



## 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.

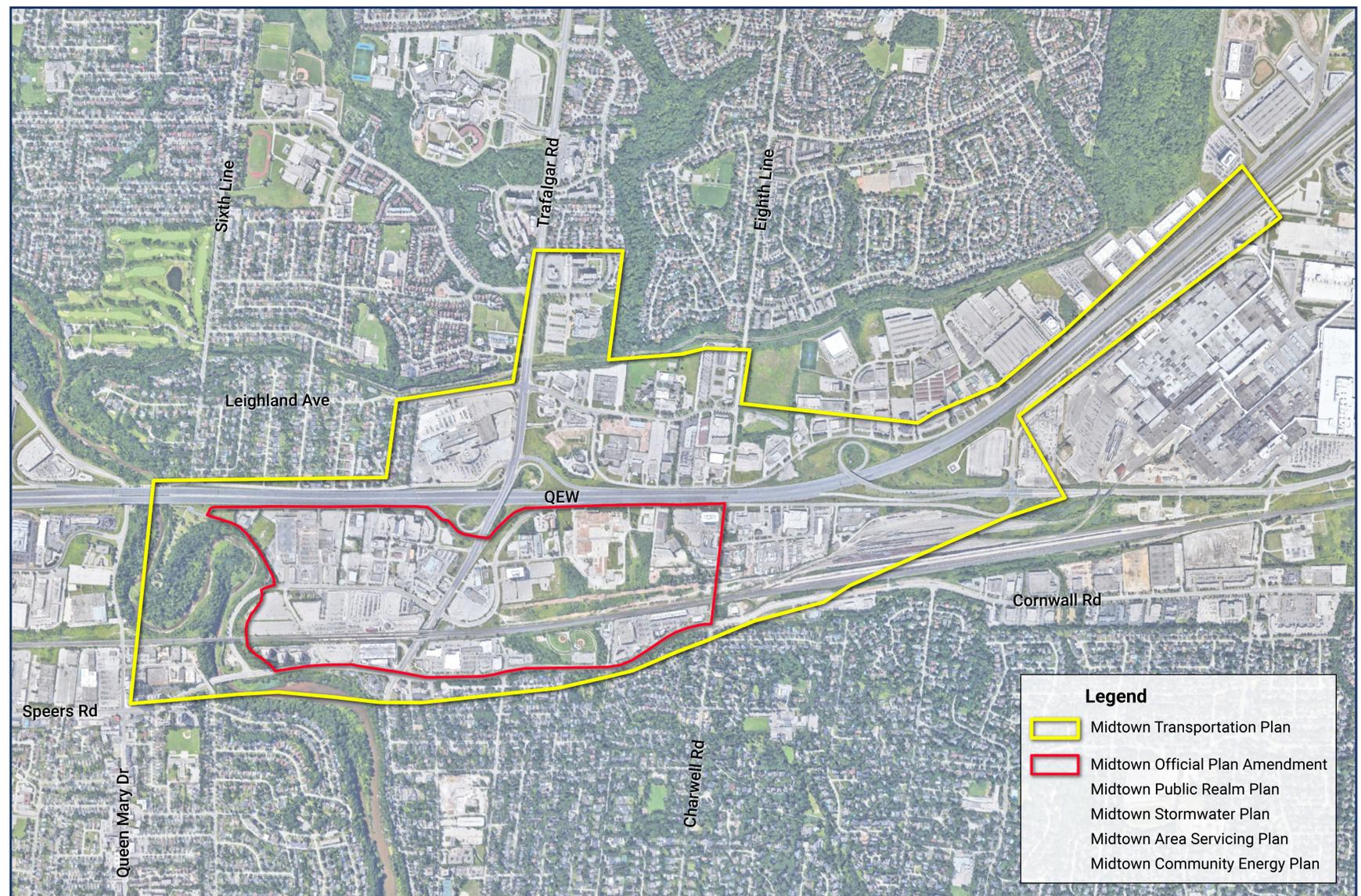


The Oakville population is forecasted to double by 2051



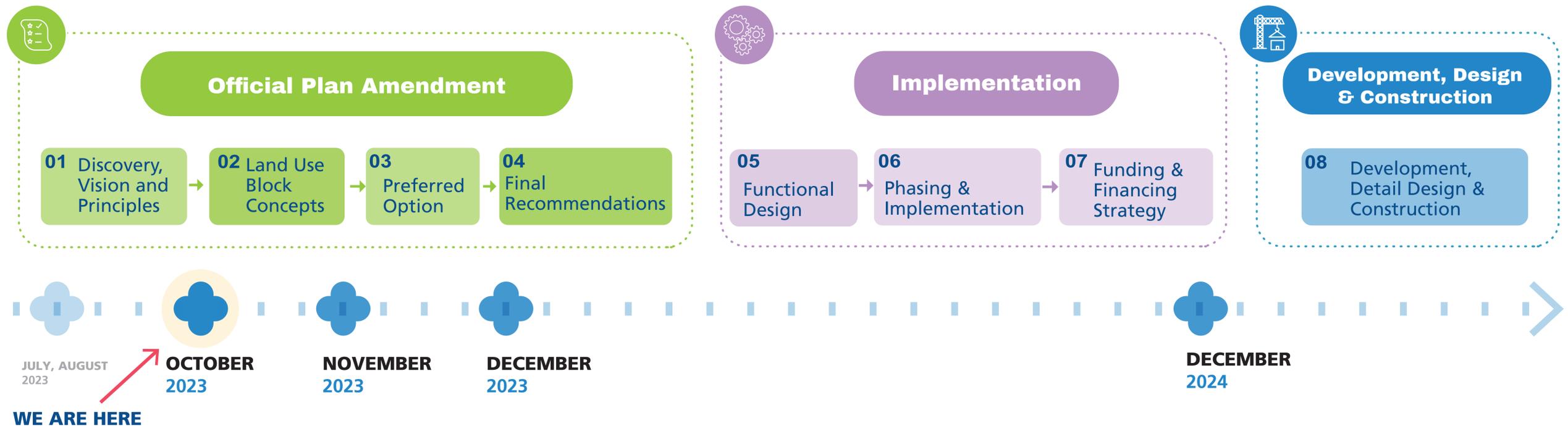
Province of Ontario requires that the town create more housing options for people over the next 30 years and beyond.

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.**

### 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;

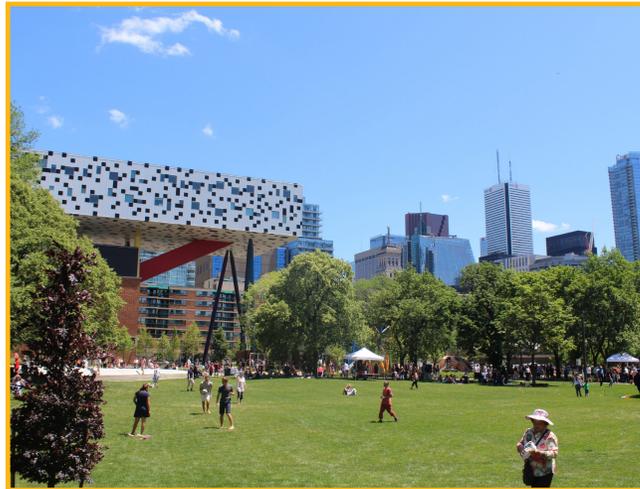
What have we missed?

What is your vision for Midtown?

What from this list matters to you the most?



## 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).



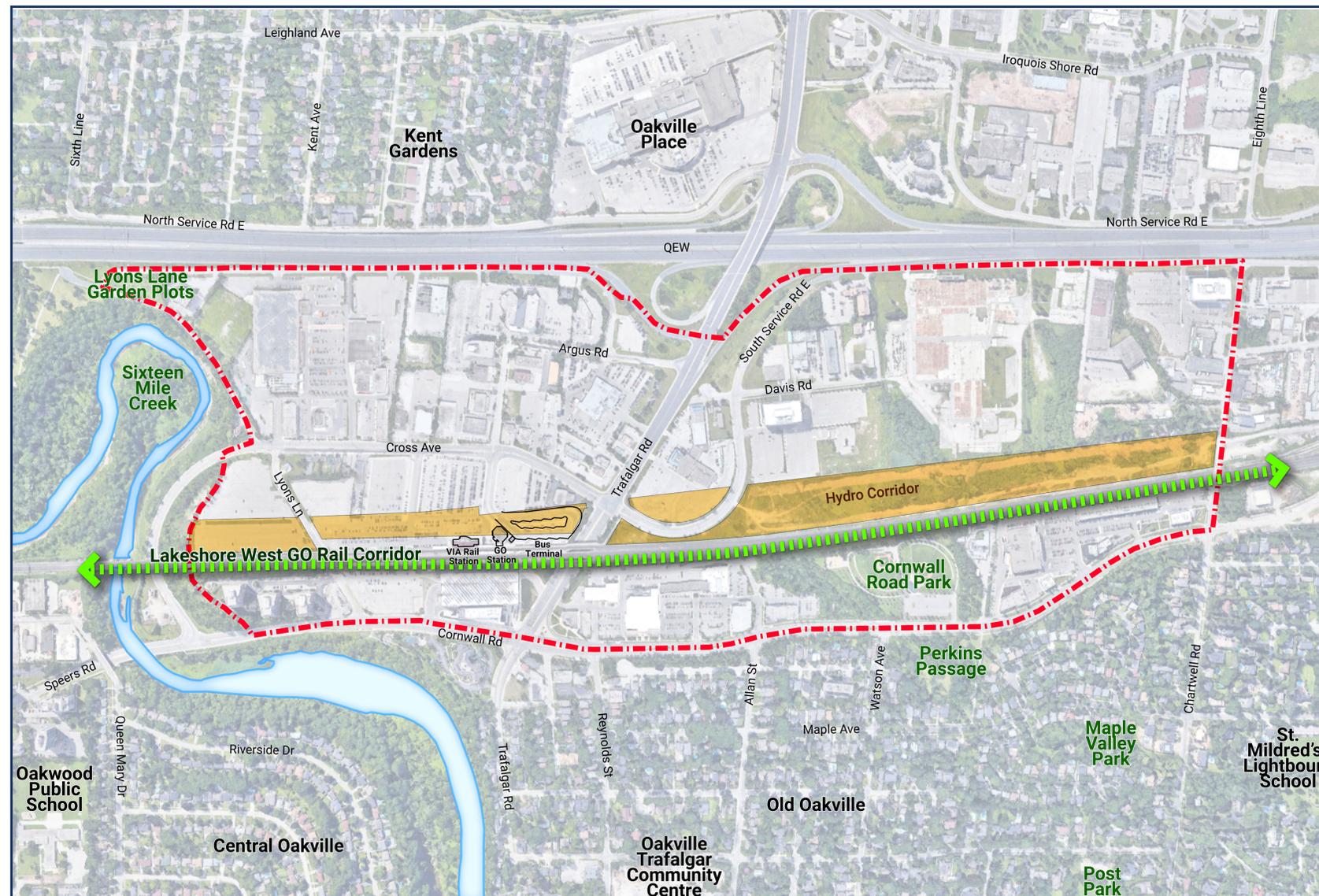
VIA Rail Station and GO Station



GO Station Parking



Retail Plaza



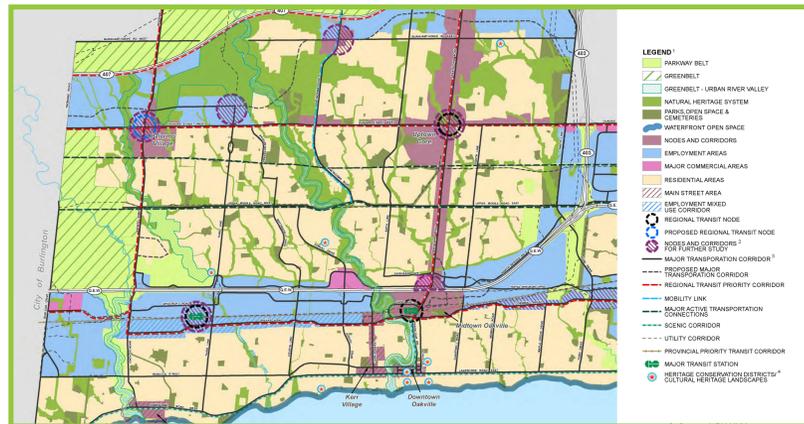
Lyons Lane Garden Plot



Surface Parking within the Hydro Corridor



Trafalgar Road



### 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.

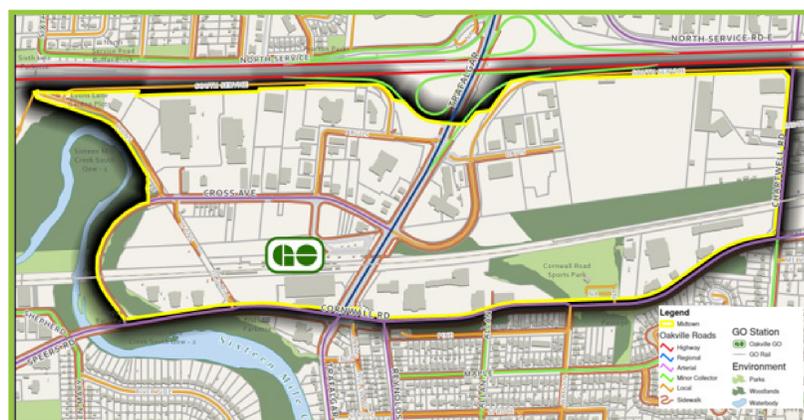


### STREETScape AND PUBLIC REALM

- 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.

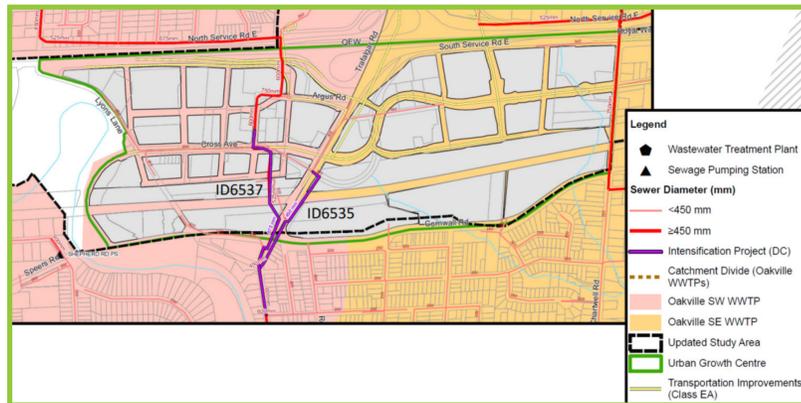
### SCHOOLS

- 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.



### 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

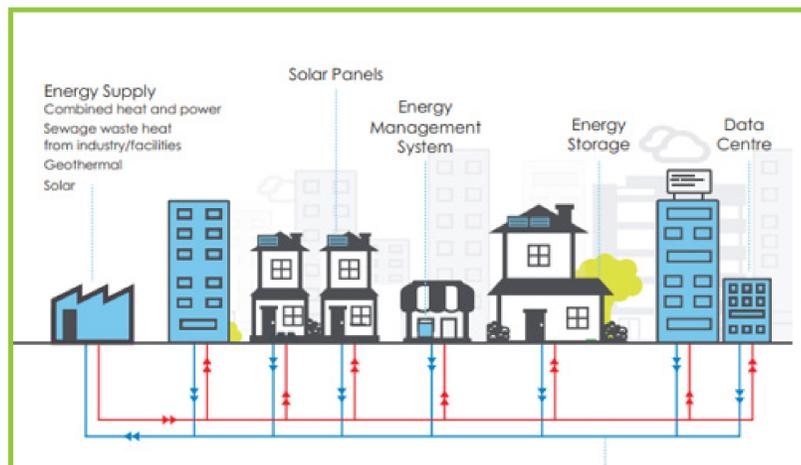
- The existing area is highly impervious with a lack of historical stormwater management and drainage infrastructure is at or over capacity
- Explore stormwater strategies that align with transportation and public realm elements that can address water quantity and quality control within Midtown and integrate 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:**

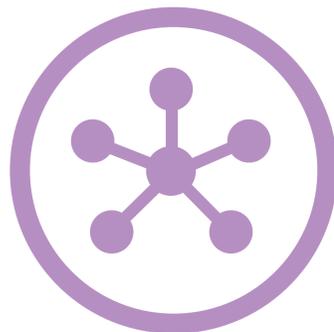
The Midtown Transportation Plan will strive to create of an equitable, accessible, and connected transportation system that supports a vibrant, people-oriented, and transit-supportive complete community in all seasons.



**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**



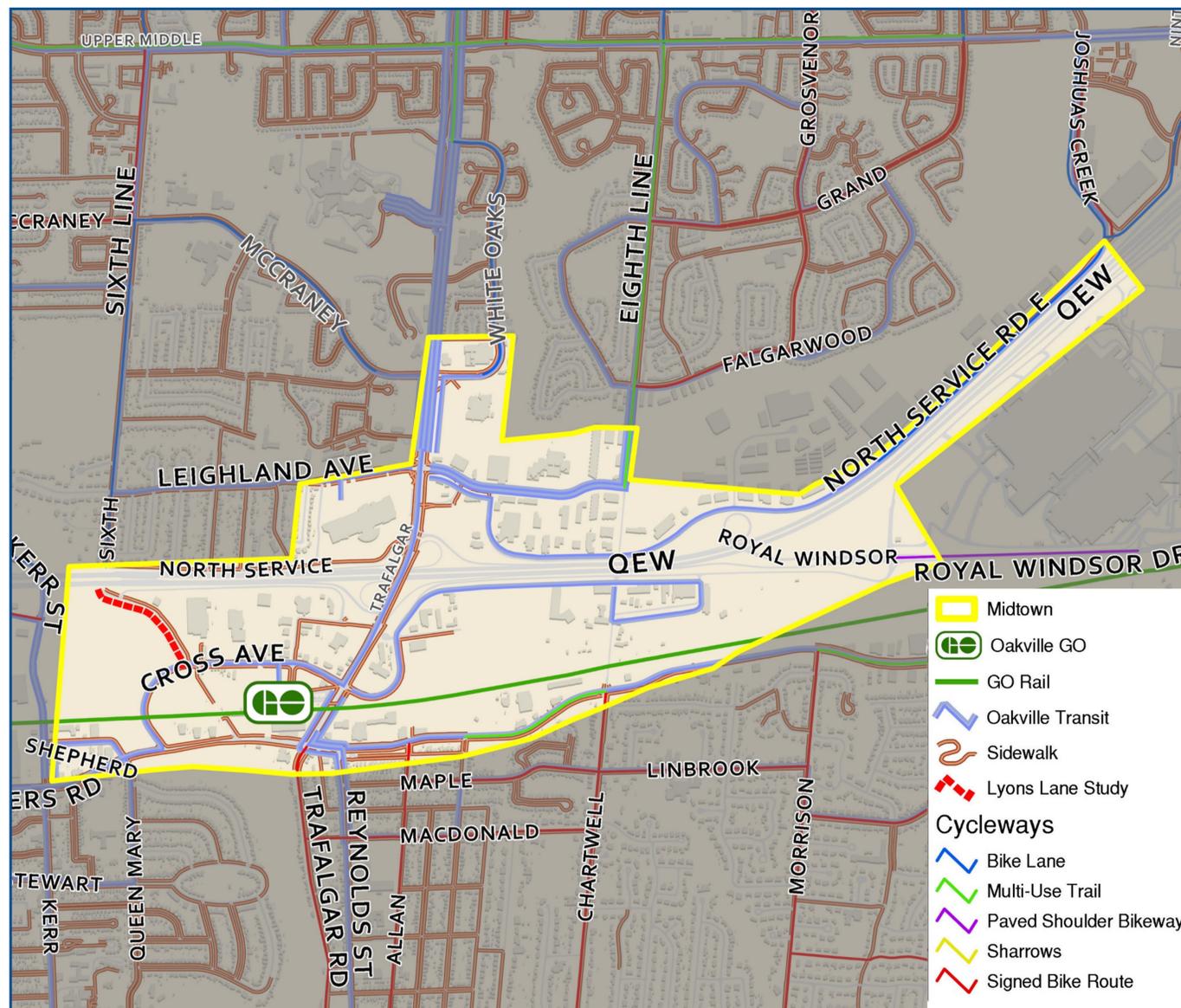
**Support  
sustainable modes  
of travel**



**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

