

PLANNING AND URBAN DESIGN RATIONALE REPORT

PREPARED FOR:

**Official Plan Amendment,
Zoning By-law Amendment, &
Draft Plan of Subdivision
South Service Holding Corp.
420 South Service Road East
Town of Oakville
File No. 1677X**

29, October 2025



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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

Executive Summary

This Planning Justification Report ("PJR"), and the accompanying technical reports, has been submitted in support of an Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA"), and Draft Plan of Subdivision ("DPOS") applications to facilitate the redevelopment of 420 South Service Road East, in the Town of Oakville (the "Subject Lands").

The Subject Lands have a lot area of approximately 11.08 ha (27.39 acres), with an approximate frontage of 379 m along South Service Road East. The majority of the Subject Lands are currently vacant, containing paved asphalt or concrete areas that are the areas where former buildings and driveways were located. There are two vegetated areas on the site, located at the southeast and southwest corner of the Subject Lands. South Service Road and Highway 403 are located to the north of the Subject Lands. East and west of the Subject Lands lies industrial, commercial, and office uses. A hydro corridor and railway are located south of the Subject Lands.

The Subject Lands are located within the Midtown Oakville 'Protected Major Transit Station Area ("PMTSA")' in the Region of Halton Official Plan Amendment 49 ("ROPA 49"). As per the Livable Oakville Plan the Subject Lands are designated as 'Office Employment' with several 'Future Roads' throughout the site. Development on the site has a permitted building height of '2-6 storeys'. The lands are zoned as 'Midtown Transitional Employment (MTE), Temporary Use 6 (T6)' under the Town of Oakville Zoning By-law 2014-014 and 'General Employment (E2), Light Employment (E1), subject to Special Provisions 732 and 837, and Temporary Use 32T', under the Town of Oakville Zoning By-law 1984-63.

An OPA is required to redesignate the Subject Lands from 'Office Employment' to 'Urban Core' to allow for the redevelopment of the Subject Lands with a mixed-use, transit-supportive, and pedestrian-oriented community that implements the objectives of the PMTSA and contributes to the evolving character of Midtown Oakville. A ZBA application is also required to re-zone the Subject Lands to a site-specific 'Urban Core (MU4)' Zone, that brings the zoning of the lands into conformity with the 'Urban Core' designation, proposed through the OPA. A DPOS application is also being submitted concurrently with this application, to delineate the development blocks within the proposed community including, the public right-of-ways, public parkland, strata parkland, and private development blocks.

A detailed planning analysis of the provincial and municipal policy and regulatory framework, including applicable design guidelines, is provided in this report which supports and justifies the proposed amendments to the Official Plan and Zoning By-law, and the proposed DPOS.

The proposed development will transform over 11 hectares of underutilized land into an urban, mixed-use community with residential, commercial, and community uses, supported by a robust open space and public realm system, a multimodal transportation network, and efficient site servicing. Ten (10) mixed-use buildings with 14 towers that range in height from 35 to 48 storeys will provide a total of 6,945 residential units and 9,117 m² of at-grade commercial uses. The development will achieve a gross FSI of

5.16, and a net FSI of 8.08¹. The central feature of the development is the 2.72 hectare ("ha") open space system which consists of 0.42 ha of public parkland, 1.91 ha of strata parkland, and 0.38 ha of POPS. The open space system will create a continuous green ring that meanders throughout the Subject Lands, seamlessly connecting several unique of public spaces, that create a sense of place and a distinct identity for the community. These public spaces, referred to as "Landmark Features ," include a series of distinct spaces: the programmed green corridor known as the "Forest Loop"; the adaptive reuse of heritage buildings forming the "Culture Hub"; the pedestrianization of "Davis Street"; the public parkland areas known as the "Civic Squares"; a pedestrian overpass called the "Forest Bridge"; and two "Green Slopes" that serve as architectural elements that navigate the sites topography. The park loop will directly interface with the development blocks and the right-of-way of each proposed road, forming a cohesive and accessible open space network throughout the community.

The proposed development represents an opportunity to intensify lands located within a designated PMTSA with a range of residential, commercial, and community uses that contribute to the creation of a vibrant, urban, and transit-supportive complete community in Midtown Oakville, as directed by ROPA 49 and the Provincial Planning Statement.

The proposal is supported by a series of plans and studies related to functional servicing, stormwater management, transportation, urban design, land use compatibility, and

environmental management. Each of these studies have been undertaken in accordance with the Town and Region's requirements and provide a full assessment and justification for the proposed development.

Based on the physical context, planning policy and regulatory framework analysis, the proposed development and proposed OPA, ZBA, and DPOS are consistent / conform to Provincial, Regional and Town policies, represent good planning and are in the public interest.

¹ 570,024 m² (Gross Construction Area)/ 110,488 m² (Gross Site Area) = Gross FSI of 5.16
570,024 m² (Gross Construction Area)/ 70,555 m² (Net Site Area) = Net FSI of 8.08

Gross Site Area: Total land area of the Subject Lands, prior to lands being dedicated for public use.

Net Site Area: The remaining site area after deducting roadways, road widenings, conveyances and MTO setbacks from the Gross Site Area.

ABBREVIATIONS

| | |
|--------------|--|
| DPOS | Draft Plan of Subdivision |
| EIA | Environmental Impact Assessment |
| ESA | Environmental Site Assessment |
| FSI | Floor Space Index |
| FSR | Functional Servicing Report |
| GE | General Electric Canada |
| GFA | Gross Floor Area |
| GTA | Greater Toronto Area |
| HIA | Heritage Impact Assessment |
| LID | Low Impact Development |
| LOP | Livable Oakville Plan |
| LUC | Land Use Compatibility Study |
| MHBC | MacNaughton Hermesen Britton Clarkson Planning Limited |
| MMAH | Ministry of Municipal Affairs and Housing |
| MNR | Ministry of Natural Resources |
| MTO | Ministry of Transportation |
| MTSA | Major Transit Station Area |
| OPA | Official Plan Amendment |
| PJR | Planning Justification Report |
| PMTSA | Protected Major Transit Station Area |
| ROP | Regional Official Plan |
| ROW | Right-of-Way |
| RTP | Regional Transportation Plan |
| SAR | Species at Risk Assessment |
| SGA | Strategic Growth Areas |
| SWMR | Stormwater Management Report |
| TOC | Transit Oriented Communities |
| TIS | Transportation Impact Study |
| TRAP | Traffic Related Air Pollution |
| UGC | Urban Growth Centre |
| ZBA | Zoning By-law Amendment |

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by South Service Holding Corporation (the "Landowner"), to undertake an evaluation of the development of the lands located at 420 South Service Road East, in the Town of Oakville (hereinafter referred to as the "Subject Lands"). The Subject Lands form a substantial portion of the Midtown Oakville Protected Major Transit Station Area ("PMTSA") which is a 103 hectare ("ha") underdeveloped area centrally located around the Oakville GO Station. Midtown Oakville is bound by Highway 403 to the north, Cornwall Road to the south, Sixteen Mile Creek along the west, and Chartwell Road to the east. The Subject Lands occupy 11.08 ha (27.39 acres) of the eastern portion of Midtown Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the East (**Figure 1**).

Midtown Oakville has been slated for growth for over two decades. Midtown Oakville was first planned as an urban centre in 1999 and was later identified as an Urban Growth Centre ("UGC"), intended for major population and employment growth by the Province through the Growth Plan for the Greater Golden Horseshoe in 2006. The Region of Halton and Town of Oakville implemented the UGC through their Official Plan updates thereafter. In early 2018, the Town of Oakville began the process of drafting an updated vision for Midtown Oakville, implemented through an Official Plan Amendment ("OPA") to the Town of Oakville Official Plan (the "Livable Oakville Plan"). Several draft OPA's for Midtown have been

released to the public throughout the years, from 2018 until present day which, have informed the proposed development of the Subject Lands. On April 2nd, 2024, after several years of iterative public engagement, legislative changes, and stakeholder meetings, a draft OPA was circulated to the public and was later presented at a statutory public meeting for comments from the public and Council on April 22, 2024. On June 3rd, 2024, at a Special Council Meeting, Council directed Planning Staff at the Town to revise the OPA to consider additional comments from members of Council and the public. On September 26th, 2024, the Town circulated another new draft Midtown OPA to the public and Ministry of Municipal Affairs and Housing ("MMAH") for comment. South Service Holding Corporation actively participated in the public consultation process for Midtown Oakville, consistently expressing their feedback for the OPA and emphasizing its importance in directing growth in Midtown.

OPA 70 for Midtown Oakville was ultimately adopted by the Town of Oakville on February 18, 2025. The OPA updates the land use policies for Midtown Oakville and enables the use a Community Planning Permit System ("CPPS") By-law in the Livable Oakville Plan. It is important to note that the Town does not currently have a CPPS By-law and are targeting adoption of a CPPS By-law for Midtown Oakville in late 2026. Following Councils decision to adopt the Amendment, OPA 70 was sent to the Ministry of Municipal Affairs and Housing for their review and approval. OPA 70 was posted on the Environmental Registry of Ontario ("ERO") on May 15, 2025, and the comment

period was open for 45 days, closing on June 29, 2025. South Service Holding Corporation submitted comments on OPA 70 to the Ministry of Municipal Affairs and Housing ("MMAH"), as part of their ongoing commitment to playing an active role in the engagement process. OPA 70 has not yet been approved by the MMAH and is therefore not yet in force and effect.

As a major landholder with a desire to invest in the future of Midtown Oakville, South Service Holding Corporation has initiated the process of creating a vision for the future redevelopment of the Subject Lands. Throughout 2024 and 2025, a series of meetings and discussions have occurred with Town staff, members of Council, agencies, and stakeholders in order to develop a vision for the Subject Lands within the broader context of Midtown Oakville. A public information session was held on October 23, 2024, which, informed the first OPA submission for the Subject Lands that was made on November 7, 2024, and was later deemed complete by the Town of Oakville on November 18, 2024. Following the OPA submission, a Statutory Public Meeting for the OPA Application was held on February 3, 2025, to solicit comments and feedback from the community.

This Planning and Urban Design Rationale Report ("PUDRR") has been prepared on behalf of South Service Holding Corporation in support of the proposed Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA"), and Draft Plan of Subdivision ("DPOS") applications which will enable the future redevelopment of the Subject Lands into a master-planned mixed-use community (hereinafter referred to as the "proposed development", or the "proposal"). The vision and objectives for the proposed development have been established collectively in consultation with the public and key

stakeholders and is supported by a comprehensive set of design, civil engineering, traffic engineering, and environmental studies.

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

We hold space and recognize the traditional territory of where the Subject Lands reside. The Town of Oakville is located on the Treaty Lands and Territory of the Mississauga's of the Credit. We acknowledge and thank the Mississauga's of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory.

1.1 Strategically Located Site

Midtown Oakville is located immediately south of the Queen Elizabeth Way ("QEW"), 1.5 km north of Downtown Oakville, anchored by the Oakville GO Train Station which is centrally located within the heart of the strategic growth area. The Oakville GO Train Station provides connections to the Lakeshore West GO Train Line and GO Bus, Oakville Transit, and VIA Rail Service. The Lakeshore West GO Train Line provides connections to Toronto's Union Station in the east and Hamilton GO in the west and has trains that run every 30 minutes, 7 days a week, with express trains that run every 15 minutes during peak periods. The GO Bus provides connections throughout the GTA, including Niagara Falls, Milton, Mississauga, and north

Toronto. Oakville Public Transit operates out of the Oakville GO Train Station and has connections to each bus route in Oakville which connects riders throughout the Town. VIA Rail also operates out of the Oakville GO Train Station, with service to Windsor in the East and Quebec City in the west.

The connectivity provided from the Oakville GO Train Station creates the ideal conditions for significant transit-supportive intensification and growth in Midtown Oakville. Midtown Oakville has the potential to transform into a vibrant mixed-use community, where residents can live, work, and play, while also having the ability to move throughout the Greater Toronto Area ("GTA") through a variety of transportation modes. Future redevelopment in Midtown Oakville should capitalize on the proximity and accessibility of Midtown to transit, through creating a community that encourages the use of transit and active transportation utilizing land use tools such as transit-supportive densities, pedestrian-oriented public realms, and active transportation infrastructure.

While the majority of Midtown Oakville is underdeveloped, it has been the focus of significant development interest in the last several years. The lack of development currently in Midtown presents a significant opportunity for a united and coordinated approach to development that transforms the underutilized and currently vacant Lands into a vibrant, integrated, and attractive neighbourhood within a mixed-use community.

1.2 Current Public Initiatives to Support Development Opportunities

The transformation of Midtown from a largely vacant and underutilized area into a vibrant PMTSA, will require the collective support of public initiatives and resources. In June 2024, the Province of Ontario announced that Midtown Oakville was identified as a candidate for the Province's Transit Oriented Communities ("TOC") Program. The purpose of the TOC Program is to support the development of mixed-use communities near transit stations. Infrastructure Ontario ("IO") currently leads the program and is responsible for defining the basic parameters for TOC proposals, facilitating negotiations with third party building/private sector partners, and approving any development proposal within the TOC Program. Municipal staff will review any proposal and provide comments to the Province.

On November 13, 2024, the Town received an Oakville TOC Development Proposal from the Province, through IO. The TOC proposal consisted of four properties including, 217 Cross Avenue & 571 Argus Road, 157—165 Cross Avenue, 166 South Service Road, and 590 Argue Road, located within the Midtown PMTSA. These properties were the subject of development applications that were appealed to the Ontario Land Tribunal ("OLT"). For clarity, the Subject Lands is not one of these sites. On December 19, 2024, the Town of Oakville submitted a response letter to IO that included a technical review of the proposal and consolidated comments from those circulated for review of

the proposal including, Town departments, public agencies, and peer reviewers. The letter concluded that the Town is not in agreement with the Oakville TOC Development Proposal.

The Province is currently pursuing the redevelopment of these four properties through the TOC process. The Province has not released update as to the status of the Applications since December 2024.

2.0 Site Context

2.1 Subject Lands and Surrounding Area

Subject Lands

The consideration of an existing site's context is important in the planning analysis of a proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure, which includes future land uses and infrastructure. The Subject Lands are municipally addressed as 420 South Service Road East in the Town of Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the east (**Figure 1**). The lands are rectangular in shape and occupy an area of 11.08 ha (27.39 acres), with frontage of approximately 379 m along South Service Road East.

The majority of the Subject Lands are currently vacant, containing paved asphalt or concrete areas where former buildings and driveways were located. It is recognized that the Subject Lands are a brownfield site and will require site remediation as part of the overall development. Appropriate remediation will take place to optimize the efficient use of the land, and its ability to contribute to the Midtown Oakville PMTSA.

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

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



Figure 1: Location Map

Surrounding Land Uses

Figure 2 below illustrates the land uses surrounding the Subject Lands. The uses, designations, and zoning of the lands surrounding the Subject Lands are described in **Table 1** as follows.



Figure 2: Surrounding Uses

| TABLE 1: USES, DESIGNATIONS, AND ZONING OF SURROUNDING LAND | | | |
|---|---|--|---|
| Direction | Use | Designation as per the Livable Oakville Plan | Zoning as per Town of Oakville Zoning By-law 2014-014 |
| North | QEW, followed by a variety of commercial and industrial uses. | Business Employment. | Utility (U); Business Employment (E2). |
| East | Industrial and office uses. | Office Employment; Natural Area. | Midtown Transitional Employment (MTE)* |
| South | Hydro corridor, railway followed by commercial uses and Cornwall Road Park. | Utility; Railway. | Community Commercial (C2); Park (O1). |
| West | Commercial and industrial uses. | Office Employment. | Midtown Transitional Employment (MTE)* |

*Part 7 of Zoning By-law 2014-014, which includes the permitted uses and regulations of the 'MTE' zone, is currently under appeal.

The following images further illustrate the Subject Lands and the surrounding existing context.



Image 1: From north, looking south



Image 2: From north, looking southeast



Image 3: From north, looking southwest



Image 4: From south, looking north



Image 5: From south, looking northeast



Image 6: From south, looking northwest



Image 7: Streetview – looking southeast, from north



Image 8: Streetview – looking southwest, from north



2.2 Policy Context

The following is an overview of the status of the Planning Act, Provincial Planning Statement and Region and Town planning documents that apply to the Subject Lands, namely the Region of Halton Official Plan, Metrolinx 2041 Regional Transportation Plan, the Livable Oakville Plan, and the Town of Oakville Zoning By-laws 2014-014 and 1984-63.

The Official Plan policies, along with Provincial policies, will be used to evaluate the proposed OPA to determine if it represents good planning and is in the public interest. This evaluation will be undertaken in **Section 5** of this report.

Planning Act

The *Planning Act*, R.S.O. 1990 (the “*Planning Act*”), last consolidated October 11, 2024, consists of legislation that governs land use planning throughout the Province of Ontario.

Section 2 of the *Planning Act* outlines the matters of provincial interest which the Minister, the council of a municipality, and the Tribunal shall have regard to when carrying out their responsibilities under the *Act*. Matters of provincial interest that pertain to the proposed development include matters such as: the

protection of natural features and significant historical interests; the provision of adequate transportation and servicing infrastructure; the orderly development of safe and healthy communities; the provision of a full range of housing; the appropriate allocation of growth and development; and the promotion of transit-supportive development and a well-designed built form.

Section 16(15) of the Planning Act authorises single tier and lower tier municipalities within upper tier municipalities without planning responsibility to delineate boundaries for Protected Major Transit Station Areas (PMTSA) within their respective official plans. The PMTSA areas are identified where they are associated with an existing or planned higher order transit station or stop. Higher-order transit is defined as “*transit that operates in whole or in part in a dedicated right of way, including heavy rail, light rail and buses.*” In the case of Midtown, the current GO and VIA stations and future bus-rapid station/stop make this area eligible for PMTSA status. Accordingly, when the Region of Halton had planning responsibility, the Province approved ROPA 49 which established Midtown Oakville as a PMTSA, delineated its boundaries, and assigned a minimum density of development of 200 residents and jobs per hectare by 2031.

Provincial Planning Statement

The new Provincial Planning Statement (“PPS”), 2024, came into effect on October 20, 2024, and replaces the Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe. The changes proposed in the 2024 PPS continue to emphasize the importance of intensification in proximity to transit stations.

The PPS states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities, parks and open space, and other uses to meet long-term needs. Under the PPS, settlement areas are to be the focus of growth and development, and within settlement areas, growth should be focused in strategic growth areas (“SGAs”).

SGAs are areas that have been identified by municipalities, to be the focus for intensification and higher-density mixed uses in a compact form, that support the achievement of complete communities. SGAs include major transit station areas (“MTSAs”) (which have a similar definition to PMTSAs in the Planning Act), existing and emerging downtowns, and other areas where growth and development will be focused. Planning authorities shall delineate the boundaries of MTSAs on higher order transit corridors, that shall be defined as an area within approximately 500 to 800 m radius of a transit station, and that maximize the number of potential transit users that are within walking distance of the station. The Midtown Oakville GO Station has been identified as a PMTSA. As the Oakville GO Station is served by commuter/regional rail, planning authorities shall plan for lands within the PMTSA to achieve

a minimum density target of 150 residents and jobs combined per hectare.

The PPS states that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents. Housing densities that make efficient use of the land, resources, infrastructure, and support the use of active transportation and transit, should be promoted.

Metrolinx 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area

On March 8, 2018, the Metrolinx Board of Directors adopted the “2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area”, that was an update to the 2008 Regional Transportation Plan (RTP). The RTP envisions transportation systems in the Region of Halton to be coordinated with land use to provides safe, convenient, and reliable transportation connections that support the creation of a healthy and complete community and a high-quality economy.

One of the strategies of the RTP is to align transportation investments and land use plans. In particular, development around MTSAs should achieve sufficient land use densities that ensures significant two-way, all-day ridership, that supports the viability of the regional transportation system. MTSAs, including the Midtown Oakville PMTSA, are intended to create important transit network connections while accommodating an intensive concentration of places to live, work, shop or play.

Region of Halton Official Plan

The Region of Halton Official Plan ("ROP") is intended to guide land use planning and growth in the Region to 2051. The ROP establishes the goals and objectives that manage growth with policies that direct physical land use change that positively supports social, economic, and natural environments. The ROP has had various comprehensive reviews and amendments since its original adoption in 1997. The most recent amendments to the ROP were ROP Amendment 48 ("ROPA 48") and ROP Amendment 49 ("ROPA 49"). ROPA 48 established the urban and rural structures, the hierarchy of Strategic Growth Areas, and the intensification and growth targets to the year 2051. ROPA 49 identified the population and employment distribution and densities for the lower-tier municipalities including, the Town of Oakville. It should be noted that as of July 1, 2024, Bill 185 made changes to the Planning Act that removed planning responsibilities from select upper-tier municipalities including, the Region of Halton, and as such the ROP is considered as a Local Plan for Planning Act applications.

As per Map 1: Regional Structure and Map 1H: Regional Urban Structure, of the ROP, the Subject Lands are designated as an 'Urban Growth Centre ("UGC")/Major Transit Station Area ("MTSA")', located within the 'Urban Area' (**Figure 3 and 4**). Map 6a: Midtown Oakville GO UGC/MTSA, further delineates the boundaries of the Midtown Oakville UGC/MTSA that the Subject Lands lies within (**Figure 5**). It is noted that since the release of ROPA 49, the Province has released a new Provincial Planning Statement ("PPS"), as discussed previously, that came into force and effect on October 20, 2024, that removes references to UGC and instead, only references MTSA as Strategic Growth

Areas ("SGAs"). As the ROP has not been updated to conform to the PPS (2024), references to the designation of the Subject Lands as an UGC/MTSA remains in the ROP.

As per Map 3: Functional Plan of Major Transportation Facilities, the Subject Lands lies immediately south of a 'Provincial Freeway' and 'Higher Order Transit Corridor', and immediately north of a 'Priority Transit Corridor' (**Figure 6**).

Urban Area

The intent of the Region's urban structure is to manage and direct growth to support the creation of complete communities. The Urban Area is one component of the Region's Structure which, is intended to direct compact and transit-supportive growth and intensification to lands designated as SGAs.

Urban Growth Centre (UGC)/Major Transit Station Area (MTSA)

SGAs are areas within the Region that are intended to accommodate development that provides an urban form that is more economical, fosters social interaction, promotes active transportation and the use of transit, and supports the creation of a complete community. UGCs are primary SGAs in the Region's Urban Structure, where a significant portion of population growth will be accommodated. UGCs will serve as focal points for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses.

MTSAs are envisioned as areas that also support a significant share of the Region's growth. MTSAs should leverage investments in infrastructure, such as transit, to achieve transit-supportive densities and a mix of uses. MTSAs that are also UGCs, with a minimum density target identified on Table 2b- Strategic Growth

Area Targets of the ROP, are identified as Protected MTSA's ("PMTSAs"), in accordance with Section 16(16) of the *Planning Act*. Midtown Oakville is identified as a PMTSA on Table 2b, required to achieve a minimum density of 200 people and jobs per hectare with a mix of residents (65%) and jobs (35%). Local Official Plans are required include policies that achieve minimum density targets in PMTSAs and identify land uses that support the creation of complete and transit-supportive communities.



Figure 3: Halton Regional OP – Map 1 (Regional Structure)



Figure 5: Halton Regional OP - Map 6a (Midtown Oakville GO UGC MTSA)

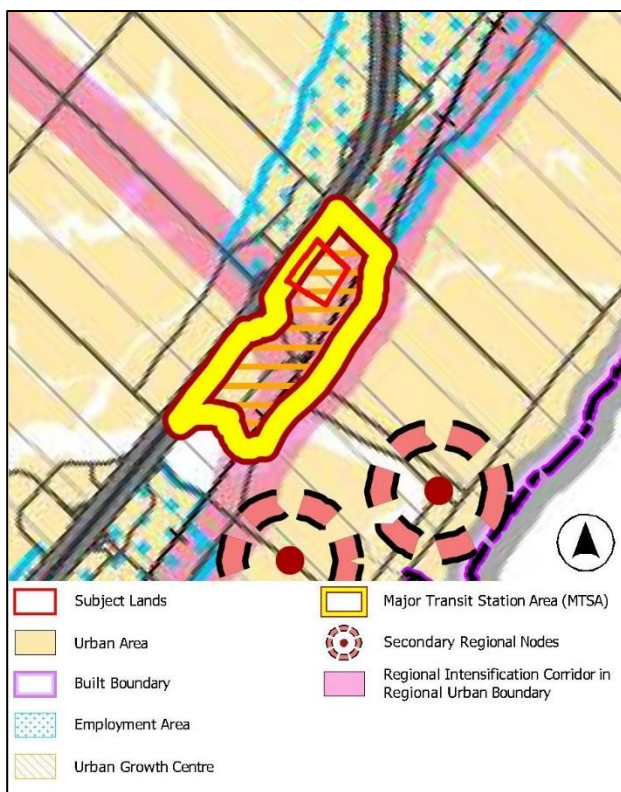


Figure 4: Halton Regional OP – Map 1h (Regional Urban Structure)

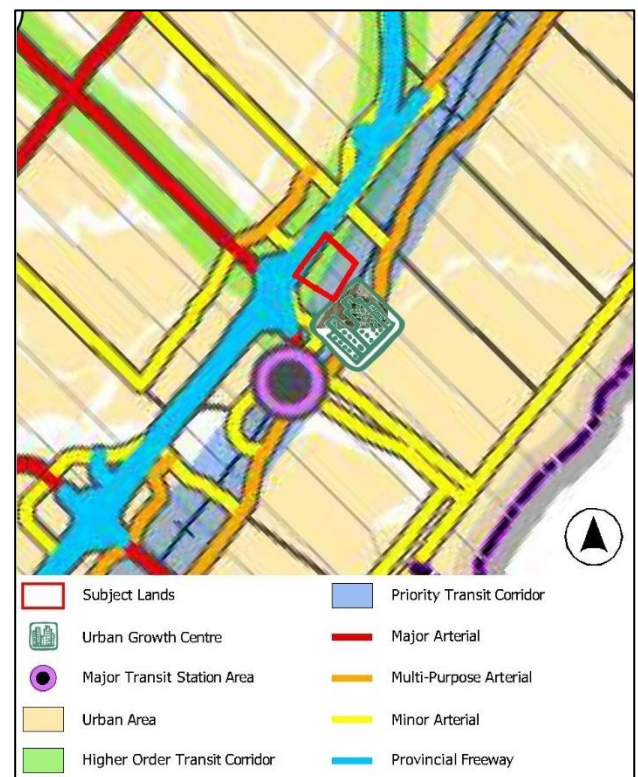


Figure 6: Halton Region OP - Map 3 (Functional Plan of Major Transportation Facilities)

Town of Oakville Official Plan

The Livable Oakville Plan ("LOP") applies to all lands within the Town of Oakville except the North Oakville East and West Secondary Plan Areas. The LOP outlines Council's direction on the Town's urban structure, how lands should be used, and how growth should be managed over the long term. The Town is currently undertaking a review of the Midtown Oakville Growth Area, which is intended to transform the underdeveloped area into a livable and connected, mixed-use community.

Schedule A1 – Urban Structure of the LOP identifies the Subject Lands as being within the 'Nodes and Corridors' specifically, the 'Midtown Oakville Urban Growth Centre (UGC)', as shown on Schedule A2- Built Boundary & Urban Growth Centre (**Figure 7 and 8**). Schedule C- Transportation Network and Schedule D- Active Transportation Network, identify several 'Future Roads' with 'Proposed Bike Lanes', and one 'Proposed Multi-Use Trail', throughout the Subject Lands (**Figure 9 and 10**). Schedule G, South East Land Use Plan, of the LOP designates the Subject Lands as a 'Growth Area' (**Figure 11**). The LOP further designates the Subject Lands through Schedule L1- Midtown Oakville Land Use, as 'Office Employment' within the 'Chartwell District', with several 'Future Roads' designated throughout the Subject Lands (**Figure 12**). Redevelopment on the Subject Lands has a permitted building height of '2-6 storeys', and is 'eligible for bonusing', as per Schedule L2- Midtown Oakville Building Heights (**Figure 13**). As per Schedule L3, Midtown Oakville Transportation Network, the Subject Lands contain several future roads including: 'Future 19 m north-to-south (N-S) Local Road', 'Future 32 m N-S Multi-Purpose Arterial Road', 'Future 28 m east-to-west (E-W) Minor Arterial

Road', and 'Future E-W 26 m Local Road' that transitions to a '19 m Local Road' (**Figure 14**).

Nodes and Corridors

Nodes and Corridors consist of those areas identified by the Town that are intended to be a focus for mixed-use development and intensification. Nodes and Corridors are referenced as 'Growth Areas and Corridors' and 'Intensifications Areas and Corridors' throughout the LOP. Midtown Oakville is identified as a Primary Growth Area in the LOP that is planned to accommodate a significant portion of Oakville and Halton's required intensification.

Growth Area

Most of the intensification that will occur in the Town is to occur within the Growth Areas identified on Schedule E of the LOP. Midtown Oakville is a primary Growth Area and an Urban Growth Centre which is intended to accommodate the greatest levels of intensification and be developed as a mixed-use centre with transit-supportive development. Growth Areas, including Midtown Oakville, are to be subject to comprehensive land use studies, or secondary plans, which create goals and policies that guide intensification opportunities.

As mentioned, Midtown Oakville is not only identified as a Growth Area by the Town but is designated as a PMTSA by the Province (and previously by the Region), and as such, will house the greatest heights and density in the Town. Midtown will be a primary intensification area with a range of employment, commercial, and residential uses concentrated around the transit station area. Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents per hectare by 2031.

Chartwell District

The Chartwell District, located within the Midtown Growth Area, is planned under the current policy (from 2011) to be developed as a business campus that provides for employment opportunities and activities including technological industries, office uses, and innovative businesses. A post-secondary educational use shall also be permitted in this area.

Office Employment

Office Employment areas are intended to provide for mainly major office uses in a transit-supportive and pedestrian-oriented setting, supported by a range of employment-supportive amenities. Permitted uses in the Office Employment designation include the following:

- Major offices and offices;
- Hotels;
- Public halls;
- Light industrial uses;
- Training facilities;
- Commercial schools; and,
- Limited convenience retail, accessory retail and service commercial uses, including restaurants, may be permitted in conjunction with the permitted uses.

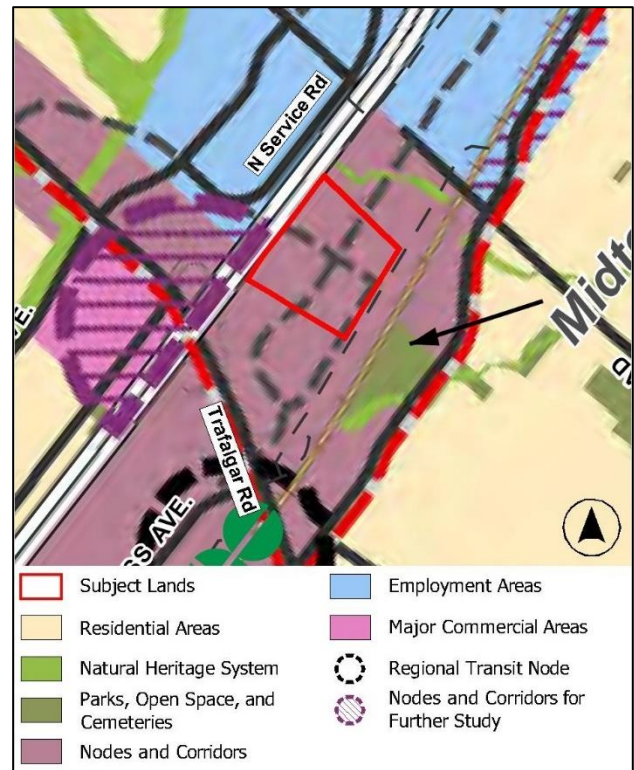


Figure 7: Oakville OP – Schedule A1 (Urban Structure)

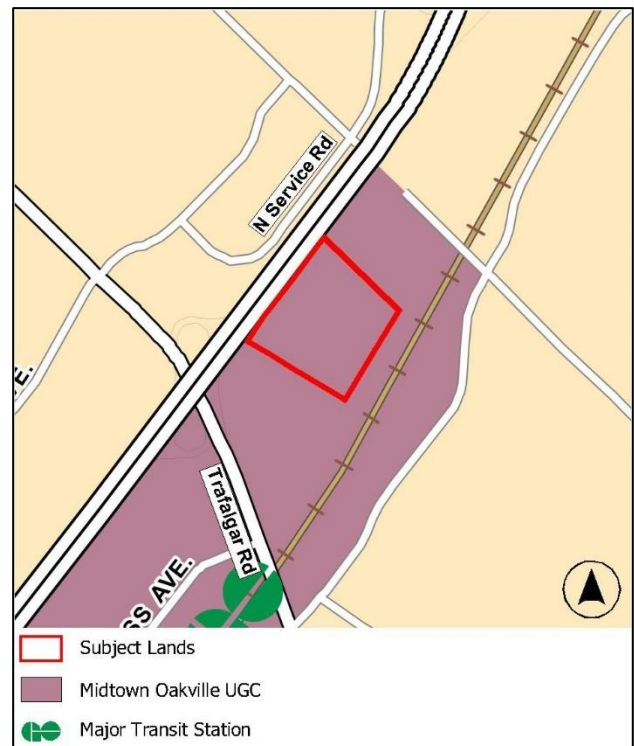


Figure 8: Oakville OP – Schedule A2 (Built Boundary and UGC)

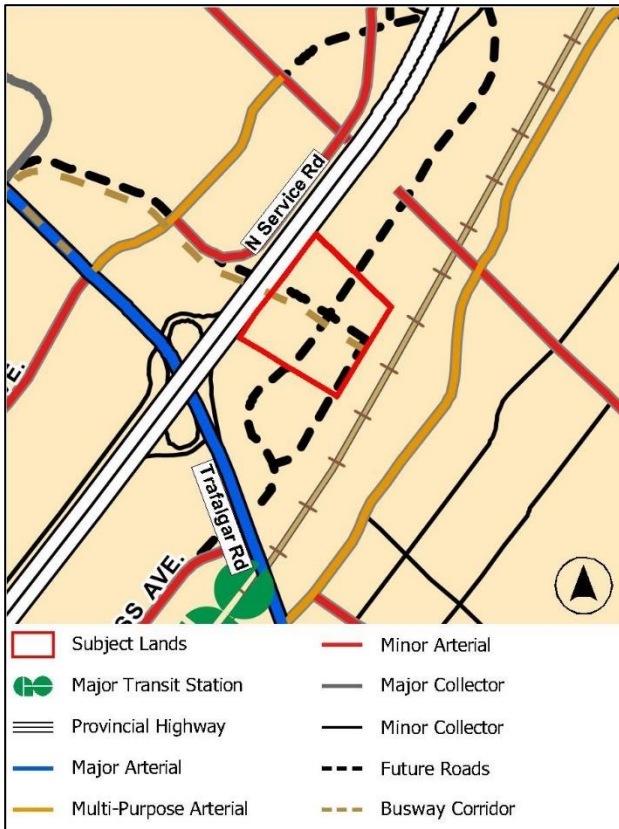


Figure 9: Oakville OP – Schedule C (Transportation Plan)

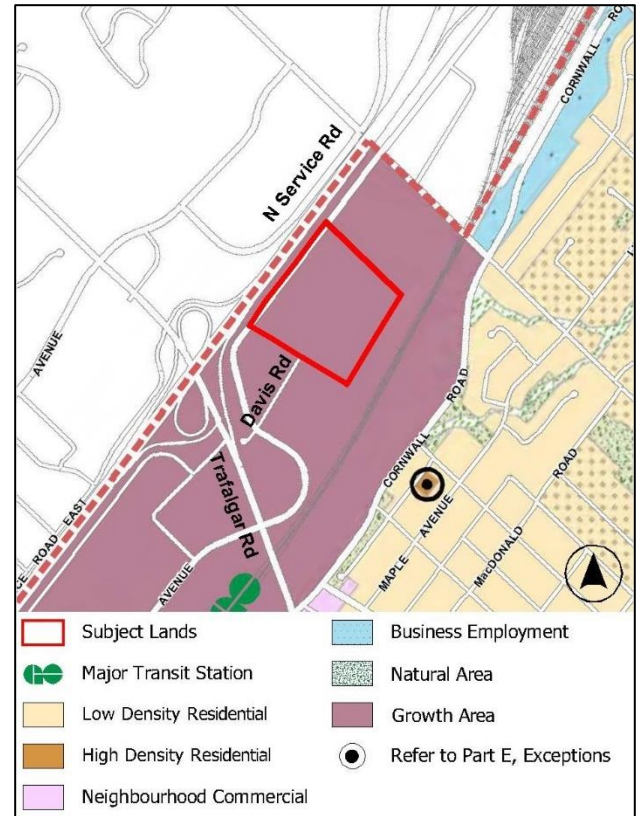


Figure 11: Oakville OP – Schedule G (South East Land Use)

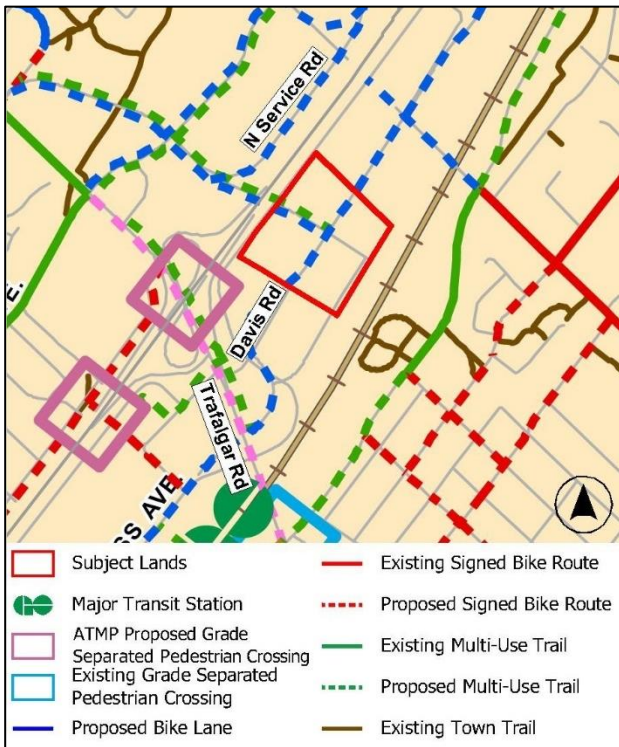


Figure 10: Oakville OP – Schedule D (Active Transportation)

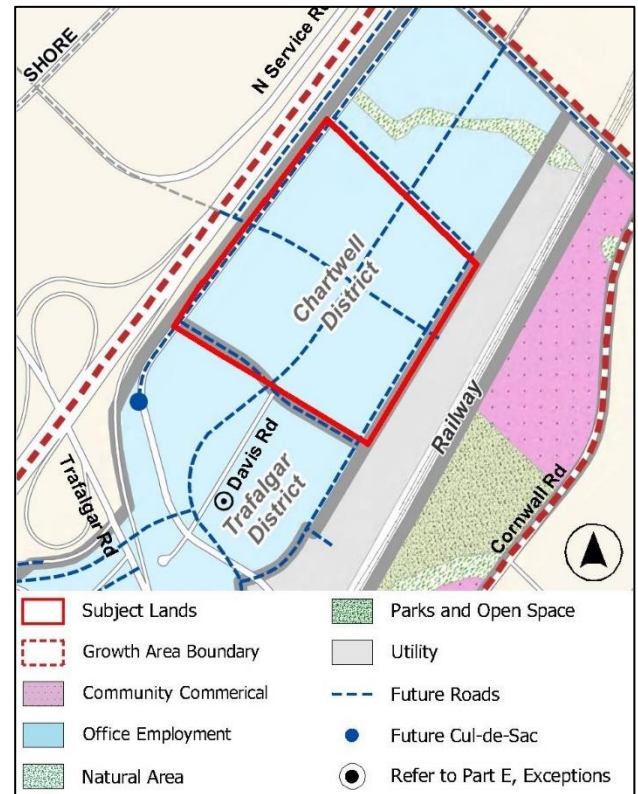


Figure 12: Oakville OP – Schedule L1 (Midtown Land Use)

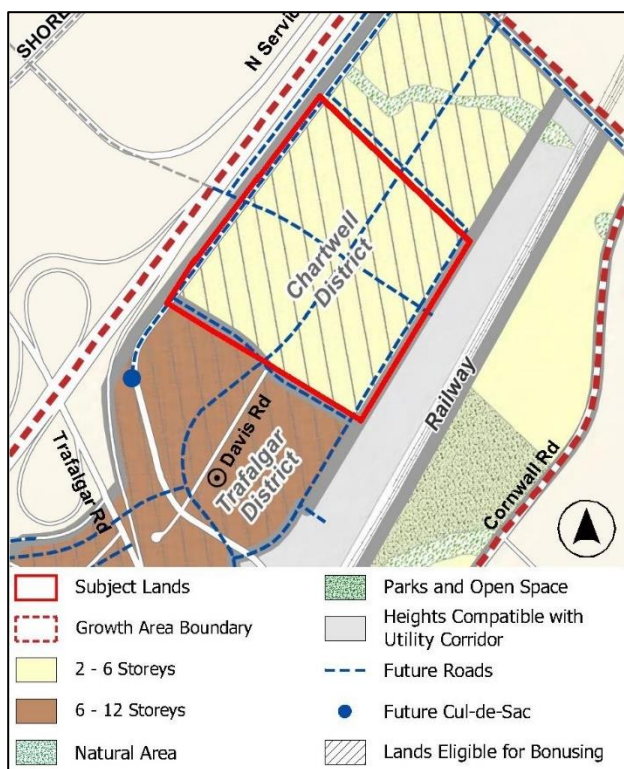


Figure 13: Oakville OP – Schedule L2 (Midtown Building Heights)

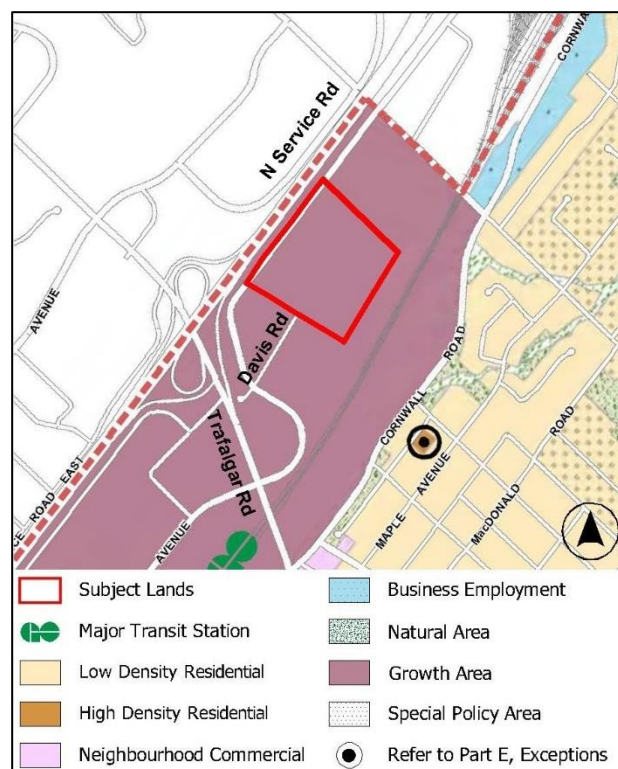


Figure 15: Oakville OPA – Schedule G (South East Land Use)

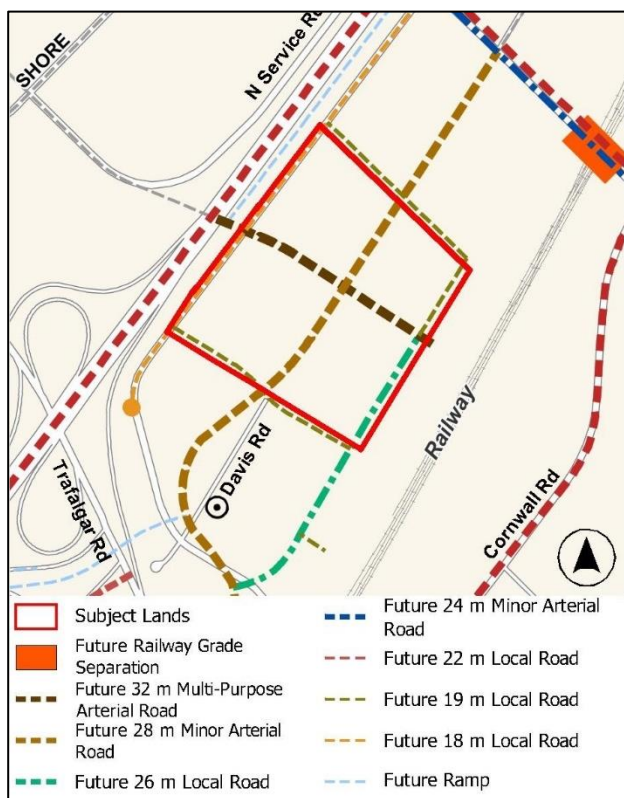


Figure 14: Oakville OP - Schedule L3 (Midtown Oakville Transportation Network)

Midtown Official Plan Amendment

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

Several draft OPAs for Midtown have been released from 2018, each of which had significant iterations from the previous. On April 2nd, 2024, after several years of public

engagement, legislative changes, and stakeholder meetings, a further draft OPA was circulated and was later presented at a statutory public meeting for comments from the public and Council on April 22, 2024. On June 3rd, 2024, at a Special Council Meeting, Council directed Planning Staff at the Town to revise the OPA to consider additional comments from members of Council and the public. On September 26th, 2024, in response to direction from Council on the previous draft OPA, the Town circulated a new draft Midtown OPA to the public and Ministry of Municipal Affairs and Housing (“MMAH”) for comment. After additional public consultation, the Town of Oakville adopted an Official Plan Amendment 70 (“OPA 70”) for Midtown Oakville on February 18, 2025. OPA 70 updates the land use policies for Midtown Oakville and enables the use of a Community Planning Permit System in the Livable Oakville Plan. Following Councils adoption of OPA 70, the OPA was sent to the MMAH for final review and approval. The Ministry posted OPA 70 to the ERO on May 15, 2025, and the comment period for the OPA was open for 45 days, ending on June 29, 2025. As mentioned, the MMAH has not approved OPA 70. While OPA 70 is being reviewed by the Ministry, the Town is developing the Midtown Policy Implementation tools including, the CPPS By-law. The CPPS By-law is critical for the functionality of OPA 70, as it enables the Town to accept community benefits in exchange for increased building heights that exceed the threshold heights in Council-Adopted OPA 70. Without the CPPS By-law, OPA 70 will not support the levels of growth and urban character of a PMTSA.

The following table provides an overview of the evolution of the Draft Midtown OPA’s beginning in May 2022, ending in February 2025, when

OPA 70 was adopted. **Table 2** below illustrates how the projected population for all of Midtown Oakville has been revised, and how the specific development policies for the Subject Lands including, the designation of the lands, the permitted height and density of development, the location and alignment of public roads, and the location and types of open space uses, have changed through each iteration of the OPA. As OPA 70 was adopted by Council in February 2025 and has not received final approval from the Province, it is informative, but not determinative.

TABLE 2: EVOLUTION OF THE DRAFT MIDTOWN OPA'S

| Category | 2022 Draft Midtown OPA (May 12, 2022) | 2023 Draft Midtown OPA (May 3, 2023) | Early 2024 Draft Midtown OPA (April 2, 2024) | Late 2024 Draft Midtown OPA (September 30, 2024) | Council Adopted Midtown OPA (OPA 70) (February 18, 2025) |
|------------------------------------|--|--|---|--|--|
| Midtown Population and Jobs | Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 13,390 residents and 7,210 jobs by 2031. | Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 13,390 residents and 7,210 jobs by 2031. | Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 20,600 residents and jobs by 2031. | Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 20,000 residents and jobs by 2031. | Minimum gross density of 200 residents and jobs combined per hectare. Minimum of 20,000 residents and jobs by 2031. |
| Land Use Designation | Urban Core | Urban Core | Urban Core | Urban Core | Urban Core |
| Precinct | --- | --- | Davis Residential Precinct | Chartwell Precinct | Chartwell Precinct |
| Tower Heights | Max 225 m | No maximum specified | 35-40 storeys | 5-12 storeys for the whole site. *Subject to bonusing for community benefits | 5-12 storeys for the whole site. *Subject to bonusing for community benefits |
| FSI | Minimum 4.0 Maximum 10.0 | Minimum 4.0 Maximum 10.0 | Minimum 1.0 No maximum | Minimum 2.0 Maximum 3.0-4.0 | Minimum 2.0 Maximum 3.0-4.0 |
| Parking Requirements | Reduced minimum parking standards, and the use of maximum parking standards, shall be considered in the implementing zoning and through the planning approval process. | Reduced minimum parking standards, and the use of maximum parking standards, shall be considered in the implementing zoning and through the planning approval process. | Minimum parking standards are not required in Midtown. | Minimum parking standards are not required in Midtown. | Minimum parking standards are not required in Midtown. |
| Park Location and Amount | Two Urban squares. E-W Promenade along Davis Road. N-S connectors south of Davis Road. Minimum 5% of net site area provided as POPS. | Two Urban squares. E-W Promenade along Davis Road and the extension of Cross Avenue. Public Common in the middle of the Subject Lands. | Public Common shown at southwest quadrant of the Subject Lands. Midblock connections shown E-W through blocks north of Davis Road. | Park shown at the southwest quadrant of the Subject Lands. Mid-block connections shown E-W through the middle of the park, and E-W in the northern portion of the site. | Park shown at the southwest quadrant of the Subject Lands. Mid-block connections shown E-W through the middle of the park, and E-W in the northern portion of the site. |

The proposed development largely conforms to the goals, objectives, and structural elements of OPA 70 adopted by the Town of Oakville on February 18, 2025. Several modifications have been made to the proposed road network, the location and types of parkland, and the pedestrian connections to better reflect and support the vision for the Subject Lands. The proposed development includes building heights and densities that are consistent with the Draft OPA released by the Town in April 2024, given the reliance of Council-Adopted OPA 70 upon a Community Planning Permit System By-law that has yet to be finalized. These changes are intended to facilitate the creation of an urban, mixed-use community that aligns with the broader vision for the PMTSA. While Council-Adopted OPA 70 is not yet in force and effect and is therefore informative, not determinative, the following section has been provided to outline the policies that govern the use and objectives of the Subject Lands, based on the most recent vision from the Town.

Land Use

The Subject Lands are identified as being within a 'Growth Area', as per Schedule G, South East Land Use of the LOP (**Figure 15**). The lands are designated as 'Urban Core' with several 'Future Roads' throughout the Subject Lands, as per Schedule L1 of OPA 70 (**Figure 16**). As per Figure E1, Precinct Areas of OPA 70 the lands are located in the 'Chartwell Precinct' (**Figure 20**).

Lands designated Urban Core are subject to the Urban Core policies outlined in the LOP, as well as additional policies outlined in OPA 70. The Urban Core is envisioned as a transit-supportive, walkable community that contributes to meeting the Town's employment objectives and targets.

New development within the Urban Core must provide a minimum of 12% of the total proposed gross floor area as non-residential uses—such as cultural, community, retail, commercial, and/or office uses—either integrated within mixed-use buildings or as standalone buildings. This requirement may be modified on a case-by-case basis. Figure E2, Active Frontages, of OPA 70 identifies sections of select roads where buildings are required to provide active frontages. Portions of the N-S Local Road and the E-W Collector Road traversing the Subject Lands are identified as "Active Frontages" on Schedule E2 (**Figure 23**). Buildings fronting these road segments must devote a minimum of 70% of the public realm frontage at the ground floor to active at-grade uses such as commercial, retail, office, or recreational uses.

As per the OPA 70 the Subject Lands are located within the Chartwell District (**Figure 20**). The Chartwell District is envisioned as a transition area from urban mixed-use development to less intense development, and as a business campus area of Midtown Oakville. This Precinct supports a vibrant-live work community, where a high proportion of development contributes to non-residential use. This area will be connected to the larger Midtown Oakville area through streets and multi-use paths that provide pedestrian, cyclist, and transit access from the transit hub.

Building Height and Density

The OPA 70 introduced minimum and maximum density schedules. As per Schedule L2, development on the Subject Lands must have a minimum FSI of 2.0 (**Figure 17**). Schedule L3, restricts development on the northern half of the Subject Lands to a maximum FSI of 4.0, and development on the southern portion of the Subject Lands to an FSI of 3.0 (**Figure 18**). OPA 70 significantly reduced the as-of-right maximum permitted height and density for

development on the Subject Lands, from what was proposed through the various Drafts of the Midtown OPA. As per Schedule L4, development on the Subject Lands has an “as of right” building height threshold of 5-12 storeys (**Figure 19**). Additional height beyond the threshold may be permitted through a development permit or a rezoning application in exchange for community benefits or cash-in-lieu of benefits, so long as the development does not exceed the maximum density for the Subject Lands. As noted, the Town of Oakville does not currently have a CPPS By-law in place to facilitate increased building heights therefore, development applications that wish to implement a height beyond that shown on Schedule L4, must be processed through a rezoning application.

Open Space Network

Elements of the Midtown Oakville Open Space Network identified on Schedule L6 of the Adopted Midtown OPA are included on the Subject Lands including, a ‘park’ in the southwest corner of the Subject Lands and ‘Off-Road Active Transportation Connections’ running east-to-west along the northern portion of the Subject Lands and through the park (**Figure 21**).

Transportation

As per Schedule L5 of OPA 70, the Subject Lands contains a future internal road network that consists of: a ‘Future 20.0 m N-S Local Road’; ‘Future 30.0 m N-S Minor Arterial’; ‘Future 26.0 m E-W Collector Road’; and, ‘Future 36.0 m E-W Arterial Road that transitions into a Future 30.0 m Minor Arterial’ (**Figure 22**). As per Schedule L6 of OPA 70, several of these future roads also feature ‘future bicycle lanes’ (**Figure 21**).

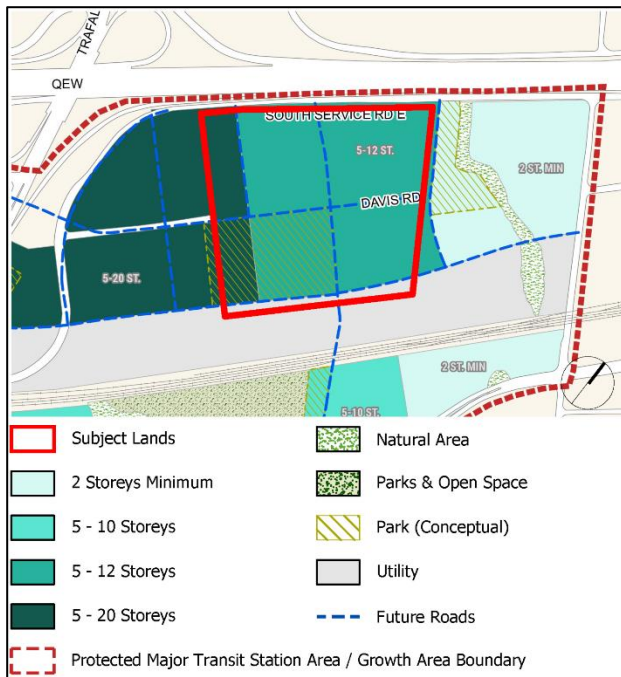


Figure 16: Town of Oakville OPA 70- Schedule L1, Midtown Oakville Land Use

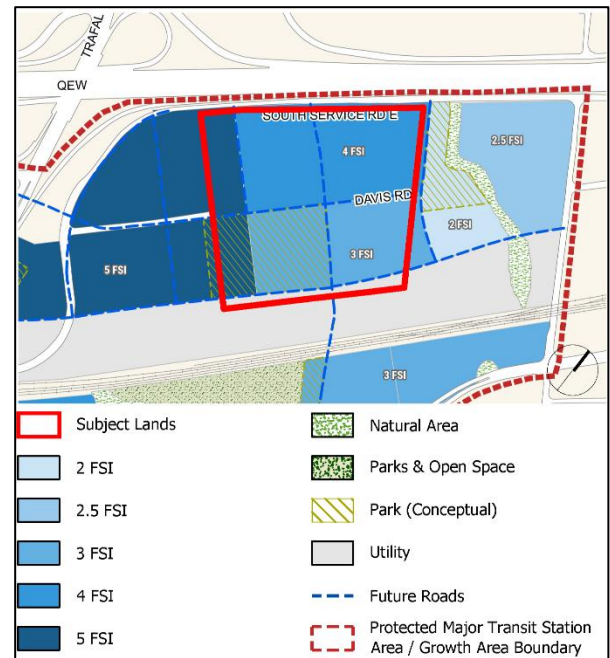


Figure 18: Town of Oakville OPA 70- Schedule L3, Midtown Oakville Maximum Density

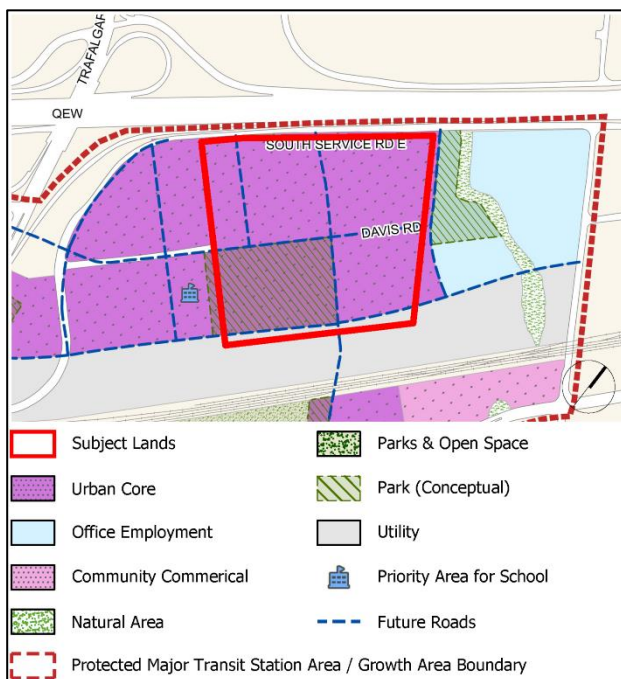


Figure 17: Town of Oakville OPA 70- Schedule L2, Midtown Oakville Minimum Density

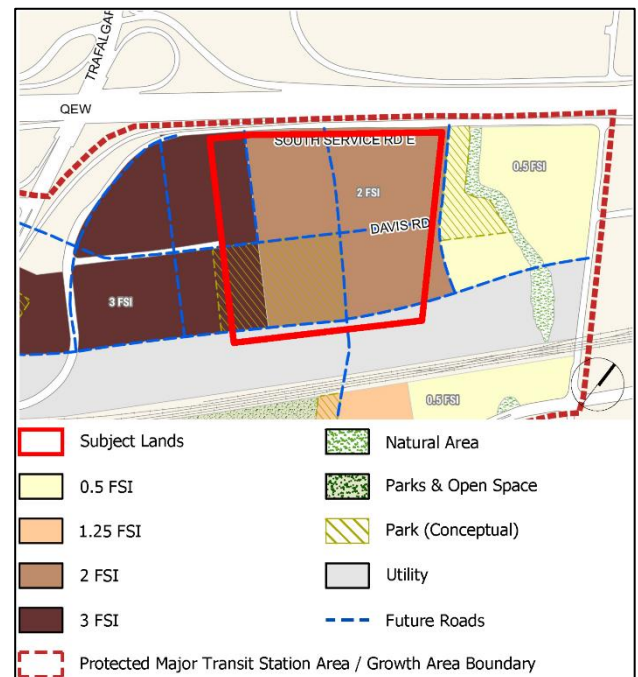


Figure 19: Town of Oakville OPA 70 -Schedule L4, Midtown Oakville Building Height Thresholds

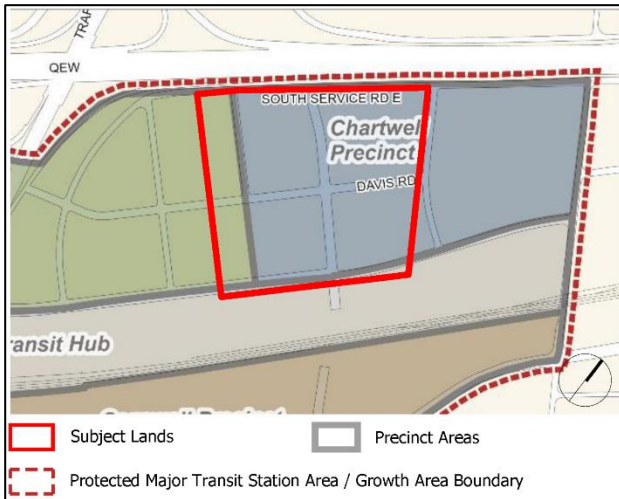


Figure 20: Town of Oakville OPA 70- Schedule E1, Precinct Areas

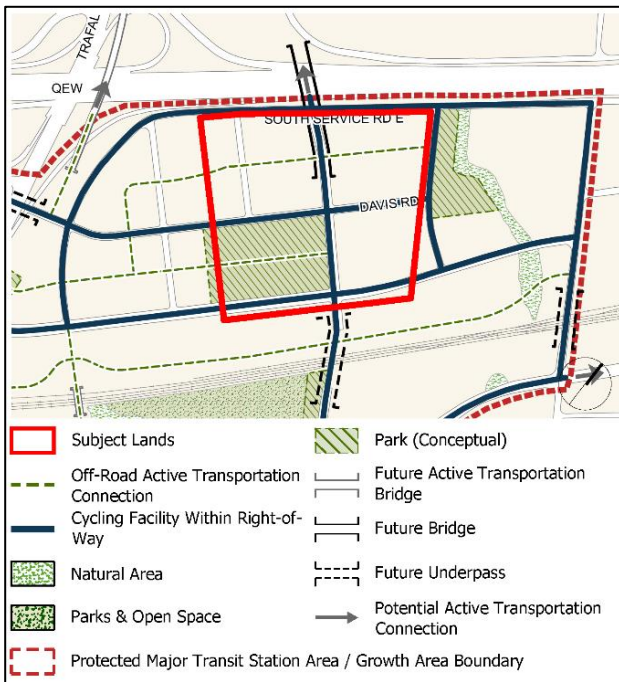


Figure 21: Town of Oakville OPA 70- Schedule L6, Midtown Oakville Active Transportation

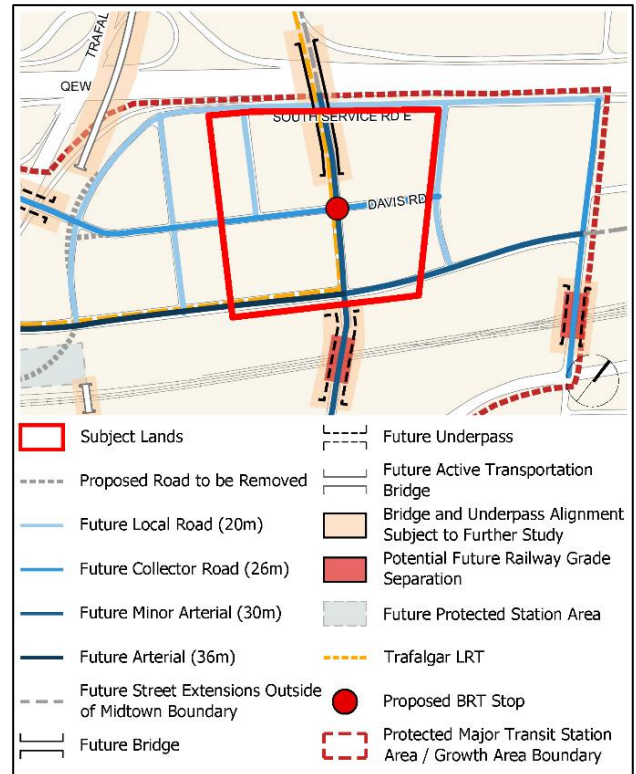


Figure 22: Town of Oakville OPA 70- Schedule L5, Midtown Oakville Proposed Transportation Network

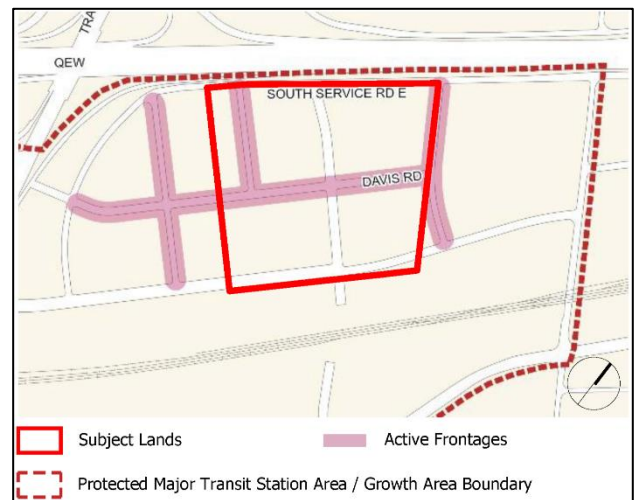


Figure 23: Town of Oakville OPA 70 – Schedule E2, Active Frontages

Zoning

In February of 2014, the Town of Oakville Council adopted OPA 4 that proposed minor changes to the Midtown Oakville policies to align with the new Comprehensive Zoning By-law 2014-014. As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as 'Midtown Transitional Employment (MTE)' which permits a range of retail, commercial, office, and community uses. In the sidebar text for the MTE Zone, the Town notes that building envelopes should be frozen to those legally existing on February 25, 2014. On March 21st, 2014, the previous owner of the Subject Lands submitted a site-specific appeal to Part 7 of Zoning By-law 2014-014 which, includes the permitted uses and regulations of the MTE Zone (OMB Case No. PL140317). The appeal is still in place.

As there is an outstanding appeal to Zoning By-law 2014-014 that affects the Subject Lands, the zoning of the Subject Lands is regulated by both Zoning By-law 2014-014 and Zoning by law 1984-63.

Town of Oakville Zoning By-law 2014-014

As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as 'Midtown Transitional Employment (MTE), Temporary Use 6 (T6)'. Mapping and applicable zoning are included in this report as **Figure 24**. The permitted uses for lands zoned as MTE include a variety of retail, service commercial office, employment, and community uses. On May 27, 2024, the Town of Oakville passed By-law 2024-088 which, added Special Provision T6 to the zoning of the Subject Lands. Special Provision T6 allows for the temporary use of a portion of the Subject Lands for the outdoor storage of shipping containers and motor vehicles. The

temporary use permission is in effect for a maximum period of three years.



Figure 24: Zoning By-law 2014-014

Town of Oakville Zoning By-law 1984-63

As per the Town of Oakville Zoning By-law 1984-63, the southwest corner of the Subject Lands is zoned as 'General Employment (E2)', while the majority of the Subject Lands are zoned as 'Light Employment (E1)'. Special provisions 732 and 837 apply to the entirety of the Subject Lands while temporary use permission 32T applies to the majority of the Subject Lands. Mapping and applicable zoning are included in this report as **Figure 25**. The E1 and E2 zones permit a variety of employment uses including office uses, financial institutions, light industrial operations, parking-heavy vehicles, service vehicle dealerships and vehicle repair shops. Lands zoned E2 also permit vehicle storage compounds and outdoor storage. Special Provision 732 includes additional regulations for the Subject Lands including minimum yard setbacks and buffer strips, as well as allowances for screened outside storage so long as the lands continue to be used for light bulb manufacturing. Special Provision 837 applies to the whole of Midtown Oakville and Uptown Core and prohibits drive-through facilities. On May 27, 2024, the Town of Oakville passed By-law 2024-088 which, added Special Provision 32T to the zoning of the Subject Lands. Special

2.3 Transit and Transportation Context

The following section provides an overview of the plans and guidelines that direct the transportation infrastructure within, and immediately surrounding, the Subject Lands including, the LOP and the Town of Oakville Switching Gears Transportation Master Plan (2018).

Existing

Planned

The planned transportation network for the Subject Lands is shown on Schedule L3-Midtown Oakville Transportation Network of the Livable Oakville Plan (dated August 31, 2021) (**Figure 14**) and includes the following:

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

Multi-purpose Arterial Roads are 4 or 6 lane roads that accommodate a high volume of traffic, and act as a major transit corridor. Minor Arterial Roads are 2 or 4 lane roads that accommodate intermediate volumes of inter-community and inter-neighbourhood traffic and distribute traffic to and from other classes of roads. Local Roads are two lane roads that are designed to service only the properties that abut that roadway.

The transportation network proposed through OPA 70 resembles Schedule L3, Midtown Oakville Transportation Network of the LOP, with modifications to the location, alignment, and ROW width of select roadways. Schedule L5 of the Adopted OPA, identifies the following transportation network within the Subject Lands (**Figure 22**):

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

Transit

As shown on **Figure 26** below, the Subject Lands is located within 800 m of the Oakville GO/VIA Train Station which is a central transit hub that is connected to the VIA Rail, Lakeshore West GO Train Line, the Oakville Public Transit System.

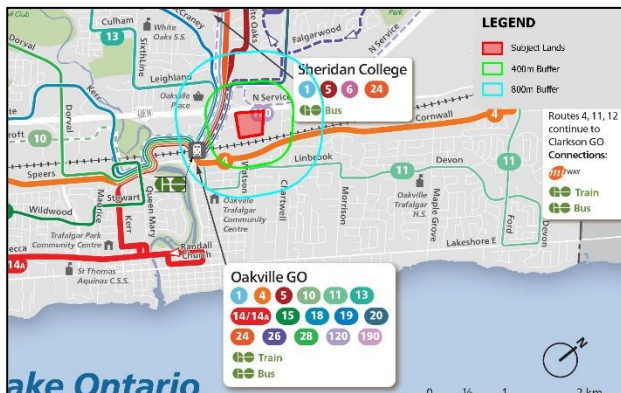


Figure 26: Surrounding Transit Stops

VIA Rail

The Oakville Train Station contains a VIA Rail station that connects riders from Oakville to Toronto, Ottawa, and Quebec City in the northeast, and to Niagara Falls, London, and Windsor in the south. VIA rail trains run daily on weekdays and weekends.

Lakeshore West GO Train Line/GO Bus

The Oakville GO Train station is located within 1.3 km, or an 18-minute walk from the Subject Lands. The Oakville GO Train Station is located along the Lakeshore West GO Train Line, which provides daily service from Toronto's Union Station in the east to Niagara Falls in the west. Further connections are provided at Union Station that connect riders to the Greater Toronto Area ("GTA"). Trains operate every half hour, with trains operating more frequently during weekday rush hour times. The GO Bus also operates out of the Oakville GO Station and provides service north of the station to Milton and Mississauga.

Oakville Public Transit System

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

Future Transit

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

- Lakeshore West GO Line Service Expansion: Metrolinx has proposed expanded service to include 15-minute service, or better frequencies, both-ways throughout the day between Toronto and Aldershot, in addition to a 7-day a week, hourly service between Toronto and Hamilton.
- Trafalgar Road Rapid Transit (BRT): In both Halton Region's and Metrolinx's Transportation Master Plans, Trafalgar Road has been identified as a rapid transit corridor to feature an exclusive BRT service between Midtown Oakville and Highway 407. OPA 70 proposes a BRT stop at the future intersection of the extension of Davis Road and Future N-S Minor Arterial Road, which is currently within the Subject Lands. This would give residents of the proposal direct access to the proposed BRT, creating seamless access to Oakville GO as well as rapid transit service.
- Dundas Street Rapid Transit- BRT: A 48-kilometre exclusive BRT service has been proposed on Dundas Street from Highway 6 in the City of Hamilton to Kipling Transit Hub in Toronto.
- Oakville Mobility Hub: Through the Big Move, Metrolinx has established goals to implement Transit Mobility Hubs throughout the Greater Toronto Area. Midtown Oakville was identified as a major mobility hub that will act as a node for many incoming transit projects.

Due to the abundance of existing and future transit options, the proposed development is

positioned in an ideal location to enable future residents to shift away from reliance on personal automobiles and turn to transit use given the major transit investments that are being made in the surrounding area.

Active Transportation

Active transportation routes are not currently provided on the Subject Lands. Schedule D-Active Transportation Plan of the LOP and the Town of Oakville Active Transportation Master Plan ("ATMP") (2017), identify several proposed active transportation routes through the Subject Lands. The proposed E-W extension of Cross Avenue is proposed to accommodate a 'bike lane'. A 'bike lane' and an 'in boulevard multi-use trail' is also proposed along Future N-S Arterial Road through the middle of the Subject Lands. The Town's ATMP also identifies a 'Previously Proposed Grade Separated Pedestrian Crossing', connecting the Future N-S Arterial Road through the Subject Lands, over Highway 403.

The active transportation network for the Subject Lands provided in OPA 70 is similar to that of Schedule D of the LOP, but incorporates more extensive active transportation infrastructure. Schedule L6 of the OPA 70 includes the cycling facilities (**Figure 21**):

- Future Cycling Infrastructure TBD along the 26.0 m E-W Collector Road (Davis Road Extension);
- Future Bicycle Lane along the 36.0 m E-W Arterial Road (Cross Avenue Extension);
- A Future Bicycle Lane along the 30.0 m N-S Minor Arterial; and,
- A mid-block connection running E-W along the northern portion of the Subject Lands and through the park.

In summary, the Subject Lands are in a location well-served by the existing and planned local road network, local and regional transit services, as well as active transportation routes.

2.4 Housing Context

Given the ongoing housing and housing affordability crisis in the Province and in the Town, the proposed development has taken queues from recent Federal, Provincial and municipal pledges to expedite and further incentivise housing initiatives where adequate housing opportunities are required to accommodate existing and anticipated population growth. The Canadian Mortgage and Housing Corporation ("CMHC") estimates 3.5 million new homes are required, beyond current projections, to reach affordability. An increased supply is required to meet the demands of middle-income households in particular, where lack of supply has significantly increased the price of housing. The lack of affordable new construction opportunities for middle income households has caused the resale market to regress, consequently limiting opportunities for those with less income; increasing the supply of homes for the middle-income households will facilitate this process.

To achieve affordability, CMHC emphasizes the importance of the private sector and government working together noting that developers must fully utilize land to increase the supply of housing, while the government must work to accelerate the regulatory process.

The Provincial government has committed to an action plan to tackle Ontario's housing supply crisis and reach the goal of building at least 1.5 million homes by 2031 by incentivising 21 municipalities across Ontario (with a population

projected to be 50,000 or more by 2031) to develop tools and strategies that they intend to use to achieve their housing targets.

In July of 2023, the Town released the draft Housing Strategy and Action Plan, intended to improve the housing landscape in the Town of Oakville. The objective of the plan is to guide the Town of Oakville in achieving two housing growth targets, one set out by the Region of Halton and one by the Province. The Region of Halton Official Plan sets out growth targets for each of the municipalities in the Region until the year 2041 through the Region's Integrated Growth Management Strategy. As per Table 2a, Regional Phasing - 2041 Targets of the Official Plan, the Town of Oakville is intended to accommodate a minimum of 44,800 new residential units by the year 2041 including, 19,340 units inside the built boundary. In November 2022, the Province passed Bill 23, More Homes Built Faster Act, 2022 which assigned housing pledges to several fast growing and large municipalities. Through Bill 23 the Town of Oakville pledged to approve 33,000 new housing units by 2031. To achieve this target, the Town will need to produce an average of 3,300 housing units per year for the next 10 years. The role of the Town in achieving this goal is to process and approve housing units.

The intent of the Town's Housing Strategy and Action Plan is to provide an extension of the LOP that supports the Town in creating housing opportunities that achieve the regional target and meet the housing pledge. The Action Plan is structured around six goals to improve housing including: (1) supporting growth management and increasing housing supply; (2) improving housing affordability, housing options, and housing choice; (3) streamlining approvals; (4) making housing feasible; (5) increasing

engagement, raising awareness, and building capacity; and (6) collaborating.

The housing mix in the Town of Oakville is dominated by low-rise housing, which makes up 64% of the total housing mix. Medium density housing forms, such as rowhouses, apartments in a duplex, and apartments with less than 5-storeys, make up 24% of the housing mix. Finally, high density housing, which consists of buildings with a height of 5 or more storeys, makes up 12% of the Town's housing mix. The housing mix target in the Region of Halton Official Plan calls for at least 50% of new housing units produced annually in the Region to be in the form of higher density housing. Given this, according to the Action Plan, the Town is to accommodate higher density housing forms that improve affordability, create more housing choice, and contribute to the creation of a complete community.

Since January 2023, the Town has had 6,530 housing starts. In October 2025, the Town reported 1,774 housing starts for the year thus far. Housing starts are defined by the Town as homes that have been inspected by the Towns Building Inspector. The Town also tracks their overall housing starts, to determine their progress on meeting the 2031 housing target. In order to achieve the provincial and regional housing targets the Town must continue to support the creation of higher density housing forms, particularly in SGAs where growth is planned and accommodated for.

2.5 Natural Heritage

As per the Ministry of Natural Resources ("MNR") Mapping, the southwest corner of the Subject Lands contains a "wooded area". This area is not designated as part of the Region of

Halton Natural Heritage System, or the Town of Oakville's natural area. Morrison Creek is a watercourse regulated by Conservation Halton, located to the northeast of the Subject Lands.

The natural areas on and immediately surrounding the Subject Lands have been assessed through an Environmental Impact Assessment ("EIA") prepared by Stantec Consulting, enclosed with this application, and further discussed in **Section 4.11** of this Report.

2.6 Built Heritage

The Subject Lands are designated under Part IV, Section 29 of the *Ontario Heritage Act* ("OHA"). While the designation applies to the entire property, the identified cultural heritage value and attributes are associated with the 1948 office building, fronting on South Service Road East. A Heritage Impact Assessment ("HIA") was prepared by ERA Architects Inc. ("ERA") to assess the impact of the proposed development on the heritage resources on the Subject Lands. The Report is discussed in **Section 4.3**.



Figure 27: Heritage Building

2.7 Surrounding Development Applications

As part of the preparation of the planning assessment, a search of the Town of Oakville development application database was undertaken in October of 2025, to provide the context of the existing and proposed developments within the surrounding area (**Figure 28**).



Figure 28: Surrounding Active Development Application

TABLE 3: ACTIVE SURROUNDING DEVELOPMENT APPLICATIONS

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

3.0 The Proposal

3.1 The Development Proposal

History of the Proposal

An Official Plan Amendment (“OPA”) to the Livable Oakville Plan was submitted by the Landowner to the Town of Oakville on November 7, 2024, and was later deemed complete by the Town on November 18, 2024. The OPA was intended to redesignate the Subject Lands from “Office Employment” to a site specific “Urban Core” designation. The site-specific Urban Core designation would allow for the development of the Subject Lands with seven (7) mixed-use buildings with 16 towers with heights up to 48 storeys, a 1.87-hectare public park, two (2) POPS (2,000 m²), and a multimodal transportation network. The development consisted of three (3) development blocks and one (1) park block, supported by an internal road network (**Figure 29**). The location, size, and shape of the proposed blocks was dictated by the transportation network that acted as the spine of the proposed development.

Following the initial OPA submission by the Landowner in November 2024 and the Town’s adoption of OPA 70 in February 2025, the Landowner undertook a design exercise aimed at reimagining how the proposed development could better serve the future community in Midtown. This process was motivated by the feedback from the public, councillors, and Town staff received during public meetings and open

houses that emphasized the importance of an enhanced public realm, programmed open spaces, pedestrian connectivity, and the creation of a complete community in Midtown Oakville.



Figure 29: Previous Site Plan (November 2024)

The Vision

Shifting away from the conventional layout of four symmetrical development blocks dictated by maximizing building towers, the new vision for the development is focused on livability and placemaking in Midtown Oakville. As shown in **Figures 30-43** below, the plan is structured around series of landmark features, that act as community-anchors that define the distinct sense of character and identity for the high-rise mixed-use neighbourhood. These landmarks consist of various different types of open space uses including, public parkland, POPS, and strata parkland. **In total, the proposed development will provide over 2.72**

hectares of open space, representing approximately 24% of the total gross site area. This marks a substantial increase from the 1.87-hectare public park and 0.2 hectares of POPS provided in the initial submission, which together accounted for 18% of the site area.

The landmark features proposed are defined and described as follows:

- A ring of programmed green space that continuously meanders throughout the site, known as the **"Forest Loop"**. The Forest Loop is intended to weave together a cohesive public realm through creating an immersive experience, lined with curated public art, seating areas, and passive programming, intended to create a unique sense of place in Midtown Oakville.
- A **"Culture Hub"** at the northern end of the site that reclaims the space under the future QEW overpass into a safe, animated public space that incorporates the existing Heritage Building into its design.
- **Davis Road** is envisioned as a pedestrian-oriented street, featuring wide pedestrian walkways, generous bicycle lanes, plantings, and tactile softscaping. The design encourages retail spill-out onto the street, prioritizing pedestrian comfort and enhancing the overall street experience.
- Two large public spaces at the southern end of the development, known as **"Civic Squares"** are envisioned as public piazzas where cafes, shops, and restaurants, open onto the public square to create lively urban gathering spaces.

- At the eastern and western edges of the Civic Squares lies two **"Green Slopes"** which, are architectural features that capitalize on the site's changing topography through guiding pedestrians from the buildings, down to the civic squares through a series of stairs, ramps, and platforms.
- To maintain a continuous pedestrian loop throughout the site, a pedestrian overpass, known as the **"Forest Bridge"** will connect the two southern development blocks, that maintains pedestrian accessibility and safety as the grade of the site drops towards the CN Railway.

The revised proposal also introduces a more thoughtful and balanced built form. Where the original plan included 16 high-rise towers ranging from 30 to 48 storeys, the new concept scales this back to 14 high-rise towers ranging from 35 to 48 storeys. This refinement allows for greater spacing between buildings, reduces shadow impacts, and increases the variation in the skyline. Each tower is carefully massed with podiums and stepbacks to create a pedestrian-scaled experience and contribute to the public realm. The predominant form of housing will consist primarily of high-density, transit-oriented housing, that will broaden the range and mix of housing in Midtown Oakville to increasingly compact and affordable housing types. Overall, the development is targeting a gross FSI of 5.16, and a net FSI of 8.08. This level of intensification will support the Town of Oakville in achieving a transit-supportive, urban community that meets the required growth targets for the Midtown Oakville PMTSA.

The proposal will contribute to the vision for Midtown through transforming the historic site into a dynamic space that promotes transit-

supportive development, increases density around transit hubs, integrates a mix of uses, enhances pedestrian and cycling infrastructure, and creates a vibrant and sustainable urban hub. The proposed development will create a dynamic community that fosters a sense of belonging, well-being, and connection.

The proposal prioritizes the creation of a connected and accessible community, with comprehensive pedestrian pathways, cycling routes, and accessible public spaces. The proposal ensures a complete community with high-quality public realm and architecture by providing a variety of uses.

Guiding Principles

The vision for the redevelopment of the Subject Lands is supported by the following guiding principles.

1. Transit-Supportive Development

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

2. Connected and Accessible Community

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

3. High-Quality Public Realm

- Design attractive, safe, functional public spaces encouraging social interaction.
- Create unique public spaces that will contribute to placemaking in Midtown Oakville.
- Orient and place the proposed buildings at, or near, the street edge to animate and enhance the adjacent public realm
- Implement green spaces and parks to enhance the urban environment.
- Use high-quality materials and design standards in public infrastructure projects.

4. Excellence in Architecture

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

5. Sustainability and Resiliency

- Emphasize energy efficiency in building design.
- Encourage sustainable transportation by promoting alternative modes of transportation such as public transit, walking, and cycling.
- Enhance community well-being by integrating green spaces and pedestrian paths into the development.
- Develop a thoughtful and innovative landscaped open space system.
- Increase the Towns tree canopy, and support ecological biodiversity.

3.2 Master Plan Components

The following section provides a brief description of each of the components of the proposed development including, the proposed transportation infrastructure, land use mix, open space uses, built form, heritage, and elements for sustainability, and phasing. A copy of the proposed Site Plan, massing, and streetscape renderings are provided below in **Figures 30-43**. A planning and design evaluation of each of these components follows in **Section 4.0**.

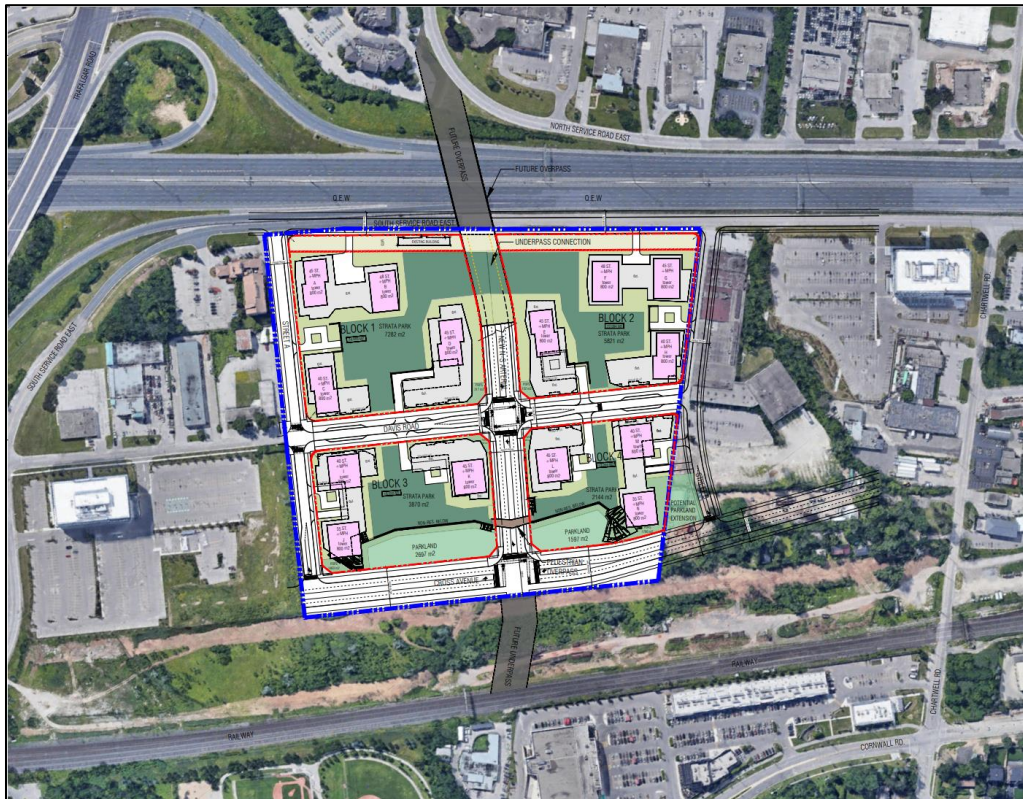


Figure 30: Site Plan

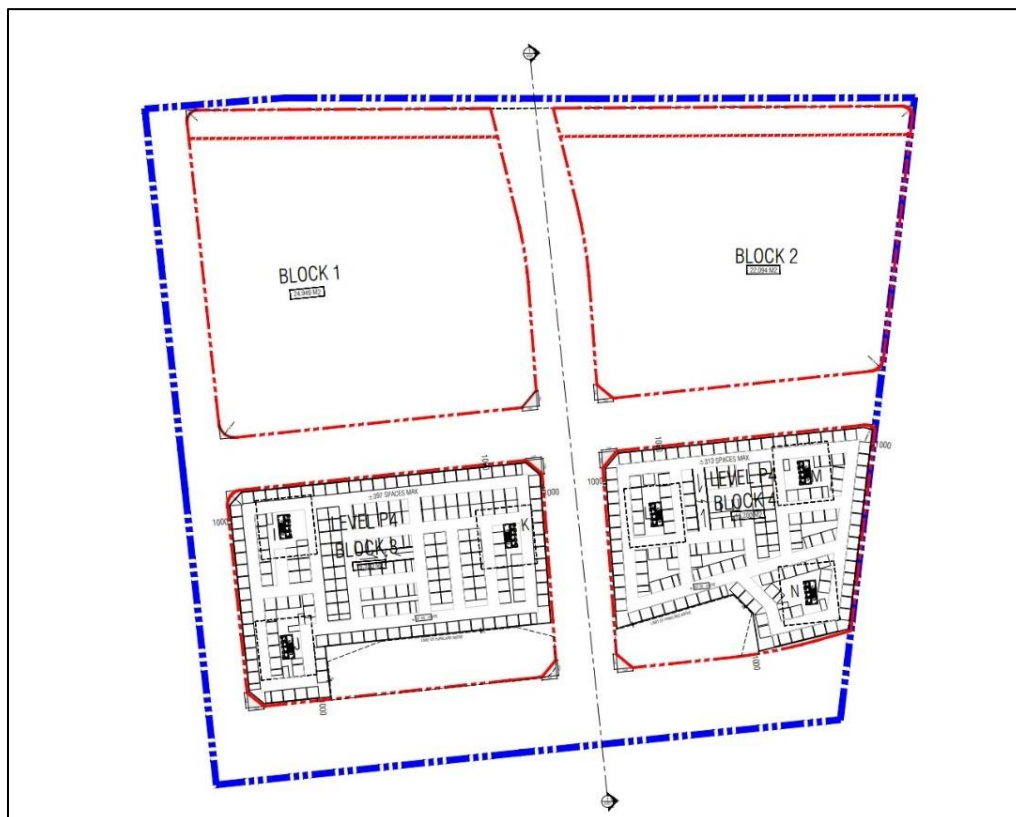


Figure 31: P4 Underground

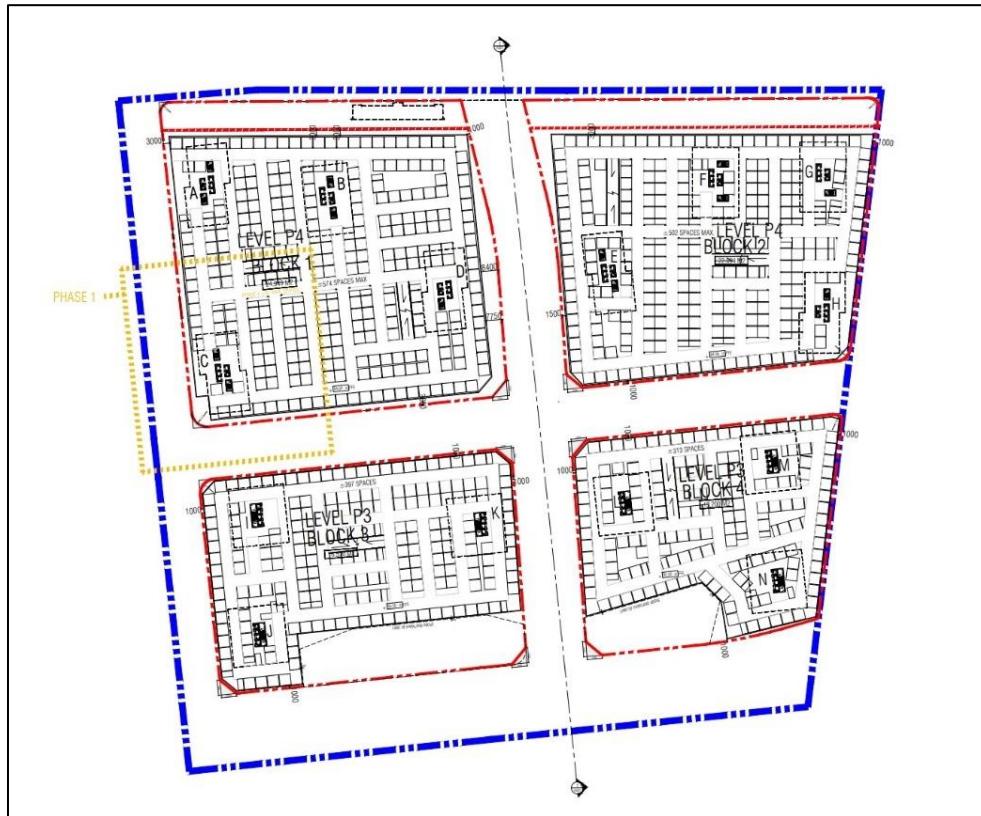


Figure 32: P4-P3 Underground

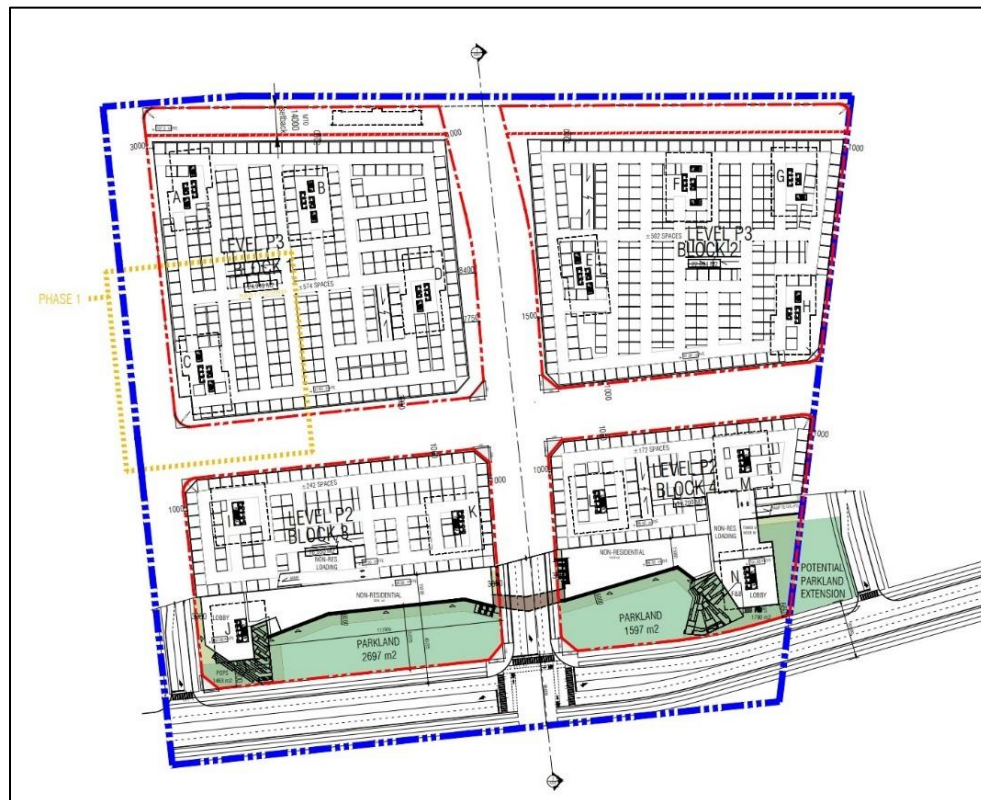


Figure 33: P3-P2 Underground



Figure 34: P2-P1 Underground



Figure 35: P1 Lower Ground Floor

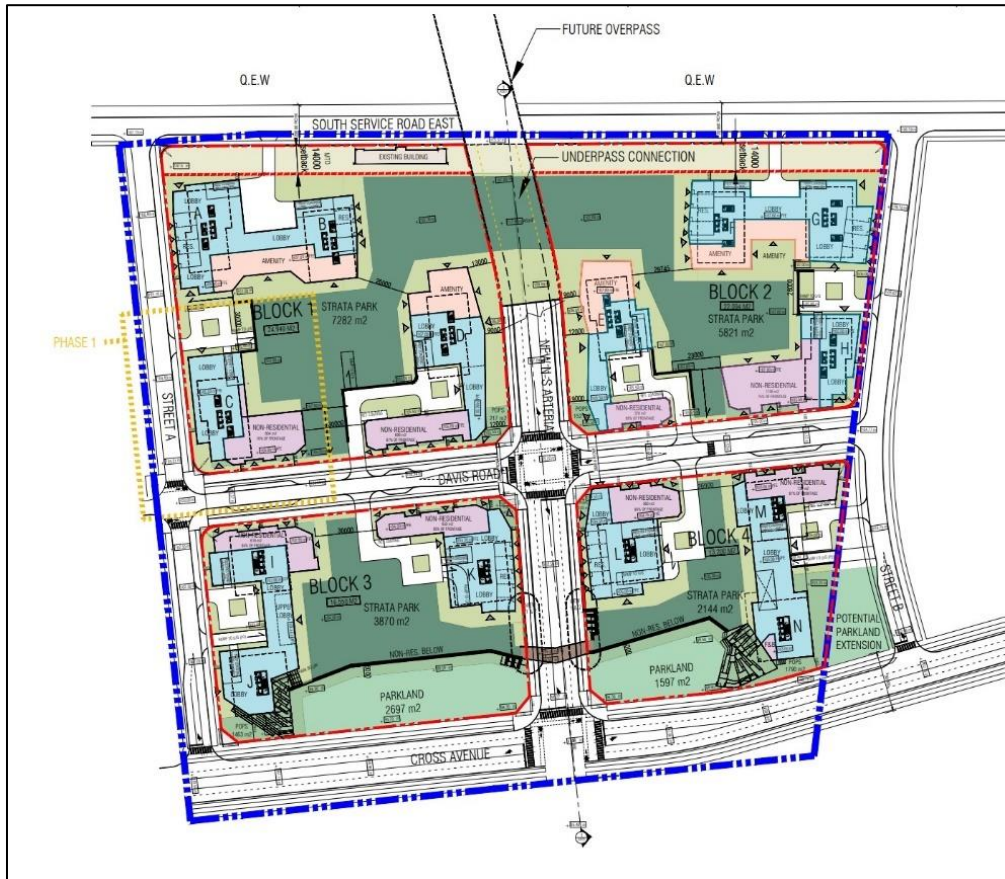


Figure 36: Ground Floor Plan



Figure 37: Aerial View, Looking Northeast



Figure 38: Aerial, Looking Northeast Over Strata Park in Block 1



Figure 39: Pedestrian View, Looking Southwest to Block 1



Figure 40: Pedestrian View, Looking Southwest Under the Overpass

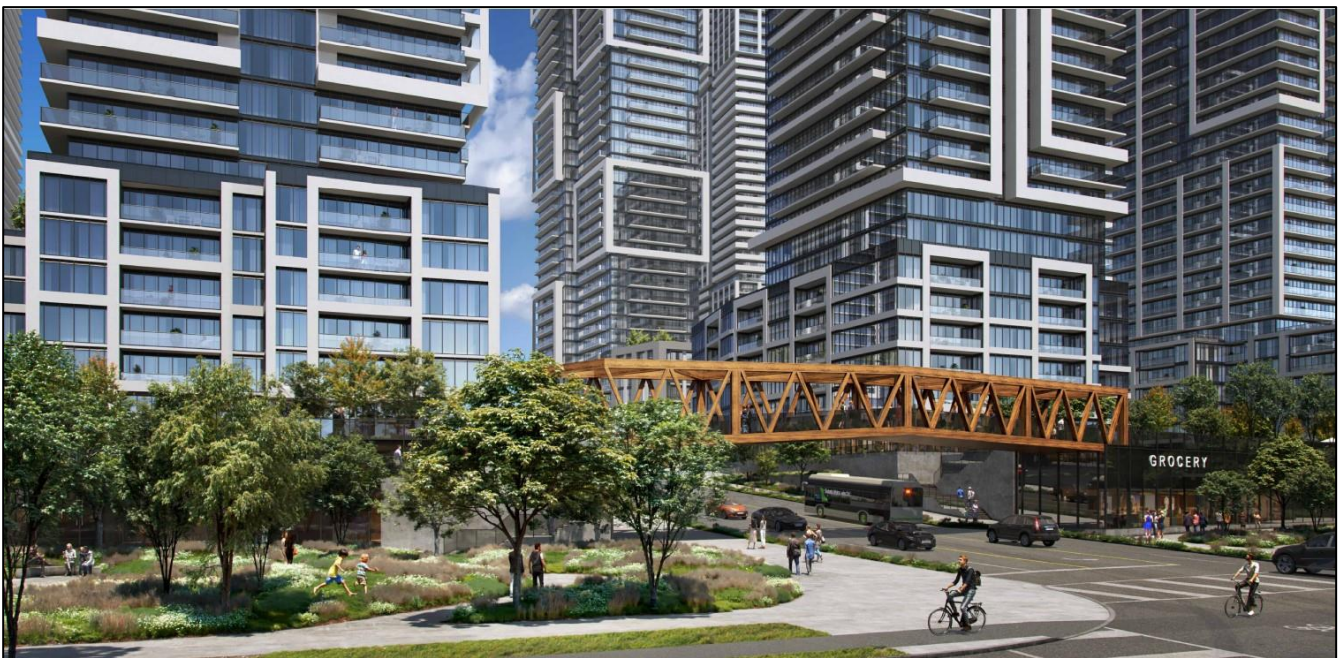


Figure 41: Pedestrian View, Looking North to Block 3 and 4



Figure 42: View Looking Northeast to Block 4



Figure 43: View Looking East along Davis Road

Transportation

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

Street Network

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

proposed new street network remains consistent with OPA 70.

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

Table 4 below describes the new major public roads proposed for the Subject Lands. **Figures 44-50**, illustrate the typical mid-block cross-sections of each of the public roads proposed.

TABLE 4: PROPOSED TRANSPORTATION NETWORK

| Roadway | To-From | Direction | Right-of-Way Width | Design Features |
|--|---|-----------|-------------------------------|---|
| Within Subject Lands | | | | |
| Street A (Local Road) | South Service Road East to Cross Avenue | N-S | 20.0 m | <ul style="list-style-type: none">• 2.0 m sidewalk on each side of the ROW• 3.25 m landscape strip on each side of the ROW• Two (2) vehicular travel lanes• 2.0 m parking lane on one side of the road |
| N-S Arterial (Minor Arterial Road) | Iroquois Shore Road to Cornwall Road | N-S | 30.0 m | <ul style="list-style-type: none">• 2.70 m sidewalk on each side of the ROW• 2.0 m bike lane on each side of the ROW• 3.50 m BRT Lane on each side of the ROW• 3.0 m vehicular travel lane on each side of the ROW• One 4.80 m median/turn lane |
| Davis Road Extension (Collector Road) | Argus Road/Davis Road to Future East Road | E-W | 26.0 m | <ul style="list-style-type: none">• 1.50 m bike lane on each side of the ROW• 3.15 m- 4.15 m sidewalk on each side of the ROW• 1.10 m offset on each side of the ROW• 2.40 m parking lay-by on each side of the ROW• Two (2) vehicular lanes |
| Cross Avenue (Arterial Road) | Lyons Lane to Chartwell Road | E-W | 30.0 m (east of N-S Arterial | <ul style="list-style-type: none">• 2.45 m sidewalk on each side of ROW• 2.25 m boulevard on each side of ROW• 2.0 m bike lane on each side of ROW• Four (4) vehicular travel lanes |
| | | | 36.0 m (west of N-S Arterial) | <ul style="list-style-type: none">• 2.95 m sidewalk on each side of ROW• 2.25 m boulevard on each side of ROW• 2.0 m bike lane on each side of ROW• 3.50 m BRT lane on each side of the ROW• 3.30 m vehicular travel lane on each side of the ROW• 5.0 m median/ turn lane |
| Outside of Subject Lands | | | | |
| South Service Road East | Cross Avenue to Chartwell Road | E-W | 20.0 m | <ul style="list-style-type: none">• 2.0 m sidewalk on each side of the ROW• 3.25 m landscape strip on each side of the ROW• Two (2) vehicular travel lanes• 2.0 m parking lane on one side of the road |
| Street B (Local Road) | | N-S | 20.0 m | <ul style="list-style-type: none">• 2.0 m sidewalk on each side of the ROW• 3.25 m landscape strip on each side of the ROW• Two (2) vehicular travel lanes• 2.0 m parking lane on one side of the road |

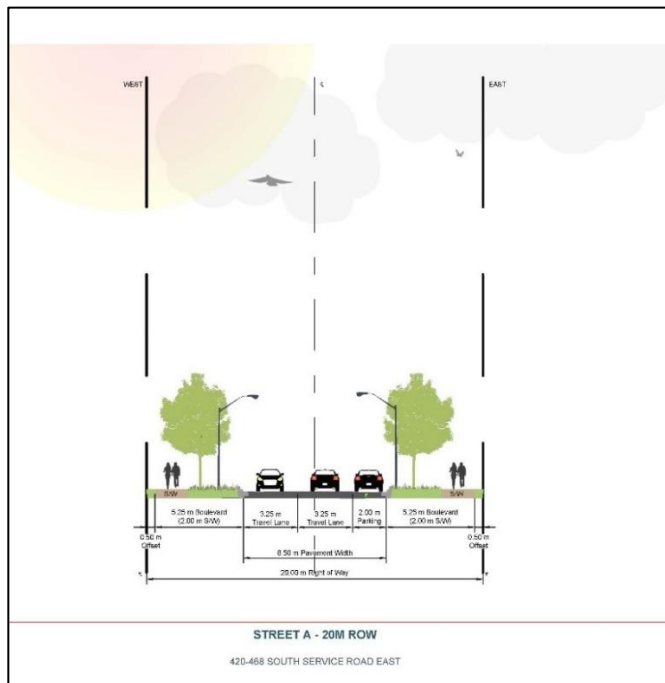


Figure 44: Street A Section

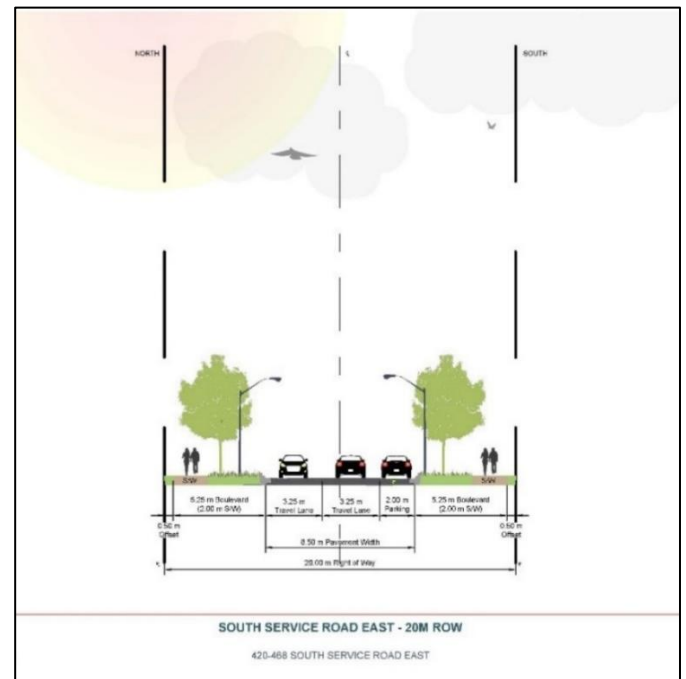


Figure 46: South Service Road East Section

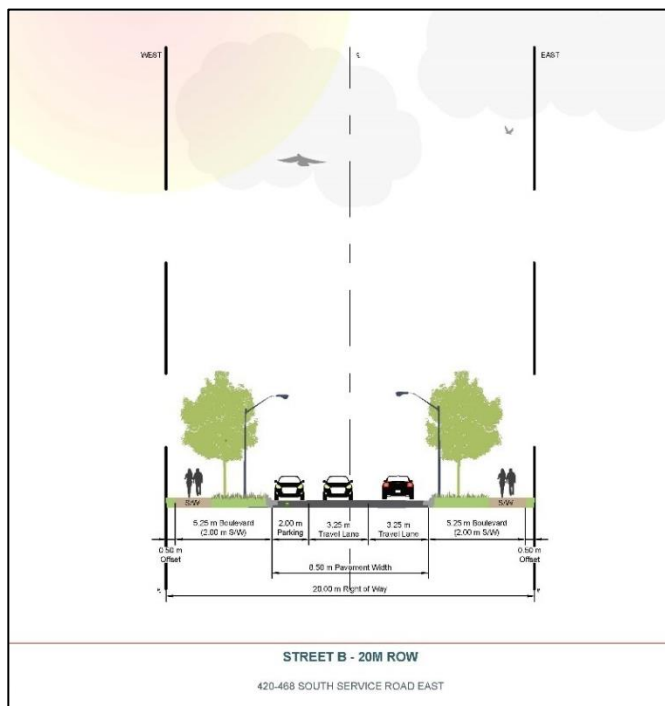


Figure 45: Street B Section

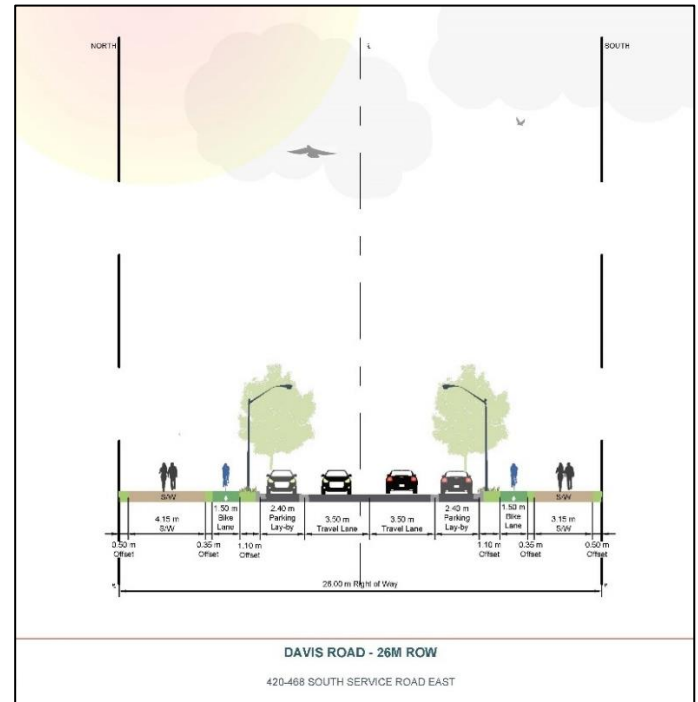


Figure 47: Davis Road Section

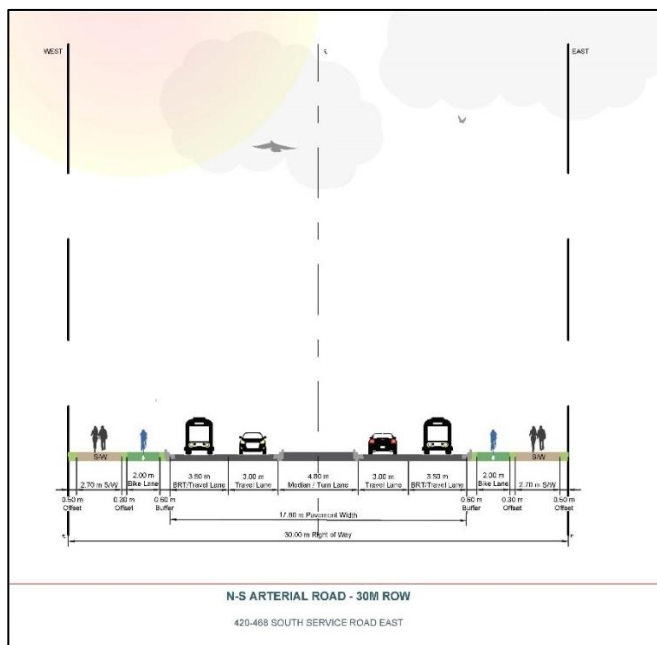


Figure 48: N-S Arterial Section

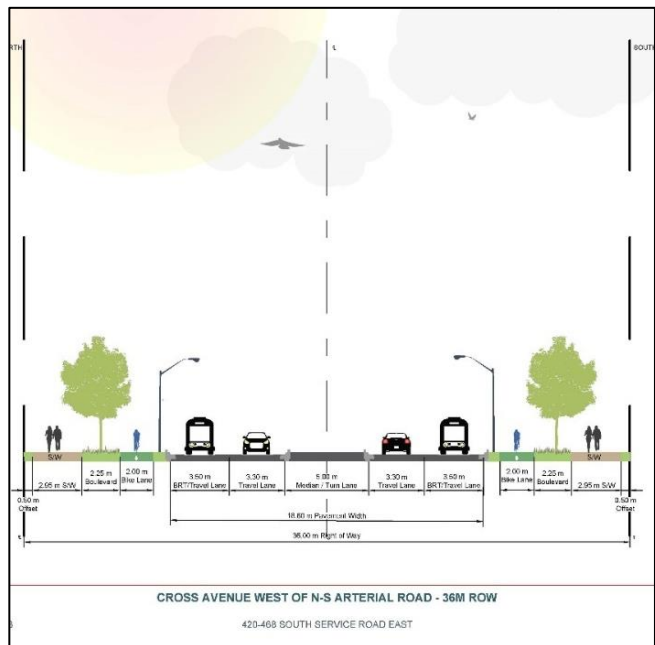


Figure 50: Cross Ave, 36.0 metre Section

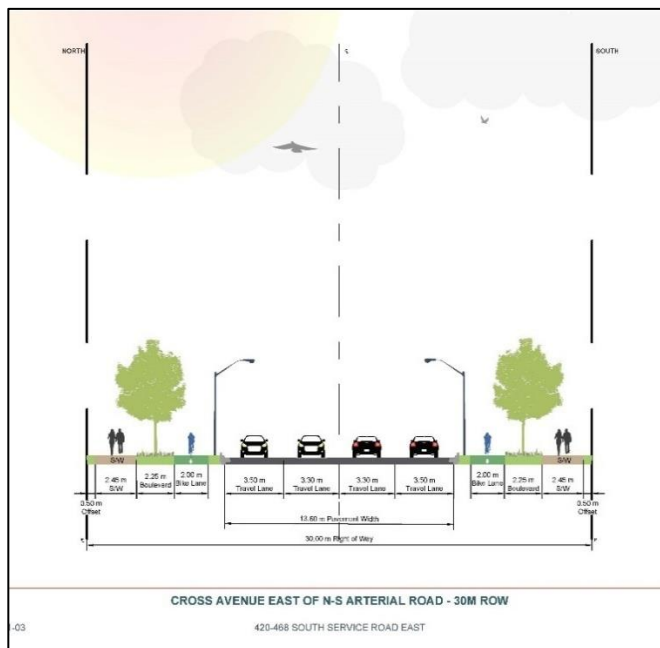


Figure 49: Cross Ave, 30.0 metre Section

The functional street design characteristics of the proposed street network will be consistent with the Midtown Environmental Assessment and OPA 70. The proposed street network will support intensification in Midtown through creating a grid-like road network, opportunities for direct vehicular access, and establishing conditions to substantially improve the multi-modal network.

Site Vehicular Access

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

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

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

Transit

The proposed development is premised upon the fundamental goal of establishing mobility choice in Midtown Oakville. As described in **Table 4**, the Future E-W Arterial Road (Cross Avenue Extension), west of the N-S Minor Arterial, and the N-S Arterial will accommodate two 3.50 m wide BRT Lanes, designed to accommodate the future Trafalgar BRT, as envisioned on Schedule L5 of the OPA 70 (**Figure 22**). The proposed development will

also incorporate several Transportation Demand Management ("TDM") strategies including, reduced resident parking supply, bicycle parking and repair stations, convenient pick-up and drop-off facilities, and direct pedestrian and cycling connections to buildings and nearby transit networks.

Pedestrian & Cycling Movements

The proposed road network creates a modified grid pattern that not only allows for the efficient movement of vehicles throughout the Subject Lands but creates a safe pedestrian and cycling network that encourages the use of sustainable modes of transportation. Pedestrian access and circulation is afforded from all sides of the development as shown in the Pedestrian Circulation Plan prepared by SLA below (**Figure 51**).

Sidewalks that range from 2.0 m to 4.15 m in width are provided on each side of the proposed roads. The sidewalks have been designed to support pedestrian safety and enjoyment and are foundational to the creation of a vibrant and engaging public realm. These pedestrian sidewalks connect to the public pathways within the Forest Loop, which forms a continuous walkway throughout the Subject Lands and links various landmark features. Both the sidewalks and the Forest Loop pathways also connect to the gateways and edges of the proposed development, providing direct access to the broader Midtown community. Private mid-block pedestrian linkages are also provided through each block, and to each residential building and non-residential retail space within the podiums of the residential buildings.

1.50- to 2.0-metre-wide separated bike lanes have been provided along the Arterial and Collector Roads, as envisioned the OPA 70

(**Figure 21**). The bike lanes will contribute to the creation of a continuous and comprehensive bike network throughout Midtown that will increase the mobility options in the community. The proposed development will also feature cyclist and pedestrian amenities such as short-term and long-term bike parking and storage rooms, street furniture, and large landscaped areas, designed to encourage the use of active transportation.

Parking and Loading

Vehicular parking is to be provided in below-grade parking facilities within each residential block. A series of at-grade vehicular contact points, such as pick-up/drop-off facilities, service vehicular loading areas, and emergency vehicle access conditions, are also planned to ensure that the development is appropriately serviced and efficiently connected to the transportation system. The proposed development provides a total of 4,616 parking spaces, including 3,473 residential spaces (effective rate of 0.50 spaces/unit), and 1,043 residents visitor spaces (effective rate of 0.15 spaces/unit), and 100 retail parking spaces (effective rate of 1.08 spaces per 100 m² of GFA). The proposed development will also provide a minimum of 32 accessible parking spaces which will meet the minimum requirements of the Town of Oakville Zoning By-law 2014-1014.

A total of 4,178 bicycle parking spaces will be provided on the Subject Lands including, 3,473 long-term spaces (0.5 spaces per unit), 695 short-term spaces (0.1 spaces per unit) and 11 spaces for retail uses (1 space per 1000 m² of non-residential GFA). The long-term spaces will be located in secure facilities in the underground parking garage, at grade, or on the mezzanine level, and the short-term spaces will be

generally located near visitor entrances, to increase convenience. The bicycle parking spaces for the commercial uses will be provided in close proximity to the retail uses, along the development frontage of the E-W Collector Street.

Each building, or group of buildings in a development block, have been evaluated against the practical, functional, and policy requirements with the various types of loading operations that would be experienced on a daily basis. Blocks 1-3 will provide a total of 5 loading spaces each, while Block 4 will provide 4 loading spaces, for a total of 19 loading spaces. These loading spaces have been considered within the context of the Regions refuse collection standards, delivery vehicle needs, residents move-in-/move-out needs, and the needs of the non-residential uses proposed.

As stated in the TIS prepared by BA Group, the proposed parking and loading is sufficient to meet the needs of the proposed development which, lies within a PMTSA.

MTO Setback

As the Subject Lands are located immediately south of the QEW, the Ministry of Transportation ("MTO"), requires a minimum setback limit of 14.0 m from the property line of the Subject Lands. As shown on the Site Plan a 14.0 m setback will be maintained from the northern property line.

Land Use

The proposed development consists of a mix of residential, commercial, community, and open space uses, that support the evolving character of, and vision for, Midtown as a liveable, high-density, urban environment. Each of the uses have their own function that work collectively to

meet the daily living needs of residents and visitors; the residential uses are intended to contribute to the range of compact housing options, the commercial uses will contribute to the mix of jobs and local retail and services, and the community and open space uses will contribute to the recreational opportunities and amenities in the community.

Table 5 below outlines the proposed land use mix for the proposal.

| TABLE 5: PROPOSED LAND USE MIX | | | | | | | |
|--------------------------------|----------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------------------------|----------------------------------|------------------------|
| Block | Strata Parkland | POPS | Public Parkland | MTO Lands | Roads | Developable Area | Total Gross Block Area |
| Block 1 | 7,282 m ² (22.1%) | 217 m ² (0.7%) | --- | 2,109 m ² (6.4%) | 8,715 m ² (26.5%) | 14,593 m ² (44.3%) | 32,915 m ² |
| Block 2 | 5,821 m ² (21.9%) | 152 m ² (0.6%) | --- | 2,442 m ² (9.2%) | 5,281 m ² (19.9%) | 12,860 m ² (48.4%) | 26,556 m ² |
| Block 3 | 3,870 m ² (13.2%) | 1,603 m ² (5.5%) | 2,697 m ² (9.2%) | --- | 12,842 m ² (43.9%) | 8,261 m ² (28.2%) | 29,273 m ² |
| Block 4 | 2,144 m ² (9.9%) | 1,893 m ² (8.7%) | 1,597 m ² (7.3%) | --- | 8,544 m ² (39.3%) | 7,566 m ² (34.8%) | 21,744 m ² |
| Total Site | 19,117 m ² (17.3%) | 3,865 m ² (3.5%) | 4,294 m ² (3.9%) | 4,551 m ² (4.1%) | 35,382 m ² (32%) | 43,279 m ² (39.2%) | 110,488 m ² |

Open Space

As illustrated in the Landscape Plans and Parks and Open Space Concept Plan prepared by SLA below (**Figure 52 & 53**), the proposed development introduces a comprehensive open space network that integrates a variety of open space types, including public parkland, strata parkland, and Privately Owned Publicly Accessible Spaces ("POPS"). Incorporating a range of parkland types ensures the creation of a balanced and inclusive open space system that accommodates diverse user groups, supports multiple functions, and provides opportunities at different scales of activity. In total, the development delivers approximately 27,276 m² of open space including, 19,117 m² of strata parkland, 4,294 m² of public parkland, and

3,865 m² of POPS—representing more than 24% of the overall site area. Each of the open spaces within the Subject Lands has unique landscaping and distinct program that will offer a wide variety of recreational opportunities for future users to enjoy.

As shown on **Figure 53**, one of the main features of the open space system is the Forest Loop which is a 1.9 hectare strata loop that winds throughout the Subject Lands, providing pedestrians with a safe, accessible, and engaging way to navigate the site and connect with the broader community. The Forest Loop serves as the backbone of the public realm, featuring amenities such as public art installations, fitness equipment, picnic areas, playgrounds, dog parks, and sports courts. Designed as both a connector and a destination,

the Forest Loop fosters social interaction, connection, and community—serving both residents and visitors.

Where the Forest Loop intersects with public roads, landmark features have been integrated to allow for uninterrupted pedestrian movement. At the northern edge of the development, where the Highway 403 overpass meets the N-S Arterial Road, a “Cultural Hub” is proposed. This space reclaims the area beneath the overpass as a pedestrian and cultural corridor, featuring passive recreation elements like benches, hardscaping, and walking areas, as well as temporary performance zones for arts and cultural events. Similarly, as the site slopes downward to the south, a “Forest Bridge” will span the underpass beneath the CN Rail Corridor, providing a continuous pedestrian connection between Blocks 3 and 4.

At the southern end of the development, two public parks, known as the “Civic Squares,” offer opportunities for both active and passive recreation. In total the Civic Squares will provide 3,865 m² of public parkland including, 2,697 m² in Block 3 and 1,597 m² in Block 4. These parks will enhance community character, support environmental sustainability, and improve overall quality of life. Key features include hardscaping, softscaping, playgrounds, seating areas, and picnic areas. To further improve access and functionality, two “Green Slopes” are

introduced at the southeast and southwest edges of the Civic Squares, that connect visitors from the higher elevations of the development blocks down to the Squares. These landscaped architectural elements provide accessible pathways including, ramps, stairs, and aisles that navigate the changes in grade. The Green Slopes are designed to be destinations in themselves, encouraging movement, interaction, and moments of pause within the larger park system. The Green Slopes will be POPS, that connect to a 6.0-metre-wide landscape strip that buffers the strata parkland and non-residential uses to the north from the Civic Squares to the south. Additional POPS will also be located along the right-of-way of Davis Road including, at the four corners of the intersection of Davis Road and the New N-S Arterial. These spaces are intended to act as spill out spaces/third spaces, where the public can safely gather.

The strata parkland, POPS, and public park are proposed to be conveyed to the Town as a condition of development, in fulfilment of the required parkland dedication, as set out in the *Planning Act* and the Town of Oakville’s Parkland

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



Figure 51: Pedestrian Circulation Plan



Figure 52: Landscape Plan



Figure 53: Parks & Open Space Plan

Building Heights & Built Form

The proposed development will facilitate the development of Blocks 1-4, with ten (10) mixed-use buildings, with 14 high-rise residential towers, that range in height from 35 to 48-storeys. Overall, the proposed development will provide 6,945 residential units, and 9,117 m² of non-residential uses, that achieve a gross FSI of 5.16 and net FSI of 8.08.

Table 6 below outlines the number of towers, height of the towers, number of residential units, FSI, and gross construction area ("GFA") proposed within each of the blocks and towers.

| TABLE 6: BUILDING HEIGHTS, FSI, UNITS, AND GCA | | | | | | |
|--|----------------|---------------|--------------------------|-------------|----------------------|------------------------|
| Block | Towers | Height | FSI | Units | Non-Res GCA | Res GCA |
| Block 1 | Towers A-D | 40-48 storeys | Gross- 5.27 Net- 7.85 | 2,220 units | 1,502 m ² | 171,893 m ² |
| | Tower A | 45 storeys | | 554 units | --- | 41,574 m ² |
| | Tower B | 48 storeys | | 549 units | --- | 43,974 m ² |
| | Tower C | 40 storeys | | 489 units | 804 m ² | 37,819 m ² |
| | Tower D | 45 storeys | | 628 units | 699 m ² | 48,525 m ² |
| Block 2 | Towers E-H | 35-48 storeys | Gross- 6.35 Net- 8.96 | 2,156 units | 1,514 m ² | 167,203 m ² |
| | Tower E | 45 storeys | | 600 units | 378 m ² | 45,412 m ² |
| | Tower F | 48 storeys | | 526 units | --- | 42,950 m ² |
| | Tower G | 45 storeys | | 503 units | --- | 40,550 m ² |
| | Tower H | 40 storeys | | 518 units | 1,136 m ² | 38,290 m ² |
| Block 3 | Towers I-K | 35-45 storeys | Gross- 3.93 Net- 7.01 | 1,305 units | 3,292 m ² | 111,881 m ² |
| | Tower I | 40 storeys | | 420 units | 616 m ² | 35,891 m ² |
| | Tower J | 35 storeys | | 370 units | --- | 31,891 m ² |
| | Tower K | 45 storeys | | 515 units | 653 m ² | 44,100 m ² |
| | Non-Res Podium | --- | | --- | 2,024 m ² | --- |
| Block 4 | Towers L-M | 35-45 storeys | Gross- 5.18 Net- 8.54 | 1,264 units | 2,808 m ² | 109,930 m ² |
| | Tower L | 45 storeys | | 484 units | 560 m ² | 43,322 m ² |
| | Tower M | 40 storeys | | 415 units | 738 m ² | 35,304 m ² |
| | Tower N | 35 storeys | | 365 units | --- | 31,304 m ² |
| | Non-Res Podium | --- | | --- | 1,510 m ² | --- |

The proposed tall buildings have been designed to generally align with the urban design direction of the urban design-related OP policies and the Town of Oakville's Liveable by Design Manual (2019). The following section provides a brief overview of the built form of each proposed building, which is discussed further in **Section 4.3** of this report.

All towers are placed atop 6-storey (approximately 19.5 m) podiums, which are oriented parallel and close to the public streets. Due to the significant grade change from south to north, the podiums along the N-S Arterial

Road will appear lower than six storeys at certain points.

The podiums have been strategically designed to address both the adjacent public rights-of-way and the open spaces, ensuring that each building edge contributes to a cohesive and active public realm with at-grade active uses.

However, given the significant grade change from south to north, as well as the function of the future N-S Arterial Road, not all podium edges are suitable for active uses. In these locations, podium frontages will instead be treated with high-quality materials and

enhanced landscaping to ensure a visually attractive and cohesive streetscape presence.

The proposed tower floorplates are approximately 800 square metres, characterized by pointed or faceted configurations rather than broad, slab-like profiles. A 30.0 m minimum separation distance has been provided between building towers, and a minimum 25.0 metres has been provided between building podiums.

As shown in **Table 6**, the proposed towers range in height from 35 to 48 storeys, with a gradual transition in height from north to south and west to east. This height arrangement responds to the surrounding context, including the GO Station located to the west and the Highway to the north. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline.

The proposed development has been designed using creative and innovative design principles that will create attractive and unique buildings that contribute to the character of Midtown as an increasingly urban, dense, and liveable urban growth centre.

Built Heritage

An HIA has been prepared by ERA to assess the impact of the proposed development on the heritage resources on the Subject Lands. The Subject Lands contain a remnant two-storey brick building (currently vacant), designed by Beck & Eadie and completed in 1948 as part of the General Electric Lighting Lamp Plant (the "GE Lamp Plant", the "Plant"). The office building is the only remaining structure that formed part of the Plant, which was decommissioned in 2009.

The Subject Lands are designated under Part IV, Section 29 of the *Ontario Heritage Act* ("OHA"). While the designation applies to the entire property, the identified cultural heritage value and attributes are associated with the 1948 office building, fronting on South Service Road East.

The preferred approach for the structure is to retain the building in situ, siting it within the proposed park. The building will be meaningfully reused, with further details to be determined through design development.

This HIA considers the potential impact of alternative approaches while recognizing that retention and adaptive reuse remain the preferred outcome with the least potential negative impact. As the conservation approach is finalized, further assessment of impacts and recommended mitigation measures will be provided, as requested by Town of Oakville Heritage Staff.

Sustainability

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

The development features a robust and innovative open space network that will enhance the area's greenery, expand the urban tree canopy, improve air quality, and promote biodiversity. Key landmark elements—such as the Forest Loop, Green Slopes, and Civic Squares—will each contribute to environmental sustainability by creating a connected system of landscaped green spaces that support the Town's goals for climate resilience. For example, the Forest Loop will meander continuously

throughout the site, linking public parks, private landscaping, and recreational spaces, creating a continuous corridor will help reduce habitat fragmentation while encouraging active transportation and ecological connectivity. As illustrated in the Tree Canopy Plan prepared by SLA, the proposed development will achieve a canopy cover of 20%, exceeding the Town's canopy cover target of 19% for mixed-use developments within the MU4 Zone, as identified in the Livable by Design Guidelines. As shown through the Planting List prepared by SLA, in choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant species, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design.

Extensive greening and landscaping across the Subject Lands will also support stormwater management by reducing surface runoff and improving groundwater infiltration. In addition, the development will consider various LID strategies—such as rainwater harvesting, bioretention, infiltration trenches, and permeable pavement- to further enhance sustainability, in alignment with the Town's Stormwater Management Guidelines for Midtown.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss. All buildings will be designed with a balanced glazing to solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations. The compact housing units and higher densities proposed will support the use of alternative modes of transportation, such as walking, cycling, and transit, thereby reducing reliance on single-occupant automobiles. The proposed multi-modal road

network is designed to promote these alternatives by providing safe, accessible, and predictable transportation routes. In addition, the mixed-use nature of the development will help internalize trips that might otherwise occur outside the subject lands and reduce the overall travel distance required to meet the daily needs of future residents and users.

The public road network proposed will be complemented by private infrastructure within each development block, designed to encourage active transportation and transit. Active transportation infrastructure including long-term and short-term bicycle parking and storage will be located within each building for residents and visitors. Additional sustainable transportation features may also be incorporated, such as real-time transportation information screens, car-share facilities, and electric vehicle parking spaces equipped with charging stations located within parking structures.

3.3 Phasing

As illustrated by the Phasing Plan below (**Figure 54**), the proposed development will occur through a series of phases coordinated with the provision of infrastructure, including open spaces, transportation, transit, water and wastewater, stormwater, and utility infrastructure. The proposed phasing will be revised through the review process informed by experts' input. The Phasing Plan reflects only the lands under Rose Development's ownership. Notwithstanding, the planned Street B to the east of the Subject Lands must be implemented in coordination with Phase 2B and 4B to provide the necessary vehicular and pedestrian access.

Details on the development of Phase 1 and the provision of retail uses is provided below. Given the size and complexity of the proposed development, and the reliance of the development on the provision of substantial public infrastructure, details of subsequent phases has not been provided at this time. The Applicant is committed to working with the Town to determine an appropriate phasing plan to allow for the efficient and optimal phasing of the proposed development.

Phase 1

The first Phase of development will consist of the Block 1 of the DPOS (**Figure 54**). Phase 1a will include the southwest corner of Block 1, inclusive of Tower C and its associated infrastructure and amenities including a site driveway, private landscaping, strata parkland, and the northern portion of Street A. The building statistics for Building C are provided in **Table 7** below. The provision of rental housing will be considered within Building C, as the Applicant has experience working with all levels of government to provide this type of housing tenure.

As stated in the TIS prepared by BA Group and the FSR prepared by Urbantech, Phase 1a will be served by sufficient infrastructure including, street access and servicing capacity.

As described in the FSR prepared by Urbantech, interim servicing for Phase 1a, is proposed to proceed using the existing 300 mm watermains, with sufficient flow and pressure anticipated for both domestic and fire protection demands. For sanitary servicing, the initial phase can be supported by the existing 300 mm sanitary sewer on Davis Road, which has been structurally relined and verified for capacity through recent CCTV inspection.

As described in the TIS prepared by BA Group, Phase 1 will be supported by the construction of Local Street A, from South Service Road East to Davis Road, and Davis Road, from Street A to the N-S Arterial Road. Phase 1 will be served by three driveways, located along South Service Road East, Street A, and Davis Road. Phase 1a, inclusive of Building C, will be served by Street A, from South Service Road to Davis Road, with a site driveway proposed along Street A. Based on the preliminary traffic analysis for Phase 1, all driveways and adjacent intersections will operate within acceptable capacities. A more detailed analysis of any necessary road improvements will be provided through the development review process.

Retail Phasing Strategy

The retail phasing strategy for the mixed-use development which, will be built over a 20+ year horizon and ultimately include 14 high-rise towers, is designed to evolve in unison with the growth of the residential population. In the first phase of development, retail delivery will be limited to the podium of Tower C, with a focus on small-format, flexible units that serve immediate daily needs. Tower C will include 804 m² of at-grade retail uses which, equates to 76% of the building frontage along Davis Road. Early tenants should include convenience-oriented operators such as a café, small grocer or daycare, complemented by a food and beverage use, with a patio to create street-level vibrancy.

As subsequent towers are built in the mid-phases of the development, the population will increase to support the introduction of strong retail anchors such as a mid-sized grocery store, pharmacy, and health-related services. Retail at this stage should be clustered along Davis Road, as the central spine of the community, to

maximize visibility, and walkability, while expanding into a broader mix of uses. Integration of these retail spaces at transit nodes, such as the intersection of Davis Road and the New N-S Arterial, will attract commuter-oriented services, and experiential uses such as entertainment and cultural amenities that define a sense of place.

In the final phases of build-out, a full spectrum of retail uses will be delivered, including destination food and cultural experiences, a full range of services, and larger-format tenants suited to an urban environment. At this stage, the community will function as a complete, mixed-use area with retail and service commercial uses that meet daily needs, complemented by more niche experiential amenities, and cultural anchors. Adaptability will be emphasized in each phase of development to ensure that absorption of these retail spaces keeps pace with demand. Public realm

investment and placemaking will remain a consistent priority, ensuring that the retail uses not only supports resident needs but also creates a lively, attractive urban destination.

Further discussions with the Town will be required relative to the delivery of infrastructure within each phase, which will occur throughout the review of the Zoning By-law Amendment and Draft Plan of Subdivision Approval process stage.

| TABLE 7: BUILDING C, STATISTICS | |
|---------------------------------|---|
| Building | C |
| Height | 40 storeys |
| FSI | FSI 6.9 |
| Non-Res GCA | 804 m ² |
| Unit Count | 489 units |
| Parking | 326 spaces |
| Bike Parking | 245 spaces |
| Amenity Area | Indoor- 703 m ² Outdoor- 1,111 m ² |

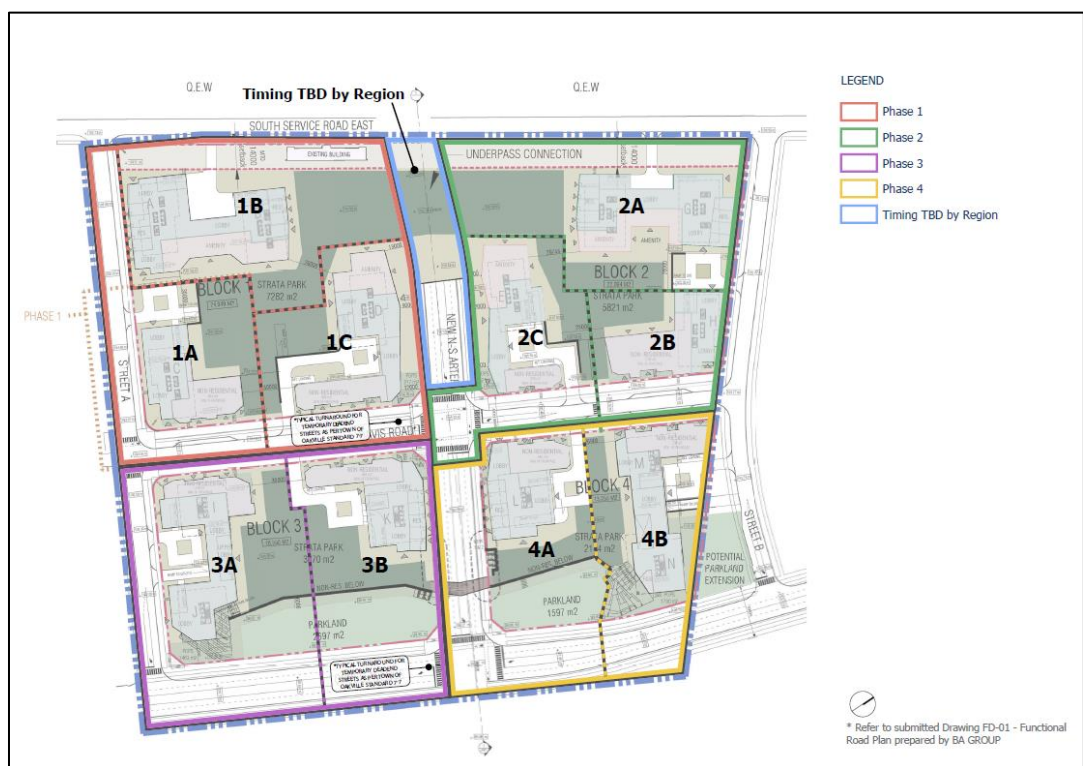


Figure 54: Phasing Plan

3.4 Implementing Policy

Proposed Official Plan Amendment

The proposed Official Plan Amendment ("OPA") seeks to amend the mapping and text of the LOP to facilitate the redevelopment of the Subject Lands with a mixed-use comprehensive development that features residential, commercial, and community uses. The Subject Lands are currently designated as 'Office Employment' in Schedule L3 of the LOP (**Figure 14**). The OPA seeks to redesignate the Subject Lands to a site specific 'Urban Core' designation that allows for the development of the Subject Lands with ten (10) mixed-use buildings, with 14 towers with heights up to a maximum of 48 storeys, retail and service commercial uses, an open space system, and a multimodal transportation network. As demonstrated in the following sections of this report, the proposed OPA, inclusive of the site-specific increase to the permitted height and revisions to the road network, are appropriate for the Subject Lands and are necessary to allow for the optimized intensification of the underutilized lands, with a redevelopment which conforms to, and implements the vision for, the Midtown Oakville PMTSA. The OPA will seek to amend the in-effect Official Plan designation and associated policy framework as follows:

- Schedule L1, Midtown Oakville Land Use is amended by changing the designation on the Subject Lands from "Office Employment" to "Urban Core" as shown

on Schedule A, attached to the Draft OPA.

- Schedule L2, Midtown Oakville Building Heights is amended by changing the permitted height on the Subject Lands from "2-6 storeys", to a maximum of "48 storeys".
- Schedule L3, Midtown Oakville Transportation Network is amended by changing the location, alignment, and right-of-way width of the future roads.
- The text of the Livable Oakville Plan is amended by adding a new Section 20.6.X to Section 20.6 Midtown Oakville Exceptions- Schedule L1, L2, and L3 of the Livable Oakville Plan, which reads as follows:

"20.6.X. On the lands designated Urban Core, located at 420 South Service Road East, buildings with heights up to 48 storeys shall be permitted.

Notwithstanding Schedules L1, L2 and L3, the following road network shall be provided on the lands located at 420 South Service Road East:

- *A N-S Local Road with a right-of-way width of 20.0 metres;*
- *A N-S Arterial Road with a right-of-way width of 30.0 metres;*
- *A E-W Collector Road (Davis Road) with a right-of-way width of 26.0 metres; and,*
- *A E-W Arterial Road (Cross Avenue) with a right-of-way width of 30.0 to 36.0 metres.*

And shall be further defined and implemented through a Draft Plan of Subdivision.

The residential density and maximum floor area for residential and retail uses shall be regulated through the implementing zoning by-law.”

The draft OPA is included in **Appendix C** of this report.

Proposed Zoning By-law Amendment

As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as 'Midtown Transitional Employment (MTE), temporary use 6 (T6)'. The permitted uses for lands zoned as MTE include a variety of retail, service commercial, office, employment, and community uses. T6, as approved by By-law 2024-088, allows for the temporary use of the Subject Lands for the outdoor storage of shipping containers and motor vehicles.

The proposed Zoning By-law Amendment will re-zone the Subject Lands to a site-specific "Urban Core (MU4-XX)" Zone in Zoning By-Law 2014-014 to permit the mixed-use community.

The site-specific exceptions to the "Urban Core (MU4)" Zone required to facilitate the proposed development are appropriate for the Subject Lands, and include the following amendments:

- The provision of additional uses;
- An increase in the maximum flankage yard;
- Decrease in the minimum below grade setback for a parking structure;
- Decrease in the minimum height of a building;
- An increase in the maximum number of storeys and building height;
- To allow transformers, stairs and air vents to be located within select yards;
- To increase the maximum encroachment for a balcony;

- To remove the minimum yard requirements for patios;
- To reduce the minimum sight triangles; and,
- To decrease the minimum setback for rooftop mechanical equipment.

The proposed ZBA application will bring the zoning of the Subject Lands into conformity with the designation of the lands outlined in the proposed OPA to the LOP and the designation of the lands as a PMTSA, identified in the Region of Halton Official Plan and Council-Adopted OPA 70. As stated previously, the Subject Lands are located within the Midtown Oakville PMTSA which, is intended to be developed as a transit-supportive community, with a range of residential, retail, office, and community uses, that support the growth of an urban community. Development within the PMTSA must achieve a minimum density of 200 residents and jobs combined per hectare. The proposed OPA and ZBA support this vision by facilitating the redevelopment of a vacant site, centrally located in Midtown Oakville into a higher density, mixed-use community featuring a robust open space and public realm system. The proposal will contribute to increasing the housing supply and diversity in the Town, help achieve the minimum density targets for the PMTSA, and advance placemaking efforts in Midtown Oakville through the creation of a complete community.

The draft ZBA is included in **Appendix D** of this report.

Proposed Draft Plan of Subdivision

The Applicant is seeking approval for a Draft Plan of Subdivision ("DPOS") to enable the development of the mixed-use community (**Figure 55 & Appendix E**). **Table 8** below summarizes the proposed subdivision blocks.

| TABLE 8: DRAFT PLAN OF SUBDIVISION | | |
|------------------------------------|--|-----------------|
| Land Use | Block | Area (Hectares) |
| Development | 2, 3, 12, 14, 15, 24, 25, 28, 34, 39 | 5.129 ha |
| Stratified Parkland | 4 - 11, 16 - 23, 26, 27, 29, 30, 35 - 38 | 1.824 ha |
| POPS | 31, 32, 40 | 0.127 ha |
| Public Parkland | 33, 41, 42 | 0.438 ha |
| Road Widening | 1, 13 | 0.155 ha |
| Right-of-Way | Street 'A', Street 'B', David Road, Cross Avenue | 3.376 ha |

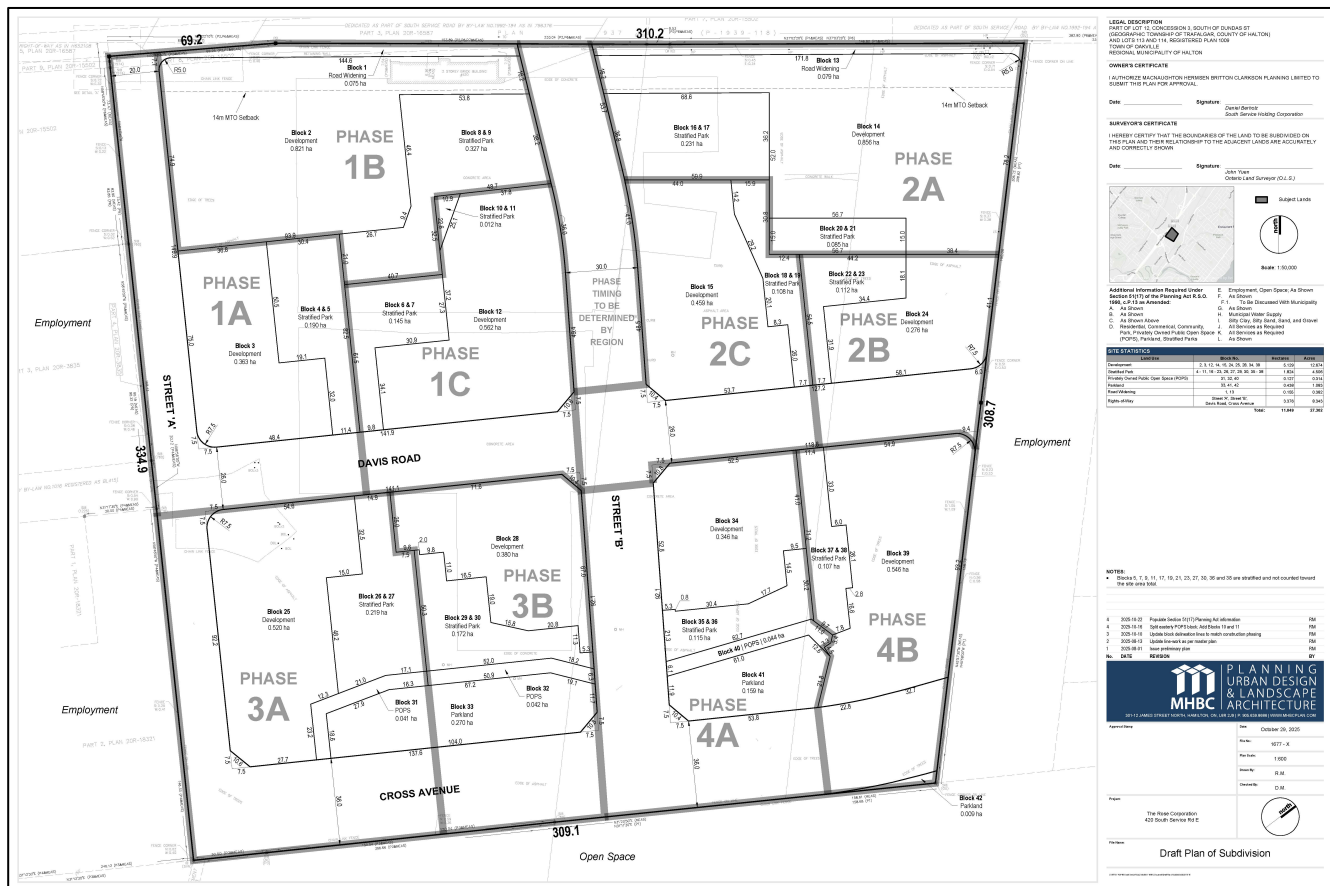


Figure 55: Draft Plan of Subdivision

3.5 Future Implementation

The future implementation of the proposed development will be facilitated through several Site Plan Applications for each development block created through the Draft Plan of Subdivision.

Site Plan

The proposed development will be subject to Site Plan Control. Site Plan applications will be submitted on a block-by-block basis and will implement the uses, heights, and densities envisioned for the mixed-use community through the proposed OPA, the site standards created through the ZBA application, and the block structure delineated through the Draft Plan of Subdivision Application. Town and Regional standards for the development of the site will be met through the Site Plan Applications.

3.6 Pre-Consultation Meeting

Two Pre-Consultation meetings have been held for the proposed development, one on September 25, 2024, for the 1st OPA submission and a subsequent Pre-Consultation on August 20, 2025, to discuss the 2nd OPA submission, and the 1st ZBA and DPOS applications. Members from the Town of Oakville, Region of Halton, and Conservation Halton were in attendance at both meetings.

A copy of the Pre-consultation Reports is attached to this report as **Appendix A**.

Section 3.6 below identifies the reports and materials that were requested at the Pre-consultation Meeting held on August 20, 2025, as part of a 'complete application' and are included as part of this application submission.

3.7 Supporting Studies

The following plans and studies have been prepared in support of the proposed development and implementing OPA:

| Submission Material | Consultant |
|--|-------------------------------|
| Planning Justification Report including <ul style="list-style-type: none">Draft OPA and ZBA,Phasing Strategy for Retail Uses | MHBC |
| Urban Design Brief <ul style="list-style-type: none">Area Design PlanPhasing Plan | MHBC |
| Block Plan for Block 1 | MHBC |
| Streetscape Plan | MHBC |
| Aerial Photo | - |
| Executed Application Form | Owner & MHBC |
| Plan of Survey | JD Barnes |
| Draft Plan of Subdivision | MHBC |
| Architectural Plans <ul style="list-style-type: none">Context PlanSite StatisticsSite PlanUnderground PlansFloor PlansElevations & RenderingsSectionsCross Sections, Strata Parks and POPS with underground parking and utilities | Graziani & Corazza Architects |
| Shadow Study | Graziani & Corazza Architects |

| | |
|--|-------------------------------|
| Sketch-up Model | Graziani & Corazza Architects |
| Civil Engineering Plans/Reports <ul style="list-style-type: none"> Functional Servicing and Stormwater Management Report; Site Grading Plan; Site Servicing Plan; Road Cross Sections Hydraulic Modelling | Urbantech |
| Transportation Impact Study <ul style="list-style-type: none"> Truck Turning Plan Waste Management Plan | BA Group |
| Pedestrian & Cycling Circulation Plan | SLA |
| Landscape Plans & Details | SLA |
| Tree Canopy Cover Plan | SLA |
| Parks/Open Space Concept Plan & Facility Fit Plan | SLA |
| Arborist Report & Tree Protection Plan | GLN |
| Heritage Impact Study | ERA |
| Environmental Site Assessment Phase I and II | EXP |
| Environmental Impact Assessment | Stantec |
| ESSQ | Owner |
| Noise & Vibration Impact Study | GHD |
| Land Use Compatibility Study | GHD |
| Wind Study | Gradient Wind |
| Geotechnical Report | EXP |
| Hydrogeological Report | EXP |
| Stage 1 Archaeological Assessment | ASI |

3.8 Community Information Meeting

A virtual community information meeting was held on October 23, 2024, to discuss the proposed OPA and development on the Subject Lands with the public, gather public feedback, and respond to any questions.

In total, four members of the public attended the meeting. Notices were circulated two weeks in advance to those specific on the mailing list created by the Town of Oakville which, included those within 240 m of the Subject Lands as well as additional bodies, as determined by the Town.

A copy of the Community Information Meeting Minutes is attached to this report as **Appendix B**.

3.9 Public Meeting

A Public Meeting for the proposed OPA application and development on the Subject Lands was held on February 3rd, 2025, to solicit the public and Councils comments on the initial development concept.

Comments were received regarding the proposed parkland phasing, the range and types of residential units, overall density, anticipated job creation, sustainability measures, and the role of the public realm in enhancing the community.

4.0 Planning and Design Evaluation

The following section consists of an evaluation of the land use components and design of the proposed development including, the densities proposed, the connectivity, accessibility, and fluidity of the site, the mix of uses, and the impacts of the development on the Subject Lands and the surrounding areas. The intent of the analysis is to articulate how the vision for the proposed development contributes to the creation of a liveable, vibrant, and urban community in the Midtown Oakville PMTSA.

4.1 Transit Oriented Development

Midtown Oakville is located along the Lakeshore West GO Line, anchored by the Oakville GO/VIA Station, that acts a hub for existing and planned local and regional transit systems. Due to the connectivity of Midtown to existing and planned transit, Midtown Oakville has been identified as the Town's primary SGA, planned to achieve a minimum density of 200 residents and jobs per hectare. Midtown Oakville is envisioned as a complete community, with a range of housing options for those at various stages of life, whose mobility is supported by a multimodal

transportation system that integrates Midtown Oakville with the broader Oakville community.

The proposed development capitalizes on the proximity of the Subject Lands to existing and planned public transit, through transforming the site into an urban, mixed-use community that achieves transit-supportive densities. The proposed OPA, ZBA, and DPOS will allow for the development of 14 high-rise towers that range in height from 35-48 storeys and achieve a gross FSI of 5.16, and a net FSI of 8.08. The proposed development will achieve a density of 1,063 people and jobs per hectare¹. This level of intensification is required in order to deliver the significant infrastructure proposed by the Town and the Applicant in this area of Midtown. Specifically, to provide the high-quality public realm and open space network, that are foundational to creating a unique community in Midtown, there must be sufficient density. This density is necessary to not only make the project economically feasible for both the Town and the Applicant, but also to ensure that these spaces are actively used to their fullest potential.

Further, the predominant form of housing provided is high-density residential housing that broadens the range and mix of housing in the

¹ People per hectare: 11,528.70 people (1.66 people per unit (rate for residential high-rise buildings) x 6,945 units) / 11.04 ha = 1,044 people per ha
Jobs per hectare: 212 jobs (9,117 m² / 43 m² per job) / 11.04 ha = 19 jobs per ha

People and jobs per hectare: 1,063 people and jobs per hectare
**Rates are based on the Region of Halton, 2022 Development Charges Background Study for Water, Wastewater, Roads & General Services*

Town to increasingly compact, and affordable housing types, that encourages the use of transit and supports the Town in meeting the Regional and Provincial minimum growth targets for the PMTSA. The residential densities proposed will be supported by a community structure and amenities that are designed to accommodate dense, urban communities, and encourage the use of alternative modes of transportation.

4.2 Connectivity & Accessibility

The Subject Lands occupy 11.08 ha (27.39 acres) of land, immediately south of South Service Road East, east of Trafalgar Road and west of Chartwell Road, making it one of the largest, most visible, and most accessible sites in Midtown Oakville. The proposed development has been designed to recognize the opportunities presented through the location of the Subject Lands by creating a multimodal transportation network that supports the connectivity and accessibility of transportation modes, both within and beyond the confines of the site. To achieve the street network proposed by the Town in this area of Midtown, the level of intensification as proposed by the OPA, ZBA, and DPOS is required.

Street Network

The proposed street network establishes public roads on the east side of Trafalgar Road, where transportation infrastructure is required to be expanded to support growth. The general location, alignment, and ROW width of each of the proposed roads, is consistent with the road network of the Council-Adopted Midtown OPA

70 (**Figure 22**). Two minor changes have been made to the road network to improve the efficiency of the development blocks and better align with the western property boundary including, the extension of Local Street A between Davis Road and Cross Avenue and the addition of two active-only crossings of the N-S Arterial Road. As stated in the TIS prepared by BA Group, the proposed changes enhance the functionality of the Midtown transportation network.

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

Active Transportation

As seen on the Pedestrian Circulation Plan (**Figure 51**), a continuous network of primary and secondary pedestrian pathways have been provided throughout the proposed development. Primary pedestrian routes consist of the main, established routes that pedestrians will use to navigate the site including, sidewalks and paths within the Forest Loop, while the secondary pedestrian paths are offshoots of the primary paths that see less pedestrian traffic and are used to access private development blocks. 2.0 m to 4.15-metre-wide pedestrian sidewalks have been provided on each side of the new public streets, to ensure direct and convenient pedestrian access to the abutting development blocks and planned transit routes, that link the proposed development to Midtown Oakville and the broader community. More generous pedestrian sidewalks, that have a width of 3.0 to 4.15 metres, have been provided

along Davis Road, to facilitate the pedestrian-oriented streetscape envisioned for Davis Road. The sidewalks have been designed to support a safe and attractive pedestrian network foundational to a vibrant and engaging public realm.

The pedestrian network within each right-of-way will seamlessly connect to the broader pedestrian system established through the open space network and key landmark features. As previously mentioned, the Forest Loop is envisioned as a continuous green corridor that will weave through the proposed development, linking development blocks to key public amenities such as the Culture Hub, Davis Road, Green Slopes, Civic Squares, and the Forest Bridge. More than just a pathway, the Forest Loop will serve as a destination in itself, offering a range of amenities, including playgrounds, public art installations, and picnic areas.

1.50 m to 2.0 m wide separated bike lanes have been provided along the Cross Avenue Extension, N-S Minor Arterial, and Davis Road, as envisioned through Council-Adopted OPA 70 (**Figure 21**). The bike lanes will contribute to creating a continuous and comprehensive bike network throughout Midtown that will increase mobility options in the community. The proposed development will also feature cyclist and pedestrian amenities such as long- and short-term bicycle parking, street furniture, and large landscaped areas to encourage active transportation. The enhanced connectivity, convenience, and quality of the pedestrian and cyclist infrastructure are intended to improve the experience of those using the infrastructure.

Access Points

Access to the development blocks will be facilitated through a maximum of one private driveway per street frontage for each block to minimize pedestrian and vehicular conflict points and support continuous sidewalks as much as possible. No driveways will be permitted from Cross Avenue, minimizing potential conflict points between parks/pedestrians and vehicles. This approach supports uninterrupted sidewalk continuity and ensures that service areas and driveways are screened from open spaces and activities. The proposed driveways will direct vehicular-related activities, including access to underground parking, loading and servicing away from the pedestrian environment. Blocks 3 and 4 are located along the steeper portions of the site and have been designed with parking structures embedded into the slope. This design approach uses the natural topography to screen parking from public view and ensure a visually cohesive streetscape. The transitions in grade are handled through careful building siting and landscape design, allowing the street edge to remain continuous, well-landscaped, and pedestrian-friendly.

The vehicular access points are strategically located away from major intersections and the proposed Collector Road to protect the function of each roadway and allow for convenient access to each block.

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

environment where the public realm takes precedence over vehicle circulation.

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

4.3 Built Form & Architectural Design

Block and Buildings Placement

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

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

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

northern property line, encompassing the required 14 metres MTO setback.

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

At key intersections, such as Davis Road and North-South Arterial Road, buildings are recessed to create POPs. These areas enhance visibility, provide welcoming entrances, and clearly define the corners. Along Davis Road, where retail spaces will line the street, additional setbacks and façade insets are introduced. These design elements allow for retail spillover, highlight storefront entrances, and contribute to a vibrant and engaging pedestrian experience.

Buildings are sited on each development block to provide appropriate separation distances between them.

Massing and Height Structure

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

Midtown Oakville is not only identified as a Growth Area by the Town but is also designated as a PMTSA, and as such, will provide for the greatest heights and densities in the Town.

Midtown will be a primary intensification area with a range of employment, commercial, and residential uses concentrated around the transit station area. Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents per hectare by 2031, in accordance with the ROP and the PPS (2024).

While the proposed heights exceed the permitted range by the OPA 70, they are appropriate for leveraging the significant investment in public transportation in Midtown Oakville and avoiding growth pressure on other areas of the Town.

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

It is important to recognize that within a PMTSA context, the appropriate measure is not a direct comparison to the as-of-right height permissions of OPA 70, but rather whether the proposed built form achieves the broader policy objectives of livability, sunlight access, and high-quality urban design. OPA 70 permits buildings generally ranging from 5 to 12 storeys; however, such height limits are not appropriate within a PMTSA, where higher densities and building heights are both expected and necessary to realize the planned function of a major, transit-oriented urban centre. The intent of the PMTSA framework is to deliver compact, mixed-use, and complete communities that efficiently support major public transit investment.

Additionally, the shadow analysis submitted with this application demonstrates that, despite exceeding the height limits envisioned in the OPA 70, the proposed buildings maintain adequate sunlight and sky view access to parks, plazas, and key pedestrian corridors. This has been achieved through slender tower forms, careful massing, and strategic orientation that respect the surrounding context and public realm.

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

Podiums

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

The podiums have been strategically designed to appropriately address both the adjacent public rights-of-way and the open spaces. This

ensures that each building edge contributes to a cohesive and active public realm with at-grade active uses, including residential and commercial uses, in keeping with the intent of the Livable by Design Guidelines and Designing Midtown Guidelines.

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

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

Towers

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

The proposed tower floorplates are approximately 800 square metres, designed with articulated and dynamic forms, characterized by pointed or faceted configurations rather than broad, slab-like profiles. This design approach enhances sunlight and sky view access, reduces shadow

impacts, and fulfills the guidelines' intent to promote slender, elegant towers that contribute positively to both the skyline and the public realm.

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

A 30.0 metres minimum separation distance has been provided between towers. It should be noted that the Livable by Design Manual (2019) requires 25 metres between towers, while Design Midtown (2013) requires 50 metres between towers for towers over 30 storeys. In our opinion, in a Growth Area where significant housing delivery is expected, a 30-metre tower separation distance is more than sufficient and exceeds typical industry standards (which have been approved recently in PMTSAs at 20 m). This distance supports the planned intensification and urbanization of the area, while ensuring adequate access to sunlight, privacy and sky views.

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

The upper portions of the towers are designed to accommodate mechanical equipment, which will be set back from the main building face and architecturally integrated into the overall tower

design. This approach helps reduce visual impact and ensures a cohesive and refined skyline appearance.

Architectural Articulation & Materials

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

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

Built Heritage

As stated in the HIA prepared by ERA, the preferred approach for the heritage buildings is to retain the extant building in situ, siting it within the proposed park. The building will be meaningfully reused, with further details to be determined through design development.

The HIA also considers the potential impact of alternative approaches while recognizing that retention and adaptive reuse remain the preferred outcome with the least potential negative impact. As the conservation approach is finalized, further assessment of impacts and

recommended mitigation measures will be provided, as requested by Town of Oakville Heritage Staff.

In order to limit and/or mitigate potential negative impact on the property's cultural heritage value, options for the conservation of the existing heritage resource have been explored, including retention in situ, relocation on- and off-site, and documentation, salvage, and interpretation.

While these alternatives were initially considered, ERA recommends in-situ retention of the building. ERA recommends that the feasibility of adaptive reuse and integration within the proposed development be further explored through the Site Plan process.

The final conservation strategy will be confirmed in a forthcoming Conservation Plan. An Interpretation Plan is also recommended to interpret the GE Lamp Plant and Oakville's industrial history.

4.4 Open Space

The proposed development takes a unique and innovative approach to parkland provision, which is foundational to the Town's Open Space Vision for Midtown. The open space system leverages the central location of the Subject Lands within Midtown Oakville, the substantial size of the site, and its natural features—such as varied topography—to create a distinct and innovative open space system rooted in connectivity, sustainability, and placemaking. A variety of diverse types of open spaces, landscaping, and amenity areas are proposed throughout the Subject Lands, including, strata parkland, public parkland, POPS, and private landscaping and amenity areas.

Landmark Features

The proposed open space network on the Subject Lands will feature several landmark features, that form the foundation of the proposed open space system.

At the heart of this network is the Forest Loop, a 1.91 ha ring of programmed strata parkland that meanders throughout each development block, creating a continuous pedestrian path that ties the development together and fosters a unique sense of place. By utilizing nature and green space as connectors, the Forest Loop integrates a series of pedestrian pathways, passive areas, and active spaces that seamlessly flow into one another. The programming of the Forest Loop will feature active and passive recreational uses, offering playgrounds, fitness equipment, picnic areas, sports zones, dog parks, and spill-out spaces, while preserving natural green space. One of the central features of the Loop will be the incorporation of public art installations that invite residents and visitors to linger and interact with the space. The Forest Loop is designed to provide an immersive experience, catering to a variety of needs by including both unprogrammed areas for ecological growth and thoughtfully planned spaces for recreational activities.

To ensure the continuity of the Forest Loop, a pedestrian underpass, called the "Culture Hub," has been provided to reclaim the space beneath the future Highway 403 overpass, transforming it into a vibrant, safe public space. This space is intended to serve as a cultural gathering spot for performances, concerts, and social events, while incorporating the existing heritage building at the northern end of the site into its design. The goal is to honor the legacy of the heritage building by repurposing the building to serve the future community.

Moving south, the proposed development will provide two public parks, known as "Civic Squares". The Civic Square are envisioned as public piazzas, where cafes, shops, and restaurants, open into the public squares to create lively urban gathering spaces for the public. These spaces are planned to accommodate picnic areas, playgrounds, and dog areas, that engage with the community.

At the edges of the Civic Squares are two Green Slopes which, are architectural features that leverage the change in topography at this location to guide pedestrians from the proposed buildings down to the civic squares. These features will consist of interconnected terraces, steps, ramps, and aisles. While their primary function is to navigate changes in elevation, the Green Slopes will also serve as visually appealing focal points, contributing to the overall edge conditions and encouraging community gathering. The Green Slopes will transition into the 6.0 metre buffer that separates the Civic Squares to the south from the non-residential uses to the north. This 6.0 metre buffer zone will act as a transition and a spill-out space for the retail uses to the north. The Green Slopes and the 6.0 metre buffer zone will provide a total of 3,253 m² of POPS including, 1,463 m² at the southwest corner of the development and 1,790 m² at the southeast corner of the development.

To allow for the continuity of the Forest Loop and to connect Blocks 3 and 4, the proposed development will provide a pedestrian bridge over the CN underpass, known as the "Forest Bridge". The Forest Bridge will ensure the pedestrians and cyclists can safely connect to and from the development blocks and public parkland as the grade of the Subject Lands drops to the south. Access to the Forest Bridge will be provided from two pedestrian stairs, one

at the southwest corner of the Bridge in Block 3 and one in the northeast corner of the Bridge in Block 4. The location of the stairways have been chosen to ensure efficient access for pedestrians and symmetry within the site.

The future E-W Collector Road (Davis Road) is envisioned as a vibrant streetscape that serves as the central spine of the community. A key design objective for Davis Road is to transform the street from a traditional vehicle-dominated space into a pedestrian-oriented public space. This will be achieved through several design strategies, including minimizing curbs, introducing table crossings, increasing greenery with street trees and green infrastructure, and activating the public realm by widening boulevards for spill-out areas and incorporating temporary road closures.

The open space network, including its landmark features, has not been designed in isolation. Instead, it has been carefully planned to ensure compatibility with, and seamless connections to, the broader Midtown community. This network will facilitate links to existing and planned open spaces in the surrounding area, such as the future school to the southwest, the active transportation corridor to the south, and parkland to the east. The design and location of the open space network have been strategically chosen to ensure permeability into these adjacent spaces and pathways, fostering a cohesive community within Midtown Oakville.

Additional Open Spaces

The landmark features that make up the open space network will be further complemented by POPS, public realm features within the rights-of-way, and indoor and outdoor amenity areas.

POPS are dispersed along the right-of-way of Davis Road including, immediately adjacent to the at-grade retail uses, and at each of the four corners of the development blocks at the intersection of Davis Road and the N-S Arterial Road. These spaces will feature unique public realm and community amenities including, spill out spaces, patios, and temporary performance spaces. The intent of these POPS is to create support the creation of a pedestrian-oriented streetscape along Davis Road.

The development will also provide private indoor and outdoor amenity spaces, within each of the development blocks that will further complement the open space system. These amenity spaces will include green roofs, terraces, and social gathering spaces.

Parkland Conveyance

The public parkland provided through the proposed development is proposed to be conveyed to the Town in fulfillment of the required parkland dedication. To support the delivery of parkland in a compact, urban environment, the proposal seeks to also provide POPS and strata parkland at 100% credit towards parkland dedication. These spaces are intended to be secured for public access, and the ownership of the spaces will be discussed further with the Town through the development review process.

4.5 Landscape Design and Amenity

To bring the vision for the robust open space network to life, it must be supported by a creative and intentional landscaped open space system. As shown on the Landscape Plan

prepared by SLA Architects (**Figure 52**), the proposed development will feature an extensive landscaped open system that consists of a wide variety of plantings, materials, and public spaces, all of which will enhance the community's character and enrich the user experience within the space.

The landscaped open space system will extend throughout the entirety of the Subject Lands, weaving through both public areas—such as the Forest Loop, Civic Squares, and the planned rights-of-way of future roads—as well as private spaces, including the amenity areas of the proposed buildings. Each space will feature distinct landscaping elements tailored to its specific context, creating a cohesive yet varied network that reinforces the unique identity of each area. For example, the Forest Loop will prioritize extensive greening and tree canopy, while the civic squares will be more open-air spaces with sports areas, spill out spaces, and water features.

As shown in the Planting List prepared by SLA Architects, the planting strategy will take cues from the Carolinian Forest, that is native to the region. This planting strategy is versatile as it is resilient throughout the seasons, incorporates native and adaptive species, can thrive in dry and wet conditions, can adapt to open and dense vegetation, and can perform in light and dark conditions.

The approach to the materiality within the open spaces will consider a range of medium including, recycling concrete from the existing site for the various pathways, bricks/pavers along Davis Road and in the public plazas, and steel/mullion for the handrails and public art.

The detailed design of the landscaped areas and the proposed amenity areas will be considered

further through the development review process.

4.6 Block Size and Porosity

The proposed DPOS will create several private and public development blocks to allow for the high-density, mixed-use community on the Subject Lands. The DPOS will create a block structure that makes efficient use of the land and available infrastructure, supports the provision of the multimodal road network, allows for the robust open space and public realm system, and accommodates the proposed mixed-use buildings.

Four main development areas have been established through the proposed public road network. As outlined in the TIS prepared by BA Group, this new street system has been designed to support safe and efficient access for all modes of travel—pedestrians, cyclists, transit users, and personal vehicles—both within the site and to the broader Midtown community. The transportation network promotes connectivity and permeability between development blocks while integrating seamlessly with the planned street network for the broader Midtown Community. The new transportation network generally aligns with the proposed street network proposed through OPA 70 and the Midtown Oakville Environmental Assessment. Two modifications have been made to the road network, being the extension of Local Street A between Davis Road and Cross Avenue and the creation of two pedestrian-only crossings of the N-S Arterial. The proposed changes do not impact, and in fact enhance, the functionality of the Midtown OPA transportation network. The proposed road network is essential

to support future transportation needs within the Midtown Oakville PMTSA, through providing opportunities to substantially improve the multi-modal network needed to support intensification.

As shown in **Table 8**, each of the private development blocks are of sufficient size to accommodate the proposed high-rise buildings and associated podiums, the internal driveway network, loading areas, landscaping, and amenity areas. The site design implements the Town's urban design direction for high-rise towers including, required tower floorplates, separation distances, stepbacks, and setbacks. Each of the development blocks have been designed to prioritize the ease-of vehicular, pedestrian, and cyclist movement both within the development block, and to the internal transportation network.

As described throughout this Report, the design of the proposed development has been dictated by the robust open space system provided on the Subject Lands. This system consists of a combination of public parkland, POPS, and strata parkland, that host a series of landmark features and connecting spaces that foster placemaking and create a distinct community identity. Each of these features, along with the connections between them, is defined through individual blocks within the Draft Plan of Subdivision. The location, configuration, and linkages of these open space blocks have been carefully planned to create a seamless outdoor network that supports placemaking and meets the daily recreational needs of future residents. The public parkland blocks will be conveyed to the Town in fulfillment of the required parkland dedication, while the strata parkland will also satisfy parkland dedication requirements, with the surface dedicated to the Town and the underground parking structure beneath retained

in private ownership. Finally, the POPS are also proposed to contribute to the required parkland dedication, and will be secured for public use, contributing to the overall connectivity and accessibility of the open space system.

Given the size and complexity of the proposed DPOS, the design of the subdivision will evolve over time, through discussions with the Town.

4.7 Mix of Uses

Midtown Oakville is envisioned as a high-density, mixed-use community. The proposed development has been designed to respond to this vision, through facilitating the creation of a compact, urban environment with a mix of residential, commercial, and community uses. The following section consists of an analysis of how the residential and commercial uses proposed address the need for housing and the provision of retail uses and employment opportunities.

Addressing the Need for Housing

As stated in the Town of Oakville Housing Strategy and Action Plan (2023), the Town is currently working towards achieving two housing targets. In November 2022, the Province passed Bill 23, More Homes Built Faster Act, 2022 which assigned housing pledges to several fast and large growing municipalities. Bill 23 prompted the Town of Oakville to pledge to approve 33,000 new housing units by 2031 which, equates to 3,300 homes per year. Also in November 2022, the Region of Halton Official Plan assigned a regional housing target for the Town of Oakville of building a minimum of 44,800 new residential units by the year 2041. In response to increasingly regional and

provincial pressures for growth, the Town recently drafted the Housing Strategy and Action Plan (2023) that sets out lofty regional and provincial housing objectives for the Town. The Housing Strategy identifies that, based on the Town's Development Charges Background Study- 2031 Projection, the Town is predicted to achieve 16,321 homes by 2031, or 1,813 homes per year. Therefore, it is projected that Oakville will meet less than half of their housing pledge made in response to Bill 23.

The Town's housing stock is currently dominated by low-rise housing options; high-rise housing currently makes up only 12% of the Town's housing mix. To achieve the Town's ambitious housing targets, the Town must support the creation of higher density and compact housing forms, particularly in PMTSAs such as Midtown, where growth is planned and accommodated for. Since 2006, Midtown Oakville has been identified as one of 25 SGAs designated by the Province's Growth Plan, intended to accommodate transit-supportive intensification and growth and meet a minimum density of 200 residents and jobs combined per hectare. The LOP includes numerous references throughout the plan which state that Midtown Oakville, as one of the Town's primary growth areas, will accommodate the highest levels of intensification, and is intended to be developed as a vibrant, transit-supportive, mixed-use centre. Similarly, OPA 70, sets out a vision for Midtown Oakville, as a high-density, urban destination that contributes to the range of housing options in the Town. OPA 70 states that Midtown Oakville must accommodate a minimum of 20,000 residents and jobs by 2031. The residential component of this requirement, must be met through the provision of mid-rise and high-rise residential buildings that accommodate a variety of households.

The proposed development represents an opportunity to provide high-rise housing options that will not only support the evolution and growth of Midtown as a PMTSA but will provide much needed housing for the Town to meet their required growth targets. The proposal allows for the development of 6,945 residential units across 14 high-rise towers, that feature a range and mix of unit sizes, typologies, and tenures, that will diversify the housing stock in the Town to reflect contemporary housing needs for smaller households who are seeking smaller and more attainable housing options close to transit. Should the Town wish to use the Community Benefits Charge of 4% against the provision of affordable housing units in the project, we would be pleased to discuss this possibility with them as an in-lieu contribution. The Applicant also has experience working with all levels of government to provide rental housing across the GTA. The potential of providing housing with a mix of tenure will be considered through this proposal.

Retail and Service Provision & Employment Opportunities

Section 20.2.2. of OPA 70 states that a mix of commercial uses, including large and small-scale retail, service and community-serving uses, are encouraged throughout Midtown Oakville. Commercial uses are encouraged at-grade, and should be designed to support pedestrian-oriented access and a vibrant street character. Similarly, in Section 12.1.3. of the LOP, lands within mixed-use designations, such as the Subject Lands, are intended to create an animated street through the provision of retail and service commercial uses on the ground floor of mixed-use buildings, fronting onto the street. In 2016, the Town of Oakville undertook an

Employment and Commercial Review that plans for employment and commercial growth to the year 2041. The Report found that, due to the increased pressure to supply commercial/retail lands, the demand for retail space will likely be met through more intensified, mixed-use developments. In particular, the Review states that the Town should explore policy alternatives that provide flexibility to consider non-employment uses, where appropriate, in the Midtown Oakville SGA, to promote mixed-use development that maintains the minimum target for people and jobs.

Figure E2, Active Frontages of the OPA 70 implements the goals of the LOP and the Employment and Commercial Review for mixed-use commercial growth in Midtown, through designating select roads for public realm activation (**Figure 23**). As per Figure E2, the Davis Road and the N-S Local Road within the Subject Lands, are identified as 'Active Frontages'. As per Policy 20.4.1f, buildings with active frontages identified on Figure E2 are to provide a minimum of 70% of the public realm frontage along the ground floor of the building as active at-grade uses. Further, Policy 20.4.2. of OPA 70 also states that lands designated as 'Urban Core' are to provide a minimum of 12% of the total proposed gross floor area as non-residential uses, such as cultural, community, retail, commercial and/or office uses, integrated within a mixed-use building or as a stand-alone building. This minimum requirement may be modified on a case-by-case basis without an amendment to this Plan, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential use within the Precinct can support the long-term employment objectives of the Plan. Once again, as OPA 70 is not approved it is informative, not determinative. Therefore, development on the Subject Lands would not be subject to these

non-residential use requirements however, these policies may be used to guide development that aligns with Councils goals.

The proposed development provides 9,117 m² of commercial and retail space which, represents 1.7% of the total gross floor area of the proposed development. The retail space is intended to meet the daily needs of future residents and will create approximately 212 jobs. The commercial uses will be located at-grade within those buildings that have frontage along Davis Road and fronting onto the Civic Squares.

Buildings with frontage along Davis Road will dedicate 75-94% of the at-grade frontage to active at-grade uses which, exceed the minimum requirement of 70% identified in Council-Adopted OPA 70. These spaces will act as retail spill out spaces, that contribute to the development of a vibrant public realm and pedestrianize Davis Road. The right-of-way of Davis Road will feature design tactics that will support retail spill out and the success of the retail uses, such as large pedestrian boulevards, public plazas, street parking, and landscape buffers.

Over 3,500 m² of retail and commercial space will be provided at the southern ends of Blocks 3 and 4, fronting onto the Civic Squares. Similar to the retail along Davis Road, these uses are intended to animate the public realm by spilling out into the adjacent POPS and public parkland, creating lively urban gathering spaces. The design also leverages the significant change in topography at the southern edge of the Subject Lands by integrating the retail space into the slope, which allows for a creative built form, enhanced utility, and opportunities for stepped terraces, patios, and outdoor seating areas. This approach not only maximizes visibility and pedestrian connections but also enhances the

character of the streetscape, transforming the grade change into a defining feature of the retail experience.

4.8 Shadow and Wind Impacts

A Pedestrian-Level Wind Study was undertaken by Gradient Wind in support of the proposed development, and made the following conclusions:

- Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year. Specifically, conditions over most surrounding sidewalks, neighbouring existing laneways and surface parking lots, and over most proposed drive aisles, are considered acceptable.
- Isolated regions of conditions that may occasionally be considered uncomfortable for walking are predicted within the subject site, affecting limited areas beyond the property limits.
- Regarding the common amenity terraces serving each block at the podia rooftops, which were modelled with 1.8-m-tall wind screens along their full perimeters, wind comfort conditions are predicted to be suitable for mostly standing, or better, during the typical use period (May to October, inclusive), with isolated areas of walking conditions.
- The conclusions from the Wind Study apply to common weather systems, during which three regions within the vicinity of the subject site may experience conditions that approach the

wind safety threshold. Specifically, the safety criterion may be exceeded on an annual basis within isolated regions to the southeast of Tower B, southwest of Tower F, and southwest of Tower H at grade. It is recommended that an appropriate mitigation strategy to resolve potential wind safety exceedances and to improve comfort over these areas be developed and confirmed as the design of the proposed development progresses. This work would be expected to support the future Zoning By-Law Amendment and Site Plan Control applications.

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

4.9 Land Use Compatibility

The proposed development has been evaluated through a Land Use Compatibility ("LUC") Study and Noise Impact Report prepared by GHD that assessed the compatibility of the proposed development with existing and future industrial/commercial activities.

The LUC Study prepared by GHD assesses the land use compatibility of the development with existing and future industrial/commercial facilities in accordance with the Ontario Ministry of the Environment, Conservation and Parks ("MECP") D-6 Guidelines. The LUC concluded that, the proposed development is considered compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise, or vibration emissions from nearby employment uses, however, design recommendations are included to help minimize impacts due to local Traffic Related Air Pollution ("TRAP") from Highway 403.

A Noise and Vibration Impact Study was also prepared by GHD to assess (1) the noise impacts at the development due to future projected road traffic; (2) stationary noise impacts from off-site industrial/commercial facilities; (3) stationary noise impacts to the development and surroundings from on-site equipment; and (4) ground-borne vibration impacts due to rail traffic.

Future predicted noise levels at the proposed development from road traffic on the nearby major roadways are sufficiently high that noise mitigation is required in the form of building envelope sound transmission class ("STC") specifications, acoustic barriers, and central air

conditioning. Noise warning clauses are also recommended.

Cumulative stationary noise levels at the Subject Lands from nearby industrial and commercial facilities are within the applicable stationary noise limits of the MECP. The proposed development is not predicted to impact the ability of the nearby commercial or industrial facilities to comply with the sound level limits of NPC-300.

According to the "Guidelines for New Development in Proximity to Railway Operations, May 2013" (GNDPRO), if the proposed dwelling units are located more than 75 m from the railway right-of-way, vibration measurements are not required. The nearest proposed buildings of the development are approximately 120 metres from the right-of-way of the CN Oakville Subdivision rail line; therefore, vibration measurements are not required.

4.10 Sustainability

Several sustainable design practices have been incorporated into the proposal to ensure that the proposed development facilitates the creation of a livable, resilient, and future-ready community on the Subject Lands.

As detailed in this report, the proposed development will incorporate a substantial landscaped open space system that supports environmental sustainability. The parks and open space network will promote biodiversity by creating a continuous, connected green system that establishes wildlife corridors and sustains a variety of plant species. Trees and vegetation will contribute to the growth of the Town's tree canopy, improve air quality, and help mitigate

the urban heat island effect typically associated with compact, high-density communities. Additionally, the open space system will integrate low-impact development (“LID”) measures—such as bioswales and permeable pathways—designed to naturally filter and manage stormwater runoff, thereby reducing pressure on municipal drainage infrastructure.

Through creating a safe, pleasant route for walking and cycling, the open space system will encourage the use of alternative modes of transportation and reduce car dependency and the emissions created from vehicles. The pathways within the open space system will connect to the integrated active transportation system within the future right-of-ways, to create accessible and efficient paths of travel for cyclists and walkers. The roads will feature generous public sidewalks and bicycle lanes on each side of the majority of the roads. This active mobility system will support quality of life of future residents, through encouraging the use of sustainable modes of transportation. The cyclist pathways and lanes will also connect to long and short-term bike parking and storage provided across the Subject Lands. Potentially, a real-time transportation screen will be provided in each lobby to encourage public transit, displaying real-time information on transit schedules. Car-share and electrical parking spaces equipped with charging stations will be provided within the parking structure.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss. All buildings will be designed with a balanced glazing to solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations, providing natural ventilation.

4.11 Natural Heritage

The natural areas on the Subject Lands have been evaluated through an Environmental Impact Assessment (“EIA”) completed by Stantec Consulting to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposed development will result in no negative impacts to the protected features.

The Subject Lands does not contain any natural areas identified on Schedule 1G, of the ROP, or Schedule L1 of the LOP. However, the MNR mapping for the Subject Lands identifies a “wooded area” on the Subject Lands. Site investigations were completed to determine if the wooded area meets the criteria for being designated as a woodland or significant woodland, as per the ROP definitions. Lower Morrison Creek is located to the northeast of the Subject Lands and is identified as a Natural Area in the LOP. As per the LOP, lands within 120 m of a wetland area must demonstrate that the proposed development will result in no negative impact on the feature or ecological function.

The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. The EIA made the following conclusions about the potential natural features on the Subject Lands:

- (1) The wooded area on the Subject Lands identified on the MNR mapping, does not qualify as a woodland under the Region of Halton’s criteria.
- (2) Lower Morrison Creek is located within an urban environment, surrounded by development. Thus, the proposed development is not expected to interact with the Creek.
- (3) Trees/shrubs on the Subject Lands may provide suitable summer/maternity

roost habitat for Species at Risk ("SAR") bats, which, are protected through the *Endangered Species Act*. MECP will determine if a permit is required for removal of potential roost habitat and identify potential mitigation requirements.

- (4) The aquatic habitat assessment identified four candidate headwater drainage feature on the Subject Lands. These features were assessed using the appropriate guidelines, and it was found that the features do not require protection or other mitigation.

Based on the findings of the EIA, it is recommended that the proposed development implement the following mitigation measures to comply with the applicable natural heritage policies including: (1) Avoiding sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections, and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures.

It is noted that the *Species Conservation Act, 2025* will replace the *Endangered Species Act*, once regulations under the new Act as in place. Once the *Species Conservation Act, 2025* is in effect, authorization requirements for species at risk in Ontario may change.

4.12 Site Contamination

A Phase I Environmental Site Assessment ("ESA") was conducted by EXP Services Inc. ("EXP") to assess the environmental conditions of the Subject Lands, based on its historical and current use. The Phase I ESA found several

issues of potential environmental concern including: an existing berm of unknown chemical quality and quantity; existing stockpiles of known chemical quality with historical exceedances; historical and current on-site soil and groundwater exceedances; and potential environment concerns with the soil and groundwater from historical on-site and off-site operations. Based on the findings of the Phase I ESA, EXP recommends that additional horizontal and vertical delineated of soil and groundwater should be completed, followed by remediation and/or a risk assessment to assess the soil and groundwater quality in the areas of potential environment concern.

A Phase II ESA was conducted to assess the areas of potential environmental concern (APECs) identified in the Phase I ESA completed by EXP, and to support the filing of RSC on the Ontario Ministry of the Environment, Conservation and Parks (MECP) Environmental Brownfield Site Registry. As part of the Phase II ESA, 36 boreholes, five (5) test pits, and 42 monitoring wells were installed to assess the soil and groundwater quality on the Subject Lands. The Phase II ESA concluded that:

- The majority of the pH samples were within the range, with elevated pH for two surface soil samples.
- Soil samples contained various exceedances above the Table 2: Full Depth Generic Site Condition Standards (SCS) in a Potable Ground Water Condition for Residential/Parkland/Institutional (RPI) Property Use and medium/fine textured soil (Table 2 SCS).
- Groundwater samples contained various exceedances above the Table 2 SCS.
- Inspection of the soil cores retrieved from the boreholes did not indicate the

presence of non-aqueous phase liquid (NAPL), staining or sheen, with the exception of one location.

Based on the findings of the Phase II ESA, further environmental work (i.e., remediation and risk assessment etc.) is required prior to filing a RSC.

4.13 Servicing and Stormwater Management

The Functional Servicing Report & Stormwater Management Study ("FSR & SWM Study") prepared by Urbantech, confirms the feasibility of full municipal servicing to support the proposed development. The proposed servicing strategy accommodates both interim (Phase 1) and ultimate build-out conditions, aligning with the Town's Midtown Oakville growth vision and ongoing Regional infrastructure planning. Servicing concepts have been developed in consideration of the Town's and Region's latest design criteria, current master planning initiatives, and Conservation Halton's updated spill policies.

Water Servicing Strategy

From a water servicing perspective, the development can be adequately serviced from existing Zone O2 infrastructure via Davis Road, supported by the Davis Road Booster Pumping Station and Eighth Line Reservoir. Interim servicing for Phase 1 (Tower C) is proposed to proceed using existing 300 mm watermains, with sufficient flow and pressure anticipated for both domestic and fire protection demands. The ultimate build-out strategy provides a looped

watermain network along Davis Road, Cross Avenue, and new internal roadways.

Sanitary Servicing

For sanitary servicing, the initial phase can be supported by the existing 300 mm sanitary sewer on Davis Road, which has been structurally relined and verified for capacity through recent CCTV inspection. Ultimate flows from the full development are proposed to discharge west to the new 1200 mm Trafalgar Road Trunk Sewer currently under detailed design by Halton Region, via Davis Road. The Trafalgar Road Trunk Sewer provide both interim and long-term sewer capacity to accommodate Midtown growth. An alternative sanitary outlet to the Chartwell Road system is also identified for future consideration, offering flexibility to the Trafalgar system if required.

Stormwater Management

The stormwater management strategy meets Town and Conservation Halton requirements for quantity, quality, and water balance control. Runoff will be managed through a combination of underground storage tanks within the development blocks, superpipes within the municipal rights-of-way, and infiltration galleries within park blocks. The plan provides on-site control of peak flows to the Lower Morrison Creek system, achieves enhanced (Level 1) water quality treatment, and satisfies the Town's water balance target of 25 mm retention.

Spill Analysis

Spill analysis using Conservation Halton's regional 2D model confirms that spills entering

the Subject Lands across the QEW can be safely managed through on-site grading and conveyance measures. The modelling, included in the FSR, identifies the proposed N-S Arterial underpass as a key regional outlet for spill flows, however, highlighting the need for broader coordination between CH, the Town, and developers to establish long-term flood mitigation solutions for Midtown Oakville.

Conclusion

In conclusion, the proposed servicing, stormwater management, and spill mitigation strategies collectively demonstrate that the Subject Lands can be developed in a safe, sustainable, and coordinated manner consistent with current Town, Region, and Conservation Halton requirements. The proposed approach supports early phases of development while remaining adaptable to future infrastructure improvements and policy updates arising from ongoing master planning for Midtown Oakville.

4.14 Transportation, Parking, and Loading

Road Network

As stated in the TIS prepared by BA Group, the proposed transportation network will establish a multimodal transportation network within the Subject Lands that will connect the lands to the broader Midtown community. The proposed transportation network generally aligns with the proposed transportation network of Council-Adopted OPA 70, with the exception of the extension of the Local Street A between Davis Road and Cross Avenue and the addition of two active crossings of the N-S Arterial. The remainder of the proposed new street network

remains consistent with Council-Adopted Midtown OPA 70, including the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S Arterial Road that connects to the QEW corridor and a rail-over-road underpass across the Metrolinx/CN rail corridor to the south. The proposed changes enhance the functionality of the Midtown transportation network proposed through the Council-Adopted OPA 70.

As described in the TIS, the proposed development is based on the key mobility goal of supporting a high sustainable trip rate. A set of key mobility principles have been used to guide the creation of the transportation system that serves this mobility goal:

1. **Establishing a mixed-use development** that helps ensure that travel demands are internalized to Midtown Oakville and make use of sustainable modes of transportation.
2. **Create a “Transit First” Master Plan**, that focuses on providing sustainable and effective transit throughout the phasing of the development.
3. **Create mobility choice** through providing transit provisions and appropriate infrastructure to support and encourage transportation alternatives.
4. **Implement TDM measures** that will discourage auto dependence through incentivizing alternative modes of transportation.
5. **Integrate with the larger planning framework** including, infrastructure

improvements, and initiatives led by the Town of Oakville and other public agencies.

As stated in the TIS prepared by BA Group, the location and right-of-way width of the proposed streets is consistent with the OPA 70. Providing these streets is essential to supporting the transportation needs within the Midtown Oakville PMTSA, as they create structure for the development blocks, provide opportunities for direct vehicular access, and substantially improve the multi-modal network needed to accommodate planned intensification.

As illustrated in the cross-sectional drawings of the new public roads provided in the TIS (**Figures 44–50**), the ROW of each road has been designed to accommodate personal vehicles, pedestrian sidewalks, and generous landscape buffers. The Arterial and Collector roads will also include 1.5–2.0 m wide bicycle lanes, and the N-S Arterial Road and the Cross Avenue Extension will incorporate 3.5 m wide BRT lanes to support the future Trafalgar BRT. Particular attention has been given to the design of Davis Road to create a pedestrian-oriented main street. This includes wider pedestrian walkways (3.15–4.15 m), 1.1 m offsets for tree plantings, lay-by parking lanes, and 1.5 m bicycle lanes. Collectively, these features are intended to shift the emphasis from a traditional automobile-oriented street to a pedestrian- and cyclist-focused corridor and public space.

Each of the public roads proposed will be conveyed to the Town, as a condition of the Draft Plan of Subdivision Application.

The road network envisioned for the Subject Lands differs from the road network envisioned for the Subject Lands from the in-force LOP. As such, for the proposed transportation network to be consistent with the mobility network

proposed by the Town through OPA 70, an amendment to the LOP is required to implement the future road network. The following section summarizes the main amendments to the road network from the LOP required to implement the proposed development:

- **The elimination of an off-ramp from the eastbound QEW** that was proposed to pass beneath Trafalgar Road, with a connection to Cross Avenue;
- A future **active transportation grade separated crossing of Trafalgar Road**, between Argus Road and Cross Avenue;
- The **N-S Arterial Street**, east of Trafalgar Road, with connectivity between north of the QEW to Cornwall Road in the south. The N-S Arterial Street is planned to include a bridge across the QEW and a below-grade structure at the CN/GO Rail corridor. The N-S Arterial Street will include pedestrian and cyclist facilities, serve as the Trafalgar Road BRT route across the QEW corridor and provide an important new vehicle route to and from the Midtown Oakville area, connecting it to the surrounding Oakville area;
- The **realignment of Cross Avenue** as it crosses Trafalgar Road, intersects the new N-S Arterial Street at-grade and extends eastwards to connect with Chartwell Road. Cross Avenue assumes a relatively east-west alignment through Midtown Oakville, along the southern limit of the developable area within Midtown, east of Trafalgar Road;

- The **realignment of South Service Road**, east of Trafalgar Road, that intersects with both Cross Avenue and Davis Road and continues eastward to Chartwell Road;
- The **extension of Argus Road** from west of Trafalgar Road, below Trafalgar Road, with a **connection to Davis Road**. Davis Road continues eastward to a new north-south local road (between South Service Road and Cross Avenue). An at-grade intersection will be formed at Davis Road and the N-S Arterial Street.
- A **finer grained collector and local street system** that provides a more efficient framework for development blocks. Several new north-south local streets are proposed that connect South Service Road East (both east and west of Trafalgar Road) to Cross Avenue.

As mentioned earlier, the proposed development further refines this transportation network through extending Local Road A further south to Cross Avenue and providing two additional active-only crossings of the N-S Arterial Road.

Vehicular Access

Vehicular access to the development blocks will be facilitated through a maximum of three shared private driveways, positioned away from the major intersection and the proposed Collector Road. The access points have been strategically positioned to allow for convenient access to each block, by personal vehicles, transit vehicles, emergency vehicles, and large vehicles. The proposed driveways direct

vehicular-related activities, including access to underground parking, loading and servicing away from the pedestrian environment, while allowing the vehicle to perform its function.

Parking

Parking for the proposed development will be provided within below-grade parking facilities across the Subject Lands. Due to the significant grade change along the north-south streets, Blocks 1 and 2 will feature three full levels of underground parking plus one partial level, while Block 3 and 4 will have feature two full levels of underground parking plus two partial levels. Surface vehicular parking spaces will be dedicated to pick-up and drop-off facilities to accommodate short term deliveries, passenger pick-up and drop-off, and occasional short-term maintenance vehicle needs.

The proposed development will provide a parking supply of 0.50 spaces per residential unit for residential parking (a total of 3,473 spaces), 0.15 spaces per unit for resident visitor parking (a total of 1,043 spaces), and 1.08 m² per 100 m² of GFA for retail parking (a total of 100 spaces). As Ontario Bill 185 removed minimum vehicular parking requirements within PMTSAs, the proposed development does not have to meet a minimum parking supply required through a Zoning By-law. However, the site does need to accommodate a parking supply to meet the practical parking demands for the proposed development to be marketable and function appropriately within Midtown Oakville. The TIS prepared by BA Group concluded that, given the elimination of minimum parking requirements in PMTSAs, the existing and planned higher-order transit and active transportation facilities in the area, the TDM measures proposed, and a review of other

residential parking By-law standards in the GTHA, the proposed vehicle parking supply will appropriately meet the parking needs of the development.

Loading

The loading requirements of each building or group of buildings, has been evaluated against the practical, functional, and policy requirements associated with the various types of loading operations that would be experienced on a daily basis. The functional design of loading areas has been designed to ensure that loading spaces are capable of accommodating the needs of each individual development building and or block to ensure an efficient and compact development and safe community.

All vehicular activities, including access to underground parking, loading and servicing, and drop-off and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment. Moreover, garage access is designed to be shared among buildings on the same block whenever possible to enhance pedestrian safety and minimize the visual impact of vehicle circulation.

Bicycle Parking

As mentioned, the proposed development will provide a total of 4,178 bicycle parking spaces including, 3,473 long-term spaces (0.5 spaces per unit), 695 short-term spaces (0.1 spaces per unit), and 11 non-residential spaces (1 space per 1000 m² of GFA). Long-term bicycle parking

spaces will be provided for residential uses and will be located within secure weather-protected facilities in the underground parking garage, at grade, or on the mezzanine level. Short term bicycle parking spaces will be provided outside, near visitor entrances. The bicycle parking locations will be provided in convenient locations, that connect users to the new public streets in Midtown and support the emerging multi-modal transportation network.

Transportation Management

Demand

As stated in the TIS prepared by BA Group, the proposed development will implement TDM measures that improve the viability of alternative modes of transportation beyond the single-occupant private automobile. The TDM will include physical and operational strategies that are intended to increase the use of active and sustainable transportation modes, and are responsive to community needs. The key objective of the TDM Plan is to reduce peak hour single occupant automobile traffic with a focus on:

- Encouraging the use of alternative modes of travel;
- Increasing vehicle occupancy;
- Shifting travel to off-peak periods; and
- Reduce vehicle kilometres travelled.

Two types of TDM measures have been proposed including, “hard” measures which include physical infrastructure where the applicant is responsible for implementation, and “soft” measures where the applicant is responsible for notifying third party providers for implementation. Hard measures include reduced parking supply, providing car share spaces, providing bicycle parking and repair

stations, bike share, private/shared micromobility devices, transit information centres, enhanced pedestrian and cyclist connections, pick up and drop off facilities, and secure internal package store facilities. Soft measures include resident/retail information meetings for mobility resources, implementing programs to monitor travel demand over time and marketing programs to ensure new residents are aware of travel options, and unbundling parking.

Transit

The portion of Cross Avenue, west of the N-S Arterial and the N-S Minor Arterial, each have a 3.50 m wide BRT Lane on each side of the ROW, designed to accommodate the Trafalgar BRT, as envisioned through the Council Adopted Midtown OPA. A BRT Stop is proposed at the future intersection of the Davis Road Extension and the N-S Minor Arterial Road, that would provide residents and visitors with direct access to the proposed BRT and create seamless connections to the broader Town of Oakville.

Transportation Impact Assessment

As stated in the TIS, under future conditions, with the full buildout of Midtown Oakville, the road network will continue to operate under very busy conditions, with some intersections operating at, or above their theoretical capacity. However, this is reflective of a busy urban centre where the majority of mobility needs will be met by alternative modes of transportation. The Mobility Choice Strategy for the development seeks to encourage and enable travel by non-auto means, while

accommodating a smaller amount of people that own and use a private automobile. Several trends will shape future mobility in and around the Subject Lands including:

- Many residents who choose to live in Midtown Oakville will do so because of its proximity to transit and the ability to live and work without the daily use of a car. Midtown Oakville is intentionally planned to be a transit-oriented community that is characterized by higher density.
- Travel modes in Halton Region and the rest of the GTAH are evolving, and auto use is decreasing over time.
- Work commute habits are also changing, as a result of increased work-from-home following the COVID-19 pandemic.
- An increasing number of daily needs are being met through e-commerce.
- Midtown Oakville is a designated PMTSA and is intended to be a focus of population and employment growth in the Town of Oakville.
- The proposed development will have minor traffic impact on at-capacity movements on the future area road network.
- The planned introduction of significant new road infrastructure in Midtown Oakville, including through the Site, will help support increased traffic volumes to and from Midtown.

Conclusion

The proposed development seeks to increase mobility choice in Midtown Oakville to encourage the use of transit and active transportation. The TIS concludes that, given the transit-oriented nature of Midtown Oakville,

the significant investment in transit and road network infrastructure that is planned for the area, and the transit and active oriented nature of the proposed mobility strategy, the proposed development is appropriate from a transportation perspective.

4.15 Fiscal Impacts

The proposal will facilitate investment in a vacant and underutilized parcel of land within the Midtown PMTSA, with a high-density mixed-use community that is expected to provide significant positive economic and fiscal benefits to the Town of Oakville, the wider regional economy, and the Province.

The proposed development will provide 529,707 m² of residential GCA across 6,945 residential units, 9,117 m² of commercial uses, and a 2.7 hectares of open space, that will generate both direct and indirect economic benefits. The direct and upfront benefits of the proposed development will be the development charges that are acquired by the Town from the developer when the redevelopment is built, and the jobs and municipal revenue generated through the construction of the building.

The indirect, long-term economic benefits of the proposed development will be reaped when the proposed development is built, established, and growing. The additional population both living and visiting the community will stimulate economic activity that positively benefit the local economy. The residential units proposed will expand the diversity of housing in Oakville to increasingly compact and attainable homes that aim to meet the needs of residents at all stages of life and support the Town in broadening the demographic of its residents. The new residents that occupy the proposed development will

contribute to the economic development of Midtown Oakville through daily consumer spending, annual property taxes, and costs related to property management. The commercial uses proposed will generate job opportunities that will contribute to the growing labour force in the Town, contribute to the evolving economic in Midtown, and support the economic well-being and quality of life of future residents.

The proposal will contribute to the success and longevity of the economy in Midtown Oakville through providing homes, job opportunities, and recreational spaces that are intended to create an urban destination that people want to live, work, play, and in turn, invest in.

5.0 Policy Analysis

This section of the PUDRR provides an overview of the policy and regulatory context applicable to the Subject Lands. A detailed assessment of each policy document is provided in **Appendix F**.

5.1 The Planning Act

The *Planning Act*, R.S.O. 1990 (the “*Planning Act*”), consolidated October 11, 2024, represents legislation that governs land use planning throughout the Province of Ontario.

The *Planning Act*, s.2, sets out the matters of provincial interest which the Minister, the council of a municipality and the Tribunal shall have regard to when carrying out their responsibilities under the Act. Matters of provincial interest that pertain to the proposed development include:

- *The protection of ecological systems, including natural areas, features and functions;*
- *The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *The orderly development of safe and healthy communities;*
- *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

- *The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The protection of the financial and economic well-being of the Province and its municipalities;*
- *The protection of public health and safety;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - 1) *Is well designed;*
 - 2) *Encourages a sense of place;*
 - 3) *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and,*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Section 51 (24) of the *Planning Act* sets out the criteria when considering Plans of Subdivision. In considering a Draft Plan of Subdivision, regard shall be had, among other matters, to:

- *The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

- *Whether the proposed subdivision is premature or in the public interest;*
- *Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- *The suitability of the land for the purposes for which it is to be subdivided;*
- *If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- *The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- *The dimensions and shapes of the proposed lots;*
- *The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- *Conservation of natural resources and flood control;*
- *The adequacy of utilities and municipal services;*
- *The adequacy of school sites;*
- *The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- *The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development*

on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

Planning Act Summary:

A detailed analysis of the applicable matters of Provincial Interest, in regard to the proposed development and amendments, can be found in **Appendix F-1.**

In summary:

1. The proposed development will facilitate the redevelopment of a vacant parcel of land that lies within the built boundary of the Town of Oakville, where existing municipal services are available.
2. The proposed DPOS has regard for, and implements, the policies outlined in Section 51(24) of the *Planning Act* including, attention to the health, safety, convenience, and accessibility for all present and future inhabitants of the municipality.
3. The proposed DPOS creates development blocks of an appropriate size and shape, conveys appropriate lands for public purposes, and optimizes the available supply and efficient use of the lands to support the public interest.
4. The proposed development allows for the orderly redevelopment of lands located in the Midtown Oakville PMTSA that are intended to accommodate the highest level of intensification in the Town.

5. The proposed redevelopment will contribute to the range and mix of housing required to achieve Provincial and Regional growth targets for PMTSAs through providing a mixed-use, high-density, community that achieves transit-supportive densities and diversifies the housing options available in the area.
6. The proposed development will facilitate the development of a master-planned mixed-use community that has a high-quality, attractive, and compact built form, anchored by several parks and open space uses, that work collectively to promote a distinct sense of place and community. The proposed development will provide a compatible use and built form that are well integrated into the existing and planned mixed use community through appropriate site layout and building massing and variation.
7. As the Subject Lands are located in close proximity to the Oakville GO Station, and existing and planned active transportation infrastructure, future residents will have convenient access to public transit and active transportation as an alternative to the car that support reductions in greenhouse gas emissions.
8. Through the implementation of the recommended mitigation measures outlined in the EIA prepared by Stantec, the proposed development will comply with the governing natural heritage policies.
8. As stated in the HIA prepared by ERA, the preferred approach for the treatment of the remnant office building is to retain the building in situ, siting it within the proposed park. The feasibility of adaptive reuse and

integration will be explored further through the development review process.

9. The public parkland, POPS and strata parkland as well as the private amenity areas proposed, are intended to meet recreational needs and improve the quality of life of those living and working in the proposed development.
10. As stated in the FSR/SWM prepared by Urbantech and the TIS prepared by BA Group, the proposed development will make efficient use of existing and available municipal water, wastewater, and stormwater services and transportation infrastructure and recommend expansions where necessary.

The proposal has had appropriate regard for all applicable matters of provincial interest as outlined in Section 2 and Section 51(24) of the *Planning Act*.

5.2 Provincial Planning Statement, 2024

The new Provincial Planning Statement, 2024, came into effect on October 20, 2024, and replaces the PPS and Growth Plan for the Greater Golden Horseshoe. The changes proposed in the 2024 Provincial Planning Statement continue to emphasize the importance of intensification in proximity to transit stations.

Section 2.1, Planning for People and Homes, includes policies aimed at accommodating an appropriate range of land uses that contributes to a complete community.

Section 2.1.4 states that Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, parks and open space, and other uses to meet long-term needs and by improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society.

Section 2.2, Housing provides direction on housing policies and recognizes the need for planning authorities to support the provision of diverse housing types and densities that are compatible with the surrounding neighbourhood, meets a broad range of housing demands, and are necessary to meet the projected needs of both current and future residents.

Section 2.3, Settlement Areas and Settlement Area Boundary Expansions, states that settlement areas shall be the focus of growth and development, and within settlement areas, growth should be focused in strategic growth areas, such as MTSAs. Planning authorities are to establish and implement minimum targets for intensification and redevelopment within the built-up areas, based on local conditions.

Section 2.4, Strategic Growth Areas, includes policies that support the achievement of complete communities through promoting mixed-use developments that provide intensification and growth at an appropriate scale.

Section 2.4.2, Major Transit Station Areas, states that planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors, that shall be

defined as an area within approximately 500 to 800 metre radii of a transit station, and that maximizes the number of potential transit users that are within walking distance of the station. Within MTSAs on higher order transit corridors, planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Section 2.9, Energy Conservation, Air Quality, and Climate Change, states that planning authorities shall plan to reduce greenhouse gases through supporting the achievement of compact, transit supportive, and complete communities that incorporate climate change considerations into the development of infrastructure.

Sections 3.1, General Policies for Infrastructure and Public Service Facilities, encourages new developments to utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

Section 3.2, Transportation Systems, states that transportation systems should be provided that are safe, energy efficient, and facilitate the movement of people and goods to address projected needs. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for.

Section 3.3, Transportation and Infrastructure Corridors, states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor.

Section 3.4, Airports, Rail, and Marine Facilities, states that planning for land uses in

the vicinity of airports, rail facilities, and marine facilities shall be undertaken so that their long-term operation and economic role is protected.

Section 3.6, Sewage, Water and Stormwater, provides planning policies for best practices for sewage and water services and stormwater management.

Section 3.9, Public Spaces, Recreation, Parks, Trails and Open Space, promotes the creation of healthy and active communities that meet the needs of a diverse population and foster social interaction and community connectivity.

Section 4.1, Natural Heritage, states that the diversity and connectivity of natural features and areas shall be protected for the long term.

Section 4.2, Water, states that Planning authorities shall protect, improve or restore the quality and quantity of water. Development shall be restricted in or near sensitive water features and groundwater features, such that these features and their related hydrologic functions will be protected.

Section 4.9, Cultural Heritage and Archaeology, states that Planning Authorities will not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

Section 5.3, Human-Made Hazards, states that sites with contaminants in land or water shall be assessed and remediated prior to any activity on the site associated with the proposed use, such that there will be no adverse effects.

Provincial Policy Statement Summary:

A full analysis of the proposed development's conformity with the applicable policies from the PPS may be found in **Appendix F-2**.

In summary:

1. The proposed OPA, ZBA, and DPOS Applications will allow for the redevelopment of a vacant and underutilized site, located within an SGA within the built boundary of the Town of Oakville, with a high-rise, mixed-use development that makes efficient use of the land and available resources, and supports the Town in achieving their provincial and regional growth targets for the Midtown Oakville PMTSA.
2. The proposed development will support the achievement of a complete community through facilitating the redevelopment of the Subject Lands with a vibrant, urban environment that introduces a range of complementary uses including compact housing options, commercial uses, and a large open space network.
3. The proposed development will provide 6,945 residential units of varying sizes and types that will increase the range and mix of housing available to the community, to meet current and projected housing needs and assist in achieving the minimum density target of 200 jobs and persons per hectare for Midtown Oakville.
4. The proposal will allow for the redevelopment of the Subject Lands with a compact, mixed-use development that achieves a gross FSI of 5.16 and net FSI

of 8.08, designed to maximize the number of transit users within the Oakville GO PMTSA.

5. The proposed development will ensure that the necessary infrastructure capacity is in place to support residential growth, as described in the FSR/SWM prepared by Urbantech.
6. As described in the TIS prepared by BA Group, given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure planned for the area, and the transit and active oriented nature of the mobility strategy, the transportation network is appropriate to accommodate the needs of the proposed development.
7. As stated in the Noise and Vibration Report prepared by GHD, future predicted noise levels at the proposed development are sufficiently high that noise mitigation is required. Cumulative stationary noise levels at the site from nearby industries are within applicable station noise limits.
8. The EIA prepared by Stantec Consulting, did not identified any features that qualify as Natural Areas on the Subject Lands. The EIA concludes that through the implementation of recommended mitigation measures, the proposed development will comply with the applicable natural heritage policies.
9. The Hydrogeological Report prepared by EXP, enclosed with this submission, outlines the recommendations that the

proposed development must implement to protect the quality and quantity of water on the site in accordance with the Ontario Water Resources Act, Ontario Regulation 387/04, the Region of Halton, and Town of Oakville standards and guidelines.

10. As stated in the HIA prepared by ERA, the preferred treatment of the remnant office building, designated under Part IV of the OHA is in situ retention. This approach will be explored further through the development process.
11. The Subject Lands have been evaluated through a Geotechnical Investigation, Hydrogeological Investigation, Phase I and Phase II Environmental Site Assessments prepared by EXP, enclosed with this application.

The proposed OPA, ZBA, and DPOS, and associated development, are consistent with the Provincial Planning Statement (2024)

5.3 Region of Halton Official Plan

The Region of Halton Official Plan (ROP) serves as Halton's policy document for land use planning for growth to the year 2051. The ROP establishes the goals and objectives that manage growth with policies that direct physical land use change that positively supports social, economic, and natural environments. The ROP has had various comprehensive reviews and amendments since its original adoption in 1997. The most recent amendments were the Region Official Plan Amendment No. 48 ("ROPA 48")

that established the urban and rural structures, including the hierarchy of Strategic Growth Areas, and identifying intensification and growth targets to 2051, followed by Regional Official Plan Amendment No. 49 ("ROPA 49") approved by the Minister, that identified the population and employment distribution and densities to the lower-tier municipalities, including the Town of Oakville.

The hierarchy of the Regional Urban Structure, as established in the ROP, lays out broad land use designations to generally guide growth and development in various areas of the municipalities, while the lower-tier municipal Official Plans refine these broad land uses to more area-specific land use designations with more specific permitted uses and policies. The ROP also provides general guidance for redevelopment, intensification, and the creation of complete communities. As noted previously, the ROP is considered a local area Official Plan as of July 1, 2024.

As per Table 1, Population and Employment Distribution, the Region's population is projected to increase to 929,400 by the year 2041 and 1,098,070 by the year 2051. In Oakville, the population is expected to increase from 222,000 in 2021, to 313,460 in 2041, and reach a 349,990 by 2051.

Table 2, Intensification and Density Targets indicates that the intensification target of new housing units required to be built within the Town of Oakville's built-up area by 2041 is 19,400 units. The phasing of building these new units is identified in **Table 2A: Regional Phasing** which, indicates that in Oakville, 4,500 units are to be built within the City's Built Boundary by 2026, followed by 4,780 built between 2027 and 2031, 4,980 built between 2032 and 2036 and 5,080 built between 2037 and 2041.

Table 2B, Strategic Growth Area Targets identifies that the minimum density target of residents and jobs combined per hectare ("ppj/ha") for the Midtown Oakville PMTSA is 200 people and jobs per ha. The general target proportion of persons to jobs is to be 65% residents to 35% jobs throughout the Oakville GO PMTSA which, may be refined by lower-tier municipalities.

The following designations of the Region of Halton Official Plan apply to the Subject Lands:

- **Map 1: Regional Structure**
 - Urban Area (**Figure 3**)
- **Map 1H: Regional Urban Structure**
 - UGC/MTSA (**Figure 4**)
- **Map 6a: Midtown Oakville GO UGC/MTSA**
 - UGC/MTSA (**Figure 5**)
- **Map 3: Functional Plan of Major Transportation Facilities**
 - Provincial Freeway and Higher Order Transit Corridor (north of the Subject Lands), and Priority Transit Corridor (South of the Subject Lands) (**Figure 6**).

Section 72, Urban Area and the Regional Urban Structure, states that the goal of the urban structure is to manage growth in a manner that fosters complete communities, enhances mobility and improves housing affordability, sustainability, and economic prosperity and promotes the adaptive re-use of brownfield and greyfield sites. The Urban Area should support a form of growth that is compact and supportive of transit usage and directs growth and intensification to SGAs.

Section 77(5)f.1) states that Area-Specific Plans or policies for major growth areas prepared by Local Municipalities shall consider land use compatibility in accordance with

Regional and Ministry of the Environment Guidelines.

Section 79, Strategic Growth Areas (SGA) outlines the objectives for the Region's SGA including, UGCs and MTSA's identified on Maps 1H and 6b. Development in SGAs are to provide an urban form that uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, and promotes active transportation and sustainability, each of which support the creation of complete communities. Development in SGAs will provide opportunities for more cost-efficient and innovative urban design, a diverse mix of land uses, a vibrant/diverse pedestrian-oriented environment, and attract a significant portion of population growth. The Region's goal for SGAs is that they should achieve higher densities than the surrounding non-SGA areas. Local Municipalities are required to include Official Plan policies and Zoning By-law's to meet intensification and mixed-use objectives including, for those lands designated as PMTSA that have a prescribed minimum development density of 200 people and jobs per hectare.

Section 80, Urban Growth Centres, indicates that a Regional objective for UGCs is that these areas will serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses. UGCs will function as primary SGAs of the Regional Urban Structure hierarchy where a significant share of population growth will be accommodated. The policy of the Region is to require that UGCs are planned to achieve the minimum 200 people and jobs per hectare by 2031 or earlier as identified in **Table 2** of the ROP.

Section 81, Major Transit Station Areas, indicates that the Regional objectives for MTSA's

include leveraging infrastructure investments to support a significant share of growth to achieve transit-supportive densities and a mix of uses. Local Official Plans are to also identify minimum densities of buildings authorized within a MTSA such as, Midtown Oakville PMTSA. **Section 81.1, Protected Major Transit Station Areas,** states that MTSA's with minimum density targets identified on Table 2b, are designated as PMTSA's, in accordance with Section 16(16) of the *Planning Act*. The Midtown Oakville MTSA is identified as a PMTSA in Table 2b, that must achieve a minimum density of 200 people and jobs per hectare. Local Official Plans are required include policies that achieve minimum density targets in PMTSA's and identify land uses that support the creation of complete and transit-supportive communities.

Section 84, Housing, states that the goal of Halton Region is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing social and economic needs. The Region's policy is to adopt the housing target requiring that 65% of new housing units produced annually will be in the form of multi-storey buildings to the year 2031, followed by at least 75% per year thereafter. The policies also promote residential intensification to provide housing through the development or redevelopment of brownfield and greyfield sites.

Section 87, Urban Water Supply and Wastewater Treatment Services, states that all new development within the Regional Urban Boundary, is to be connected to Halton's municipal water and wastewater services.

Section 115, 116 and 188, Regional Natural Heritage System, states that the Region's Natural Heritage System takes a systems approach to protecting and enhancing natural features and functions throughout the Region, such as significant woodlands,

wetlands, and wildlife habitat. The boundaries of the Region's NHS may be refined through an Environmental Impact Assessment accepted by the Region.

Section 143, Air and Ambiance, states that the objectives of the Region are to improve air quality through supporting urban forms that reduce long distance trips and promote active transportation and public transit. The Region requires that proposed development adjacent, or in proximity to, railway lines or railway yards to undertake noise and air quality studies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment and in consultation with the appropriate railway agency, if the development is within 300 m of a railway right-of-way or 1,000 m of a railway yard. Land use compatibility is to be achieved between sensitive land uses and major facilities, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants to minimize risk to public health and safety, while ensuring the long-term operational and economic viability of major facilities.

Section 165, Cultural Heritage Resources, states that the goal for Cultural Heritage Resources is to protect materials, and cultural and built heritage of Halton for present and future generations

Section 169, Economic Development, states that economic activities that strengthen and diversify Halton's economic base should be promoted including, the provision of office, commercial, cultural, and institutional uses within intensification areas.

Section 172, Transportation, indicates that one objective of the Region is to ensure that development is designed to support active transportation and public transit and to integrate

transportation planning, land use planning, and investment in infrastructure. Another objective is to promote land use patterns and densities that foster strong live-work relationships that can be effectively served by public transit and active transportation.

Region Official Plan Summary:

A full analysis of the proposed development's conformity with the applicable Halton Region Official Plan policies may be found in **Appendix F-3**.

In summary:

1. The proposal conforms to the Regional Official Plan's growth and land use objectives for the Urban Area through providing appropriate growth through redevelopment of a brownfield site within a SGA that enhances mobility, contributes to the diversity of housing and employment opportunities, and supports the creation of a complete community.
2. The proposal will optimize the connectivity, accessibility, and community amenities provided by the PMTSA, through proposing a mixed-use community with transit-supportive densities and a vibrant public realm that will contribute to the range and mix of uses in the PMTSA, in support of a liveable, pedestrian-oriented, urban environment.
3. Transit-supportive intensification within the Region's PMTSAs is a Provincial and Regional objective. The proposal achieves a density of 1,063 people and jobs per hectare which, reflects an appropriate level of intensification within

this specific geographic and targeted growth area context.

4. The proposed development will establish transit-supportive densities and amenities with multimodal access to existing and future local and regional transit stations and stops and active transportation routes that will encourage the use of active transportation and public transit and reduce reliance on personal automobiles.
5. The proposed development will provide 6,945 residential units of varying unit sizes, typologies, and tenure that will diversify the housing choice within Midtown Oakville GO PMTSA to meet the needs of various demographics.
6. The UDB prepared by MHBC Planning outlines how the site design and configuration, open space network, increased densities, and compact built form of the proposed development are intended to foster an animated, safe, and accessible public realm that supports active and public transit and maintains compatibility with surrounding uses.
7. As stated in the HIA prepared by ERA, the preferred approach to the heritage structure is to retain the building in situ and incorporate it into the park. The HIA considers the potential of alternative approaches as well including, relocation and documentation, salvage, and interpretation. The feasibility of adaptive reuse will be further explored through the Site Plan process.
8. The proposed development will allow for the development of 9,117 m² of commercial uses that will provide job opportunities and meet the daily needs of future residents of the proposed community.
9. As stated in the LUC prepared by GHD, the proposal is considered to be compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise, or vibration emissions from nearby employment uses. Design recommendations are included to minimize impacts due to local TRAP.
10. The projected needs of the proposed development can be adequately serviced by existing and expanded municipal servicing infrastructure, as set out in the FSR & SWM Report prepared by Urbantech.
11. As stated in the TIS prepared by BA Group, the proposed development is appropriate from a transportation perspective, given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that is planned for the area, and the transit and active transportation-oriented nature of the proposed mobility strategy.
12. As stated in EIA prepared by Stantec Consulting there are no key features mapped on the Subject Lands on Map 1G of the ROP. The EIA confirmed that the Subject Lands do not contain any features that qualify as Natural Areas on the Subject Lands. The EIA concluded

that, through the implementation of the recommendation measures in the EIA, the proposed development will comply with the applicable natural heritage policies.

The proposed OPA, ZBA, DPOS and the development, conform to the Regional Official Plan.

5.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, the Metrolinx Board of Directors adopted the “2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area”, that was an update to the 2008 Regional Transportation Plan (RTP). The 2041 RTP’s Vision for the region is to, *“have a sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”* The 2041 RTP provides five strategies that are tied to the growth policies contained within the Growth Plan for the Greater Golden Horseshoe, with Strategy 4 representing the integration of transportation and land use.

The RTP states that transportation investments and decisions must align with land use plans. Regional collaboration, supported by appropriate regulatory measures, will encourage the planning of communities and active transportation networks. Strategy 4 is to intensify and integrate development at MTSAs, as stations link people to jobs, schools and amenities. Sufficient land use density at stations

is important to ensure significant two-way, all-day ridership, and achieve density targets for development around MTSAs, such as the Oakville GO Station. MTSAs are intended to create important transit network connections while accommodating an intensive concentration of places to live, work, shop or play.

Strategy 4 identifies eight actions that are relevant to development in the Oakville GO PMTSA, to more efficiently integrate new development and provincial vision for growth, with transportation planning:

- 4.1 Develop an approach and framework for Metrolinx to review and provide input to secondary plans, publicly funded development plans and large-scale planning applications (e.g. at GO stations) to advise on alignment with the 2041 RTP;
- 4.2 Make investments in transit projects contingent on transit-supportive planning being in place;
- 4.3 Focus development at Mobility Hubs and MTSAs along Priority Transit Corridors identified in the Growth Plan;
- 4.4 Evaluate financial and policy-based incentives and disincentives to support transit-oriented development. Work collaboratively to build on and develop regional and site-specific measures and tools to encourage development that supports growth management and transportation objectives.
- 4.5 Plan and design communities, including development and redevelopment sites and public

rights-of-way, to support and promote the greatest possible shift in travel behaviour, consistent with Ontario's passenger transportation hierarchy.

- 4.6 Develop and implement a Regional Cycling Network (see Map 9), creating new on- and off-road facilities that connect areas with high cycling potential to rapid transit stations and Urban Growth Centres, helping commuter cyclists traverse boundaries and physical barriers.
- 4.7 Embed TDM in land use planning and development;
- 4.8 Rethink the future of parking.

The RTP utilizes the term 'Mobility Hub', interchangeable with 'MTSA' throughout the Plan. The RTP defines a 'Mobility Hub' as follows:

"Mobility Hubs are Major Transit Station Areas at the intersection of two or more Frequent Rapid Transit Network routes, designed to support a high number of transit boardings and alightings, and facilitate seamless, efficient transfers between modes. They have and/or are planned to have a high density mix of jobs, residences, public services, and other land uses that encourage and support transit use and active transportation, or the potential to develop into areas with a high-density mix of land uses."

The definition of 'Frequent Rapid Transit Network' is defined as:

"A seamless and reliable network of transit services running at least every 10-15 minutes all-day, every day. The

Frequent Rapid Transit Network will consist of transit routes and corridors that ensure fast and reliable service through the use of dedicated infrastructure, design elements, and other supporting investments as required (e.g., full grade separation, exclusive right-of-way, HOV lanes, queue jump lanes, wider stop spacing than conventional transit routes, signal priority, or other transportation systems management measures). The Frequent Rapid Transit Network proposed will allow transit users to make efficient transfers between routes on the network, which includes subways, bus rapid transit, light rail transit, frequent (15-minute) two-way all-day GO rail, Priority Bus corridors, and Frequent Regional Express Bus."

Map 6: Complete Frequent Rapid Transit Network, identifies four Frequent Rapid Transit routes in the vicinity of the Subject Lands:

- GO Rail – 15 minute, Two-Way, All-Day (Lakeshore West Line);
- LRT/BRT (Trafalgar Road);
- Frequent Regional Express Bus (QEW); and,
- Priority Bus Route (Speers Road).

The Subject Lands are located within a Mobility Hub, at the intersection of four Frequent Rapid Transit Routes. Mobility Hubs, present an opportunity to capitalize on the benefits of transit investment and established regional transit networks, to support transit-oriented development through collaboration with public and private sectors.

Metrolinx 2041 Regional Transportation Plan Summary:

The proposal implements the land use actions required to support the transportation and land use strategy of the Metrolinx 2041 RTP through facilitating the redevelopment of the Subject Lands into a higher density, transit-oriented community. The proposal supports a shift in travel behaviours from vehicular use to transit and active transportation systems, through land use tools such as the establishment a road network that creates safe and predictable active transportation routes and accommodates transit vehicles, the achievement of transit-supportive densities, and reductions in parking. The proposal represents transit-supportive intensification within the Oakville GO Mobility Hub that implements the vision of the 2041 RTP.

5.5 Town of Oakville Official Plan (The Livable Oakville Plan 'LOP')

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

A Town-wide Official Plan Review is ongoing. Its primary purpose is to update the Town's Official

Plan documents to be consistent or in conformity with the latest Provincial legislation and policies, as well as the Region of Halton's recent ROPA 49.

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

- **Schedule A1, Urban Structure**
 - Nodes and Corridor, with elements of the Proposed Major Transportation Corridor (**Figure 7**)
- **Schedule A2, Built Boundary & Urban Growth Centre**
 - Midtown Oakville Urban Growth Centre (**Figure 8**)
- **Schedule C, Transportation**
 - The Subject Lands contains an internal road network that consists of 'future roads' and 'a busway corridor', and has rear frontage along the CN Rail Corridor (**Figure 9**)
- **Schedule D, Active Transportation**
 - The Subject Lands includes a future road network with 'bike lanes' and a 'multi-use trail' (**Figure 10**)
- **Schedule G, South East Land Use**
 - Growth Area (**Figure 11**)
- **Schedule L1, Midtown Oakville Land Use**
 - Office Employment, within the Chartwell District, with several Future Roads (**Figure 12**)
- **Schedule L2, Midtown Oakville Building Heights**
 - 2-5 storeys, eligible to bonusing (**Figure 13**)
- **Schedule L3, Midtown Oakville Transportation Network**
 - Future 19 m N-S Local Road;

- Future 32 m N-S Multi-Purpose Arterial Road;
- Future 28 m E-W Minor Arterial Road; and,
- Future 26 m E-W Local Road that transitions into a 19 m Local Road (**Figure 14**)

Section 2, Policy Framework, of the LOP sets out the policy framework and provides a mission statement and guiding principles for the growth and development of the Town over the lifecycle of the plan. The overall mission of the LOP is to enhance the Town's natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity, and social well-being are incorporated into growth and development decisions.

Section 3.0, Urban Structure, of the LOP defines the structural elements of the Town including parks, nodes and corridors, and major transportation corridors. Parks are intended to be accessible locations for recreational opportunities, nodes and corridors are key areas for mixed use development and intensification, and major transportation corridors are intended to facilitate multi-modal access throughout the Town.

Section 4.0, Managing Growth and Change, includes population and employment forecasts that are intended to direct and manage land use planning to the year 2031. By 2031, population in the Town of Oakville is forecasted to increase from 165,000 in 2006 to 255,000 in 2031, and employment will increase from 82,000 in 2006 to 127,000 by 2031. Population and employment growth in the Town will be accommodated within the existing built boundary of the Town, primarily within defined Growth Areas including, the Midtown Oakville PMTSA. Growth Areas are to be developed as

mixed-use developments that accommodate the highest levels of transit-supportive intensification. In addition to being a Growth Area, Midtown Oakville is identified as an SGA by the PPS and PMTSA by the ROP, intended to accommodate the greatest heights and densities in the Town, and to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031.

Section 5.0, Cultural Heritage states that the conservation of cultural heritage resources identified on the Town's register shall be encouraged through the development approval process and other appropriate mechanisms. The Town should require a heritage impact assessment where development or redevelopment is proposed on, adjacent to, or in the immediate vicinity of, an individually designated heritage property or on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.

Section 6.0, Urban Design of the LOP describes the importance of urban design in creating a stimulating, vibrant, and livable Town. Growth Areas, including Midtown Oakville, should be designed to create a distinct sense of place in the Town. Policies are provided that direct the design of the public realm, the creation of complete streets, a cohesive streetscape, a modified grid street network, and well-designed gateways. **Section 6.9** directs the Built Form of development and promotes the creation of buildings that create a distinct identity through massing, form, placement, scale, and architectural features, that remain compatible with the surrounding context. **Section 6.9-6.16** provides direction for safe and direct pedestrian and vehicular access, and appropriate parking, lighting, and service, loading and storage areas, and landscaping.

Section 8.0, Transportation, states that the objectives of the Town's transportation systems are to provide a safe, efficient, and accessible transportation system with multimodal choice that maximizes the efficient use of land. **Table 4 in Section 8.3, Functional Road Classification**, provides the intended function and criteria for each road facility including, multipurpose arterial roads, minor arterials, and local roads. **Section 8.9, Transit**, states that the Town will encourage transit-supportive development within MTSAs and around transit terminal facilities, to encourage the use of transit. **Section 8.10, Active Transportation**, states that a complete active transportation system in existing and new development areas will augment, and provide connections to, the road and transit system, to recognize walking and cycling as viable alternative modes of transportation. **Section 8.11, Rail**, states that lands adjacent to the railway will implement appropriate safety measures to minimize and alleviate conflicts with the railway network.

Section 9.0, Physical Services, states that development of all lands within the urban area shall be based on full urban water and sanitary sewers.

Section 10.0, Sustainability, states that sustainable development will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's ecological footprint. Policies are provided that promote and encourage development that minimizes energy consumption through providing a compact built form, a mix of uses, and promoting the use of transit and active transportation. **Section 10.10** includes policies for the creation of a stormwater management

system for new developments that control both the quantity and quality of stormwater runoff.

Section 12.0, Mixed Use, includes policies that apply to lands designated as Mixed Use. The intent of the Mixed-Use designation is to allow for a diversity of residential, commercial, and office uses that are integrated in buildings to provide for the efficient use of municipal services and infrastructure. Mixed use development will be focused on lands located within Oakville's Growth Areas and is intended to create an animated public realm through the provision of ground floor retail uses in mixed use buildings. **Section 12.5, Urban Core**, provides the vision for lands designated as Urban Core, as high-quality, pedestrian-oriented, and transit-supportive destinations. Midtown Oakville and the Uptown Core are the primary locations for the Urban Core designation. Permitted uses in the Urban Core designation include a wide range of retail and service commercial uses such as, restaurants, commercial schools, major office, offices, as well as residential uses. Retail and service commercial uses shall be provided on the ground floor of mixed-use buildings that directly front a public street. Building heights within the Urban Core shall be a minimum of 8 storeys and a maximum of 12 storeys, with eligibility for bonusing.

Section 16.0, Natural Area states that development shall not be permitted in lands designated as natural areas and that proposed development within 120 metres of natural areas shall require an EIS to demonstrate that there will be no negative impact on the natural area or its ecological function.

Section 17.0, Open Space, identifies the different components of the City's open space system including, parks and open space, waterfront open space, and private open space,

each of which have a different function. Uses permitted within the parks and open space designation include uses such as parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; and essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities.

Section 20.0, Midtown Oakville, includes policies that will direct development in Midtown Oakville to transform the area into a complete urban community comprised of a mix high density residential and employment uses. Midtown Oakville is an SGA identified by the Province and the Region that is intended to meet a minimum gross density of 200 residents and jobs combined per hectare by 2031. Midtown is to be developed as a transit-supportive, vibrant, and complete community that includes a mix of uses and a high-quality public realm. **Section 20.4** includes the **Functional Policies** that apply to Midtown including, the creation of the road, transit, and active transportation network, the design of the public and private realm and stormwater management facilities, and the required growth targets for the SGA.

Section 28.12, Land Acquisition and Parkland Dedication, states that the conveyance of lands to the Town through the development process shall be in a condition that is deemed to be accessible by the Town.

Town of Oakville Official Plan Summary:

A detailed analysis of the proposal's conformity to the current, in force Official Plan may be found in **Appendix F-4**.

To summarize:

1. The proposed OPA, ZBA, and DPOS application will allow for a mixed-use and transit-supportive community within the Midtown Oakville PMTSA that implements and achieves policy outcomes envisioned by the policies of the PPS and the ROP as they pertain to the Oakville GO PMTSA.
2. The proposed development conforms to the mission statement and guiding principles of the Town of Oakville Official Plan through providing a mixed-use community, that directs transit-supportive and pedestrian-oriented growth to a designated growth area, and creates job opportunities, to contribute to a livable community with a defined character and sense of place.
3. The proposal will transform one of the largest, most visible, and most accessible sites in Midtown, which currently lies vacant and is underutilized, into a vibrant master-planned mixed-use community, that contributes to the evolving character of Midtown as a livable, urban environment. The proposed development will achieve a minimum density of 1,063 people and jobs per hectare that will support the Town in delivering the minimum density required for Midtown as a Provincial and Regional PMTSA.

4. As stated in the UDB prepared by MHBC, the massing, form, orientation, scale and architectural features of the proposed buildings have been carefully designed to maintain compatibility with the existing and planned context, while creating visual interest and a dynamic skyline.
5. As stated in the TIS prepared by BA Group, the proposal is supported by a comprehensive transportation system that will support the development of a multimodal transportation system throughout and beyond the Subject Lands. The TIS concludes that, based on the transit-oriented nature of Midtown Oakville, and the significant investment in transit and road network infrastructure that are planned for the area, the proposed development is appropriate from a transportation perspective.
6. The majority of the parking provided in support of the proposed development will be provided in underground parking. Each block will be accessed through two to three private driveways, strategically located away from major intersections.
7. The proposed development takes an innovative approach to parkland by introducing a 1.9-hectare strata parkland loop, known as the Forest Loop. Designed to accommodate both passive and active recreational uses, the Forest Loop will link public parkland blocks, POPS, public realm amenities, the proposed road network, and private development areas—creating a continuous, integrated pathway for pedestrians and cyclists throughout the Subject Lands.
8. The proposed development will support the Town's efforts to mitigate and adapt to climate change through providing a compact, mixed-use community that incorporates sustainable building and community design, minimizes the length of vehicular trips to enhance air quality, is transit-supportive, and increases the Town's green space and urban forest.
9. In order to permit the proposal an OPA is needed to re-designate the Subject Lands from 'Office Employment' to a site-specific 'Urban Core' designation. The proposed development will support the vision for the Urban Core through providing a mix of retail and service commercial, residential, and community uses that create a compact, urban environment with a pedestrian-oriented public realm and transit-supportive densities. To support the Town in meeting their required minimum density targets and the desired character of the Oakville GO PMTSA a site-specific amendment is required as part of the OPA, to increase the maximum permitted height in the 'Urban Core' designation from 12 storeys to 48 storeys.
10. The proposed development can be adequately serviced by existing and expanded municipal infrastructure as discussed in the attached FSR & SWM Study prepared by Urbantech.
11. As stated in the HIA prepared by ERA, the preferred approach for the heritage structure is to retain the building in situ, siting it within the proposed park. The HIA considers the potential of other

approaches as well, including, relocation and documentation, salvage, and interpretation. These approaches will be further explored through the development process.

12. The potential natural areas on the Subject Lands were evaluated through an EIA prepared by Stantec Consulting. The EIA concluded that there are no features on the Subject Lands that qualify as Natural Areas, and that through the implementation of recommended mitigation measures including, avoiding sensitive periods for breeding birds and summer/maternity roosting bats, providing standard control measures for tree protections during construction and using bird friendly design measures, the proposed development will comply with applicable natural heritage policies.

The proposed OPA, ZBA DPOS, and associated development proposal, conforms to the general policies of the Town of Oakville Official Plan. The amendments are required to provide consistency with, and conformity to, the applicable policies of the Provincial Planning Statement, and Halton Region Official Plan to ensure a transit supportive, high-density development within the delineated Midtown Oakville PMTSA.

5.6 Midtown Oakville, Official Plan Amendment 70 (OPA 70)

Official Plan Amendment 70 (“OPA 70”) was adopted by the Town of Oakville Council on February 18, 2025, through By-law 2025-037. Following adoption by Council, the OPA was sent to the Ministry of Municipal Affairs and Housing (“MMAH”) for their review and final approval. OPA 70 was posted on the Environmental Registry of Ontario (“ERO”) on May 15, 2025, and the comment period was open for 45 days, closing on June 29, 2025. The MMAH has not approved OPA 70. Therefore, OPA 70 is currently informative, not determinative.

The purpose of OPA 70 is to update the land use policies that apply to the Midtown Oakville PMTSA and enable the use of a CPPS in the LOP. Midtown Oakville is the Town’s primary strategic growth area within the Towns urban structure, intended to accommodate significant residential and employment growth in a dynamic, and vibrant urban setting where people live, work, and play.

The following designations of the Midtown Oakville OPA 70 apply to the Subject Lands:

- **Schedule L1, Land Use**
 - Urban Core (**Figure 16**)
- **Schedule L2, Minimum Density**
 - FSI 2 (majority of the Subject Lands)
 - FSI 3.0 (western border of the Subject Lands) (**Figure 17**)
- **Schedule L3, Maximum Density**

- FSI 3.0 (southern half of the Subject Lands)
- FSI 4.0 (northern half of the Subject Lands)
- FSI 5.0 (western border of the Subject Lands) (**Figure 18**)
- **Schedule L4, Building Height Threshold**
 - 5-12 storeys (majority of the site)
 - 5-20 storeys (western border) (**Figure 19**)
- **Schedule L5, Transportation**
 - Future 20 m N-S Local Road
 - Future 30 m N-S Minor Arterial Road
 - Future 26 m E-W Collector Road (Davis Road Extension)
 - Future 36 m E-W Arterial Road, transitioning into a Future 30 m Minor Arterial Road (Cross Avenue Extension) (**Figure 22**)
- **Schedule L6, Active Transportation**
 - Future Cycling Infrastructure along the 26.0 m E-W Collector Road
 - Future Bicycle Lane along the 36.0 m E-W Arterial Road
 - A Future Bicycle Lane along the 30.0 m N-S Minor Arterial; and,
 - A mid-block connection running E-W along the northern portion of the Subject Lands and through the park (**Figure 21**)
- **Schedule E1, Precinct Areas**
 - Chartwell Precinct (**Figure 20**)
- **Schedule E2, Active Frontages**
 - Along N-S Local Road
 - Along E-W Collector Road (**Figure 23**)

Section 20.2, Objectives states that Midtown Oakville is intended to be a transit-supportive, vibrant and complete community that promotes a compact urban form, a mix of uses, and a high calibre of architecture and urban design. To achieve these goals, Midtown Oakville must meet a minimum gross density of 200 residents and jobs combined per hectare by 2031.

Section 20.3, Development Concept, outlines the goals of the five precincts within Midtown including, the Chartwell Precinct. The Chartwell Precinct provides a transition from urban mixed-use development to less intense development and a business campus area.

Section 20.4.1(c), Housing states that, where residential uses are permitted, development should include mid-rise and tall buildings that offer a range of unit sizes to accommodate a variety of households, provide appropriate on-site amenities, and include purpose-built rental housing.

Section 20.4.1(d), Non-Residential Uses outlines that a diverse mix of commercial uses, including both large- and small-scale retail, service, and community-serving uses, are encouraged within the Urban Core. These uses should be located at grade and designed to enhance pedestrian access and the character of the streetscape. New major retail establishments, such as grocery stores, are permitted and should be integrated into the podium of mixed-use buildings.

Section 20.4.1f, Active Frontages, states that buildings that have active frontages identified on Figure E2, shall be pedestrian-oriented and human-scaled at-grade. These building shall include a minimum of 70% of the public realm frontage along the ground floor of the building for active at-grade uses, such as commercial, recreational, entertainment, retail,

office, and community uses. This requirement may be modified on a case-by-case basis, without an amendment to this Plan.

Section 20.4.2a, Urban Core, states that lands designated as Urban Core must meet employment objectives and targets and support the creation of a transit-supportive and walkable community. New development in the Urban Core must provide a minimum of 12% of the total proposed gross floor area as non-residential uses. This minimum can be modified on a case-by-case basis without an amendment to OPA 70.

Section 20.4.2d, Parks and Open Space, states that the size and configuration of the parks and open space network conceptually shown on Schedule L1, Land Use shall be determined through the development application process. The parkland parcels are intended to function as Public Commons or Urban Squares that meet the needs of Midtown Oakville residents, businesses, and visitors.

Section 20.5.1b, Public Realm consists of direction for the development of the public realm in Midtown including, the public streets, parks, open spaces, and POPS. Development shall contribute to the creation of a high-quality public realm that is safe and comfortable, universally accessible, encourages active transportation, and contributes to a distinct character.

Section 20.5.1e, Site Density, states that the minimum overall density in Midtown Oakville shall be 200 residents and jobs per hectare. To achieve this target, the permitted gross floor area for buildings within Midtown shall be provided in accordance with the minimum floor space indices provided on Schedule L2, Minimum Density, and the maximum gross floor area permitted on Schedule L3, Maximum Density.

Section 20.5.1f, states that **Building Height Thresholds** in Midtown Oakville are shown on Schedule L4. Additional height beyond the threshold may be permitted through a development permit application or rezoning, so long as the maximum density allocated to the site is not exceeded, and community benefits or cash-in-lieu of benefits are provided in accordance with Town By-laws.

Section 20.5.1(g), Tall Buildings provides guidance for the design of buildings exceeding 12 storeys. In Midtown, tall buildings shall exemplify the highest architectural quality, promote a pedestrian-oriented built form, feature active façades oriented toward the public realm, and contribute to a distinctive skyline. The floorplates of tall buildings shall maintain a slender profile to minimize adverse shadowing. Furthermore, the distance between facing tower walls should be a minimum of 30.0 metres at the tower base and increase to 35 metres above the 25th storey.

Section 20.5.2a, Transportation, states that the streets in Midtown shall facilitate multi-modal movement year-round and accommodate a range of uses and activities. Schedule L5 of OPA 70 establishes the street network in Midtown that recognizes the function and character of the roads and provides convenient connections to transit, pedestrians, and cyclists. The Town and Region of Halton may secure rights-of-way on Schedule L5 through the development approval process. Changes to the requirements, location, or alignment of new transit services, streets, and active transportation facilities shown in the LOP or OPA 70 will not require an amendment, provided that the general intent and purpose of the Plan is maintained. Specifically, Cross Avenue and the New North-South Street connecting Cornwall Road to South Service Road, east of Trafalgar Road, will serve as a transit route for higher-

order transit to and from Midtown Oakville Transit Hubs.

Section 20.5.2b, Active Transportation, states that Midtown Oakville streets shall provide pedestrian facilities and active transportation routes in accordance with Schedule L6 of OPA 70. The exact location, design, facility type and alignment of these connections may be modified without an amendment to the Plan, provided connectivity is maintained. Pedestrian and cyclist infrastructure should contribute to a continuous and comprehensive network and connect to the broader Town. As per Section 20.5.2c, development shall promote safe, barrier-free, convenient and predictable mid-block connections, as shown conceptually on Schedule L6.

Section 20.5.2d, Parking, states that development shall provide structured parking, preferable below-grade. Development shall also provide secure, covered, and accessible bicycle parking facilities to encourage active transportation.

Section 20.5.3, Stormwater Management, states that development within Midtown shall be required to implement stormwater management techniques in accordance with the policies of OPA 70, and the recommendation of applicable studies.

Section 20.5.5, Sustainability, states opportunities should be identified for development to incorporate elements of sustainable development, such as bird-friendly design strategies, reducing embodied carbon, targeting net-zero energy, and deploying passive design and renewable energy approaches.

Section 20.6.4, Phasing, states that development shall occur over the long-term and may include interim conditions. The timing of development shall be subject to the availability

of required infrastructure including, future transportation network improvements, water and wastewater services, and stormwater management facilities.

Section 20.6.6., Community Benefits, states that a condition of development permit approval may be the provision of specified facilities, services, and matters including, grade separated pedestrian and cycling facilities across the QEW, railway tracks, or Trafalgar Road, community facilities, improved local transit facilities, and contributions towards renewable and district energy systems.

Council-Adopted OPA 70 Summary:

To summarize:

1. The proposed development meets the objectives for Midtown Oakville through transforming over 11 hectares of vacant land, centrally located in Midtown Oakville, into a transit-oriented community that incorporates a mix of uses, high-quality urban design, and robust open space system.
2. The proposed OPA, ZBA, and DPOS will meet the objectives of the Urban Core designation, through creating a walkable, and transit-supportive community with active at-grade uses and an innovative open space system.
3. The proposed development supports the objectives of the Chartwell Precinct by providing over 9,000 m² of non-residential uses strategically located at community nodes that will contribute to the non-residential use objectives of the Precinct.
4. Over 75% of the ground floor frontage of those buildings along Davis Road are occupied by activated uses, aligning with the requirements for Active Frontages identified in Council-Adopted OPA 70, that will support the creation of a pedestrian-oriented streetscape.
5. A creative and interactive public realm and open space system will be provided through the proposed development to establish a distinct sense of place in Midtown. Key features—such as the Forest Loop, Culture Hub, Davis Road, Civic Squares, Green Slopes, and the Forest Bridge—will collectively define the character of the public realm. These elements will be seamlessly connected through a comprehensive network of pathways and trails, that promote accessibility, walkability, and community connectivity.
6. The proposed development will achieve a maximum gross FSI of 5.16 and net FSI of 8.08, that will support Midtown Oakville in meeting the overall density target of 200 residents and jobs per hectare.
7. Fourteen (14) high-rise buildings with tower heights ranging from 35-48 storeys are proposed throughout the development. The buildings have been designed in accordance with the design direction provided through OPA 70 including a slender tower floorplate of 800 m², and minimum tower separation distances of 30.0 metres and minimum podium superstation distances of 25.0.

8. As described in the TIS prepared by BA Group, the proposed development will establish a multi-modal transportation network within the Subject Lands, that will provide connections to the broader Midtown Oakville community. The transportation network enhances the road network shown on Schedule L5 of OPA 70 to support convenient pedestrian, cyclist, and transit connections, while maintaining the general structure and intent of the public road network.
9. The proposed development incorporates several major infrastructure investments identified through Council-Adopted OPA 70 including, the overpass across the Highway 403 and an underpass beneath the CN rail corridor that connect to the Future N-S Arterial Road. To ensure that these infrastructure elements do not hinder pedestrian and cyclist mobility, the development includes a dedicated pedestrian underpass to the north and a pedestrian bridge to the south. These facilities expand upon the active transportation network identified on Schedule L6 of Council-Adopted OPA 70 to promote safe, accessible, and convenient pedestrian and cyclist movements.
10. The majority of the parking proposed through the development will be provided in below-grade structured parking which, will provide a total of 4,616 spaces and achieve a parking ratio of 0.50 spaces per unit for resident parking, 0.15 spaces per unit for visitor parking, and 1.0 space/100 m² of non-residential gross floor area for retail uses.
11. As stated in the FSR/SWM prepared by Urbantech, Low Impact Development ("LID") measures, such as rainwater harvesting, green roofs, infiltration trenches, bioretention, and permeable pavement, will be considered through the proposal to support water balance retention on site.
12. As depicted in the Landscape Plan prepared by SLA Architects, the proposed development will provide a robust landscaped open space system that will contribute to the goals for sustainability in Midtown Oakville. Nature will be used as a connector in the proposal, creating a walkable and livable community in Midtown Oakville, that will promote active transportation and reduce car dependence. The planting strategy for the landscaped open spaces will incorporate native and adaptive plantings that will increase the Towns tree canopy and create interesting public and private spaces.
13. Due to the size and scale of the proposed community, development will occur over several phases. The first phase will include the southwest corner of Block 1, followed by the remainder of Block 1.

The proposed OPA, ZBA DPOS, and associated development proposal, conforms to the general intent of OPA 70. There are, however, several areas where the proposed development has built upon OPA 70. These changes from OPA 70 are required to maintain consistency with, and conformity to,

the applicable policies of the Provincial Planning Statement, and Halton Region Official Plan to allow for the creation of a compact, transit supportive community within the delineated Midtown Oakville PMTSA.

As requested by the Town of Oakville Staff at the Pre-Consultation Meeting held on August 20th, 2025, Table 9 below has been provided to justify the revisions to OPA 70 that have been made through this proposal.

| TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70 | | | | |
|---|------------------------------|---|---|--|
| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
| Maximum Building Density | Schedule L3: Maximum Density | Maximum FSI of 3.0 to 4.0 across the Subject Lands. | Maximum gross FSI of 5.16 across the Subject Lands. | <p>Midtown Oakville is the Town's primary strategic growth area, planned to accommodate substantial residential and employment growth within a mixed-use, urban environment. The area is required to achieve a minimum gross density of 200 residents and jobs combined per hectare- equating to an approximate total of 20,000 residents and jobs by 2031. Higher-density development is essential to meet this minimum density, support the urban character envisioned for the Midtown Oakville PMTSA, and ensure efficient use of existing and planned provincial and regional transit infrastructure investments. However, the densities currently outlined for the PMTSA under OPA 70 fall short of reflecting the necessary levels of intensification, transit-oriented development, and minimum density targets critical to PMTSAs.</p> <p>The densities contemplated in the Midtown Oakville PMTSA are substantially lower than other transit-oriented communities in the GTA, such as the Milton GO PMTSA that permits a maximum FSI of 6, the Mount Joy GO PMTSA that permits a maximum FSI of 7.0, the Unionville GO PMTSA that permits a maximum FSI of 10.0, or Toronto PMTSAs that permit a minimum FSI of 8.0. Several other municipalities in the GTA have eliminated maximum densities in PMTSAs altogether including, the Burlington GO PMTSA, Aldershot GO PMTSA, Clarkson GO PMTSA, and Port Credit GO PMTSA.</p> |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|-------------------------|---|---|---|--|
| | | | | As part of the OPA and ZBA application, an amendment is being sought to increase the maximum proposed gross FSI across the Subject Lands to 5.16. This amendment aims to enable land use planning and built forms that foster the creation of a compact, urban community on the Subject Lands. This approach ensures that the development will meet the minimum density targets and align with the broader vision for a PMTSA outlined in the PPS (2024), as observed in other PMTSAs across the GTA. |
| Maximum Building Height | Schedule L4: Building Height Thresholds | Maximum building threshold height of 5-12 storeys across the Subject Lands. | Maximum building height of 5-48 storeys across the Subject Lands. | OPA 70 has redefined the regulation of building height in Midtown, introducing increased ambiguity and uncertainty regarding how the policies for building thresholds will be implemented through a future CPPS By-law. Specifically, there is a lack of clarity about the amount of additional height that will be permitted, the types of community benefits that will be accepted in exchange for these height increases, and the scale and weight by which such benefits will be provided. This effectively reintroduces the uncertainty that previously existed under the “bonusing” regime in previous versions of the <i>Planning Act</i> that was eliminated to ensure greater certainty in the planning process. Furthermore, OPA 70 has significantly lowered the as-of-right maximum building height for development without adequate justification, suggesting that these heights are artificially low to facilitate “bonusing” as outlined in the Community Planning Permit System in Section 28.15 of OPA 70. This is not good planning in our opinion |

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|----------------------------|-------------------|--|--|--|
| | | | | <p>Other approved PMTSAs in the GTA regulate building height through maximum building heights, rather than “building thresholds”. For example, the Milton GO PMTSA permits building heights of up to 33-storeys, the Mount Joy and Unionville GO PMTSAs permit maximum building heights of 45-storeys and, the Mount Pleasant GO PMTSA that does not have a height limitation.</p> <p>Given the urgent need for housing and the Town's direction to support a complete, mixed-use community in Midtown, combined with the uncertainty around the timing and scope of the CPPS By-law, the proposed OPA and ZBA applications seek to exceed the building height thresholds outlined in OPA 70. These increased heights are essential to achieve the level of intensification needed to make transit-oriented, urban PMTSAs viable and functional. Specifically, with the robust open space and public realm system planned for the Subject Lands, the additional building heights are necessary to activate these spaces, ensuring they are used by the public and contribute to placemaking in Midtown Oakville.</p> |
| Tower Separation Distances | 20.5.1(g)(vi) | The distance between the facing walls of towers should be a minimum of 35 metres above the 25 th storey. | The distance between the facing walls of towers should be a minimum of 30 metres above the 25 th storey. | The 35-metre tower separation for tall buildings above the 25 th storey is excessive and unjustified, given that a minimum 30.0-metre tower separation between the facing walls of towers is already provided. A tower separation of 30-metres should be maintained between facing walls of towers, above the 25 th storey. For example, in Toronto's Downtown and MTSA areas 20 to 25 metre separation |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|----------------------------------|-------------------|---|--|---|
| | | | | distances are the norm. Similarly, 25 metre separation distance between residential towers is also the requirement in the Vaughan Metropolitan Centre. |
| Non-Residential Use Requirements | 20.4.2(a)(i) | New development shall provide a minimum of 12 percent of the total proposed gross floor area as non-residential uses, integrated within a mixed-use building or as a stand-alone building. | New development shall provide a minimum of 1.5 percent of the total proposed gross construction area as non-residential, integrated within a mixed-use building or as a stand-alone building. | <p>Over the past several years the non-residential market—particularly the retail/service commercial and office sectors—have undergone significant structural shifts. Both markets have faced sustained challenges from changing consumer habits, the rise of e-commerce, remote and hybrid work, uncertainty in the market, and high interest rates. In many urban contexts, there is insufficient market demand to support significant new retail or office space, especially in the ground floor units of high-rise mixed-use developments. These spaces often remain vacant for extended periods, limiting the ability to create vibrant pedestrian streetscapes.</p> <p>Given current market conditions, the minimum non-residential gross floor area requirement for development within the Urban Core is disproportionately high. As it stands, this requirement poses a significant challenge to the economic viability of new development and, in turn, limits the ability of landowners to build in Midtown. OPA 41 for the Bronte GO MTSA, also located in the Town, does not include a specific percentage of required non-residential uses for new development. Similarly, Council-Approved OPA 2 for the City of Burlington MTSA’s encourages the provision of activated streets but does not</p> |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|---------------------------------------|------------------------------------|--|--|--|
| | | | | <p>require a percentage of the building frontage or gross floor area for non-residential uses.</p> <p>The proposed development provides 9,117 m² of non-residential space at grade, representing approximately 1.7% of the total gross construction area. These non-residential uses are strategically concentrated along Davis Road, where buildings achieve over 75% ground floor frontage, and in some locations, up to 94% of the ground floor frontage dedicated to active, non-residential uses. The placement and extent of these uses align with the Town's vision illustrated on Figure E2- Active Frontages and exceed the minimum 70% ground-floor frontage requirement established in OPA 70. As stated previously, Davis Road is envisioned as an activated, pedestrian oriented main street, that will encourage third spaces/spill out spaces, active transportation, and an enhanced public realm. The amount and location of non-residential uses provided through the proposed development is sufficient to meet the daily needs of residents and visitors and support the nature of the proposal as a mixed-use community.</p> |
| Location and distribution of Parkland | Schedule L6: Active Transportation | Large public parkland block in the southwest corner of the Subject Lands. | Parkland has been redistributed throughout the Subject Lands and includes different types of parkland including, public parkland, strata | The open space system throughout the Subject Lands has been reimagined as part of the proposed development. Rather than concentrating a single large public park in the southwest corner of the Subject Lands, the open space network has been creatively redistributed across the site, ensuring equitable access to parkland. The open space |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|--|------------------------------------|--|---|---|
| | | | parkland, and POPS. | <p>system now consists of 1.91 hectares of strata park, 0.42 hectares of public parkland, and 0.38 hectares of POPS.</p> <p>The core feature of this parkland system is the Strata Parkland which forms a 1.91-hectare green loop (known as the Forest Loop) meanders through each of the development blocks, creating a continuous active pathway. The Forest Loop connects to several key open space features, including the Culture Hub, Civic Squares (public parkland), Green Slopes, Pedestrian Bridge, and Davis Road. Each of these spaces will offer unique programming, designed to enhance the users experience. The goal of reimagining the green space within the Subject Lands is to establish a more integrated and interactive open space network that provides more effective connections to the surrounding areas and contributes to placemaking in Midtown Oakville.</p> |
| Location and distribution of mid-block connections | Schedule L6, Active Transportation | Two "Off-Road Active Transportation Connections" running E-W through the northern and southern portion of the Subject Lands. | In-road cycling paths within the Arterial and Collector Road system, and active transportation connections throughout the strata parkland | As per Schedule L6, Midtown Oakville Active Transportation, the Subject Lands include two "off-road active transportation connections" that are conceptually shown to run E-W through the northern and southern portions of the Subject Lands. OPA 70 states that mid-block connections are intended to form uninterrupted connections through a block to allow for continuous transportation opportunities in Midtown Oakville. The location, of the mid-block connections should relate to the placement of the buildings and align with existing or |

| TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70 | | | | |
|---|-------------------|--------|----------|---|
| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
| | | | | <p>planned transportation (including active transportation) circulation routes.</p> <p>As outlined in OPA 70, the mid-block connections illustrated on Schedule L6 are conceptual and may be refined through the development process. Through the design and planning process for the proposed development, the location, alignment, and placement of active transportation connections has been refined to be tailored to the needs and objectives of the proposed development, as illustrated on the Pedestrian and Cycling Circulation Plan, prepared by SLA Architects. Rather than providing only two linear pedestrian routes, the proposal establishes a comprehensive network of primary and secondary connections, offering users safer and more convenient options for navigating the site. Primary connections are provided within the rights-of-way of Davis Road and the N-S Arterial, as well as throughout the Forest Loop. The connections within the public rights-of-way are designed to offer direct and efficient north-south and east-west routes, linking the site to the broader community. Within the Forest Loop, the primary routes extend from these rights-of-way to the internal development blocks, connecting to proposed buildings, open space elements, and landmark features. Several offshoots of the primary connections are also integrated into the open space system, creating more intimate secondary pathways that experience less pedestrian traffic, but are important for enhanced connectivity. Collectively, this active transportation network</p> |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|------------------------------|-------------------|--|---|---|
| | | | | will deliver an uninterrupted, cohesive system of pedestrian and cycling routes that seamlessly integrate each development block with the broader Midtown community, promoting accessibility, sustainability, and active mobility. |
| POPS for Parkland Dedication | 20.5.1(c)(ii) | The parks system shall be further complemented by: Privately-Owned Publicly Accessible Spaces ("POPS") which may be delivered through future development applications. | The Town will accept encumbered parkland at a 100% credit towards satisfying the parkland dedication requirements for a development. | <p>To ensure the feasibility of the development on the Subject Lands, the development blocks must include underground parking beneath all or a portion of the block. Consequently, the acceptance of encumbered lands towards parkland dedication is necessary to enable robust open spaces within the proposed development, while accommodating essential infrastructure below grade.</p> <p>Policy 20.5.1(c)(ii) of OPA 70 states that the parks system in Midtown will be further enhanced by POPS, which may be incorporated through future development applications. Section 42 (4.30) of the <i>Planning Act</i> is a new section which has not yet received proclamation, that permits lands subject to easements, other restrictions, or encumbered by below grade infrastructure to be conveyed to a municipality to satisfy, in whole or in part, their parkland dedication requirements under the <i>Planning Act</i>. As this section is not yet in force and effect, accepting encumbered parkland as parkland dedication is an interim solution for the Town- one that aligns with Provincial directives- while waiting for the legislation to be proclaimed into force.</p> <p>Accepting encumbered parks for parkland dedication is a cost-effective strategy for municipalities to meet parkland</p> |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|------------------------|--|-----------------------|--|---|
| | | | | <p>needs, especially in urban areas where growth objectives limit the availability of land for traditional parks. Several municipalities across the GTA accept POPS and strata (encumbered) parks for parkland dedication. The City of Pickering accepts strata parks as an 80% credit for parkland dedication and POPS as a 50% credit towards parkland dedication (City of Pickering, By-law 8142/24). The City of Vaughan accepts certain encumbered lands including, strata parks, as a full, 100% credit towards satisfying the parkland dedication requirements for development (City of Vaughan, By-law 168-2022). The Town of Newmarket accepts POPS as a 50% credit toward parkland dedication, and strata parks at an 80% credit towards parkland dedication (Town of Newmarket, By-law 2022-51).</p> <p>Through the development process, Town Council is able to choose to accept Strata parkland and POPS at full credit towards parkland dedication, subject to an agreement between the Landowner and the Town. As part of this development proposal, we request that encumbered lands be accepted as a 100% credit towards parkland dedication to encourage creative, and innovative approaches to parkland that meet the needs of future residents.</p> |
| Transportation-Network | Schedule L5, Midtown Oakville Transportation Network | N-S Local Road (20 m) | Extension of the N-S Local Road, south to Cross Avenue | As stated in the TIS prepared by BA Group, the proposed local road network aligns with the planned changes to the midtown transportation network outlined in OPA 70 and the Midtown Oakville Environmental Assessment including, the |

TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70

| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
|-------------------------------|--------------------------|---|---|--|
| | | <p>N-S Minor Arterial Road (30 m)</p> <p>E-W Collector Road (26 m)- Davis Road</p> <p>E-W Arterial (36 m), to Minor Arterial (30 m)</p> | <p>The addition to two active-only crossings of the N-S Arterial Road</p> | <p>extension of Davis Road and Cross Avenue through the Subject Lands and the creation of a new N-S grade separated Arterial Street with a flyover across the QEW corridor and a “rail-over-road” underpass across the Metrolinx / CN rail corridor to the south.</p> <p>To better align with the western property boundary of the Subject Lands and to facilitate the efficient development of the development blocks, some minor changes to the street network included within OPA 70, are being proposed as follows:</p> <ul style="list-style-type: none"> • OPA 70 illustrates a new north-street Local Street (Local Street A) along the western border of the Subject Lands that connects between South Service Road East and Davis Road. The proposed development extends Local Street A southward from Davis Road to connect to Cross Avenue. The extension of this local road will provide improved connectivity for all modes of travel and better serve the access and circulation needs of the revised development proposal. • The addition of two active-only crossings of the planned N-S Arterial. On the north side of the Subject Lands, the active-only crossing will be in the form of an underpass under the N-S Arterial Road. On the south side, the active-only crossing will be in the form of an overpass over the N-S Arterial Road. These active-only crossings will capitalize on the change in topography on the Subject Lands, to |

| TABLE 9: JUSTIFICATION FOR DEVIATIONS FROM OPA 70 | | | | |
|---|-------------------|--------|----------|---|
| Development Permission | Policy/Schedule # | OPA 70 | Proposal | Justification for Revision |
| | | | | <p>provide pedestrians and cyclists with a safe and convenient way to navigate the N-S Arterial, that will allow for uninterrupted pedestrian movement.</p> <p>As stated in the TIS prepared by BA Group, the proposed changes do not impact, and in fact enhance, the functionality of the Midtown OPA transportation network.</p> |

5.7 Town of Oakville Zoning By-law

In February of 2014, the Town of Oakville Council adopted OPA 4 that proposed minor changes to the Midtown Oakville policies to align with the new Comprehensive Zoning By-law 2014-014. As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as "Midtown Transitional Employment (MTE)" which permits a range of retail, commercial, office, and community uses. In the sidebar text for the MTE Zone, the Town notes that building envelopes should be frozen to those legally existing on February 25, 2014. On March 21st, 2014, the previous owner of the Subject Lands, GE, submitted a site-specific appeal to Part 7 of Zoning By-law 2014-014 which, includes the permitted uses and regulations of the MTE Zone (OMB Case No. PL140317). The appeal is still in place.

As there is an outstanding appeal to Zoning By-law 2014-014 that affects the Subject Lands, the zoning of the Subject Lands is regulated by both Zoning By-law 2014-014 and Zoning by law 1984-63.

Town of Oakville Zoning By-law 2014-014

As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned as "Midtown Transitional Employment (MTE), Temporary Use 6 (T6)" (**Figure 24**). Permitted uses for lands zoned as MTE include a variety of retail, service commercial, office, employment, and community uses.

On May 27, 2024, the Town of Oakville passed By-law 2024-088 which, added Special Provision T6 to the zoning of the Subject Lands. Special Provision T6 allows for the temporary use of a portion of the Subject Lands for the outdoor storage of shipping containers and motor vehicles. The temporary use permission is in effect for a maximum period of three years, terminating on May 27, 2027. The Subject Lands are currently being used in accordance with the uses permitted through Special Provision T6.

Town of Oakville Zoning By-law 1984-63

As per the Town of Oakville Zoning By-law 1984-63, the southwest corner of the Subject Lands is zoned as "General Employment (E2)", while the majority of the Subject Lands are zoned as "Light Employment (E1)" (**Figure 25**). Special provisions 732 and 837 apply to the entirety of the Subject Lands while temporary use permission 32T applies to the majority of the Subject Lands. The E1 and E2 zones permit a variety of employment uses including office uses, financial institutions, light industrial operations, parking-heavy vehicles, service vehicle dealerships and vehicle repair shops. Lands zoned E2 also permit vehicle storage compounds and outdoor storage. Special Provision 732 includes additional regulations for the Subject Lands including minimum yard setbacks and buffer strips, as well as allowances for screened outside storage so long as the lands continue to be used for light bulb manufacturing. Special Provision 837 applies to the whole of Midtown Oakville and Uptown Core and prohibits drive-through facilities.

On May 27, 2024, the Town of Oakville passed By-law 2024-088 which, added Special Provision

32T to the zoning of the Subject Lands. Special Provision 32T allows for the temporary use of a portion of the Subject Lands for the outdoor storage of shipping containers and vehicles. The temporary use permission is in effect for a maximum period of three years, terminating on May 27, 2027. As mentioned, the are currently being used in accordance with the temporary uses permitted through the special provision.

introduce the flexibility needed to accommodate the scale and phasing of the redevelopment, recognizing that the plan may evolve over time in response to market conditions.

Zoning By-law Amendment

A Zoning By-law Amendment to Zoning By-law 2014-014 is required to facilitate the proposed development. A Zoning By-law Amendment is required to re-zone the Subject Lands from "MTE, T6" to Mixed Use 4 (MU4)" to bring the zoning of the Subject Lands into conformity with the proposed "Urban Core" designation and the goals of the Midtown Oakville PMTSA outlined in the LOP.

The proposed ZBA provides an opportunity to establish a unique urban community at the heart of the Midtown Oakville PMTSA. The ZBA will set out the development standards and regulations necessary to guide the transformation of the Subject Lands into a mixed-use, transit-supportive community, supported by a robust parks and open space system.

Table 10 identifies the permitted uses within the MU4 Zone, which include apartment buildings, office space, conservation areas, community facilities, and retail and service commercial uses. Following this, **Table 11** outlines if and how the proposed development conforms to the applicable regulations and standards of the MU4 Zone. For those regulations where an amendment to the zoning is required to accommodate the development, a justification for the exceptions is provided in **Table 12**. These exceptions are intended to

| TABLE 10: MU4 ZONE, PERMITTED USES | | |
|--|------------------------------------|--------------------------------------|
| Apartment dwelling (3) | Food production (7) | Public hall (7) |
| Art gallery (7) | Home Occupation (5) | Rental establishment (7) |
| Business office (6)(7) | Hotel (7) | Restaurant (7) |
| Commercial parking area | Library | Retail store (7) |
| Commercial school (7) | Long term care facility (3) | Retirement home (3) |
| Community centre | Medical office (6)(7) | School, private |
| Conservation use | Motor vehicle rental facility | School, public |
| Day care | Museum | Service commercial establishment (7) |
| Dormitory (4) | Outside display and sales area (7) | Short-term accommodation (5) |
| Dry cleaning depot (7) | Park, public | Sports facility (7) |
| Dry cleaning/laundry establishment (7) | Pet care establishment (7) | Stormwater management facility |
| Emergency service facility | Place of entertainment (7) | Taxi dispatch (7) |
| Emergency shelter (8) | Place of worship | Veterinary clinic (7) |
| Financial institution (7) | Post-secondary school | |
| Food bank (7) | Private home day care (5) | |

1.
 - a) Stand-alone residential buildings are not permitted on lots having a front lot line or flankage lot line abutting Lakeshore Road. (2021-068)
 - b) Residential dwelling units located on the first storey shall have the main front entrance oriented towards a public road. (2021-068)
2. Permitted only where the use legally existed on the lot on the effective date of this By-law.
3.
 - a) Prohibited in the first 9.0 metres of depth of the building, measured in from the main wall oriented toward the front lot line, on the first storey. (2021-068)
 - b) Notwithstanding this, an ancillary residential use on the first storey is permitted to occupy a maximum of 15% of the length of the main wall oriented toward a front lot line. (2021-068)
4. Only permitted accessory to and on the same lot as a post-secondary school or private school.
5. A maximum of one of the uses subject to this footnote shall be permitted in a dwelling or an attached or detached additional residential unit associated with the main dwelling. (2023-024) (2024-111)
6. On a lot having lot frontage greater than 20.0 metres uses subject to this footnote are limited to a cumulative maximum width of 50% of the building in the first 9.0 metres of depth of the building on the first storey only, measured in from the main wall oriented toward the front lot line.
7. Shall have a maximum net floor area of 1,400.0 square metres per premises, applying only for the portion of the premises located on the first storey.
8. Prohibited within a single use building. (PL140317)

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|------------------------|--------------------|-----------------------|--|---|
| Zone Provisions | | | | |
| Table 8.3.1. | Min. Front Yard | 1.0 m | Block 1- 3.0 m Block 2- 3.0 m Block 3- 3.0 m Block 4- 3.0 m | Yes |
| | Max. Front Yard | 5.0 m (1)(3) | Block 1- 3.0 m Block 2- 3.0 m Block 3- 3.0 m Block 4- 3.0 m | Yes |
| | Min. Flankage Yard | 1.0 m | Block 1 <ul style="list-style-type: none"> • 9.0 m (east) • 3.0 m (west) Block 2 <ul style="list-style-type: none"> • 3.0 m (east) • 9.0 m (west) Block 3 <ul style="list-style-type: none"> • 4.0 m (east) • 3.0 m (west) Block 4 <ul style="list-style-type: none"> • 3.0 m (east & west) | Yes |
| | Max. Flankage Yard | 5.0 m (1)(3) | Block 1 <ul style="list-style-type: none"> • 13.0 m (east) • 3.0 m (west) | No. An amendment is required to increase the maximum flankage yard to |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|---|---|-----------------------|--|---|
| | | | Block 2 <ul style="list-style-type: none"> • 3.0 m (east) • 13.0 m (west) Block 3 <ul style="list-style-type: none"> • 4.0 m (east) • 3.0 m (west) Block 4 <ul style="list-style-type: none"> • 3.0 m (east & west) | 13 metres to accommodate Tower D and E. |
| | Min. Interior Side Yard | 0.0 m | Block 3- 6.0 m (to public parkland) Block 4- 6.0 m | Yes |
| | Min. Rear Yard | 0.0 m | Block 1- 3.0 m Block 2- 4.4 m Block 3- 12.9 m Block 4- 6.6 m | Yes |
| | Min. below grade setbacks for an underground parking structure for any yard | - | Block 1- 1.0 m Block 2- 1.0 m Block 3- 1.0 m Block 4- 1.0 m | No. An amendment is required to allow for a 1.0 m setback for all yards to an underground parking structure. |
| | Min. Number of Storeys | 8(7) | 6 storeys | No. An amendment is required decrease the minimum number of storeys to 6 storeys to accommodate the podiums within each building. |
| | Max. Number of Storeys | 12 | Block 1 & 2- 48 storeys | No. An amendment is required to increase the |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|-----|---|-----------------------|--|---|
| | | | Block 3 & 4- 45 storeys | maximum number of storeys in each Block as follows: <ul style="list-style-type: none"> • Block 1 & 2- 48 storeys • Block 3 & 4- 45 storeys |
| | Min. 1 st storey height | 4.5 m (7) | 4.5 metres | Yes |
| | Min. Height | 25.5 m (7) | 19.50 metres | No. An amendment is required to reduce the minimum building height to 19.50 metres, to accommodate the building podiums. |
| | Max. Height | 43.0 m | Block 1 & 2- 171 m Block 3 & 4- 162 m | No. An amendment is required to increase the maximum building height to: <ul style="list-style-type: none"> • Block 1 & 2- 171 m • Block 3 & 4- 162 m |
| 8.4 | Transformer and telecommunications vaults and pads shall not be located between the main wall closest to the flankage lot line and the flankage lot line in a flankage yard or between the main wall closest to the front lot line and the front lot line in the front yard | | Transformer and telecommunication vaults and pads are located between the main wall closest to the flankage lot line and the flankage lot line in a flankage yard or between the main wall closest to the front lot line and the front lot line in the front yard. | No, an amendment is required to allow for transformers, stairs, and air vents in these locations. |
| | Stairs and air vents associated with a parking structure and not permitted in a front yard or flankage yard | | Stairs and air vents associated with a parking structure are located within the front yard or flankage yard. | |
| 8.5 | Sections 8.3 and 8.4 and the additional regulations of Permitted Uses Table 8.2 of this By-law shall not apply to any portion of a built heritage resource either designated under the Ontario Heritage Act or listed on | | Acknowledged, these provisions do not apply to the designated heritage building on the Subject Lands. | Yes |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity | |
|--------------------|--|-----------------------|---|------------|-----|
| | the Town of Oakville Heritage Register legally existing on the effective date of this By-law. | | | | |
| 8.6 | On a lot in a Mixed Use Zone on Map 19(19a), the maximum surface parking area coverage is 50%. | | There is no surface parking areas proposed as part of the development. There are, however, pick up and drop off areas at the front of each building. | Yes | |
| | On a corner lot, a driveway providing access to a parking structure that crosses a flankage lot line shall be set back a minimum of 9.0 metres from the main wall of the parking structure oriented toward the front lot line. | | Block 1- 61.4 m Block 2- 49.4 m Block 3- 30.9 m Block 4- 24.8 m | Yes | |
| 8.8 | The following main wall proportion requirements apply to new buildings constructed after the effective date of this By-law: a) A minimum of 75% of the length of all main walls oriented toward the front lot line shall be located within the area on the lot defined by the minimum and maximum front yards. b) A minimum of 75% of the length of all main walls oriented toward the flankage lot line shall be located within the area on the lot defined by the minimum and maximum flankage yards. c) For clarity, Section 8.8 does not apply to additions to buildings legally existing on the effective date of this By-law. | | As an amendment is being requested to increase the maximum flankage yard to 13.0 metres, at least 75% of the main wall of the buildings is within the minimum and maximum flankage yards. | Yes | |
| General Provisions | | | | | |
| 4.3 | Max. encroachments | Access Stairs | 0.6 m to lot line | 0.6 metres | Yes |
| | | Awnings and Canopies | 0.6 m into yard | 0.6 metres | Yes |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | | Provided | Conformity |
|-------|--------------------------|---|-----------------------------------|--|---|
| | | Balconies | 1.5 m projection beyond main wall | 1.8 metres | No, an amendment is required to increase the maximum permitted encroachment for a balcony to 1.8 metres beyond the main wall of the building. |
| | | Landscaping features | 0.6 m to a lot line | 0.6 to a lot line | Yes |
| 4.6.3 | Parapets | Max 2.0 m above building height | | Parapet is 2.0 metres | Yes |
| 4.6.4 | Mechanical Penthouse | Max. 6.0 m height | | 6.0 metres in height | Yes |
| | Mechanical equipment | Max. 2.0 m height | | 2.0 metres in height | Yes |
| 4.7 | Garbage Containers | Shall be located within a dwelling or fully enclosed structure | | Garbage containers are located within fully enclosed structures. | Yes |
| | | Structure shall not be located in front yard, or within any required landscaping coverage or width of landscaping required. | | Garbage containers are not located in a front yard or within any required landscape buffer. | Yes |
| 4.8 | Highway Corridor Setback | 14.0 m from the lot line abutting the boundary of the highway corridor, except for: <ul style="list-style-type: none"> a) Any minimum parking space, including a barrier-free parking space, bicycle parking space, or stacking space; b) Any loading space; c) Any aisle leading to any of the features listed in subsections (a) and (b) above; and, d) Stormwater management facility. | | A 14.0 metre setback has been provided from the right-of-way width of South Service Road East to the northern property line of the Subject Lands. Two proposed driveways and the existing heritage building are located within the MTO setback. | Yes |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|------|-------------|---|--|---|
| 4.11 | Landscaping | To qualify for any minimum <i>landscaping coverage</i> or minimum width of <i>landscaping</i> requirement of this By-law, an individual area of <i>landscaping</i> provided on a lot shall contain an area with minimum dimensions of 3.0 metres by 3.0 metres and may include additional area of lesser dimensions provided the additional area is contiguous to the 3.0 metres by 3.0 metres area | There is no minimum <i>landscaping coverage</i> requirement for the MU4 Zone. | Yes |
| | | A driveway, aisle, or walkway may cross required landscaping, but the area that is crossed by the driveway, aisle, or walkway shall not count towards the calculation of required landscaping coverage. | There is no minimum <i>landscaping coverage</i> requirement for the MU4 Zone. | Yes |
| | | Landscaping provided on the roof of a building shall be included in the calculation of required landscaping coverage on the lot, provided it meets the requirements of subsection (a) above. | There is no minimum <i>landscaping coverage</i> requirement for the MU4 Zone. | Yes |
| 4.18 | Patios | <p>The area designated for a patio shall be:</p> <ul style="list-style-type: none"> a) Subject to the minimum yards for the zone in which it is located; and b) Considered as floor area and net floor area when calculating parking requirements in | The patios provided throughout the proposed development, mainly those along Davis Road, will not meet the minimum yard requirements of the MU4 Zone. | No. An amendment is provided to state that minimum yards shall not apply to patios. |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | | Provided | Conformity |
|------|---|--|---|---|--|
| | | accordance with Section 5.1.1 (b) of this By-law. | | | |
| 4.21 | Railay Setbacks for Sensitive Land Uses | 30.0 from any railway corridor | | Tower J- Setback greater than 130 m Tower N- Setback greater than 120 m | Yes |
| 4.24 | Sight Triangle | A sight triangle shall be required only where no triangular or curved area of land abutting a corner lot has been incorporated into the right of way of a public road, at the intersection of any two Arterial Roads in any Mixed-Use Zone | | Appropriate sight triangles have been incorporated at the intersection of the New N-S Arterial and Davis Road. | Yes |
| | | No building or structure, fence, wall, driveway, vegetative planting or landscaping that has a height of greater than 1.0 metre shall be permitted in a sight triangle | | No building or structure, fence, wall, driveway, vegetative planting or landscaping that has a height of greater than 1.0 metre is located within a sight triangle. | Yes |
| | | Intersection of a Local Road and; | Local Road= 7.5 m Collector Road= 7.5 m Arterial Road- 15.0 m | Local Road= 5.0 m corner rounding Collector Road= 7.5 m corner rounding Arterial Road= 7.5 m daylighting triangle | No. An amendment is required to allow for: <ul style="list-style-type: none"> • 5.0 m corner rounding at the intersection of a Local Road and a Local Road • 7.5 m corner rounding at the intersection of a Local Road and a Collector Road. • 7.5 m daylighting triangle at the intersection of a Local Road and an Arterial Road. |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | | Provided | Conformity |
|------|--------------------|---|---|---|---|
| | | Intersection of a Collector Road and; | Collector Road= 15.0 m Arterial Road= 15.0 m | Collector Road= 7.5 m corner founding Arterial Road= 7.5 m daylighting triangle | No. An amendment is required to allow for: <ul style="list-style-type: none"> 7.5 m corner rounding at the intersection of two Collector Roads 7.5 m daylighting triangle at the intersection of a Collector and Arterial Road. |
| | | Intersection of an Arterial Road and; | Arterial Road= 15.0 m | Arterial Road= 7.5 m daylighting triangle | No. An amendment is required to allow for: <ul style="list-style-type: none"> 7.5 m daylighting triangle at the intersection of two Arterial Roads. |
| 4.27 | Rooftop Terrace | No structure on a rooftop terrace shall have walls. | | No structures on the rooftop terrace shall have walls. | Yes |
| | | No structures on a rooftop terrace shall exceed 20% of the total area of the rooftop terrace and such structures shall not be deemed a storey | | The structures on the rooftop terrace will not exceed 20% of the total area of the rooftop terrace. | Yes |
| | | The outer boundary of a rooftop terrace shall be defined using a barrier. | | The outer boundary of the rooftop terraces is defined by a barrier. | Yes |
| 4.28 | Rooftop Mechanical | Shall be setback min. 5.0 m from all edges unless fully enclosed in MPH | | 3.0 m | No. An amendment is required to reduce the minimum setback for a MPH to 3.0 m |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|----------------|--|--|---|------------|
| Parking | | | | |
| 5.1.4. | Location of Parking | a) Any parking space, barrier-free parking space, bicycle parking space, and loading space required by this By-law shall be located on the same lot on which the use is located. b) Notwithstanding subsection (a) above, on a lot in a Mixed Use Zone on Maps 19(19a) and 19(22a), any parking space or barrier-free parking space required by this By-law can be provided on another lot within 300.0 metres if both lots are in a Mixed Use Zone | a) The parking to support the proposed development will be located within the same lot. b) Not applicable. | Yes |
| 5.2.3. | Parking Space Dimensions, Standard Space | 5.7 metres in length and: a) Where one parking space is provided, 3.0 m in width; b) Where two parking spaces are provided side-by-side, 2.8 m in width per parking space, or 5.6 m in total combined width; c) Where tandem parking spaces are provided, 3.0 m in width per parking space; and, d) Where stacked parking spaces are provided, 3.0 m | 5.7 m in length and: a) 3.0 m in width when one parking space provided. b) 2.8m in width when side-by-side provided. c) No tandem parking is currently proposed. d) No stacked parking is currently proposed. | Yes |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|--------------|---|---|--|------------|
| | | in width for either the parking space on or below the vehicle elevating device | | |
| | Where a wall, column, or other obstruction is located abutting or within any parking space, the minimum width of the parking space shall be increased by 0.3 metres for each side that is obstructed. Obstructions within 1.15 metres of either stall end do not require an increase in parking space width, provided the obstruction projects no more than 0.15 metres into the parking space. | | This has been accommodated within the underground parking provided. | Yes |
| Table 5.3.1. | Min. Barrier Free Parking, Required for Commercial Uses & Visitor Parking Spaces for Residential Uses | <p>201-1000= 2, plus 2% of the total number of parking spaces in the parking area</p> <p>1001 or greater= 11, plus 1% of the total number of parking spaces in the parking area</p> | <p>Block 1:</p> <ul style="list-style-type: none"> Total Commercial and Visitor Parking= 349 spaces Total Accessible spaces required= 9 spaces Total accessible spaces provided= 9 spaces <p>Block 2:</p> <ul style="list-style-type: none"> Total Commercial and Visitor Parking= 341 spaces Total Accessible spaces required= 9 spaces Total accessible spaces provided= 9 spaces <p>Block 3:</p> <ul style="list-style-type: none"> Total Commercial and Visitor Parking= 231 spaces Total Accessible spaces required= 7 spaces Total accessible spaces provided= 7 spaces | Yes |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | Provided | Conformity |
|--------|---------------------------------------|---|---|------------|
| | | | Block 4: <ul style="list-style-type: none"> • Total Commercial and Visitor Parking= 221 spaces • Total Accessible spaces required= 7 spaces • Total accessible spaces provided= 7 spaces | |
| 5.3.2. | Min. Dimensions of Barrier Free Space | Type A= 3.65 m x 5.7 m Type B= 2.7 m x 5.7 m | Type A= 3.65 m x 5.7 m Type B= 2.7 m x 5.7 m | Yes |
| | | 1.5 metres wide barrier free path of travel required abutting the entire length of the barrier-free parking space | A 1.50-metre-wide barrier free path is provided. | Yes |
| 5.4.1. | Min. Bicycle Parking | Apartment: 1.0 per dwelling, of which 0.25 spaces shall be for visitor spaces. In no circumstances shall the number of minimum bicycle parking spaces required on a lot be greater than 30 | 0.5 long-term resident bicycle spaces per unit 0.1 short-term residents bicycle spaces per unit A total of 4,164 residents bicycle parking spaces which, is greater than the required 431 spaces | Yes |
| | | Retail: The greater of 2 or 1.0 per 1,000 m ² net floor area | 11 retail bicycle parking spaces are provided | Yes |
| 5.6 | Min. Dimensions of a Loading Space | 3.5 m x 12.0 m, with a vertical clearance of 4.2 m | 3.5 m x 12.0 m with vertical clearance of 4.2 m | Yes |
| | Location of Loading Space | A loading space is not permitted: <ul style="list-style-type: none"> a) In any minimum yard; b) Between the main wall closest to the flankage lot line and the flankage lot | Loading spaces are not located within any of these locations. | Yes |

TABLE 11: MU4 ZONE, REGULATIONS

| # | Regulation | Requirement, MU4 Zone | | Provided | Conformity |
|-----|--|---|------------|--------------------------|------------|
| | | line in a flankage yard; and, c) In any front yard. | | | |
| 5.7 | Min. Width of an Aisle Providing Access to a Parking Space within a Parking Area | 6.0 metres | | 6.0 metres | Yes |
| | Min. Width of a Driveway for a Parking Area | If entrance and exit are combined | 5.5 metres | 5.5 metres | Yes |
| | | If entrance and exit are separate | 3.0 metres | None currently proposed. | Yes |

1. The maximum front yard and maximum flankage yard requirements do not apply when an urban square measuring no less than 300.0 square metres in area and having a minimum length of 10.0 metres is provided along the length of the main wall oriented toward the front or flankage lot line.
3. Shall only apply to the first 12.0 metres of building height, measured along the main wall oriented toward the front or flankage lot line.
5. The minimum yard shall be increased to 10.0 metres for that portion of a building greater than 13.5 metres in height.
7. Any building legally existing on the effective date of this By-law not complying with this provision shall be permitted.

The various exceptions proposed to the MU4 Zone outlined in **Table 12** are appropriate for the Subject Lands and are justified below.

| TABLE 12 :RATIONALE FOR SITE SPECIFIC EXCEPTIONS TO PROPOSED ZONING FOR APARTMENT BUILDING | | |
|---|---|---|
| POLICY # | AMENDMENT | RATIONALE |
| Table 8.2 | <p>To allow for the addition of the following uses in the MU4 Zone:</p> <ul style="list-style-type: none"> • Commercial self-storage uses • Park, private • Live-work dwelling • Temporary Surface Parking Area | <p>Commercial Self-Storage Facility (within a high-rise building) Integrating a self-storage facility within a high-rise building introduces a compatible and efficient commercial use that serves both residents and local businesses. In high-density, mixed-use environments, storage demand typically increases due to smaller residential unit sizes and limited on-site storage options. Locating a commercial self-storage facility within high-rise buildings allows for convenient access to goods without generating significant traffic or noise impacts. It represents an appropriate use of lower floors or portions of a structure that may not be viable for retail or office occupancy, thereby contributing to the building's financial viability and utility.</p> <p>Private Parkland As mentioned throughout this Report, the proposed development is founded on the fundamental goal of creating a strong sense of place in Midtown Oakville—an essential component of which is the provision of a diverse, high-quality open space system. To achieve this vision, the development must incorporate a variety of parkland typologies, including public parkland, POPS, and strata parkland. Together, these diverse forms of open space will ensure year-round accessibility, enhance the character and identity of the community, and provide flexibility in design, programming, and maintenance of open spaces.</p> <p>Live-Work Dwellings Live-work units are an essential component of a complete community, as they support small, local businesses with flexible employment options close to users residences. These units reduce commuting, support local economic activity, and contribute to a vibrant streetscape through providing a mix of residential and small-scale commercial uses.</p> |

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| | | Temporary Surface Parking Area A temporary surface parking area provides an interim solution to accommodate parking demand during the early phases of development and tenant occupancy. As the community grows and long-term mobility patterns evolve—potentially with greater reliance on transit, cycling, and shared mobility—these surface lots can be redeveloped for with the proposed mixed-use community, consistent with the long-term vision for the lands. |
| Table 8.3.1 | To increase the maximum flankage yard to 13.0 metres, whereas 5.0 metres is permitted. | An increase to the maximum flankage yard is proposed to accommodate a greater building setback for Towers D and E along the N-S Arterial Road. This adjustment is necessary to address the significant grade change from the northern edge of the Subject Lands south to Davis Road. The increased flankage yard will also provide the opportunity for more robust and diverse landscaping, enhancing the streetscape character and contributing to a high-quality public realm along the N-S Arterial Road. |
| Table 8.3.1. | To decrease the minimum below grade setback for an underground parking structure to 1.0 metre for any yard. | To support the levels of growth and public infrastructure envisioned for the development, each of the private development blocks must accommodate extensive underground parking. As identified in the TIS prepared by BA Group, the proposed parking supply will adequately meet the functional and market demands of the project. A 1.0 metre setback from any lot line to the underground structure ensures efficient land use while still providing sufficient space for transitions between private and public realms, utilities, and landscaping. As the reduced setback applies below grade, it will have minimal visual impact on the streetscape and the pedestrian experience. |
| Table 8.3.1. | To decrease the minimum number of storeys from 8 (25.5 metres) storeys to 6 storeys (19.5 metres). | A reduction in the minimum number of storeys, and height in metres in the MU4 Zone is required to accommodate the 6-storey (19.5 metre) podiums provided through the proposed development. The podiums are intended to create variation in building height throughout the proposed development, that will generate visual interest and support the creation of a pedestrian-scaled environment. |
| Table 8.3.1. | To increase the maximum number of storeys and maximum building height from 12 storeys (43.0 | An increase in the maximum building height from 12 to 48 storeys is required to support the levels of intensification appropriate within a PMTSA. This increase will bring the zoning of the Subject Lands into conformity with the maximum building height proposed through the OPA submitted concurrently with this application. The additional height is necessary to |

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| | metres) to 48 storeys (171 metres) in Blocks 1 and 2 and 45 storeys (162 metres) in Blocks 3 and 4. | accommodate a population that will benefit from, and help sustain, the robust public infrastructure and high-quality public realm envisioned through this proposal—both of which are defining characteristics of a compact, mixed-use, urban environment. |
| 8.4 | To allow for the transformers, stairs, and air vents to be located within the main wall closest to the flankage lot line and the flankage lot line in a flankage yard or between the main wall closest to the front lot line and the front lot line in the front yard. | An amendment is required to allow for transformers, stairs, and air vents to be located within the locations specified in Regulation 8.4. The intent of this regulation in the Zoning By-law is to protect the streetscape, ensure pedestrian safety, and maintain an attractive public realm. While these objectives are important, a strict application of this regulation in compact, mixed-use developments can create unnecessary constraints and reduce design flexibility without achieving meaningful benefits. When appropriately designed, screened, and integrated, these elements can be accommodated without detracting from the streetscape. It is appropriate to allow these elements in front or flankage yards on a site-specific basis, subject to design measures that mitigate visual impacts and maintain pedestrian comfort. |
| 4.3 | To increase the maximum encroachment for a balcony to 1.8 m project beyond the main wall of a building, whereas 1.5 metres is permitted. | A slight increase in the maximum encroachment for a balcony is required to accommodate larger balconies on select buildings, that will provide additional private outdoor space for select residential units, that will enhance the liveability of these spaces and serve a wider range of residents. Larger balconies will support the creation of active façades on the buildings and eyes on the street, that will improve pedestrian safety within the public realm. |
| 4.18 | To remove the requirement for patios to comply with minimum yard requirements. | The proposed development includes a robust streetscape plan, that is intended to create public and private spaces where future residents and visitors can gather, socialize, and cultivate a sense of community. Integral to this strategy, is the provision of public spill-out/third spaces, such as patios, that activate the ground level and directly support the creation of a pedestrian-oriented public realm. Unlike building massing, patios do not create shadowing or height concerns; instead, they enhance the public realm by animating street edges, providing “eyes on the street,” and encouraging social interaction. Requiring large setbacks for patios in urban contexts can undermine the liveliness of the streetscapes by pushing active areas away from sidewalks and limiting opportunities for community |

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| | | engagement. Allowing patios within required yards will help blur the transition between public and private space, contributing to a safer, more vibrant, and walkable urban environment. |
| 4.24 | To reduce the minimum sight triangles throughout the Subject Lands. | An amendment is required to reduce the sight triangles throughout the Subject Lands. Justification for these reductions is found within the TIS prepared by BA Group. |
| 4.28 | To reduce the minimum setback for rooftop mechanical from 5.0 metres to 3.0 metres | A slight reduction in the minimum required setback for rooftop mechanical equipment is appropriate, as the unit will be screened appropriately to mitigate any visual or noise impacts. |

Zoning By-law Amendment Summary

As per the Town of Oakville Zoning By-law 2014-014, the Subject Lands are zoned “Midtown Transportation Employment (MTE), subject to Temporary Use Provision 6 (T6)”. The current zoning does not permit the range of uses or levels of intensification envisioned by Provincial, Regional, and Municipal policy for the Midtown Oakville PMTSA. The proposed ZBA will bring the zoning into conformity with the permissions and objectives of the associated OPA for the Subject Lands, collectively enabling the development of a complete, urban mixed-use community consistent with the vision for a PMTSA.

The proposed community has been designed to foster a vibrant, livable, and sustainable environment that reflects the vision for Midtown Oakville described in Council-Adopted OPA 70. The proposal will transform an underutilized site into a valuable community asset through the delivery of substantial public infrastructure, a robust and interconnected open space network, innovative built form, and a diverse mix of uses that support the daily needs of residents and visitors. Collectively, these design elements will create a strong sense of place where residents and visitors can gather, connect, and engage in a new community.

To realize this vision, the proposal requires several site-specific amendments to the ZBL including, additional permitted uses, increasing the maximum flankage yard, the minimum number of storeys and building height, and the permitted encroachment for a balcony, decreasing the minimum below-grade setback, the sight triangles, the setback for rooftop mechanical equipment, and the minimum number of storeys, and eliminating several

regulations that constrain the site design (e.g. setbacks for patios, and the location for transformers and air vents).

The site-specific ZBA amendments have been considered in the context of the existing physical and policy context for the Subject Lands and are appropriate to implement the proposed development. Further justification for these amendments is provided in **Table 12** above.

6.0 Summary and Conclusions

6.1 Summary of Findings

As discussed in detail throughout this report, the proposed OPA, ZBA, and DPOS will:

- Facilitate development of the Subject Lands to allow for the appropriate intensification of the site to support growth and the achievement of minimum density and housing targets in the PMTSA;
- Implement an appropriate level of transit-supportive development to support transit usage within the PMTSA;
- Create a network of streets that accommodates the safe and efficient movement of vehicles, cyclists, and pedestrians;
- Establish an innovative and thoughtful open space system that will create a sense of place in Midtown Oakville;
- Create an engaging and attractive public realm and buildings with high-quality built form;
- Promote sustainability and resiliency; and,
- Allow for a development that can be efficiently serviced through expansions to municipal servicing infrastructure.

Appropriate Intensification to Support Growth and Density Targets

The proposal will enable the redevelopment of a large and underutilized site within Midtown Oakville, with a mixed-use community that implements appropriate intensification for a PMTSA. The proposal will introduce 6,945 new residential units, supported by commercial space and a substantial parks and open space system that will increase the range and mix of uses, housing stock, and job opportunities that will assist the Town in meeting the minimum provincial and regional density targets for a PMTSA of 200 people and jobs per hectare.

Transit-Supportive Development

The proposed development achieves a density of 1,063 people and jobs per hectare. The higher residential densities proposed as part of the development, have been strategically chosen to capitalize on the location of the Subject Lands within the Oakville GO PMTSA. This contextually appropriate intensification is designed to maximize potential transit users within walking distance of the Oakville GO Station, contributing to increased transit use and efficient utilization of services. Enhanced pedestrian and cyclist infrastructure, such as bicycle lanes, pedestrian walkways, and bicycle

parking, have been provided to support transit access and encourage active transportation.

Connected and Accessible Community

The foundation of the proposed development is a grid-like network of public streets designed to support the safe, efficient, and convenient movement of personal vehicles, transit, cyclists, and pedestrians. This road network is intended not only to enhance connectivity within the Subject Lands, but also to strengthen connections across Midtown and to the surrounding community.

Particular emphasis has been placed on shifting the focus from automobile-oriented travel to more active modes of transportation. This is achieved through an uninterrupted pedestrian and cyclist circulation system that includes wide public sidewalks, dedicated pedestrian trails, separated bicycle lanes, and landmark pedestrian overpasses and underpasses at key site edges.

As stated in the TIS prepared by BA Group, given the transit-oriented nature of Midtown Oakville, and the significant investment in transit and road network infrastructure that are planned for the area, the proposed development is appropriate from a transportation perspective.

High-Quality Public Realm & Open Space System

The proposed development has been thoughtfully designed to establish an attractive, animated, and safe public realm that contributes to the evolving character of Midtown. At the heart of this vision is the expansive open space system, which runs throughout the Subject Lands and serves as the central element of the

public realm, that other features radiate outward from it. The open space system will incorporate several landmark features, including the Forest Loop, Culture Hub, Davis Road, Civic Squares, and Green Slopes, Forest Bridge. Particular attention has been paid to the way the strata parkland interfaces with surrounding elements, including public parkland blocks, private landscaped areas, and the public right-of-way.

Davis Road is a key component of the public realm. Davis Road has been designed as a pedestrian-oriented street, that features spill-out spaces—such as retail patios and POPS at major intersections—designed to support an animated, urban atmosphere.

High-quality public infrastructure, the orientation of buildings, and carefully designed streetscapes will work together to foster a strong sense of place and enhance the overall character of the community.

Excellence in Urban Design

The proposed development allows for the comprehensive redevelopment of the Subject Lands with ten (10) mixed-use buildings, with 14 towers, that range in height from 35 to 48 storeys and feature innovative, attractive, and sustainable architectural designs. Each of the buildings have been oriented, massed, and scaled to complement the planned urban fabric and skyline of Midtown, while maintaining compatibility with the existing and planned uses.

Sustainability and Resiliency

Intentional design choices and adaptive infrastructure have been integrated throughout the proposed development to support a

sustainable, resilient, and future-ready community within Midtown Oakville. The proposal introduces a robust and connected green open space network that weaves through the site, providing visual and physical continuity between buildings and public spaces. This network will enhance the urban tree canopy, reduce habitat fragmentation, and support local biodiversity, while also contributing to improved stormwater management and the reduction of surface runoff through increased permeable areas and naturalized landscaping.

Servicing Infrastructure

As stated in the FSR and SWM Study prepared by Urbantech, the proposed servicing, stormwater management, and spill mitigation strategies collectively demonstrate that the Subject Lands can be developed in a safe, sustainable, and coordinated manner consistent with current Town, Region, and Conservation Halton requirements. The proposed approach supports early phases of development while remaining adaptable to future infrastructure improvements and policy updates arising from ongoing master planning for Midtown Oakville.

6.2 Concluding Statement

As outlined in this report, together with the supporting technical reports, the proposed development and associated OPA, ZBA, and DPOS represent an appropriate redevelopment and intensification of the Subject Lands.

Based on the existing physical context and surrounding area, the technical assessment of the proposal, and the analysis of the proposal within the current and proposed policy and regulatory context, the proposed redevelopment and associated OPA, ZBA, and DPOS:

1. Has regard for the *Planning Act*;
2. Is consistent with the Provincial Planning Statement (2024);
3. Conforms to the Halton Region Official Plan;
4. Aligns with the Metrolinx Regional Transportation Plan (2041);
5. Conforms to the in-force Town of Oakville Official Plan;
6. Aligns with the direction and policies under the Council-Adopted OPA 70;
7. Introduces a master planned, mixed-use community that contributes to the evolving character of Midtown Oakville as a dense, urban, livable complete community;
8. Achieves transit-supportive densities and needed housing supply that

supports the Town in achieving the minimum provincial and regional densities for the Oakville GO PMTSA of 200 people and jobs per hectare;

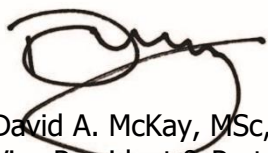
9. Establishes a road network that allows for the safe, efficient, and convenient movement throughout and beyond the Subject Lands, that prioritizes transit and active transportation;
10. Creates attractive and engaging public spaces, an open space system, and a pedestrian streetscape that fosters a sense of place and supports a healthy lifestyle;
11. Introduces buildings with a high-quality architectural quality that contribute to the evolving skyline in Midtown Oakville;
12. Is serviced through existing and planned expansions to municipal servicing infrastructure;
13. Protects the natural environment;
14. Is appropriate for the Subject Lands and represents good planning and is in the public interest.

Based on these conclusions, it is recommended that the proposed OPA, ZBA, and DPOS be approved.

This report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Respectfully submitted,

MHBC

A handwritten signature in black ink, appearing to read 'D. McKay', with a stylized flourish at the end.

David A. McKay, MSc, MLAI, MCIP, RPP
Vice President & Partner

A handwritten signature in black ink, appearing to read 'M. Vernooy', with a stylized flourish at the end.

Madie Vernooy, M.PI, MCIP, RPP
Intermediate Planner

A

Appendix A: Pre-Consultation Meeting Report

Pre-Consultation Checklist & Preliminary Comments

| General Information: | |
|-----------------------|---|
| Applicant: | David McKay c/o MHBC Planning |
| Site Location: | 420 South Service Road |
| Meeting Date: | August 20, 2025 |
| Proposal: | To facilitate the redevelopment of site into a complete, mixed-use community that incorporates residential, commercial, and community uses. The proposal consists of four development blocks that accommodate 14 high-rise buildings ranging in height from 30 to 48 storeys. These buildings will be supported by underground parking, at-grade commercial spaces, indoor and outdoor amenities, a new road and servicing network, and a robust open space system. |

| Proposed Application Types: | | | | | |
|-----------------------------|-------------------------------------|---------------------|-------------------------------------|------------|--------------------------|
| Official Plan Amendment | <input type="checkbox"/> | Plan of Subdivision | <input checked="" type="checkbox"/> | Site Plan | <input type="checkbox"/> |
| Zoning By-law Amendment | <input checked="" type="checkbox"/> | Plan of Condominium | <input type="checkbox"/> | MV/Consent | <input type="checkbox"/> |

| SUBMISSION REQUIREMENTS | | |
|---|-------------------------------------|---|
| Materials to be Provided: | Required: | Notes: |
| Documents | | |
| Completed Application Form | <input checked="" type="checkbox"/> | |
| Fees for the processing of the application | <input checked="" type="checkbox"/> | |
| Executed Pre-consultation Checklist | <input checked="" type="checkbox"/> | |
| Cover Letter | <input checked="" type="checkbox"/> | |
| Plans | | |
| Aerial Photograph(s) | <input checked="" type="checkbox"/> | |
| Survey/Legal Plan | <input checked="" type="checkbox"/> | Topographic |
| Land Assembly Documents | <input type="checkbox"/> | |
| Concept Plan | <input checked="" type="checkbox"/> | |
| Context Plan | <input checked="" type="checkbox"/> | Area Design Plan |
| Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan) | <input checked="" type="checkbox"/> | |
| Site Plan & Site Plan Details | <input checked="" type="checkbox"/> | |
| Park/Open Space Concept Plan | <input checked="" type="checkbox"/> | Including cross sections of POPs and Strata Parks |
| Building Elevations & Renderings | <input checked="" type="checkbox"/> | |
| Building Floor Plans (including roof Plan) | <input checked="" type="checkbox"/> | |



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| Height Survey of Adjacent Buildings | <input type="checkbox"/> | |
| Comprehensive Block Plan | <input checked="" type="checkbox"/> | Block 1 |
| Landscape Plan & Details | <input checked="" type="checkbox"/> | |
| Tree Protection Plan | <input checked="" type="checkbox"/> | |
| Parks Facility Fit/Concept Plan | <input checked="" type="checkbox"/> | |
| Pedestrian and Cycling Circulation Plan | <input checked="" type="checkbox"/> | |
| Streetscape Plan | <input checked="" type="checkbox"/> | |
| Site Servicing Plan | <input checked="" type="checkbox"/> | |
| Grading & Drainage Plan (including topographic information) | <input checked="" type="checkbox"/> | |
| Erosion and Sediment Control Plan | <input type="checkbox"/> | |
| Lighting Plan &/or Photometric Plan | <input type="checkbox"/> | |
| Truck Turning Plan | <input checked="" type="checkbox"/> | |
| Pavement Markings/Signage Plan | <input type="checkbox"/> | |
| Construction Storage/Staging Plan | <input type="checkbox"/> | |
| Demarcation of limits of natural features and/or natural hazards | <input type="checkbox"/> | |
| Tree Canopy Cover Plan & calculation | <input checked="" type="checkbox"/> | |
| Waste Management Plan/Report | <input checked="" type="checkbox"/> | Preliminary Waste Management Plan |
| Reports/Studies | | |
| Planning Justification Report/Letter | <input checked="" type="checkbox"/> | |
| Character Impact Analysis | <input type="checkbox"/> | |
| Draft Zoning By-law Amendment | <input checked="" type="checkbox"/> | |
| Draft Official Plan Amendment | <input checked="" type="checkbox"/> | |
| Urban Design Brief include angular plane | <input checked="" type="checkbox"/> | |
| Tree Vegetation Study/Arborist Report | <input checked="" type="checkbox"/> | |
| Functional Servicing Study/Report | <input checked="" type="checkbox"/> | |
| Stormwater Management Study/Report | <input checked="" type="checkbox"/> | |
| Hydrogeology Study/Water Budget & Hydrology Study | <input type="checkbox"/> | |
| Hydro geotechnical Report | <input type="checkbox"/> | |
| Environmental Impact Study/Statement/Assessment (EIS/EIA) | <input checked="" type="checkbox"/> | |
| Shoreline Hazard Study | <input type="checkbox"/> | |
| Geotechnical Report | <input type="checkbox"/> | |
| Transportation Impact Analysis | <input checked="" type="checkbox"/> | TIS |
| Transportation Demand Management Plan and Implementation Strategy | <input type="checkbox"/> | |



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| Parking Demand/Justification Study | <input type="checkbox"/> | |
| Queueing Analysis | <input type="checkbox"/> | |
| Heritage Impact Assessment | <input checked="" type="checkbox"/> | |
| Cultural Heritage Evaluation Report | <input type="checkbox"/> | |
| Archaeological Assessment | <input checked="" type="checkbox"/> | |
| Market Impact Study/Retail/Service Commercial Needs Assessment | <input type="checkbox"/> | |
| Phasing Strategy for Development of Retail and Service Commercial Uses | <input checked="" type="checkbox"/> | |
| Capital/Financial Impact Study | <input type="checkbox"/> | |
| Land Use Compatibility Study | <input checked="" type="checkbox"/> | |
| Noise Feasibility/Vibration Study | <input checked="" type="checkbox"/> | NFS (with an approved TOR) |
| Air Quality Assessment | <input type="checkbox"/> | |
| Hydrogeological Study | <input checked="" type="checkbox"/> | |
| Water Balance Assessment | <input type="checkbox"/> | |
| Environmental Site Assessment (i.e. Phase 1) and/or letter of reliance | <input checked="" type="checkbox"/> | |
| Environmental Site Assessment (i.e. Phase 2) and/or letter of reliance | <input type="checkbox"/> | |
| Record of Site Condition | <input type="checkbox"/> | |
| Environmental Site Screening Checklist (ESSQ) | <input checked="" type="checkbox"/> | |
| Risk Assessment/Rail Safety Report | <input type="checkbox"/> | |
| Shadow Impact Analysis | <input checked="" type="checkbox"/> | |
| Wind Study/Micro-Climate | <input checked="" type="checkbox"/> | |
| Sample Materials Board/Photos | <input type="checkbox"/> | |
| 3-D Computer Model (i.e. SketchUp) | <input checked="" type="checkbox"/> | |
| Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note k) | <input type="checkbox"/> | *not required for Site Plan or Plan of Condominium applications |
| Other | | |
| Rental Housing Demolition & Conversion Declaration | <input type="checkbox"/> | |
| Operational Details | <input type="checkbox"/> | |
| Cross Sections | <input checked="" type="checkbox"/> | Strata Parks and POPs with underground parking and utilities |
| Allocation Assignment/Plan/ Agreement | <input type="checkbox"/> | |
| Minutes of Settlement | <input type="checkbox"/> | |
| Draft Heritage Easement Agreement | <input checked="" type="checkbox"/> | |
| Hydraulic modelling, flood hazard mapping, and flood storage assessment | <input checked="" type="checkbox"/> | |
| North Oakville | | |



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|--|--------------------------|--|
| Environmental Implementation Report/Functional Servicing Study | <input type="checkbox"/> | |
| Map and Accompanying Tables Showing Densities and Designations | <input type="checkbox"/> | |
| NOUFSMP/Tree Canopy Cover Plan & Calculation | <input type="checkbox"/> | |
| Planning Statistics Spreadsheet | <input type="checkbox"/> | |
| Sustainability Checklist | <input type="checkbox"/> | |
| Transit Facilities Plan | <input type="checkbox"/> | |
| Area Design Plan | <input type="checkbox"/> | |
| Executed Adhesion Agreement | <input type="checkbox"/> | |

General Next Steps:

- 1. Prepare Application:** Prepare reports, plans, and studies identified on the pre-consultation checklist. Revised and coordinated plans and documents should fully address the comments in this report. The reports, plans and studies also must be prepared in accordance with [Terms of Reference / Guidelines](#). Where site-specific Terms of Reference are noted in the pre-consultation checklist, prepare a draft Terms of Reference then send a copy to the listed staff member in this comment report for approval.
- 2. Digital Submission:** Send an email to planningapps@oakville.ca requesting to submit a new application with the following information:
 - a) Applicant's name
 - b) Address of site
 - c) Type of application to be submitted (i.e. Site Plan)
 - d) Draft plan subdivision/Draft Plan of Condominium/ concept plan/site plan
 - e) Date of Pre-consultation Meeting
 - f) Signed Pre-consultation Form
 - g) Signed Application Form
 - h) Fee Calculation
 - i) Date of Developer Public Information Meeting (if applicable)
- 3. Organize Submission:** All documents part of the digital must follow the [mandatory file naming conventions](#) (pdf). If the mandatory file naming convention is not followed it will delay processing of the application.
- 4. Upload Application:** planningapps@oakville.ca will provide a link where all required reports, plans and studies, together with the completed application form, and signed pre-consultation agreement can be digitally submitted.



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5. **Confirmation of Submission:** planningapps@oakville.ca will review your submission, and confirm whether all submission requirements have been provided, confirm the application fee, and provide a reference # to be included on your Electronic Fund Transfer (EFT) or E-Mail Transfer.
6. **Pay Application Fee:** Send application fees via e-transfer/EFT (Electronic Funds Transfer) to planningapps@oakville.ca. Send confirmation of payment to planningapps@oakville.ca and accountsreceivable@oakville.ca. Please review the [Electronic Payment Information](#) page for additional information on making payments. The full schedule of planning and development rates and fees is available on the [Rates and Fees](#) page.
7. **Complete Application:** Upon confirmation of payment of the application fee, the planner assigned to the application will make a determination whether the application is complete pursuant to the *Planning Act* and provide a file reference number. Following confirmation that the application is complete the application will be circulated to town departments and external agencies.

Other Applications:

Additional applications to other public agencies and governments, including, Provincial, Regional, Conservation Authority, and/or other Town Departments, may be necessary depending on the nature of the application.

General Note:

The pre-consultation form is valid for 6 months, any extension request must be received BEFORE the approval lapses with the appropriate fee.

Due to recent Provincial legislation, as of July 1, 2024, the Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan – as this is now the responsibility of Halton's four local municipalities. As a result, the town may require certain reports and studies previously reviewed by the Region to undertake a peer review at the applicant's expense.

Internal Comments

NOTE: The comments below are **preliminary** and additional comments may be provided once a formal application is submitted.

1 Planning Services
Kate Cockburn, kate.cockburn@oakville.ca

Pre-Consultation

The applicant proposes a Zoning By-law Amendment and Draft Plan of Subdivision application to accompany the existing OPA (OPA1612.19) for the purposes of redeveloping the site into four distinct development blocks for mixed use buildings ranging from 30-48 storeys in height, including park and POPs spaces and new public roads.

The Town and Region are currently undertaking a series implementation studies, such as the Transportation Master Plan and the Area Servicing Plan among others to support the development of Midtown Oakville. Additionally, to also implement the goals and objectives of OPA 70, the Town is preparing a Community Planning Permit By-law and working through the implementation of an Inclusionary Zoning By-law. Once a Community Planning Permit By-law is passed by the Town, the existing Zoning By-law 2014-014 will no longer be applicable law within Midtown. On this basis, the applicant should consider the timing of their application with respect to the emerging policies and regulations that are intended to implement OPA 70.

The applicant is required to submit a draft zoning by-law with their application. The by-law should consider providing regulations to address each of the development blocks individually based on the proposal. The applicant should also consider how those regulations will align with a future CPP By-law.

The proposed development represents a substantial project within Midtown and an Area Design Plan is required with the submission to address how the lands will be coordinated with the surrounding existing and planned future land uses. This would include the submission of a scoped servicing strategy as discussed further below by Halton Region. Additionally, the applicant will need to address the most current and emerging Stormwater Management approach for the proposed development as discussed by both the Development Engineer with the Town and Conservation Halton below. The applicant should also take into consideration the objectives of the Town's Transportation Master Plan for Midtown, including the provision for specific ROW widths and facilities. Additionally, discussions should continue with the area school boards regarding accommodations for new school facilities, including open space areas as needed for Midtown. These open space/park/POP areas will need to be identified through both plan and cross-section to understand the mechanics of any possible future arrangements with the Town.

Through the required Planning Justification Report, the applicant shall provide a detailed analysis of how the proposal implements OPA 70, and including what and how community benefits are being achieved to complement the proposed deviation in height and FSI.

Additionally, a phasing strategy shall be included to address how publicly accessible non-residential uses are being provided as residential uses are developed on the site, such as commercial and open space/amenity areas. Similarly, the phasing of the development must address the Heritage resource on site as part of the first phase as per the comments from the Heritage Planner below. Further, land use compatibility and contamination matters may

be phased as the development proceeds as per the comments below. This phasing strategy should be included with the Master Plan concept for the entirety of the lands, and reflected through appropriate OP policies and Zoning By-law regulations.

The applicant should include a resubmission of their OPA to reflect the revised proposal.

Based on the foregoing, staff note that the development proposal does deviate from the Council-adopted OPA 70 with respect to density, height, land use framework, transportation network and design, parkland, and school provisions. It was noted during the meeting that the proposal includes a reduced right-of-way width for Davis Road. This continues to be discussed and no decision has been made with respect to the proposed approach at the time of writing this report.

Further, interim uses such as shipping container storage should not be considered a primary long-term use. A temporary use by-law is currently in place for the existing shipping container storage use and can be extended if needed through that process.

Further to the Pre-Consultation meeting and based on the experience of the Public Information Meeting held for the Official Plan Amendment, staff advise that a new Public Information Meeting will not be required and that a new Statutory Public Meeting for the ZBA and SUB application will provide an opportunity for public engagement and Council input.

Lastly, the applicant needs to resolve the outstanding matter before the OLT as it relates to previous appeals of Zoning By-law 2014-014 for the subject lands.

Halton Region Official Plan:

The Region's Official Plan is now implemented by the Town and provides goals, objectives and policies to direct physical development and change in Halton. The proposed development and site alterations are located on the lands that are designated as 'Urban Area' and are located within the Built Boundary in the 2009 Halton Region Official Plan (ROP). The policies of Urban Area designation support a range of uses and the development of vibrant and healthy mixed-use communities which afford maximum choices for residence, work and leisure. The Urban Area policies state that the range of permitted uses and the creation of new lots in the Urban Area will be per Local Official Plans and Zoning-By-laws.

Livable Oakville:

The Livable Oakville Plan provides goals, objectives and policies to manage and direct physical change and the effects on the social, economic and natural environment of the Town. Livable Oakville coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated, establishes a framework and policy context

for decision making that provides certainty for the planning process.

The subject lands are located within the Midtown Oakville Growth Area within the Town's Urban Structure and Council-adopted OPA 70, designates the subject lands Urban Core and Park (Conceptual). The Urban Core designation permits a wide range of retail and service commercial uses on the ground floor of mixed use buildings that front onto public streets and may extend to other floors to promote a transit-supportive, high quality walkable community and social cohesion goals of the Plan.

Land Use Compatibility

Should the applicant proceed with an application prior to the Ministerial approval of OPA 70, a land use compatibility brief is required that explains the existing surrounding land uses and to address how the proposed land use would impact the adjacent land uses. Please make mention to the Town's land use compatibility and the Ministry's guidelines and any mitigation measures that are being proposed to minimize the adverse effects of noise, vibration and odour to the surrounding sensitive land uses. A peer review of the submitted Land Use Compatibility Brief will be required at the applicant's expense.

2 Planning Services, Urban Design

Philip Wiersma, philip.wiersma@oakville.ca

Nada Almasri, nada.almasri@oakville.ca

Pre-Consultation

List of Resources:

In framing our review and drafting our comments, we have utilized and relied upon the following:

- *Livable Oakville Official Plan*; including
 - [Section 6 Urban Design \(Part C \(oakville.ca\)\)](#) [pages C-15 to C-23]
- Livable by Design, Urban Design Manual (LbDM); specifically
 - [Livable by Design Manual \(Part A\): Urban Design Direction for Oakville](#);
 - [Livable by Design Manual \(Part C\): Site Design and Development Standards](#)
- [Midtown Growth Area Review](#)
- [Development Application Guidelines / Terms of Reference](#)

Matters of Concern:

- **Public realm |**
 - Site plan should provide right-of-way widths for all roads, typical cross sections and layout of streetscape elements including business marketing

zone, pedestrian clearway, planting & furnishing zone (including tree planting locations), bikeways, drive lanes, etc. Right-of-way treatment should align with the direction contained in Town By-law 2025-37.

- While urban design doesn't have anything to contribute as to whether or not dedicated bike facilities are necessary on the eastern section of Davis Road, we are not supportive of a reduction of the public right-of-way from 26m to 22m. If dedicated bike facilities are not needed, the extra room could be used for enhanced planting areas, expanded marketing zones or patios within the public right-of-way.
 - Mid-block connections are conceptually shown on Schedule L6 of By-law 2025-37. The plans and urban design brief should demonstrate, both in text and with visuals, how the active transportation mid-block connections are accommodated in the proposed development.
 - Town By-law 2025-37 section 20.5.1 b) stipulates that streetscapes shall provide a seamless interface between the public and private realms. There is concern with how the development transitions to the right-of-way between Block's 1 & 2 and 3 & 4, with the road being either significantly higher or lower than the abutting property. Plans should be revised to show a seamless (flush) condition between the building and the right-of-way, particularly at points of entry. Demonstrate (both in text and with visuals) what the experience will be like and how the area will function (in terms of access, enclosure, visibility, safety, etc.) in the areas between the buildings and the right-of-way.
 - There is some concern with the pedestrian underpass between Blocks 1 & 2. Demonstrate (both in text and with visuals) what the experience will be like (in terms of access, enclosure, visibility, safety, etc.).
- **Site organization |**
- There is concern with the proximity of the strata park to the QEW and South Service Road East. Urban design brief should demonstrate, both in text and with visuals, how negative visual and auditory impacts from the highway on park users will be mitigated. Solutions must be appropriate for all four seasons and be functional in the short and long term.
 - There is concern with the approximate 6.0m high vertical wall abutting the Parkland. Urban design brief should demonstrate, both in text and with visuals, how the potential negative visual impact of this high vertical wall on park users will be mitigated. Solutions must be appropriate for all four seasons and be functional in the short and long term.
 - How a barrier-free connection between the Parkland and Strata Park, that is equitable and convenient for all users, should also be demonstrated (with approximately 6.0m difference in elevation a barrier-free ramp would be around 75.0m long, staff question the viability of ramps with this length).

- The urban design brief should demonstrate, both in text and with visuals, how sustainable development policies contained in Part C of the Official plan and section 20.5.5 of By-law 2025-37 are addressed.
- **Built form |**
 - An Area Design Plan is required as part of this development application in order to address coordination issues between landowners and phasing of developments, including the holdout parcel on the block. The scope of the Area Design Plan is to be discussed with staff.
The Area Design Plan and Conceptual Block Plan should ensure that the proposed development does not landlock or compromise future development of these parcels. Further, the Area and Block Plans must demonstrate how the proposal complements and improves the community urban structure, provides functional site servicing, and reduces/mitigates any adverse impacts on the surrounding areas. It should also provide guidance on built form, access points, pedestrian midblock connections and overall compatibility.
 - Design buildings adjacent to the existing heritage resource in a manner that respects the context and heritage characteristics. Ensure compatibility in proportions, the rhythm of façade openings and bays, as well as height and setback transitions. Incorporate enhanced façade articulation and materials. Please consult the Heritage staff comments for further guidance.
 - As per Midtown Oakville Official Plan Amendment DRAFT September 2024, including 20.5.1 Urban Design and Built Form “The distance between the facing walls of towers shall generally be a minimum of 30 metres at the tower base, and expand to a minimum of 35 metres above the 25th storey, as applicable.”
Adjust the separation between towers taller than 25 storeys to meet the required minimum distance.
 - As per Midtown Oakville Official Plan Amendment DRAFT September 2024, including 20.5.1 Urban Design and Built Form “The height of the building base (podium) for tall buildings should generally be equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres in height, in order to frame the street and enhance pedestrian comfort.”
Vary the height and form of the base building to respect and respond appropriately to differences in adjacent building height, built-form character, open space size, and right-of-way width for each facing condition.
 - Provide significant vertical massing breaks along all frontages that exceed 55 metres in length. Refer to the Livable by Design Manual, Section 3.1 Tall and mid-rise buildings: “Design the building at a maximum length of 55.0m along the façade zone before incorporating a significant break in massing.

Incorporate a break with a minimum depth of 6.0m and minimum length of 9.0m to achieve a significant vertical break and setbacks.”

- [Circ 1] As per Midtown Oakville Official Plan Amendment DRAFT September 2024, including 20.5.1 Urban Design and Built Form “Tall buildings shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form, provide active façades oriented to public streets, and contribute to a distinctive skyline.” Please note that further detailed comments on the architectural design and expressions will be provided at the Site Plan Approval stage.

Additional Design Direction:

In addition to the Livable by Design Manual, the development shall implement the following public realm, built form and site landscaping design requirements through the future Site Plan Approval process if the OPA, ZBA and Plan of Subdivision are approved:

- Provide tree canopy cover on the subject site, in alignment with town tree canopy and planting standards contained in Livable by Design Manual | Part C. (including section 2.1 & 2.2)
- Provide tree protection for existing trees located on both the site and on neighbouring properties, in alignment with Livable by Design Manual | Part C standards. (including section 2.3)
- Provide tree and understory planting treatment for all zoning required landscape setbacks, in alignment with Livable by Design Manual | Part C standards. (including section 2.6)
- Provide all surface parking areas with shade planting to the maximum extent possible, in alignment with Livable by Design Manual | Part C standards. (including section 2.8)
- Provide equitably distributed barrier-free parking stalls located in close proximity to all barrier-free principle entrances and with direct access to a barrier-free path of travel to the principle entrance that does not require users to cross vehicular circulation routes, in alignment with Livable by Design Manual | Part C standards (including section 3.3)
- Provide pedestrian walkways that are equitable, barrier-free and provide safe and continuous site circulation, including connections to the public sidewalk, parking areas, and building entrances, in alignment with Livable by Design Manual | Part C standards (including section 3.1)
- Locate any new hydro transformers and gas / hydro meters facilities in non-prominent areas or incorporate them into building niches and/or provide a screening

element to fully screen them from public realm views, in alignment with Livable by Design Manual | Part A standards. (including section 3.2)

- Locate exterior waste storage facilities in non-prominent areas not visible from the public realm and provide enclosures for the storage of garbage and other waste material, in alignment with Livable by Design Manual | Part C standards. (including section 4.1 and 4.2)
- Provide snow storage areas, in alignment with Livable by Design Manual | Part C standards (including section 4.4)
- Provide fencing, walls (including retaining walls) and guard railing in alignment with Livable by Design Manual | Part C standards, including section 3.4, and the Town's Fence By-law 2002-034 as amended.
- Provide exterior lighting, in alignment with Livable by Design Manual | Part C standards, including section 4.5, and in compliance with the Town's Property Standards By-law 2023-047.
- Provide street trees (or replace all dead, dying or missing street trees) and sidewalks within public right-of-way, in alignment with Livable by Design Manual | Part C standards. (including sections 5.0, 5.1 and 5.2) and town engineering Standard Drawings.
- Site Plan approval does not include approvals of any proposed signage regulated by the Town of Oakville Sign By-law 2018-153. All signage should be removed from the drawings. The applicant should contact Enforcement Services regarding applicable sign permit process.

3 Planning Services, Policy Planning - Midtown

Sybelle von Kursell, sybelle.vonkursell@oakville.ca

Pre-Consultation

The subject site is located in Midtown Oakville, which is an area that is subject to policies and schedules provided in OPA 70 which was adopted by Town Council in February 2025 and is with the Ministry of Municipal Affairs and Housing for approval. While the OPA is not yet in effect, it does represent the vision of Town Council and provides the means to achieve that vision. Furthermore, Town staff are presently developing the implementing Community Planning Permit By-law for this area, a draft of the By-law is anticipated to be released for public consultation in the fall of 2025. Further to this, the Town is finalizing studies such as the Midtown Transportation and Stormwater Master Plans, Area Servicing

Plan, and Functional Servicing Plan. These studies, the by-law and the OPA collectively provide a strong cohesive framework to inform and direct development within this area. The application for OPA, ZBLA and Subdivision, is occurring concurrently with the finalization of the aforementioned Town initiatives. While the applicant has acknowledged this work, the proposal as presently drafted is not in full alignment with the Town's work to date.

Areas of alignment include the intention to provide mixed use development and rental housing in particular within Midtown, and the intention to provide parkland and future streets to support the overall network.

Unfortunately, the proposed ZBLA provided separately from the pre-consultation materials does not sufficiently align with OPA 70 and the Livable Oakville Plan. Deficiencies in the draft by-law include minimum and maximum density of development for each development block, as well as housing unit mix, among many others. More alignment with the OPA would greatly improve the proposal.

The concept plan provided informs the forthcoming Plan of Subdivision which would be identifying four development blocks, future roads and future parkland (a park block and stratified blocks). The proposed park block is not in alignment with OPA 70's conceptual public park land use designation. The proposed streets (at least one of them) is not in alignment with the future street network provided in OPA 70.

A Planning Justification Report (PJR) would need to identify misalignments and explain why an alternative approach is being proposed. The PJR should consider and present site information in the broader planning context to demonstrate how any proposed deviations from OPA 70 may impact the realization of the balance of the plan area. This is particularly relevant in terms of the provision of the Public Common Park and the future roads identified in OPA 70.

Within the PJR, statistics regarding matters such as total GFA proposed for each building, total GFA allocated for non-residential development, total GFA above threshold building heights, and total parkland (public and strata separately) proposed would help to inform the review of the development proposal.

Given that this proposal is intended to be realized in phases, the applicant may wish to consider proposing the details of Phase 1 and being more conceptual with subsequent phases. This is particularly relevant given that the Town is presently preparing the area-wide Community Planning Permit By-law, which when in effect would repeal the by-law that is proposed to be amended across all lands within Midtown. Further to that, instead of preparing a Plan of Subdivision for the whole area, the applicant may wish to apply for a consent to sever and/or site plan which would simply focus on the Phase 1 site, and rely on forthcoming work being undertaken by the Town regarding infrastructure, etc. to inform a

more detailed plan of subdivision for subsequent phases. In this regard, the applicant would benefit from a more expedited approval process.

4 Planning Services, Heritage Planning – Built Heritage

Carolyn Van Sligtenhorst, carolyn.van@oakville.ca@oakville.ca

Pre-Consultation

The subject property is designated under Part IV of the *Ontario Heritage Act* by By-law 2011-096 for its c.1948 General Electric Lamp Plant Office Building ('GE Building'). The overall proposal and site plan for the application does not address the heritage building.

A Heritage Impact Assessment (HIA) was previously prepared by ERA Architects Inc. and recommended that the building be retained on-site but relocated away from the MTO setback and moved to within the development site, either to the southwest or to the southeast of its current location. The HIA also recommended the following:

- That the building be located in an area that is visible from, and oriented to, the QEW;
- That the building's prominence be maintained as a landmark on the site;
- That the building be restored and incorporated into new construction; and
- That an Interpretation Plan be prepared to interpret the history of the GE Lamp Plant and Oakville's industrial development.

Heritage Planning staff has reviewed the documents submitted as part of this application and continues to support the overall recommendations of the previously submitted HIA. The building is a designated heritage resource and must be retained within the site. While in-situ retention is always the preferred outcome, the MTO setback may make it difficult to retain the building in its current location while connecting it to the rest of the site and finding a long-term viable use for the building. Heritage Planning staff supports either in-situ retention or relocation of the building to the south of the setback within the development site, as long as the building has a functional and long-term viable use.

Heritage Planning staff has the following recommendations:

- That the GE Building be retained in-situ or be relocated within the site as close as possible to its current location and retain its visibility from, and orientation to, South Service Road East/QEW;
- That the GE Building maintain its prominence and landmark quality on the site;
- That the GE Building and its heritage attributes be restored;
- That the GE Building be rehabilitated and incorporated into the new development so that it has a functional and viable use;

- That a Conservation Plan be prepared by qualified heritage experts to provide a detailed strategy for the restoration and rehabilitation of the GE Building; and
- That an Interpretation Plan be prepared by qualified heritage experts to interpret the history of the GE Building and Oakville's industrial development.

A heritage permit will be required for any restoration, rehabilitation and/or relocation work associated with the GE Building. A Heritage Easement Agreement (HEA) between the town and the owner will be required to protect the building during the relocation and rehabilitation process. Financial securities will be required as part of the HEA.

5 Planning Services, Heritage Planning - Archaeology

Kristen McLaughlin, kristen.mclaughlin@oakville.ca

Pre-Consultation

Archaeology concerns were cleared through the OPA.1612.19 process and there are no archaeology comments.

6 Planning Services, Environmental Planning

Karen Reis, karen.reis@oakville.ca

Pre-Consultation

Environmental Planning:

Please provide an updated EIA to address the environmental planning comments dated January 17, 2025, as well as the changes made to the design concept and layout.

Staff recommend the use of sustainable initiatives as per Section 10 of the Livable Oakville Plan as well as bird friendly design identified within the Towns Urban Design Manual. Please address section 10 through the planning justification report and include detailed plans such as landscaping, civil drawings, SWM plans, lighting plans, elevation plans etc.

7 Development Services, Development Engineer

Stephen Pietrangelo, stephen.pietrangelo@oakville.ca

Pre-Consultation

All drawings, reports and studies are to be prepared by a qualified professional. The below comments are provided to clarify additional details that will be requested for the submission. Additional submission items such as landscaping plans, site plans and other relevant plans/studies for a typical submission are still required. As such, the below is included but not limited to:

1. Topographic Survey

- 5.0m beyond the property extents to determine external features and drainage patterns
- Determine and investigate any public or private servicing, utility and access easements
- Survey should show and specific drainage features such as existing ditches, ponds, depressions, etc.

2. Concept Site Servicing and Grading Plan

- Sites shall be designed with a sewer network capable of capturing the 5 Year Event. If sewers are not possible, surface drainage reaches shall be limited to 50.0m
- Existing elevations along property line are to be maintained
- Storm sewer design sheets
- Plan and profile drawings to support sewer sizes and locations

3. FSR/Stormwater Management Report

- This site falls within the midtown criteria. Please note the current SWM midtown criteria is subject to change with the Town's Midtown Stormwater Master Plan later this fall. The interim midtown criteria may be used (attached); however, it should be noted that the criteria may change through the updated modelling and updated criteria will be required to be used.
- Quality control to achieve Level 1 (enhanced)
- Investigate external drainage contribution. Existing drainage patterns are to be maintained or if altered, shall be accommodated without impacts to upstream lands
- The Town of Oakville does not support the permanent dewatering of underground parking structures into municipal infrastructure.
- As CH has updated the spill mapping and this area is significantly impacted, please identify how the spill will be handled/diverted during the phases of construction – interim and ultimate.
- The FSR is to identify all interim and ultimate scenarios.
 - How will each phasing impact existing downstream infrastructure and how will it correspond with future development and infrastructure upgrades?
 - For the proposed phasing, the applicant must assess the downstream (Davis) sewer and right of way for minor and major systems and determine if and which controls are necessary for the development to proceed.
 - Consider water balance, grading, servicing, spill strategy, SWM as it relates to interim (phasing) and ultimate. The water balance is to be identified through the ultimate and must show how it will be handled through phasing of the development.

4. Arborist Report (On behalf of Urban Forestry)

- Be prepared by a certified licensed arborist (licensed with Town of Oakville).
- Include all municipal trees, private trees, boundary trees, and trees on neighboring properties within 6.0m of property line.

- Include a report/discussion/table, with all tree data, including ownership of each tree and final recommendation of each tree.
- Include tree appraisals for all municipal trees.

The arborist report must be accompanied by a **Tree Preservation Plan**. The Tree Preservation Plan and grading/servicing plan must show:

- Location of all trees, with tree numbers
- All tree protection zone dimensions, to scale in metres
- Any horizontal tree protection/access corridors
- Location for any root exploration, as set out in AR/TPP.
- The information on the TPP must also be shown on the grading/servicing plan.

Security deposit is required for municipal trees, as per the appraised value of the trees in the arborist report.

Town trees may not be removed unless they are dead/dying/high risk, they cannot be removed to accommodate new driveway etc.

Driveways may not be widened into the TPZ of town trees, existing driveway entrance is to be used, and may be widened once past tree.

Encroachments into minimum TPZ of neighbor/boundary trees is to be avoided/minimized, and are subject to review.

For any minor TPZ Encroachments, where accepted, the project arborist must be present on site for excavation, based on the recommendations set out in the AR.

This must be reflected with notation on grading plan, and an arborist retention/confirmation letter is required to confirm the arborist has been retained to carry out the on-site work.

All site services (water/sani/storm) must be outside TPZ for all trees, in particular municipal trees. Where not possible, trenchless method must be used, i.e. underground boring, and grading plan must be updated with note.

Swales should also be outside TPZ's, if not possible they are to be dug under arborist supervision.

Boundary/neighbor trees cannot be removed unless written consent is provided by the neighbor.

All tree protection must be installed on site prior to demo/construction.

No trees can be cut until after final site plan approval.

In addition to the Site Plan submission requirements noted, please refer to the Town's Development Engineering Procedures and Guidelines manual for further direction.

<https://www.oakville.ca/assets/general%20-%20business/DevelopmentEngProceduresManual.pdf>

8 Engineering and Construction, Environmental Engineer

Jeffrey Lee, Jeffrey.lee@oakville.ca

Pre-Consultation

Site Contamination

Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. This process is described in the Town's [Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites](#).

During the development, contamination will be excavated and removed as underground buildings, facilities, and infrastructure are constructed and installed. This process will alter the environmental conditions on site. With the new proposal, it would be helpful to understand the sequence and approximate timeline of the development, as well as the location of infrastructure in both the interim and final states, particularly within the conveyed lands such as roads and parklands.

Therefore, additional information is required:

1. Development Phasing Plan – For each phase, the plan should include, at a minimum, sequence and timeline of development, area or boundary of the phase, type of land use and buildings proposed, the extent of construction activities
2. Underground Infrastructure and foundations of the buildings – A comprehensive plan of all proposed underground infrastructure (e.g., utilities, stormwater, wastewater, foundations, basements, parking garage, etc.). For each phase, it should include the layout and the depth of the infrastructure for interim and final states.
3. Contamination Management / Remediation Strategies - Details on how contamination will be addressed during construction and development. It should include measures to prevent cross-contamination between phases, any containment or isolation strategies for contaminated zones during development and the environmental controls will be in place during the interim state.

9 Transportation Services, Transportation Engineer
Martin Chan, martin.chan@oakville.ca

Pre-Consultation

Transportation staff requires the following for submission:

- Transportation Impact Study with Parking and TDM review
- Vehicle Turning Diagrams

- Pedestrian and Cycling Circulation Plan

Preliminary Comments:

1. [MM] Within the Site Plan or in a separate drawing, including details on sidewalk, boulevard, and cycling infrastructure dimensions.
2. [MC/MM] Within TIS, please include a review of the vehicle, bicycle and loading requirements during the phased conditions and provide rationale of the proposed supply. Without the full external road network and supporting retail uses in place, active and transit modes may be deprioritized, leading to car dependency. It should be demonstrated how walkability and connectivity will be maintained throughout early phases.
3. [MM] The TIS should reference the “pedestrian and cycling circulation drawing”, and summarize how the development supports pedestrian, cycling, and transit access, and how it connects to the broader road network and potential mobility hubs.
4. [MM] Transitions between public and private open space must support accessible, legible, and continuous pedestrian connections across the site.
5. [MM] Additional details are required on the underpass walkways, including their intended function and design is planned along them. Clarification should also be provided on the role of the southern pedestrian overpass, which appears segregated from the public realm.
6. [MC] For the midblock access along the future Collector Road (Davis), review future traffic operations and ensure queues will not extend beyond the downstream intersection. Access restrictions and/or consideration for internal connection via the other local road access may be required.
7. [MM] Driveway locations along the collector road must also be reviewed for potential conflicts with pedestrian crossings, boulevards, and any proposed bike lanes. The integration of these elements should be clearly illustrated and potential conflicts mitigated.
8. [MC] Additionally for the midblock accesses, what type of pedestrian crossings are being proposed (if any)?
9. [MC] Please address comments from the first submission, where applicable. If needed, the transportation consultant may contact staff to confirm the terms of reference for the updated study. Please note that staff still require an interim horizon analysis for the development. Given the significant changes in the most recent Site



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Plan, the updated TIS should incorporate the latest available background studies and reflect roadway improvements proposed in the now approved OPA 70.

10 Building Services, Zoning Examiner Matt Rubic, matt.rubic@oakville.ca

Pre-Consultation

The following preliminary comments are based on the material provided for discussion purposes only and should not be construed as formal zoning comments on the proposal.

Zoning By-law Amendment

1. The draft by-law included with the material dated August 8th proposes regulations for distance between towers, podiums, maximum gross floor area on building towers and non-residential uses on the first storey fronting onto Davis Road are common for all 4 blocks and therefore these regulations can be located in the Zone Provisions Section which applies to all blocks.
2. The proposed regulations for blocks 3 and 4 are identical so there can be one set of provisions for these two blocks.
3. Regulations are proposed for minimum established grade on all 4 blocks. Established grade is intended for providing a reference point to measure height. It is suggested to not introduce a new regulation for the property grades which may conflict with engineering requirements for the site.
4. A draft by-law is required to be included with the submission.

Plan of Subdivision

5. No comments currently.

11 Parks and Open Space Frank Loconte, frank.loconte@oakville.ca

Pre-Consultation

The Town will be undertaking the development of an Implementation Plan for Midtown Oakville. This will include matters related to municipal parks and open space, as well as POPS. Consideration shall be given for this site to any changes within the plan or parkland policies.

1. Public commons, Urban Squares, Natural Areas, Utilities areas and POPS and other forms of open space blocks have been identified conceptually through the work that has been completed for the Midtown OPA. A future Midtown Public Realm Master Plan will define the role, function and character of streetscapes, parks and midblock connections.
2. Through the Town's Midtown OPA the Town requires the provision of parkland dedication as part of this development. The total amount of fee simple parkland required shall be based on the amount of conceptual parkland shown on Schedule L1 of Midtown OPA 70.
3. Stratified Park(s) may be an appropriate solution in achieving suitable parkland throughout this development, subject to the conditions of conveyance, an appropriate strata agreement, and accepting the stratified parkland (at a reduced rate) towards the overall required fee simple parkland dedication.
4. Parks Capital Planning supports (in principle) the layout and general distribution of parkland within the concept plan subject to the following preliminary comments:
 - c) Any fee simple parkland (noted at "civic" plaza) be located away from any arterial/major collector road. Parks Capital Planning would like to see the fee simple parkland located along the central east-west collector road.
 - c) Strong consideration should be made to co-locate fee simple parkland with a HDSB school.
 - c) Fee simple parkland shall easily accessible (and seamlessly integrated into) adjacent POPS or stratified parks.
5. Phasing of residential development shall coincide with the delivery of public parks, public realm and POPS.
6. Regarding the provision of POPS:

POPS are not owned by the Town, they are parkland elements that remain in private ownership yet, nonetheless provide an important component of the overall parks system.

The town will not consider counting POPS toward the parkland dedication requirement at this time until the adoption of design standards for strata parks and POPS. This would allow the town to provide the minimum enforceable requirements for these park types

ensuring high quality product, materials and construction that will serve to extend the life of the park and the waterproofing liner by reducing the opportunity for failures.

In the future, the Town may consider (at a reduced rate) providing parkland dedication credit, where the following criteria are met:

- POPS are an integral element, and is directly connected to the broader urban parkland system and the adjacent public sidewalk system;
- POPS can be defined only as an Other Urban Park element, and is not a Public Common, Urban Square, or Promenade;
- An appropriate legal agreement has been established between the owner and the Town that guarantees that the space is designed, built and maintained to Town standards, and is open and accessible to the public at all times (or as otherwise to the satisfaction of the Town);
and,
- The land area of the POPS is appropriately discounted, in recognition of the Town's lack of programming control, to the satisfaction of the Town. The actual amount of the land area discount shall be determined on a case-by-case basis, at the sole discretion of, and to the satisfaction of the Town.

External Comments

12 Conservation Halton
Sean Stewart, ssewart@hrca.on.ca

Pre-Consultation

Conservation Authorities Act and Ontario Regulation 41/24

Conservation Halton (CH) regulates all watercourses, valleylands, wetlands, Lake Ontario shoreline, hazardous lands (e.g. flooding and erosion hazards, dynamic beaches, unstable soil and bedrock) as well as lands adjacent to these features. The subject property is regulated by CH as it contains spill flood hazards associated with the Morrison-Wedgewood Diversion Channel. Spills are considered hazardous lands, and CH regulates within the limits of the spill.

Permits are required from CH prior to undertaking development activities within CH's regulated area and applications are reviewed under the Conservation Authorities Act, Ontario Regulation 41/24, and CH's Policies and Guidelines for the Administration of Part VI of the Conservation

Authorities Act and Ontario Regulation 41/24 and Land Use Policy Document (last amended, April 17, 2025) (<https://conservationhalton.ca/policies-and-guidelines>).

- The spill flood hazard on the subject property will need to be managed in accordance with CH's Spill Flood Hazard Policies and Technical Guide
- The final draft mapping and modelling from CH's Sixteen Mile Creek to Lower Morrison Creek Flood Hazard Mapping Study is considered best available information for regulatory and planning decision making. Note: the applicant obtained the final draft modelling from CH in May 2025.

Stormwater Management

CH will review select aspects of stormwater management from a natural hazard perspective.

Submission Requirements:

- Hydraulic modelling, flood hazard mapping, and flood storage assessment. Note: the applicant is encouraged to submit this material to CH for technical review in advance of the planning submission.
- Functional Servicing Report
- Engineering drawings (e.g. grading, servicing, ESC plans)
- Survey
- Draft Plan of Subdivision
- OPA/ZBA schedules
- Review fees (including pre-application technical reviews) to be determined at the time of submission based on the current years fee schedule:
<https://www.conservationhalton.ca/planning-and-advisory/>.
- Please direct inquiries to Sean Stewart sstewart@hrca.on.ca

13 Region of Halton, Planning & Public Works Dept

Keisha Segne keisha.segne@halton.ca

Pre-Consultation

Date of Pre-Consultation Meeting: August 20, 2025.

Subject Lands: 420 South Service Road

Type of Application: Official Plan Amendment, Zoning Bylaw Amendment & Draft Plan of Subdivision.

Proposal: To facilitate the redevelopment of a site into a complete, mixed-use community that incorporates residential, commercial, and community uses.



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Previous Pre-Consultation: Associated Official Plan Amendment (OPA 1612.19) and Zoning By-law Amendment (Z.1612.18) applications.

Regional staff has reviewed the Pre-Consultation for 420 South Service Road and offer the following comments:

Regional Role:

- Due to Provincial legislation, Halton Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan - as this has become the responsibility of Halton's four local municipalities. Going forward, comments offered through pre-consultation meetings are reflective of this changing role.
- In order to maintain the Region's Contaminated Sites Database, Regional staff request final copies of all environmental reports including: Geotechnical Studies, Hydrogeological Studies, Phase One and/or Two Environmental Site Assessments, Remediation Reports, Risk Assessments, Record of Site Condition (RSC), and/or Certificate of Property Use (CPU).

Associated Application:

- Regional staff understand that there is an active associated Official Plan Amendment (OPA) application (OPA 1612.19).
- Within the OPA Regional comment letter, staff offered numerous comments in relation to servicing, waste management, and transportation. These comments are outstanding and must be addressed.

Regional Infrastructure:

- A Functional Servicing Report (FSR) would be required to be submitted with the application that demonstrates that the existing water system in the area can support the proposed development and that the existing downstream sewer system can accommodate the development.
- There are downstream sanitary sewer capacity issues that will impact the development of this property.
- The FSR should demonstrate how municipal services will be provided and/or upgraded in order to service this site. The FSR should include a condition assessment report for the existing sanitary sewer on Davis Road.
- There is an active Area Servicing Plan being prepared through the Town of Oakville, Midtown Oakville Implementation Plan. The expectation is that the updated FSR should follow the new Area Servicing Plan being prepared through the Midtown Oakville Implementation Plan.
- The FSR should address the existing downstream sanitary sewer capacity issues.
- The Town of Oakville and Urbantech have been in discussions specific to the phasing of the development. The Region is open to continuing working with

Urbantech on an ultimate servicing solution taking into account the ultimate Midtown Oakville Implementation Strategy.

Regional Waste:

- Regional staff note that during the September 25, 2024 pre-consultation meeting for the OPA application, it was agreed that Regional Waste Management Staff would be circulated on the OPA application and its associated submission materials, and that our comments would be advisory to inform downstream Planning Act applications.
- Provided the applicant is proposed a ZBA and Draft Plan of Subdivision applications, Regional staff continue to encourage that separate strategies be provided for each building, as waste collection comments may impact site design and potential zoning standards. Please note without additional details, Regional waste comments are subject to change and Halton Region cannot commit to Regional waste management collection services. Lastly, staff note that detailed waste management comments have been provided within the Town's pre-consultation check-list and the applicant is encouraged to review these comments.
- Region waste has the following waste comments regarding waste collection that we would like to have added to the Preliminary WM Plan.
- In regard to the high-rise buildings:
 - Residential waste collection may be provided in accordance with the Region's "Development Design Guidelines for Source Separation of Solid Waste." Any commercial waste collection shall be provided through a private waste hauler."
 - Typical key considerations to keep in mind to accommodate Region waste collection:
 1. Region waste requires a 13 m center line turning radius entering and exiting the loading area as well as any turns on site.
 2. Please ensure the head on approach is 18 m from the entrance of the loading area.
 3. Please maintain a 6 m width within the loading area. This provides a buffer area for collection vehicles and staff in collection vehicles to complete circle checks if necessary. There should be additional space for side loaders and front-end loaders taking into account staging area in front or beside collection vehicles. The staging areas should be noted on all loading areas to accommodate all bins being collected and to ensure enough space has been allotted for bins.
 4. Please ensure there is access to the loading area in terms of there needs to be adequate space to achieve all turns within the site and buffer room for operations, egress for collection vehicles, no reversing on a turn and no reversing into two way or oncoming traffic.
 5. Please ensure that collection vehicles are not backing up or across any doors where pedestrians or staff are entering/exiting or

- accessing the building. These areas must be kept free and clear from collection vehicles for safety purposes.
- 6. Loading areas must be designed to not create blind spots for collection vehicles when accessing them.
- 7. Each high-rise building must have a separate waste plan.
- Commercial blocks and mixed-use Commercial units:
 - Region waste will not service any commercial blocks or units.
- Please be aware more information is needed to make detailed comments on waste collection.

Regional Transportation Development Review

- A Transportation Impact Study (TIS) must be completed by a qualified Transportation consultant for the proposed development. The study must be completed per Halton Region's Transportation Impact Study Guidelines (2015). The final study, its assumptions and recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region. The TIS Guidelines are available online at: <https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines>.
 - A Scope of Work for the TIS will be required for review and approval by Transportation Development Review staff prior to preparing the study.
- A Noise Feasibility Study (NFS) must be completed by a qualified Noise consultant for the proposed development. The study must be completed per Halton Region's Noise Abatement Policy and Noise Abatement Guidelines. The final study, its assumptions and recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region. The Noise Abatement Guidelines are available online at: <https://www.halton.ca/Repository/Noise-Abatement-Guidelines>.
 - Note that the Study must clearly define the noise mitigation requirements based on road noise from the QEW, Trafalgar Road, local roads and, from the adjacent Rail line.
 - A Scope of Work for the NFS will be required for review and approval by Transportation Development Review Staff prior to preparing the study.
- Every effort should be made where possible in planning the development layout so that future Outdoor Living Areas (OLAs) do not require physical mitigation measures from Regional Roads (i.e. acoustic barrier).

Submission Requirements:

- Cover letter.
- Applicable Regional Fee.
 - Information on how to pay Regional development application fees available [here](#).
- Town of Oakville Complete Application Forms.
- Site Plan Drawings.
- Functional Servicing Report.



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- Transportation Impact Study (Including a scope of Work for the TIS).
- Noise Feasibility Study (Including a scope of Work for the NFS).

14 Metrolinx

Luka Medved, development.coordinator@metrolinx.com

Pre-Consultation

Metrolinx previously provided sign-off for the OZ/OPA application on Nov 25, 2024. Therefore, there are no further items currently. A site plan item remains outstanding, and it is requested Metrolinx be circulated the site plan application once received.

15 Halton District School Board

Laureen Choi, choil@hdsb.ca

Ian Hopkins, hopkinsi@hdsb.ca

Fred Thibeault, thibeaultf@hdsb.ca

Pre-Consultation

- The Halton District School Board submitted comments on the Nov 19, 2024 submission in a letter dated Dec 15, 2024.
- The Board notes significant changes between the proposed site plan in the Nov 19, 2024 submission and the proposed site plan in this precon submission. The Board provided a school site concept based on a school block size of approx. 1.9 acres (0.769 hectares) and adjacent to a Public Park.
- As per Schedule L1 in OPA 70, there is a priority area for a school that has been identified that is located adjacent to the west of the subject area of this application.
- Two significant differences between the two submissions:
- #1 - Block 3 where the block was previously identified as a Public Park (approx. 18.6 hectares) is no longer a Public Park; small strata parks have been created and distributed across the subject land area
- #2 – creation of a Local Road from the Arterial Road to the Collector Road along the west side of Block 3; this Local Road creates a barrier between the proposed school site and the subject lands of this development application.
- Due to the differences noted above (#1 and #2), the Board's school site concept submitted is no longer feasible. The Board is not supportive of the submitted proposed site plan and request discussions with the Town and developer to discuss further refinement to the site plan

16 Halton Catholic District School Board

Kathie Panzer, panzerk@hcdsb.org

Pre-Consultation

As part of the future submission, the HCDSB requests a detailed breakdown of the proposed residential unit counts by type (i.e., low-density, medium-density, and high-density) as well as a phasing plan. This information is necessary to assess future student accommodation needs in Midtown Oakville.

We require that the following conditions be placed in any subsequent agreements (e.g. Subdivision, Condominium, and Site Plan). The conditions are to be fulfilled prior to final approval:

- 1) That the Owner agrees in accordance with the Plan of Subdivision, that sufficient arrangements have been made between the proponent and the Halton Catholic District School Board to provide the necessary student accommodations generated as part of this and future development within Midtown Oakville. Prior to final approval, satisfactory arrangements will have been made with the Halton Catholic District School Board to secure lands and/or facilities for a future Catholic elementary school purposes in a manner and form acceptable to the Board.
- 2) The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subsequent agreements, to be registered on title:
 - a) Prospective purchasers are advised that Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area.
 - b) Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick-up areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs and private roads.
- 3) In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.
- 4) That the owner agrees to the satisfaction of the HCDSB, to erect and maintain signs at all major entrances into the new development advising prospective purchasers that if a permanent school is not available alternative accommodation and/or busing will be provided. The owner will make these signs to the specifications of the HCDSB and erect them prior to final approval.
- 5) That the developer agrees that should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the HCDSB. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.
- 6) That a copy of the approved sidewalk plan, prepared to the satisfaction of the Town of Oakville be submitted to the HCDSB.
- 7) The owner shall provide HCDSB a geo-referenced AutoCAD file of the Draft M-plan once all Lot and Block numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-plan the Owner shall provide a new AutoCAD file and a memo outlining the changes.



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It should be noted that Education Development Charges may be payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum approved unit count will be subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.

Note: Additional comments, conditions and/or notes may be provided once a formal submission is circulated for review.

17 Oakville Hydro

Full name, email

Pre-Consultation

[insert]

18 Others

Pre-Consultation

MTO

Site Comments

- Subject lands are located within the ministry's permit control limits; therefore, MTO permits will be required (e.g., grading/servicing, building and land use, etc.). Please be aware that ministry permits will need to be secured prior to the commencement of any on-site work.
- The ministry requires a minimum setback limit of 14.0 m from all ministry lands (may change if ministry priorities in the area change). No features which are essential to the overall viability of the site/lots/blocks are permitted within the MTO 14.0 m setback area. Essential features include, but are not limited to, buildings/structures (above or below grade), required parking spaces (required per the municipal zoning by-law), retaining walls, utilities, stormwater management features, swimming pools, snow storage, loading spaces, fire routes, essential landscaping, etc. Please note that non-essential parking may be located within the MTO 14.0 m setback area but must be set back a minimum of 3 m from the MTO property line. Information regarding the application process, forms and the policy can be found at the link:



OAKVILLE

<http://www.mto.gov.on.ca/english/engineering/management/corridor/building.shtml>

- MTO's 14.0 m setback limit should be stipulated in the by-law amendment.
- Noise Attenuation features (e.g., earth berms) must be contained within the subject lands and setback a minimum of 0.3 m from all ministry property limits.
- Encroachment onto the highway right-of-way will not be permitted.
- The Ministry does not permit any lighting trespass onto the MTO's right-of-way.
- Direct access to ministry lands will not be permitted. All access to the subject site will be via the municipal road system. All access must adhere to the ministry's Highway Access Management policies.

MTO Conditions of Approval

Please include the following Conditions:

1. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a Stormwater Management Report indicating the intended treatment of the calculated runoff.
2. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval a Traffic Impact Study.
3. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, detailed Grading, Servicing, Survey and Internal Road Construction plans.
4. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a detailed Lighting Plan.
5. That prior to final approval, the owner shall enter into a Legal Agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the construction of all necessary associated highway improvements (If necessary).



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General Notes

1. Stormwater Management Reports must adhere to accepted ministry policies/standards and must be stamped and signed by a Professional Engineer of Ontario.
2. Traffic Impact Studies must adhere to accepted Ministry practices/standards and must encompass the full build-out of the entire development (e.g., all phases), as well as prepared by a RAQS qualified consultant, stamped, and signed by a Professional Engineer of Ontario
3. Any proposed access must adhere to the ministry's highway access policy.
4. Any identified highway improvements will require the owner to enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume 100% financial responsibility for all necessary associated highway improvements (if necessary).

The following will be required under the **Notes to Approval:**

1. Clearance of Conditions

The contact for all Ministry conditions of approval, including the submission and approval of all required reports, plans and agreements, etc. is:

Paul Nunes

Senior Project Manager (Peel/Halton) | Corridor Management, Central Region West | Operations Division

Ministry of Transportation | Ontario Public Service

416-270-3108 | paul.nunes@ontario.ca

All ministry submissions should be provided in electronic form.

Please make the applicant aware that the ministry does not clear individual conditions. The ministry issues a single "Clearance Letter" once all plan conditions have been addressed to our satisfaction.

Ministry draft plan comments may need to be updated/revised if the applicant delays securing ministry clearances and/or ministry priorities change.

Do not hesitate to contact me if you have any questions.

Thanks,

Paul Nunes

Senior Project Manager (Peel/Halton) | Corridor Management, Central Region West |
Operations Division
Ministry of Transportation | Ontario Public Service
416-270-3108 | paul.nunes@ontario.ca

Notes:

- a) **This agreement expires 6 months from the date of initial signing (date of pre-consultation meeting) or at the discretion of the Director of Planning or his/her designate.** In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required. Please note the development fees may change during this period and it is the applicant's responsibility to ensure the correct fees are paid at the time of the application.
- b) If this Pre-consultation Document expires prior to the application being accepted by the Town, an extension may be granted at the discretion of the Director of Planning.
- c) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or Council to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- d) Voluntary Pre-submission Review – The applicant may request a pre-submission review of the application, which will allow for multiple circulations in the effort to advance a proposal to a point where issues have been addressed before the formal application submission and a staff recommendation to Council.

75% of the pre-submission review fee will be credited toward the complete application fee, provided the application is submitted within 2 years of the start of the pre-submission review process.



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- e) An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- f) All fees are payable based on the rate in the fee by-law in the effect on the date a complete application is submitted.
- g) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- h) An application submitted without the requisite information identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- i) All reports, documents and drawings must be submitted in electronic (i.e. PDF) form.

Digital mapping/software standards: The Town's standard GIS program is ArcGIS version 10.3. The Town's standard CAD program is AutoCAD 2016. Compatibility with either software package is required. The Town's standard projection for all digital submissions is Universal Transverse Mercator, Zone 17 North, North American Datum 1983. Data not conforming to this standard will be sent back to the consultant at the consultant's expense. Data should be submitted as either ArcGIS Shapefile format or AutoCAD DWG/DXF. A CAD seed file or Shapefile in the appropriate coordinate system can be provided to the consultant. Consultants providing AutoCAD submissions must include legible layer naming conventions and include layers: GIS.Prop_Block, GIS.Prop_Building, GIS.Prop_Driveway, GIS.Prop_Lot, GIS.Prop_Road, GIS.Prop_TownHome_Lot_Lines if applicable and only include relevant layer information in the following format, GIS.(prop or ext)_Other_Feature. Any reference maps attached or layer names not understandable will be sent back to the consultant at the consultant's expense. Consultants providing AutoCAD submission should not use special fonts, reference files or colour tables. Digital information supplied to the consultant by the Town is not to be altered, distributed, manipulated or misrepresented in any form

- j) The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.
- k) An applicant is required to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application and shall be documented as described below. The timing of the PIM may be waived at the discretion of the Director of Planning.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 240 metres of the subject lands. The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

l) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- m) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.
- n) The Town/Region/Conservation Authority may require peer review of any technical report or study submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.
- o) There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.
- p) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town Site Alteration By-law.
- q) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- r) It is the responsibility of the applicant to ensure compliance with all provincial and/or federal bodies for works requiring authorization from Fisheries and Oceans Canada; Environment and Climate Change Canada; the Ontario Ministry of Natural Resources and Forestry; and but not limited to Ontario Ministry of Environment, Conservation and Parks. Confirmation of compliance is to be provided in the application.



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- s) Personal information contained in this form is collected under the authority of the *Planning Act*, R.S.O. 1990, cP.13, as amended. The information will be used for the purpose of administering the Town pre-consultation process on development applications.
- t) Where the applicant requests that the information submitted on this pre-consultation form and associated documents be kept confidential, it is understood; however, that an access request may be filed under the *Municipal Freedom of Information and Protection of Privacy Act*, and information may be subject to release, notwithstanding the request to keep information confidential.

Staff/Agency Signatures:

X 

Kate Cockburn, MCIP, RPP
Manager, Current Planning - East District

Proponent Sign-off (In Lieu of Signatures):

I acknowledge that the Town will require the provision of the drawings, reports and other requirements indicated in this Pre-Consultation Form, in addition to a completed Application Form, any information or materials required by Statute, the required application fees and a signed copy of this acknowledgement prior to the planning application being deemed complete, pursuant to the *Planning Act* and applicable Town Official Plan policy. These items should be completed in accordance with the direction in this Development Application Pre-Consultation Form, the attached Notes, and the attached Pre-Submission Document Terms of Reference, in order to allow for the full consideration of the planning application. I have read and acknowledge the above Notes. I have authority to bind the Owner.

| Applicant/Agent: | Print Name: | Signature: | Date: |
|---|-------------|------------|-------|
| Property Owner: | | | |
| Property Owner: | | | |
| Agent: (I have authority to bind the Owner) | | | |

Public Information Meeting Checklist

The following is required for a Public Information Meeting:

- ☐ The cost of the required mailing list is the equivalent of 2 hours of Planning Fee Staff Time ([2025 Planning Services Rates and Fees](#) for 2 hours of Planning Fee Staff Time is \$262.16), payable to the Town of Oakville.
- ☐ The Public Information Meeting Notice must be mailed out at least **14 days prior** to the meeting date.
- ☐ At least one Public Information Meeting must be held in the evening hours with a start time **no earlier than 6:30 p.m.**
- ☐ Applicant is responsible to plan for holding the Public Information Meeting, including arranging a virtual meeting/booking the venue.

For your ease of reference visit Town's [Facility Rentals](#).

- ☐ There is no template for a Public Information Meeting Notice, however, the notice must contain:
 - a) The municipal address or legal description of the subject lands.
 - b) A location map.
 - c) Date and time of the meeting.
 - d) A proposal of the development.
 - e) To avoid having to type a lengthy URL for attendance by videoconference please consider the use a QR Code generator for ease of access.

Please contact the Legislative Coordinator for an example of a notice.

- ☐ It is essential to provide the Planning Services Department with a copy of the Public Information Meeting Notice that is circulated to the public. This will help staff address any queries from the public and advise staff of the upcoming meeting.
- ☐ It is encouraged to consult with your [Ward Councillors](#) prior to finalizing the meeting date.
- ☐ Please collect a list of attendees (including their email addresses) at the public information meeting and forward this information to planningapps@oakville.ca

B

Appendix B: Community Information Meeting Report



MINUTES

| | |
|-----------------|---|
| Date: | October 23, 2024 |
| File: | 1677X, 420 South Service Road East |
| Subject: | Pre-Application Community Meeting Report for the Official Plan Amendment Application for the Lands Located at 420 South Service Road, in the Town of Oakville |

On Wednesday October 23rd, 2024 at 6:30 pm, the Rose Corporation hosted a virtual Pre-Application Community Meeting to receive community feedback on the proposed development, facilitated through an Official Plan Amendment ("OPA") application for the lands located at 420 South Service Road East in the Town of Oakville ("the Subject Lands").

Notices for the Meeting were circulated to those specified on the Town of Oakville mailing list created by the Town Clerk including, physical notices to be sent to landowners within 240 m of the Subject Lands, as well as emails to be sent to those specified on the list. The notices were all sent on Tuesday October 8th, 2024 and confirmation of the circulation of the notices was sent to the Town. No emails were received from landowners after the notices were sent out.

4 members of the public attended the pre-application community meeting. At the meeting, the consultant team presented the vision for the proposed development. At the end of the presentation, those who attended the meeting were given the opportunity to ask questions. The following section is a summary of the questions asked, and responses provided by the consultant team:

1. How will the funding work for the overpass over the QEW?
 - I don't have an exact timing for the project, but the Region and the Town have been studying the creation of the overpass within their budgets for some time now- it should happen in the next 10 years.
2. I believe the Town is still working on a plan for Midtown Oakville. Are you way ahead of this plan? Is there communication between you and the Town?
 - Our proposal and their proposal will happen at the same time. The difference is that we are going to present a vision for the Subject Lands that reflects the landowners vision.
3. When would you start breaking ground?

- There is a lot of work around various approval processes that still need to happen, we are just beginning to talk about the visioning for the project right now.

C

Appendix C: Draft Official Plan Amendment



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-XXX

Official Plan Amendment XX

A by-law to adopt an amendment to the Livable Oakville Plan,
Official Plan Amendment Number XX

420 South Service Road East,
Town of Oakville,
Regional Municipality of Halton;
File XXXX

WHEREAS the Livable Oakville Plan, which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011;

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and Section 17 applies to any such amendment; and

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to incorporate certain modification to text and schedules pertaining to the lands known as 420 South Service Road East.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number XX to the Livable Oakville Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment *Planning Act* comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been

filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.

3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number **XX** to the Livable Oakville Official Plan.

PASSED this__ day of_____, 2025

MAYOR

CLERK

**Official Plan Amendment Number XX
to the Town of Oakville's Livable Oakville Plan**

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number XX to the Livable Oakville Plan.

Part 1 – Preamble

1. Purpose and Effect

The purpose of this Official Plan Amendment to the Livable Oakville Plan is to redesignate the Subject lands from 'Office Employment' to 'Urban Core' on Schedule L1 of the Official Plan that will allow for the proposed redevelopment of the site. A site-specific amendment is requested to permit an increase in the building height to facilitate the development of ten (10) mixed-use buildings, with fourteen (14) towers that range in height from 35-48 storeys in the Midtown Oakville Protected Major Transit Station Area ("PMTSA"). As per Schedule L2, the current maximum permitted building height on the Subject Lands is 2-6 storeys. The Official Plan Amendment further allows for refinement to the general alignment, location, and design of the road network shown on Schedule L3 of the Official Plan in accordance with the proposed development.

2. Location

The lands subject to this amendment are municipally known as 420 South Service Road East. The lands are located immediately south of South Service Road East, east of Trafalgar Road, west of Chartwell Road, and north of the CN Railway. The lands are approximately 110,488 square metres in size with frontage of approximately 379 m along South Service Road East. The lands are shown on the Schedule's attached hereto.

3. Basis

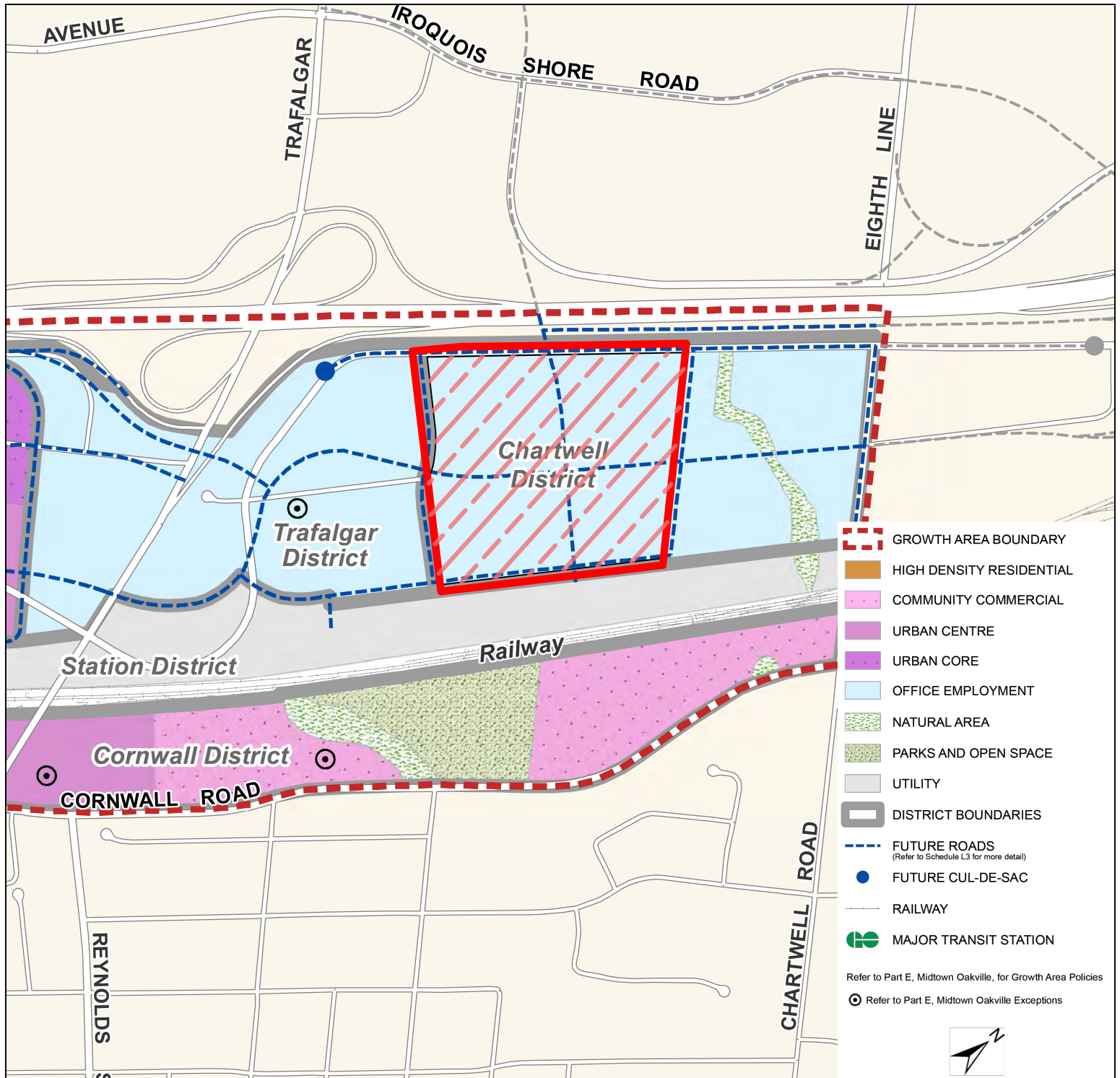
- The Subject Lands are identified as a Strategic Growth Area in the Provincial Planning Statement. Strategic Growth Areas are to be the focus of growth and development.
- As per the Region of Halton Official Plan, the Subject Lands are located within the Midtown Oakville PMTSA, intended to accommodate a range and mix of transit-supportive uses.


- Re-designating the Subject Lands to 'Urban Core' will allow for the redevelopment of the Subject Lands with a mixed-use community that will support the objectives for the Midtown Oakville PMTSA, as a compact, urban, and mixed-use environment, envisioned through Provincial and Regional policies.
- An increase in the maximum permitted height on the Subject Lands will support the Town's objectives for intensification within the Midtown Oakville PMTSA, as the Town's primary Strategic Growth Area that is planned to accommodate the greatest levels of transit-supportive growth.
- The proposal is consistent with the policies of the Provincial Planning Statement, conforms with the policies of the Region of Halton Official Plan, and generally conforms with the policies of the Livable Oakville Official Plan.
- The proposed amendment and future implementing Draft Plan and zoning would have the effect of supporting the planning and urban design objectives of the Urban Core designation and will provide well-designed mixed-use development that contributes to the creation of a complete community.

Part 2 – The Amendment

The Livable Oakville Plan is amended by adding a new Section 20.6.X to Section 20.6 Midtown Oakville Exceptions – Schedule L1, L2 and L3 of the Livable Oakville Plan.

| Item No. | Section | Description of Change |
|----------|---|--|
| 1 | 20.6.X MIDTOWN OAKVILLE Exceptions – Schedule L1, L2 and L3. | <p>The lands located at 420 South Service Road East, are redesignated from 'Office Employment' to 'Urban Core'.</p> <p>On the lands designated Urban Core, located at 420 South Service Road East, buildings with heights up to 48 storeys shall be permitted.</p> <p>Notwithstanding Schedules L1, L2 and L3, the following road network shall be provided on the lands located at 420 South Service Road East:</p> <ul style="list-style-type: none"> • A N-S Local Road with a right-of-way width of 20.0 metres; • A N-S Arterial Road with a right-of-way width of 30.0 metres; • A E-W Collector Road (Davis Road Extension) with a right-of-way width of 26.0 metres; and, • A E-W Arterial Road (Cross Avenue Extension) with a right-of-way width of 30.0 to 36.0 metres. <p>And shall be further defined and implemented through a Draft Plan of Subdivision.</p> <p>The residential density and maximum floor area for residential and retail uses shall be regulated through the implementing zoning by-law.</p> |



 Subject Lands

 To be changed from *Office Employment* to *Urban Core*

LOCATION:

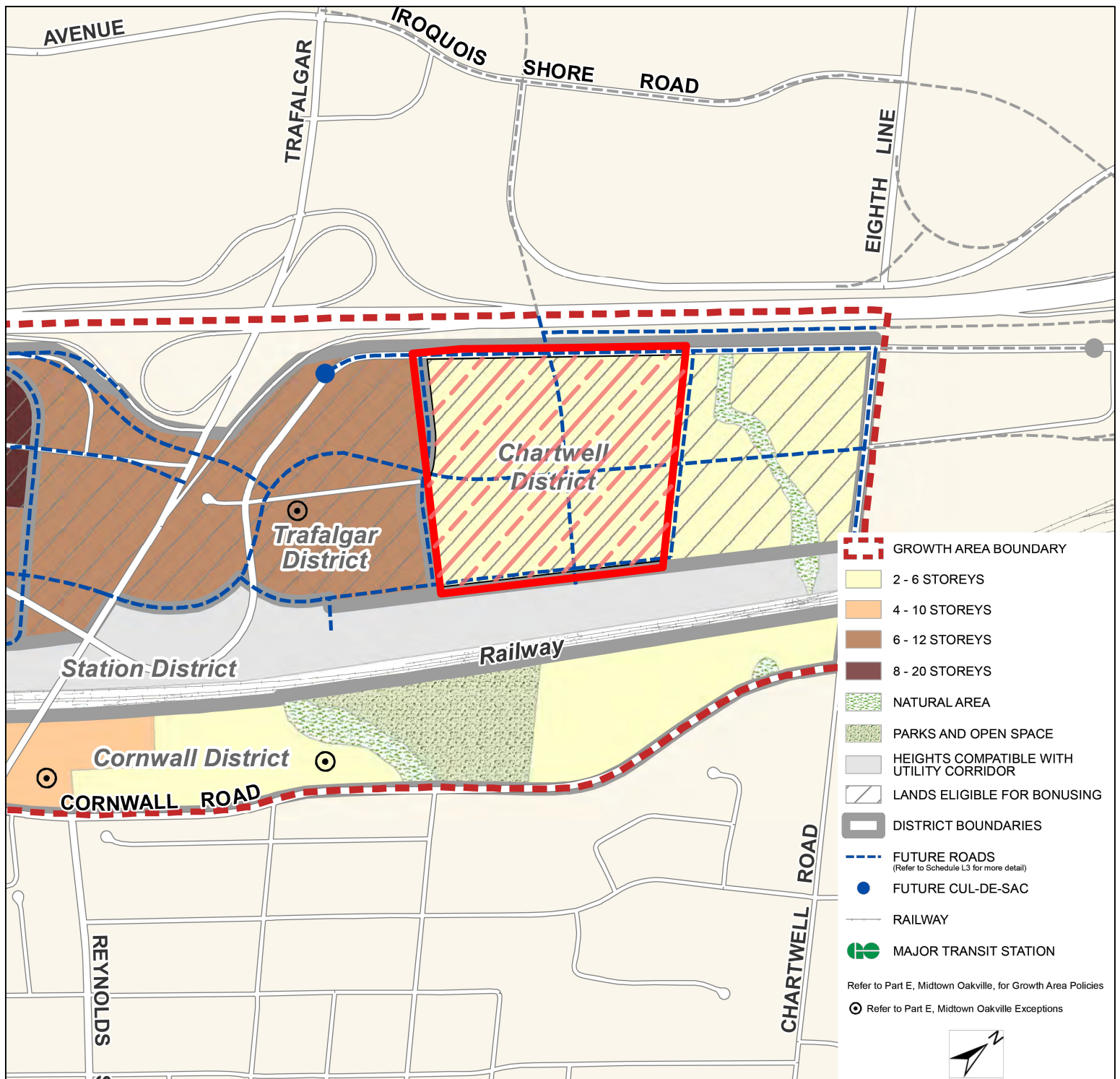
420 - 468 South Service Rd
Part of Lot 12, Concession 3,
South of Dundas Street
and Lots 113 and 114,
Registered Plan 1009
Town of Oakville
Regional Municipality of Halton


**OFFICIAL PLAN AMENDMENT to
SCHEDULE L1: MIDTOWN OAKVILLE LAND USE**
Passed the _____ Day of _____, 2025


SIGNING OFFICERS

MAYOR

CLERK



 Subject Lands

 To be changed from 2 - 6 Storeys to up to 48 Storeys

LOCATION:

420 - 468 South Service Rd
Part of Lot 12, Concession 3,
South of Dundas Street
and Lots 113 and 114,
Registered Plan 1009
Town of Oakville
Regional Municipality of Halton

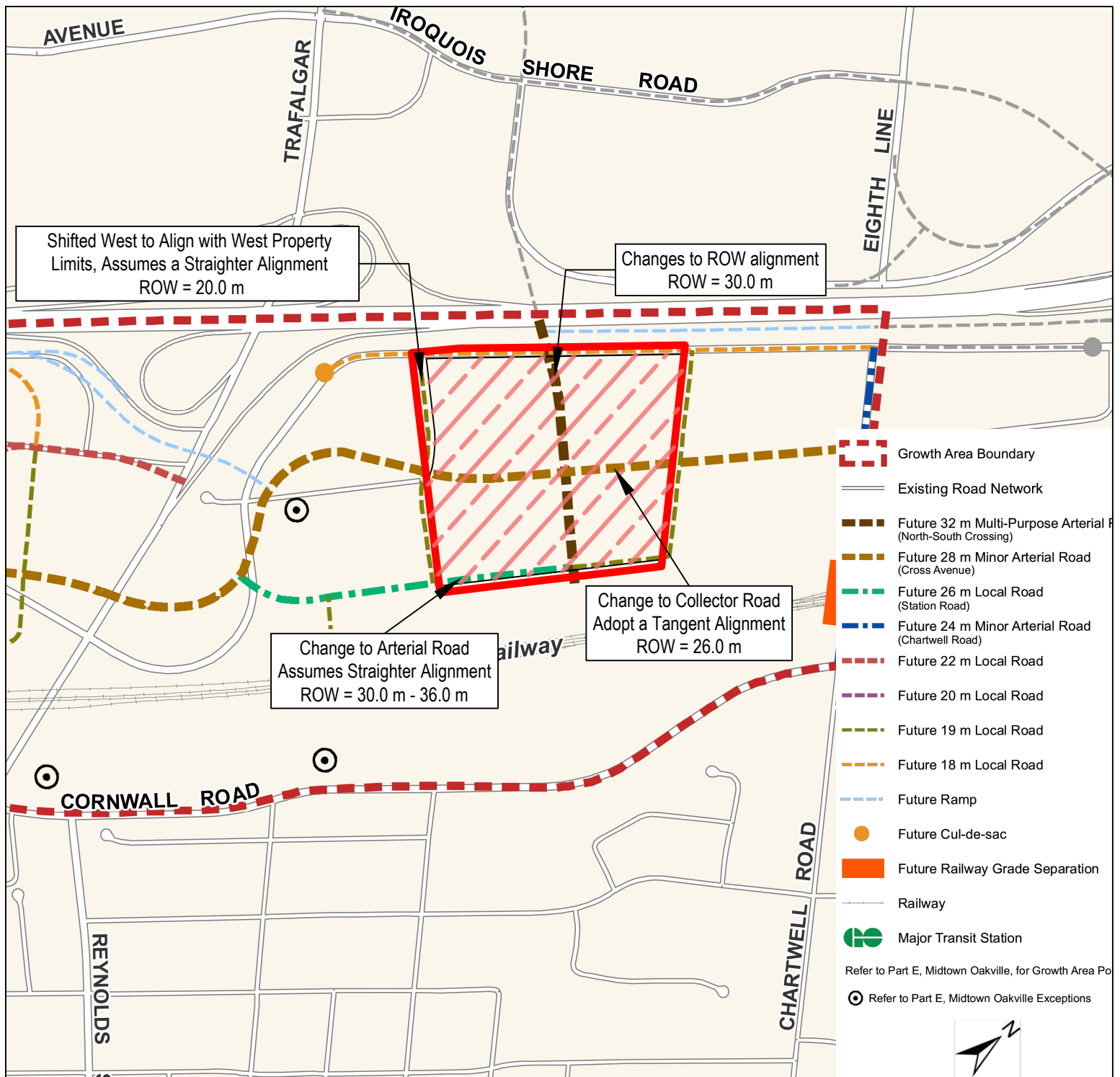
OFFICIAL PLAN AMENDMENT to SCHEDULE L2: MIDTOWN OAKVILLE BUILDING HEIGHTS


Passed the _____ Day of _____, 2025


SIGNING OFFICERS

MAYOR

CLERK



 Subject Lands

 To be changed to the alignment and design of the road network

LOCATION:

420 - 468 South Service Rd
Part of Lot 12, Concession 3,
South of Dundas Street
and Lots 113 and 114,
Registered Plan 1009
Town of Oakville
Regional Municipality of Halton

OFFICIAL PLAN AMENDMENT to SCHEDULE L3: MIDTOWN OAKVILLE TRANSPORTATION NETWORK

Passed the _____ Day of _____, 2025

SIGNING OFFICERS

MAYOR

CLERK

D

Appendix D: Draft Zoning By-law Amendment



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2025-XX

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the construction of 14 mixed-use towers on the lands described as 420 South Service Road East
(File XXXX)

COUNCIL ENACTS AS FOLLOWS:

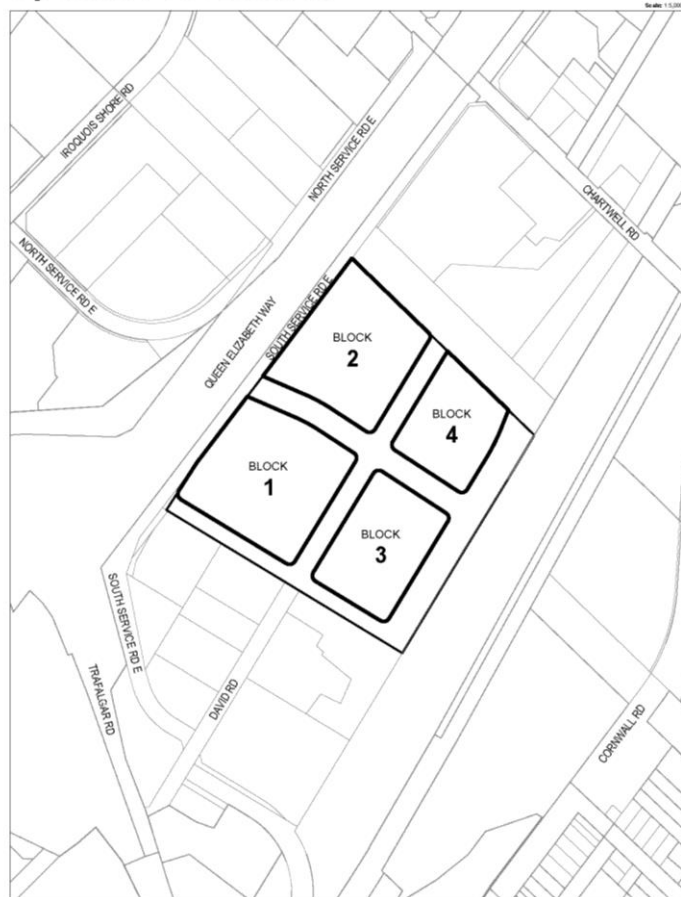
1. That Schedule “19(8b)” to By-law 2014-014, as amended, is hereby further amended by rezoning lands municipally described as 420 South Service Road East in the Town of Oakville, Regional Municipality of Halton from the “MTE” to the “MU4 – (XXX)” Zone as identified on Schedule A attached hereto.
2. Section 15, Special Provisions, of By-law 2014-014, as amended, is amended by adding new Section 15.XX.1 to 15.XX.12, with respect to the lands municipally known as 420 South Service Road East as follows:

| | | |
|---|---|-------------------------------|
| XX | 420 South Service Road East (Part of Lot 12, Concession 3) | Parent Zone: MU4 (2025-XX) |
| Map 19(8b) | | |
| 15.XX.1 Permitted Use Prior to the Removal of the “H1” | | |
| For such time as the “H1” symbol is in place, these lands shall only be used for the following: | | |
| a) | Outdoor storage of <i>shipping containers</i> and <i>motor vehicles</i> | |
| 15.XX.2 Zone Provisions Prior to Removal of the “H1” | | |
| The following regulations apply to the additional <i>uses</i> permitted in Section 15.XX.1 above: | | |
| a) | Maximum <i>height</i> of <i>shipping containers</i> shall be 3 metres. | |
| b) | Section 4.11 shall not apply. | |
| c) | Section 4.22 shall not apply. | |
| 15.XX.3 Additional Permitted Uses | | |
| The following additional uses are permitted: | | |

| | | |
|---|--|--------------------------|
| a) | <i>Commercial Self-storage</i> contained within a mixed use <i>building</i> | |
| b) | <i>Park, Private</i> | |
| c) | <i>Live-work dwelling</i> | |
| d) | Temporary <i>Surface Parking Area</i> | |
| 15.XX.4 Zone Provisions | | |
| The following regulations apply to all blocks: | | |
| a) | For the purpose of this By-law, the <i>lot line abutting</i> Davis Street shall be deemed the <i>front lot line</i> . | |
| b) | Minimum <i>yards</i> , all yards, below <i>established grade</i> | 1.0 metre |
| c) | Minimum number of <i>storeys</i> | 6 storeys |
| d) | Minimum building <i>height</i> | 6.0 metres (19.5 metres) |
| e) | Minimum distance between <i>building</i> towers | 30.0 metres |
| f) | Minimum distance between <i>building</i> podiums | 25.0 metres |
| g) | Maximum <i>gross floor area</i> of a <i>building</i> tower floorplate | 800 m ² |
| h) | Maximum <i>balcony</i> encroachment into any required <i>yard</i> | 1.8 metres |
| i) | Minimum setback for rooftop mechanical equipment from all edges of a roof, if not fully enclosed within a <i>mechanical penthouse</i> | 3.0 metres |
| j) | Notwithstanding Section 4.18 b), minimum <i>yards</i> shall not apply to patios | |
| k) | Section 8.4 shall not apply. | |
| l) | Notwithstanding Section 4.24.2, the following daylighting/corner rounding shall be provided at the intersection of two roads: <ul style="list-style-type: none">• 5 metre corner rounding at the intersection of a Local Road and a Local Road.• 7.5 metre corner rounding at the intersection of a Local Road and Collector Road.• 7.5 metre daylighting triangle at the intersection of a Local Road and Arterial Road.• 7.5 metre corner rounding at the intersection of a Collector Road and Colector Road.• 7.5 metre day lighting triangle at the intersection of a Collector Road and Arterial Road.• 7.5 metre day lighting triangle at the intersection of an Arterial Road and Arterial Road. | |
| m) | <i>Buildings</i> with frontage along Davis Road shall dedicate a minimum of 70% of the frontage of the first storey of each <i>building</i> to non-residential uses. | |
| 15.XX.5 Zone Provisions for Block 1 Lands | | |
| The following additional regulations apply to the lands identified as Block 1 on Figure 15.XX.10: | | |
| a) | Minimum established grade | 107.00 metres |
| b) | Maximum <i>flankage yard</i> | 13.0 metres |

| | | |
|---|--|---------------|
| c) | Maximum number of <i>storeys</i> | 48 storeys |
| d) | Maximum <i>height</i> | 171 metres |
| 15.XX.6 Zone Provisions for Block 2 Lands | | |
| The following additional regulations apply to the lands identified as Block 2 on Figure 15.XX.10: | | |
| a) | Minimum established grade | 107.00 metres |
| b) | Maximum <i>flankage yard</i> | 13.0 metres |
| c) | Maximum number of <i>storeys</i> | 48 storeys |
| d) | Maximum <i>height</i> | 171 metres |
| 15.XX.7 Zone Provisions for Block 3 Lands | | |
| The following additional regulations apply to the lands identified as Block 3 on Figure 15.XX.10: | | |
| a) | Minimum established grade | 104.50 metres |
| b) | Maximum number of <i>storeys</i> | 45 storeys |
| c) | Maximum <i>height</i> | 162 metres |
| 15.XX.8 Zone Provisions for Block 4 Lands | | |
| The following additional regulations apply to the lands identified as Block 4 on Figure 15.XX.10: | | |
| a) | Minimum established grade | 105.00 metres |
| b) | Maximum number of <i>storeys</i> | 45 storeys |
| c) | Maximum <i>height</i> | 162 metres |
| 15.XX.9 Special Site Provision | | |
| a) | Notwithstanding any severance, partition or division of the lands subject to this Special Provision, each development block subject to this by-law shall be considered to be one <i>lot</i> for the purposes of this By-law. | |
| 15.XX.10 Special Site Figure | | |
| Figure 15.XX.10 | | |

Special Provision X



15.XX.11 Parking Provisions

The following parking provisions apply:

- | | |
|----|---|
| a) | Notwithstanding Section 5.2.2. of the Zoning By-law 2014-014, minimum parking shall not apply to all lands subject to this By-law |
|----|---|

15.XX.12 Conditions for “H2” Removal

The “H2” symbol shall, upon application by the landowner, be removed by *Town Council* passing a By-law under Section 36 of the Planning Act. The following conditions, if and as applicable, shall first be completed to the satisfaction of the *Town of Oakville*:

- | | |
|----|---|
| a) | The permitted use in 15.XX. a), shall no longer be permitted on the lands, where the “H1” symbol has been removed. |
| b) | That sufficient water and wastewater services are available to the satisfaction of the Regional Municipality of Halton and the <i>Town of Oakville</i> . |
| c) | The owner has entered into any required servicing agreement(s) with the <i>Town of Oakville</i> regarding stormwater management |
| d) | That new public roads are constructed in accordance with <i>Town of Oakville</i> standards to provide access to the Subject Lands, to the satisfaction of the <i>Town of Oakville</i> . |
| e) | The completion of detailed design drawings required for the construction of road and infrastructure improvements. |

| | |
|----|---|
| f) | Registration on title of an agreement between the owner and the <i>Town of Oakville</i> with respect to the road and infrastructure improvements. |
| g) | The removal of the “H2” symbol shall be phased with the registration of each phase of development. |

3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

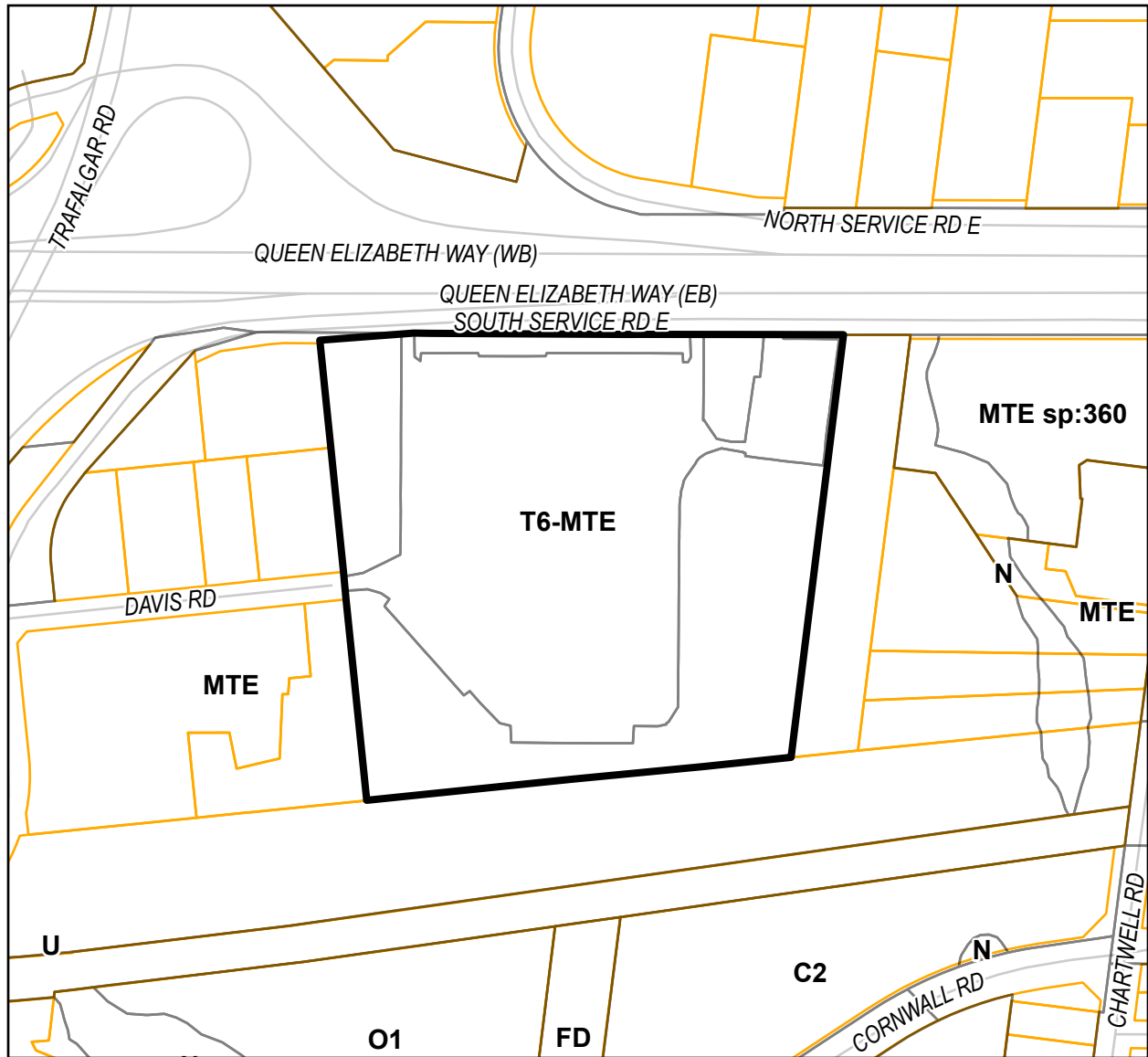
PASSED this day of, 2025

MAYOR

CLERK


DRAFT


SCHEDULE "A"
to By-Law 2025-***



AMENDMENT TO BY-LAW 2014-014

LEGEND

 Rezoned from "T6-MTE" to "MU4-XX"

 Zoning By-law 2014-014

 Assessment Parcels

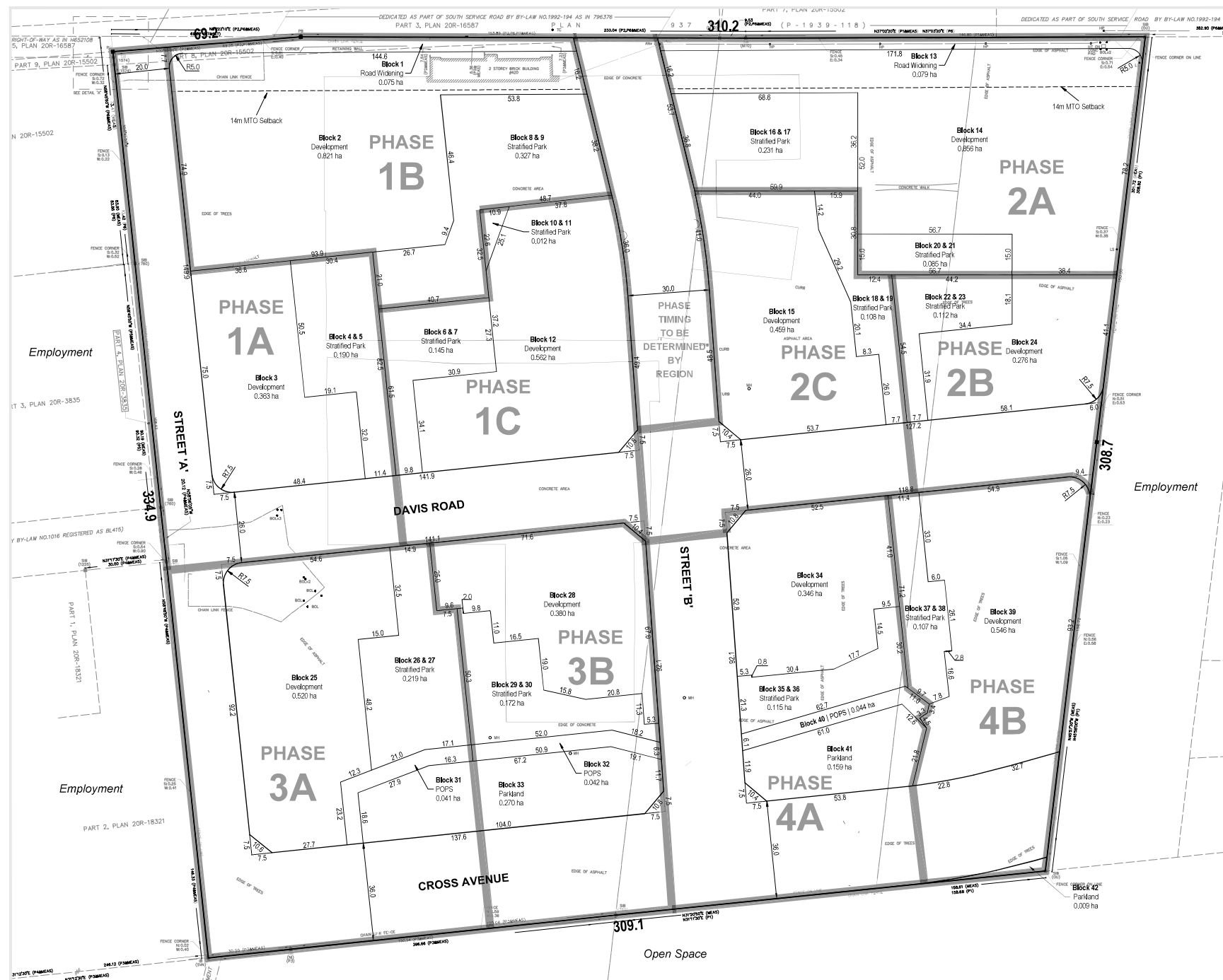
EXCERPT FROM MAP
19(8b)



Scale: 1:5,000


E

Appendix E: Draft Plan of Subdivision

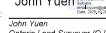


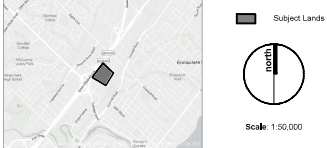
LEGAL DESCRIPTION
PART OF LOT 12, CONCESSION 3, SOUTH OF DUNDAS ST.
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR, COUNTY OF HALTON)
(AND LOTS 113 AND 114, REGISTERED PLAN 1009)
TOWN OF ORKNEY
REGIONAL MUNICIPALITY OF HALTON

OWNER'S CERTIFICATE
I AUTHORIZE MACNAUGHTON HERMES BRITTON CLARKSON PLANNING LIMITED TO
SUBMIT THIS PLAN FOR APPROVAL.

Date: **October 29, 2025** Signature: 
Daniel Barholz
South Service Holding Corporation

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON
THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY
AND CORRECTLY SHOWN.

Date: **October 29, 2025** Signature: 
John Yuen
Ontario Land Surveyor (O.L.S.)



Scale: 1:50,000

**Additional Information Required Under
Section 51(17) of the Planning Act R.S.O.,
1990, c.P.13 as Amended:**


| | |
|---|--------------------------------------|
| A. As Shown | F. To Be Discussed With Municipality |
| B. As Shown | G. As Shown |
| C. As Shown Above | H. Municipal Water Supply |
| D. Residential Commercial, Community, Park, Privately Owned Public Open Space (K), (POPS), Parkland, Stratified Parks | I. City Clay, Silty Sand, and Gravel |
| | J. All Services as Required |
| | K. All Services as Required |
| | L. As Shown |

SITE STATISTICS

| Land Use | Block No. | Percentage | Area |
|--|---|---------------|---------------|
| Development | 2, 3, 12, 14, 15, 24, 25, 28, 34, 39 | 5,129 | 12,674 |
| Stratified Park | 4-11, 16-23, 26, 27, 30, 35-38 | 1,854 | 4,556 |
| Private Owned Public Open Space (POPS) | 3, 13, 40 | 6,127 | 6,374 |
| Parkland | 33, 41, 42 | 4,438 | 1,089 |
| Road Widening | 1, 13 | 6,195 | 5,382 |
| Right-of-Way | Street A, Street B, Davis Road, Cross Avenue | 3,376 | 8,343 |
| Total | | 15,000 | 27,092 |

NOTES:
• Blocks 5, 7, 9, 11, 17, 19, 21, 23, 27, 30, 36 and 39 are stratified and not counted toward the site area total.

| No. | DATE | REVISION | BY |
|-----|------------|--|------|
| 4 | 2025-10-22 | Populate Section 51(17) Planning Act information | R.M. |
| 4 | 2025-10-16 | Split eastside POPS block. Add blocks 10 and 11 | R.M. |
| 3 | 2025-10-10 | Update block delineation lines to match construction phasing | R.M. |
| 2 | 2024-08-13 | Update line-work as per master plan | R.M. |
| 1 | 2024-04-01 | Issue preliminary plan | R.M. |



**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**

304-12 JAMES STREET NORTH, HAMILTON, ON. (L6R 2J1) P. 905.433.8888 | WWW.MHBCPLAN.COM

Approved By: _____ Date: **October 29, 2025**

Plan No.: **1677 - X**

Plan Scale: **1:600**

Drawn By: **R.M.**

Checked By: **D.M.**

Project: **The Rose Corporation
420 South Service Rd E**

File Name: **Draft Plan of Subdivision**

F-1

Appendix F-1: Policy Assessment, The Planning Act

Appendix F-1, Planning Act, R.S.O. 1990 (Planning Act)

The *Planning Act*, R.S.O. 1990 (the "*Planning Act*"), consolidated October 11, 2024, represents legislation that governs land use planning throughout the Province of Ontario. The *Planning Act*, s.2, sets out the matters of provincial interest which the Minister, the council of a municipality and the Tribunal shall have regard to when carrying out their responsibilities under the Act.

Section 16(15) of the Planning Act authorises single tier and lower tier municipalities within upper tier municipalities without planning responsibility to delineate boundaries for Protected Major Transit Station Areas (PMTSA) within their respective official plans. The PMTSA areas are identified where they are associated with an existing or planned higher order transit station or stop. Higher-order transit is defined as "*transit that operates in whole or in part in a dedicated right of way, including heavy rail, light rail and buses.*" In the case of Midtown, the current GO and VIA stations and future bus-rapid station/stop make this area eligible for PMTSA status. Accordingly, when the Region of Halton had planning responsibility, the Province approved ROPA 49 which established Midtown Oakville as a PMTSA, delineated its boundaries, and assigned a minimum density of development of 200 residents and jobs per hectare by 2031.

The following is an analysis of the matters of provincial interest that pertain to the proposed OPA, ZBA, and DPS required to facilitate development on the Subject Lands. This application will collectively be referenced as the "proposal", or the "proposed development".

Assessment of Provincial Interests

| Section | Matters of Provincial Interest | Assessment |
|-----------------------------------|--|--|
| Part I- Provincial Administration | | |
| Provincial Interest | | |
| Section 2 | | |
| 2 | <i>The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,</i> <i>(a) the protection of ecological systems, including natural areas, features and functions;</i> | An Environmental Impact Assessment ("EIA") was prepared by Stantec Consulting to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposed development will result in no negative impacts to the protected features. The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees/shrubs on the Subject Lands may provide suitable |

| Section | Matters of Provincial Interest | Assessment |
|---------|---|---|
| | | <p>maternity roost habitat for Species at Risk ("SAR") bats, which are protected through the Endangered Species Act ("ESA"). MECP will be consulted to determine potential ESA implications, including authorization and mitigation requirements. One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development. The EIS concludes that, through the implementation of the recommended mitigation measures outlined in the EIA, the proposed development complies with the governing natural heritage policies.</p> |
| | <p><i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i></p> | <p>As stated in the Heritage Impact Assessment ("HIA") prepared by ERA, the preferred approach for the treatment of the remnant office building is to retain the building in situ, siting it within the proposed park. The feasibility of adaptive reuse and integration will be explored further through the development review process.</p> <p>The Archaeological Assessment prepared by ASI for the Subject Lands concluded that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development. As such, the Assessment recommends that the proposed development be cleared of any further archaeological concern, with the caveat that, the appropriate authorities be notified should archaeological or human remains be encountered during any future work on the Subject Lands.</p> |

| Section | Matters of Provincial Interest | Assessment |
|---------|---|--|
| | <i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i> | As stated in the Functional Servicing Report & Stormwater Management Study (FSR & SWM Study) prepared by Urbantech and the TIS prepared by BA Group, the proposed development will make efficient use of existing and available municipal water, wastewater, and stormwater services and transportation infrastructure with any upgrades required being provided for and to be refined, co-ordinated and installed as each development block proceeds. |
| | <i>(h) the orderly development of safe and healthy communities;</i> | The proposal will allow for the orderly and safe development of the Subject Lands, in a phased manner, with a mixed-use master planned community that supports the creation of a complete community, envisioned for the Midtown Oakville Protected Major Transit Station Area ("PMTSA"). |
| | <i>(f) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i> | The future development of the Subject Lands will adhere to all applicable requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities. |
| | <i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i> | The proposal includes a number of public and private amenity spaces including, 0.42 ha of public parkland, 1.91 ha of strata parkland, and 0.38 ha of POPS, supplemented by private indoor and outdoor amenity spaces within each of the proposed development blocks, that will promote the creation of a healthy community. |
| | <i>(j) the adequate provision of a full range of housing, including affordable housing;</i> | The proposed development will provide over 6,945 residential units of varying size and typologies that will contribute to the creation of new housing stock that will diversify the housing options to meet the diverse needs of current and future residents. |
| | <i>(k) the adequate provision of employment opportunities;</i> | The proposed development will provide 9,117 m ² of at-grade commercial uses, that will provide employment opportunities that contribute to the economic well-being of the Town. |
| | <i>(l) the protection of the financial and economic well-being of the Province and its municipalities;</i> | The proposal will be making efficient use of existing municipal servicing and transportation infrastructure, including the provision of new infrastructure through the development of the Subject Lands, development charges and property tax increases, |

| Section | Matters of Provincial Interest | Assessment |
|---------|--|--|
| | | thereby supporting the financial and economic well-being of the Province, Region and Town. |
| | <i>(o) the protection of public health and safety;</i> | The proposal will ensure the protection of public health and safety by maintaining compatibility with the surrounding uses including, Highway 403 to the north and the CNR railway to the south. |
| | <i>(p) the appropriate location of growth and development;</i> | The Subject Lands are located within the Midtown Oakville GO PMTSA that is situated within the built boundary of the Town of Oakville. Lands in these areas are planned to accommodate high density mixed-use developments. |
| | <i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i> | The proposal includes transit-supportive densities in proximity to several transit stops including, the Oakville GO Station that provides connections within the local community and to the broader Greater Toronto Area (GTA). As described in the UDB prepared by MHBC, the proposed development has a pedestrian-oriented public realm, designed to increase pedestrian comfort and engagement. |
| | <i>(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i> | The proposal will enable the development of a master-planned, mixed-use community anchored by a series of unique landmark spaces that collectively create a strong sense of place. Key features include a continuous ring of Strata Park, pedestrian-oriented streets, dedicated pedestrian and cyclist bridges, and civic squares. Each public and private space will be safe, attractive, accessible, and thoughtfully designed to contribute to a cohesive and vibrant community, as further described in the UDB prepared by MHBC. |
| | <i>(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.</i> | The Subject Lands are located within proximity to several bus stops and is within walking distance to the Oakville GO station. The proposal will include pedestrian walkways and bike lanes, thereby providing residents with alternative transportation options, and supporting the reduction of greenhouse gas emissions. |

| Section | Matters of Provincial Interest | Assessment |
|---|--|--|
| Part VI- Subdivision of Land | | |
| Section 51- Plan of Subdivision Approvals | | |
| Section 24- Criteria | | |
| 24 | <i>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i> | The proposed development has regard for the matters of provincial interest set out in Section 2 of the <i>Planning Act</i> , as demonstrated above. |
| | <i>(b) whether the proposed subdivision is premature or in the public interest;</i> | The Subject Lands are located within a PMTSA, that is slated for transit-supportive intensification and growth. The proposed development will allow for the redevelopment of the lands with an urban, mixed-use community with a range of uses, housing options, and community amenities, that act in the public interest. |
| | <i>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i> | The proposed OPA will redesignate the Subject Lands to a site-specific "Urban Core" designation that will bring the lands into conformity with their designation in the Region of Halton and Council-Adopted OPA, as a PMTSA. The proposed development has been designed to contribute to the planned vision for Midtown Oakville and is compatible with existing and planned development immediately surrounding the Lands, as shown in the UDB prepared by MHBC. |
| | <i>(d) the suitability of the land for the purposes for which it is to be subdivided;</i> | The Draft Plan of Subdivision ("DPOS") will subdivide the Subject Lands into 42 blocks including, 10 development blocks, 3 POPS blocks, 3 public parkland blocks, 24 strata parkland blocks, 2 blocks for road widenings, and four public roads, that are needed to facilitate the proposed development. |
| | <i>(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;</i> | The Applicant has experience working with all levels of government to provide a component of affordable housing in rental communities. The potential for affordable housing will be reviewed with the Town. |
| | <i>(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed</i> | There are no highways contained on the Subject Lands. However, the N-S Arterial Road, connects to an overpass over |

| Section | Matters of Provincial Interest | Assessment |
|---------|---|---|
| | <i>subdivision with the established highway system in the vicinity and the adequacy of them;</i> | Highway 403, that has been planned through the Midtown Environmental Assessment. |
| | <i>(f) the dimensions and shapes of the proposed lots;</i> | The proposed lots created through the DPS are of an adequate shape and dimension to accommodate the intended use of the blocks, as further described in this PJR. |
| | <i>(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</i> | The proposed development will allow for the orderly development of lands within a growth area. The restrictions proposed through the development are intended to be limited to stratified parkland, POPS, and noise warning clauses. |
| | <i>(h) conservation of natural resources and flood control;</i> | <p>As stated in the EIA prepared by Stantec Consulting, there are no features that qualify as natural areas on the Subject Lands. However, trees/shrubs on the Subject Lands may provide summer/maternity roost habitat for Species at Risk ("SAR") bats, which, are protected through the Endangered Species Act. MECP will determine if a permit is required for removal of potential roost habitat and identify potential mitigation requirements.</p> <p>As part of the FSR prepared by Urbantec, spill analysis was conducted using Conservation Haltons Guidelines. The spill analysis confirmed that spills entering the Subject Lands across the QEW can be safely managed through on-site grading and conveyance measures.</p> |
| | <i>(i) the adequacy of utilities and municipal services;</i> | As stated in the FSR prepared by Urbantec the proposed servicing, stormwater management, and spill mitigation strategies collectively demonstrate that the Subject Lands can be developed in a safe, sustainable, and coordinated manner consistent with current Town, Region, and Conservation Halton requirements. |
| | <i>(j) the adequacy of school sites;</i> | There are no school sites proposed on the Subject Lands. However, as per Council Adopted OPA 70 a "Priority Area for a School" is located immediately to the west of the Subject Lands and is intended to meet the needs of future residents of the proposed development. |

| Section | Matters of Provincial Interest | Assessment |
|---------|---|---|
| | <i>(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i> | As per the DPOS, the four public right-of-ways and public parkland on the Subject Lands will be conveyed to the Town for public purposes. Stratified ownership arrangement will also be pursued with the Town for the stratified parkland proposed. |
| | <i>(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and</i> | The proposed OPA, ZBA, and DPS will allow for the redevelopment of vacant and underutilized lands central to the Midtown Oakville PMTSA, with a high-density, compact, mixed-use community, that will make efficient use of the lands. |
| | <i>(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006.</i> | The proposed DPOS is subject to Site Plan Control. A Site Plan application for each of the blocks defined through the DPOS will be submitted in the future. |

F-2

Appendix F-2: Policy Assessment, The Provincial Planning Statement

Appendix F-2, Provincial Planning Statement ('PPS'), 2024

On August 20, 2024, the Province of Ontario announced that the Provincial Planning Statement ("PPS"), will come into force and effect on October 20, 2024. The PPS is a streamlined, province-wide land use planning framework that will replace both the PPS, 2020, and the Growth Plan for the Greater Golden Horseshoe, 2019. The PPS (2024) builds on the housing-supportive policies from each Plan.

Of the many modifications in the new PPS, one of the most impactful policy changes for the Subject Lands, is that the PPS (2024) removes the delineation of, and policies for, 'Urban Growth Centres ("UGC")' that were included in the Growth Plan for the Greater Golden Horseshoe, 2019. In the PPS (2024), Strategic Growth Areas ("SGAs") are areas that are planned to accommodate a significant population and employment growth and support the achievement of a complete community. 'Major Transit Station Areas ("MTSAs")' are considered a type of SGA. Planning authorities must delineate the boundaries of MTSAs on higher order transit station corridors which, shall defined an area of approximately 500 to 800 m radius of a transit station that maximizes the number of potential transit users that are within walking distance of the station. Planning authorities shall plan for development within an MTSAs served by commuter or regional rail, such as the Subject Lands, to achieve a minimum density target of 150 residents and jobs combined her hectare.

The following is an analysis of the proposed OPA, ZBA, and DPOS to facilitate development on the Subject Lands, in relation to the policies contained in the New PPS (2024). This application will collectively be referenced as the "proposal", or the "proposed development".

Assessment of Consistency

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| Chapter 2- Building Homes, Sustaining Strong and Competitive Communities | | |
| 2.1- Planning for People and Homes | | |
| 2.1.2. | <i>Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.</i> | The proposal will allow for the redevelopment of the Subject Lands with a high-rise mixed-use development that supports the Town in achieving their provincial and regional growth targets for the Midtown Oakville Protected Major Transit Station Area ("PMTSA") of 200 people and jobs per hectare. |
| 2.1.3. | <i>At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate</i> | The draft OPA and ZBA proposed to update the land use policies that apply to the Midtown Oakville PMTSA to the year 2051, to |

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| | <p><i>an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.</i></p> | <p>create a liveable, vibrant, high-density urban destination. The proposed development helps realize this vision for Midtown through providing a transit-supportive, pedestrian-oriented, mixed-use community.</p> |
| <p>2.1.4.</p> | <p><i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i></p> <ul style="list-style-type: none"> <i>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</i> <i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</i> | <p>The proposed development will provide 6,945 residential units, across ten (10) mixed-use buildings with 14 high-rise towers, that are of varying size, type, and design, that are intended to meet the market-demands for housing of current and future residents.</p> |
| <p>2.1.6.</p> | <p><i>Planning authorities should support the achievement of complete communities by:</i></p> <ul style="list-style-type: none"> <i>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i> <i>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</i> <i>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i> | <p>The proposed development will support the creation of a complete community through facilitating the redevelopment of a vacant and underutilized site, into a vibrant, urban environment that features a range and mix of residential, commercial retail, and community uses, that are accessible and increase the liveability of the space.</p> |

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| 2.2- Housing | | |
| 2.2.1. | <p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i></p> <p><i>b) permitting and facilitating:</i></p> <ol style="list-style-type: none"> <i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i> <i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</i> <p><i>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</i></p> <p><i>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</i></p> | <p>The ten (10) mixed-use buildings proposed will feature a diverse range of unit typologies including, one bedroom, two bedroom, and three-bedroom units that ensure housing needs are met for a wide variety of residents at various stages of their lives. The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.</p> <p>The proposed development will make efficient use of existing and available servicing and transportation infrastructure, as stated in the FSR prepared by Urbantech and TIS prepared by BA Group and will introduce transit-supportive densities and amenities that promote the use of transit and active transportation.</p> |
| 2.3- Settlement Areas and Settlement Area Boundary Expansions | | |
| 2.3.1- General Policies for Settlement Areas | | |
| 2.3.1.1. | <p><i>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i></p> | <p>The Subject Lands are located within a SGA/PMTSA in the Settlement Area in the Town of Oakville, where new development and intensification are encouraged.</p> |

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| 2.3.1.2. | <p><i>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i></p> <ul style="list-style-type: none"> <i>a) efficiently use land and resources;</i> <i>b) optimize existing and planned infrastructure and public service facilities;</i> <i>c) support active transportation;</i> <i>d) are transit-supportive, as appropriate</i> | <p>The proposed development supports the efficient use of lands and resources through facilitating the intensification of underutilized lands, with a mixed-use community that makes use of existing and planned water, wastewater, and stormwater infrastructure, as outlined in the FSR and SWM prepared by Urbantech. The proposal will encourage the use of transit and active transportation through providing transit-supportive densities in a designated PMTSA, supported by sufficient transportation infrastructure and amenities, as described in the TIS prepared by BA Group.</p> |
| 2.3.1.3. | <p><i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i></p> | <p>The proposed OPA, ZBA, and DPS will allow for the intensification of a vacant and underutilized site within a SGA/PMTSA, with residential, commercial, and community uses that will increase the range and mix of uses and housing options within the area, in support of a complete community.</p> |
| 2.3.1.4. | <p><i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i></p> | <p>The Subject Lands are located within the Midtown Oakville PMTSA, as defined by the Region of Halton and the Town of Oakville. New development in the Midtown Oakville PMTSA has a minimum density target of 200 residents and jobs per hectare (by the existing in force and effect Region of Halton Official Plan and Oakville Official Plan). The proposed development assists in meeting the minimum density target through achieving a density of 1,063 persons and jobs per hectare at full build out.</p> |
| 2.3.1.5. | <p><i>Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.</i></p> | <p>The Subject Lands is located within the Town of Oakville which, is included in Schedule 1- List of Large and Fast-Growing Municipalities in the PPS, intended to achieve a density target of 50 residents and jobs per hectare. The proposed development is also located in the Midtown Oakville PMTSA which, has a minimum density target of 200 residents and jobs per hectare, as per the Region of Halton and Town of Oakville Official Plans. The proposed development will support the Town in meeting their required growth targets through providing a high-rise mixed-use</p> |

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| | | community that achieves a density of 1,063 people and jobs per hectare. |
| 2.3.1.6. | <i>Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.</i> | The proposed development will be phased to ensure that adequate infrastructure and servicing are in place to support the needs of the development. |
| 2.4- Strategic Growth Areas | | |
| 2.4.1- General Policies for Strategic Growth Areas | | |
| 2.4.1.1. | <i>Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.</i> | As per the Region of Halton and the Town of Oakville Official Plans, the Subject Lands are located in the Midtown Oakville PMTSA, which is intended to achieve a minimum density target of 200 people and jobs per hectare. |
| 2.4.1.2. | <i>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</i> <i>a) to accommodate significant population and employment growth;</i> <i>b) as focal areas for education, commercial, recreational, and cultural uses;</i> <i>c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and</i> <i>d) to support affordable, accessible, and equitable housing.</i> | The proposal will support the creation of a complete community through providing 6,945 residential units and 9,117 m ² of commercial space throughout the proposal that will broaden the range and mix of housing options in the Town, accommodate population and employment growth, and promote the use of transit. |
| 2.4.1.3. | <i>Planning authorities should:</i> <i>a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;</i> <i>b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;</i> | The proposed OPA will allow for a high-rise mixed-use development that is supported by sufficient transportation and servicing infrastructure, as stated in the FSR prepared by Urbantech and the TIS prepared by BA Group. The growth contemplated through the proposed development will support the intensification goals for the Midtown Oakville PMTSA, while maintaining compatibility with the surrounding context, as further |

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| | <i>c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;</i> | described in the Land Use Compatibility (LUC) Study prepared by GHD. |
| 2.4.2- Major Transit Station Areas | | |
| 2.4.2.1. | <i>Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.</i> | The Subject Lands are located within the Midtown Oakville PMTSA, as per the Region of Halton Official Plan and the Town of Oakville Official Plan. |
| 2.4.2.2. | <i>Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.</i> | The Subject Lands are located on the Lakeshore West GO line which, is a regional rail line. Development on the Subject Lands shall achieve a minimum density of 150 residents and jobs per hectare as per the PPS. The ROP also provides minimum density targets for lands within the Midtown Oakville PMTSA of 200 residents and jobs combined per hectare. The proposed development will meet the minimum density targets of both the PPS and the ROP through providing a minimum density of 1,063 residents and jobs per hectare. |
| 2.4.2.3. | <i>Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by: a) planning for land uses and built form that supports the achievement of minimum density targets;</i> | The proposal will allow for the redevelopment of the Subject Lands with a compact, mixed-use, urban community that achieves a transit supportive net FSI of 8.08 and gross FSI of 5.16. |
| 2.4.2.6. | <i>All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible: a) connections to local and regional transit services to support transit service integration;</i> | As shown on the Site Plan prepared by G & C Architects, the proposed development will incorporate transit-supportive infrastructure including, pedestrian sidewalks, bike lanes, short and long term bike storage, and commuter pick up/drop off areas, intended to increase transit usage and active transportation. |

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| | <i>b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and</i> <i>c) commuter pick-up/drop-off areas.</i> | |
| 2.9- Energy Conservation, Air Quality and Climate Change | | |
| 2.9.1. | <i>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</i> <i>a) support the achievement of compact, transit-supportive, and complete communities;</i> <i>b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;</i> <i>c) support energy conservation and efficiency;</i> <i>d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality</i> | <p>The proposed development prepares for, and adapts to, the impacts of a changing climate through providing a compact development that optimizes existing and planned infrastructure, encourages the use of local transit, and incorporates elements of green infrastructure. The proposal features an extensive open space system including, 1.91 ha of strata parkland, 0.42 ha of public parkland, 0.38 ha of POPS, in addition to private amenity areas. Green infrastructure such as extensive tree canopies, LID measures, and the provision of native species, is featured within these spaces, designed to support environmental protection and sustainability.</p> |
| Chapter 3- Infrastructure and Facilities | | |
| 3.1- General Policies for Infrastructure and Public Service Facilities | | |
| 3.1.1. | <i>Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.</i> <i>Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:</i> <i>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</i> <i>b) leverage the capacity of development proponents, where appropriate; and</i> | <p>As stated in the FSR & SWM Study prepared by Urbantech, servicing for the proposed servicing, stormwater management, and spill mitigation strategies collectively demonstrate that the Subject Lands can be developed in a safe, sustainable, and coordinated manner consistent with current Town, Region, and Conservation Halton requirements. The proposed approach supports early phases of development while remaining adaptable to future infrastructure improvements and policy updates arising from ongoing master planning for Midtown Oakville.</p> |

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| | <i>c) are available to meet current and projected needs.</i> | |
| 3.1.2. | <p><i>Before consideration is given to developing new infrastructure and public service facilities:</i></p> <ul style="list-style-type: none"> <i>a) the use of existing infrastructure and public service facilities should be optimized; and</i> <i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i> | |
| 3.1.3. | <i>Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.</i> | The proposed servicing and transportation infrastructure will allow for the delivery of emergency services and ensure the protection of public health and safety, as stated in the FSR & SWM prepared by Urbantech and TIS prepared by BA Group. |
| 3.2- Transportation Systems | | |
| 3.2.1. | <i>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.</i> | The TIS provided by BA Group concluded that the proposed development is appropriate from a transportation perspective, given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that is planned in the area, and the transit and active oriented nature of the proposed mobility strategy. The proposal will allow for the creation of a multimodal transportation system on the Subject Lands, that encourages the use of sustainable modes of transportation and connects the Subject Lands to Midtown Oakville, and the broader Town of Oakville. |
| 3.2.2. | <i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i> | The proposed transportation network has been designed to be consistent with the Midtown EA and the Council-Adopted OPA 70, to establish a multimodal transportation system in the Midtown PMTSA. A TDM strategy has been developed to ensure that the proposal sets a suitable precedent in urban development and encourages the use of alternative travel modes. Several TDM measures have been considered as part of the proposed development including, the provision of bicycle repair stations, |

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| | | direct pedestrian and cycling connections, and reduced resident parking supply. A detailed description of the TDM measures proposed is provided in the TIS. |
| 3.2.3. | <i>As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.</i> | The proposal will allow for the development of a new public street network, that provides multi-modal access to all uses on the Subject Lands and contributes to the creation of a multi-modal transportation network in Midtown Oakville and the broader Town of Oakville. |
| 3.3- Transportation and Infrastructure Corridors | | |
| 3.3.1. | <i>Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.</i> | As stated in the TIS prepared by BA Group, the major street network proposed remains consistent with the transportation network presented through Council-Adopted OPA 70 including, the extension of Davis Road and Cross Avenue through the Subject Lands, and the creation of a new N-S grade separated Arterial Street across the QEW corridor to the north (road-over-highway overpass) and across the Metrolinx / CN rail corridor to the south (rail-over-road underpass). Two minor changes are proposed to the transportation network outlined in OPA 70 to better align with the western property boundary of the site and to allow for the efficient development of the Subject Lands. These minor changes include the extension of the new N-S Local Street southward from Davis Road to Cross Avenue, and the addition of two active-only crossings of the N-S Arterial. The proposed changes will enhance the functionality of the Midtown transportation network. |
| 3.3.3. | <i>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.</i> | As the proposed development is located immediately south of the Highway QEW, a 14.0 m setback from the highway has been provided to comply with the Ministry of Transportation (MTO) requirements and ensure the long-term protection of the corridor. |

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| 3.4- Airports, Rail and Marine Facilities | | |
| 3.4.1 | <p><i>Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:</i></p> <ul style="list-style-type: none"> <i>a) their long-term operation and economic role is protected; and</i> <i>b) airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.</i> | <p>As stated in the Noise Report prepared by GHD, according to the "Guidelines for New Development in Proximity to Railway Operations, May 2013" (GNDPRO), if the proposed dwelling units are located more than 75 metres from the railway right-of-way, vibration measurements are not required. The nearest proposed buildings of the proposed development are approximately 120 metres from the right-of-way of the CN Oakville Subdivision rail line; therefore, vibration measurements are not required.</p> |
| Section 3.5- Land Use Compatibility | | |
| 3.5.1. | <p><i>Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</i></p> | <p>As described in the LUC prepared by GHD, the is considered compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise, or vibration emissions from nearby employment uses, however, design recommendations are included to help minimize impacts due to local TRAP.</p> |
| 3.6- Sewage, Water and Stormwater | | |
| 3.6.1. | <p><i>Planning for sewage and water services shall:</i></p> <ul style="list-style-type: none"> <i>a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;</i> <i>b) ensure that these services are provided in a manner that:</i> <ul style="list-style-type: none"> <i>1. can be sustained by the water resources upon which such services rely;</i> <i>2. is feasible and financially viable over their life cycle;</i> | <p>As stated in the FSR prepared by Urbantech, the proposed servicing strategy accommodates both interim (Phase 1) and ultimate build-out conditions, aligning with the Town's Midtown Oakville growth vision and ongoing Regional infrastructure planning. Servicing concepts have been developed in consideration of the Town's and Region's latest design criteria, current master planning initiatives, and Conservation Halton's updated spill policies.</p> <p>From a water servicing perspective, the development can be adequately serviced from existing Zone O2 infrastructure via Davis Road, supported by the Davis Road Booster Pumping Station and Eighth Line Reservoir. Interim servicing for Phase 1 (Tower C) is</p> |

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| | <p>3. <i>protects human health and safety, and the natural environment, including the quality and quantity of water; and</i></p> <p>4. <i>aligns with comprehensive municipal planning for these services, where applicable.</i></p> <p>c) <i>promote water and energy conservation and efficiency;</i></p> <p>d) <i>integrate servicing and land use considerations at all stages of the planning process;</i></p> <p>e) <i>consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and</i></p> <p>f) <i>be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.</i></p> | <p>proposed to proceed using existing 300 mm watermain, with sufficient flow and pressure anticipated for both domestic and fire protection demands. The ultimate build-out strategy provides a looped watermain network along Davis Road, Cross Avenue, and new internal roadways. For sanitary servicing, the initial phase can be supported by the existing 300 mm sanitary sewer on Davis Road, which has been structurally relined and verified for capacity through recent CCTV inspection. Ultimate flows from the full development are proposed to discharge west to the new 1200 mm Trafalgar Road Trunk Sewer currently under detailed design by Halton Region, via Davis Road. The Trafalgar Road Trunk Sewer provide both interim and long-term sewer capacity to accommodate Midtown growth. An alternative sanitary outlet to the Chartwell Road system is also identified for future consideration, offering flexibility to the Trafalgar system if required.</p> <p>The stormwater management strategy meets Town and Conservation Halton requirements for quantity, quality, and water balance control. Runoff will be managed through a combination of underground storage tanks within the development blocks, superpipes within the municipal rights-of-way, and infiltration galleries within park blocks. The plan provides on-site control of peak flows to the Lower Morrison Creek system, achieves enhanced (Level 1) water quality treatment, and satisfies the Town's water balance target of 25 mm retention.</p> |
| 3.6.2. | <p><i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</i></p> | <p>As stated in the FSR prepared by Urbantech, and as described in policy response 3.6.1, the proposed development will operate on full municipal servicing.</p> |
| 3.6.8. | <p><i>Planning for stormwater management shall:</i></p> <p>a) <i>be integrated with planning for sewage and water services and ensure that systems are optimized,</i></p> | <p>As stated in the FSR & SWM prepared by Urbantech, the stormwater management strategy meets Town and Conservation Halton requirements for quantity, quality, and water balance</p> |

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| | <p><i>retrofitted as appropriate, feasible and financially viable over their full life cycle;</i></p> <p><i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i></p> <p><i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i></p> <p><i>d) mitigate risks to human health, safety, property and the environment;</i></p> <p><i>e) maximize the extent and function of vegetative and pervious surfaces;</i></p> <p><i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i></p> <p><i>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i></p> | <p>control. Runoff will be managed through a combination of underground storage tanks within the development blocks, superpipes within the municipal rights-of-way, and infiltration galleries within park blocks. The plan provides on-site control of peak flows to the Lower Morrison Creek system, achieves enhanced (Level 1) water quality treatment, and satisfies the Town's water balance target of 25 mm retention.</p> <p>Two infiltrations galleries are proposed on the east side of the Subject Lands within the park areas of Block 3 and Block 4. As per the Midtown EA Study, the remainder of the water balance retention volume can be achieved by a combination of LID measures including, but not limited to rainwater harvesting, green roofs, Infiltration trenches and soakaway pits, bioretention, permeable pavement, perforated pipe systems. The detailed LID and water balance mitigation plan will be provided through detailed design at the site plan approval stage.</p> |
| 3.9- Public Spaces, Recreation, Parks, Trails and Open Space | | |
| 3.9.1. | <p><i>Healthy, active, and inclusive communities should be promoted by:</i></p> <p><i>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p><i>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i></p> | <p>The proposed development established a 2.72 ha open space on system on the Subject Lands, intended to support an active and healthy lifestyle for residents and visitors of the proposed development. The open space system consists of 19,117 m² of strata parkland, 4,294 m² of public parkland, and 3,865 m² of POPS—representing more than 24% of the overall site area. Each of these spaces are connected through pedestrian and cyclist pathways and trails, that form an interconnected open space system. Various passive and active programming are featured within these open spaces including, dog parks, spill-out areas, and picnic areas. The parks system will foster social interaction, be connected to the transportation system, and meet the needs of persons of all ages and abilities.</p> |

Chapter 4- Wise Use and Management of Resources

4.1- Natural Heritage

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| 4.1.1. | <i>Natural features and areas shall be protected for the long term.</i> | <p>An Environmental Impact Assessment ("EIA") was prepared by Stantec Consulting to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposed development will result in no negative impacts to the protected features. The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees/shrubs on the Subject Lands may provide suitable summer/maternity roost habitat for Species at Risk ("SAR") bats. MECP is the responsible agency for endangered and threatened species and will be consulted to determine potential ESA implications including, authorization and mitigation requirements. One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development.</p> <p>Mitigation recommendations were also provided through the ESA to: (1) Avoid sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures. Based on the findings of the EIA, through the implementation of the recommended mitigation measures, the proposed development complies with the applicable natural heritage policies.</p> |
| 4.1.2. | <i>The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</i> | |
| 4.1.3. | <i>Natural heritage systems shall be identified in Ecoregions 6E & 7E, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.</i> | |
| 4.1.7. | <i>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</i> | <p>A Species at Risk ("SAR") and Significant Wildlife Habitat ("SWH") Assessment was completed as part of the EIA prepared by Stantec Consulting Ltd. The EIA concluded that trees on the Subject Lands may provide suitable summer/maternity roost habitat for SAR bats, protected under the ESA. The MECP will be consulted to</p> |

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| | | determine potential ESA implications including, authorization and mitigation requirements. |
| 4.1.8. | <i>Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</i> | The EIA prepared by Stantec Consulting, concluded that through the implementation of recommended mitigation measures, the proposed development will comply with the applicable natural heritage policies. |
| 4.2- Water | | |
| 4.2.1. | <p><i>Planning authorities shall protect, improve or restore the quality and quantity of water by:</i></p> <ul style="list-style-type: none"> <i>a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;</i> <i>b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;</i> <i>c) identifying water resource systems;</i> <i>d) maintaining linkages and functions of water resource systems;</i> <i>e) implementing necessary restrictions on development and site alteration to:</i> <ul style="list-style-type: none"> <i>1. protect all municipal drinking water supplies and designated vulnerable areas; and</i> <i>2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;</i> <i>f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and</i> <i>g) ensuring consideration of environmental lake capacity, where applicable.</i> | <p>The proposed development has been evaluated through a Hydrogeological Report prepared by EXP which, described the local hydrogeological setting of the Subject Lands, and assessed the construction flow rates and the groundwater quality of the site. The Hydrogeological Report, enclosed with this submission, outlines the recommendations that the proposed development must implement to protect the quality and quantity of water on the site in accordance with the Ontario Water Resources Act, Ontario Regulation 387/04, the Region of Halton, and Town of Oakville standards and guidelines.</p> <p>The EIA prepared by EXP identified four candidate Headwater Drainage Features ("HDF") on the Subject Lands. These features were assessed through the Evaluation, Classification and Management of Headwater Drainage Features Guidelines (CVC and TCRA 2014), which concluded that none of the features require protection or other mitigation measures.</p> |
| 4.2.2. | <i>Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic</i> | |

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| | <i>functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.</i> | |
| 4.6 Cultural Heritage and Archaeology | | |
| 4.6.1. | <i>Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</i> | As stated in the HIA prepared by ERA, the preferred approach for the remnant office building on the Subject Lands is to retain the building in situ, siting it within the proposed park. The HIA also considers the impact of alternative approaches. The feasibility of adaptive reuse and integration within the proposed development will be further explored through the Site Plan process. |
| 4.6.2. | <i>Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.</i> | The Stage 1 Archaeological Resource Assessment prepared by ASI concluded that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources, which may be impacted by site preparation or construction activities needed to facilitate the proposed development. The Assessment recommended that the proposed development be cleared of any further archaeological concern, with the provision that the appropriate authorities be notified should deeply buried archaeological or human remains be encountered during any future work on the Subject Lands. |
| 4.6.3. | <i>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.</i> | As stated in the HIA prepared by ERA, to limit and/or mitigate potential negative impact on the Subject Lands cultural heritage value, options for the conservation of the existing heritage resource have been explored, including retention in situ, relocation on- and off-site, and documentation, salvage, and interpretation. While these alternatives were initially considered, ERA recommends in-situ retention of the extant building and understands this approach is similarly preferred by the Town of Oakville and the Applicant. The feasibility of adaptive reuse and integration within the proposed development will be further explored through the Site Plan process. |

Chapter 5- Protecting Public Health and Safety

5.3- Human-Made Hazards

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| 5.2. | <i>Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.</i> | The Subject Lands has been evaluated through a Geotechnical Investigation, Hydrogeological Investigation, Phase I and Phase II Environmental Site Assessments prepared by EXP, enclosed with this application. |
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F-3

Appendix F-3: Policy Assessment, The Region of Halton Official Plan

Appendix F-3, Region of Halton Official Plan (ROPA 49, 2022)

The following section consists of an analysis of the proposed OPA, ZBA, DPOS, and associated development on the Subject Lands, in relation to the policies contained in the Region of Halton Official Plan ("ROP"). This application will collectively be referenced as the "proposal", or the "proposed development".

The Region of Halton Official Plan (ROP) has had several amendments and comprehensive reviews since its adoption in 1997, with its most recent Region Official Plan Amendment No. 48 (ROPA 48) which defined the regional urban structure and established strategic growth areas in the Region, and Region Official Plan Amendment No. 49 (ROPA 49) that further guided growth through forecasts and targets for population and employment growth, density, intensification, and Regional phasing. The ROP implements Council's direction for growth and sustainable development through protecting and enhancing the natural environment, promoting economic competitiveness and fostering healthy communities. While the Region of Halton is no longer an approval authority under the Planning Act, the ROP is considered for Planning Act applications to be an Official Plan of the Town.

The Subject Lands are identified as being within the 'Urban Area' on Map 1, Regional Structure (**Figure 3**). Map 1h, Regional Urban Structure and Map 6a, Midtown Oakville GO MTSA, further identifies the Subject Lands as being located within the Midtown Oakville 'Protected Major Transit Station Area (PMTSA)' (**Figure 4 & 5**). PMTSAs are identified as the Region's top Strategic Growth Area (SGA) in the hierarchy of SGAs created by the Regional Urban Structure. As Per Map 3, Functional Plan of Major Transportation Facilities, the Subject Lands are adjacent (to the south) of the QEW which is identified as a 'Provincial Freeway and a Higher Order Transit Corridor' (**Figure 6**). The Canadian National Railway rail line borders the Subject Lands to the south and is identified as a 'Priority Transit Corridor'.

Assessment of Conformity

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| Part III- Land Stewardship Policies | | |
| Land Use Designations | | |
| Urban Area and the Regional Urban Structure | | |
| 72 | <i>The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.</i> | The proposed development will support the goals of the Urban Area, through introducing appropriate growth to a PMTSA that enhances mobility, contributes to the diversity of housing and employment opportunities, and supports the creation of a complete community. |
| 72.1 | <p><i>(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.</i></p> <p><i>(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.</i></p> <p><i>(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.</i></p> <p><i>(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.</i></p> <p><i>(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages</i></p> | <p>The proposal supports the Region's desire to create complete and healthy communities by providing a high-quality, pedestrian-oriented, and compact, master-planned mixed-use development that diversifies the housing choices available in the community, creates job opportunities, and supports the natural environment. The proposed development achieves a net FSI of 8.08 and gross FSI of 5.16, intended to support transit-oriented growth and encourage the use of alternative forms of transportation in the Midtown Oakville PMTSA.</p> <p>As per the Region of Halton Official Plan Map 1h, Regional Urban Structure, the Subject Lands are located within an SGA, specifically a PMTSA (Figure 4). The proposal supports the Provincial and Regional objectives of the SGAs by redeveloping an underutilized</p> |

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| | <p><i>complete communities, and is consistent with the policies of this Plan.</i></p> <p><i>(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.</i></p> <p><i>(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.</i></p> <p><i>(8) To promote the adaptive re-use of brownfield and greyfield sites.</i></p> <p><i>(9) To facilitate and promote intensification and increased densities.</i></p> | <p>brownfield site with a mixed-use master plan that introduces transit-supportive densities and diversifies the existing housing stock and employment opportunities. The development of the Subject Lands will occur in several future phases that will support the logical and orderly redevelopment of the Subject Lands.</p> |
| 74 | <p><i>The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.</i></p> | <p>As stated in the FSR & SWM Study prepared by Urbantech, the proposed development will be serviced by existing and planned expansions to municipal servicing contemplated by the Region and the Town.</p> |
| 75 | <p><i>The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.</i></p> | <p>The Subject Lands are located within the municipality of Oakville which, is anticipated to accommodate a population of 349,990 and 181,120 employment opportunities by 2051, as per Table 1- Population and Employment Distribution of the ROP. The Region has assigned the Town of Oakville an intensification target of building 19,400 housing units within the Built-Up Area by 2041 as shown on Table 2- Intensification and Density Targets. Additionally, the Subject Lands are located within Midtown Oakville Strategic Growth Area, which is also identified as a PMTSA and has a minimum density target of 200 jobs and residents per hectare, with a general target proportion of 65% residents and 35% jobs.</p> <p>The proposed OPA, ZBA, and DPS will facilitate the redevelopment of the Subject Lands with an urban, mixed-use community that will provide 6,945 residential units, 9,117 m² of commercial GCA, and</p> |

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| | | achieve a density of 1,063 people and jobs per hectare which, will support the Town in meeting their anticipated population growth, their housing intensification targets, and the required minimum densities for the Midtown Oakville PMTSA. |
| 76 | <i>The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.</i> | To facilitate development on the Subject Lands an OPA to the Livable Oakville Plan ("LOP") and a ZBA to the Town of Oakville Zoning By-law 2014-014 ("ZBL") is required to amend the designation and zone of the Subject Lands to conform to the goals of the Midtown Oakville PMTSA outlined in the Region of Halton OP. This Planning and Urban Design Rationale Report ("PUDRR") demonstrates how the amendments to the LOP and the ZBL, allow for the redevelopment of the Subject Lands with a vibrant, liveable, mixed-use urban community that conforms to the Province's and Region's direction for growth within PMTSAs, and the Town's vision for Midtown. |
| 77 | <p><i>It is the policy of the Region to:</i></p> <p><i>(5) Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The area may contain solely employment lands without residential uses or solely a Strategic Growth Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:</i></p> <p><i>f) location, types and density of residential and employment lands that contribute to creating healthy communities through:</i></p> <ul style="list-style-type: none"> <i>[i]. urban design,</i> <i>[ii]. diversity of land uses,</i> <i>[iii]. appropriate mix and densities of housing,</i> <i>[iv]. provision of local parks and open space,</i> | The proposal represents a large-scale redevelopment that will include a range and mix of uses including residential, open space, and commercial uses that will feature a high quality, pedestrian oriented, compact built form. The proposal has been designed to remain compatible with the surrounding land uses and will implement the design recommendations outlined in the Land Use Compatibility ("LUC") Study prepared by GHD. |

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| | <p><i>[v]. strengthening live-work relationship through a proper balance of residential and employment land uses, and</i></p> <p><i>[vi]. promoting active transportation and public transit use.</i></p> <p><i>f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines</i></p> | |
| Regional Urban Structure | | |
| 78 | <p><i>Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.</i></p> <p><i>The Regional Urban Structure consists of the following structural components:</i></p> <ul style="list-style-type: none"> <i>(1) Strategic Growth Areas;</i> <i>(2) Regional Employment Areas;</i> <i>(3) Built-Up Areas; and</i> <i>(4) Designated Greenfield Areas</i> | <p>As illustrated on Map 1H of the Region of Halton OP, the Subject Lands are located in a Strategic Growth Area that lies within the Built-Up Area of the Town of Oakville (Figure 4).</p> |
| 78 | <p>The <i>objectives</i> of the Regional Urban Structure are:</p> <ul style="list-style-type: none"> <i>(2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan</i> <i>(5) To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and</i> | <p>The proposal will allow for the redevelopment of a vacant and underutilized parcel of land, located in a PMTSA, with a high-density, mixed-use community. The proposed development will provide significant intensification which will achieve a gross FSI of 5.16 and a net FSI of 8.08, thus encouraging the use of active transportation and transit and supporting the creation of a complete and livable community.</p> |

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| | <i>supporting existing and planned transit and active transportation.</i> | |
| Strategic Growth Areas | | |
| 79 | <p>The <i>objectives</i> of the <i>Strategic Growth Areas</i> are:</p> <p><i>(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.</i></p> <p><i>To provide opportunities for more cost-efficient and innovative urban design.</i></p> | <p>The proposal will facilitate the redevelopment of the Subject Lands with ten (10) mixed-use buildings, with 14 high-rise towers, that feature high-quality, attractive, and interesting urban form and design that compliments the existing and planned context, fosters social engagement, and contributes to the vision for Midtown. The density proposed will encourage the use of public and active transportation.</p> |
| | <p><i>(4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.</i></p> <p><i>(5) To create a vibrant, diverse and pedestrian-oriented urban environment.</i></p> <p><i>(6) To cumulatively attract a significant portion of population and employment growth.</i></p> | <p>The proposed development will include a range and mix of uses including, 6,945 residential units, 9,117 m² of commercial space, and a 2.72 hectare open space system, that are intended to create a vibrant pedestrian-oriented environment.</p> |
| | <p><i>(7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.</i></p> <p><i>(8) To support transit and active transportation for everyday activities.</i></p> <p><i>(9) To generally achieve higher densities than the surrounding areas.</i></p> <p><i>(10) To achieve an appropriate transition of built form to adjacent areas.</i></p> | <p>The UDB prepared by MHBC Planning outlines how the site design and configuration, parks and open space system, increased densities, and compact built form of the proposed development are intended to foster an animated, safe, and accessible public realm that supports active and public transit and maintains compatibility with surrounding uses. As described in the HIA prepared by ERA, the preferred approach for the treatment of the remnant office building is to retain the building in situ, siting it within the proposed park. The feasibility of adaptive reuse and integration will be explored further through the development review process.</p> |

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| | <p><i>(10.1) To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas.</i></p> | |
| <p>79.1</p> | <p><i>Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:</i></p> <ul style="list-style-type: none"> <i>(1) Urban Growth Centres, as delineated as an overlay on top of the Urban Area on Map 1H and Map 6, subject to specific policies in Section 80.1, in addition to those for Strategic Growth Areas</i> <i>(2) Major Transit Station Areas as delineated on Map 1H and Map 6 and identified by symbol on Map 3, which generally consist of areas within 500 m to 800 m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas</i> | <p>The Subject Lands are designated as an 'MTSA' on Map 1H Regional Urban Structure (Figure 4). The Subject Lands are further delineated as being within the Midtown Oakville PMTSA as shown on Map 6a (Figure 5).</p> |
| <p>79.2</p> | <p><i>The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:</i></p> <ul style="list-style-type: none"> <i>(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;</i> <i>(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;</i> <i>(3) Major Transit Station Areas on a Priority Transit Corridor;</i> <i>(4) Major Transit Station Areas on a Commuter Rail Corridor;</i> <i>(5) Primary Regional Nodes;</i> <i>(6) Secondary Regional Nodes; and,</i> <i>(7) Regional Intensification Corridors.</i> <p><i>The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes and Local Intensification Corridors.</i></p> <p><i>The Strategic Growth Areas are not land use designations and their delineation or identification does not confer any new land</i></p> | <p>As illustrated on Map 1H and Map 3, the Subject Lands are located within an 'MTSA' on a 'Higher Order Transit Corridor and Provincial Freeway (QEW Highway)' and 'Priority Transit Corridor (GO rail line)' (Figure 4 and 6).</p> |

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| | <p><i>use designations nor alter any existing land use designations. Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.</i></p> | |
| 79.3 | <p><i>It is the policy of the Region to:</i></p> <ul style="list-style-type: none"> <i>(1) Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan</i> <i>(6) Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.</i> | <p>The proposed development assists the Region in directing development with higher densities to Strategic Growth Areas, serviced by transit and community amenities. The proposal will ensure compatibility with the surrounding area through appropriate building massing, orientation, and scale.</p> |
| | <ul style="list-style-type: none"> <i>(7) Require the Local Municipalities to:</i> <ul style="list-style-type: none"> <i>a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;</i> <i>b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with Table 2b, where applicable;</i> <i>d) promote development densities that will support existing and planned transit services.</i> | <p>These policies underscore the importance that the Region places on promoting intensification and development within intensification areas. It is critical that appropriate OP designations and zones are applied to lands within intensification areas. The proposed OPA and ZBA allows for the development of the Subject Lands with a mixed-use high-rise community that achieves transit-supportive densities that implement the direction for SGAs.</p> |
| | <p><i>(7.2) Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.</i></p> | <p>The proposed OPA, ZBA, and DPS will allow for the redevelopment of the Subject Lands with a mixed-use community, that features residential, commercial, and community uses that supports the Region's objectives for SGAs.</p> |

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| | <p><i>(8) Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.</i></p> <p><i>(12) Ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to Strategic Growth Areas in accordance with Section 143(12) of this Plan.</i></p> | <p>As minimum parking requirements are no longer required in PMTSAs due to Bill 185, the proposed development incorporates appropriate parking to meet functional and market-demands.</p> <p>The Subject Lands are located in proximity to GO railway line, the CN Oakville Rail Yard, and the QEW. A LUC Study was prepared by GHD that assessed the land use compatibility of the development with existing industrial/commercial facilities, in accordance with the MECP D-6 guidelines. The LUC Study concluded that, through the implementation of design recommendations that help minimize Traffic Related Air Pollution ("TRAP"), the proposed development is considered to be compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise or vibration emissions from nearby employment uses.</p> |
| Urban Growth Centres | | |
| 80 | <p><i>The objectives of the Urban Growth Centres, as delineated on Map 1H, are:</i></p> <p><i>(1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;</i></p> <p><i>(2) To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit</i></p> <p><i>(4) To function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where a significant share of population and employment growth will be accommodated</i></p> | <p>The proposed development incorporates transit-supportive densities that supports the planned function of the PMTSA, as an area intended to accommodate significant share of the population growth that supports the viability of the public transit network. As observed on the Site Plan prepared by G & C and as described in the TIS prepared by BA Group, the proposed development provides access to convenient and accessible transit stops, which encourage the use of the transit network.</p> |

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| 80.2 | <p><i>It is the policy of the Region to:</i></p> <p><i>(1) Require Urban Growth Centres to be planned to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier, as identified in Table 2b.</i></p> | <p>The proposed development meets the minimum development density targets as set out by the Region for the Midtown Oakville PMTSA, through achieving a density of 1,063 residents and jobs per hectare.</p> |
| Major Transit Station Areas | | |
| 81 | <p><i>The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:</i></p> <p><i>(1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.</i></p> <p><i>(2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.</i></p> <p><i>(3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.</i></p> <p><i>(4) To achieve multimodal access to stations and support complete communities.</i></p> <p><i>(5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.</i></p> <p><i>(7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable</i></p> | <p>The proposed development proposes a range and mix of uses including residential, commercial, and community uses that achieve transit supportive densities that are suitable to accommodate the projected population growth. The proposal promotes complete and healthy communities through the creation of 6,945 residential units with varying sizes and types to support the evolving needs of current and future residents. The proposal aims to facilitate pedestrian oriented environments through the provision of 9,117 m² of at grade retail and commercial uses, the creation of unique public-private spaces, and the availability of transit and active transportation opportunities.</p> |

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| | <i>residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.</i> | |
| Protected Major Transit Station Areas | | |
| 81.1 | <p><i>The Major Transit Station Areas (including the Major Transit Station Areas that are also Urban Growth Centres), with minimum density targets as identified on Table 2b, and as delineated on Map 1H and Map 6, are identified as Protected Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.</i></p> <p><i>(1) Official plans of relevant Local Municipalities are required to include policies that,</i></p> <ul style="list-style-type: none"> <i>a) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and</i> <i>b) identify minimum densities that are authorized with respect to buildings and structures in the area.</i> <p><i>(2) The Region's approval is required for local official plan amendments which add, amend or revoke the protected major transit station area policies under policy 81.1 (1).</i></p> | As per Table 2b- Strategic Growth Area Targets, the Midtown Oakville/Oakville GO MTSA, is identified as a PMTSA. Lands within the PMTSA, such as the Subject Lands, must achieve a minimum density target of 200 people and jobs per hectare by 2031. The proposed development will help to achieve this minimum target. |
| 81.2 | <p><i>It is the policy of the Region to:</i></p> <p><i>(1) Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan.</i></p> <p><i>(2) Require Local Official Plans to plan to achieve:</i></p> <ul style="list-style-type: none"> <i>a) the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and</i> <i>b) a general target proportion of residents and jobs within each Major Transit Station Area in accordance with</i> | The proposal will allow for the redevelopment of the Subject Lands with a high-density mixed-use development that achieves a density of 1,063 people and jobs per hectare which, will support the Town in meeting their minimum density targets for the Midtown Oakville PMTSA. |

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| | <p><i>Section 55.3 and Table 2b of this Plan, where applicable.</i></p> <p><i>Require the Local Municipalities to delineate the boundaries of Major Transit Station Areas in accordance with Map 1H and Map 6 in their Official Plans.</i></p> | |
| | <p><i>(4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:</i></p> <ul style="list-style-type: none"> <i>a) Identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.</i> <i>b) Identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.</i> <i>c) Identifies land uses to support complete communities.</i> <i>d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.</i> <i>e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.</i> <i>f) Achieves land use compatibility, by ensuring that the planning and development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse effects and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Sections 79.3(12) and 83.2(7) of this Plan.</i> <i>g) identifies transportation and transit networks which are transit-supportive and achieve multimodal access</i> | <p>The proposed residential redevelopment will achieve a density of 1,063 units and jobs per hectare which supports the achievement of the minimum density target for PMTSAs of 200 people and jobs per hectare. The proposal introduces a compact, mixed-use, urban community that achieves transit-supportive densities that will contribute to the range and mix of uses and housing options in the Town, in support of a complete community.</p> <p>The LUC Study prepared by GHD concluded that, through the implementation of recommended design measures, the proposed development is considered to be compatible with surrounding employment uses and is not expected to be impacted by air quality, odour, dust, noise or vibration emissions.</p> <p>Lastly, the proposal will allow for the development, over time, of planned transportation infrastructure, public parkland, and strata parks.</p> |

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| | <p><i>to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.</i></p> <p><i>h) Encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.</i></p> | |
| Housing | | |
| 84 | <p><i>The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.</i></p> | <p>The proposed development will include units in varying sizes and typologies, intended to meet the diverse housing needs of Region of Halton residents.</p> |
| 85 | <p><i>The objectives for housing are:</i></p> <p><i>(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.</i></p> <p><i>(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</i></p> | <p>The proposed OPA, ZBA, and DPS will allow for the redevelopment of a large, underutilized parcel of land in a PMTSA, with a mixed-use community, that will provide over 6,945 residential units that will contribute towards much needed housing stock in the Region.</p> |
| | <p><i>(7) To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.</i></p> | <p>The proposal introduces a range and mix of compatible uses including residential, commercial and community uses. The residential component will include a diverse mix of unit types that aim to meet market-demands for housing and ensure universal access and safety.</p> |
| | <p><i>(13) To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.</i></p> | <p>The proposal will allow for the redevelopment of a brownfield site, with a liveable, vibrant, urban community that increases the utility of the Subject Lands and contributes to the vision for Midtown Oakville.</p> |

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| 86 | <p><i>It is the policy of the Region to:</i></p> <p><i>(6) Adopt the following housing targets:</i></p> <p><i>a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter;</i></p> | <p>The proposal will provide 6,945 residential units in the form of multi-storey housing that will support the Region in achieving their housing targets.</p> |
| | <p><i>(11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.</i></p> | <p>The proposal represents a mixed-use redevelopment and intensification on an underutilized parcel of land.</p> |
| | <p><i>(12) Encourage the building and development industry to incorporate universal physical access features in all new buildings.</i></p> | <p>The proposed development will meet all requirements as set out in the <i>Ontario Building Code</i> and will incorporate elements of universal access.</p> |
| | <p><i>(21) Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.</i></p> | <p>The proposed development will include a diverse mix of residential unit types, sizes and tenures that will meet current and projected needs of residents.</p> |
| | <p><i>(23) Encourage the Local Municipalities and the development industry to consider innovative residential development designs which contribute to affordability and energy and natural resource conservation.</i></p> | <p>Sustainability has played a vital role in the design of the proposed development. As observed through the Site Plan and Landscape Plan, the proposal incorporates extensive green space and green infrastructure, that will support the growth of the Town's tree canopy, improve air quality, and help mitigate the urban heat island effect typically associated with compact, high-density communities</p> |
| Urban (Water Supply and Wastewater Treatment) Services | | |
| 87 | <p><i>The goal for urban services is to ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.</i></p> | <p>The FSR & SWM Study prepared by Urbantech demonstrates that the proposed development will be serviced by full municipal services, that make efficient use of existing and planned infrastructure improvements, and do not require the uneconomical expansion of such services.</p> |

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| 89(3) | <p><i>It is the policy of the Region to:</i></p> <p><i>(3) Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.</i></p> | <p>The FSR & SWM Study prepared by Urbantech, confirms the feasibility of full municipal servicing for the proposed development.</p> |
| Regional Natural Heritage System | | |
| 115.2. | <p><i>The Regional Natural Heritage System consists of:</i></p> <p><i>(1) areas so designated on Map 1,</i></p> <p><i>(2) the shoreline along Lake Ontario and Burlington Bay, and</i></p> <p><i>(3) significant habitats of endangered species and threatened species not included in the designation on Map 1.</i></p> | <p>The Subject Lands are not designated on Map 1 of the Region of Halton Official Plan however, an Environment Impact Assessment ("EIA") was completed by Stantec Consulting to identify any potential natural heritage features that required protection and demonstrate that the proposed development will result in no negative impacts to the protected natural features.</p> |
| 115.3 | <p><i>The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:</i></p> <p><i>(1) Key Features, which include:</i></p> <ul style="list-style-type: none"> <i>a) significant habitat of endangered and threatened species,</i> <i>b) significant wetlands,</i> <i>c) significant coastal wetlands</i> <i>d) significant woodlands</i> <i>e) significant valleylands</i> <i>f) significant wildlife habitat</i> <i>g) significant areas of natural and scientific interest</i> <i>h) fish habitat</i> <p><i>(2) enhancements to the key features</i></p> <p><i>(3) linkages</i></p> <p><i>(4) buffers</i></p> <p><i>(5) watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and</i></p> | <p>As stated in the EIA prepared by Stantec Consulting Ltd. there are no key features mapped on the Subject Lands on Map 1G of the ROP. The EIA also did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees/shrubs on the Subject Lands may provide suitable summer/maternity roost habitat for Species at Risk ("SAR") bats. MECP is the responsible agency for endangered and threatened species and will be consulted to determine potential ESA implications including, authorization and mitigation requirements.</p> <p>One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development. The background review also identified wooded areas on the Subject Lands from the Ministry of Natural Resources mapping. Site investigations were conducted to assess the feature and other treed areas on the</p> |

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| | <i>(6) wetlands other than those considered significant under Section 115.3(1)b).</i> | Subject Lands and determined that they do not qualify as a woodland due to the overall tree density and species composition. |
| 116.1. | <i>The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:</i> <i>b) an individual Environmental Impact Assessment accepted by the Region, as required by this Plan;</i> | Mitigation recommendations were also provided through the EIA to: (1) Avoid sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures. Based on the findings of the EIA, through the implementation of the recommended mitigation measures, the proposed development complies with the applicable natural heritage policies. |
| 118 | <i>It is the policy of the Region to:</i> <i>(7) Apply a systems based approach to implementing the Regional Natural Heritage System by:</i> <i>a) Prohibiting development and site alteration within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;</i> <i>b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with policies of this Plan;</i> <i>c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and</i> <i>d) Introducing such refinements at an early stage of the development or site alteration application process and in the broadest available context so that there is greater flexibility to enhance the ecological functions</i> | |

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| | <p><i>of all components of the system and hence improve the long-term sustainability of the system as a whole.</i></p> <p><i>(8) Require the proponent of any development or site alteration that meets the criteria set out in Section 118(3.1) to carry out an Environmental Impact Assessment (EIA)</i></p> <p><i>The purpose of an EIA is to demonstrate that the proposed development or site alteration will result in no negative impacts to that portion of the Regional Natural Heritage System or unmapped Key Features affected by the development or site alteration by identifying components of the Regional Natural Heritage System as listed in Section 115.3 and their associated ecological functions and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify Key Features on or near the subject site that are not mapped on Map 1G.</i></p> <p><i>(3.1) Set the criteria for the requirement of an EIA for proposed developments and site alterations as follows:</i></p> <p><i>c) all other developments or site alterations, including public works, that are located wholly or partially inside or within 120m of the Regional Natural Heritage System.</i></p> <p><i>Require that the recommendations of an Environmental Impact Assessment, including the placement of lot lines and structures, carried out under Section 118(3) and endorsed by the Region be implemented through official plan amendments, zoning by-laws, site plan control, conditions of planning approval or regulations by the appropriate authority.</i></p> | |

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| Part IV- Healthy Communities | | |
| Air and the Ambience | | |
| 142 | <p><i>The objectives of the Region are:</i></p> <p><i>(2) To improve air quality and to address the impact of climate change.</i></p> <p><i>(5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.</i></p> <p><i>(6) To promote trips made by active transportation and public transit.</i></p> <p><i>(8) To address the impact of air pollution, noise, vibration and light on land uses.</i></p> | <p>The proposed development aims to support sustainable development and reduce the effects of climate change through providing a high density compact built form, in proximity to sustainable transportation infrastructure including sidewalks, pedestrian pathways, bike lanes, bus stops, and railway transit. The proposal provides for a continuous pedestrian and cyclist network throughout the site that includes on-road bicycle lanes and public sidewalks, off-road trails, and a pedestrian overpass and underpass. These large infrastructure projects are intended to create a seamless and predictable active transportation route that will encourage the use of alternative forms of transportation.</p> |
| 143 | <p><i>It is the policy of the Region to:</i></p> <p><i>(4) Promote walking, cycling and public transit over other modes of transportation.</i></p> <p><i>(5) Require all new urban development to consider in its design the provision of safe and accessible active transportation facilities and access to public transit services, or transit stops where they are likely to be located, within a walking distance of 400m.</i></p> | <p>The proposed transportation system will establish a multi-modal mobility system on the Subject Lands that encourages the use of alternative modes of transportation such as, transit, cycling, and walking. Direct and convenient pedestrian and cyclist access and circulation is afforded from all sides of the proposed development, to and from all new public streets, and to planned transit routings that connect the Subject Lands to the Midtown Oakville area and the Oakville GO Transit hub. As stated in the TIS prepared by BA Group, the Subject Lands are currently within walking distance to 18 existing transit stops that provide connections to regional and municipal transit services. Numerous transit expansions are contemplated both within, and surrounding the Subject Lands including, the future Trafalgar BRT, the Dundas BRT, and GO expansions, that will greatly improve the mobility of the area. In particular, OPA 70, proposes a BRT Stop at the future intersection of Davis Road and the N-S Arterial Road, which lies within the Subject Lands. This would provide residents and visitors with direct access to the proposed BRT, creating seamless access to Oakville GO and the broader Town of Oakville.</p> |

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| | <p><i>(9) Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:</i></p> <ul style="list-style-type: none"> <i>a) noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;</i> <i>c) air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.</i> | <p>As stated in the Noise and Vibration Report prepared by GHD, according to the "Guidelines for New Development in Proximity to Railway Operations, May 2013" (GNDPRO), if the proposed dwelling units are located more than 75 m from the railway right-of-way, vibration measurements are not required. The nearest proposed buildings of the Development are approximately 120 metres from the right-of-way of the CN Oakville Subdivision rail line; therefore, vibration measurements are not required.</p> <p>The proposed development is not anticipated to affect the ability of the nearby industrial/commercial facilities to comply with the sound level limits of the MECP.</p> |
| | <p><i>(22) Encourage the Local Municipalities to permit in those areas adjacent to industrial, transportation and utility uses, primarily land uses that require minimal noise, vibration, odour and air pollution abatement measures and require the proponent of development in those areas to undertake, in accordance with Regional and Ministry of the Environment guidelines, the necessary impact analysis and implement, as a condition of approval, appropriate abatement measures.</i></p> | <p>A LUC Study was prepared by GHD to assess the compatibility of the proposed development with existing and future industrial/commercial facilities with respect to noise, vibration, odor, dust, and air quality in accordance with the MECP D-6 Compatibility guidelines. The LUC Study concluded that, through the implementation of recommended design measures, the proposed development is considered to be compatible with the surrounding land uses and is not expected to be impacted by emissions from nearby employment uses.</p> |
| | <p><i>(12) Achieve land use compatibility between sensitive land uses and major facilities by:</i></p> <ul style="list-style-type: none"> <i>a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major</i> | <p>The proposed development seeks to revitalize an existing and underutilized parcel of land with the creation of a high-density mixed-use development that will contribute to much needed housing stock in the Region. The proposed development has been assessed through a LUC Study prepared by GHD which, assessed the land use compatibility of the development with existing and future employment facilities, in accordance with the D-6 Guidelines from the MECP. The LUC Study concluded that the proposed development is considered to be compatible with the surrounding</p> |

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| | <p><i>facilities, in accordance with Provincial guidelines, standards, and procedures;</i></p> <p><i>b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures:</i></p> <ul style="list-style-type: none"> <i>i. there is an identified need for the proposed use;</i> <i>ii. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</i> <i>iii. adverse effects to the proposed sensitive land use are minimized and mitigated; and</i> <i>iv. potential impacts to industrial, manufacturing or other uses are minimized and mitigated;</i> | <p>land uses and is not expected to be impacted by air quality, odour, and dust, noise, or vibration emissions from nearby employment uses. The LUC study recommends that the proposed development implement design measures that help minimize the impacts of TRAP.</p> |
| | <p><i>c) requiring an air quality study based on guidelines under Section 143(2.1) for development proposals with sensitive land uses located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.</i></p> | <p>An air quality assessment was undertaken as part of the LUC Study prepared by GHD which, assessed the impacts to air quality from both the surrounding industries and transportation facilities. The LUC Study concluded that the proposed development is considered compatible with the surrounding land uses and is not expected to be impacted by air quality, odour, dust, noise, or vibration emissions from nearby employment uses, however, design recommendations are included to help minimize impacts due to local TRAP.</p> |

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| Water | | |
| 144 | <i>The objectives of the Region are: (3) To maintain, protect and enhance the quality and quantity of groundwater and surface water.</i> | The proposed development has been assessed through a Hydrogeological Investigation prepared by EXP which provided a set of recommendations and conclusions to protect the quality and quantity of groundwater and surface water. Please see the Hydrogeological Assessment prepared by EXP, enclosed with this application, for a fulsome description of the conclusions and recommendations. |
| 145 | <i>It is the policy of the Region to: (5) Require that any development proposal that has the potential to release or discharge contaminants to affect the quality of groundwater be subject to a review by the Region to assess the risk of such uses to potentially contaminate the groundwater system in Halton. As a result of such an assessment, the proponent may be required to carry out a hydrogeological study to the satisfaction of the Region and implement its recommendations which may result in a prohibition or restriction of the proposed use, or an agreement to adopt best management practices as prescribed by the Region.</i> | |
| Cultural Heritage Resources | | |
| 165 | <i>The goal for Cultural Heritage Resources is to protect the material, cultural and built heritage of Halton for present and future generations.</i> | As stated in the HIA prepared by ERA, the preferred approach for the heritage structure is to retain the building in situ, siting it within the proposed park. The HIA considers the potential of other approaches as well, including, relocation and documentation, salvage, and interpretation. These approaches will be further explored through the development process. |
| 166 | <i>The objectives of the Region are: (1) To promote awareness and appreciation of Halton's heritage. (2) To promote and facilitate public and private stewardship of Halton's heritage.</i> | |
| 167 | <i>It is the policy of the Region to: (2) Inform promptly the appropriate government agencies, First Nations and Municipal Heritage Committees of development proposals that may affect defined Cultural Heritage Resources and known archaeological sites.</i> | The Stage 1 Archaeological Assessment prepared by ASI for the Subject Lands concluded that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development. The Assessment recommends that the proposed development be cleared of further archaeological concern, with the |

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| | <i>(6) Prior to development occurring in or near areas of archaeological potential, require assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan.</i> | provision that the appropriate authorities must be notified should deeply buried archaeological or human remains be encountered during work on the Subject Lands. |
| Economic Development | | |
| 169 | <i>The objectives of the Region are:</i> <i>(1.3) To promote economic activities that strengthen and diversify the economic base of Halton.</i> <i>(1.4) To protect an adequate land base to support Halton's and its Local Municipalities' economic competitiveness and to serve long term employment land needs in Halton, especially at strategic locations along major transportation corridors.</i> | The proposed development will include over 9,117 m ² of commercial, and retail uses that will contribute to job opportunities and serve surrounding employment land needs. |
| 170 | <i>It is the policy of the Region to:</i> <i>(10) Encourage and direct office, commercial, cultural and institutional uses and compatible industrial uses to locate within Intensification Areas.</i> | The proposed development will provide 9,117 m ² of commercial, and retail uses at-grade along Davis Road, that are intended to create a livable and complete community. |
| Transportation | | |
| 172 | <i>The objectives of the Region are:</i> <i>(2) To develop a balanced transportation system that:</i> <i>a) reduces dependency on automobile use;</i> <i>b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and</i> <i>c) promotes active transportation.</i> <i>(5) To increase accessibility to major areas of employment, shopping, government services, culture and recreation.</i> <i>(9) To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.</i> | The new major street network will provide multi-modal access to all uses on the Subject Lands and contribute to the mobility goals of the Midtown Oakville area including, encouraging the use of sustainable modes of transportation and reducing reliance on the personal automobile. The proposed development takes a "Transit First" approach to development, through providing sustainable and effective transit options from the initial phases of the development that prioritize direct, safe, and convenient access to public transit and active transportation, while facilitating necessary vehicular access and movement. A TDM Strategy has been created to ensure that the proposed development sets a sustainable precedent in urban development and encourages the use of alternative modes |

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| | <p><i>(9.1) To ensure development is designed to support active transportation and public transit.</i></p> <p><i>(9.2) To integrate transportation planning, land use planning and investment in infrastructure.</i></p> <p><i>(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.</i></p> <p><i>(12) To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.</i></p> | <p>of transportation through measures such as, the provision of convenient pick-up and drop-off facilities, the provision of long-term bicycle parking facilities and bike repair stations, and the creation of direct pedestrian and cycling connections to building entrances, transit stops, and the public realm. The proposed transportation network is integrated within the larger transportation infrastructure investments planned for Midtown Oakville including, the provision of expanded transit services and active transportation infrastructure.</p> |
| 173 | <p><i>It is the policy of the Region to:</i></p> <p><i>(2) Ensure that the development of the transportation system in and around Halton supports the development of Intensification Areas.</i></p> <p><i>(20.1) Support the planning and coordination of public transit service and urban design such that all residences are within 400m walking distance of a transit stop.</i></p> | <p>The TIS prepared by BA Group concludes that given, the transit oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy, the proposed development is appropriate from a transportation perspective.</p> <p>The Subject Lands are located in proximity to several existing Local and Regional Transit stops including, the Oakville GO Train Station, located within 1.3 km of the Subject Lands. OPA 70 proposes a Bus Transit Station ("BRT") stop at the future intersection of the Davis Road Extension and the N-S Minor Arterial Road, which is currently within the Subject Lands. While the exact location of this stop is not yet finalized, the stop would provide residents and visitors with direct access to the proposed BRT and create seamless access to Oakville GO and the surrounding community.</p> |
| | <p><i>(21) Require the Local Municipalities to:</i></p> <p><i>b) include in the site plan approval process a review of how the proposal has maximized active</i></p> | <p>The proposal includes transitive supportive densities and the provision of pedestrian walkways and bike lanes, thereby encouraging active and public transportation.</p> |

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| | <p><i>transportation opportunities and transit access to the site;</i></p> <p><i>c) direct the development of transit-supportive land uses to the Intensification Areas;</i></p> <p><i>e) adopt parking policies in the Intensification Areas that would promote active transportation and the use of public transit; and</i></p> <p><i>f) support intensification by extending transit services to Intensification Areas and areas where transit-supportive development densities will be achieved.</i></p> | |
| | <p><i>(22) Require the proponent of any development considered to have a transportation impact to carry out a detailed transportation study to assess the impact of the proposal and to recommend necessary improvements to the transportation network and services consistent with the goals, objectives and policies of this Plan.</i></p> | <p>The proposed transportation network has been assessed through a TIS prepared by BA Group which, concluded that the proposed development, inclusive of the proposed transportation network, is appropriate from a transportation perspective.</p> |
| | <p><i>(32) Require proposed development adjacent or in proximity to railway lines/yards/terminals or within railway rights-of-way to ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the Region and the Local Municipality to mitigate any safety concerns by the railway agency and/or abutting residents.</i></p> | <p>The potential impacts of the railway facilities to the southeast of the proposed development have been assessed through a Noise and Vibration Impact Report prepared by GHD, enclosed with this application.</p> |

F-4

Appendix F-4: Policy Assessment, The Liveable Oakville Plan

Appendix F-4, Livable Oakville Plan (August 2021 Office Consolidation)

The following is an analysis of the proposed Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA"), Draft Plan of Subdivision ("DPOS") and associated development proposal, in relation to the Town of Oakville Official Plan ("The Livable Oakville Plan (LOP)"). This application will be referenced as the "proposal", or the "proposed development".

The Livable Oakville Plan ("LOP") applies to all lands within the Town of Oakville except the North Oakville East and West Secondary Plan Areas. The LOP outlines Council's direction on the Town's urban structure, how lands should be used, and how growth should be managed over the long term. The Town is currently undertaking a review of the Midtown Oakville Growth Area, which is intended to transform the underdeveloped area into a livable and connected, mixed-use community.

Schedule A1 – Urban Structure of the LOP identifies the Subject Lands as being within the 'Nodes and Corridors' specifically, the 'Midtown Oakville Urban Growth Centre (UGC)', as shown on Schedule A2- Built Boundary & Urban Growth Centre (**Figure 7 and 8**). Schedule C- Transportation Network and Schedule D- Active Transportation Network, identify several 'Future Roads' with 'Proposed Bike Lanes', and one 'Proposed Multi-Use Trail', throughout the Subject Lands (**Figure 9 and 10**). Schedule G, South East Land Use Plan, of the LOP designates the Subject Lands as a 'Growth Area' (**Figure 11**). The LOP further designates the Subject Lands through Schedule L1- Midtown Oakville Land Use, as 'Office Employment' within the 'Chartwell District', with several 'Future Roads' designated throughout the Subject Lands (**Figure 12**). Redevelopment on the Subject Lands has a permitted building height of '2-6 storeys', and is 'eligible for bonusing', as per Schedule L2- Midtown Oakville Building Heights (**Figure 13**). As per Schedule L3, Midtown Oakville Transportation Network, the Subject Lands contain several future roads including: 'Future 19 m north-to-south (N-S) Local Road', 'Future 32 m N-S Multi-Purpose Arterial Road', 'Future 28 m east-to-west (E-W) Minor Arterial Road', and 'Future E-W 26 m Local Road' that transitions to a '19 m Local Road' (**Figure 14**).

The following table assesses the suitability of the proposal for the Subject Lands based on the in-force Official Plan policies applicable to the Subject Lands, to ensure that the proposal supports the policy direction of the Town.

Assessment of Conformity

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| PART B- MISSION STATEMENT AND GUIDING PRINCIPLES | | |
| Section 2.0- Policy Framework | | |
| Section 2.2- Guiding Principles | | |
| 2.2.1. | <p><i>Preserving and creating a livable community in order to:</i></p> <ul style="list-style-type: none"> <i>a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;</i> <i>b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and,</i> <i>c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.</i> | <p>The proposal will facilitate the development of a mixed-use community, that directs transit-supportive and pedestrian-oriented growth to a designated growth centre, protects cultural heritage, and creates job opportunities, each of which contribute to the creation of a livable community with a defined character and sense of place.</p> |
| 2.2.2 | <p><i>Providing choice throughout the Town in order to:</i></p> <ul style="list-style-type: none"> <i>a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;</i> <i>b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,</i> <i>c) foster the Town's sense of place through excellence in building and community design.</i> | <p>The proposed development will provide 6,945 residential units, 9,117 m² of commercial space, and a 2.72 ha open space system, intended to increase the range and mix of housing and employment opportunities, and increase the livability of the community. The proposal has been intentionally designed to foster a sense of place through urban design excellence including the creation of a vibrant public realm, unique building design, and a multimodal transportation network, described in the accompanying reports submitted in support of the application.</p> |
| 2.2.3. | <p><i>Achieving sustainability in order to:</i></p> <ul style="list-style-type: none"> <i>a) minimize the Town's ecological footprint;</i> <i>c) achieve sustainable building and community design.</i> | <p>The proposal has been designed to make efficient use of the Subject Lands, and available infrastructure, and will incorporate sustainable building and community design principles. As shown on the Landscape Plan prepared by SLA Architects, the proposed development incorporates several sustainable community design elements including, an extensive tree canopy, LID measures, and</p> |

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| | | native plantings. Sustainable building design will also be incorporated into each of the proposed buildings and will be defined further at the detailed designs stage. |
| PART C: MAKING OAKVILLE LIVABLE (GENERAL POLICIES) | | |
| Section 3.0- Urban Structure | | |
| 3.5 | <p><i>Parks, Open Space and Cemeteries</i> <i>Parks, Open Space and Cemetery areas include publicly accessible land and locations for recreational opportunities and physical linkages that enhance the Town's character and quality of life, as well as contributing to sustainability.</i></p> | The proposal will provide a robust open space system that consists of 1.91 ha of strata parkland, 0.42 ha of public parkland and 0.38 ha of POPS, supplemented by landscaping within the private development blocks. These systems will work collectively to meet the recreational needs of future residents, support quality of life, and contribute to efforts for sustainability. |
| 3.6 | <p><i>Nodes and Corridors</i> <i>Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.</i></p> <p><i>Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and Corridors through the defined terms intensification areas and intensification corridors.</i></p> | The Subject Lands are located in the 'Midtown Oakville' node and corridor, as shown on Schedule A1- Urban Structure of the LOP (Figure 7). |
| | <p><i>Midtown Oakville is identified as an Urban Growth Centre in the Growth Plan and is planned to accommodate a significant portion of Oakville and Halton's required intensification.</i></p> | As of October 20, 2024, the new PPS (2024) has replaced the Growth Plan and the PPS that came into effect on May 1, 2020. The new PPS states that planning authorities are encouraged to identify 'Strategic Growth Areas' ("SGAs"). Protected Major Transit Station Areas ("PMTSAs"), as defined under Section 26 of the <i>Planning Act</i> , are considered to be an SGA and include lands within approximately 500 to 800 m radius of a transit station. Thus, |

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| | | <p>Midtown Oakville, is no longer considered a UGC under the PPS, but is considered a PMTSA which, is a type of SGA.</p> <p>The proposal will support the objectives of Midtown Oakville, as a PMTSA, through providing a range and mix of uses and housing types that support the Town in meeting their required growth targets for the PMTSA.</p> |
| 3.10 | <p><i>Cultural Heritage Resources</i></p> <p><i>The Town has a long tradition of identifying and conserving cultural heritage resources, and is required to do so under Provincial Policy.</i></p> <p><i>Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure and are shown on Schedule A1, Urban Structure. Other cultural heritage resources are important features of the Town but due to their size are not identifiable at the scale of the urban structure.</i></p> <p><i>As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure.</i></p> | <p>As stated in the HIA prepared by ERA, the preferred approach for the heritage structure on the Subject Lands is to retain the building in situ, siting it within the proposed park. The HIA considers the potential of other approaches as well, including, relocation and documentation, salvage, and interpretation. These approaches will be further explored through the development process.</p> |
| 3.11 | <p><i>Major Transportation Corridors, Provincial Priority Transit Corridor and Utility Corridors</i></p> <p><i>The future of transportation is based on the principle of "mobility-as-a-service" and a focus on a multi-modal transportation system. Major Transportation Corridors as well as Proposed Major Transportation Corridors are identified in the urban structure as the foundation of the Town's multi-modal</i></p> | <p>As stated in the TIS prepared by BA Group, the new major street network will establish a multi-modal transportation system on the Subject Lands that will contribute to the mobility goals of the Midtown Oakville area.</p> |

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| | <p><i>transportation system. These major elements include arterial roads and major collector roads.</i></p> <p><i>The function of this transportation system is to provide connectivity locally, between the Town's Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of multi-modal facilities.</i></p> | <p>The proposal has been designed to increase the connectivity and permeability of Midtown, through supporting the introduction of a multi-modal transportation network that prioritizes the movement of pedestrians, cyclists, transit vehicles, and personal vehicles.</p> | | | | | | | | | |
| Section 4.0- Managing Growth and Change | | | | | | | | | | | |
| <p>4.0</p> | <p><i>This Plan provides a land use planning framework to direct and manage growth to 2031 based on the following population and employment forecasts:</i></p> <p><i>Table 2: Town-wide Population and Employment Forecasts</i></p> <table border="1" data-bbox="275 776 1121 980"> <thead> <tr> <th>Year</th><th>Population</th><th>Employment</th></tr> </thead> <tbody> <tr> <td>2006</td><td>165,000</td><td>82,000</td></tr> <tr> <td>2031</td><td>255,000</td><td>127,000</td></tr> </tbody> </table> <p><i>The population and employment growth in the Town is intended to be accommodated through the development of the Residential and Employment Areas within the existing built boundary shown on Schedule A2, Built Boundary and Urban Growth Centre, and within greenfield areas.</i></p> <p><i>Within the existing built boundary shown on Schedule A2, growth is to occur primarily within the defined Growth Areas in Part E (Midtown Oakville, the Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville). Intensification outside of the Growth Areas is to be provided in accordance with the policies as set out in this Plan.</i></p> | Year | Population | Employment | 2006 | 165,000 | 82,000 | 2031 | 255,000 | 127,000 | <p>The proposal will facilitate the redevelopment and intensification of a vacant and underutilized site, located within a designated PMTSA in the built boundary of the Town of Oakville. The proposed development will provide 6,945 residential units, 9,117 m² of commercial space, and an open space network that optimizes the use of existing and planned infrastructure to support the Town in meeting their population and employment targets.</p> |
| Year | Population | Employment | | | | | | | | | |
| 2006 | 165,000 | 82,000 | | | | | | | | | |
| 2031 | 255,000 | 127,000 | | | | | | | | | |

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| | <p><i>In managing growth and change, the use of existing infrastructure and public service facilities should be optimized wherever feasible before consideration is given to the development of new infrastructure. Infrastructure investment shall be cost-effective and co-ordinated to support and facilitate intensification. The Town will consider planning approval, financial and other incentives to support the development of intensification areas.</i></p> | |
| <p>4.1</p> | <p>Growth Area <i>The majority of intensification in the Town is to occur within the Growth Areas as defined in Part E.</i></p> <p><i>Midtown Oakville, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of intensification. They are intended to be developed as mixed use centres with transit-supportive development focused around major transit station areas and along corridors. These areas have been the subject of detailed, comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for intensification opportunities.</i></p> | <p>The proposal will introduce 10 mixed-use buildings, with 14 high-rise residential towers that accommodate 6,945 residential units and 9,117 m² of commercial space that will support the objectives of Midtown as a transit-supportive mixed-use community. The proposal supports the general intent and direction of provincial and municipal policy, to intensify SGAs through transit-supportive growth. The proposal generally conforms to the principles and structure of the OPA 70 including, the creation of a higher-density, mixed-use community, supported by a multimodal transportation network and robust open space system.</p> |
| <p>4.2</p> | <p>Urban Growth Centre <i>In addition to being a Growth Area, Midtown Oakville is an urban growth centre identified by the Growth Plan for the Greater Golden Horseshoe, 2006 (the Growth Plan). The greatest levels of height and density in the Town are planned for Midtown Oakville. It is to be a primary intensification area with employment, commercial and residential uses concentrated within the major transit station area.</i> <i>Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031, in accordance with the Growth Plan. Reductions in minimum</i></p> | <p>The proposed development will support the objectives of Midtown, as a PMTSA, through facilitating the comprehensive redevelopment of the Subject Lands, into a complete, mixed-use community that achieves a density of 1,063 jobs and residents per hectare.</p> |

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| | <i>heights or densities within Midtown Oakville will not be permitted.</i> | | | | | |
| 4.4 | <p>Intensification Targets</p> <p>This Plan provides objectives and policies to meet the following <i>intensification</i> target for residential <i>development</i> within the <i>built boundary</i> as shown on Schedule A2:</p> <p>Table 3: Residential Intensification Target within Built Boundary</p> <table><tr><th colspan="2">2015 to 2031</th></tr><tr><td>Target (New Residential Units within Built Boundary)¹</td><td>14,390</td></tr></table> <p><i>Note:</i></p> <p>1. The intensification targets within the Growth Areas do not include potential bonused residential units.</p> <p><i>The intensification target of 14,390 residential units within the built boundary is intended to provide for units which can be built as a result of developments that conform to this Plan. The number of units built within the built boundary by the year 2015, and each year thereafter, will be monitored to ensure conformity with the Region’s requirement under the Growth Plan.</i></p> <p><i>The minimum heights and densities as set out in the land use designations in Part D and the policies set out in Part E of the Plan shall be maintained to achieve the minimum intensification target of 13,500 units, as required by the Region of Halton Official Plan. No zoning by-law shall be approved which would preclude meeting this minimum intensification target.</i></p> | 2015 to 2031 | | Target (New Residential Units within Built Boundary) ¹ | 14,390 | <p>Since the LOP was last consolidated on August 31, 2021, the Town has made, or been assigned, ambitious Regional and Provincial housing targets. As identified in the Draft Housing Strategy and Action Plan, released by the Town in July, 2023, the Town has pledged to meet a Provincial housing target of 33,000 new housing units by 2031, and a Regional target of 44,800 housing approvals by the year 2041 including, 19,340 units within the built boundary. More recently, through OPA 70, the Town has committed to accommodating a minimum of approximately 20,000 residents and jobs by 2031 within the Midtown Oakville PMTSA. In order to achieve these ambitious housing goals, the Town should aim to accommodate higher density housing forms that increase affordability and contribute to a complete community.</p> <p>The proposal responds to this call through the provision of 6,945 residential units of varying unit sizes and tenure that will support the Town in meeting their intensification targets, and the creation of a complete community in Midtown within the 2051 planning horizon.</p> |
| 2015 to 2031 | | | | | | |
| Target (New Residential Units within Built Boundary) ¹ | 14,390 | | | | | |

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| Section 5.0- Cultural Heritage | | |
| Section 5.1 General | | |
| 5.1.1. | <i>The general objectives for cultural heritage are: a) to conserve cultural heritage resources through available powers and tools and ensure that all new development and any site alteration conserve cultural heritage resources</i> | A remnant office building of the former GE lamp plant remains at the northern edge of the Subject Lands. As per the Town of Oakville By-law 2011-096, the GE Lamp Plant Office Building is designated to be protect for its cultural heritage value or interest, under Part IV of the Ontario Heritage Act, R.S.O 1990, Chapter O.18. |
| Section 5.3- Heritage Conservation | | |
| 5.3.1. | <i>The Town shall encourage the conservation of cultural heritage resources identified on the register and their integration into new development proposals through the approval process and other appropriate mechanisms</i> | As stated in the HIA prepared by ERA, the preferred approach to the heritage structure is to retain the building in situ and incorporate it into the park. The HIA considers the potential of alternative approaches as well including, relocation and documentation, salvage, and interpretation. The feasibility of adaptive reuse will be further explored through the Site Plan process. The final conservation strategy will be confirmed in a forthcoming Conservation Plan. An Interpretation Plan is also recommended to interpret the GE Lamp Plant and Oakville's industrial history. |
| 5.3.2. | <i>A cultural heritage resource should be evaluated to determine its cultural heritage values and heritage attributes prior to the preparation of a heritage impact assessment of a proposed development on the cultural heritage resource.</i> | |
| 5.3.6. | <i>The Town should require a heritage impact assessment where development or redevelopment is proposed: a) on, adjacent to, or in the immediate vicinity of, an individually designated heritage property; d) on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.</i> | |
| 5.3.7. | <i>The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development.</i> | |
| 5.3.8. | <i>Where the Town is considering a proposal to alter, remove, or demolish a cultural heritage resource that is protected or registered under the Ontario Heritage Act, or repeal a</i> | |

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| | <p><i>designating by-law under that Act, it shall ensure that it has before it any required heritage impact assessment or sufficient information to review and consider:</i></p> <ul style="list-style-type: none"> <i>a) how the proposal affects the heritage attributes and the cultural heritage value and interest of the cultural heritage resource; and,</i> <i>b) options that reduce, minimize or eliminate impacts to the cultural heritage resource.</i> | |
| Section 5.4- Archaeological Resources | | |
| 5.4.3. | <p><i>Where a development may cause an impact to archaeological resources or areas of archaeological potential, an assessment by a qualified professional will be required in accordance with provincial standards and guidelines. Archaeological resources that are located on a proposed development site will be conserved in accordance with the recommendations of the approved assessment.</i></p> | <p>As stated in the Stage 1 Archaeological Assessment prepared by ASI, there is no potential for the presence of significant precontact indigenous or Euro-Canadian Archaeological resources that may be impacted by the proposed development. The report recommends that the proposed development be cleared of further archaeological concern, with the stipulation that the appropriate planning authorities are to be notified if archaeological remains are encountered during future work on the Subject Lands.</p> |
| Section 5.5- Retention of Heritage Resources On-site or Relocation | | |
| 5.5.1. | <p><i>All options for on-site retention of buildings and structures of cultural heritage significance shall be exhausted before resorting to relocation. Relocation of built heritage resources shall only be considered through a Cultural Heritage Impact Assessment that addresses retention and relocation.</i></p> | <p>As stated in the HIA prepared by ERA, the preferred approach for the heritage buildings is to retain the extant building in situ, siting it within the proposed park. The building will be meaningfully reused, with further details to be determined through design development. The HIA also considers the potential impact of alternative approaches while recognizing that retention and adaptive reuse remain the preferred outcome with the least potential negative impact. The final conservation strategy will be confirmed in a forthcoming Conservation Plan. An Interpretation Plan is also recommended to interpret the GE Lamp Plant and Oakville's industrial history.</p> |

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| Section 6.0- Urban Design | | |
| Section 6.1- General | | |
| Section 6.1.1.- Objectives | | |
| 6.1.1. | <p><i>The general objectives for urban design are to provide for:</i></p> <ul style="list-style-type: none"> <i>a) diversity, comfort, safety and compatibility with the existing community;</i> <i>b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;</i> <i>c) innovative and diverse urban form and excellence in architectural design; and,</i> <i>d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.</i> | <p>The proposal will play an integral role in contributing to the vision for Midtown Oakville. As described in the UDB prepared by MHBC, the proposed development will provide buildings with a high quality and dynamic architectural design, with an abundance of inviting, accessible public spaces, and an enhanced vehicular, pedestrian and cycling network.</p> |
| Section 6.1.2- Policies | | |
| 6.1.2. | <p><i>a) Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.</i></p> | <p>As described in the UDB prepared by MHBC, the proposal has been thoughtfully designed, in keeping with the Livable Design Manual.</p> |
| Section 6.2- Public Realm | | |
| 6.2.1. | <p><i>The design of the public realm shall promote creativity and innovation and include:</i></p> <ul style="list-style-type: none"> <i>a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;</i> <i>b) walkable street lengths for pedestrians;</i> | <p>A cohesive public realm has been established across the Subject Lands, designed with creative and innovative principles that foster connectivity throughout the site. Beginning at the northwest corner, the public realm starts with the expansive strata park in Block 1, which is linked to the strata parkland in Block 2 by a pedestrian underpass beneath the N-S Arterial Road. Block 2</p> |

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| | <ul style="list-style-type: none"> c) <i>a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;</i> d) <i>comfortable and accessible public spaces that respond to their surroundings; and</i> e) <i>furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.</i> | <p>features various public realm elements within the strata parkland, including picnic areas, playgrounds, and sports areas. Moving southward, Davis Road will be developed as a pedestrian-oriented street, with retail spill-out areas and POPS designed to create an engaging, walkable environment. Further south, Blocks 3 and 4 incorporate substantial strata parkland that gradually transitions into public parkland, which hosts civic squares. These spaces thoughtfully respond to the significant change in grade by integrating retail spill-out areas that open onto the civic squares, as well as creative architectural features that facilitate pedestrian movement across varying slopes. This design is particularly evident at the southeast corner of the site, where the "Green Slope" showcases a cascading series of landscaped switchback steps, complete with seating, accessible ramps, and terraces. Blocks 3 and 4 are further connected by a pedestrian overpass, ensuring safe and convenient navigation between these two areas.</p> <p>The proposed road network creates a modified grid pattern that not only allows for the efficient movement of vehicles throughout the Subject Lands but also creates a safe pedestrian and cycling network that encourages the use of sustainable modes of transportation. A continuous network of public sidewalks will be provided along street frontages to support a comfortable pedestrian environment. In addition to the planned public sidewalks, each development block will feature a meandering network of internal pedestrian pathways that weave through the Forest Loop and connect to the Civic Squares (public parks). These paths ensure safe and direct access between public sidewalks and internal activity areas, as well as access on each block throughout the Subject Lands. Bicycle lanes are provided within the right-of-way of several of the future public roads to create safe, predictable</p> |

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| | | <p>cyclist routes. Additionally, buildings along the streets and facing the proposed park are lined with active at-grade uses, creating a safe and animated public realm.</p> <p>Additional detail regarding the streetscape design will be provided at the Site Plan Approval stage.</p> |
| Section 6.3- Complete Streets | | |
| 6.3.1. | <p><i>The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:</i></p> <ul style="list-style-type: none"> <i>a) multi-modal choices;</i> <i>b) circulation alternatives and convenient connections;</i> <i>c) priority pedestrian, cyclist and transit usage;</i> <i>d) comfortable, barrier-free and safe routes;</i> <i>e) ecologically sustainable features; and,</i> <i>f) quality spaces for public life.</i> | <p>As stated in the TIS prepared by BA Group, the proposed road network creates a modified grid pattern of complete streets that supports the creation of an attractive public realm and prioritizes multi-modal choice. A continuous network of sidewalks will be provided along street frontages to support a comfortable and convenient pedestrian environment. Buildings along the Davis Road are lined with active at-grade uses that create an animated public realm. Cycling infrastructure including, separated bike lanes, and short and long term bicycle parking, is also planned for the proposed development. Direct, safe, and convenient access to public transit is provided from the pedestrian and cyclist infrastructure to provide mobility choice. As explained in detail by the submitted UDB prepared by MHBC, the proposal offers a rich variety of pedestrian connections that foster an exceptionally walkable environment—one that is attractive, safe, welcoming, and accessible for all users</p> |
| Section 6.4- Streetscapes | | |
| 6.4.1. | <p><i>Streetscapes shall:</i></p> <ul style="list-style-type: none"> <i>a) enhance the local context and create a sense of identity</i> <i>b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;</i> <i>c) provide well designed and coordinated tree planting, landscaping, lighting and furnishings;</i> <i>d) provide wayfinding and navigational information; and,</i> | <p>As described in the UDB prepared by MHBC Planning, the proposed streetscape has been designed to reinforce the envisioned character of Midtown as an attractive, safe, and accessible community. The proposed street network includes continuous sidewalks and landscape strips to accommodate trees, plants, and patios, which contribute to the planned identity of the area and sense of place. In particular, the future E-W Collector Road (Davis Road) is envisioned as a vibrant streetscape that</p> |

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| | <p><i>e) provide cohesion and seamless transitions between the public and private realms.</i></p> | <p>serves as the central spine of the community. A key design objective for Davis Road is to transform the street from a traditional vehicle-dominated space into a pedestrian-oriented public space. This will be achieved through several design strategies, including minimizing curbs, introducing table crossings, increasing greenery with street trees and green infrastructure, at-grade active uses, and activating the public realm by widening boulevards for spill-out areas and incorporating temporary road closures.</p> <p>Further details regarding wayfinding and lighting will be provided at the Site Plan Approval stage. Moreover, the streets are lined with active uses, creating a safe and attractive pedestrian environment.</p> |
| <p>6.4.2.</p> | <p><i>New development should contribute to the creation of a cohesive streetscape by:</i></p> <ul style="list-style-type: none"> <i>a) placing the principal building entrances towards the street and where applicable, towards corner intersections;</i> <i>b) framing the street and creating a sense of enclosure;</i> <i>c) providing variation in façade articulation and details;</i> <i>d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;</i> <i>e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc;</i> <i>f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,</i> <i>g) improving the visibility and prominence of and access to unique natural, heritage, and built features.</i> | <p>The proposed development will contribute to the creation of a vibrant and unified streetscape through the following design measures including:</p> <ul style="list-style-type: none"> • Locating building entrances towards the street to increase ease of access; • Locating buildings parallel and close to the streets with appropriate podiums heights to frame the street; • Incorporating variation in building façade to increase visual interest; • Providing active at-grade uses including commercial and residential units; • Incorporating sustainable design elements including bike stalls, plantings, and trees; and, • Providing sufficient setbacks to allow for transitions from the public to the private realm. <p>Further details on the proposed streetscapes will be provided at the Site Plan Approval stage.</p> |

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| 6.4.3. | <i>Above-ground utilities should be grouped to minimize visual and physical intrusions on the streetscape. Locating utilities underground is encouraged.</i> | | It is generally acknowledged at this stage of the approval process that above-grade utilities will be located away from public view and will be further refined at the time of Site Plan Application for each development block. |
| 6.4.4. | <i>The creation of new streetscapes and improvements to existing streetscapes by the Town shall be consistent with the process outlined in the Streetscape Strategy (February 2014), as amended.</i> | | Streets will accommodate cars, sidewalks, landscaping and cycling routes. Further details on the proposed streetscapes will be provided at the Site Plan Approval stage. |
| Section 6.5- Street Design/Layout | | | |
| 6.5.1. | <i>Development should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to:</i> a) <i>disperse traffic by providing alternative routes;</i> b) <i>enhance bicycle movement;</i> c) <i>support the integration of transit service; and,</i> d) <i>respond to existing natural and topographical features</i> | | The street network proposed establishes a modified grid pattern that prioritizes pedestrian and cyclist circulation, integrates with existing and planned local transit, disperses traffic movement, and is responsive to the natural environment. |
| Section 6.9- Built Form | | | |
| 6.9.1. | <i>Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.</i> | | Each of the proposed buildings have been designed to contribute to the evolving character of Midtown as a vibrant, pedestrian-oriented, and transit-supportive community through intentional building siting, massing, form, orientation, scale and architectural features and landscaping, as further described in the UDB prepared by MHBC. |
| 6.9.2. | <i>Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.</i> | | As described in the UDB prepared by MHBC, the placement, scale and design of each of the proposed buildings, have been carefully chosen to contribute to the vision for the Midtown Oakville. All blocks feature high-rise buildings atop podiums. The placement of the base buildings on each block is based on the planned street network. The proposed base buildings are strategically positioned parallel to and close to the property lines, defining the street edges and establishing a continuous street wall along the public road. Additionally, the embedded Area Design Plan within the UDB |

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| | | clearly illustrates and demonstrates how the proposal is compatible with the planned context and surrounding properties. |
| 6.9.3. | <i>To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.</i> | <p>The proposed site design and built form ensure compatibility and appropriate transition between the mixed-use buildings, open space network, and future developments on the adjacent uses. At-grade active uses facing public parks and along public sidewalks ensure compatibility between proposed buildings and the public realm. Appropriate setbacks and separation distances on the development blocks ensure appropriate transition and spatial separation between uses in proposed buildings and future developments to the east and west, as shown on the Area Design Plan provided in the UDB prepared by MHBC.</p> <p>Additionally, as stated in the LUC Assessment prepared by GHD, the proposed development is considered to be compatible with the surrounding land uses. The proposal incorporates appropriate setbacks from various land uses including, a 14.0 setback from the ROW of South Service Road East, and several landscaped setbacks throughout the internal site, that ensure compatibility between different land uses integrated throughout the Subject Lands</p> |
| 6.9.4. | <i>In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.</i> | As stated in the UDB prepared by MHBC Planning, the proposal incorporates high-rise buildings that have distinct architectural features including, buildings that are massed, oriented, and positioned on top of 6-storey podiums to minimize impact on the pedestrian environment, creating a pedestrian scale environment at grade. The placement of the base buildings on each block is based on the planned street network. The proposed base buildings are strategically positioned parallel to and close to the property lines, defining the street edges and establishing a continuous street wall with active uses along the public road. |

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| | | <p>Generally, the proposed podiums across the Subject Lands employ various masonry material colours to provide an individual identity, and the arrangement of this material further defines the built form. Towers on each block feature a façade design that relates to each other; some have a grid-like treatment, while others use a mix of vertical elements in combination with a larger grid design or employ a stacked, rectangular grid treatment that is offset by linear balconies. The similarity in materials on each block ties the towers together, while their articulation/expression and differing tower heights give them their own identity. The proposed architecture along side the unique proposed open spaces will create a distinctive on the Subject Lands. The detailed design and materiality of the proposed buildings will be further explored through the Site Plan approval stage.</p> |
| 6.9.5. | <i>Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.</i> | Each of the proposed buildings have been thoughtfully sited and designed to frame the public street, containing at grade active uses with an appropriate level of glazing and entrances creating a pedestrian friendly environment. |
| 6.9.6. | <i>Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.</i> | To promote pedestrian-oriented design and increase ease-of-access, one residential entrance for each proposed building is oriented to the public street. |
| 6.9.7. | <i>Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.</i> | <p>As shown on the 3D massing prepared, each of the proposed buildings feature unique building design and massing, intended to create visual interest and a dynamic skyline.</p> <p>The proposed height distribution and massing of buildings on the Subject Lands are based on multiple considerations, including the planned context for Midtown Oakville, and the considerable size and location of the Subject Lands away from low-rise neighbourhoods while located in proximity to Oakville Go Station, QEW and future BRT on Trafalgar Road. Each development block is large enough to easily accommodate multiple tall buildings while</p> |

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| | | <p>addressing the urban design policies and guidelines. The height distribution provides a gradual transition in height from north to south and west to east. This height arrangement thoughtfully responds to the surrounding context, including the GO Station located to the west and the Highway to the north. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline.</p> <p>Generally, the proposed podiums across the Subject Lands will employ various masonry material colours to provide an individual identity, and the arrangement of the material will further define the built form. Towers on each block feature a façade design that relates to each other; some have a grid-like treatment, while others use a mix of vertical elements in combination with a larger grid design or employ a stacked, rectangular grid treatment that is offset by linear balconies. The similarity in materials on each block ties the towers together, while their articulation/expression and differing tower heights give them their own identity. The detailed design and materiality of the proposed buildings will be further explored through the Site Plan approval stage.</p> |
| 6.9.8. | <i>Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.</i> | At key intersections, such as Davis Road and North-South Arterial Road, buildings are recessed to create POPS. These areas enhance visibility, provide welcoming entrances, and clearly define the corners. Along Davis Road, where retail spaces will line the street, additional setbacks and façade insets are introduced. These design elements allow for retail spillover, highlight storefront entrances, and contribute to a vibrant and engaging pedestrian experience. |
| 6.9.9. | <i>New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks,</i> | The proposed site design and built form ensure compatibility and appropriate transition between the mixed-use buildings, future open space network, and future developments on the adjacent uses. At-grade active uses facing public and strata parks and along |

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| | <i>façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.</i> | public sidewalks ensure compatibility between proposed buildings and the public realm. Appropriate setbacks and separation distances on the development blocks ensure appropriate transition and spatial separation between uses in proposed buildings and future developments to the east and west, as shown on the Area Design Plan provided in the UDB prepared by MHBC. |
| 6.9.10. | <i>Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.</i> | <p>All towers within the Subject Lands are placed atop 6-storey (approximately 19.5 m) podiums, which are oriented parallel and close to the public streets. Due to the significant grade change from south to north, the podiums along the North-South Arterial Road will appear lower than 6 storeys at certain points, creating a natural variation in perceived height. Additional variation and visual interest are achieved through the use of insets, stepbacks, and architectural detailing, which break down the building mass and the length of the base buildings, enhancing the pedestrian scale.</p> <p>The proposed towers range in height from 35-48 storeys. The height distribution provides a gradual transition in height from north to south and west to east. This height arrangement thoughtfully responds to the surrounding context, including the GO Station located to the west and the Highway to the north. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline.</p> |
| 6.9.11 | <i>Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.</i> | The first floor of all buildings along public streets will incorporate taller heights, several of which will include non-residential uses. |
| 6.9.12. | <i>New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.</i> | The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards which, will be further refined at the Site Plan application stage. |

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| 6.9.13. | <i>Rooftop mechanical equipment shall not be visible from view from the public realm.</i> | | Rooftop mechanical equipment will be screened from the public realm to ensure that it is not visible and integrated into the design of the top of the towers. |
| 6.9.14. | <i>Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.</i> | | Private outdoor amenity areas provided on the building podiums will incorporate appropriate setbacks to ensure compatibility with the surrounding context. This will be studied further through the development review process. |
| 6.9.15 | <i>Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.</i> | | Towers provide a minimum of 30 m separation distances, and buildings are sited on the development blocks to ensure adequate access to sunlight and skyview. A Shadow Study prepared by G & C shows the impact of the proposed towers on residential areas and open spaces will be minimal. A Wind Study prepared by Gradient Wind concluded that most grade-level areas within and surrounding the Subject Lands are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year. |
| Section 6.10- Landscaping | | | |
| 6.10.1 | <i>Landscaping design and treatments should:</i> <ul style="list-style-type: none"> <i>a) enhance the visual appeal and human scale of development;</i> <i>b) create an attractive environment for pedestrian movement;</i> <i>c) frame desired views or focal objects;</i> <i>d) define and demarcate various functions within a development; and,</i> <i>e) provide seasonal variation in form, colour, and texture.</i> | | To bring the vision for the robust open space system to life, it must be supported by a creative and intentional landscape open space system. As shown on the Landscape Plan prepared by SLA Architects, the proposed development will feature an extensive landscaped open system that consists of a wide variety of plantings, materials, and public spaces, all of which will enhance the community's character and enrich the user experience within the space. The landscaped open space system will extend throughout the entirety of the Subject Lands, weaving through both public areas—such as the Forest Loop, Civic Squares, and the planned rights-of-way of future roads—as well as private spaces, including the amenity areas of the proposed buildings. Each space will feature distinct landscaping elements tailored to its specific context, creating a cohesive yet varied network that |

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| | | reinforces the unique identity of each area. The landscaping will be finalized at the Site Plan Approval stage. |
| 6.10.2 | <i>Development should preserve and enhance the urban forest by:</i> <i>a) maintaining existing healthy trees, where possible;</i> <i>b) providing suitable growing environments;</i> <i>c) increasing tree canopy coverage;</i> <i>d) incorporating trees with historic or cultural significance; and,</i> <i>e) integrating a diverse mix of native plant species.</i> | As shown on the Tree Canopy Plan provided by SLA, the proposed development will achieve a tree canopy cover percentage of 20%, exceeding the Town's canopy cover target for the MU4 Zone of 19%. |
| 6.10.3. | <i>Landscaping should be incorporated to provide shade and wind protection.</i> | A variety of native trees will be provided to create shade and shelter from the wind. The landscaping will be finalized at the Site Plan Approval stage. |
| 6.10.4 | <i>Landscaping treatments should preserve and complement the existing natural landscape.</i> | As shown on the Landscape Plans prepared by SLA, the landscaped open space system will blend seamlessly with the existing and planned landscape in Midtown Oakville. |
| 6.10.5 | <i>Landscaping shall enhance natural areas and open space features by incorporating native and non-invasive species.</i> | As shown in the Planting List prepared by SLA Architects, the planting strategy will take cues from the Carolinian Forest, that is native to the region. This planting strategy is versatile as it is resilient throughout the seasons, incorporates native and adaptive species, can thrive in dry and wet conditions, can adapt to open and dense vegetation, and can perform in light and dark conditions. |
| Section 6.11- Pedestrian Access and Circulation | | |
| 6.11.1 | <i>Access to pedestrian walkways should be barrier-free.</i> | The network of pedestrian walkways throughout the proposal will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards. |
| 6.11.2. | <i>Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:</i> <i>a) principal entrances of building(s), amenity areas and parking areas;</i> <i>b) the public sidewalk and transit facilities; and,</i> <i>c) adjacent developments, where appropriate.</i> | A continuous pedestrian network has been provided throughout the development that connects users to the principal entrances of proposed buildings, amenity areas, parking areas, transit facilities, retail uses, and open spaces. |

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| 6.11.3. | <i>In areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments.</i> | Enhanced pedestrian connections have been provided throughout the proposed development particularly, in areas with high pedestrian activity, such as Davis Road and the civic squares at the southern end of the development. Davis Road is envisioned as a pedestrian-oriented street, with retail spill out spaces, extensive landscaping, and POPS. Sidewalks on Davis Road will be wider and accompanied by attractive landscaping creating an inviting pedestrian realm. Additionally Base buildings provide several setbacks along the street providing additional pedestrian spaces. The Civic Squares at the southern end of the development are also envisioned as areas with high-pedestrian traffic, that connect to non-residential uses and strata parks in Blocks 3 and 4. Both of these areas incorporate accessible and predictable pedestrian walkways, with appropriate hard and softscape treatments. |
| 6.11.4. | <i>Transit stops should be located in close proximity to principal building entrances and connected by a pedestrian walkway.</i> | As per OPA 70, a BRT stop is proposed at the future intersection of the extension of Davis Road and the N-S Minor Arterial Road, within the Subject Lands. This transit stop will provide residents and visitors, with direct access to the proposed BRT, and create seamless connections to Oakville GO as well as the broader Town of Oakville. |
| Section 6.12- Vehicular Access and Circulation | | |
| 6.12.1 | <i>Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.</i> | As stated in the TIS prepared by BA Group, the proposed transportation network including, the internal driveways and accesses, have been designed to allow for the functional, efficient, and safe movement of vehicles within and beyond the Subject Lands. Each of the development blocks, have two to three driveway accesses that are located away from major intersections that allow for safe access to the development block. It should be noted that each frontage has only one driveway access to limits conflict zones between pedestrians and vehicles. Each of the access driveways lead to an internal vehicular circulation system that accommodates pick-up and drop-off needs, access to loading |

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| | | facilities, emergency access opportunities, and access to underground parking garage ramps. Additionally, there is no driveway access along Cross Avenue where the two proposed public parks (Civic Squares) are proposed to avoid any conflict between these two public open spaces and vehicles. |
| 6.12.2. | <i>Consolidated driveway accesses are encouraged to maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.</i> | Access to the development blocks will be facilitated through a maximum of two to three shared private driveways per block to minimize pedestrian and vehicular conflict points and support continuous sidewalks as much as possible. The proposed driveways direct vehicular-related activities, including access to underground parking, loading and servicing away from the pedestrian environment. The vehicular access points are strategically located away from major intersections and the proposed Collector Road to protect the function of each roadway and allow for convenient access to each block. |
| Section 6.13- Parking | | |
| 6.13.5. | <i>Parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible.</i> | All Parking is accommodated within below below-grade structures located under each development block. It should be noted that Blocks 3 and 4 are located along the steeper portions of the site and have been designed with parking structures embedded into the slope. This design approach uses the natural topography to screen parking from public view and ensure a visually cohesive streetscape. The transitions in grade are handled through careful building siting and landscape design, allowing the street edge to remain continuous, well-landscaped, and pedestrian-friendly. |
| Section 6.16- Service, Loading and Storage Areas | | |
| 6.16.1. | <i>Service and loading areas should be:</i> <i>a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way;</i> <i>b) accessible but not visible from the public realm; and,</i> <i>c) separated and buffered from Residential Areas.</i> | As stated in the TIS prepared by BA Group, the loading requirements of each building or group of buildings, has been evaluated against the practical, functional, and policy requirements associated with the various types of loading operations that would be experienced on a daily basis. The functional design of loading areas have been designed to ensure |

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| | | that the loading space is capable of accommodating the needs of each individual development building and or block to ensure an efficient and compact development and safe community. All vehicular activities, including access to underground parking, loading and servicing, and drop-off and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment. |
| 6.16.2. | <i>The visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, and screening with tree and shrub plantings.</i> | All vehicular activities, including loading, servicing, drop-off, and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment. |
| 6.16.3. | <i>For all development in the Growth Areas and on lands adjacent to residential land uses, service and loading areas should be located internal to the building or appropriately screened from the public realm and, where required, from adjacent uses.</i> | See response 6.16.1 above. |
| 6.16.4 | <i>Site and building services and utilities such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent Residential Areas and other sensitive land uses.</i> | All services and utilities will be located away from public streets, and residential buildings, and will be further studied through a future Site Plan Application. |
| Section 7.0- Community Uses | | |
| Section 7.1- General | | |
| 7.1.2 | <i>a) The following uses are generally defined as community uses and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation:</i> | The proposed development provides a robust open space and public realm system that includes several landmark spaces including: |

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| | <p><i>i. educational facilities such as elementary and secondary schools;</i></p> <p><i>ii. places of worship on sites less than 2.5 ha;</i></p> <p><i>iii. community facilities such as libraries, seniors' centres, emergency services buildings and facilities, and recreational facilities;</i></p> <p><i>iv. day care centres;</i></p> <p><i>v. parks;</i></p> <p><i>vi. emergency shelters; and,</i></p> <p><i>vii. arts and cultural facilities such as museums, art galleries and performing arts centres.</i></p> <p><i>c) In determining the location for new community uses, the following criteria shall be considered:</i></p> | <ul style="list-style-type: none"> • A ring of programmed green space that continuously meanders throughout the site, known as the "Forest Loop". The Forest Loop is intended to weave together a cohesive public realm through creating an immersive experience, lined with curated public art, seating areas, and passive programming. • A "Culture Hub" at the northern end of the site that reclaims the space under the future QEW overpass into a safe, animated public space that incorporates the existing Heritage Building. • Davis Road is envisioned as a pedestrian-oriented street, featuring wide pedestrian walkways, generous bicycle lanes, plantings, and tactile softscaping. • Two large public spaces at the southern end of the development, known as "Civic Squares" are envisioned as public piazzas where cafes, shops, and restaurants, open onto the public square to create lively urban gathering spaces. • At the eastern and western edges of the Civic Squares lies two "Green Slopes" which, are architectural features that capitalize on the site's changing topography through guiding pedestrians from the buildings, down to the civic squares through a series of stairs, ramps, and platforms. • To maintain a continuous pedestrian loop throughout the site, a pedestrian overpass, known as the "Forest Bridge" will connect the two southern development blocks, that maintains pedestrian accessibility as the grade of the site drops towards the CN Railway. <p>The proposed development takes a unique and innovative approach to parkland provision to support placemaking and livability in Midtown Oakville. The open space system leverages the central location of the Subject Lands within Midtown Oakville,</p> |

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| | <ul style="list-style-type: none"> i. <i>the use is intended to serve and support the community and is not more appropriately located in the Institutional designation;</i> ii. <i>the use is compatible with surrounding land uses;</i> iii. <i>the site is designed to be well integrated with surrounding land uses;</i> iv. <i>the site is an appropriate size to accommodate adequate:</i> <ul style="list-style-type: none"> ▪ <i>buffers such as landscaping and fencing to ensure compatibility with adjacent land uses;</i> ▪ <i>recreational amenities as necessary;</i> ▪ <i>on-site parking;</i> v. <i>the use complies with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment</i> | <p>the substantial size of the site, and its natural features—such as varied topography—to create a distinct and innovative open space system rooted in connectivity, and sustainability. Each of the open space and public realm elements are adequately sized to accommodate the intended programming of the space.</p> <p>The open space network, including its landmark features, have been carefully planned to ensure compatibility with, and seamless connections to, the broader Midtown community. This network will facilitate links to existing and planned open spaces in the surrounding area, such as the future school to the southwest, the active transportation corridor to the south, and parkland to the east. The design and location of the open space network have been strategically chosen to ensure permeability into, and compatibility with, these adjacent spaces and pathways, fostering a cohesive community within Midtown Oakville.</p> |
| Section 8.0- Transportation | | |
| Section 8.1- General | | |
| 8.1.1 | <p><i>The general objectives for transportation are:</i></p> <ul style="list-style-type: none"> a) <i>To provide a safe, efficient and accessible transportation system with choices in mobility;</i> b) <i>to foster the use and development of a sustainable transportation network</i> c) <i>to provide a public transit network that can offer a real alternative to private automobile use; and,</i> d) <i>to provide a network of on- and off-road pedestrian and cycling facilities that allow the use of active transportation modes as an alternative to the automobile.</i> | <p>As described in the TIS prepared by BA Group, the proposal will allow for the creation of a new network of public streets that prioritizes direct, safe, and convenient access to public transit and active transportation, while facilitating necessary vehicular access and movement. A TDM Plan has been developed for the Subject Lands that increases the viability of alternative modes of transportation, such as transit and active transportation, and reduces dependence on the single-occupant, private automobile.</p> |
| 8.1.2. | <ul style="list-style-type: none"> a) <i>In developing the transportation system, the Town shall evaluate and provide infrastructure to allow for</i> | <p>As stated in the TIS prepared by BA Group, the proposed transportation network has been designed to not only allow for</p> |

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| | <i>alternative travel modes based on its capabilities, cost-effectiveness, environmental impacts, health effects and energy consumption.</i> | the efficient movement of personal automobiles, but to encourage the use of alternative modes of transportation including, active and public transportation. |
| | <i>b) The Town's transportation system shall support and maximize the efficient use of land through urban development plans and provide mobility alternatives.</i> | The proposed road network supports the creation of a functional transportation system in Midtown that makes efficient use of the Subject Lands and encourages alternative mobility. |
| | <i>c) The Town shall promote priority for transit and the use of high occupancy vehicle (HOV) lanes along designated transit corridors and within the Growth Areas, as a means of reducing single occupancy vehicle use.</i> | |
| | <i>d) The Town will balance the provision of a safe, functional and attractive pedestrian-, cycling- and transit-oriented environment with an acceptable level of vehicular traffic. If necessary within the Growth Areas, the Town may accept a level of service which is less than optimum, in return for a more pedestrian-, cycling- and transit-oriented environment along its roads.</i> | As stated in the TIS prepared by BA group, the proposed development is appropriate from a transportation perspective given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy. |
| | <i>e) The enhancement of roadways, pedestrian and cycling facilities, and transit facilities to maximize mobility and access for persons with disabilities shall be required, including during construction and reconstruction projects.</i> | The active and public transportation amenities and routes proposed will be built to be accessible to those of all abilities and will be further refined through the Site Plan stage. |
| | <i>f) The transportation network identified on Schedule C shall be protected to meet current and projected needs for various modes of travel for the movement of people and goods with linkages to planned or existing intermodal opportunities. Development shall not preclude the implementation of the transportation network identified on Schedule C except for the proposed roads and QEW Grade Separation/Transitway illustrated on Schedule C, where environmental assessments may be necessary. Once any necessary environmental assessment process is completed, development shall not preclude the</i> | <p>As per Schedule C, Transportation Plan of the OP (Figure 9), the Subject Lands contains the following road network:</p> <ul style="list-style-type: none"> • A 'Future Road/Busway Corridor' running north-to-south (N-S) through the Subject Lands, over the QEW; • Two 'Future Roads' running east-to-west (E-W) through the Subject Lands. <p>Schedule L3, Midtown Oakville Transportation Network, of the LOP further defines the transportation network in Midtown Oakville (Figure 14). As per Schedule L3, the Subject Lands contains the following roads:</p> |

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| | <p><i>implementation of the proposed roads and QEW Grade Separation/Transitway identified on Schedule C.</i></p> | <ul style="list-style-type: none"> • A future 28.0 m E-W Minor Arterial Road; • A future 26.0 m E-W Local Road that transitions into a 19.0 m Local Road; • A future 19.0 m N-S Local Road; and, • A future 32.0 m N-S Multi-Purpose Arterial Road. <p>Schedule L5 of OPA 70 (Figure 22), further refines the transportation network within the Subject Lands, as follows:</p> <ul style="list-style-type: none"> • A future 26.0 m E-W Collector Road (Davis Road); • A future 36.0 m E-W Arterial Road that transitions into a 30.0 m Minor Arterial (Extension of Cross Avenue); • A future 20.0 m N-S Local Road; and, • A future 30.0 m N-S Future Minor Arterial Road. <p>As stated in the TIS prepared by BA Group, the proposed road network generally aligns with the road network shown in OPA 70. The transportation network OPA 70 for the lands east of Trafalgar Road, differs from that shown on Schedule C and L3 of the LOP in the following ways:</p> <ul style="list-style-type: none"> • The elimination of an off-ramp from the eastbound QEW that was proposed to pass beneath Trafalgar Road, with a connection to Cross Avenue; • A future active transportation grade separated crossing of Trafalgar Road, between Argus Road and Cross Avenue; • The N-S Arterial Street, east of Trafalgar Road, with connectivity between north of the QEW to Cornwall Road in the south. The N-S Arterial Street is planned to include a bridge across the QEW and a below-grade structure at the CN/GO Rail corridor. The N-S Arterial Street will include pedestrian and cyclist facilities, serve as the Trafalgar Road BRT route across the QEW corridor and provide an important new vehicle route to and from the Midtown |

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| | | <p>Oakville area, connecting it to the surrounding Oakville area;</p> <ul style="list-style-type: none"> • The realignment of Cross Avenue as it crosses Trafalgar Road, intersects the new N-S Arterial Street at-grade and extends eastwards to connect with Chartwell Road. Cross Avenue assumes a relatively east-west alignment through Midtown Oakville, along the southern limit of the developable area within Midtown, east of Trafalgar Road; • The realignment of South Service Road, east of Trafalgar Road, that intersects with both Cross Avenue and Davis Road and continues eastward to Chartwell Road; • The extension of Argus Road from west of Trafalgar Road, below Trafalgar Road, with a connection to Davis Road. Davis Road continues eastward to a new north-south local road (between South Service Road and Cross Avenue). An at-grade intersection will be formed at Davis Road and the N-S Arterial Street. • A finer grained collector and local street system that provides a more efficient framework for development blocks. Several new north-south local streets are proposed that connect South Service Road East (both east and west of Trafalgar Road) to Cross Avenue. <p>The proposed development further refines the Midtown Street network by:</p> <ul style="list-style-type: none"> • Extending the N-S local street on the west side of the Subject Lands further south to connect to Cross Avenue; and, • Providing two active-only crossings of the N-S Arterial Road. <p>The TIS prepared by BA Group concludes that, the proposed development is appropriate from a transportation perspective</p> |

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| | | given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy. |
| Section 8.2- Transportation Network | | |
| 8.2.1. | <i>The major road networks existing and proposed for the Town are shown on Schedule C. This schedule, together with Table 4, Functional Classification of Roads, and Table 5, Road and Section Right-of-Way Widths, shall be the basis for the provision of roads, right-of-way widths, and access control within the Town.</i> | See policy response 8.1.2c. |
| 8.2.3. | <i>The location of proposed major transportation facilities are identified on Schedule C. The location of major transportation facilities shall generally conform to the designations on Schedule C, recognizing that road requirements, locations and alignments shown are diagrammatic. The exact road requirements, location and alignment shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. An amendment to this Plan will not be required for changes to the requirements, location or alignments shown on Schedule C provided that the general intent and purpose of this Plan is maintained.</i> | See policy response 8.1.2c. As part of the OPA submitted with this application, amendments to Schedule L3 have been proposed to allow for the development of a multi-modal transportation network on the Subject Lands that is consistent with the Midtown EA, and OPA 70. |
| 8.2.4. | <i>The requirements for and locations of existing and proposed pedestrian/cycling facilities are identified on Schedule D. The requirements for and location of pedestrian/cycling facilities shall generally conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian/cycling facility requirements, alignment, or facility type, provided that the general intent and purpose of this Plan is maintained.</i> | As per Schedule D, Active Transportation Plan, of the LOP (Figure 10), the Subject Lands contains the following pedestrian/cycling facilities: <ul style="list-style-type: none"> • A proposed multi-use trail and bike lane along the N-S Arterial Road; • A proposed bike lane along the E-W Collector Road. As per Schedule L6 of OPA 70 (Figure 21), the Subject Lands contains the following elements of the active transportation system: |

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| | | <ul style="list-style-type: none"> • A mid block connection along the northern portion of the Subject Lands; • Future cycling infrastructure TBD along the E-W Collector road; • Future bicycle lane along the N-S Arterial Road; • Future bicycle lane along the E-W Arterial Road. <p>The proposed development contains the following cyclist infrastructure along the new major streets:</p> <ul style="list-style-type: none"> • A 1.5 m bicycle lane along the Davis Road; • A 2.0 m bicycle lane along the N-S Arterial Road; and, • A 2.0 m bicycle lane along the Cross Avenue Extension. <p>The cycling and pedestrian infrastructure contemplated through the proposed development maintains the general intent and purpose of Schedule D of the LOP, through providing safe, convenient, and comfortable public cycling infrastructure that supports the creation of a multi-modal transportation network in Midtown Oakville.</p> |
| 8.2.7. | <i>The Town shall protect and enhance the function of the arterial and collector road systems by reducing the number of driveways along arterial roads in developed/developing areas, through the provision of common off-street parking and service areas for commercial uses where appropriate.</i> | As stated in the TIS prepared by BA Group, each of the proposed driveways have been strategically located away from major intersections to protect the function of the roadways, and the ability to access each of the development blocks. |
| Section 8.3- Functional Road Classifications | | |
| 8.3.1. | <i>Transportation facilities, with the exception of Provincial Highways, should be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement. Such facilities shall conform to the classification, functional and design criteria outlined in Table 4, Functional Classification of Roads.</i> | As described in the TIS and shown on the Street Sections, each of the proposed public roads has been designed to accommodate multi-modal transportation. Each of the roads feature a sidewalk, landscape strip, and vehicles lanes, and the Collector and Arterial Road also have dedicated cyclist lanes. The Arterial Roads also have a 3.50 m wide travel lane designed to accommodate the future Trafalgar BRT. |

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| 8.3.2. | The Town shall consider innovative road designs that have environmental considerations and support pedestrians, cycling and transit-supportive land uses. | | | A detailed description of the function street design of each of the proposed roadways within the Subject Lands is included in the TIS prepared by BA Group. The right-of-way widths of the proposed streets are consistent with the OPA 70. |
| 8.3.3. | The Town shall require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector roads. | | | The Arterial and Collector Roads proposed have been designed to maximize the use, and efficient operation of, public transit, while ensuring the shortest vehicular travel times. |
| Table 4 | Facility Type | Function | Criteria | New public roads contemplated through the proposed development include the following: <ul style="list-style-type: none">Street A- Future N-S Local Road, with a 20.0 m ROWFuture N-S Minor Arterial Road, with a 30.0 m ROWDavis Road- Future E-W Collector Road, with a 26.0 m ROWCross Avenue Extension- Future E-W Arterial Road, with a 30.0 m-36.0 m ROW. Each of the new major public streets meet the function and criteria outlined in Table 4. |
| | Multi-Purpose Arterials | <ul style="list-style-type: none">serve a mix of functions of major arterials and minor arterialsact as major transit corridorsaccommodates high volumes of traffic4 or 6 lanes40,000 or 60,000 vehicles per day2 | <ul style="list-style-type: none">intermediate degree of access controltransit-supportive land uses to be encouraged along right-of-way35 metres | |
| | Minor Arterials / Transit Corridors | <ul style="list-style-type: none">accommodate intermediate volumes of inter-community and inter-neighbourhood trafficdistribute traffic to or from all other classes of roads, except Provincial Highwaysmay act as local transit corridors2 or 4 lanes | <ul style="list-style-type: none">direct access from abutting residential properties will generally be discouraged in the development of new communities and districts unless suitable provisions are incorporated into subdivision planstransit-supportive land uses to be | |

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| | | <ul style="list-style-type: none">20,000 or 40,000 vehicles per day² | <ul style="list-style-type: none">encouraged along right-of-way26 metres | |
| | Major Collector | <ul style="list-style-type: none">accommodate intermediate volumes of intra-community trafficmay act as local transit corridors2 lanes10,000 vehicles per day | <ul style="list-style-type: none">direct access from abutting properties will be permitted26 metres | |
| | Local roads | <ul style="list-style-type: none">not to accommodate through trafficroads shall be designed to service only the properties that abut the roadway2 lanes1,500 vehicles per day | <ul style="list-style-type: none">access to individual properties18 metres16 metres right-of-way where pedestrian mobility plan demonstrates that a single sidewalk is sufficient for the area | |
| Section 8.4- Rights-of-Way | | | | |
| 8.4.1. | <i>The required right-of-way widths shown in Table 4, Functional Classification of Roads, in conjunction with Schedule C, denote the requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive queue jump and/or turning lanes and other special treatments to accommodate the optimum road/intersection geometric design.</i> | | | Each of the major public roads proposed meet the function and criteria of their respective facility type, as set out in Table 4. |
| 8.4.2. | <i>Additional rights-of-way may be required to provide lands for environmental considerations in the construction of bridges, overpasses, grade separations, pedestrian and cycling facilities, and transit priority measures. Any such additional right-of-way</i> | | | The proposed right-of-way widths of the public roads on the Subject Lands are shown on the Draft Plan of Subdivision and Cross-Sectional drawings, submitted with this application. |

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| | <i>requirements shall be determined at the time of the design of the road facilities.</i> | |
| 8.4.3 | <i>Rights-of-way in accordance with Table 4 shall be conveyed as required as a condition of development.</i> | The right-of-way of the public roads will be conveyed to the City, as a condition of Draft Plan Approval. |
| 8.4.5. | <i>Road rights-of-way shall be developed to take into consideration the needs of vehicular traffic, pedestrians, cyclists, transit, medians, on-street and lay-by parking, and urban design requirements including streetscape design.</i> | As shown on the Streetscape Plans prepared by MHBC Panning and the right-of-way sections prepared by BA Group, each of the proposed roadways will contribute to an attractive and engaging streetscape that considers the needs of vehicular traffic, pedestrians, and cyclists. In particular, Davis Road will be designed to stimulate a “main street” character, through providing extensive pedestrian and cyclist infrastructure, and spill out spaces from the adjacent retail uses. Traffic calming measures, such as of lay-by parking and tactile pavement will also be used to create a pedestrian-oriented environment and reduce the use of personal automobiles. |
| 8.4.6. | <i>From a streetscape perspective, the Town may require additional road rights-of-way to provide for improvements such as, but not limited to, median, double row planted street trees, on-street or lay-by parking, and urban design considerations.</i> | Additional right-of-way required for streetscape elements the Town deems necessary, will be determined at a detail design engineering phase. |
| 8.4.7. | <i>Specific future transit network improvements may include transitways on exclusive rights-of-way, designated lanes and/or high occupancy vehicle lanes.</i> | As shown on Schedule L5 of OPA 70, the Future N-S Minor Arterial and the Cross Avenue Extension within the Subject Lands, are intended to serve as a portion of the Trafalgar Road BRT route across the QEW Corridor (Figure 22) . As shown on the Street Sections prepared by BA Group, the portion of the E-W Arterial Road (Cross Avenue Extension) west of the N-S Minor Arterial Road and the N-S Arterial Road features two 3.50 m BRT Lanes, that can accommodate the Trafalgar Road BRT. |
| Section 8.5- Road and Section Right-of-Way Widths | | |
| 8.5.1. | <i>Notwithstanding the right-of-way widths listed in Table 4, Functional Classification of Roads, the roadway sections in Table 5, Road and Section Right-of-Way Widths, are expected to achieve the following widths.</i> | Schedule L3, Midtown Oakville Transportation Network of the LOP (Figure 14) , shows a 'Future 32 m Multi-Purpose Arterial Road' running N-S through the middle of the Subject Lands, that connects to a 'Future 26 m Local Road', over Highway 403, to |

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| | Table 5: Road and Section Right-of-Way Widths | | | | Iroquois Shore Road. Similarly, OPA 70 includes a 'Future 30.0 m Minor Arterial Road' running N-S through the middle of the Subject Lands, connecting over Highway 403. As shown on the Site Plan prepared by G & C, and described in the TIS prepared by BA Group, the N-S Arterial Road will have a 30.0 m ROW, that will accommodate a 2.70 m sidewalk, 2.0 m bike lane, 3.50 m BRT Lane, and 3.0 m travel lane on each side of the road. A 4.80 m median/turn lane is also provided. The proposed road has the potential to connect to an overpass over the QEW in the future. |
| | Road | From | To | ROW | |
| | North-South Cross (Midtown) | Iroquois Shore Road | Station Road | 32 m | |
| 8.5.2. | Major changes to existing road allowance widths identified as special in Table 5 (Note 2) are not anticipated. However, operational improvements, development, bus bay development, channelization and improvements of a similar nature may be undertaken as the need arises, and may be required as a condition of development approval. | | | | |
| Section 8.7- Future/New Road Alignments | | | | | |
| 8.7.1. | The Town may protect for new alignments and additional right-of-way requirements identified within the Growth Areas and shown on Schedule C. | | | | As per the TIS prepared by BA Group, the proposed road network inclusive of roadway alignments, location, and right-of-way widths, are appropriate from a transportation perspective, given the transit-oriented nature of the proposed development. |
| 8.7.2. | The Town may secure through the planning application process rights-of-way on alignments as shown on Schedule C. Final rights-of-way and alignments will be determined through detailed transportation studies, environmental assessments where required and the planning approval process. | | | | |
| Section 8.9- Transit | | | | | |
| 8.9.2. | The Town will encourage transit-supportive development within major transit station areas and around transit terminal facilities. | | | | The proposed mixed-use development, located in a PMTSA, incorporates transit-supportive densities and urban design measures that make transit increasingly accessible to residents, as outlined in the UDB prepared by MHBC. |
| 8.9.3. | The Town will support inter-regional transit initiatives including transitways and busways as identified on Schedule C. | | | | As per Schedule C of the LOP, the Subject Lands contains a 'Bus way Corridor' running N-S through the Subject Lands (Figure 9). As stated in the TIS prepared by BA Group, the Future N-S Arterial Road and the Cross Avenue Extension, west of the N-S Arterial, feature a 3.50 metre lane designed to accommodate Trafalgar BRT. |

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| 8.9.4. | <i>Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.</i> | The proposed development including, the internal road network, driveway accesses, and intersections, have been designed to ensure the safe, convenient, and efficient access to transit services. |
| 8.9.5. | <i>The Town will encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops and on-street bus bays, as well as providing for bus shelters at bus stop locations.</i> | The proposed mixed-use development incorporates transit-supportive urban design including, the creation of rights-of-way widths that can accommodate transit vehicles and the future Trafalgar BRT, the provision of direct pedestrian access to the future transit stop at the intersection of the Davis Road Extension and future N-S Arterial Road, and provision of transit-supportive TDM measures. Each of these measures will enhance access to transit, seamlessly connecting residents and visitors to the local transit, Oakville GO, the future BRT, and the broader Town. |
| 8.9.6. | <i>The Town may require development to provide for and support pedestrian and cycling facilities and provide access to public transit services and public transit stations within a walking distance of generally no more than 400 metres.</i> | As described in the TIS prepared by BA Group, the proposed development has been designed to create a multimodal transportation network that provides cycling, pedestrian, and public transit facilities. More specifically, the proposal will provide pedestrian walkways on each of the public roads, and cycling lanes on the Arterial and Collector Roads. A BRT Lane is also provided on the N-S Arterial and west side of Cross Avenue. |
| 8.9.7. | <i>The design of roadways shall consider transit service and operational needs including maximizing transit access, queue jump lanes, and minimizing transit vehicle travel times</i> | As stated in the TIS prepared by BA Group, the proposed transportation network has considered the future needs of public transit services. |
| 8.9.8. | <i>Development applications along transit corridors within the Growth Areas will be encouraged to incorporate transit waiting areas into buildings located adjacent to transit stops.</i> | The delineation of transit stops to service visitors and residents of the proposed development will be further refined through a future Site Plan application. |
| 8.9.9 | <i>The Town shall take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all planning applications fully consider short and long-term transit opportunities.</i> | The proposal considers the short and long-term transit opportunities located within the Midtown Oakville PMTSA, through providing transit-supportive densities that increase the number of transit users within the PMTSA, creating a road network that accommodates transit vehicles, providing a connected and vibrant |

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| | | | public realm, and a site layout that can accommodate bus shelters and bus stops. |
| Section 8.10- Active Transportation | | | |
| 8.10.1 | <i>Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.</i> | | The proposed road network establishes a continuous, safe, and accessible pedestrian and cyclist network throughout the proposed development that connects users to each development block, the open space network, and to the surrounding community. |
| 8.10.2 | <i>The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.</i> | | As stated in the TIS prepared by BA Group, the proposed road network has considered the guidelines set out in the Active Transportation Master Plan, as observed through the substantial pedestrian and cyclist facilities provided within the right-of-way of the proposed roads. |
| 8.10.3. | <i>The location of existing and proposed pedestrian and cycling facilities are designated on Schedule D. The location of pedestrian and cycling facilities should conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian and cycling facilities alignment provided that the general intent and purpose of this Plan are maintained.</i> | | The cycling and pedestrian infrastructure contemplated through the proposed development maintains the general intent and purpose of Schedule D of the LOP and Schedule L6 of OPA 70, through providing safe, convenient, and comfortable public cycling and pedestrian infrastructure that supports the creation of a multi-modal transportation network in Midtown Oakville. |
| 8.10.5. | <i>Development proposals, and upgrades to existing roads, will be required to incorporate pedestrian and cycling facilities in accordance with Schedule D and have regard for the implementation guidelines set out in the Active Transportation Master Plan.</i> | | As stated in the TIS, the separated bike lanes, internal pedestrian walkways, and enhanced public realm provided through the proposed development, encourage the use of alternative modes of transportation, in accordance with the vision set out in Schedule D as well as the Active Transportation Master Plan. |
| 8.10.7. | <i>In new developments, sidewalks should be required on both sides of all roads with the exception of:</i> a) <i>residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road;</i> | | Sidewalks are to be provided along each of the public roads proposed throughout the proposed development, as shown on the Draft Plan of Subdivision. |

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| | <p><i>b) lanes, where no sidewalks shall be required; and,</i></p> <p><i>c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.</i></p> | |
| 8.10.8. | <p><i>Bicycle parking standards shall be implemented through the Zoning By-law.</i></p> | <p>As stated in the TIS prepared by BA Group, a minimum of 3,473 long-term bicycle parking spaces, 695 short-term (residential visitor) bicycle parking spaces, and 11 bicycle spaces for the retail uses will be provided through the proposed development. This exceeds the requirements of the Zoning By-law.</p> |
| Section 8.11- Rail | | |
| 8.11.2. | <p><i>In order to minimize and alleviate the conflicts of the railway network with adjacent land uses and with the road network, the Town will:</i></p> <p><i>a) progressively grade separate at-grade railway crossings with a high exposure index;</i></p> <p><i>b) require that adequate visual and/or physical separation be provided to screen railway rights-of-way from adjacent residential land uses wherever possible;</i></p> <p><i>d) implement safety measures such as berms, landscape buffers and building setbacks between railway rights-of-way and adjacent land uses in consultation with the owner of the railway right-of-way;</i></p> | <p>The CN Railway line lies immediately south of the Subject Lands. As per Schedule L5 of OPA 70, a 'Potential Future Railway Grade Separation Underpass' begins immediately south of the Subject Lands and connects under the railway (Figure 22). The proposed development will provide an internal road network that has an appropriate right-of-way width to connect to the potential underpass.</p> <p>As stated in the Noise Report prepared by GHD, according to the "Guidelines for New Development in Proximity to Railway Operations, May 2013" (GNDPRO), if the proposed dwelling units are located more than 75 m from the railway right-of-way, vibration measurements are not required. The nearest proposed buildings of the development are approximately 120 metres from the right-of-way of the CN Oakville Subdivision rail line; therefore, vibration measurements are not required.</p> |
| Section 8.12- Integrating Land Use and Transportation | | |
| 8.12.1 | <p><i>The Town will co-ordinate land use and transportation planning to maximize the efficient use of land.</i></p> | <p>As stated in the TIS prepared by BA Group, the proposed transportation network is integrated with the larger planning framework for the Midtown Area including, the infrastructure</p> |

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| | | investment and area-wide planning initiatives that are being led by the Town of Oakville and other public agencies. |
| 8.12.2 | <p><i>Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals:</i></p> <ul style="list-style-type: none"> <i>a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;</i> <i>b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;</i> <i>c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,</i> <i>d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements.</i> | The proposed mixed-use development achieves a net FSI of 8.08 and a gross FSI of 5.16 which, is an appropriate scale and intensity to support the intensification goals of the Midtown Oakville PMTSA. The internal road network, pedestrian and cyclist facilities, and public transportation infrastructure, have each been designed to support the use of alternative modes of transportation through increasing the accessibility to, and enjoyment of, these facilities. |
| Section 8.14- Transportation Demand Management | | |
| 8.14.1 | <p><i>Through the development process, the Town will encourage opportunities for developing transportation demand management (TDM) measures to reduce single occupancy motor vehicle use, especially during peak travel periods. TDM measures include, but are not limited to, carpooling programs, preferential parking for carpool members, transit pass incentives, cycling initiatives, telecommuting, flex hours, provision of private shuttles, and walking programs.</i></p> | As stated in the TIS prepared by BA Group, a TDM strategy has been developed to ensure that the proposed development sets a sustainable precedent in urban development (e.g. increase vehicle occupancy and reduced vehicle kilometres travelled) and encourages the use of alternative travel modes. TDM measures proposed as part of the development include, but are not limited to, reduced residents parking supply, provision of bicycle parking spaces and repair stations, and convenient pick-up and drop-off facilities. |

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| 8.14.2. | <i>TDM will be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling.</i> | | |
| Section 8.15- Parking | | | |
| 8.15.1 | <i>Within the Growth Areas and major transit station areas, the Town shall investigate the potential for parking restriction zones, including establishing minimum and maximum parking standards, to maximize the efficient use of land and promote active transportation and the use of public transit.</i> | | As landowners are no longer required to provide parking facilities in PMTSAs per Bill 185, the parking proposed to support the mixed-use community has been designed to meet the market and practical demands for parking in Midtown Oakville. The TIS prepared by BA Group concludes that, given the robust transit and active transportation infrastructure in Midtown and the nature of the proposed development, the proposed parking supply meeting the practical needs of the site. The proposed parking supply will encourage a modal shift, to more sustainable forms of transportation such as cycling, walking, and transit. |
| 8.15.2 | <i>On-street parking will be permitted wherever possible to increase activity along the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including lay-bys and accommodation for safe cycling, shall be developed. Reduced off-street parking requirements will be established for specific areas where appropriate, particularly in major transit station areas and within the Growth Areas.</i> | | On-street and layby parking will be provided within the right-of-way of Davis Road, and Local Street A. The layby parking will provide convenient access to the at-grade retail spaces and contribute to the creation of pedestrian-oriented streetscapes through reducing vehicle speeds and acting as a buffer between the public realm. |
| Section 8.16- Noise & Vibration | | | |
| 8.16.1 | <i>The Town shall require appropriate mitigation of adverse impacts on sensitive land uses from noise and vibration emanating from rail yards, railways, Provincial Highways, major, multi-purpose and minor arterials, and primary transit corridors.</i> | | As stated in the Noise and Vibration Report prepared by GHD, future predicted noise levels at the proposed development from road traffic on the nearby major roadways are sufficiently high that noise mitigation is required in the form of building envelope sound transmission class (STC) specifications, acoustic barriers, and central air conditioning. Noise warning clauses are also recommended. Cumulative stationary noise levels at the Subject Lands from nearby industrial and commercial facilities are within the applicable stationary noise limits of the MECP. The |
| 8.16.2. | <i>Sensitive land uses shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and the provision of landscaping including street trees and fencing.</i> | | |

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| | | development is not predicted to impact the ability of the nearby commercial or industrial facilities to comply with the sound level limits of NPC-300. |
| Section 9.0- Physical Services | | |
| Section 9.1- General | | |
| 9.1.1. | <i>Development of all lands within the urban area shall be based on full urban water and sanitary sewers.</i> | The proposed development will be serviced through full urban water and sanitary sewers, as described in the FSR prepared by Urbantech. |
| 9.1.4. | <i>New services are encouraged to be located underground and in one common trench.</i> | All servicing infrastructure will be located underground and will adhere to the Town of Oakville Development Engineering Standards and the Region of Halton Water and Wastewater Design Manual. |
| 9.1.11 | <i>The Town shall ensure that, where necessary, appropriate locations are provided for utility equipment, such as within rights-of-way or easements on private property.</i> | Appropriate locations will be selected to accommodate utility equipment as needed. |
| Section 10.0- Sustainability | | |
| Section 10.1- General | | |
| 10.1.1. | <i>The general objectives for sustainability are:</i> <ul style="list-style-type: none"> <i>a) to minimize the Town's ecological footprint;</i> <i>b) to achieve sustainable building and community design;</i> <i>c) to preserve, enhance and protect the Town's environmental features, natural heritage systems and waterfronts;</i> <i>d) to enhance the Town's air and water quality;</i> <i>e) to maintain the existing urban forest; and,</i> <i>f) to progressively increase the urban forest to achieve a canopy cover of 40% Town-wide beyond the life of this Plan.</i> | The proposal will consider the Town's objectives for sustainable design through providing a mixed-use, transit-oriented community that incorporates sustainable building and community design, minimizes the length of vehicular trips to enhance air quality, and increases the Town's green space and urban forest. As illustrated in the Tree Canopy Plan prepared by SLA, the proposed development will achieve a canopy cover of 20%, exceeding the Town's canopy cover target of 19% for mixed-use developments within the MU4 Zone, as identified in the Livable by Design Guidelines. As shown through the Planting List prepared by SLA, in choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant species, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design. |

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| 10.1.2. | <p><i>a) Sustainable development will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's ecological footprint.</i></p> | <p>As described in the UDB prepared by MHBC, the proposed development will contribute to the Town efforts to address climate change through incorporating elements of sustainable development such as the provision of public parks, strata parks, private landscaping, and an active streetscape that increase the Town's urban forest, the provision of transit-supportive densities that reduce reliance on personal vehicles, and making efficient use of the land and available infrastructure.</p> |
| 10.2.1. | <p><i>The Town recognizes that a key initiative to mitigate the impacts of climate change is the reduction of greenhouse gas emissions. The Town will work to mitigate and adapt to climate change by initiatives that include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>b) promoting increased levels of transit usage and active transportation modes;</i> <i>c) establishing targets for reducing greenhouse gas emissions and improving air quality;</i> <i>d) encouraging energy efficient and green buildings; and,</i> <i>e) reducing the risk of infrastructure damage during severe weather by encouraging the location of utilities underground and improving Town infrastructure.</i> | <p>The proposed development will support the Town's efforts to mitigate and adapt to climate change, through providing infrastructure and residential densities that encourages the use of alternative modes of transportation, establishing a road network that minimizes the length of vehicular trips, designing energy efficient buildings, and locating infrastructure underground.</p> |
| Section 10.4- Energy Conservation | | |
| 10.4.1. | <p><i>The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:</i></p> <ul style="list-style-type: none"> <i>a) seeking a compact urban form;</i> <i>b) encouraging mixed use development where appropriate to minimize motor vehicle trips;</i> <i>c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;</i> <i>d) encouraging urban design that promotes energy conservation;</i> | <p>Through introducing a compact, transit-supportive, mixed-use urban community that accommodates a range of uses, supported by an interconnected street network, the proposal will promote energy conservation and adapt to climate change. The road network and mix of uses minimize the length of vehicular trips and meet the daily needs of residents, while the higher densities and built form of the buildings, make efficient use of the land and available infrastructure, and encourage the use of active and public transportation.</p> |

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| | <ul style="list-style-type: none"> e) <i>promoting transit and modes of active transportation; and,</i> f) <i>addressing other matters, as appropriate, that reduce energy consumption</i> | <p>As shown on the Landscape Plan prepared by SLA Architects, the planting strategy will take cues from the Carolinian Forest, that is native to the region. This planting strategy is versatile as it is resilient throughout the seasons, incorporates native and adaptive species, can thrive in dry and wet conditions, can adapt to open and dense vegetation, and can perform in light and dark conditions.</p> |
| Section 10.6- Green Buildings | | |
| 10.6. | <p><i>The Town will encourage innovative programs and construction methods which support the sustainable development and redevelopment of buildings. Sustainable features sought by the Town may include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>a) renewable energy systems such as wind, geothermal and solar power installations;</i> <i>b) energy-efficiency technologies that are consistent with high energy efficiency standards (such as Energy Star and LEED buildings), design features and construction practices;</i> <i>c) green roofs or high albedo roofs that contribute to the reduction of the urban heat island effect;</i> <i>d) permeable paving and other innovative stormwater management methods;</i> <i>e) water conservation and efficiency measures; and,</i> <i>f) conserving heritage resources, which contributes to sustainability by reducing landfill and lessening the demand for energy and resources needed for new construction.</i> | <p>Sustainable and green design features for the proposed buildings will be considered at a future stage of development.</p> |
| Section 10.7- Greyfields and Brownfields | | |
| 10.7.1. | <p><i>Where the redevelopment of large greyfield or brownfield sites for residential land uses is proposed, intensification policies provided in section 11.1.9 shall apply. Such redevelopment shall also be planned in a comprehensive manner.</i></p> | <p>The proposal will allow for the remediation, and redevelopment of a brownfield site that will transform the currently underutilized lands into a vibrant, mixed-use community, that contributes to the character of the Midtown Oakville PMTSA.</p> |

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| 10.7.2. | <i>Provincial legislation shall be referred to in the review of development applications to address matters related to known and potential site contamination.</i> | <p>The Subject Lands has been assessed through a Phase I and II ESA prepared by EXP. The Phase I ESA prepared by EXP, recommended that additional horizontal and vertical delineation of soil and groundwater be completed, followed by a remediation and/or risk assessment to assess soil and groundwater quality in the areas of potential environment concern.</p> <p>A Phase II ESA was conducted to assess the areas of potential environmental concern (APECs) identified in the Phase I ESA completed by EXP, and to support the filing of RSC on the Ontario Ministry of the Environment, Conservation and Parks (MECP) Environmental Brownfield Site Registry. The Phase II ESA concluded that:</p> <ul style="list-style-type: none"> • The majority of the pH samples were within the range, with elevated pH for two surface soil samples. • Soil samples contained various exceedances above the Table 2: Full Depth Generic Site Condition Standards (SCS) in a Potable Ground Water Condition for Residential/Parkland/Institutional (RPI) Property Use and medium/fine textured soil (Table 2 SCS). • Groundwater samples contained various exceedances above the Table 2 SCS. • Inspection of the soil cores retrieved from the boreholes did not indicate the presence of non-aqueous phase liquid (NAPL), staining or sheen, with the exception of one location. <p>Please review the fulsome description of the conclusions of the Phase II ESA, enclosed with this application.</p> <p>Based on the findings of the Phase II ESA, further environmental work (i.e., remediation and risk assessment etc.) is required prior to filing a RSC.</p> |

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| Section 10.10- Stormwater Management | | |
| 10.10.1. | <i>Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.</i> | As stated in the FSR & SWM prepared by Urbantech, the stormwater management strategy for the proposal meets Town and Conservation Halton requirements for quantity, quality, and water balance control. Runoff will be managed through a combination of underground storage tanks within the development blocks, superpipes within the municipal rights-of-way, and infiltration galleries within park blocks. The plan provides on-site control of peak flows to the Lower Morrison Creek system, achieves enhanced (Level 1) water quality treatment, and satisfies the Town's water balance target of 25 mm retention. |
| 10.10.2 | <i>Where existing watercourses are sufficiently wide to carry storm flows, there shall be no modification of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town, the Conservation Authority and the Province.</i> | |
| 10.10.5. | <i>The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town's engineering standards.</i> | The stormwater drainage facilities proposed in support of the development, have been designed in accordance with the applicable Town and Regional standards. |
| 10.10.7. | <i>Existing groundwater recharge rates shall be maintained in all developments, where possible.</i> | As stated in the FSR & SWM Study prepared by Urbantech, stormwater runoff volume retention will be achieved in accordance with the Midtown EA Study through the implementation of Low Impact Development (LID) measures such as green roofs, bioretention, permeable pavement, and perforated pipe systems. The detailed LID and water balance mitigation plan will be provided through detailed design at the site plan approval stage. Site constraints such as clearance to the seasonally high groundwater level will be considered in the selection, implementation and location of the proposed LID measures. |
| 10.10.8 | <i>The use of permeable surfaces and soft landscaping shall be encouraged where possible.</i> | |
| 10.10.8. | <i>All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.</i> | As stated in the FSR & SWM Study prepared by Urbantech, the proposed development will follow all Provincial and Federal best management practices for stormwater management and will implement innovative management strategies where feasible. |

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| Section 10.11- Air Quality | | |
| 10.11.1 | <i>The Town will work to improve air quality through its land use and transportation decisions including, but not limited to:</i> <i>a) concentrating activity centres;</i> <i>b) encouraging mixed use development;</i> <i>c) providing a well-connected pedestrian and bicycle network where feasible;</i> <i>d) providing convenient and efficient transit service;</i> <i>e) implementing parking policies, primarily through the Zoning By-law, that do not undermine the encouragement of transit and active modes of transportation; and,</i> <i>f) establishing policies and by-laws that protect and enhance the urban forest.</i> | The proposed development will support the Town’s efforts to improve air quality, through providing a mixed-use community that features a range and mix of uses connected through active and public transit, that reduce the length and number of vehicular trips. The open space network throughout the Subject Lands will feature treed and landscaped areas that enhance the urban forest. |
| Section 10.12- Urban Forests | | |
| 10.12.1 | <i>For every square metre of leaf area that is removed from Town property or from Town road rights-of-way, sufficient trees will be replanted to replace the lost square metres of leaf area.</i> | As shown on the Tree Canopy Plan prepared by SLA Architects, the proposed development will achieve a tree copy cover percent of 20%, exceeding the Town’s canopy cover target of 19% for mixed-use developments within the MU4 Zone, as identified in the Livable by Design Guidelines. |
| 10.12.2. | <i>The Town shall ensure that appropriate space for tree protection and tree planting within road rights-of-way are included in the design of new roads or road improvements.</i> | |
| 10.12.5. | <i>Tree removal on private property shall be subject to the Town’s private tree protection-by-law</i> | |
| PART D: LAND USE DESIGNATIONS AND POLICIES | | |
| Section 12.0- Mixed Use | | |
| Section 12.1- General | | |
| 12.1.1 | <i>The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and infrastructure.</i> | As per Schedule A1, Urban Structure, the Subject Lands are located in the ‘Midtown Oakville Node and Corridor’ (Figure 7), and are designated as a ‘Growth Area’ on Schedule G, South East Land Use (Figure 11). The OPA, ZBA, and DPOS will allow for the |

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| | | redevelopment of the Subject Lands with a mixed-use community that features a range and mix of residential, commercial, and community uses, that make efficient use of the land and available infrastructure and support the achievement of the required provincial and regional growth targets. |
| 12.1.2. | <i>Mixed use development will be focused on lands located within Oakville's Growth Areas and along identified corridors</i> | See policy response 12.1.1. above. |
| 12.1.3. | <i>The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the development process and regulated by the implementing zoning.</i> | 9,117 m ² of non-residential frontage is provided at-grade in the buildings that front onto Davis Road and the Civic Squares. The intent of these areas is to create an animated and vibrant public realm that serves to meets the needs of residents of the community. |
| 12.1.4. | <i>All development within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.</i> | As described in the UDB prepared by MHBC, each of the proposed mixed-use high-rise buildings feature interesting and high-quality urban design elements including, variation in façade, surface treatment, and built form, that integrate with one another and the surrounding community. |
| 12.1.6. | <i>Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall be prohibited in all of the Mixed Use designations.</i> | Motor vehicular sales and service stations are not contemplated through this development application. |
| Section 12.5- Urban Core | | |
| 12.5 | <i>The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, major office, office and residential uses. Development should be oriented to the street and shall contribute to a high quality pedestrian-oriented and transit-supportive environment. Midtown Oakville and the Uptown Core are the primary locations for this designation.</i> | As per Schedule L1, Midtown Oakville Land Use, the Subject Lands are designated as 'Office Employment' (Figure 12). In order to permit the proposed mixed-use development, an OPA is needed to re-designate the Subject Lands from 'Office Employment' to a site-specific 'Urban Core' designation. The proposed mixed-use development will support the vision for the Urban Core through providing a mix of retail and service commercial, residential, and community uses that create a compact, urban environment that features a pedestrian-oriented public realm and transit-supportive |

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| | | densities. The proposed OPA implements the designation of the Subject Lands provided through OPA 70. |
| Section 12.5.1- Permitted Uses | | |
| 12.5.1. | <p><i>a) A wide range of retail and service commercial uses, including restaurants, commercial schools, major office, offices and residential uses may be permitted in the Urban Core designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor</i></p> <p><i>b) The size and location of uses shall be determined through the development process and regulated by the implementing zoning.</i></p> | The proposed OPA will allow for the redevelopment of the Subject Lands with ten (10) mixed-use buildings with 14 towers that range in height from 35-48 storeys and provide 6,945 residential units, supported by an efficient transportation network, and private and public open space system. Each of these uses are permitted in the Urban Core designation. |
| Section 12.5.2- Building Heights | | |
| 12.5.2. | <p><i>a) Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height.</i></p> <p><i>b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.</i></p> | A site-specific OPA is required to increase the maximum height in the 'Urban Core' designation from 12 storeys to 48 storeys. The proposed amendment will allow for the redevelopment of the Subject Lands with a mixed-use transit-oriented development that achieves densities that support the Town in meeting their required minimum density targets and desired urban character for the Midtown Oakville PMTSA. Further explanation is provided in response to policies in Section 20 under Adopted OPA 70. |
| Section 12.5.3- Parking | | |
| 12.5.3 | <p><i>a) Underground and/or structured parking shall be encouraged.</i></p> <p><i>b) Surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking</i></p> | Underground parking is proposed within each of the three development blocks to meet the parking needs of the proposed development. Each access driveway leads to an internal vehicular circulation system that accommodates pick-up and drop off needs, |

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| | <i>within these areas for the purpose of visitor or commercial parking.</i> | access to loading facilities, emergency access opportunities, and access to underground parking garage ramps. |
| Section 16.0- Natural Area | | |
| Section 16.1- General | | |
| 16.1.2. | <p><i>Lands designated Natural Area may contain one or more of the following natural features together with required buffers:</i></p> <ul style="list-style-type: none"> <i>a) significant habitat of endangered species and threatened species;</i> <i>b) wetlands;</i> <i>c) woodlands;</i> <i>d) valleylands;</i> <i>e) significant wildlife habitat;</i> <i>f) Environmentally Sensitive Areas;</i> <i>g) areas of natural and scientific interest;</i> <i>h) fish habitat; or,</i> <i>i) natural corridors.</i> | <p>As stated in the Environmental Impact Assessment (EIA) completed by Stantec Consulting, there are no designated natural areas on the Subject Lands as per Schedule B or L1 of the LOP. The EIA was conducted to identify any natural heritage features on the Subject Lands that require protection and demonstrate that the proposal will not result in any negative impacts to the proposed natural features, if they are present. The EIA did not identify any features that qualify as Natural Areas on the Subject Lands. However, trees / shrubs on the Subject Lands may provide suitable summer / maternity roost habitat for SAR bats, which are protected by the ESA. MECP is the responsible agency for endangered and threatened species in Ontario, and will be consulted to determine potential ESA implications, including authorization and mitigation requirements. The <i>Species Conservation Act, 2025</i> will replace the ESA, once regulations under the new Act are in place, which is expected to be in January 2025. Once the <i>Species Conservation Act, 2025</i> is in effect, authorization requirements for species at risk in Ontario may change.</p> <p>One natural area, known as Lower Morrison Creek, was identified immediately to the northeast of the Subject Lands. Lower Morrison Creek Corridor is a watercourse and riparian wetland. Lower Morrison Creek is not anticipated to interact with the proposed development, as it is contained within an urbanized environment and is separated from the proposed development. The aquatic</p> |
| 16.1.3. | <p><i>Schedule B, Natural Features and Hazard Lands, indicates the general locations of the known natural features which are located within the Natural Area designation. Schedule B may be updated by an official plan amendment as additional features are identified.</i></p> | |

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| | | <p>habitat assessment conducted as part of the EIA identified four (4) candidate HDF on the Subject Lands. These features were assessed and it was concluded that none of the features require protection or mitigation measures.</p> <p>Mitigation recommendations were also provided through the EIA to: (1) Avoid sensitive periods for breeding birds and summer/maternity roosting bats; (2) Provide standard control measures for tree protections and indirect impacts during construction; (3) Reduce the risk of bird mortality using bird friendly design measures. Based on the findings of the EIA, through the implementation of the recommended mitigation measures, the proposed development complies with the applicable natural heritage policies.</p> |
| 16.1.7. | <p><i>Wetlands</i></p> <p><i>c) Unless otherwise directed by the Conservation Authority, development proposed on lands within 120 metres of an individual wetland area, or on lands connecting individual wetland areas within a wetland complex, which was not considered during a subwatershed study, shall require a satisfactory EIS. Where development is proposed on lands within 120 metres of an individual wetland area, or on lands connecting individual wetland areas within a wetland complex, and a subwatershed study has been completed, the Town and Conservation Authority may require a site-specific EIS to demonstrate no negative impact to the features or ecological functions of the wetland.</i></p> | <p>As the Subject Lands are located within 120 m of Lower Morrison Creek which, is considered to be a wetland hazard, flood hazard and fish habitat, the development must be studied through an EIA to demonstrate that the proposal will not result in negative impacts on the features or ecological function of the creek. The EIA prepared by Stantec Consulting concludes that, as Lower Morrison Creek exists within an urban environment, surrounded by development, the proposal is not expected to interact with the creek.</p> |
| 16.1.8. | <p><i>Woodlands</i></p> <p><i>a) Development or site alteration shall not be permitted within regionally significant woodlands or within the</i></p> | <p>As noted in the EIA prepared by Stantec Consulting, the Ministry of Natural Resources ("MNR") mapping identifies a 'wooded area' on the Subject Lands. This area is not identified on the Region of Halton or Town of Oakville Natural Area mapping. The site</p> |

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| | <p><i>required buffer width, which should be a minimum of 10 metres measured from the drip line of the woodland.</i></p> <p><i>b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the woodland.</i></p> <p><i>c) Unless otherwise directed by the Conservation Authority, development proposed on lands within 120 metres of a significant woodland shall require a satisfactory EIS to demonstrate that there will be no negative impact on the woodland or its ecological function.</i></p> | <p>investigations, conducted as part of the EIA, assessed this feature and other treed areas on the Subject Lands and determined that they do not qualify as woodlands for the following reasons: (1) the woodlands do not meet Halton Region's criteria for a woodland provided in the Official Plan; (2) the wooded areas do not meet the density requirements to be considered a woodland given the sparse canopy cover and the presence of invasive Common Buckhorn.</p> |
| 16.1.10 | <p><i>Significant Wildlife Habitat</i></p> <p><i>a) Development or site alteration shall not be permitted in significant wildlife habitat.</i></p> <p><i>b) Unless otherwise directed by the Conservation Authority, development proposed on land within 120 metres of significant wildlife habitat shall require a satisfactory EIS to demonstrate that there will be no negative impact on the significant wildlife habitat features or functions.</i></p> | <p>A Species at Risk ("SAR") and Significant Wildlife Habitat ("SWH") Assessment was completed as part of the EIA prepared by Stantec Consulting Ltd. The EIA concluded that trees on the Subject Lands may provide suitable summer / maternity roost habitat for SAR bats which are protected by the ESA. MECP will be consulted to determine potential ESA implications including, authorization and mitigation requirements.</p> |
| Section 17.0- Open Space | | |
| Section 17.1- General | | |
| 17.1.1. | <p><i>The open space system consists of three land use designations that delineate areas of different function and permit varying intensity of use:</i></p> <p><i>a) The Parks and Open Space designation includes areas that provide public parkland and associated facilities.</i></p> <p><i>b) Waterfront Open Space includes lands in public and private ownership that provide for environmental protection of the Lake Ontario shoreline. The public</i></p> | <p>The open space system on the Subject Lands has taken a creative approach to the provision of parkland, in support of more equitable access to open space. Rather than providing one large public park in the southwest corner of the Subject Lands, as shown in OPA 70 (Figure 21), the proposed development has re-distributed the parkland through a ring of public parkland, strata parkland, and POPS that traverses through each of the four development blocks. In total, 1.91 ha of strata parkland, 0.38 ha</p> |

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| | <p><i>portion of these lands may also provide recreational opportunities.</i></p> <p>c) <i>Private Open Space includes lands in private ownership that provide recreational opportunities in addition to the Parks and Open Space lands.</i></p> | <p>of POPS, and 0.42 ha of public parkland will be provided throughout the proposal. As part of the proposal, we request that the Town accept strata parkland towards the parkland dedication requirements for the proposed development.</p> |
| Section 17.2- Parks and Open Space | | |
| 17.2.1. | <p>Permitted Uses</p> <p><i>Uses permitted within the Parks and Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; trails; cultural heritage uses; cemeteries; conservation uses including fish, wildlife and forest management; essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities; and, legally existing uses, buildings and structures.</i></p> | <p>As shown on the Landscape Plan prepared by SLA Architects, each of the open spaces provided through the development will feature appropriate programming to meet a diverse range of community needs. The types of programming that may be observed throughout the development includes playgrounds, picnic areas, lawns, art work, sports areas, dog parks, temporary performance areas, spill out spaces, and water features. The exact location and design of these features will be confirmed through the review of the Zoning By-law Amendment application and future Site Plan Application.</p> |
| PART E: GROWTH ARAS, SPECIAL POLICY AREAS AND EXCEPTIONS | | |
| Section 20.0- Midtown Oakville | | |
| 20.0 | <p><i>The interchange of Trafalgar Road and the QEW and the Oakville Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the infrastructure and development opportunity to create a complete urban community comprised of a mix of high density residential and employment uses.</i></p> <p><i>Midtown Oakville is one of 25 areas identified as an urban growth centre in the Province's Growth Plan for the Greater</i></p> | <p>The proposal will transform one of the largest, most visible, and most accessible sites in Midtown, which currently lies vacant and is underutilized, into a vibrant master-planned mixed-use community. The proposed development will feature 6,945 residential units, 9,117 m² of commercial space, and an expansive open space network and public realm that helps realize the vision for Midtown as a transit-supportive, pedestrian-oriented urban community. A gross FSI of 5.16 and net FSI of 8.08 is proposed across the Subject Lands, which will support the Town in delivering the minimum density required for Midtown as a provincially-recognized PMTSA.</p> |

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| | <p><i>Golden Horseshoe: Places to Grow, 2006 (the Growth Plan). Urban growth centres are to be transit-supportive regional focal areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe.</i></p> | |
| | <p><i>The size and location of the Midtown Oakville urban growth centre was defined by the Province, in consultation with the Town. It is approximately 100 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.</i></p> <p><i>The Oakville GO/VIA Station, the Town's primary hub for current and planned transit, anchors this major transit station area. Rail and bus connections currently service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be express commuter rail service and bus rapid transit corridors along Trafalgar Road and Highway 403. The bus rapid transit systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.</i></p> | <p>The Subject Lands lies at the northeast corner of the Midtown Oakville PMTSA, within 600 m to the Oakville GO/VIA Station. As stated in the TIS prepared by BA Group, the right-of-way of the new public roads have been designed to accommodate personal automobiles, public transit vehicles, and active transportation infrastructure, as envisioned through both the LOP and OPA 70.</p> |
| Section 20.1- Goal | | |
| 20.1 | <p><i>Midtown Oakville will be a vibrant, transit-supportive, mixed use urban community and Employment Area.</i></p> | <p>The proposed development will introduce ten (10) mixed-use buildings, with 14 high-rise towers that provide 6,945 residential units and 9,117 m² of commercial space, supported by an innovative open space network and public realm, that will help establish the unique identity of Midtown Oakville, as a vibrant, transit-oriented, mixed-use urban community.</p> |

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| Section 20.2- Objectives | | |
| 20.2 | <i>As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.</i> | - |
| 20.2.1. | <i>To create transit-supportive development by:</i> <ul style="list-style-type: none"> <i>a) ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;</i> <i>b) improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,</i> <i>c) promoting a compact urban form with higher density and higher intensity land uses.</i> | The compact urban form, increased densities and heights, and pedestrian-oriented public realm featured throughout the proposed development have been intentionally designed to create a transit-supportive environment. The transportation network including the internal road network, pedestrian walkways and cyclist infrastructure, will increase connectivity within and beyond the Subject Lands and promote the use of public and active transportation. |
| 20.2.2. | <i>To create a vibrant and complete new community by:</i> <ul style="list-style-type: none"> <i>a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;</i> <i>b) directing major office and appropriate large scale institutional development to Midtown Oakville;</i> <i>c) ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;</i> <i>d) providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;</i> <i>e) facilitating public investment in transit, infrastructure and civic facilities to support future growth; and,</i> | The proposal features a range of residential, commercial, and community uses, that are intended to meet the daily needs of residents and attract visitors from the surrounding community. Urban design features, such as variation in building height and form, and appropriate building length, floorplate, and tower separation, will contribute to the evolving identity of Midtown, while ensuring compatibility with the existing and planned context. The development will be supported by investments in servicing and transportation infrastructure that will accommodate the planned growth within Midtown. |
| 20.2.3. | <i>To achieve required growth targets by:</i> <ul style="list-style-type: none"> <i>a) promoting and enabling the evolution of Midtown Oakville as an urban growth centre and the Town's primary Growth Area;</i> | The proposed development will achieve a gross FSI of 5.16 and net FSI of 8.08 across the development which, will support the Town in meeting the required minimum gross density target for the Midtown Oakville PMTSA of 200 residents and jobs combined |

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| | <ul style="list-style-type: none"> <i>b) ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the Growth Plan;</i> <i>c) providing opportunities for increased building height through bonusing; and,</i> <i>d) ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.</i> | <p>per hectare by 2031, as outlined in the ROP and OPA 70. To allow for the optimal use of the Subject Lands, as a location for mixed-use transit-supportive growth and intensification, a site-specific amendment to the LOP is required as part of the OPA, to increase the maximum permitted height in the 'Urban Core' designation from 12 storeys to 48 storeys. A ZBA is also required to re-zone the Subject Lands to a site-specific MU4 Zone, that conforms to the proposed OPA. The proposed increase in permitted height is needed to meet the growth targets for Midtown Oakville, and to produce the urban environment that is characteristic of PMTSAs.</p> |
| Section 20.4- Functional Policies | | |
| Section 20.4.1- Transportation | | |
| 2.4.1. | <ul style="list-style-type: none"> <i>a) Significant road, transit and active transportation infrastructure, to the Midtown Oakville as shown on Schedules C, D and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced.</i> <i>b) The Town may secure rights-of-way on alignments as shown on Schedules C, D and L3 through the planning approval process. Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.</i> <i>c) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D and L3, will not require an amendment to this Plan provided that the general intent and purpose of this Plan</i> | <p>As stated in the TIS prepared by BA Group, the proposed transportation network has been designed to generally align with the transportation network contemplated through OPA 70 which, builds upon Schedule C, D, and L3 of the LOP and the Midtown EA. Two minor changes have been made to the road network to improve the efficiency of the development blocks and better align with the western property boundary including, the extension of Local Street A between Davis Street and Cross Avenue and the addition of two active-only crossings of the N-S Arterial Road. As stated in the TIS prepared by BA Group, the proposed changes enhance the functionality of the Midtown transportation network.</p> <p>The TIS concludes that the proposed development is appropriate from a transportation perspective given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and the transit and active oriented nature of the proposed mobility strategy.</p> <p>The OPA enclosed with this application includes amendments to Schedule L3 of the LOP that bring the transportation network</p> |

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| | <p><i>is maintained and intensification opportunities are not precluded.</i></p> <p><i>The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.</i></p> | <p>contemplated for the Subject Lands into conformity with the vision for the lands as a multi-modal transportation network, as shown on OPA 70.</p> |
| | <p><i>d) Development shall not preclude the following as contemplated in this Plan:</i></p> <ul style="list-style-type: none"> <i>i. the realignment and extension of Cross Avenue from Lyons Lane to Chartwell Road as a multi-purpose arterial road;</i> <i>ii. a new multi-purpose arterial road – the North-South Crossing – across the QEW to link to the extension of Cross Avenue, east of Trafalgar Road, and Station Road;</i> <i>iii. the future local road network as identified on Schedule L3;</i> <i>iv. a grade separation of Chartwell Road at the railway; and,</i> <i>v. grade separated pedestrian and cycling facilities, as shown on Schedule D, to be located across</i> <ul style="list-style-type: none"> <i>▪ the QEW, east and west of Trafalgar Road; and,</i> <i>▪ the railway, east of Trafalgar Road.</i> | <p>Since Policy 2.4.1e was approved, the road network contemplated for the Subject Lands has been adjusted through amendments to Schedule L3 of the LOP, made on August 31st, 2021. Following this, OPA 70, further refined the transportation network for the Subject Lands. The proposed road network envisioned for the Subject Lands most similarly resembles the network contemplated by OPA 70 which, made the following deviations from Policy 2.4.1e and Schedule L3, for the lands east of Trafalgar Road:</p> <ul style="list-style-type: none"> • The elimination of an off-ramp from the eastbound QEW that was proposed to pass beneath Trafalgar Road, with a connection to Cross Avenue; • A future active transportation grade separated crossing of Trafalgar Road, between Argus Road and Cross Avenue; • The N-S Arterial Street, east of Trafalgar Road, with connectivity between north of the QEW to Cornwall Road in the south. The N-S Arterial Street is planned to include a bridge across the QEW and a below-grade structure at the CN/GO Rail corridor. The N-S Arterial Street will include pedestrian and cyclist facilities, serve as the Trafalgar Road BRT route across the QEW corridor and provide an important new vehicle route to and from the Midtown Oakville area, connecting it to the surrounding Oakville area; • The realignment of Cross Avenue as it crosses Trafalgar Road, intersects the new N-S Arterial Street at-grade and extends eastwards to connect with Chartwell Road. Cross Avenue assumes a relatively east-west alignment through |

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| | | <p>Midtown Oakville, along the southern limit of the developable area within Midtown, east of Trafalgar Road;</p> <ul style="list-style-type: none"> • The realignment of South Service Road, east of Trafalgar Road, that intersects with both Cross Avenue and Davis Road and continues eastward to Chartwell Road; • The extension of Argus Road from west of Trafalgar Road, below Trafalgar Road, with a connection to Davis Road. Davis Road continues eastward to a new north-south local road (between South Service Road and Cross Avenue). An at-grade intersection will be formed at Davis Road and the N-S Arterial Street. • A finer grained collector and local street system that provides a more efficient framework for development blocks. Several new north-south local streets are proposed that connect South Service Road East (both east and west of Trafalgar Road) to Cross Avenue. <p>The proposed development supports the creation of a new north-south grade separated Arterial Street across the QEW corridor to the north (road-over-highway overpass) and across the Metrolinx / CN rail corridor to the south (rail-over-road underpass) which, may be created at the Town's discretion.</p> <p>The proposed development further refines this transportation network through extending Local Road A further south to Cross Avenue and providing two additional active-only crossings of the N-S Arterial Road.</p> <p>The TIS concludes that the proposed development is appropriate from a transportation perspective given the transit-oriented nature of Midtown Oakville, the significant investment in transit and road network infrastructure that are planned in the area, and</p> |

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| | | the transit and active oriented nature of the proposed mobility strategy. |
| | g) <i>The design of existing and new roads in Midtown Oakville shall promote walking, cycling and transit use.</i> | As described in the UDB and visually depicted in the Streetscape Plans prepare by MHBC, the proposed road network for the Subject Lands has been designed to encourage walking, cycling, and transit, as observed through the grade-separated pedestrian walkways, cycling lanes, and potential transit stops. |
| | h) <i>Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</i> | Safe, accessible, and convenient access to public transit stops will be provided throughout the proposed development, to be further defined at the Site Plan Application stage. |
| | j) <i>Parking</i> <ul style="list-style-type: none"> i. <i>Parking structures are preferred for the provision of required parking.</i> ii. <i>Surface parking lots are discouraged. However, where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping in accordance with the Livable by Design Manual and the Designing Midtown document.</i> iii. <i>Reduced parking standards may be considered in the implementing zoning.</i> v. <i>Shared driveways and parking facilities shall be encouraged.</i> vi. <i>Access to parking, service and loading areas should be from local roads or service lanes, and to the side or rear of buildings.</i> vii. <i>Implementation of the Midtown Oakville Parking Strategy shall be</i> | Parking will be provided in below-grade parking facilities within each residential block. Blocks 3 and 4 are located along the steeper portions of the site and have been designed with parking structures embedded into the slope. This design approach uses the natural topography to screen parking from public view and ensure a visually cohesive streetscape. The transitions in grade are handled through careful building siting and landscape design, allowing the street edge to remain continuous, well-landscaped, and pedestrian-friendly. Access to each building will be provided through two to three shared private driveways within the development block. Access to the loading areas for each building will be located internal to each block and screened from public view. |
| Section 20.4.2- Urban Design | | |
| 20.4.2. | a) <i>In addition to the urban design policies of this Plan, development and the public realm shall address the</i> | The proposed mixed-use community including the built form and public realm, has been designed in keeping with the urban design |

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| | <i>urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document.</i> | policies and guidelines from the Livable by Design Manual and the Designing Midtown Oakville document, as described in the UDB prepared by MHBC. |
| | <i>b) Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail</i> | The proposal will allow for the transformation of the Subject Lands from a vacant and underutilized site, into a vibrant mixed-use transit-oriented community, with a safe, attractive, and engaging public realm that contributes to the distinct character of Midtown. The proposed high-rise towers will achieve transit-supportive densities and will feature a pedestrian-oriented built form that contributes to a unique sense of place. |
| | <i>c) A network of public spaces, of varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.</i> | The proposal takes a unique and innovative approach to the provision of public spaces. Landmark features including, a large strata park ring, civic squares, a green slopes and active-only crossings are provided to create equitable access to engaging public spaces that meet the recreational needs of future residents and visitors. |
| | <i>d) Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.</i> | Each of the development blocks has been designed to support safe and efficient access to pedestrian transit stops, as shown through the delineated pedestrian walkways that connect users from the entrance of each buildings to the public right-of-way and existing and future transit stops. |
| | <i>e) It is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.</i> <i>f) Building Heights</i> <ol style="list-style-type: none"> <i>i. Minimum and maximum building heights shall be permitted in accordance with Schedule L2 and the policies of this Plan.</i> | As per Schedule L2, Midtown Oakville Building Heights of the Official Plan, development on the Subject Lands may range in height from 2-6 storeys, and are eligible for bonusing (Figure 13). The proposed OPA, includes a site-specific amendment to the 'Urban Core' designation to increase the maximum permitted height on the Subject Lands to 48 storeys. The intent of the OPA is to allow for the redevelopment of the Subject Lands with mixed-use, transit-oriented, high-rise towers that achieve transit-supportive densities supporting the Town in meeting their required growth targets for the Midtown Oakville PMTSA Within a PMTSA context, the focus is not on matching existing height |

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| | <p>ii. <i>Additional building height may be considered in accordance with the applicable bonus policies in this Plan.</i></p> <p>g) <i>Minor reductions to the minimum building heights required by Schedule L2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned intensification for the site(s) can be achieved.</i></p> | <p>permissions but on achieving broader objectives of livability, sunlight access, and high-quality urban design. Higher densities and built form are expected and necessary in such areas to support compact, mixed-use, and transit-oriented communities that make efficient use of major transit investments.. The increased height is supported through the technical studies enclosed with this application including, the TIS, FSR/SWM, Shadow Study, LUC Study, and UDB.</p> |
| Section 20.4.3- Stormwater Management | | |
| 20.4.3. | <p>Development within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the Midtown Oakville Class Environmental Assessment, 2014.</p> | <p>As described in the FSR & STM Report prepared by Urbantech, the proposed development will be supported by a stormwater management system that has been developed in accordance with the Regional and Town requirements including, the Midtown Oakville Class Environmental Assessment, 2014.</p> |
| Section 20.4.4- Growth Targets | | |
| 20.4.4. | <p>a) <i>Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031 in accordance with the Growth Plan. This translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.</i></p> | <p>The proposed OPA to the in-force LOP would allow for the redevelopment of the Subject Lands with 6,945 residential units and 9,117 m² of commercial space across ten (10) mixed-use buildings that will support the achievement of the required Provincial density targets for the Midtown Oakville PMTSA.</p> |
| Section 20.5- Land Use Policies | | |
| 20.5 | <p><i>Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.</i></p> | - |

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| 20.5.5. | <i>On lands designated Urban Core or Urban Centre, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted.</i> | | The proposed development incorporates 9,117 m ² of at-grade commercial retail space fronting onto the E-W Collector Road and the Civic Squares. |
| Section 20.7- Implementation Policies | | | |
| Section 20.7.1- Phasing/Transition | | | |
| 20.7.1 | <p><i>a) Development will likely occur gradually over the long-term and be co-ordinated with the provision of infrastructure, including:</i></p> <ul style="list-style-type: none"> i. transit (conventional and rapid transit); ii. road network capacity; iii. pedestrian and cycling facilities; iv. water and waste water services v. stormwater management facilities; vi. streetscape improvements; and, vii. <i>utilities.</i> <p><i>b) Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form, or the transportation network on Schedule L3.</i></p> | | The proposal will be phased appropriately and supported by necessary infrastructure to allow for the redevelopment of the Subject Lands into a compact, pedestrian-oriented, and transit-supportive urban community. |
| PART F: IMPLEMENTATION & INTERPRETATION | | | |
| Section 30.0- Implementation | | | |
| Section 30.2- Site-Specific Official Plan Amendments | | | |
| 30.2.1. | <i>The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.</i> | | The site-specific OPA proposed for the Subject Lands, implements the Town's goals, objectives, and policies for the Midtown Oakville PMTSA, through providing a mixed-use, transit-supportive complete community. |
| 30.2.2. | <i>The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.</i> | | The proposed OPA is supported by several studies enclosed with this application, that have been submitted in fulfillment of a complete application, as determined through the Pre-consultation Checklist provided by the Town on October 3, 2024. |

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| 30.2.3. | <p><i>Submissions must demonstrate that the proposed amendment:</i></p> <ul style="list-style-type: none"> <i>a) is consistent with the Town's mission and guiding principles;</i> <i>b) does not undermine the Town's urban structure in terms of:</i> <ul style="list-style-type: none"> <i>i. directing growth to identified nodes and corridors, and ensuring their timely development in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas;</i> <i>iii. protecting waterfront open space, parks and other public open space;</i> <i>v. the maintenance of the character of established Residential Areas, Employment Areas and major commercial areas;</i> <i>c) is consistent with Provincial, Regional and Town plans for multi-modal transportation systems, municipal services, infrastructure and public service facilities;</i> <i>d) does not result in adverse fiscal impacts for the Town;</i> <i>e) is an appropriate use for the land;</i> <i>f) is compatible with existing and planned surrounding land uses;</i> <i>g) is not more appropriately considered under a required comprehensive Official Plan review or a municipal comprehensive review;</i> <i>h) does not establish an undesirable precedent if approved;</i> <i>i) satisfies all other applicable policies of this Plan.</i> | <p>The proposed OPA will allow for the redevelopment of a vacant and underutilised site, in one of the most prominent locations in Midtown Oakville, with a vibrant, mixed-use, pedestrian- oriented community. The proposal will support the vision for Midtown Oakville, through directing transit-supportive growth and intensification to the Midtown Oakville PMTSA that helps establish the character of Midtown, as a liveable, high-density, urban destination. The proposed development will make efficient use of the land, and available and planned transportation and servicing infrastructure that will protect the financial well-being of the Town. The proposed site layout and built form are appropriate for, and compatible with, the existing and planned context surrounding the Subject Lands.</p> |
| Section 30.3- Zoning By-laws | | |
| 30.3.1. | <p><i>Zoning by-laws shall be used to implement the objectives and policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the Planning Act and may be more restrictive than the provisions of this Plan. It is</i></p> | <p>The proposed ZBA being submitted concurrently with this application, is intended to bring the zoning of the Subject Lands into conformity with the designation of the lands proposed through the OPA application which, allows for the development of</p> |

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| | <i>not intended that the full range of uses or densities permitted by this Plan will be permitted by the Zoning By-law in all locations.</i> | the site with a community that implements the vision for the Midtown Oakville PMTSA. Please see the ZBA enclosed with this PJR for details on the amendments. |
| Section 30.12- Land Acquisition and Parkland Dedication | | |
| 30.12.2. | <i>The Town shall require the conveyance of hazard lands, open space lands and lands designated Natural Area through the development process as permitted by the Planning Act and in accordance with the policies of this Plan.</i> | 0.42 ha of public parkland will be conveyed to the Town through this proposal. We also request that the Town accept the strata parkland and POPS provided through the development, in fulfillment of parkland dedication. |
| 30.12.4 | <i>Lands conveyed to the Town shall be in a condition acceptable to the Town.</i> | The public park and strata parkland will be conveyed to the Town in an acceptable condition, and with suitable access, to the satisfaction of the Town. |
| 30.12.5 | <i>Land conveyed to the Town shall include suitable access.</i> | |
| Section 30.12.8- Parkland Dedication | | |
| 30.12.8. | <div><div>a) <i>The Town shall, through its parkland dedication by-law, require the conveyance of land to the Town for park or other public recreational purposes as a condition of development, consent or the subdivision of land.</i></div><div>b) <i>The conveyance of land to the Town for park or other recreational purposes shall be required in an amount up to:</i><div><div>i. <i>2% of the land for commercial or industrial purposes;</i></div><div>ii. <i>5% of the land or one hectare for each 300 dwelling units for residential purposes;</i></div></div></div><div>c) <i>Payment of money equal to the value of the land otherwise required to be conveyed for parks (cash-in-lieu) may be required. Such money shall be placed in a park reserve fund to be expended in accordance with the provisions of the Planning Act.</i></div><div>d) <i>Parkland dedication taken at the time of development or redevelopment shall be implemented by by-law which may include provisions for reductions or exemptions from</i></div></div> <td>In total the proposed development will provide 2.389 ha of parkland which, represents over 21.6% of the total site area, to be conveyed to the Town in fulfillment of the required parkland conveyance.</td> | In total the proposed development will provide 2.389 ha of parkland which, represents over 21.6% of the total site area, to be conveyed to the Town in fulfillment of the required parkland conveyance. |

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| | <p><i>parkland dedication requirements for the purposes of achieving other policy objectives of this Plan.</i></p> <p><i>e) The Town shall not accept as part of the minimum parkland conveyance:</i></p> <ul style="list-style-type: none"> <i>i. lands designated Natural Area;</i> <i>ii. hazard lands;</i> <i>iii. lands required for drainage purposes, stormwater management or shoreline protection works;</i> <i>iv. connecting walkways; and,</i> <p><i>other lands unsuitable for development or redevelopment.</i></p> | |
| Section 30.12.9- Heritage Conservation Easements or Acquisitions | | |
| 30.12.9 | <p><i>a) The Town may pass by-laws for entering into easements or covenants with owners of property of cultural heritage value or interest for the purposes of conservation.</i></p> | <p>As stated in the HIA prepared by ERA, the proposed treatment of the remnant office building, designated under Part IV of the OHA, has not yet been finalized. The final conservation strategy will be confirmed in a forthcoming Conservation Plan. An Interpretation Plan is also recommended to interpret the GE Lamp Plant and Oakville's industrial history.</p> |
| Section 30.13- Plans of Subdivision | | |
| 30.12.2. | <p><i>Development in urban areas should take place in accordance with comprehensively designed registered plans of subdivision.</i></p> | <p>A comprehensive DPOS for the proposed development has been prepared and is included within this submission.</p> |
| 30.13.3. | <p><i>In considering a draft plan of subdivision or condominium, the Town shall have regard for:</i></p> <ul style="list-style-type: none"> <i>a) Provincial guidelines, policies and legislation, including the criteria identified in the Planning Act;</i> <i>b) whether the proposed plan conforms to the policies of this Plan; and,</i> <i>c) whether the proposed plan can be provided with adequate services and facilities as required by this Plan.</i> | <p>As stated in Appendix F-1, the proposed DPOS has regard for provincial guidelines, policies, and legislation for DPOS, as identified in the <i>Planning Act</i>. The proposed development conforms to the intent of the LOP, through providing a mixed-use community that achieved the minimum densities and urban character intended for the Midtown Oakville PMTSA. As stated in the FSR & SWM Report prepared by Urbantech, the proposed development can be adequately servicing through municipal servicing infrastructure.</p> |

