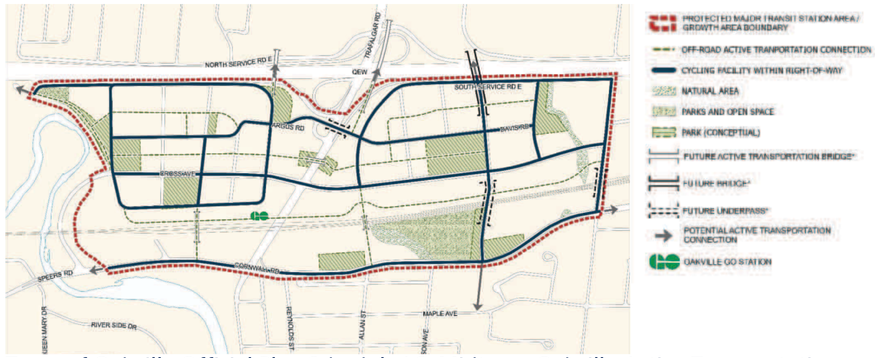
- Set out a vision for high-quality public realm including parks, privately-owned publicly accessible open spaces, streets, trails and mid-block connections.
- Identify the role, function, character, civic programming and recreational potential of parks and public spaces.
- Support Official Plan policies for Midtown with more detailed guidance on the design of parks, streets and other public spaces.
- Create clear directions for the design of public spaces while providing flexibility for the unique conditions of each site.

THIS DOCUMENT WILL BE USED BY:

- land owners, developers, architects, landscape architects, urban designers, planners, and decision makers when required to provide parks and public space as part of a development project.
- the public to understand how new parks and public spaces should be designed.
- Town staff when reviewing the public realm components of a development proposal.
- Town staff when providing new parks and open spaces or renovating existing spaces.
- Town staff and engineers when building new streets, reconstructing existing streets and building new trails and pedestrian connections.

THEMES AND TOPICS TO BE ADDRESSED IN DESIGNING MIDTOWN MAY INCLUDE:

- Park typologies
- Park role, function and character
- Park programming
- Park amenities/ recreational use
- Park furnishings and infrastructure
- Park planting
- Stormwater management
- Privately-owned publicly-accessible spaces
- Public art
- Streetscape design
- Vehicular movement
- Street furniture
- Street trees
- Sidewalks
- Bicycle facilities
- On street parking
- Above grade utilities



Town of Oakville Official Plan Schedule L6: Midtown Oakville Active Transportation

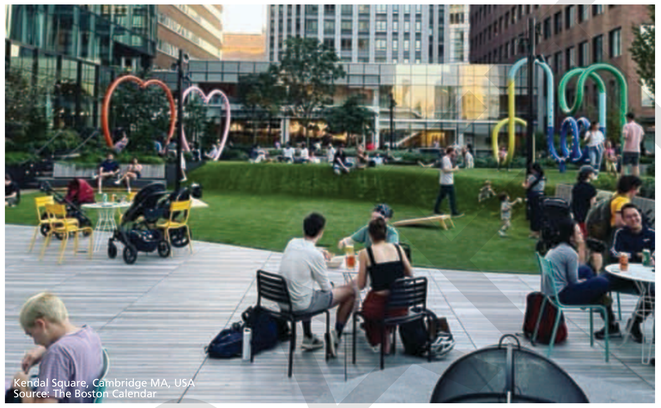
Designing Midtown - Public Realm and Parks

GUIDING PRINCIPLES

Berczy Park, Toronto
Source: Claude Cormier et Associés

1 Vibrant Public Spaces

Support the creation of vibrant public spaces, a quality urban environment, and places for community gathering.



Kendal Square, Cambridge MA, USA
Source: The Boston Calendar

2 Design Excellence

Promote design excellence through innovative public realm design that contributes to a distinct sense of place in Midtown.

Emery Barnes Park, Vancouver
Source: Klaus Johansson

3 Heirarchy of Park Spaces

Provide a range of public spaces, recreational opportunities and amenities for diverse groups of people.

Jackson Street, St Paul Minnesota, USA
Source: Toole Design

4 Support Multimodal Movement

Design for multi-modal transportation and complete streets in Midtown with a focus on walking, cycling, rolling and ease of transit use.

Hudson Square, NYC, USA
Source: Archdaily - Elizabeth Felicella

5 Sustainable and Green

Support a sustainable community and a healthy urban ecology.

Bespoke
CULTURAL COLLECTIVE

Meet Midtown Public Consultation

Summary Report: Public Engagement Event #4

(Implementation Program PIC#2)

**Photos: Bespoke Collective*

Overview

This report provides a summary of the Midtown Implementation Program public consultation event held on March 27, 2025 in the South Atrium of Oakville Town Hall. This event was an opportunity to re-introduce the work needed to support the OPA The main objective of Public Engagement Event #4 was to inform the public on key objectives of the Transportation, Stormwater, and Designing Midtown Plans, to gather public input and to respond to questions. Information presented included constraints and opportunities, alternative solutions being developed, and the process to determine a preferred option.

Purpose of the Public Consultations

The Town is now in the Functional Planning phase of the Midtown Implementation Program which is designed to advance the objectives of the Midtown Oakville Official Plan Amendment approved by Council on Feb. 18, 2025. Public feedback is now needed on the options and considerations presented here to help the consultant team to further refine proposed approaches and direction for transportation, stormwater and urban design. This input is important to the Town and Consultant team, and is taken into consideration as they work to further developing the guidelines for infrastructure and amenities for Midtown

Organizers

The public consultation event was organized by Bespoke Collective, in collaboration with the Town of Oakville, Jacobs, Urban Strategies, R.J.Burnside & Associates Ltd. and GLPi Consulting. The presenters at the event were Gabe Charles, Director of Planning Services,Town of Oakville and Jeff Qiao, Assistant Program Manager, Jacobs. Representatives from the Town and consulting team supported conversations and activities after the presentation..

Event Agenda

The in-person public engagement event was held on March 28, 2025, from 6:30-8:30 pm, in the South Atrium of Oakville Town Hall.

1. **Presentation (25 min)** Members of the Project Team presented (1) Overview of the Implementation, (2) Transportation (3) Stormwater, and (4) Designing Midtown. (Presentation recording can be found on the Midtown website)
2. **Interactive Booths (95 min)** Members of the public were invited to visit four interactive booths hosted by Project Team members (“Liaisons”) where they could look at informational panels, talk to Project Team members and provide feedback on activity sheets.

Participation

A total of **54** people attended the public event, one-third of whom were new attendees. There was no pre-registration.
Additionally, a virtual feedback form was circulated after the event (open May 28-Apr. 11) and completed by two people.

Key Findings

The following key findings summarize the public input provided by attendees at the four interactive booths, following the presentation. Many attendees engaged in conversation, asked facilitators questions and provided input at the booths.

Methodology

Overall, this consultation invited the public to provide feedback and input on four key topics at booths that were set up with topics most relevant to the Implementation Program. These included: (1) general information on the program and plans (2) Transportation (3) Stormwater, and (4) Designing Midtown: Public Realm and Parks. At each booth, information panels presented key information on each topic. Prompts and interactive activities related to the booth topics were provided on table-sized sheets for the public to select preferred options through voting and to write down responses in fill-in-the-blank format. The prompts and activities are outlined in each booth summary below, and images of the activity sheets can be found in the appendix.

All the input from the activity sheets was reviewed and summarized by booth topic below. Booth panels can be accessed digitally on the Meet Midtown website.

Summary of Booth Feedback By Topic

Booth #1: Program Overview, Process & Key Inputs

The four panels at this booth covered the rationale and purpose of the Implementation Program, related timelines, process and alternative solution topics, along with.relevant Town-wide and Regional plans and policies.

This booth had a conversational focus where project team liaisons provided general information about the project and answered overarching questions. General feedback was gathered through comment sheets. A digital comment survey was also posted to the Town website and input is recorded in Appendix A.

1.1 Comment Sheets Input (6 submissions)

Transportation:
Overall, comments focused on better connections for drivers and other road users, safe and accessible active transportation options and congestion control. Comments and questions are recorded verbatim below (some people gave multiple comments).

1. “Why not extend 8th Line, over QEW (with pedestrian & bike lanes) to Cross Ave? I believe this has been discussed in past but not sure why not kept as an alternative. Plus, 8th Line could be extended North to Brittania or Derry, providing a N-S option to Trafalgar”.
2. “It appears that all current alternatives improve N/S traffic. The ability to travel west to Bronte Park and the Niagara Region remain limited”.

3. “Add a bike/scooter program. Where these are available within neighbourhoods, where bus stops are too far to reach without a car. Mississauga ran this program in 2024 and utilization seemed very strong. Bikes/scooters are parked to street light posts or similar, in accessible areas; people can pick up a bike and drop off at their destination - pay per use.”
4. “Connections across QEW east & west of Trafalgar Road using active transportation”
5. “Why Chartwell is not connecting to North of QEW to 8th Line?”
6. “Shifting of Metrolinx GO station”
7. “Province contribution in Midtown”
8. “Adjust timing on lights along Cross & Trafalgar during rush hour. A 6 minute drive from Oakville GO to Iroquois Shore Rd. can take up to 25 min. This can be done now. Spend 5 days committing and observe.”
9. “Widen roads - Cross, Trafalgar, Speers, before high density development goes in - people come with cars, that won’t change drastically”
10. “Covered passageway from Oakville Go to Oakville Place.”
11. “Would love to see use of modal filters to discourage through car traffic while maintaining connectivity for other road users.”
12. “Active transportation and public transit priority - roads should not be oversized (induced demand)”

Stormwater

1. “Permeable road surfaces should be used.”

Urban Design:

1. “The “plan” or vision for livability at human scale sounds attractive. Ultimately, the plan gets translated into policies that developers should abide by. I am interested in what levers the Town will have in the future to ensure the built form meets the vision.”
2. “Trails should be well connected for transportation and not just for recreation.”

Booth #2: Transportation Plan

The seven panels at this booth highlighted past and ongoing studies related to transportation, existing conditions, challenges and opportunities. Alternative solutions with preliminary modelling results were provided, along with draft evaluation criteria.

The activity sheets at this booth focused on validating the evaluation criteria and understanding preferences of the public related to alternative solutions.

2.1 Activity Sheet: Evaluation Criteria

Prompt: Which three evaluation criteria for the transportation plan are most important for Midtown?

Public Input on Transportation Evaluation Criteria	
Evaluation Criteria	**Sticker Votes (about 21 participants)**
Livability & Cultural Heritage	**12**
Transportation Service	**16**
Transportation Equity	**12**
Growth & Economic Development	10
Cost	4
Climate Change Mitigation & Natural Heritage	10

2.2 Activity Sheet: Preferred Transportation Solutions

Prompt: What type of transportation solution does Oakville need in Midtown?

Public Input on Transportation Solutions				
Types of Transportation Solution (20 participants)				
Road Priority	**Road/Balanced**	**Balanced Priority**	**Transit & Active Transportation (AT) / Balanced**	**Transit & Active Transportation (AT)**
1	2	**5**	**7**	**5**

Booth Liaisons also received numerous verbal comments and questions which have been shared amongst the team members.

Booth #3: Stormwater Plan

The four panels at this booth illustrated existing and future conditions related to stormwater management, alternative stormwater management solutions and draft evaluation criteria.

The activity sheets at this booth focused on understanding the public's preferences and priorities around stormwater treatment options and validating and prioritizing the draft criteria.

3.1 Activity Sheet: Evaluation Criteria

Prompt: Which two evaluation criteria for the stormwater plan are most important for Midtown?

Public Input on Stormwater Evaluation Criteria	
Evaluation Criteria	**Sticker Votes (about 12 participants)**
Engineering	**11**
Natural Environment	**6**
Social and Cultural	**7**
Cost	0
Additional Criteria	No additions

3.2 Activity Sheet: Preferred Stormwater Solutions

Prompt: What type of stormwater solution would you want to see more [along local roads in Midtown / along major roadways in Midtown / in parks and open spaces in Midtown]? (with options presented with images)

Public Input on Stormwater Solutions	
Scenario	**Sticker Voles (about 12 participants)**
Local Roads	
Rain gardens and bioretention curb extensions	**7**
Permeable pavement	**6**
Major roadways	
Bioswales	3
Tree trenches with soil cells	**6**
Storm sewer upsizing & superpipe storage	0
Parks and Open Spaces	
Dry pond (above ground temporary water storage)	**9**
Underground storage	3

Booth #4: Designing Midtown, Public Realm and Parks Plans

The four panels at this booth shared the purpose, themes, topics and use, along with draft guiding principles, for both the Designing Midtown - Built Form plan and the Designing Midtown - Public Realm and Parks Plans.

The activity sheets at this booth focused on getting feedback on the draft guiding principles for each of the plans

4.1 Activity Sheet: Designing Midtown - Built Form - Draft Guiding Principles

Prompt: In looking at the draft guiding principles for Built Form presented here…
I like / I dislike / I would add

Public input on Designing Midtown - Built Form: Draft Guiding Principles

I like…

- Human-scaled development (x4)
- Human-scale with village feeling
- Safety for pedestrians
- Green roof
- Safe infrastructure
- Raised pedestrian crossing
- Covered walkway connection from GO to Oakville Place (x3)
- Separate bike ways
- Multimodal priority
- Green roof & other environmental opportunities
- Use of heat pumps vs. conventional climate control

I dislike…

- [no responses]

I would add…

- Buildings should follow similar designs
- As much green space as possible
- More third places
- Solar power to make use of all the building rooftops
- Safe bike access to station
- Bike & vehicle lanes
- Pedestrian only streets
- Ensure adequate accommodation for supportive housing

4.2 Activity Sheet: Designing Midtown - Public Realm & Parks - Draft Guiding Principles

Prompt: In looking at the draft guiding principles for Public Realm & Parks presented here…
I like / I dislike / I would add

Public input on Designing Midtown - Public Realm & Parks: Draft Guiding Principles

I like…

- Recreational potential
- Increased use of drainage & water diversion
- Multi-modal transport priority
- The Carolinian forest & Indigenous plant species

I dislike…

- Lack of pedestrian zones
- Little used bike lanes
- Bikes on Lakeshore R. - a hazard
- Emphasis on public transport reliance
- traffic coming out of the GO Station
- Inadequate sewage treatment and disposal

I would add…

- Permeable road surfaces like paving stones
- Guidance on mid-block connection designs
- Active transportation through parks
- Consider accommodation for ice skating path or rink (outdoor,, not building complex)

Appendix A: Feedback Form Results

Verbatim survey responses from two respondents.

Feedback on the materials shared regarding transportation.

- I accept that there will be compromises and pain in dealing with the traffic congestion to come with Midtown. I accept that there will be significant costs associated with the solutions, some of which are likely to be borne by current Oakville property taxpayers. 2. I remain anxious that Pedestrian and Cyclist Safety be a priority at the 16 Mile Creek crossing(s?) and at major intersections at the edge of Midtown – Trafalgar and Cornwall, Trafalgar and the QEW, Allan and Cornwall, Perkin's Passage and Cornwall, and Chartwell and Cornwall.
- No reference was made to that the fact the Oakville GO Station is second only to Union Station as the busiest in the whole system. All these transit users from across Oakville are not going to go away because of density in Midtown, and even with very costly and widely-sweeping improvements in Oakville Transit, transit will not be a reasonable and time-efficient way of accessing Oakville GO for many of them – they will still use cars. Hence "Alternative #2" is not feasible. Development-geared plans such as enhanced pedestrian pathways and cycle parking with repair kiosks plus reduced transit fares for immediately-local residents, while good for Midtown, is highly exclusionary for the rest of the Town. The projected traffic volumes hugely exceeding capacity on key routes through Midtown -routes that connect to the QEW/403 and keep Oakville interconnected - must be the central concern for the Town.
- Having said that, there is at least one major problem in Alternative Solutions #1 and # 3 which I draw to your attention, that is a 16 Mile Creek Crossing at South Service Road. The impact on the pioneer cemeteries would be very damaging and interfere with what could be an exciting redevelopment of the key walking and cycling pathway between North and South Oakville under the QEW bridge, which could be enhanced with a walking trail along North Service between Sixth Line and Trafalgar, thereby addressing the Draft Evaluation Goal to create an "equitable, accessible and connected transportation system that supports a vibrant, people-oriented, and transit supportive complete community." Let's not forget that Oakville must be THE complete community with healthy neighbourhoods working TOGETHER within that community.

Feedback on the materials shared regarding stormwater.

- I am very worried about the high imperviousness of the planned development, the over-capacity- drainage infrastructure, and the Groundwater system and various site constraints. I have lived in the area for six decades and have experienced first hand the lack of historical stormwater management. Adding images to my fears are the maps showing the potential riverine flooding immediately downstream of the CN Railway along Lower Morrison West Branch and the potential spill flooding hazard from the Diversion Channel. The fact that this is still a work-in-progress being investigated by Conservation Halton through its Flood Hazard Mapping and Spill Flood Hazard Policy is worrying,

especially since even when the mapping is finished some time this year, there will need to be years more of studies to find solutions.

- As a homeowner in this area and as a historian and an environmental advocate for the cemeteries and 16 Mile Creek, I am very concerned about the impacts the developments will have on erosion and our water through rain and runoff to Lower Morrison East, Lower Morrison West, and 16 Mile Creek.
- Midtown development has the very real potential to destroy aquatic and terrestrial habitat, exacerbate erosion, and harm the social and cultural environment in Midtown. The adjacent resources of the cemeteries and garden plots have been ignored here in this presentation and lack of planning related to them risks great harm. Also, the large homeless population is continually left out of the important discussions about park use and public safety.

Feedback on the materials shared regarding urban design.

- I applaud the goal for "human-scaled" developments that "foster a sense of place and community" and "promote a healthy natural system." These are central goals. Let's not forget that Midtown is a significant planned neighbourhood within the Community of Oakville. Planners need to remember that Oakville must be THE Complete Community with healthy neighbourhoods working TOGETHER within that community. With this in mind, the "vision" for Midtown must connect to the Natural Heritage of Oakville, particularly the 16 Mile and Morrison Creek systems which in turn connect us to our lakeside waterfront, a meeting place which draws all residents in the Town. It must also connect to our Cultural Heritage. People move to Oakville with the hopes of a better life, better community neighbourhoods, better community programming. This is central to Oakville's cultural heritage. It would be a mistake to try to make everything "urban-modern" and "innovative." Remember the discussions over lighting and furniture in downtown Oakville. Yes, Midtown is not downtown, but it is closely connected. What is "interesting architectural expression" – "interesting" being a word associated with trying to speak politely about something no one likes? There are many reasons Oakville Place has become less of a destination. But not insignificant was the removal of the clock, the sculptures by Oakville artists, the many painted murals by Oakville artists celebrating Oakville AND MIDTOWN history, and the oak motif design in the ceiling, lighting, and fixtures throughout the mall. Making it indistinguishable from Vaughan or Scarborough was a marketing disaster.
- Though I applaud setting expectations for land-owners and developers to achieve high quality design and architecture, as well as a high-quality public realm, I suggest that the adjective "urban" be removed and replace it with Oakville. Let's celebrate OAKVILLE's MIDTOWN.

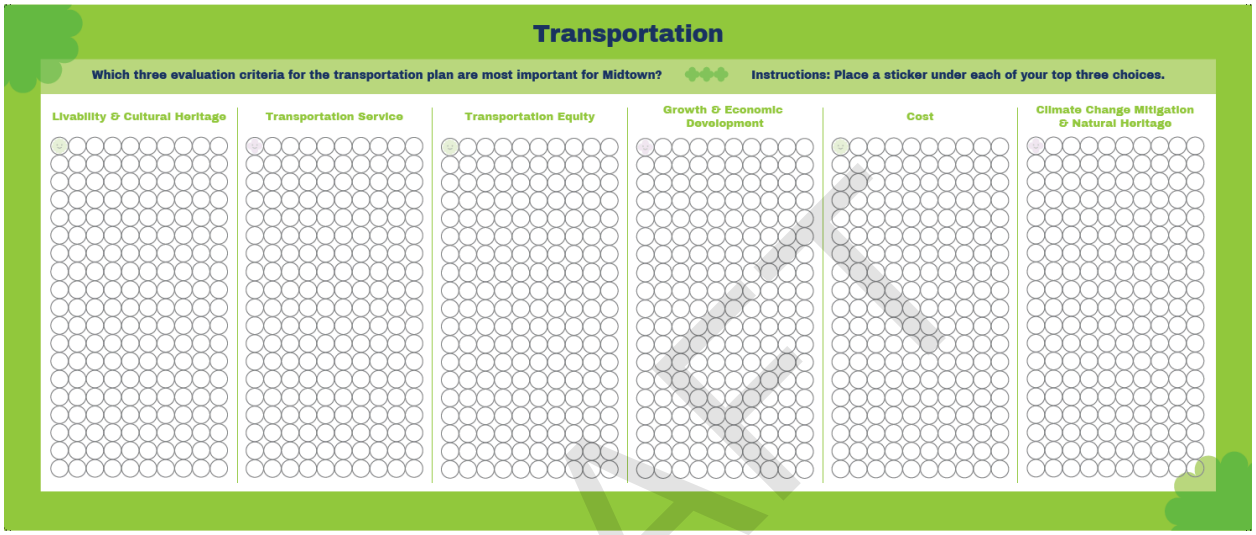
Overall feedback

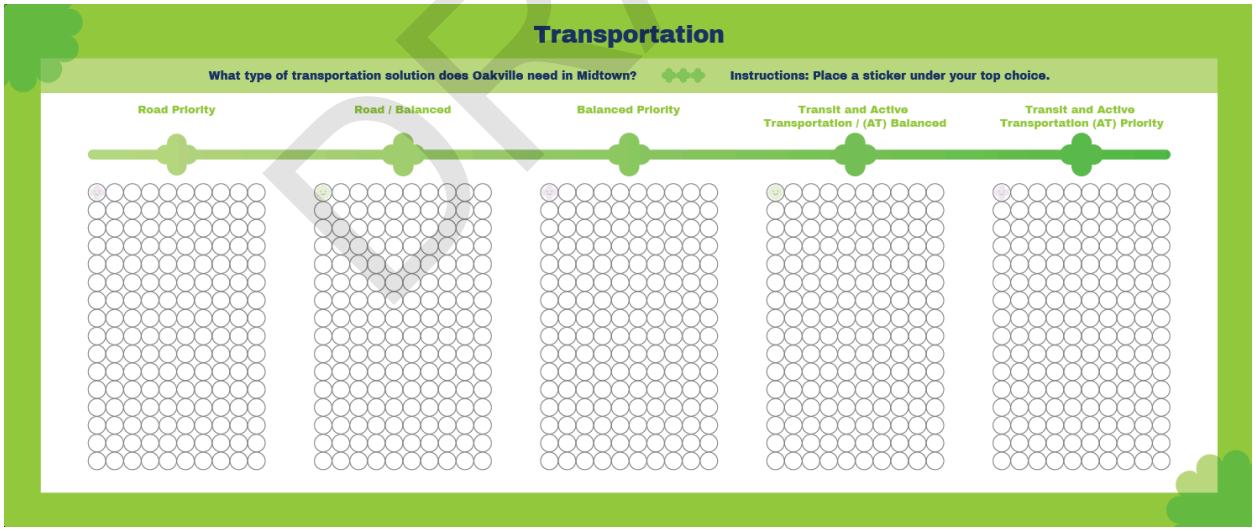
- Unfortunately, because of another meeting, I arrived near the end of the Town Hall gathering and everything was being packed up.

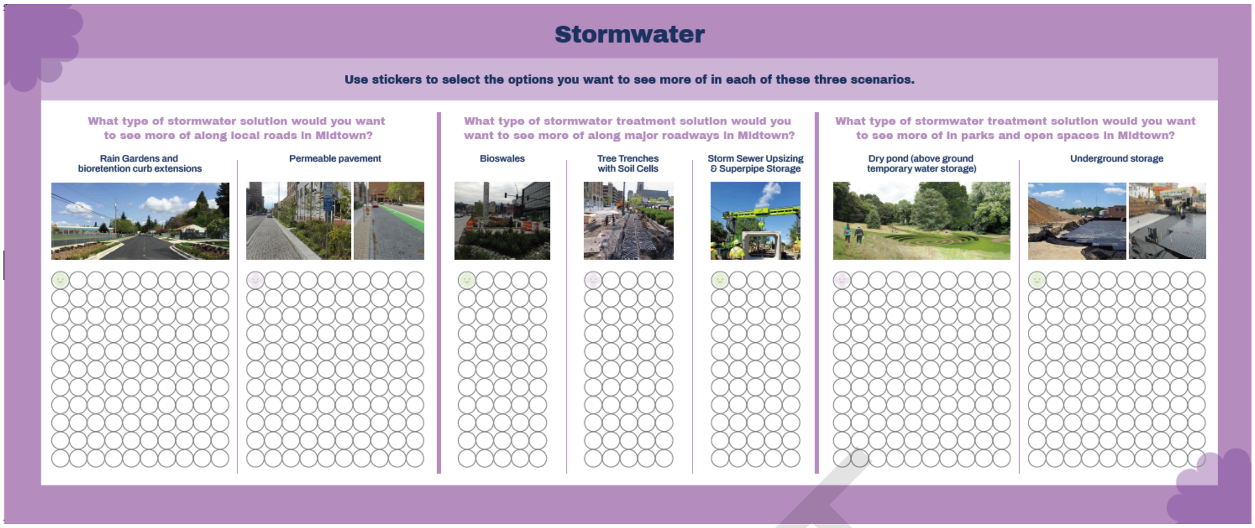
Appendix B: Materials

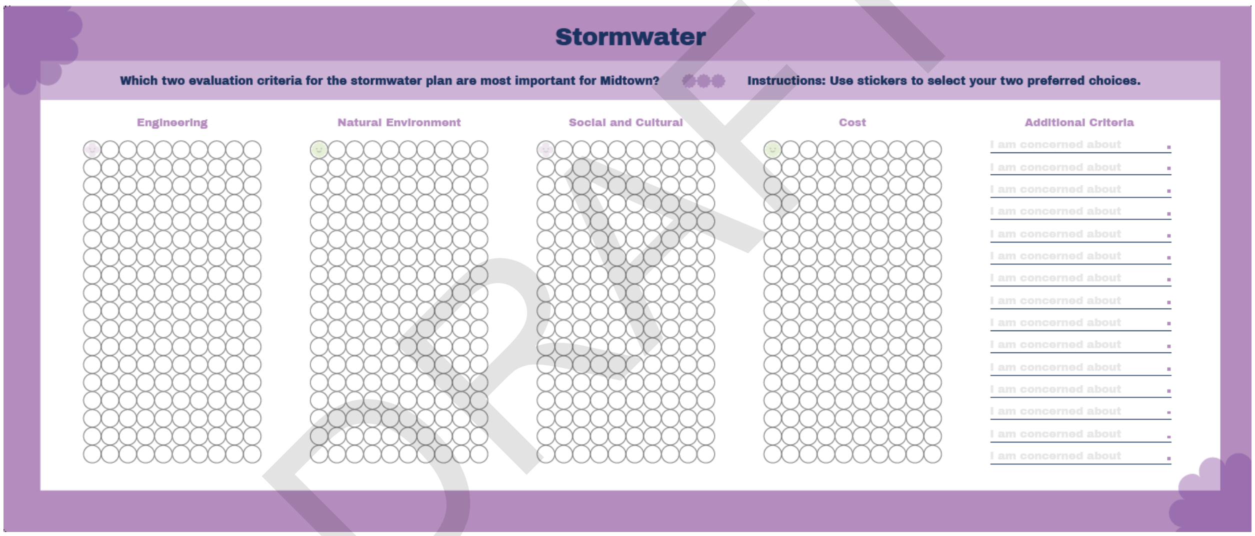
Data Collection & Materials

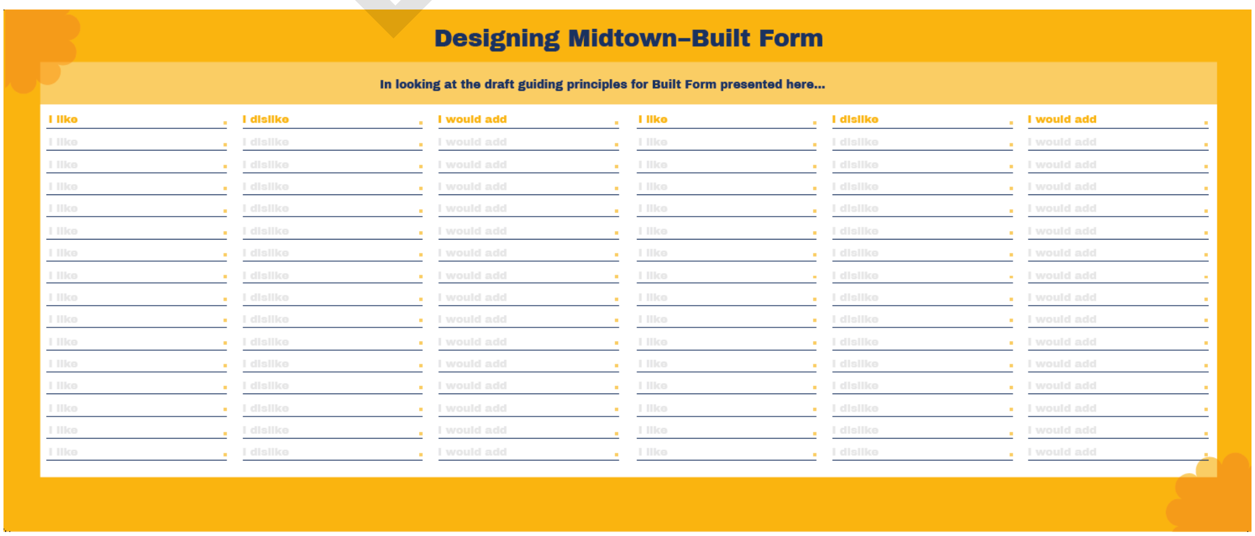
Below are the activity sheets used at Booths 2-4. Additionally, Jacob's provided Comment Sheets for general feedback.






Stormwater
Use stickers to select the options you want to see more of in each of these three scenarios.
What type of stormwater solution would you want to see more of along local roads in Midtown?
Rain Gardens and bioretention curb extensions
Permeable pavement
What type of stormwater treatment solution would you want to see more of along major roadways in Midtown?
Bioswales
Tree Trenches with Soil Cells
Storm Sewer Upsizing & Superpipe Storage
What type of stormwater treatment solution would you want to see more of in parks and open spaces in Midtown?
Dry pond (above ground temporary water storage)
Underground storage


Stormwater
Which two evaluation criteria for the stormwater plan are most important for Midtown?
Instructions: Use stickers to select your two preferred choices.
Engineering
Natural Environment
Social and Cultural
Cost
Additional Criteria
I am concerned about


Designing Midtown–Built Form
In looking at the draft guiding principles for Built Form presented here...
I like
I dislike
I would add
I like
I dislike
I would add

Engagement Event Materials

All materials shared at the event can be viewed on the Midtown Oakville Growth Area Review webpage.

These include:

- Presentation deck
- Panels displayed at booths

In addition, presentations, recordings and documentation for other past meetings and consultations can be found there.

Attachment 1d: Public Information Centre #3

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Midtown Implementation Program Public Information Centre

Preferred solutions and policies for transportation, stormwater, and urban design

To share information regarding preferred solutions for Stormwater and Transportation Plans, and progress on the Midtown urban design guidelines.

For an overview of the Midtown Implementation Program, visit Booth 1

Transportation Plan

The Midtown Transportation Plan will strive to create an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons.

A long-term transportation plan for Midtown will look to develop a pedestrian-oriented network, improve road circulation and connections, support transit connections, support sustainable modes of travel, and accommodate density and growth.

***See Booth 2 for more information**

Stormwater Plan

The Midtown Stormwater Management Master Plan objective is to manage rain and runoff to support growth and development based on the updated OPA and road network.

As a single element can rarely perform all the necessary functions of a stormwater management system, a combination of lot-level (source), conveyance and end-of-pipe practices may be needed to meet water quantity, water quality, water balance, and erosion targets.

***See Booth 3 for more information**

Design Midtown

The Updated Designing Midtown document will follow on the objectives in the Midtown OPA and set expectations for land-owners and developers to achieve high quality urban design and architecture.

The Public Realm and Parks Plan will provide a vision for high-quality public realm including parks, privately-owned publicly accessible open spaces, streets, trails and mid-block connections.

***See Booth 4 for more information**

To stay up to date on Midtown, visit Oakville.ca/Midtown. If you have further questions or comments, contact us at Midtown@Oakville.ca"

Midtown Oakville

Why

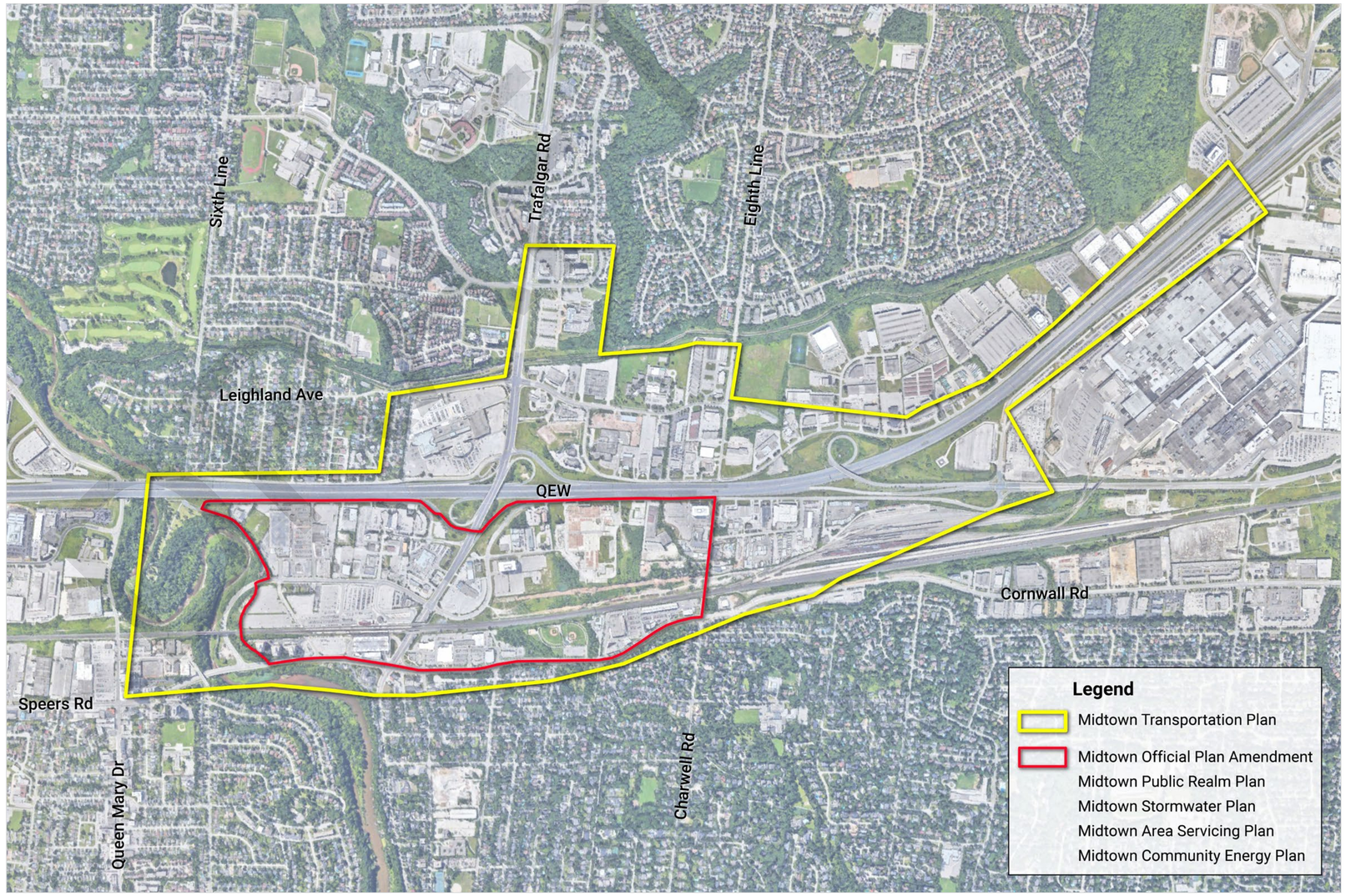
Midtown is an underdeveloped area in Oakville that is centrally located around the Oakville GO Station. With Oakville's population expected increase significantly, there is a need for the town to create more livable spaces for people of all ages and income levels.

Implementation Program

The Midtown Implementation Program will help the Town advance objectives of the Midtown Official Plan Amendment (OPA), support infrastructure delivery, and aid in review and management of development.

A range of topics will be covered by the Midtown Implementation Program, in an area generally bounded by the QEW highway to the north, Chartwell Road to the east, Sixteen Mile Creek to the west, and Cornwall Road to the south. The Midtown Transportation Plan will cover a slightly broader area to capture connections to and from major arterials and highways.

These boundaries are shown in the study area map to the right.



Midtown Oakville Timeline & Process

Midtown Implementation Program

01 Official Plan Amendment
- Council Adopted February 18, 2025

02 Functional Planning
- Transportation Plan
- Stormwater Plan
- Area Servicing Plan
- Designing Midtown

03 Functional Design
- Functional Servicing Report
- School Strategy
- Economic Development Strategy
- Municipal Land Acquisition and Disposal Strategy
- Roadway Functional Design
- Utilities Plan
- Capital Cost Estimates

04 Phasing and Implementation
- Phasing and Implementation Strategy

05 Funding and Financing
- Capital Plan
- Cash Flow Analysis
- Funding and Financing Options

06 Development, Design and Construction
- Environmental Assessments
- Review of development applications
- Detail Design Drawings and Contract Specifications
- Construction

Midtown and Community Planning Permit System OPA

Inclusion Zoning OPA and Midtown CPP By-law with IZ

Community Improvement Plan

Midtown Transportation and Stormwater Plan - Council

Midtown Implementation Program PIC#1 - October 25, 2023, Commencement of Midtown Transportation and Stormwater Plans

Council Adopted February 18, 2025

PIC #2 Alternative solutions, March 27, 2025

PIC #3 Proposed solutions, June, 2025

Fall 2025

Late 2025

End 2025

Transportation Plan
- Develop an equitable, accessible and connected transportation system.

Stormwater Plan
- Sustainably manage rain and runoff to Lower Morrison East, Lower Morrison West, and 16 Mile Creek

Area Servicing Plan
- Water and waste water servicing capacity in alignment with Regional plans

Designing Midtown
- Guidelines for built form to achieve high-quality urban design and architecture.
- Plan for high-quality public realm including parks, streets, trails and mid-block connections.

Functional Servicing Report
- Water and waste water servicing plans within the Midtown Area for all development blocks.

School Strategy
- Options for implementing schools within mixed-use urban environments.

Economic Development Strategy
- Attracting retail and employment opportunities for Midtown.

Municipal Land Acquisition and Disposal Strategy
- Strategy for the acquisition and disposal of land to support infrastructure needs.

Roadway Functional Design
- High level road design of the Midtown transportation network.

Utilities Plan
- Review of existing and proposed utilities and alignment with functional design.

Capital Cost Estimates
- Cost estimate of public infrastructure

Phasing and Implementation Strategy
- Framework for implementation and alignment timelines for Town-led infrastructure with development and other partners.

Funding and Financing
- Funding source, impact on development charges, and timelines.

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Booth 1: Program Overview

What have we heard?

Several Public Information Centres have been held for the Midtown Implementation Program. An in-person engagement to discuss alternative solutions was held on March 27th, 2025.

54

People attended the public event

Transportation Plan

What evaluation criteria are most important?

21 Participants votes

Cost	Growth & Economic Development	Climate Change Mitigation & Natural Heritage	Livability & Cultural Heritage	Transportation Equity	Transportation Service
4	10	10	12	12	16

What type of transportation solution does Oakville need in Midtown?

Road Priority		Balanced Priority		Transit & Active Transportation Priority
1	2	5	7	5

Urban Design

What did you like or dislike in the draft guiding principles for Urban Design?

Safety for Pedestrians	*Multi-modal Priority*	*Human-scaled development*
Green Roofs	*Environmental Opportunities*	*Seperated Bikeways*
Accessible Pedestrian Infrastructure	*Recreational Potential*	*Multi-modal transport priority*
Covered Walkable Connections	*Good Water Management*	*Diverse Indigenous Plants*

Public Transport Reliance	
Traffic from Go Station	
Inadequate Sewage Treatment & Disposal	
Lack of Pedestrian Zones	

Stormwater Plan

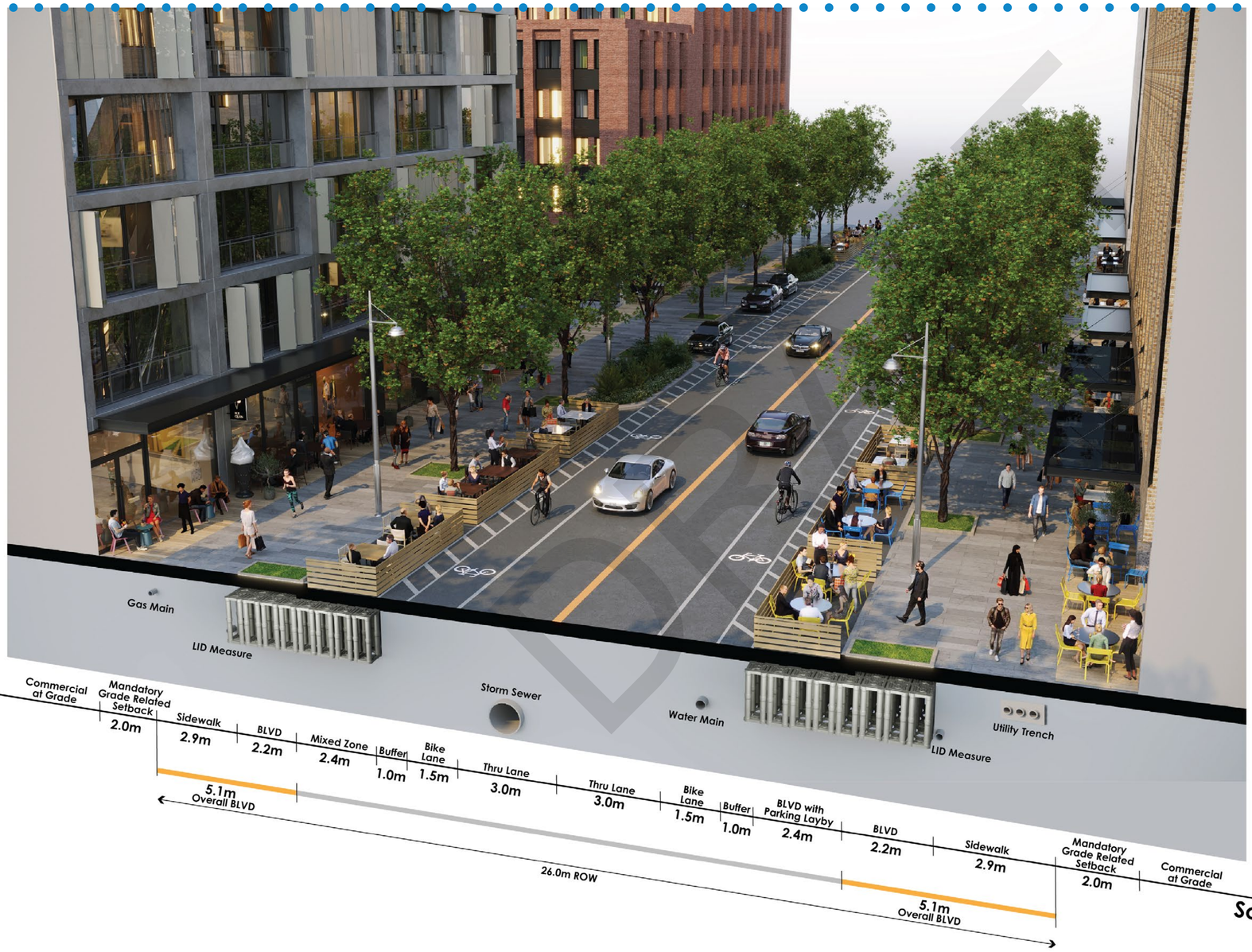
What evaluation criteria are most important?

Cost	Natural Environment	Social & Cultural	Engineering
0	6	7	11

Desired approaches

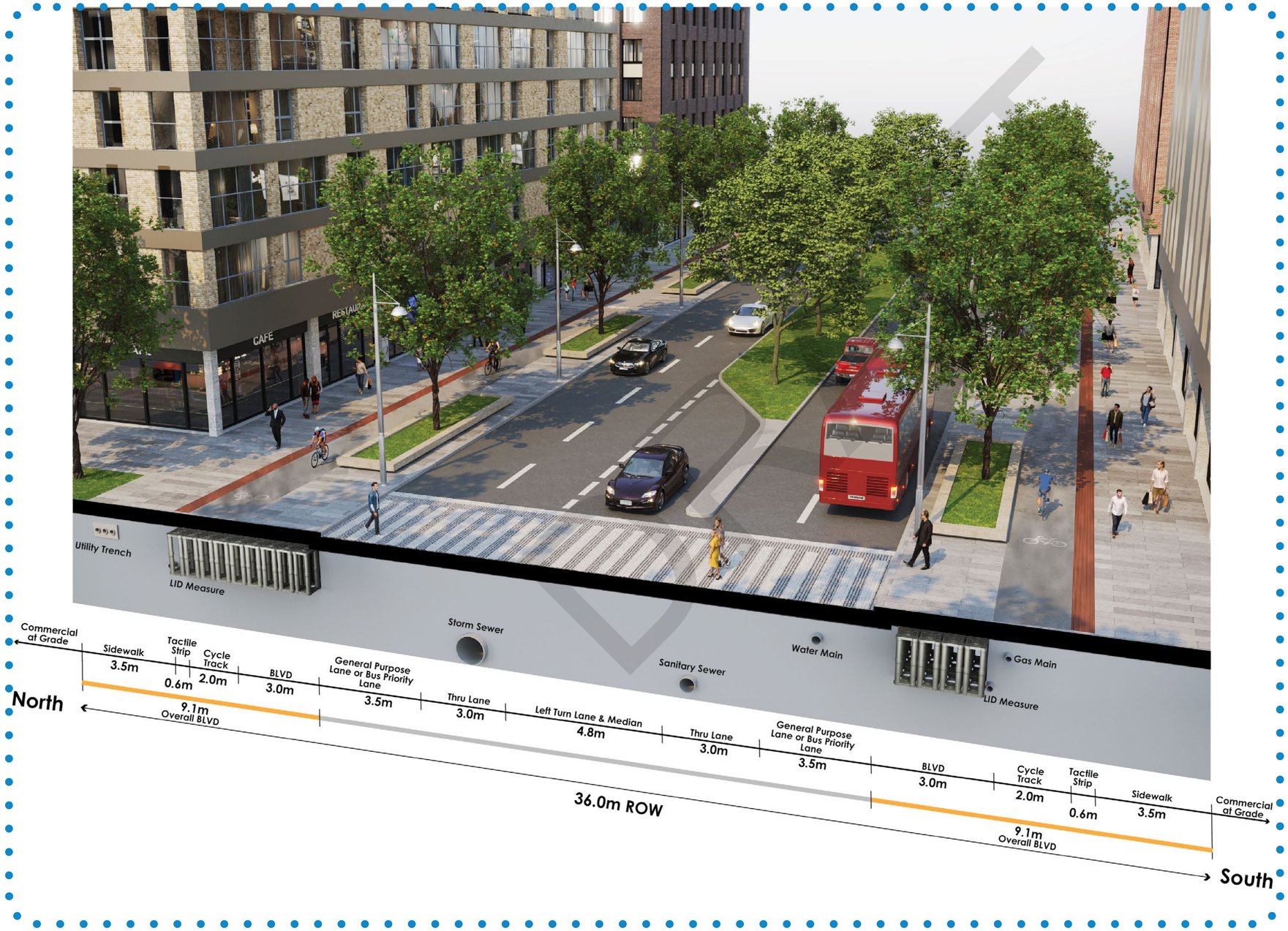
- **Rain gardens and bio-retention curb extensions**
- **Permeable pavement**
- **Tree trenches with soil cells**
- **Dry pond (above ground temporary water storage)**

ARGUS DAVIS PERSPECTIVE CROSS-SECTION



For visualization purposes only, infrastructure sizing and design to be further refined in future work.

CROSS AVENUE PERSPECTIVE CROSS-SECTION

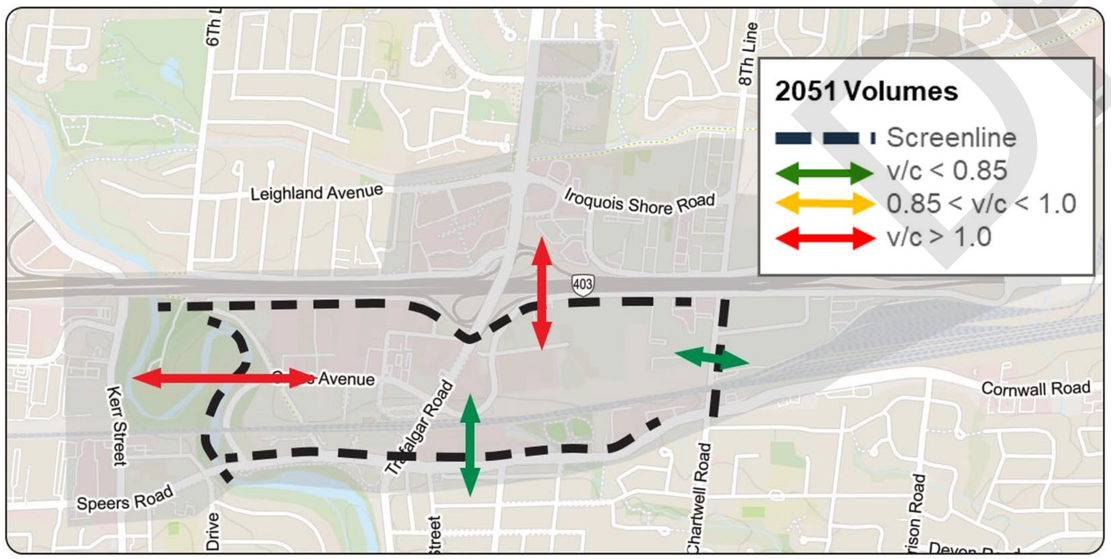


For visualization purposes only, infrastructure sizing and design to be further refined in future work.

Transportation Challenges and Opportunities

Challenges

- Projected traffic volumes exceed current capacity across physical barriers that access Midtown
- There is limited priority and access to the GO Station for pedestrians, cyclists, and buses
- High existing parking supply currently promotes auto dependency



V/C : Volume to capacity ratio

Opportunities

- Local grid network of roads
- Safe Complete Street designs for all travel modes
- New crossings of physical barriers
- Transit priority measures for efficient transit service
- Parking supply and regulation plans
- Connections to Town- and Region-wide transit and cycling initiatives
- Town travel demand management strategies

To support ongoing development in Midtown, there is a need to identify and implement year-round, accessible solutions through a phased approach aligned with the pace of growth.

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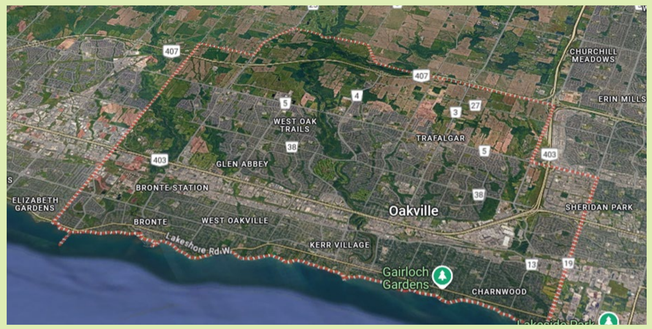
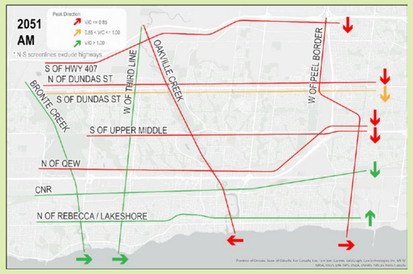
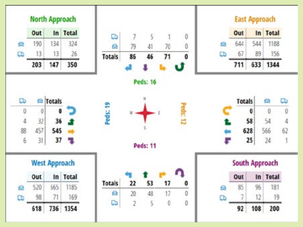
Booth 2: Transportation

Transportation Master Plan vs. Midtown Study vs. Traffic Studies

	Oakville Transportation Master Plan	Midtown Transportation Plan	Development Applications and Town-Led Studies
Scope	**Town-wide transportation analysis and capacity improvements** 	**Midtown area specific transportation analysis and capacity improvements** 	**Specific design considerations along each road and intersection** 
Analysis Outputs /	Demand and capacity crossing major transportation corridors or barriers from a Town-wide travel demand model	Travel link demand and capacity from a Midtown area travel demand model	Intersection capacity analysis for relevant intersections
Example Outcome / Decisions	Example: Determining the east-west travel demand crossing Sixteen Mile Creek and identifying capacity improvements required 	Example: Determining if Cross Avenue provides sufficient capacity to move people east and west across the Midtown area and if additional lanes are required 	Example: Determining detailed design requirements of a corridor and its intersections, including lane requirements and cycling/walking/transit facilities 

OAKVILLE

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Booth 2: Transportation

Alternative Solutions Explored

Alternative #1

- **Road priority:** increasing roadway capacity
  - Rail corridor crossing: Chartwell Road and new North-South Road extension grade separation
  - 16 Mile Creek crossing: Cross Avenue or South Service Road extension and Speers Road widening

Alternative #2

- **Transit and active transportation priority:** reducing roadway users
  - Enhanced active transportation policies/strategies
  - Transit supportive policies
  - Micro-transit and micro-mobility solution

Alternative #3

- **Balanced priority**
  - Official Plan Amendment (OPA) active transportation improvements
  - Key transit supportive policies
  - Preferred rail corridor and 16 Mile Creek crossing

Evaluation Criteria

Transportation Service
- Improves capacity
- Reduces delay
- Supports connectivity
- Improves safety

Livability and Cultural Heritage
- Supports placemaking
- Protects cultural heritage features
- Offers diverse and viable mobility choices

Growth and Economic Development
- Aligned with Midtown OPA
- Supports development consistent with OPA
- Supports the transit hub

Climate Change Mitigation and Natural Heritage
- Resilient to climate change effects
- Reduces impact to the environment
- Supports “Clean Energy” initiatives

Transportation Equity
- Benefits equity-seeking groups
- Improves transit accessibility
- Accommodates active transportation
- Protects vulnerable road users

Transportation Costs
- Minimizes Town capital expenditures
- Minimizes Town operating and maintenance costs

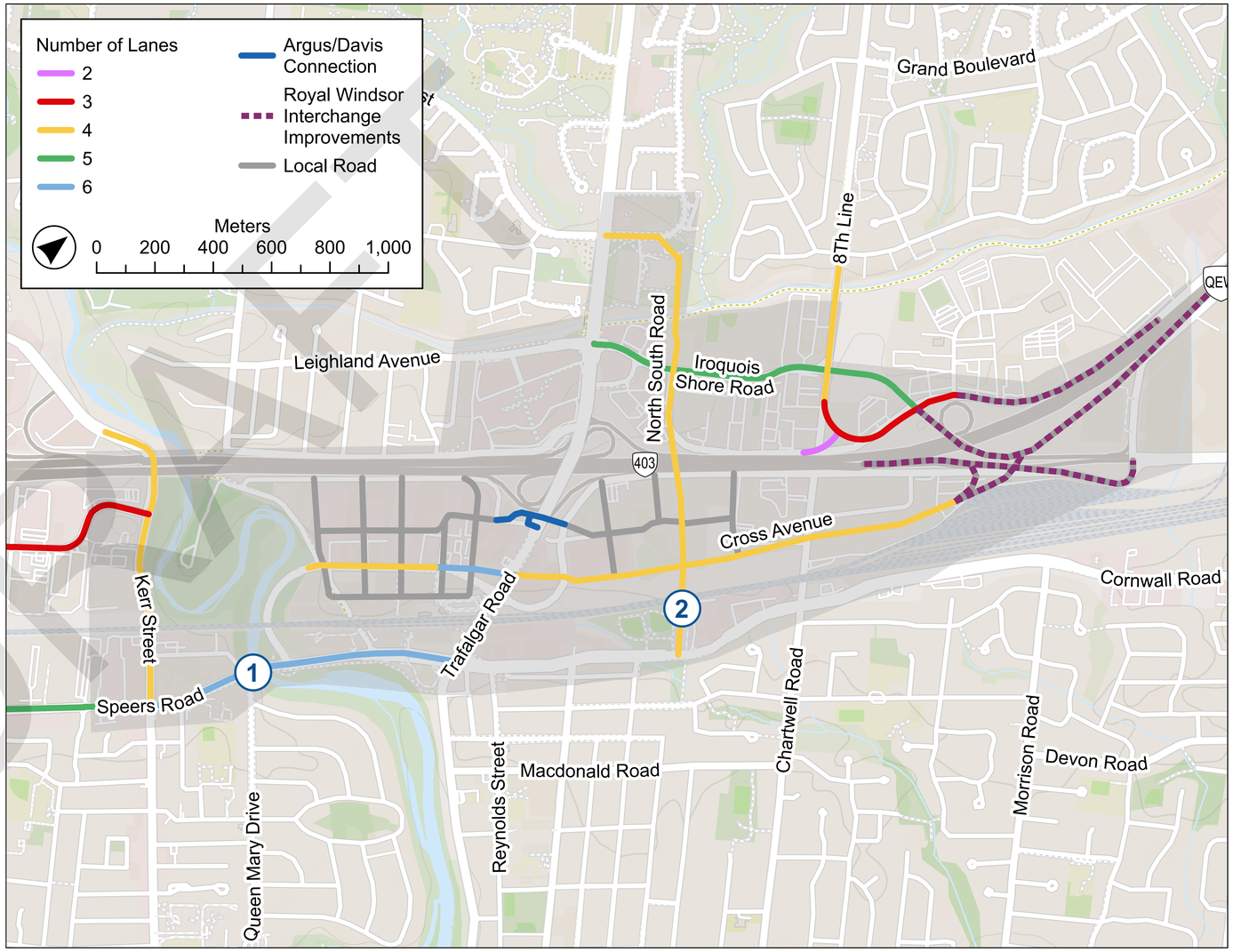
Evaluation Summary

○ Least Preferred
◑
▼
● Most Preferred

	Description	Transportation Service	Transportation Equity	Climate Change / Natural Heritage (NH)	Growth / Economic Development	Livability and Cultural Heritage	Transportation Costs
Business as Usual "Base" Scenario	**Business as Usual Improvements** • Committed and planned projects • Serves as a "base" for all alternatives	○	○	○	○	○	○
Alternative #1 - Road Priority	**Road Priority: Increasing Roadway Capacity** • Rail corridor crossing: Chartwell and new North-South Road extension • 16 Mile Creek crossing: New crossing and Speers Road widening	◑ Improves capacity but may create induced demand	◔ Limited accomodation of equity-seeking groups and AT / vulnerable users	○ Limited initiatives for clean energy, resilience or reduced greenhouse gas (GHG) emissions Potential new NH impact	◑ New roads serve vehicular demand from development	◔ Road improvements offer limited third place, healthy living or mobility choice opportunities	◔ High capital and operating costs for new road extensions and grade separations
Alternative #2 - Transit and Active Transportation Priority	**Transit and Active Transportation (AT) Priority: Reducing Vehicle Users** Enhanced active transporation policies Enhanced transit policies	◔ Some added capacity and reduced delay through AT connections and transit improvements	◑ Better accommodates AT / vulnerable users and equity-seeking groups	◕ New AT initiatives contribute to reduced GHG emissions Limited new NH impact	◑ AT and transit improvements support retail/ commercial areas	◕ AT improvements can support placemaking, sustainable transportation and mobility choices	◕ Moderate new capital and operating costs for new protected AT and transit infrastructure
Alternative #3 - Balanced Priority	**Balanced Priority** • Moderate transit and active transportation policies/strategies • Preferred rail corridor and 16 Mile Creek crossings	◕ Some added capacity and reduced delay through balanced investments in road, active transportation and transit investments	◕ Balances the needs of all users	◑ Improvements for AT and transit reduce GHG emissions Limited new NH impact	◕ New roads, AT and transit improvements serve vehicular demand and support retail/ commercial areas	◕ Balanced support for placemaking, sustainable transportation, access to third places and mobility choices	◑ Moderate to high capital and operating costs for a balanced transportation approach

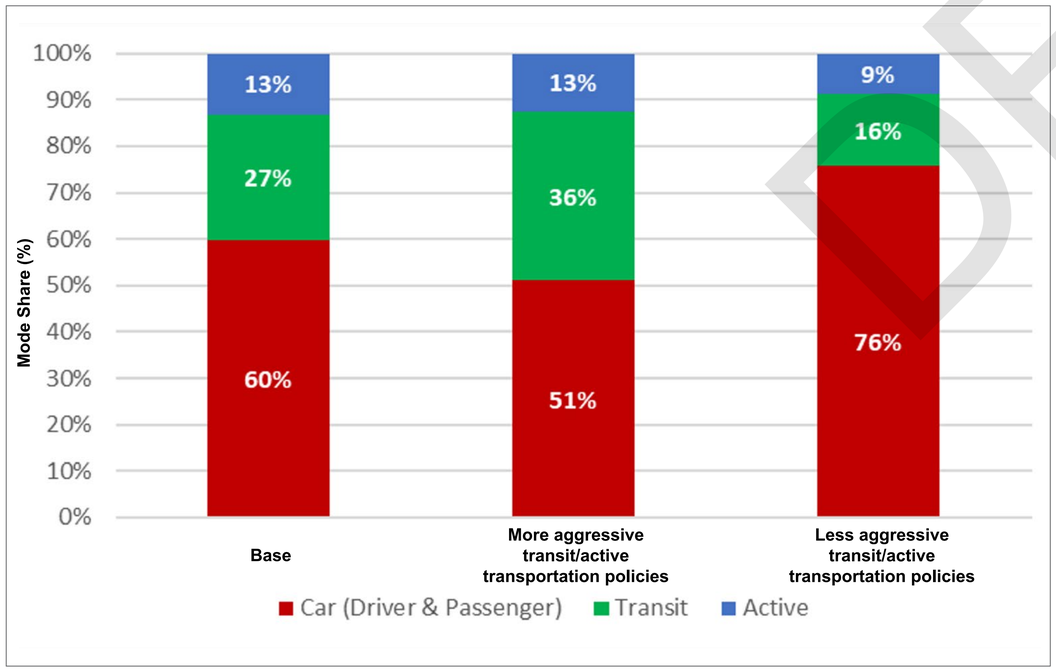
Road Improvements

- **Planned Business-as-Usual (BAU) Improvements:**
  - Cross Avenue extension and realignment to the Royal Windsor interchange
  - Royal Windsor interchange Improvements
  - New North-South Road and QEW crossing between White Oaks Boulevard and Cornwall Road
  - Eighth Line widening to 4 lanes between North Service Road and Falgarwood Drive
  - Iroquois Shore Road widening to 5 lanes between Trafalgar Road and Eighth Line
  - Iroquois Road extension between Eighth Line and North Service Road
  - Argus-Davis Connection and Trafalgar Road underpass
  - Kerr Street widening to 4 lanes between Speers Road and North Service Road
  - North Service Road urbanization and realignment
  - Local roads
- **Additional road improvements**
  - (1) Speers Road widening to 6 lanes between Kerr Street and Cross Avenue
  - (2) New North-South Road extension and rail grade separation between Cross Avenue and Cornwall Road

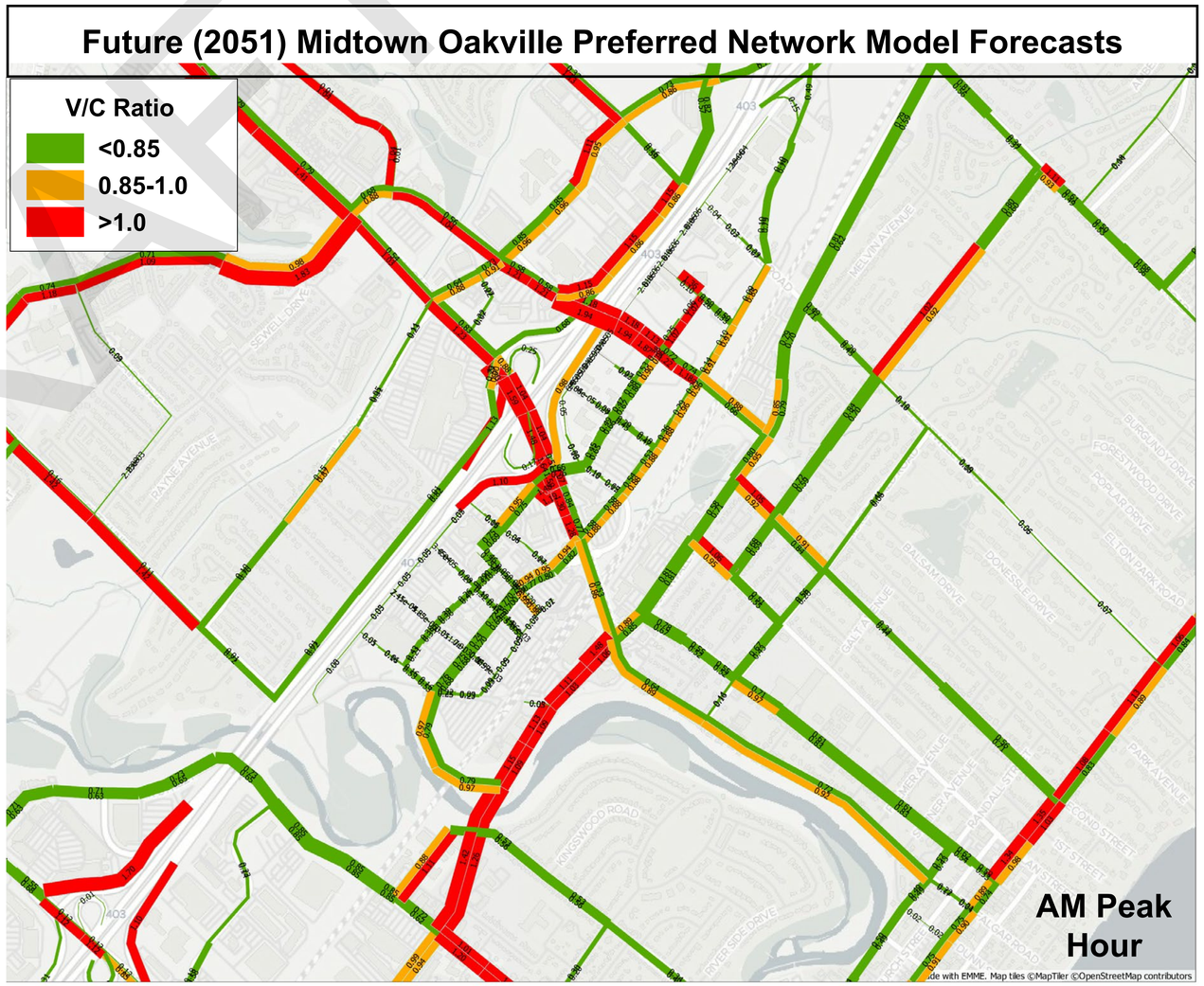


Travel Demand Modelling

- The travel forecast demand model developed for Midtown Oakville is:
  - A subarea of Halton Region's travel demand model, which was calibrated based on count data at major transportation corridors or barriers
  - A macroscopic model; area-specific studies would be subject to detailed analysis to address intersection operations, and
  - Coordinated with the model used for the Town-wide Oakville Transportation Master Plan



The results of the 2051 preferred network are shown below. The planned new improvements will be well utilized, with local roads operating well within Midtown. Road sections with high volumes relative to capacity should be further investigated through transportation impact studies.



Transportation Phasing Strategy

The phasing strategy for transportation infrastructure in Midtown Oakville is:

Informed by Travel Demand Forecasts

- Phasing is informed by a travel demand forecasting model which projects traffic growth to 2051 to address future capacity constraints

Informed by Past Plans

- Builds on and validates recommendations from previous Midtown Oakville and Town-wide Transportation Master Plan studies

Planned for Concurrency

- Coordinates with expected development and traffic patterns to maintain service levels during and after implementation

Guided by Multimodal Objectives

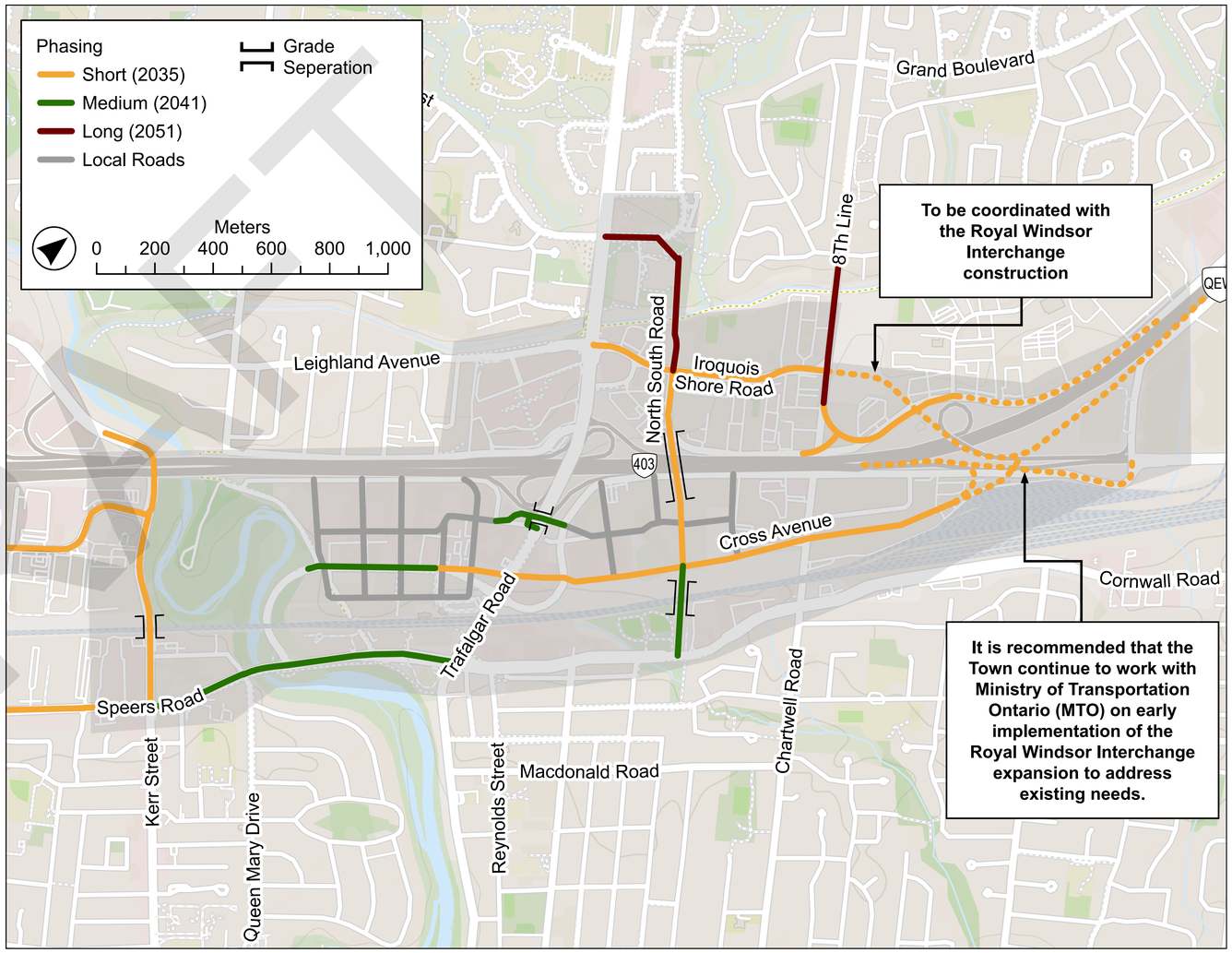
- Prioritizes early investment in transit supportive road infrastructure to support sustainable mobility

Budget-Conscious

- Sequences improvements to align with funding availability while ensuring high-impact outcomes

Coordinated with Regional and Metrolinx Plans

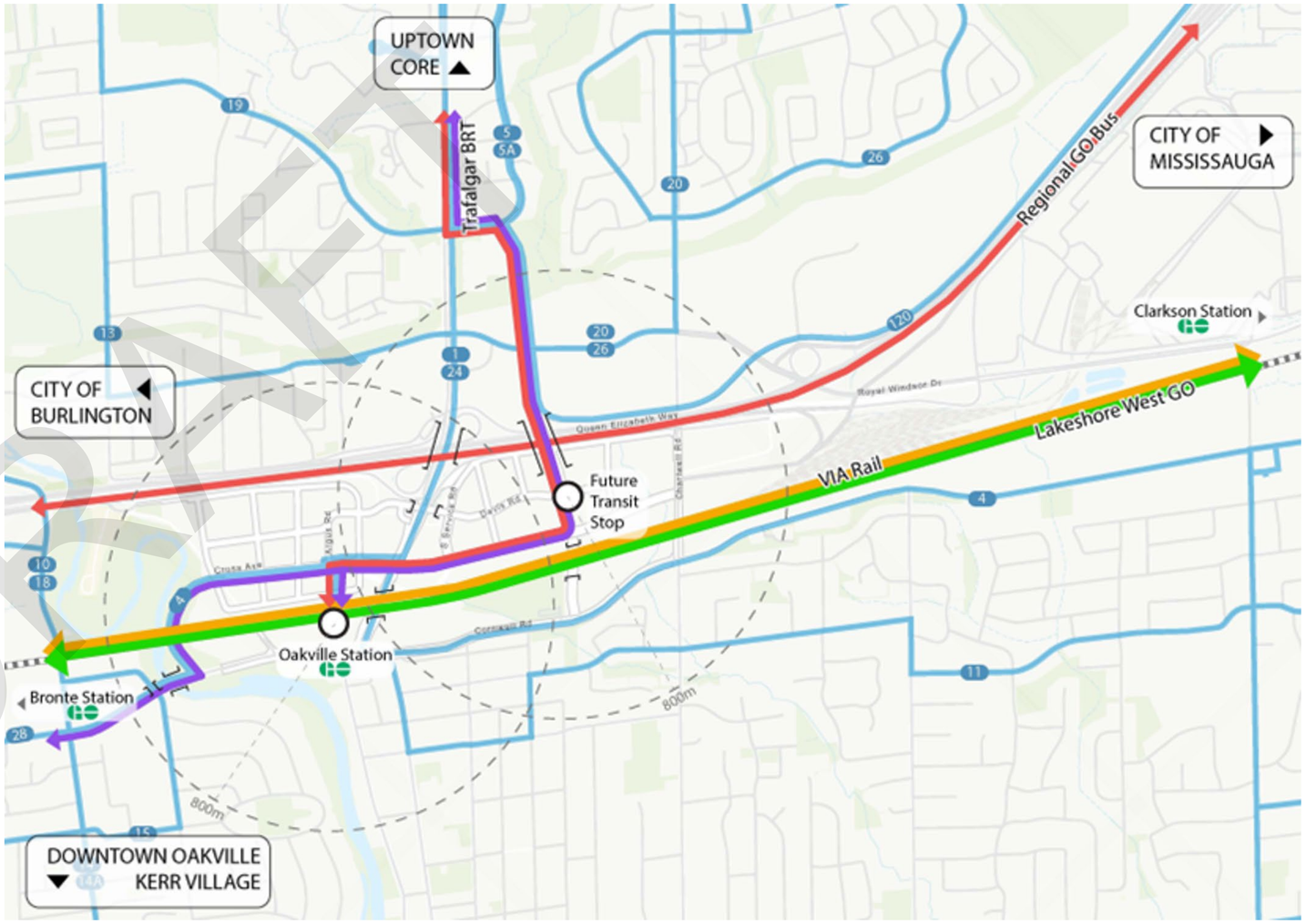
- Integrates and recognizes ongoing Halton Region studies (Integrated Master Plan) and Metrolinx Plans



Notes:
1. The interim phasing strategy for North South Road and Trafalgar Road is being coordinated with the Region of Halton.
2. The model forecasts used to establish the phasing strategy are based on Halton Region Transportation modelling forecasts (per the Joint Best Planning Estimates, 2023).

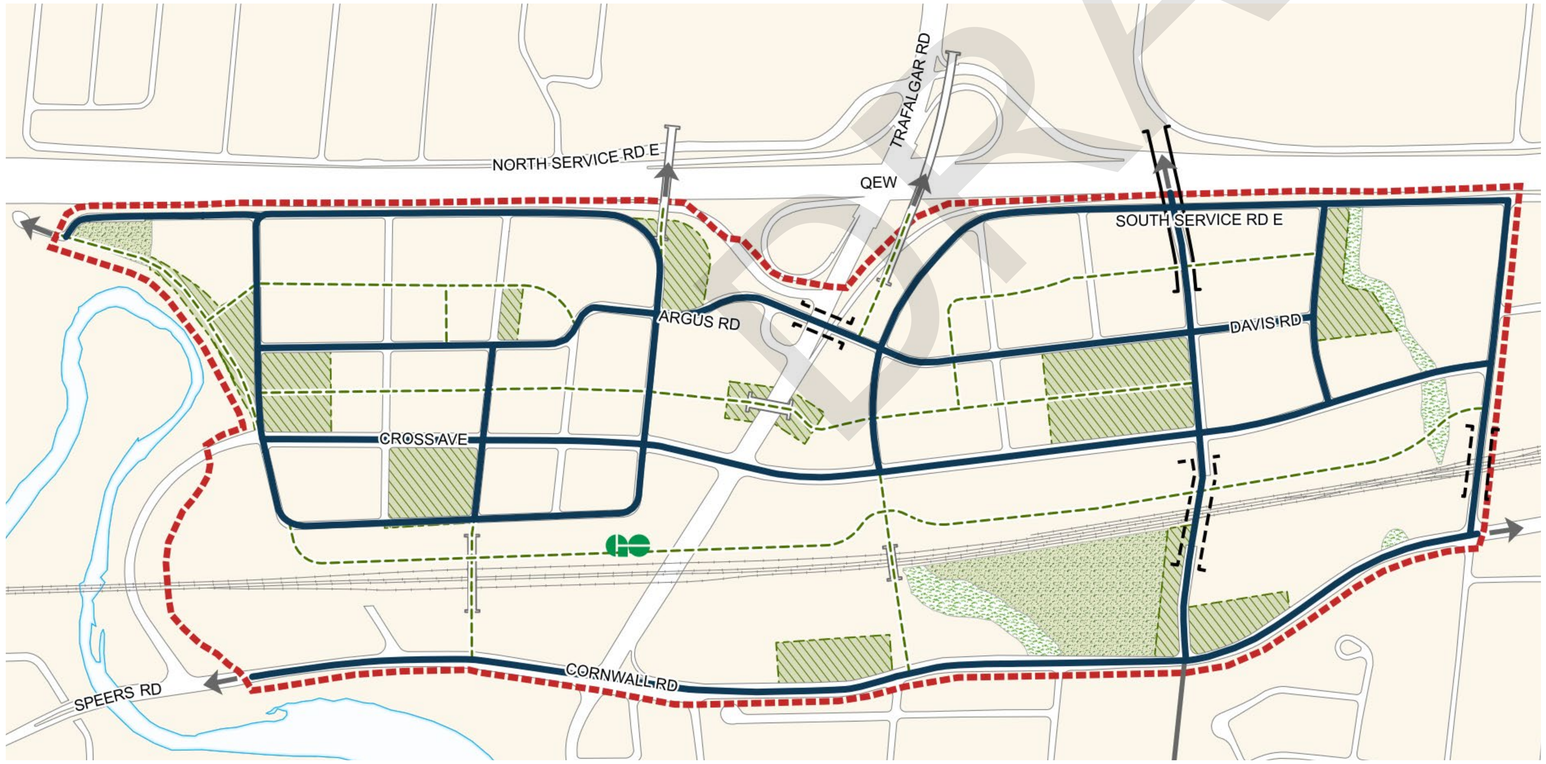
Transit Improvements

- Transit improvements reflect planned and committed improvements for the Town's transit network and include the following elements:
  - Trafalgar Bus Rapid Transit (BRT):
    - North-South Road from Cross Avenue to Trafalgar Road
    - Dedicated bus lanes along new North-South Road, from Cross Avenue to White Oaks Boulevard / Trafalgar Road
    - Re-routing of existing bus services from Trafalgar Road to the new North-South Road
- Metrolinx Regional Express Rail (RER) enhanced service improvements
- Collaboration opportunities with Metrolinx for GO Station expansion and relocation to the east
- Dundas BRT
- Transit priority along Cornwall Road/Speers Road
- Oakville Transit service level improvements as identified from the Oakville Transit Five-Year Business Plan



Active Transportation (AT) Improvements

- AT improvements reflect planned and committed improvements identified from the previous Midtown Oakville Study and adopted Official Plan Amendment (OPA), including:
  - AT crossing over the QEW east of Trafalgar Road
  - AT crossing over the QEW west of Trafalgar Road
  - AT crossing under Trafalgar Road south of the QEW
  - New Station Road extending east from Cross Avenue parallel to rail tracks
  - AT QEW crossing via the proposed extension of North-South Road
  - AT grade separated crossing via either Chartwell Road or the North-South Road extension to Cornwall Road
- The future active transportation network:
  - Recognizes the need to prioritize safety, with cycling facilities proposed along primarily local and collector roads
  - Accommodates local connections through numerous midblock
  - off-road AT connections
  - Prioritizes pedestrians and livability needs through the Argus/ Davis main street corridor
  - Supports commuter cyclists through travel AT spines via facilities along Cross Avenue, Cornwall Road and the new North-South Road
  - Supports recreational cyclists through cycling loops along local and collector streets on both sides of Trafalgar Road



PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY

OFF-ROAD ACTIVE TRANPORTATION CONNECTION

CYCLING FACILITY WITHIN RIGHT-OF-WAY

NATURAL AREA

PARKS AND OPEN SPACE

PARK (CONCEPTUAL)

FUTURE ACTIVE TRANSPORTATION BRIDGE*

FUTURE BRIDGE*

FUTURE UNDERPASS*

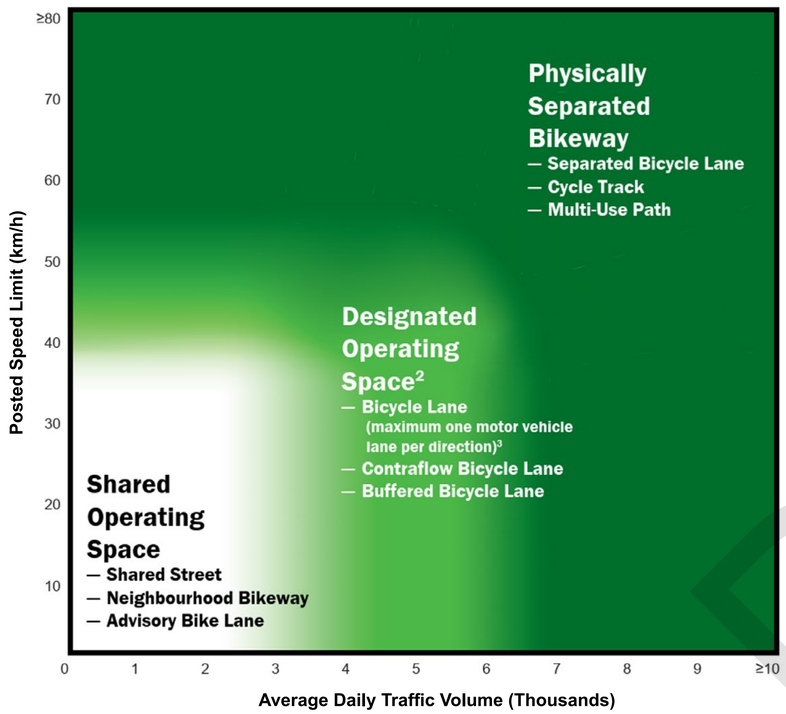
POTENTIAL ACTIVE TRANSPORTATION CONNECTION

OAKVILLE GO STATION

NOTE: WALKING FACILITIES TO BE PROVIDED ON BOTH SIDES OF ALL ROADWAYS

Active Transportation (AT) Facility Assessment

- The facility type is determined based on the graph below and is a function of Average Annual Daily Traffic (AADT) and posted speed limit



Source: Ontario Traffic Manual Book 18

- Other site-specific design factors, such as road classification, on-street parking, pedestrian activity, transit needs, intersection frequency, user safety/comfort and function of the route within the cycling network, are also considered

- The following facilities are proposed along key routes for the Midtown network

Road Name	Preferred Cycling Facility *
Cross Avenue	Cycle track on both sides
Cornwall Avenue	Multi-use paths
North-South Road	Cycle track on both sides
Argus-Davis Road	Bike lanes on both sides
Chartwell Road	Cycle track on both sides
Local roads	Varies - Sharrows/cycle tracks/ bike lanes

* Subject to design process

Example Bike Lane

Example Cycle Track

Example Multi-Use Path

Supporting Transportation Strategies

Active Transportation Strategies

- **Collaborate with Metrolinx to enhance GO Station accessibility** through amenities such as bike hubs, integration between planned station access improvements and connections to the broader network
- **Pilot a shared micromobility program** (e.g., bike share) in Midtown, at major trip destinations
- **Review the Town's summer and winter maintenance service levels** to ensure that pedestrian and cycling facilities are prioritized for snow clearing
- **Install destination or wayfinding signage** with time/distance to major destinations (e.g., Oakville GO Station, nearby parks, bicycle parking areas) by walking and cycling
- **Implement active transportation amenities (e.g. bike repair, bike shelters, etc.)** at public locations based on expected demand and use
- **Incorporate pedestrian-scale lighting** on multi-use paths to enhance year-round usability

Transit Supportive Strategies

- **Implement development subsidies for transit ridership** through employer programs or transit passes
- Investigate the opportunity to offer **free transit on holidays or for public events**
- Investigate a **public internal circulation bus route to/from the GO Station**
- Work with Oakville Transit to ensure that **bus stops are equipped with secure and convenient bike parking**

Source: Ontario Traffic Man

Supporting Transportation Strategies

Parking Management Strategies

- **Reduced parking requirements** as part of the implementation of the Bus Rapid Transit (BRT) across Midtown and surrounding the GO Station
- **Implement paid parking** in transit-oriented zones or in areas well-served by transit during peak hours of the day
- **Municipal parking supply** to address shared land uses, in addition to the proposed developer supply
- **Establish an interim parking strategy** to address short-term demands and promote the shift toward sustainable modes
- **Continue to collaborate with Metrolinx** to leverage and share carpool spaces at the GO Station
- **Optimize parking supply** to minimize excessive parking supply

Development Permit Application Strategies

- Require developers to implement **Transportation Demand Management (TDM) plans** as a condition for approval
- Encourage **Privately-Owned Publicly Accessible Spaces (POPS)** to address situations where there is insufficient space to accommodate active transportation facilities
- Require **direct, dedicated active transportation facilities** (walkways, cycle paths) to pedestrian crossings, transit stops/stations and the broader existing and planned network
- Require **secure and dedicated long-term bike parking** for residents
- Encourage **end-of-trip bicycle amenities** (e.g. showers) and **bicycle maintenance** (e.g. repair stations) facilities
- Require **car share spaces and unbundled residential parking spaces** to manage parking

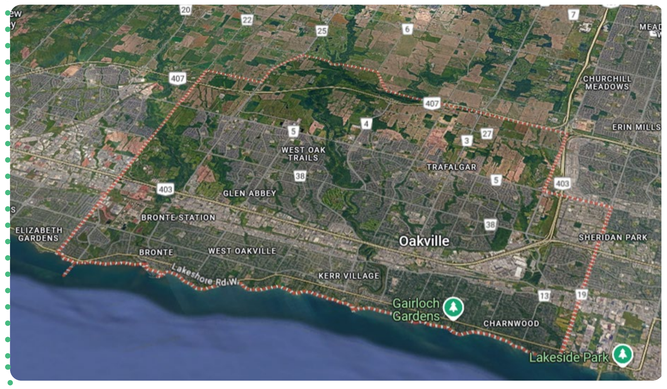
Midtown Stormwater Plan

WE ARE HERE

*Stormwater management is guided by Townwide, area and site specific studies and analysis.

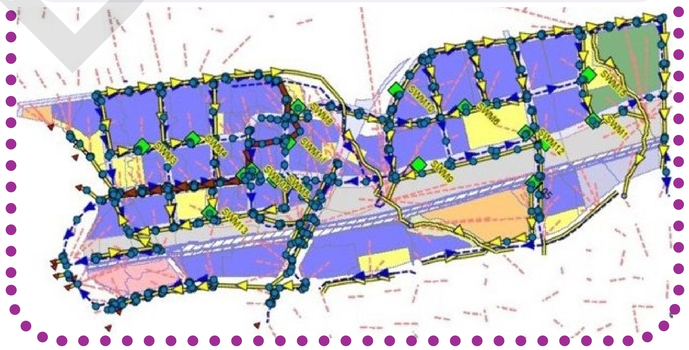
Town-wide and Subwatershed Studies

- Identify constraints and opportunities for future growth and development
- Set targets and develop criteria for:
  - Stormwater quantity and quality control
  - Runoff volume reduction and erosion control
  - Climate change adaptation and resilience



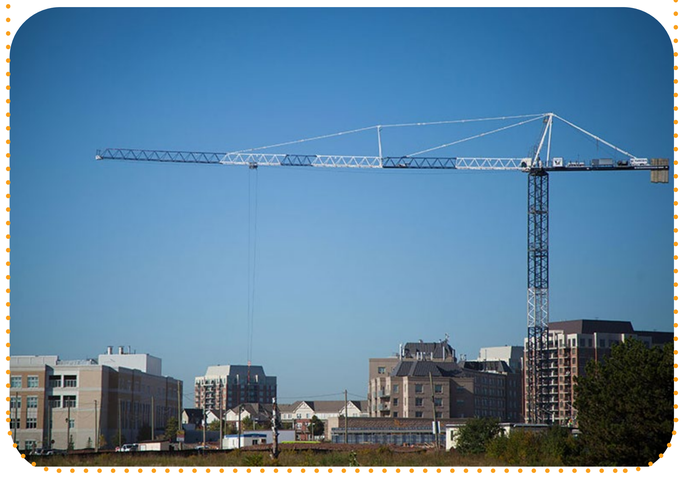
The Midtown Stormwater Plan

- The Midtown Stormwater Plan manages rain and runoff to support growth and development based on the updated OPA and road network
- Confirm constraints and opportunities for Midtown area and assess existing and future drainage conditions, to demonstrate the proposed work does not negatively impact adjacent land
- Update and verify targets and criteria established by previous studies
- Identify, evaluate and propose stormwater management measures for private and public areas to address provincial, municipal and environmental targets, policies and guidelines
- Establish a strategy and an implementation plan with policy direction

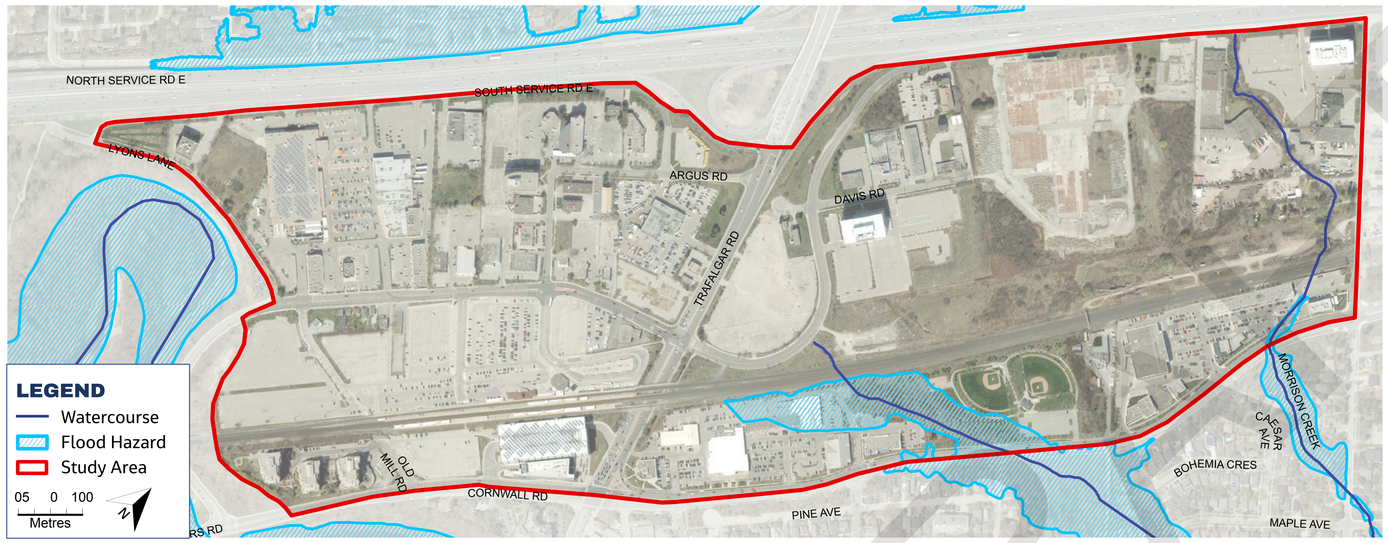


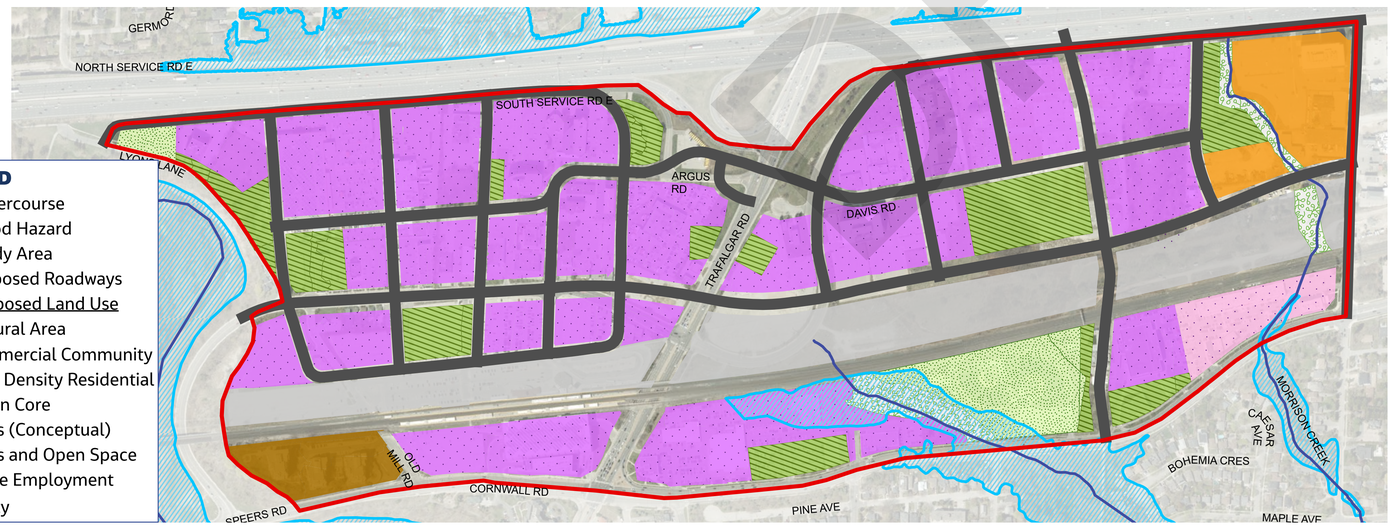
Development Applications and Site-Scale Studies

- Follow the Town's policies and procedures for drainage and stormwater management
- Apply stormwater criteria, targets and policies established by the Midtown Stormwater Plan and confirm drainage capacity and functionality
- Develop drainage plans, grading plans and specific SWM strategies and implementation plans



Stormwater Challenges and Opportunities





CHALLENGES

- Future development, including proposed roadways causes the following impacts :
  - Changes in drainage pathways
  - Pressure on the existing storm sewer system
  - Downstream flood hazard - Sixteen Mile and Lower Morrison East and West

OPPORTUNITIES

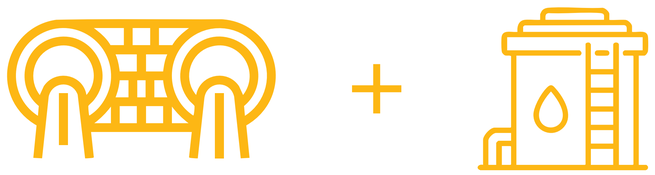
- Control on private properties, including quantity, quality and water balance
- Control using above and below-grade infrastructure along the proposed roads and within parks
- Retention opportunities (Infiltration + Reuse), Filtration opportunities (Absorption + Increase of depression storage)
- Water quality treatment

Problem / Opportunity Statement

The Midtown Stormwater Plan will determine how the town's stormwater infrastructure will support growth in a sustainable and financially responsible manner. The proposed Stormwater Plan will identify stormwater quantity and quality measures for both private and public areas to address relevant provincial and municipal policies and guidelines. Based on a comprehensive multi-criteria evaluation, preferred solutions will be proposed to be implemented at various scales to achieve a multitude of municipal and environmental targets.

The Stormwater Management (SWM) Master Plan is a key component of the overall Midtown Oakville program and must be fully integrated with the Transportation Master Plan and the public realm and servicing objectives.

Stormwater Management Alternative Solutions



Alternative #1: Conveyance and Storage

- Conveyance improvements measures:
  These measures include pipe upsizing and super pipes to control peak flows along the Right of Way (ROW)

- Underground Storage Facilities:
  These measures include manufactured storage facilities that could provide stormwater quantity management and runoff volume reduction, including detention, retention and infiltration. The implementation of these measures may take place within private properties, along the right of way and within parks and open spaces.

Alternative #2: Conveyance, Storage and Green Infrastructure

In addition to conveyance improvements and underground storage, Green Infrastructure (GI) can provide storm quality management and runoff volume reduction in addition to runoff quantity control.

Green Infrastructure measures are proposed as part of a Treatment Train approach, whereby it can be implemented within private properties and in the public realm. Types of green infrastructure measures include bioretention systems, stormwater tree pits, and permeable surfaces.

Stormwater Evaluation Criteria

The list of alternative solutions has been evaluated based on multi-faceted criteria, including engineering, natural environment, social and cultural, and financial criteria. This evaluation process includes hydrologic and hydraulic analyses and the verification and confirmation of stormwater quantity and quality targets.

The evaluation process concludes with the selection of a Stormwater Management preferred solution.

Criteria - Main categories used for the assessment of alternative solutions

Indicators - Qualitative or Quantitative metrics used to assess performance

Engineering

- Provides stormwater quantity control and flood protection
- Provides stormwater quality control
- Improves water balance
- Mitigates against erosion to receiving watercourses

Natural Environment

- Improves aquatic habitat
- Improves terrestrial habitat
- Enhances groundwater regime
- Integrates with existing environment by incorporating green infrastructure

Social and Cultural

- Results in community benefits, such as beautification associated with infrastructure upgrades and additional park space
- Ensures public safety, including safe access, ingress and egress

Cost

- Minimizes capital expenditure
- Minimize operation & maintenance cost

Evalution Summary

○ Least Preferred ◑ Less Preferred ● Most Preferred

	Description	Engineering	Natural Environment	Social and Cultural	Cost
Business as Usual "Base Scenario"	**Planned "Business as Usual" (BAU) Improvements** • Committed and planned projects • Serves as a "base" for all alternatives	○	○	○	●
Alternative #1	**Conveyance + Storage:** Onsite Control on Private Properties and Increasing Storm Sewer Capacity along ROW	◑ Improves conveyance and runoff quantity control but lacks water quality and water balance control	◔ As this option mostly deals with conveyance, it does not improve linkages with aquatic and terrestrial habitat	◔ Provides limited healthy living opportunities. Does not add to beautification. Received lowest score in previous PIC	◕ Low to moderate capital and maintenance costs.
Preferred Alternative #2	**Conveyance, Storage and Green Infrastructure:** Combination of Stormwater Control Measures	● Improves water quality and balance, mitigate erosion in conjunction with conveyance control	● Improves aquatic and terrestrial habitat and integrates with the natural environment	◕ Provides healthy living opportunities and beautification. May require more social awareness	◑ Moderate to high capital and maintenance costs. May require additional costs for integrating with conveyance measures

Alternative #2: Combination of SWM Measures

1 Control within Private Properties

- Onsite Quantity Control and Water Balance within Private Properties
- Onsite Quality Control within Private Properties (Achieving 80% TSS removal)

2 Control along ROW

- Green Infrastructure along ROW (e.g. Soil Cells and Permeable Pavement)
- Pipe upsizing / Superpipes
- Manufactured Treatment Devices along ROW (e.g. OGS and CB Sheilds), part of Treatment Train approach

3 Control within Parks

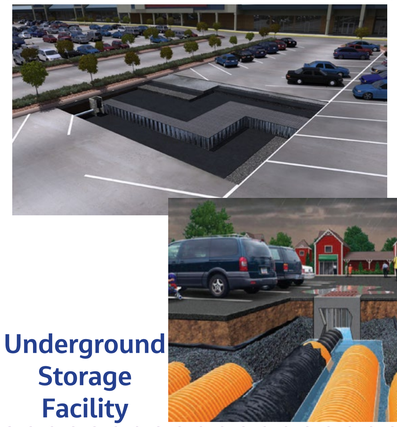
- Underground Storage + Green Infrastructure

SWM Measure	Type of Infrastructure	Quantity Control Target	Quality Control Target	Water Balance Control Target
Onsite Quantity Control and Water Balance within Private Properties	Storage Tanks	Yes	N/A	Yes
Onsite Quality Control within Private Properties (Achieving 80% TSS removal)	Water Quality Treatment	N/A	Yes	N/A
Pipe upsizing / Superpipes	Conveyance Pipes with Detention	Yes	N/A	N/A
Green Infrastructure along ROW (e.g. Soil Cells and Permeable Pavement)	Green Infrastructure	Yes	Yes	Yes
Manufactured Treatment Devices along ROW e.g. Oil and Grit Seperator (OGS) and Catch Basin (CB) Shields, part of Treatment Train approach	Water Quality Treatment	N/A	Yes	N/A
Underground Storage + Green Infrastructure	Storage + Green Infrastructure	Yes	Yes	Yes

Alternative #2: Combination of SWM Measures

1 Control within Private Properties

ONSITE QUANTITY CONTROL AND WATER BALANCE WITHIN PRIVATE PROPERTIES



Underground Storage Facility

ONSITE QUALITY CONTROL WITHIN PRIVATE PROPERTIES

Jellyfish^{R} Filter

3 Control within Parks

UNDERGROUND STORAGE + GREEN INFRASTRUCTURE

Underground Storage Facility

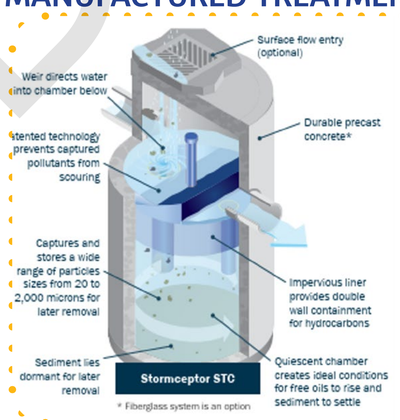
Permeable Surface and Bioswale

2 Control along ROW

GREEN INFRASTRUCTURE ALONG ROW

Soil Cells

MANUFACTURED TREATMENT DEVICES ALONG ROW



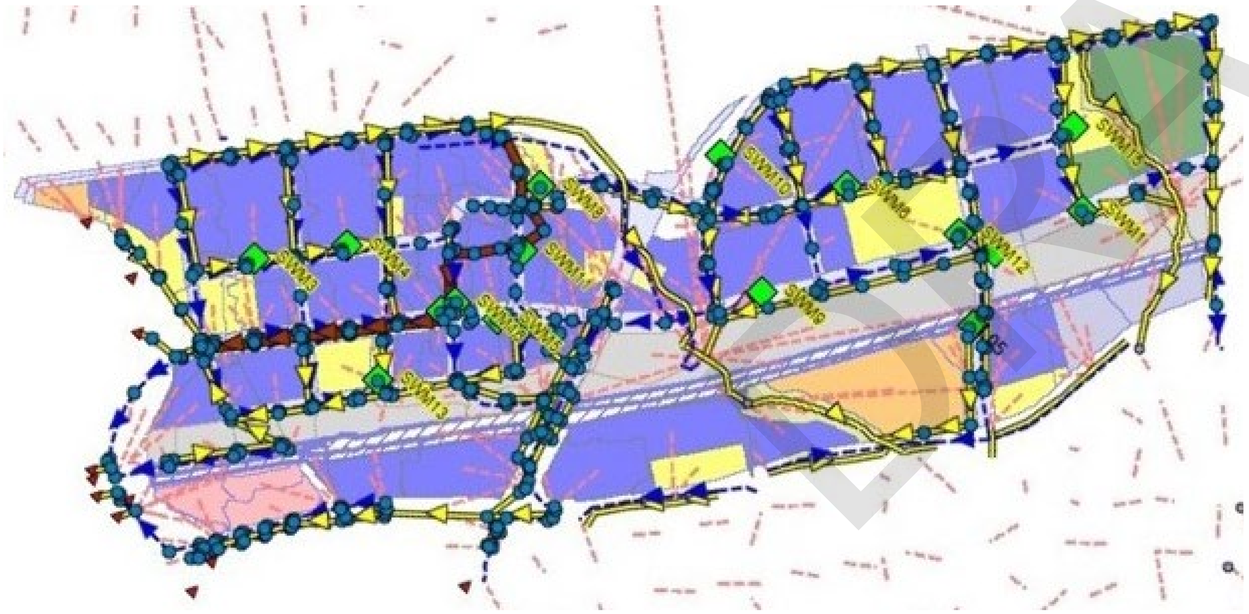
Oil and Grit Seperator

Catch Basin Shield

PIPE UPSIZING / SUPERPIPES

Superpipe

Stormwater Modelling with Alternative #2 Combination of SWM Measures



A Dual-Drainage model, comprising minor and major drainage systems, was developed. Catchments included future private properties and proposed roads. Peak flows, including Regional storm, were evaluated under uncontrolled and controlled scenarios.

Performance of minor and major drainage systems

Storm sewer capacity is expected to improve significantly

Surface ponding along major roads will be eliminated or reduced to less than curb height (15 cm) for all storm events

Outfall Metrics

Peak flows were evaluated at outfalls draining into Sixteen Mile Creek, Lower Morrison East and Lower Morrison West

Results show that the 100-year storm event and the Regional storm will be controlled at all outfalls

Recommended Directions for Stormwater Management

Within Private Properties

- Future development is to demonstrate that target peak flows and minimum storage requirements as per the Midtown Stormwater Plan are met.
- Developer to design and construct stormwater management facilities in compliance with the Midtown Stormwater Plan.
- New development is required to meet Enhanced Level 1 Protection (80% long-term removal of TSS), as per the Ministry of Environment's Stormwater Management Planning and Design Manual (2003).
- Long-term perpetual groundwater discharges are not permitted (bathtub or added storage for groundwater).
- To accommodate site constraints and conform to provincial and municipal guidelines, a 25 mm runoff volume reduction (water balance) target shall follow a hierarchical order:
    1. Retention (Infiltration, reuse, or evapotranspiration)
    2. Filtration (Absorption and increased depression storage)
    3. Conventional stormwater management (Detention and attenuation)
    - Step 3 should proceed only once Maximum Extent Possible has been attained for Steps 1 and 2 for retention and filtration.

Along Major Roads

- Implement underground storage facilities to control peak flows along major roads. The location, depth and connectivity to the municipal drainage system shall be subject to the approval of the Town in consultation with Conservation Halton.
- The capacity and functionality of proposed storm sewer pipes and super pipes shall be demonstrated. Hydraulic modelling using appropriate software shall be completed to quantify peak flows, required storage volumes, and determine Hydraulic Grade Line (HGL).
- A Treatment Train approach is encouraged to achieve water quality and runoff volume reduction targets.

Along Local Roads

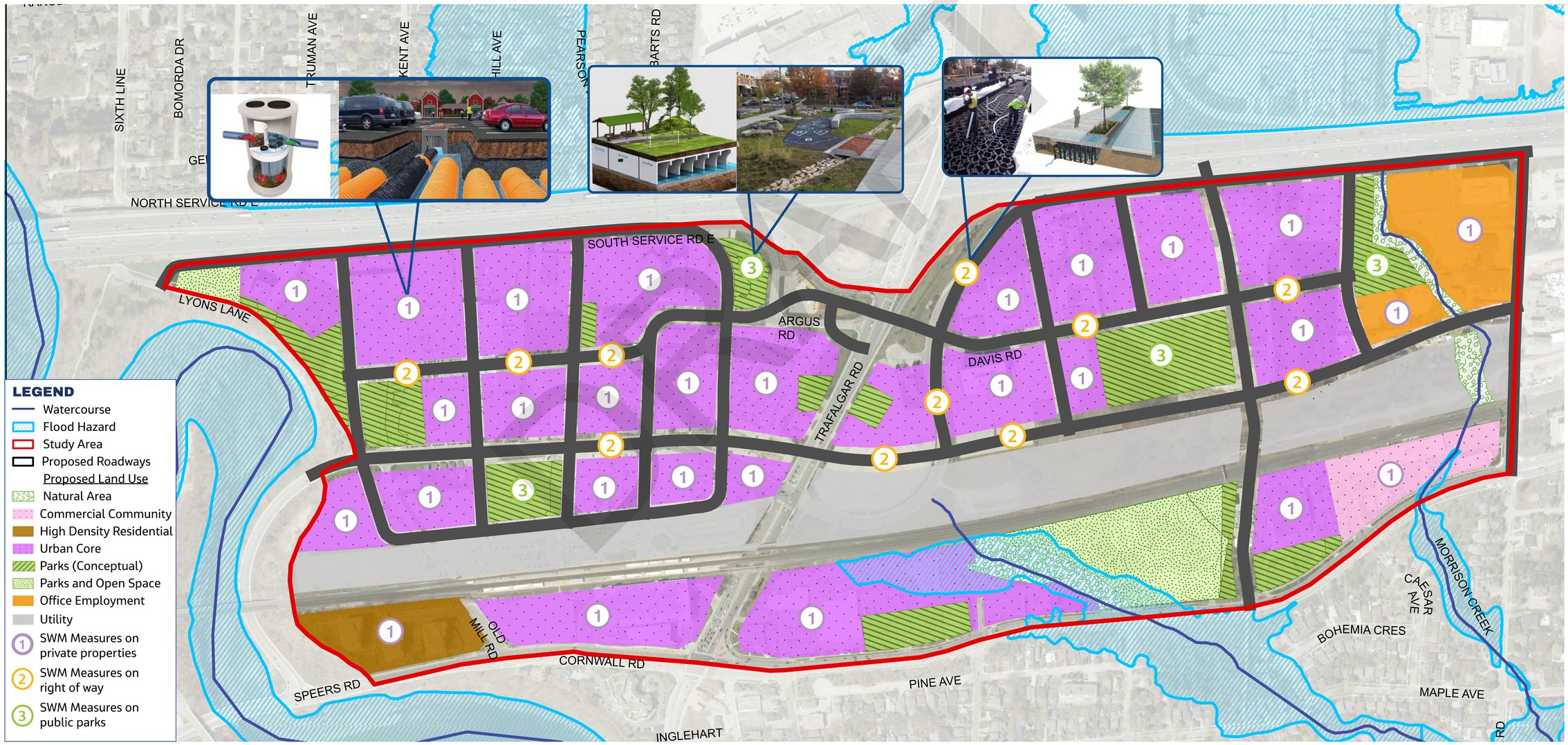
- It is the responsibility of the developer to design and construct stormwater quantity and quality measures along local roads to achieve unitary storage targets stipulated in the Midtown Stormwater Plan.
- A Treatment Train approach is encouraged to achieve water quality and runoff volume reduction targets.

Within Parks:

- Parks shall be designed to support the broader stormwater management system across Midtown and as part of a Treatment Train approach to achieve stormwater quantity and quality targets, where appropriate subject to the parks' programming and recreational uses.

Collectively, the recommended private and public stormwater control measures identified, including Green Infrastructure, shall ensure that there will be no increase in flooding within or downstream of Midtown.

Recommended Stormwater Management Measures Across Midtown



New Designing Midtown Guidelines

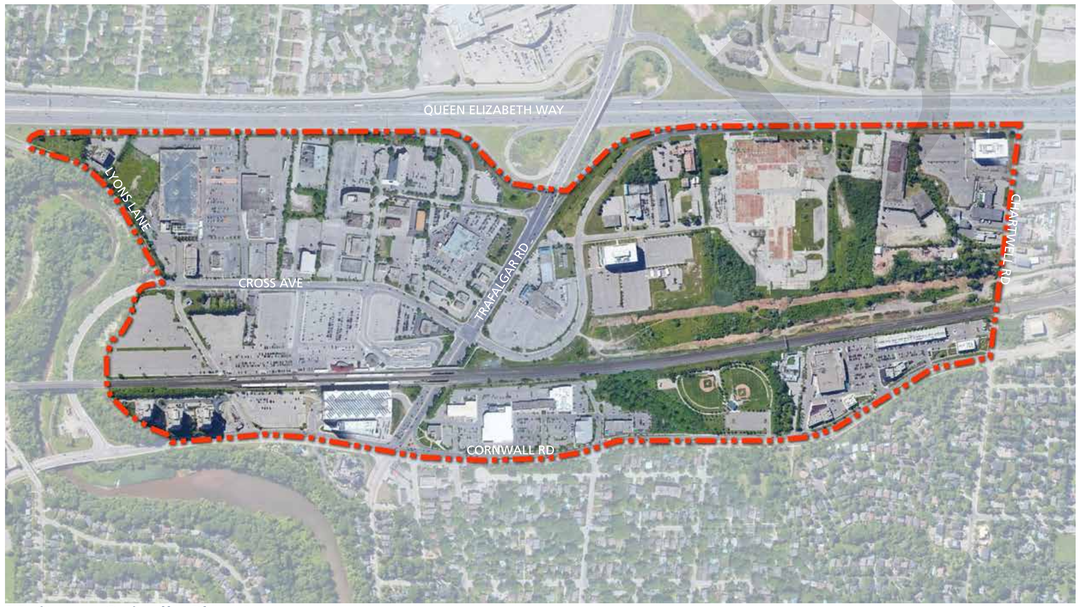
OVERVIEW

The Town's existing Designing Midtown Oakville document was completed in 2013.

This document is currently being updated to align with the recent Council adopted Official Plan Amendment (OPA No. 70) for Midtown Oakville.

Designing Midtown is a design guideline document that provides urban design direction for streets, parks and built form.

The initial directions shared in the following display panels has been developed in collaboration with the planning, engineering and transportation staff at the town and with the consultant team.



Midtown Oakville Plan Area

PURPOSE

- Support the official plan policies for Midtown with more detailed guidance on the design of built form elements
- Facilitate development and set expectations for landowners and developers to achieve high quality urban design, architecture and landscape architecture
- Define design objectives for three elements, streets, parks and built form elements and guide how these can be best combined to support good urban design
- Provide guidance on site planning, access, built form, design of buildings and their interface with the public realm at the pedestrian level
- Inform the implementation of the Midtown Community Planning Permit System

MOBILITY

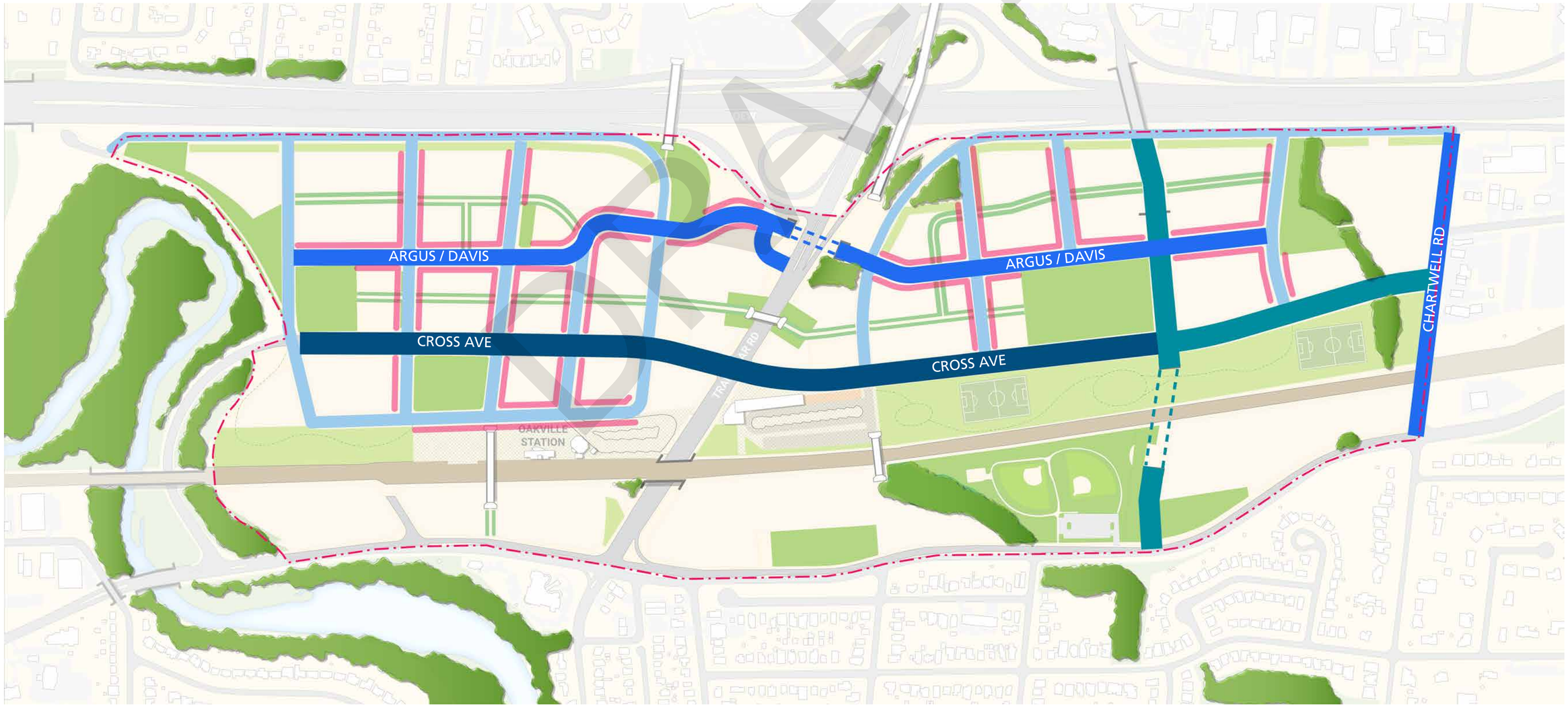
STREETS FRAMEWORK

The Streets Framework is designed for a multi-modal transportation system and a complete street lens has been applied, with a focus on walking, cycling, rolling and ease of transit use.

Legend

Primary Streets

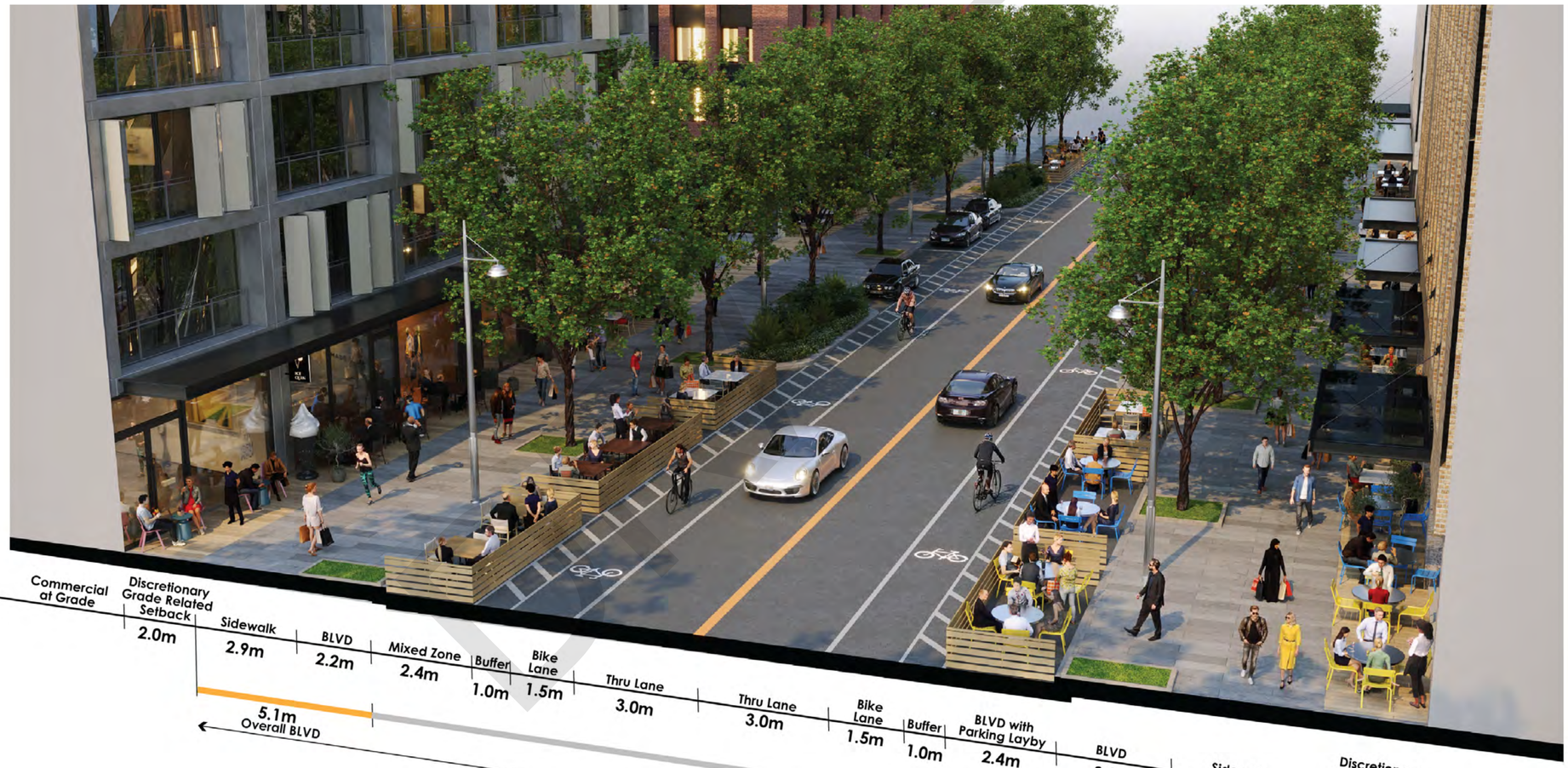
- Arterial Road (36 m)
- Minor Arterial Road (30 m)
- Collector Road (26 m)
- Local Road (20m)
- Mid-block connections
- Active Frontages



MOBILITY

ARGUS/DAVIS

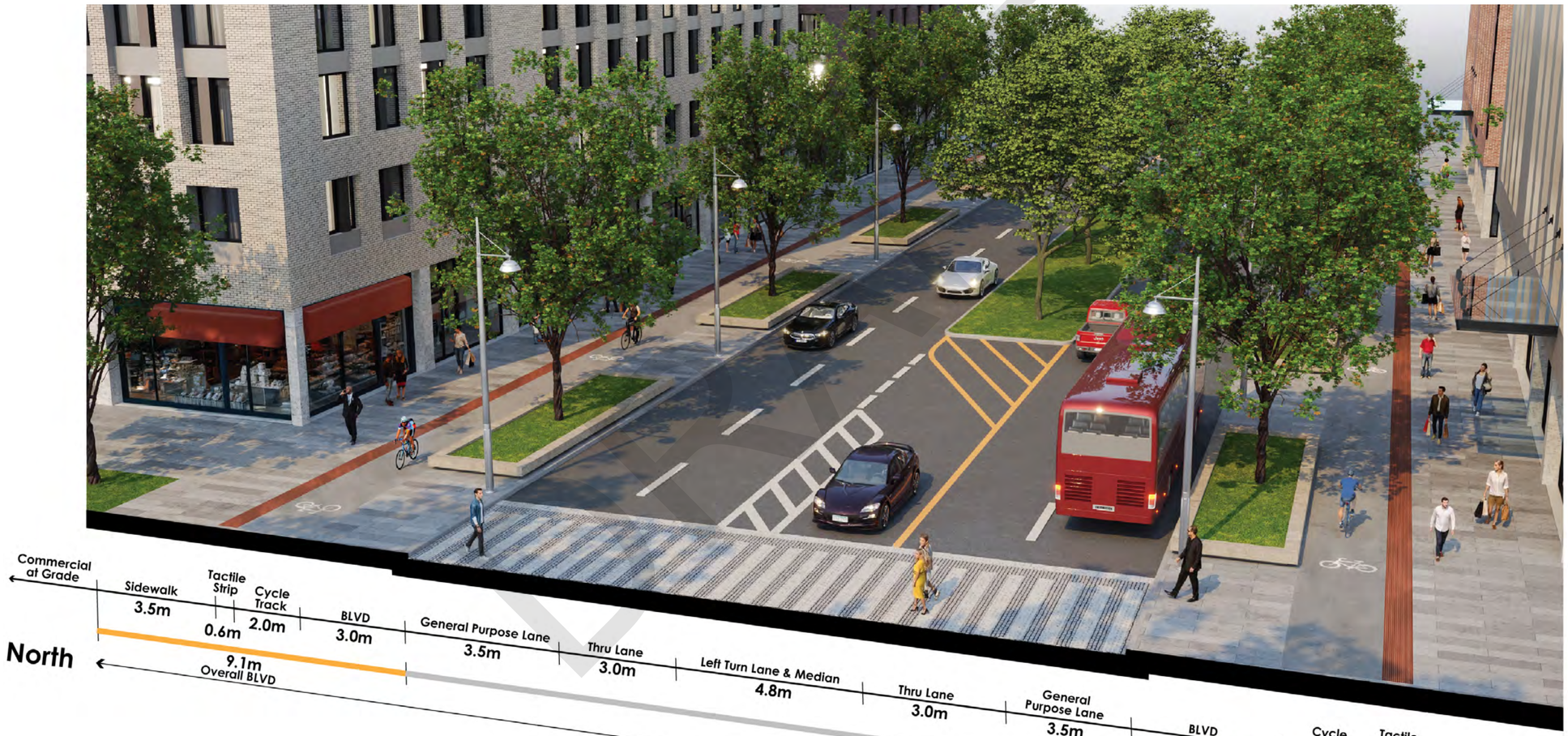
Argus/Davis is envisioned as a vibrant main street with substantial pedestrian areas and opportunities for outdoor dining. Traffic and bike movement in both directions has been organized to maximize pedestrian mobility and activity.



MOBILITY

CROSS AVE

Cross Ave provides access to the GO Station, accommodates bus routes, includes bike lanes and a generous public realm that will create a functional and attractive street that offers a high level of transit and pedestrian connectivity.



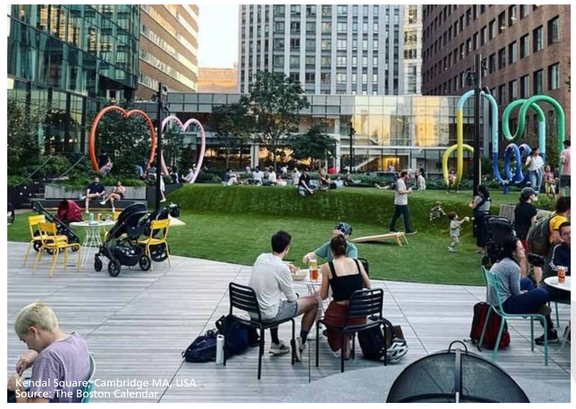
OPEN SPACE

GUIDING PRINCIPLES


Berczy Park, Toronto
Source: Claude Cormier et Associés

1 Inviting and vibrant open spaces

Support the creation of a vibrant and interesting public realm designed to create welcoming places for people to enjoy leisure pursuits, gather and celebrate, move through, take pride in, and, which are supported by an active urban street life.


Kendal Square, Cambridge MA, USA
Source: The Boston Calendar

2 Exhibit innovative and creative design excellence

Deliver design excellence through expressive design elements that contribute to a unique sense of identity and character in Midtown.


Emery Barnes Park, Vancouver
Source: Klaus Johansson

3 Diverse, enduring and permanent

Provide a range of different public spaces, recreational opportunities and amenities for diverse groups of people. Utilize materials and design details that reflect a finished and permanent character that is attractive, memorable and lasting.


Concord Community Pop-up Park, Vancouver
Source: landezine.com

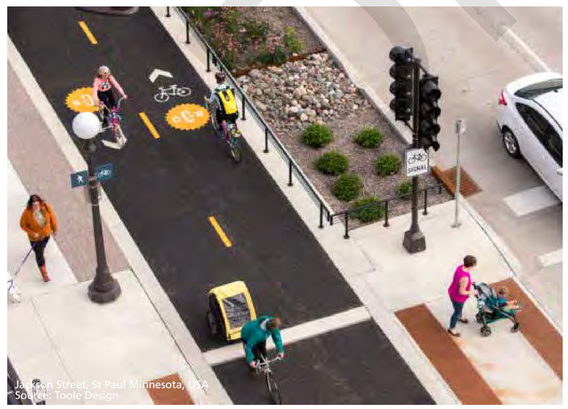
4 Celebrate large spaces with a unique role and design expression

Integrate innovative and distinctive landscape design to permit large spaces to take on unique gathering and celebratory functions that bring the community together around memorable community facilities, outdoor venues, landscape installations and public art.


The Italian gardens cafe, Kensington Gardens, London, UK
Source: David Morley Architects

5 Promote safe, comfortable and accessible public spaces

Adopt Crime Prevention Through Environmental Design (CPTED) principles to support natural surveillance within open spaces, avoid disconnected spaces, and design public spaces with continuous site lines to active urban areas.


Jackson Street, St Paul Minnesota, USA
Source: Toole Design

6 Design complete streets

Design streets recognizing their many roles, functions and character supporting safe multi modal movements while providing opportunities to support Low Impact Development (LID) and universal design.


Hudson Square, NYC, USA
Source: Archdaily - Elizabeth Felicella

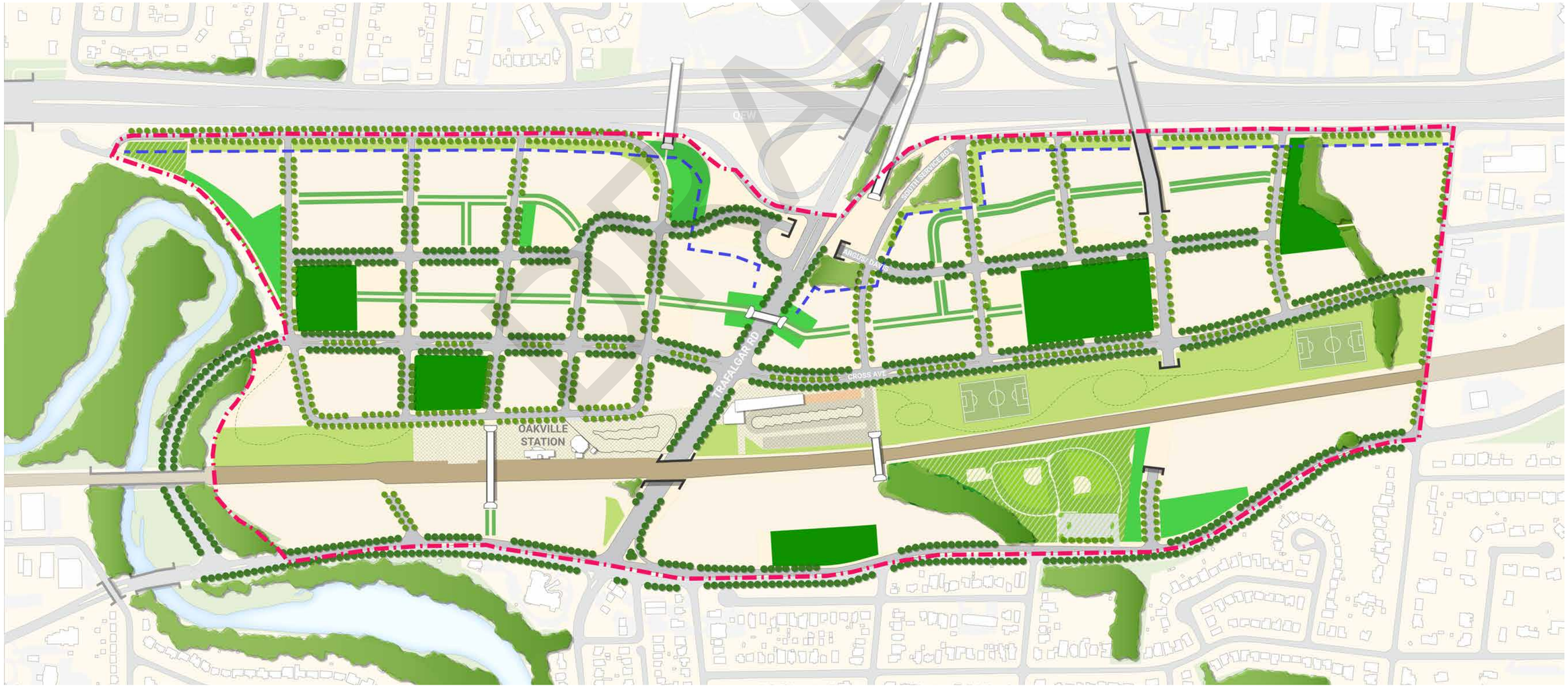
7 Create resilient and sustainable open space environments

Integrate sustainable and resilient urban design strategies including safe cycle tracks, retention areas, soil cells to support the development of mature trees, solar illumination, and other green strategies that support climate resiliency.

OPEN SPACE

PUBLIC REALM FRAMEWORK

The Public Realm Framework includes new and existing parks, mid-block connections, natural heritage areas, and streetscapes which create the public realm setting for Midtown. Privately owned publicly accessible open spaces (POPS) will be added through development and will support and supplement the framework.



OPEN SPACE

PARK TYPOLOGIES


Corktown Commons, West Don Lands, Toronto
Source: SHANE


St. Andrew's Playground Park, Toronto
Source: DTAH


1166 Sixth Ave
Source: 1166 Ave of Americas

1 Public Commons

Role

Public commons are large green park spaces that provide opportunities for recreation, relaxation, community gathering and interaction. Public commons typically serve the neighbourhood within a 10-minute walking radius but can also attract people from across town.

Characters

The primary character is one of large well-defined open multi-use landscape that can serve multiple functions. Public commons are well connected to their surrounding supportive active uses largely defining the street edge of the space.

Potential Programming:

- Sport courts
- Off leash dog park
- Playground/play areas, Splash pads
- Outdoor ice skating rink
- Community allotment garden
- Flower/Medicinal Garden
- Outdoor fitness/ calisthenics park
- Skateboard park/all wheels parks
- Outdoor learning areas
- Flexible space for unprogrammed activities
- Flexible space for events
- Stage/Amphitheatre
- Seating areas
- Outdoor pool

2 Urban Squares

Role

Urban squares are smaller vibrant public places for social gathering. Urban Squares typically serve the surrounding community within a 5-minute walking radius.

Characters

The primary character of an Urban Square is one of small scale, intimate and vibrant gathering destination for community, cultural and civic use.

Potential Programming:

- Playground/play areas
- Splash pads
- Community allotment garden
- Flower/Medicinal Garden
- Flexible space for unprogrammed activities
- Flexible space for events
- Stage/Amphitheatre
- Seating areas
- Outdoor eating areas
- Pop-up markets

3 Privately Owned Publicly Accessible Spaces (POPS)

Role

Contribute to the overall public realm network of connected open spaces with smaller scale social places.

Characters

POPS are shaped by the adjacent residential or commercial uses and provide an opportunity for social gathering.

Potential Programming:

- Gardens
- Flexible space for unprogrammed activities
- Flexible space for events
- Seating areas
- Fountains/water feature
- Play area

BUILT FORM

GUIDING PRINCIPLES

Sydney, Australia
Source: Concrete Playground Pty Ltd

1 Compact and human-scaled

Support a compact urban form that includes mid- and high-rise development designed to create a welcoming human-scaled building base and taller elements; collectively contributing towards an engaging public realm.

West Don Lands, Toronto
Source: Claude Cormier et Associés

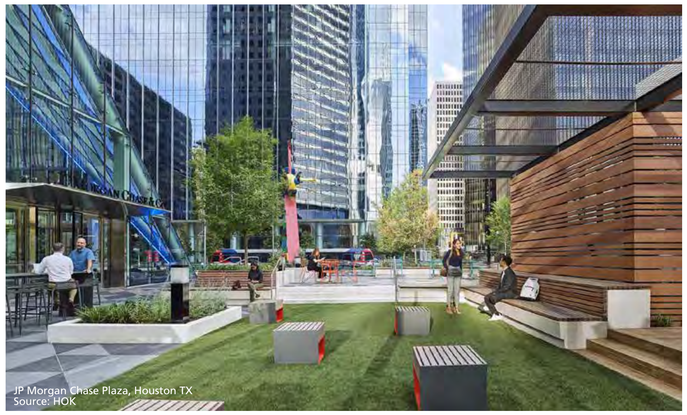
2 Ensure all built form projects are 'good neighbours'

Recognize that Midtown will evolve over many decades and individual developments must reflect best practices and accepted rules of good urban design and appropriately 'fit' both their site and the context of existing and future planned developments to come. This will achieve a harmonious context of urban form, that appears complete and finished, is well-resolved, and allows for logical additions and development phasing over time.

Canoe Landing Campus School, Toronto
Source: ZAS, Architects + Interiors

3 Enduring and permanent

Utilize materials and design details including building element design, architectural articulation and window fenestration that reflects a well conceived and enduring urban character that is attractive, memorable and lasting.



JP Morgan Chase Plaza, Houston TX
Source: HOK

4 Celebrate special places with unique design expression

Integrate innovative and distinctive architecture that reflects a unique built form perspective to reinforce special places, important view termini, institutional and office uses, and help to elevate park and open space edges as important urban places and destinations.

Source: City of Kamloops

5 Promote a safe, comfortable and accessible urban environment

Incorporate Crime Prevention through Environmental Design (CPTED) principles to support natural surveillance and easy access to safe refuge spaces, avoid isolated and disconnected spaces and non-active uses and blank walls, encourage indoor and outdoor transparency, continuous sight lines, and accommodates universal design.

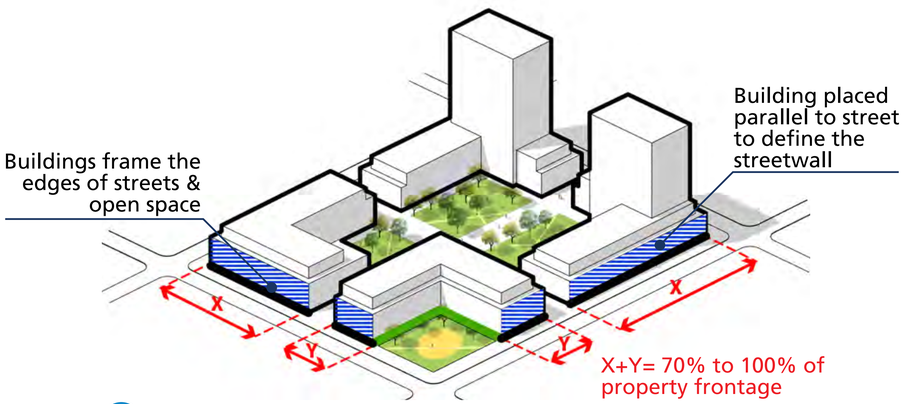
Tanner Spring Park, Portland, USA
Source: DREISEITL consulting

6 Create resilient and sustainable built environments

Integrate sustainable and resilient urban design strategies including green building practices, green roofs, grey water reuse, district energy and other strategies that can enhance quality of life and a healthy environment and natural system.

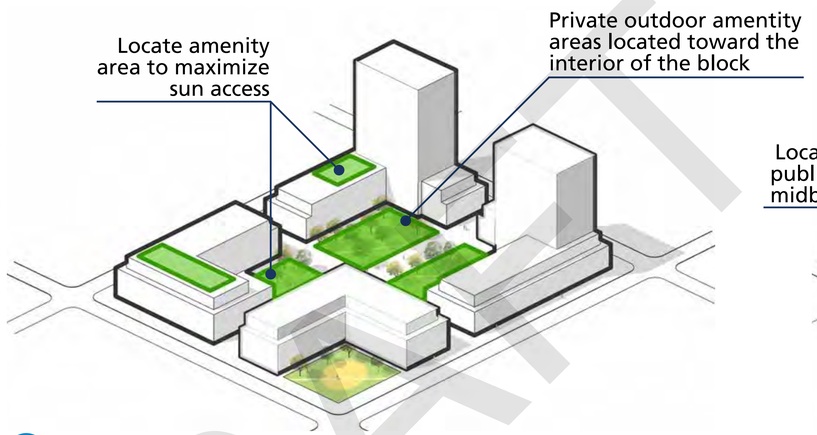
BUILT FORM

SITE ORGANIZATION



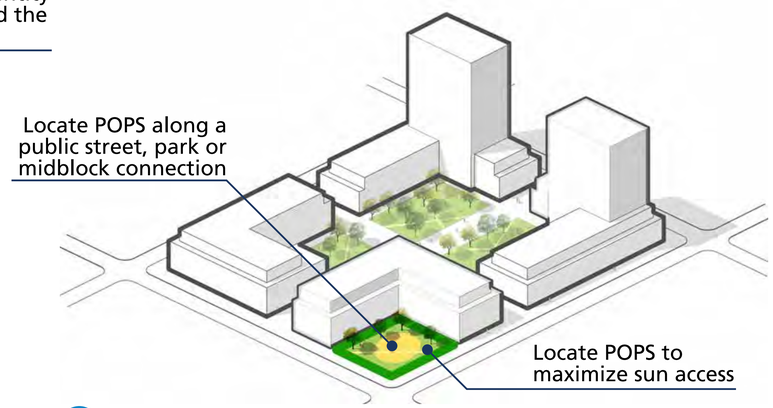
1 Building Placement

Logical and well-placed buildings serve to define and reinforce a legible and a well-ordered public realm and urban environment where people and activity can take precedence.



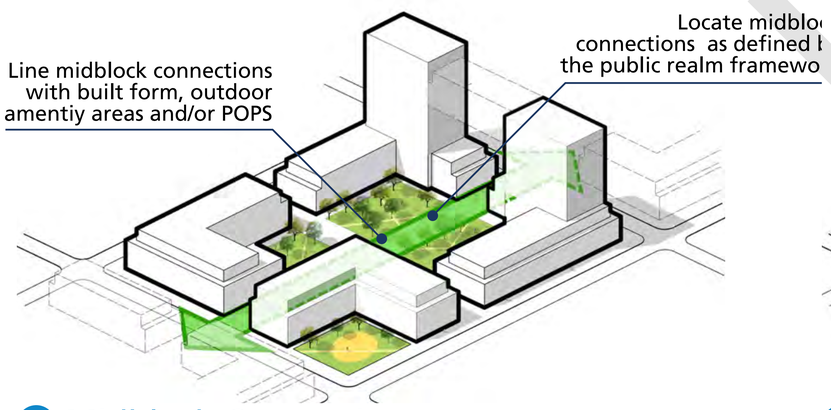
2 Outdoor Private Amenity Area

Well-placed private outdoor amenity areas should be enclosed by built form and located toward the interior of the block as a common and private amenity away from public streets and open spaces.



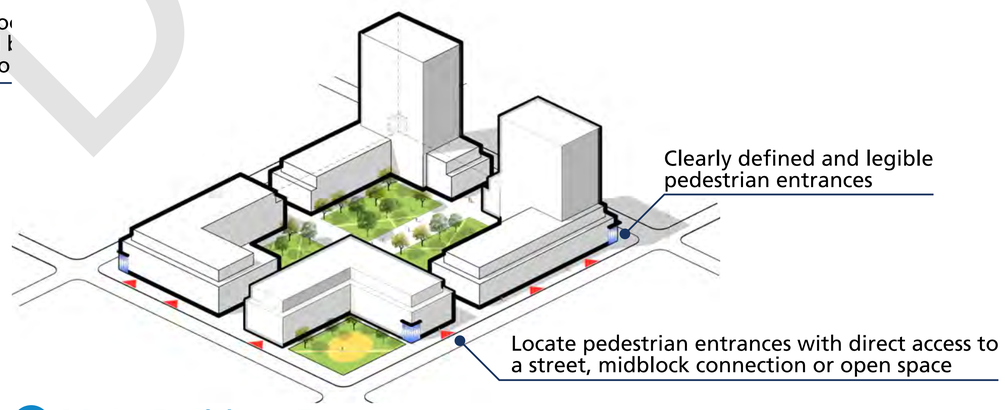
3 Privately Owned Publicly Accessible Open Space (POPS)

POPS provide small augmentations to the overall public realm. POPS can be negotiated with the Town as a community benefit to add and enrich the public realm.



4 Midblock Connections

Mid-block connections serve as a secondary non-street transportation route for pedestrians and cyclists and serve to afford greater choice and variety of mobility routes.



5 Main Building Entrances

Building and pedestrian entrances should be expressed as clear legible elements of the street frontage to support wayfinding and ease of access.

BUILT FORM

GENERAL BUILT FORM GUIDELINES

South Bank Mixed Use, Calgary
Source: Clark Builders

1 Streetwall

The design of the edge of the building facing the street influences the character and scale of the street and the pedestrian experience.

Lululemon Flagship, Vancouver
Source: MCMP Architects

2 Commercial Frontages

Commercial building frontages at the ground level including retail, office and institutional uses contribute to public life on the street.


Vancouver

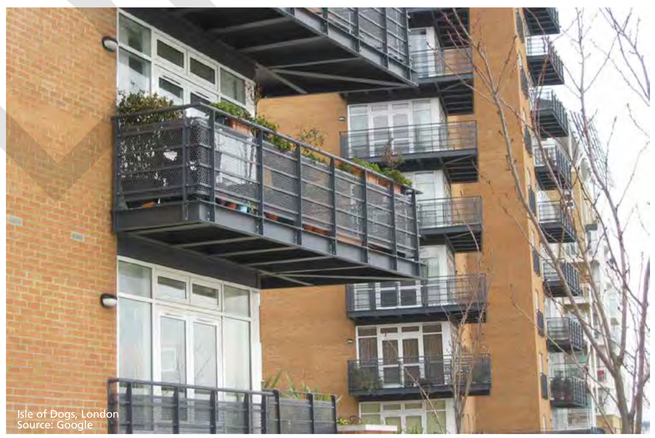
3 Residential Frontages

Residential uses on the ground level with private entrances to the public realm create a semi-public/private interface between the building and public spaces.


Avalon 1, Vancouver
Source: Ed White

4 Articulation

The arrangement of building elements and their color, texture, pattern, and materials contribute to the visual interest in the building design and the overall urban area.


Isle of Dogs, London
Source: Google

5 Balconies

Balconies can contribute to a resident's comfort and enjoyment of their spaces and contribute to visual interest in the building design.

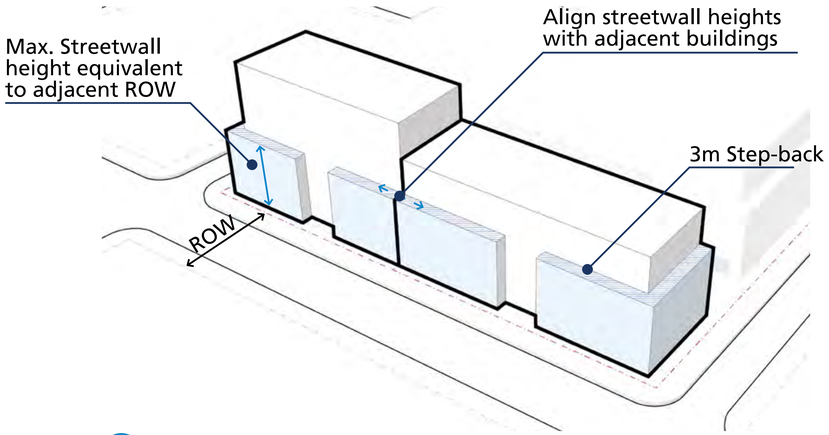

Saltwood, Portland
Source: SERA Architects

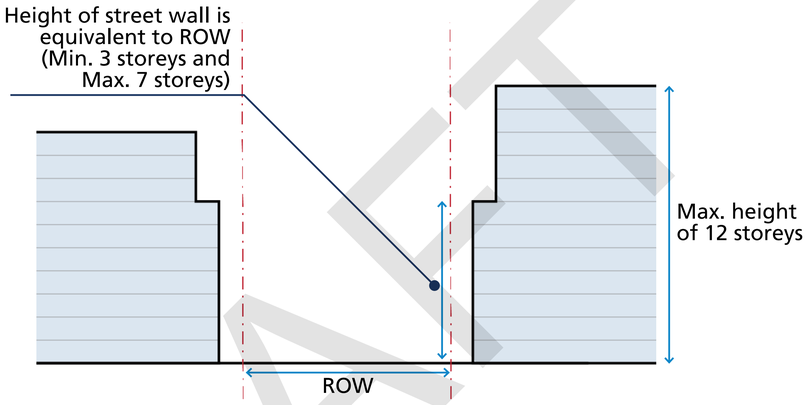
5 Exterior Biulding Materials

Building materials contribute to an overall distinct appearance of a building as well as its long-term performance.

BUILT FORM

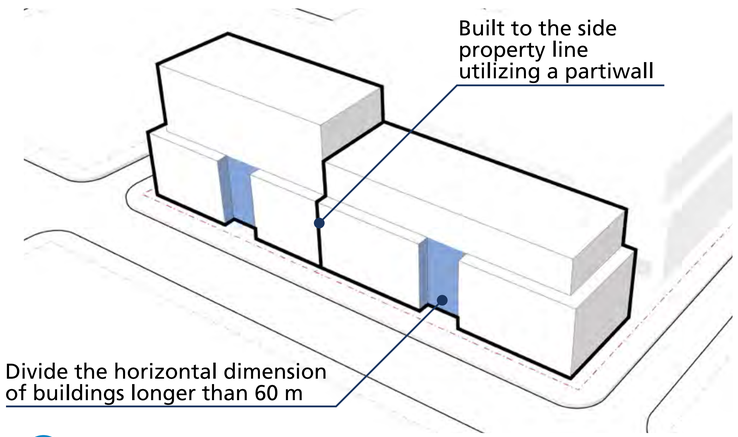
MID-RISE BUILDINGS

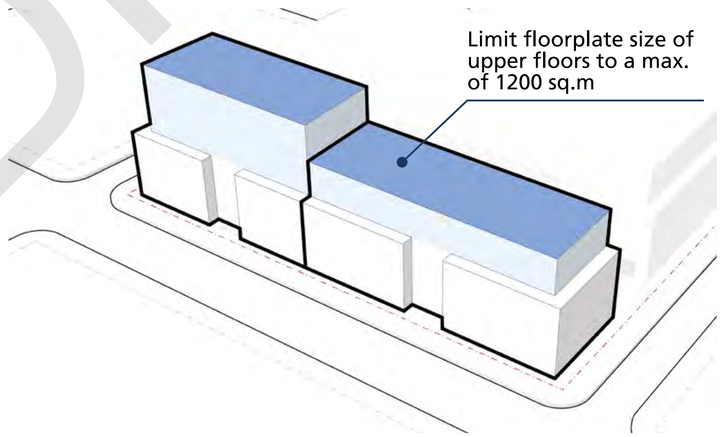




1 Mid-rise Building Height and Scale

Mid-rise buildings provide transit-supportive densities and contribute to a variety of building types, and their form should be compatible with the existing and planned context.



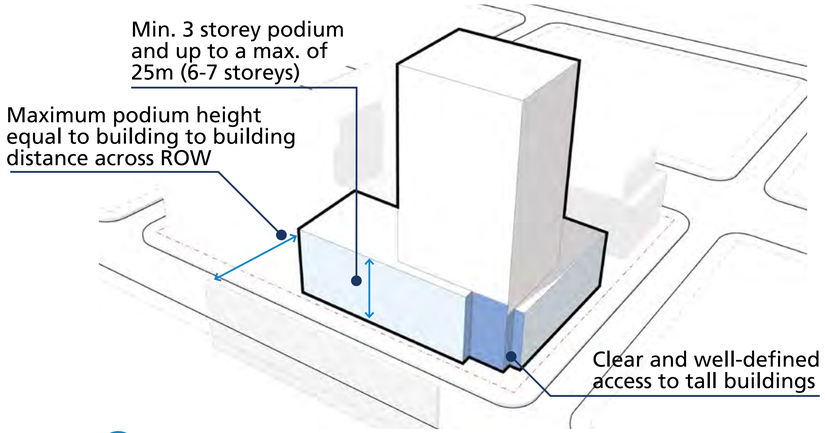


2 Mid-rise Building Massing

The massing of mid-rise buildings can be designed with setbacks, stepbacks, articulation that reduces the visual impact of a building from the pedestrian realm and limits shadowing.

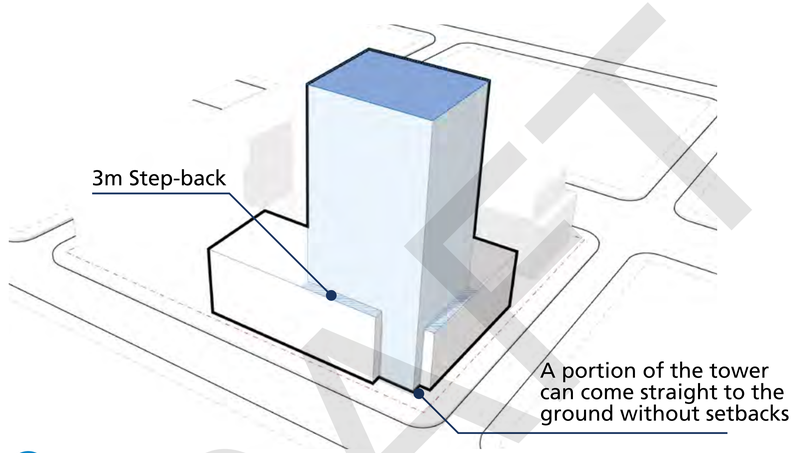
BUILT FORM

TALL BUILDINGS



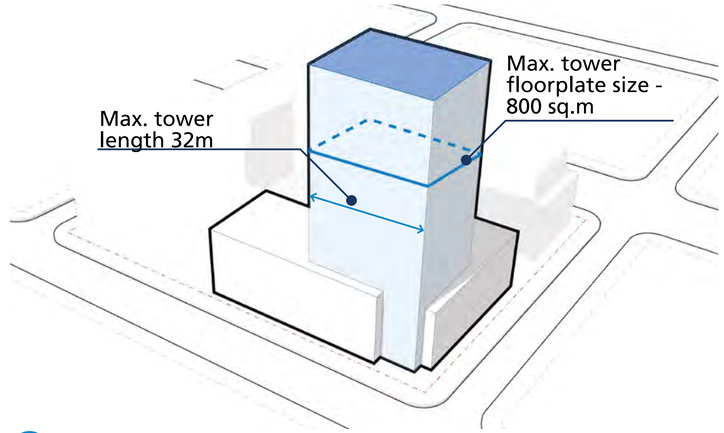
1 Podium Height and Scale

The podium base of a tall building respects the scale and proportion of the adjacent streets.



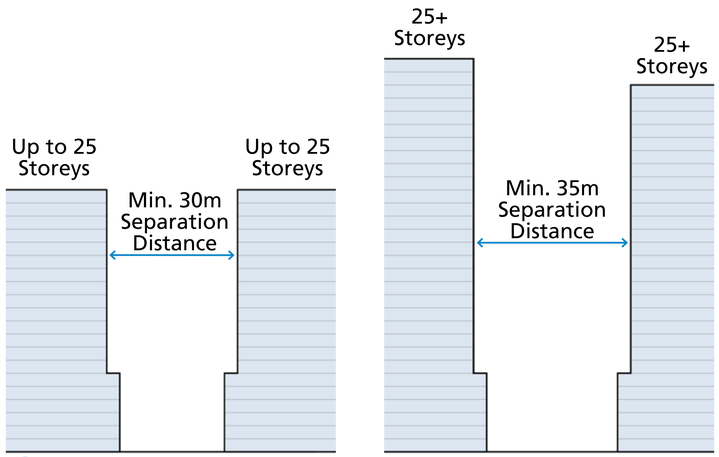
2 Tower Placement

The placement of tall buildings consider shadow impacts, tower separation and helps to reinforce the podium base.



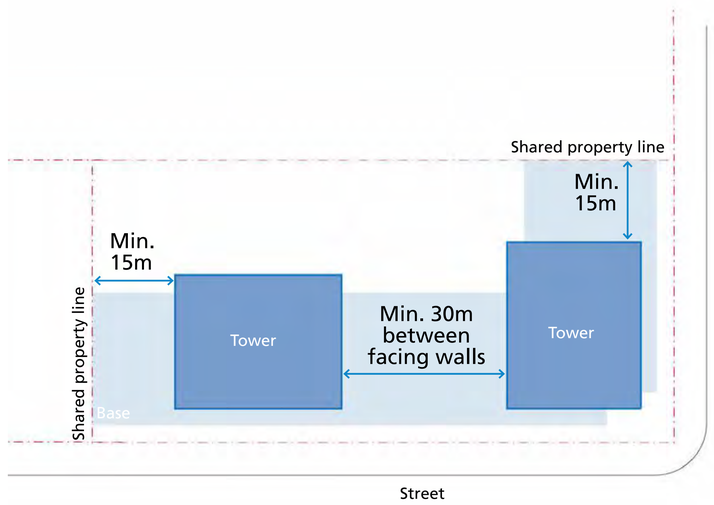
3 Tower Floorplate

Tall buildings are designed to be slender in order to minimize shadow impacts, maximize sun exposure, and enhance the skyline.



4 Tower Separation

Appropriate tower separation distances limit shadow impacts, maintain skyview and ensure privacy for residents.



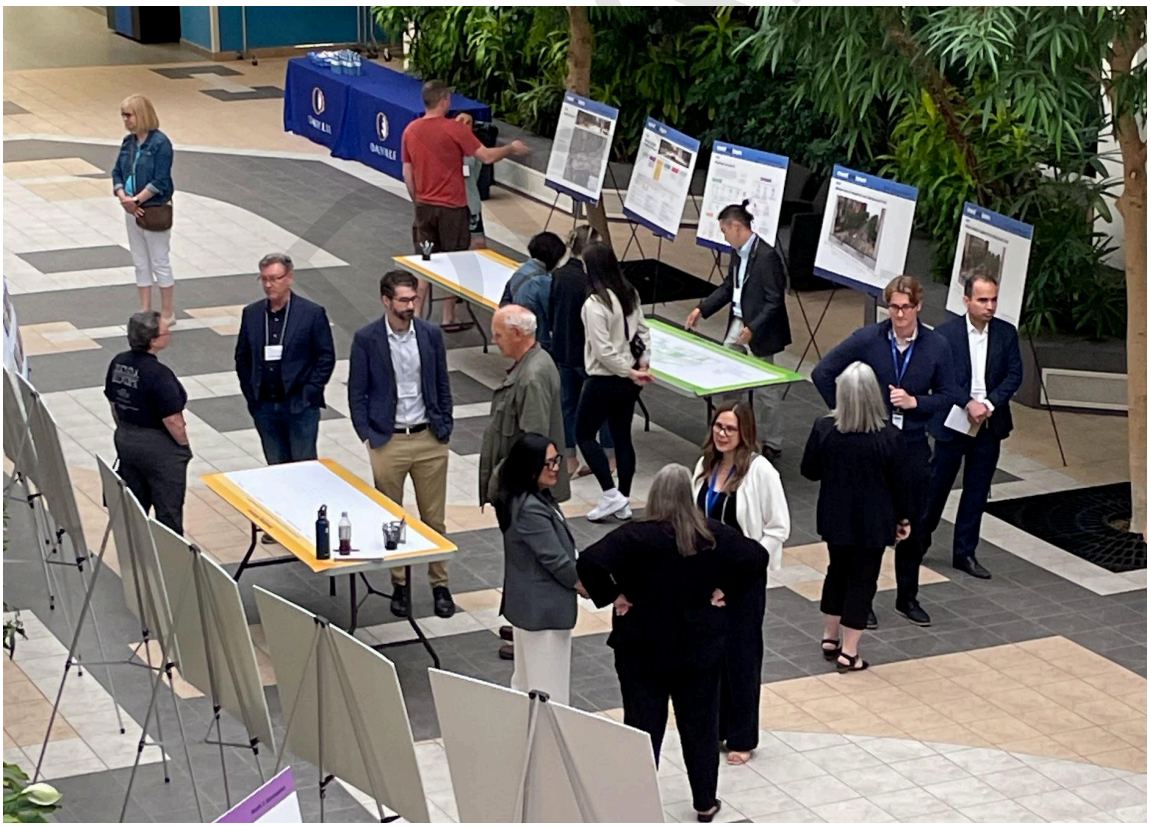
Bespoke
CULTURAL COLLECTIVE

Meet Midtown Public Consultation

Summary Report: Public Engagement Event #5

(Implementation Program PIC#3)

**Photos: by Bespoke*



Overview

This report provides a summary of the Midtown Implementation Program public consultation event held on June 19, 2025 in the South Atrium of Oakville Town Hall. This event was an opportunity to continue to engage the public around the Midtown Implementation Program. The main objective was to provide information to the public on the program to date, the preferred solutions for Transportation, Stormwater and Public Realm and the process taken to arrive at these solutions, and to gather public feedback and questions. This will inform further refinement of the Implementation Program.

Purpose of the Public Consultations

The Town is now in the Functional Planning phase of the Midtown Implementation Program which is designed to advance the objectives of the Midtown Oakville Official Plan Amendment approved by Council on Feb. 18, 2025. Following public feedback received at the public engagement event on Mar. 27, 2025, there is now a need to share the preferred solutions for transportation, stormwater and urban design, and to collect further input and questions from the public. This input is important to the Town and Consultant team, and is taken into consideration as they work to further developing the guidelines for infrastructure and amenities for Midtown

Organizers

The public consultation event was organized by Bespoke Collective, in collaboration with the Town of Oakville, Jacobs, Urban Strategies, R.J.Burnside & Associates Ltd. and GLPi Consulting. Representatives from the Town and consulting team supported conversations and activities after the presentation.

Event Agenda

The two-hour event was held in an **open house format**, where participants could explore four key topic areas (outlined below). At each topic booth, participants were able to review multiple informational panels, to provide input through interactive activities and to speak directly with members of the Project Team in an informal setting.

Participation

A total of **38** people attended the public event, 45% of whom were new attendees. There was no pre-registration. Many participants engaged in in-depth conversations with team members and many provided input.

Additionally, a virtual feedback form was circulated after the event. There were responses from three different people up until the survey closed on July 4, 2025 (2 weeks).

Key Findings

The following key findings show the public input provided by attendees at the four interactive booths. Many attendees engaged in conversation, asked facilitators questions and provided input at the booths.

Methodology

Overall, this consultation invited the public to provide feedback and input on four key topics at booths with informational panels. These were: (1) Program Overview, Process and Key Inputs (2) Stormwater, (3) Transportation, and (4) Designing Midtown: Public Realm and Parks. At each booth, information panels presented key information on each topic. Prompts and interactive activities related to the booth topics were provided on table-sized sheets for the public to provide written feedback, comments and questions on the presented solutions, along with dot voting on transportation strategies. The panels and activities are outlined in each booth summary below, and images of the activity sheets can be found in the appendix.

All the input from the activity sheets have been reviewed and summarized by booth topic below. Booth panels can be accessed digitally on the Meet Midtown website. Input from the virtual feedback form is in Appendix A.

Booth #1: Program Overview, Process & Key Inputs

The five panels at this booth covered the rationale and purpose of the Implementation Program, related timelines, process and a summary of what was heard at the previous PIC4 on March 27, 2025. Two of the panels provided perspective cross-sections of Argus Davis and Cross Ave. Additionally, an event overview panel at the registration table highlighted the three main topics of the Transportation Plan, the Stormwater Plan and Designing Midtown.

This booth had a conversational focus where project team liaisons provided general information about the project and answered overarching questions. A table-sized roll-out map of future Midtown Oakville, with key transportation, stormwater and design elements provided a visual reference point to help bring clarification and answer questions.

General feedback was gathered through a tabletop activity sheet, with a few points collected as noted below (verbatim)..

1.1 Activity Sheet: Comments, Feedback and Questions

Comments & Feedback

- Affordable housing please (x4)

Questions

- Pedestrian-only zones please

Booth #2: Stormwater Plan

The ten panels at this booth highlighted past and ongoing studies related to stormwater, existing conditions, challenges and opportunities. Alternative solutions, evaluation criteria and an evaluation summary provided clarity on the rationale for the preferred solution. Additional visuals and diagrams helped to illustrate the preferred solution in more detail, along with the recommended stormwater management strategies to support the plan.

Written feedback, comments and questions were gathered through a tabletop activity sheet, with the input collected listed below (verbatim)..

2.1 Activity Sheet: Comments, Feedback and Questions

Comments & Feedback

- If Conservation Halton has identified a spill from its own diversion channel that impacts development for individual homeowners, how is the deficient channel being mitigated to ensure that development can happen for Midtown Oakville? Is it incumbent upon the Province/CH to fix the problem they created!? (x3)
- Despite the mitigation measures, there is too much hardscape. South Oakville will now be facing the problems areas like Kent Gardens have been experiencing for decades (x3)

Questions

- Why is Conservation Halton not the responsible party to fix the MW Diversion Channel Spill Hazard? They built it, it is sub-standard…it should be their duty to mitigate so the development can continue
- Please confirm the study by Conservation Halton in regards to Morrison Wedgewood Diversion channel spill data (Mar. 2022) will be used to evaluate stormwater entering Midtown Oakville

Booth #3: Transportation Plan

The twelve panels at this booth highlighted transportation challenges and opportunities, the plan scope (along with related Oakville transportation plans and studies) and alternative solutions explored, and how they were evaluated to land on the preferred solution. Additional panels used more diagrams and text to provide additional details on road improvements, travel demand modelling, phasing, transit improvements, active transportation improvements and assessment, along with supporting transportation strategies.

The activity sheets at this booth focused on assessing the public's priorities around the supporting transportation strategies through dot voting, as well as collecting general written feedback, comments and questions. Public input collected is shared below (verbatim).. This booth received the most input from participants.

3.1 Activity Sheet: Comments, Feedback and Questions

Comments & Feedback

Active Transportation

- Please include Royal Windsor Dr. to the border with Mississauga in your AT planning (sidewalk/bike path)
- Please consider enclosed bike/scooter storage at GO
- Encouraging people to take other modes of transportation will eliminate congestion WAY MORE than adding more lanes/care amenities. People biking, cycling and walking is also way better for the environment and their health. Loving this plan so far! A people scaled and transit orientated Oakville is one I hope to see in my lifetime
- Planning of this district should create walkable scenarios (to grocery store, library, community centre)
- 8th Line south of Upper Middle needs multi-path repair/expansion
- I think it is very important to develop a pedestrian/trails/paths connecting the proposed pedestrian only Lyons La. with the following: 1} The park between Regency & the golf course, 2} Pedestrian connection the Glen Abbey across Dorval St.
- Create a pedestrian bridge across Sixteen Mile Creek from Leighland to Kerr/Dorval

Transit

- Please consider new bus connections to Clarkson to alleviate Oakville GO
- Expanded transit GO/Oakville/Miss. Transit at Dundas/Trafalgar would alleviate Oakville-Mississauga traffic
- Currently no direct bus route between Dundas/Trafalgar and Burlington (or from Oakville GO)
- The only solution to car traffic is viable alternatives to driving. Midtown should be built for viable alternatives to driving

Leighland Traffic

- The current plan will increase traffic on Leighland which is not a major arterial road

- Eliminating congestion from Trafalgar & Cross Rd. should be the priority. Not for pedestrians only, but for vehicles. The Oakville GO is the second busiest stop in Ontario but impossible to navigate during peak hours (9-10 am), (3-6 pm). Adding more people and less major arteries to travel north to south is only adding to a problem that already exists. Please do not increase traffic to Leighland Rd!
- Leighland Ave. will face much more traffic as people living in developments north of Dundas use Sixth Line as a way to avoid lights on Trafalgar. How can you force traffic to stay on Trafalgar and not use residential streets to by-pass collector roads?
- Leighland Ave. needs an EB and WB dedicated speed radar camera. In fact, it needs it NOW…and will most certainly need it when this plan is imposed
- For the safety of children, seniors, all pedestrians, cyclists & motorists, I request the Town consider making Leighland Ave. west of Oakville Place a community safety zone with traffic calming entering the residential neighborhood & permanent speed ticketing cameras. If the Town decides to connect QEW/Royal Windsor/IRoquois Shore to Leighland Ave , for safety consider closing Leighland Ave. west of Oakville place

General Traffic

- The photos showing Cross Avenue are very unrealistic. Without anyone moving into Midtown, it takes 45 minutes to clear the GO Stn. after a train comes in. Cross does not move. It's a parking lot as is Trafalgar.
- Trafalgar @QEW is already congested at peak times. Realistically, additional vehicles (personal) will choke the area at most times once further residences are occupied.
- Implementing traffic calming measures will do more to help speeding than lowering speeds or implementing a camera

Other

- Bridge over 8th Line to south Oakville in addition to new Town Hall south route
- Houses were on North Service Rd, 6th LIne before. Please ensure those homeowners are considered
- There should not be a crossing at the S. Service Rd. It will cause more environmental damage to the 16, and it would not even be a good connector. Speers/Cornwall would be a better place to expand a crossing.

Questions

- What consideration has been given to impacts on Leighland Ave. A street that was always designated as a minor arterial route but now will connect to a Provincial highway? Does it meet the width required for the anticipated traffic flow?
- We cannot put more traffic on 6th Line, Leighland as there is already excess traffic due to people avoiding Trafalgar and due to multiple schools. This is a safety issue for our kids –[response] Absolutely! A major safety issue!
- Can the currently existing underpass at Sixth Line be considered in the development for safety/refurbishment? It acts as a bike route/walking route to connect to the to be formed

business district but as is it is unsafe/not well lit and rough looking. It would allow communities north of the highway to gain access to it.

- Is there any possibility of an AT bridge towards Kerr?

3.2 Activity Sheet:

Prompt:

Which of the supporting transportation strategies do you LIKE the most? (place a"LIKE' sticker on up to 5). Which of the supporting transportation strategies do you DISLIKE? (place a "DISLIKE" sticker on up to 5)

Supporting Transportation Strategy	LIKE	DISLIKE
Active Transportation		
Collaborate with Metrolinx to enhance GO Station accessibility	**8**	
Pilot a shared micro mobility program	1	
Review the Town's summer and winter maintenance service levels	**5**	**1**
Install destination or wayfinding signage	2	
Implement active transportation amenities	2	
Incorporate pedestrian-scale lighting	4	
Transit Supportive		
Implement development subsidies		
-Free transit on holidays or for public events	1	
-Public internal circulation bus route to/from the GO Station	2	
Bus stops equipped with secure and convenient bike parking	4	
Parking Management		
Reduced parking requirements	**5**	**4**
Implement paid parking in transit-oriented zones	**7**	**4**
Municipal parking supply		3
Interim parking strategy		2
Collaborate with Metrolinx for carpool spaces		4
Parking supply maximums	1	
Development Permit Applications		
Transportation Demand Management	2	
Privately-Owned Publicly Accessible Spaces		
-Direct, dedicated active transportation facilities (walkways, cycle paths)	**8**	**1**
Secure and dedicated long-term bike parking	4	
End-of-trip bicycle amenities and bicycle maintenance	2	1
Car share spaces and unbundled residential parking spaces		

Booth #4: Designing Midtown, Public Realm and Parks Plans

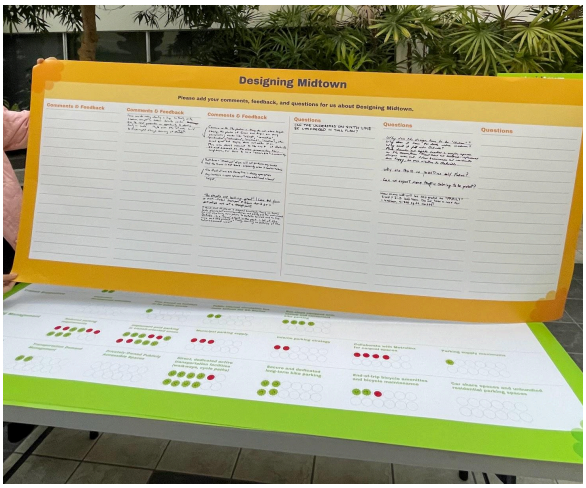
The twelve panels at this booth shared the new Designing Midtown Guidelines, open space guiding principles and built form guiding principles. Diagrams, maps, precedent images and short descriptions were used to cover key elements of Designing Midtown. These included Mobility (including a streets framework and sample future street views), Public Realm (including the framework of spaces and connections, and park typologies and Built Form (including site organization elements, guidelines, mid-rise and tall building elements.

Written feedback, comments and questions were gathered through a tabletop activity sheet, with the input collected listed below (verbatim).. Additionally, public input collected on these panels at an Open House held by the Town on June 5, related to the Community Planning Permit By-law is also included here (sticky notes).

4.1 Activity Sheet: Comments, Feedback and Questions

Comments & Feedback

- Please consider allocating a percentage to family units, 3 bedroom, 1000 sq ft plan in Midtown Oakville condos. Give the next generation an opportunity to start a family in a condo. Maybe even 50% of units. Could be encouraged through bonusing of height
- Concern with the photos - they do not show height clearly; the photos of Cross and Argus are very unrealistic; words like “vibrant”, “innovative”, “distinction”, “interesting”, “resilient”, “creative”, etc. sound great but saying does not make it so. This area MUST connect to the rest of Oakville. It must connect to the other communities, their neighbours, for there to be a “complete” community (x2)
- Built form - “streetwall” of 3m will not produce any sense that the tower is set back, especially when it reaches 7 stories (x2)
- The illustrations are deceptive in showing open space. Any increase in open space will mean additional allowed height (x2)
- The streets are looking great! I love the focus on multi-modal transport. Midtown should be a destination and not a thoroughfare.
- I think that Midtown is designed beautifully@ Focus on human scale places, active transportation and biking , and the environment. It will also bring more people to Oakville to visit and to live. Oakville is a “town” stuck in the past a lot of the time and this project is finally showing an Oakville of the future. Cannot wait!



Questions

- Can the underpass on Sixth Line be considered in this plan?
- Why are there not pedestrian only places?

- Can we expect more traffic calming to be present?
- How many units will be designated as “FAMILY” sized? 2-3 bedroom. Do we have a need for 1 bedroom, 4-500 sq. ft. condos?
- Why does the design have to be “urban”? Why does it have to look ultra modern? Why can’t it fit into Oakville? Park benches and lights created a major uproar in the downtown. Traditional and historic-influence designs won out. Now businesses and residents are happy, as are visitors to Oakville

4.2 Feedback on Panels from June 5

Built Form - Tall Buildings

- How high is 25+? This is Oakville, not TO or NYC. Distance should be proportional

Built Form - Mid-Rise Buildings

- Could be less strict with step-backs & street wall height

Built Form - General Built Form Guidelines

- *(1. Streetwall)* Streetwall is fine but can’t be too tall. This 5 story building almost seems too high
- *(3. Residential Frontrages)* Landscaping is very important to soften hardscape

Open Space - Park Typologies

- Large open squares like in Spain/Italy encourages cafes, restaurants & family play

Mobility - Argus/Davis

- Single lane & on road bike lane is better
- Less on-street parking. More landscaping
- More traffic calming like speed bumps and raised crossings
- More protected bike paths

Mobility - Cross Ave

- Direct active transport & bike connection to station & platforms
- Bus lanes

Mobility - Streets/Framework

- Pedestrians first low speed limits/camera enforcement. Avoid “rat runs”
- More narrow streets. More protected infrastructure and plenty of traffic calming

General Comments/Feedback

- It’s awesome!
- It is so very awesome!!
- Good boards - moderation is key mix of heights, angles, density and streetscape design that supports community

Important for the consultants team to know

- Prioritize road and safety and accessibility

Questions you still have about Designing Midtown

- When can we expect active transportation connections to Oakville GO? (ASAP please!)

Appendix A: Feedback Form Results

Three people completed the feedback form during the two weeks it was open to the public, following the event. Input from the survey is included below, verbatim.

Feedback on the materials shared regarding stormwater.

- The Morrison Wedgewood diversion channel was designed to mitigate flooding. In 2020 Conservation Halton did a mapping study that indicates that the diversion channel they designed and built is not sufficient for a 100 year flood. This flooding impacts not just Kent Gardens. This flood water will need to flow over the QEW, through midtown Oakville, through the Morrison and Wedgewood creeks to get to the lake. Please consider fixing this at the source, by fixing the diversion channel. Fixing the diversion channel may also be the least costly option.
- Need more information but am VERY concerned about the details that have been provided to date!
- Seems like it will be well managed, and utilizes green infrastructure. I especially like the idea of integrating nature into the space.

Feedback on the materials shared regarding transportation.

- Connecting the QEW exits in Royal Windsor to Iroquois shore will add more traffic to an already unsafe residential Leighland Ave. From my understanding major highways today should not be exiting onto residential streets. Leighland Ave is labeled a minor arterial but does not meet the criteria in width to be a minor arterial. For safety of kids crossing at Leighland and Kent to get to two different schools and for thy e safety of kids getting on buses to go to two additional schools please consider making Leighland Ave a community safety zone and to close Leighland Ave after the mall to through traffic directly from the planned QEW exit.
- I worry about an increase in Trafalgar bridge traffic, and overall noise levels during peak times. But the development of underpasses, improved public transport, new roads, and safe bike lanes seem to be included in this plan and are being prioritized.
- Need a lot more information and would like another opportunity to discuss further

Feedback on the materials shared regarding designing Midtown.

- Seems like a complete community that is very inviting and promotes active transport
- Please consider having a quota for condos to be designed for families. My suggestions is 50% of units should allow to raised kids in. Family units could be minimum of 1200 sqft and 3 bedrooms

Overall feedback

- I like the open green spaces! I feel like that will be what makes this space special. Also, please include affordable housing for college students that would go to school down the

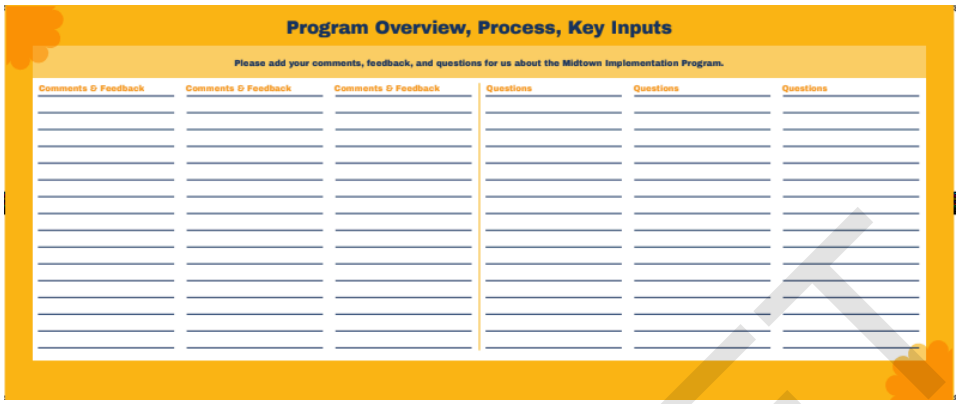
road. Please consider the lower income demographic of this area, I see a lot of homeless people in this area. Overall, I'm excited to see what happens to the space, sustainable development seems to be at the forefront of planning and would really set the bar for nearby areas.

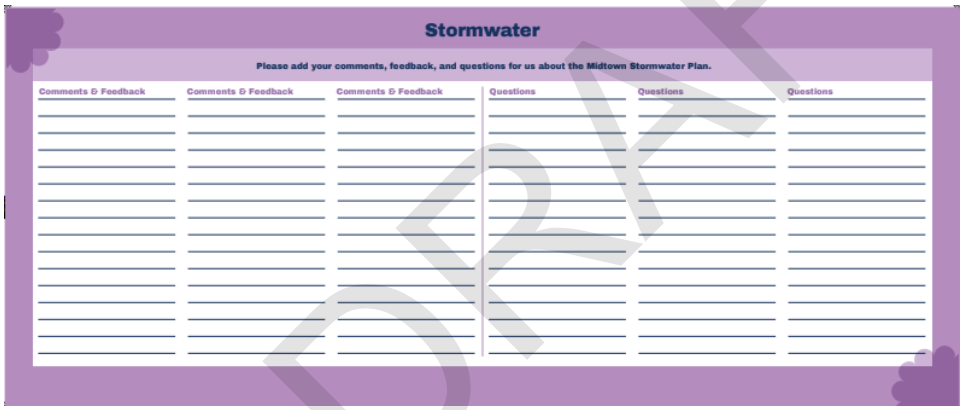
- Need more information and have very serious concerns
- The presenters were great and open to feedback.

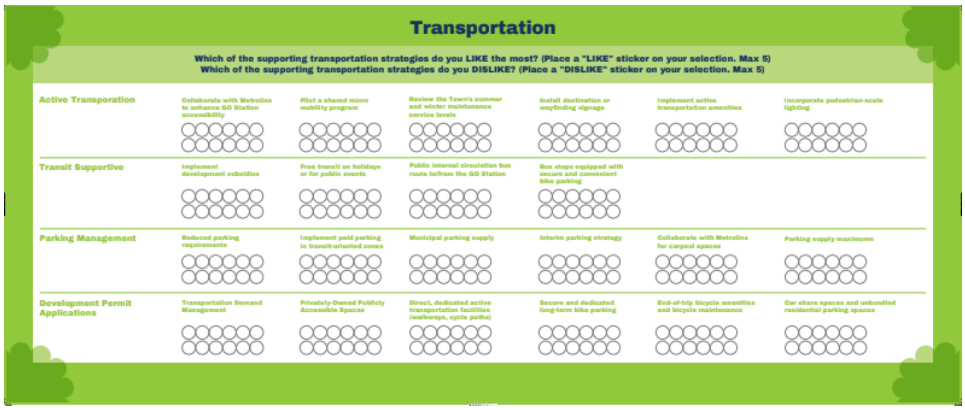
Appendix B: Materials

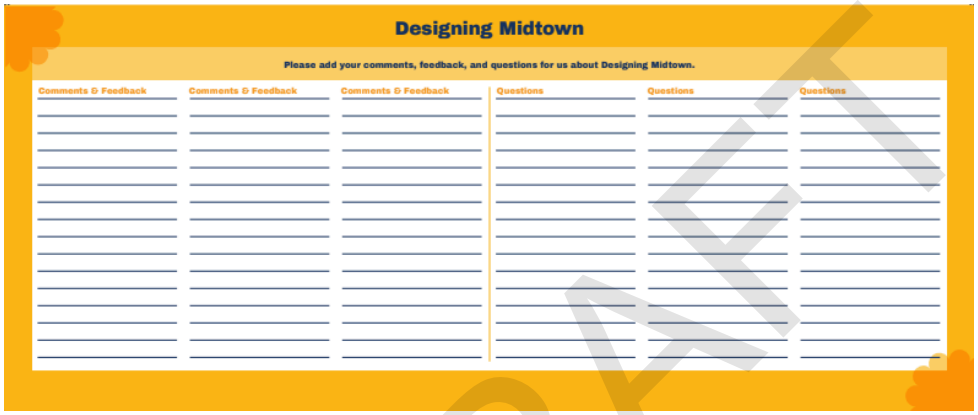
Data Collection & Materials

Below are the activity sheets used at the Booths.









Engagement Event Materials

All the panels shared at the event can be viewed on the Midtown Oakville Growth Area Review webpage.

In addition, presentations, recordings and documentation for other past meetings and consultations can be found there.