

# Planning & Urban Design Justification Report

**Oakville Transit  
Oriented Community**

**Prepared For  
Distrikt Developments**

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**BOUSFIELDS INC.**

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[www.bousfields.ca](http://www.bousfields.ca)

**Urban Planning**  
**Urban Design**  
**Community Engagement**

**Toronto Office**

3 Church Street, Suite 200  
Toronto, ON  
M5E 1M2

416.947.9744

**Hamilton Office**

1 Main Street East, Suite 200  
Hamilton, ON  
L8N 1E7

905.549.3005

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# Overview

## 1.1 Summary of Oakville TOC Development Proposal

The proposed Midtown Oakville Transit Oriented Community (“TOC”) will anchor the transformation of a centrally located, underdeveloped and auto-centric area of Oakville into a vibrant, transit-supportive, mixed-use urban centre. The Oakville TOC Development Proposal (or “Oakville TOC”) will initiate the creation of a new complete community where people of all ages can conveniently access transit, jobs, local stores, and a diverse range of housing options amid improvements to the existing street system, an enhanced public realm, and an interconnected network of new open spaces.

The provincially-led TOC Program partners with private-sector builders to deliver vibrant, mixed-use communities that put housing—including affordable housing options—jobs, retail, public amenities, and entertainment within a short distance of new and existing transit stations.

The Oakville TOC encompasses four development sites, collectively referred to in this Planning and Urban Design Justification Report as the “TOC Lands,” in close proximity to the Oakville GO station. The Oakville TOC proposes a collection of new mixed-use buildings, framed by a network of new public roads and publicly-accessible open spaces, that will include a range of non-residential uses including retail, office uses, as well as community uses in the form of a potential daycare and community centre, all of which will support a range of new housing options steps from higher-order transit.

The Oakville TOC has been organized and massed in a manner that is contextually appropriate for a future urban node that is anticipated to evolve over the coming decades. To that end, new public infrastructure (i.e. public roads and publicly-accessible open spaces) is proposed through the Oakville TOC that will support the coordinated development of Midtown Oakville. The proposed investment in Midtown through the Oakville TOC will contribute to achieving and exceeding the minimum residential density targets for the Town of Oakville, and on a greater scale, the achievement of the Province’s housing targets. The Oakville TOC proposes a form of intensification that is consistent with the Province’s policy directions to optimize land and investment in infrastructure, including public transit, and which is in keeping with the level of intensification within other transit nodes in the Greater Toronto and Hamilton Area .

## 1.2 The Midtown Oakville TOC Lands

The Midtown Oakville TOC Lands (the "TOC Lands") are comprised of an assembly of four sites located in Midtown Oakville with a combined area of approximately 4.9 hectares (49,493 square metres). The TOC Lands are generally located in the centre of Midtown, west of Trafalgar Road and north of Cross Avenue, and within 150 to 300 metres or less from the Oakville GO Station. The four sites are known as: 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road, 157-165 Cross Avenue, 166 South Service Road and 590 Argus Road. The Midtown Oakville TOC Lands are currently occupied by various low-rise commercial, and office uses, including a hotel, and surrounded by significant surface parking areas. A full description of the lands is provided in Section 3.3 of this Report.

## 1.3 The Oakville TOC Development Proposal

The Oakville TOC Development Proposal (or "Oakville TOC") will consist of 11 mixed-use buildings, ranging in height from 46- to 59-stories. Together, these buildings will provide approximately 487,880 square metres of residential gross floor area ("GFA") and 48,174 square metres of non-residential GFA, which will include retail, office space, a potential daycare, and a community-oriented facility, as well as 7,565 square metres of privately-owned publicly-accessible open space ("POPS"). The Oakville TOC makes efficient use of the site and local transit investments through the development of compact built forms that will frame and activate an enhanced public realm, providing increased pedestrian activity along the edges and extending internally to the TOC Lands.

The Oakville TOC will provide an estimated 6,908 new residential units in a range and mix of types and sizes, including larger family-size units. A large proportion of units are proposed as 2 and 3 bedroom units with approximately 1,862 two-bedroom units (26.9%) and 471 three-bedroom units (6.8%). The Oakville TOC will provide for parking underground to make better use of lands at-grade and will provide for 4,761 vehicular spaces. The transit supportive development also seeks to promote active transportation including walking and cycling, and will provide for 7,055 bicycle parking spaces distributed across the Oakville TOC.

Further to the contribution of new homes and non-residential uses, approximately 1.1 hectares (11,193 square metres) of land will be conveyed through the Oakville TOC to support the expansion of Midtown's road network. The proposed public streets and improvements to the existing rights-of-way will allow for the efficient movement of people and goods throughout Midtown, while also creating new development blocks suitable for redevelopment. The Oakville TOC Development Proposal will also provide Midtown residents with a series of new POPS, which will vary in size and functionality, animate the TOC Lands and contribute an interconnected public realm.

Collectively, the development sites within the Oakville TOC will contribute to the evolution of Midtown Oakville into a transit supportive urban node, with a broad range of land uses, compact built forms, and new infrastructure that will connect to the future build out of Midtown Oakville. As discussed in the next section of this Report, the Oakville TOC will secure additional public benefits through the Province's Transit Oriented Communities Program that will help contribute to the achievement of a complete community.



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## Introduction



## 2.1 Purpose of this Document

The Transit Oriented Communities Program (the "TOC Program") is a key element of the Province of Ontario's strategy for integrating transit infrastructure with land use planning, particularly in developing transit-oriented communities. These communities are planned to be located along the existing and future subway lines, GO Transit lines and future Light Rail Transit subject to the Province's infrastructure investment projects. This Planning and Urban Design Justification Report specifically relates to the Transit Oriented Community proposed in the Town of Oakville. The proposed TOC is located within Midtown Oakville and is anchored by the Oakville GO Station (Lakeshore West). The proposed TOC is comprised of four sites, located between 150 and 300 metres north of the Oakville GO Station. As previously mentioned, the collective assembly of sites will be referred to as the "Midtown Oakville TOC Lands". The sites comprising the Midtown Oakville TOC Lands are municipally known as:

- Site 1: 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road ("217CROSS");
- Site 2: 157-165 Cross Avenue ("157CROSS");
- Site 3: 166 South Service Road East ("166SSR"); and
- Site 4: 590 Argus Road ("590ARGUS").

The purpose of this report is to provide our planning and urban design rationale on the Oakville TOC Development Proposal. This report, as read as a whole, supports the Oakville TOC Proposal and opines on the proposal's achievement of applicable overarching policy, while having appropriate regard for emerging and proposed policy.

## 2.2 Background

### 2.2.1 The Transit-Oriented Communities Program

The provincially led TOC Program is meant to leverage opportunities whereby private sector builders will deliver vibrant, mixed-use communities that will bring more housing (including affordable housing options), jobs, retail, public amenities and entertainment within a short distance of new and existing transit stations. The objectives of the TOC Program are to:

- Increase transit ridership and reduce traffic congestion;
- Increase housing supply (including affordable housing);
- Create jobs and stimulate the economy through major projects;
- Build complete communities, including bringing retail and amenities within a short walking distance of transit stations; and,
- Offset the cost of new station infrastructure.

Through the TOC Program, community benefits are secured for the local community. These benefits are determined on a site-by-site basis, and are subject to negotiations with, and input from, the local municipality, public and key stakeholders.

As discussed in Section 2.2.2 of this Report, the Oakville GO Station is part of the Lakeshore West Line GO Expansion project, one of the Province's largest infrastructure investments. Introducing a TOC to Midtown Oakville can help with optimizing this investment and will offer more Ontarians access to housing, quality employment, services, and recreational opportunities

## 2.2.2 Lakeshore West Line GO Expansion

Metrolinx is currently planning to significantly improve service on the Lakeshore West GO Transit Line through the GO Expansion Program. The GO Expansion is an investment program that aims to transform GO Rail into a Rapid Rail System that provides expanded service to the Greater Toronto and Hamilton Area ("GTHA"), which in turn will support the growth of these communities and maintain a high quality of life and prosperous economy. By transforming the existing GO Rail into a Rapid Rail system, all day service with faster trains can be achieved in both east-west directions. The transformation of the Province's existing rail infrastructure will significantly expand transportation capacity to support growing communities and changing economies across the GO Rail Service Area.

The Lakeshore West Line GO Expansion project aims to:

- provide GO Transit service throughout the day and on weekends, and not just on weekday peak periods;
- provide two-way service on more of the GO Rail network;
- increase frequencies to a train every 15 minutes, or better, where possible;
- provide faster and more efficient trains; and
- provide improved stations, allowing for easier access to GO Rail.

As it relates to this application, the Oakville GO Station is one of two GO Transit Stations on the Lakeshore West Line located in the Town Oakville. Currently, the Lakeshore West Line provides connections east to the City of Toronto and west to the Cities of Burlington and Hamilton. The Oakville GO Station is the second busiest GO Station on the GO network, second only to Toronto's Union Station. As a result, Oakville station provides frequent service and has active plans to increase service frequency. Currently, train service runs every 30 minutes between the hours of 5:00 a.m. and 7:00 p.m. on weekdays, and every hour between 5:00 a.m. to midnight on weekends. The travel time to and from the City of Toronto is approximately 40 minutes.

In accordance with the Lakeshore West Line GO Expansion project, Oakville GO Station is planned to provide 15-minute service, or better, between the Cities of Toronto and Burlington, alongside new hourly service to and from the City of Hamilton, seven days a week.

While the full implementation of the GO Expansion has not yet commenced, Metrolinx has begun incorporating some initiatives to upgrade transit service. Since April 28, 2024, Metrolinx improved the service between Oakville GO and Union Station in Toronto on weekends by increasing the service to every 15-minutes in the afternoons and evenings, compared to the previous 30-minute network.

We note that the timeline for commencing and completing the GO Expansion Program is not yet announced.

## 2.3 Report Road Map

This Report is organised into nine sections, as follows:

### 1 Overview

A clear and concise summary of key information contained within the report.

### 2 Introduction

The Introduction provides context to introduce the TOC Lands, outlines the broad objectives and principles of the Transit Oriented Communities (“TOC”) program, and establishes an understanding of the anticipated planning approvals.

### 3 Midtown Oakville TOC Lands and Surrounding Context

Site and Context introduces the TOC Lands and the surrounding neighbourhood, helping to contextualize existing conditions in the area. This includes a review of site and neighbourhood history, immediate adjacencies, and the existing and planned context as it relates to the built form, transportation, the public realm, and development activity.

### 4 Proposed Oakville Transit Oriented Community

The Proposed TOC presents both the overall and site-specific design concepts, including detailed discussion of the proposed site, height and massing, public realm, and landscaping

### 5 Policy Context

Policy Context provides a summary of relevant provincial, regional, and municipal planning policy. Relevant non-statutory planning studies and guidelines are also identified insofar as they are applicable to and inform the proposed development.

### 6 Planning Analysis

Planning Analysis offers a detailed analysis of how the TOC Proposal responds and/or conforms to the intent of relevant planning policies and guidelines. This includes discussion of policies pertaining to intensification, land use, housing, transportation, public realm, and heritage conservation.

### 7 Urban Design Analysis

Urban Design Analysis contains a detailed analysis of how the TOC Proposal meets the objective of good urban design as it relates to contextual fit; height and massing; shadow impacts; setbacks; street wall and separation distances; the public realm interface and landscape.

### 8 Supporting Studies

Supporting Studies includes a high-level summary of the technical reports and studies which were completed in support of the proposed development.

### 9 Conclusion

Conclusions completes the document by collecting the report’s findings.



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Midtown  
Oakville TOC  
Lands and  
Surrounding  
Context

### 3.1 Town of Oakville's Urban Structure

The Town of Oakville's Official Plan ("Livable Oakville") provides the framework for directing population and employment growth within the Town's built up area. In accordance with Livable Oakville, growth is to occur primarily within the defined Growth Areas, with the highest level of intensification accommodated within primary Growth Areas that include Midtown Oakville, the Uptown Core and Palermo Village.

Midtown Oakville is differentiated from the other primary Growth Areas as it is also identified as an Urban Growth Centre and Major Transit Station Area and served by existing higher-order transit (Oakville GO Station). In this regard, the Livable Oakville Plan provides that the greatest levels of height and density in the Town are planned for Midtown Oakville.

## 3.2 Midtown Oakville Neighbourhood Context and History

The TOC Lands are located in Midtown, an underdeveloped 103-hectare area in Oakville consisting primarily of low-rise commercial and retail uses and surface parking lots that extend both east and west of Trafalgar Road, south of the Queen Elizabeth Way (QEW) and anchored by the existing Oakville GO Station. Midtown is generally bound by Cornwall Road to the south, Sixteen Mile Creek to the west, South Service Road East to the north, and Chartwell Road to the east.

Refer to **Figure 1** - Aerial Photo - Area Context).

Since 2006, Midtown Oakville has been identified as one of 25 Urban Growth Centres in the Province's Growth Plan for the Greater Golden Horseshoe (now referred to as the "A Place to Grow: Growth plan for the Greater Golden Horseshoe"). As such, Midtown is expected to transform from an underutilized low-rise area into a transit-supportive mixed-use community, accommodating a significant proportion of the Town's future residential and employment growth.

The Town's Livable Oakville provides policy direction that support the intensification of Midtown with a mix of land uses in compact built forms, improved public realm, and upgrades to the existing road and open space network. In 2015, The Town of Oakville launched an Official Plan review which included a number of studies including a review of the Town's urban structure and Growth Areas. In particular, the Town initiated a review of its policies for Midtown Oakville and brought forward draft Official Plan Amendments for comment. The purpose of the Official Plan Amendment is to update the Midtown land-use policies that will guide the creation of a transit-supportive and complete community for people to live, work and play. The Town released draft policies and schedules for Midtown in May 2022, May 2023, April 2024 and September 2024.



**Legend**

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- GO Transit Line

**Figure 1 - Aerial Photo - Area Context**



Figure 2 - Aerial Photo - Midtown Oakville TOC Lands



## 3.3 Midtown Oakville Transit Oriented Community Lands

### 3.3.1 Overview

The TOC Lands are generally located west of Trafalgar Road, north of Cross Avenue and south of South Service Road East (see **Figure2** – Aerial Photo, TOC Lands). The TOC Lands have a total area of approximately 4.9 hectares (49,493 square metres) and consist of four individual sites municipally known as:

- Site 1: 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road ("217CROSS");
- Site 2: 157-165 Cross Avenue ("157CROSS");
- Site 3: 166 South Service Road East ("166SSR"); and
- Site 4: 590 Argus Road ("590ARGUS").

### 3.3.2 Site 1

#### 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road

Site 1 generally includes the lands within the block on the northeast corner of Cross Avenue and Argus Road, with the exception of 207 Cross Avenue and 603 Argus Road, resulting in a site that is irregular in shape. The site fronts onto Cross Avenue to the south and Argus Road to the west and north, as Argus Road currently makes a sharp 90-degree turn at the northwest corner of the site. The site is comprised of five parcels, which are municipally known as 571 Argus Road, 581 Argus Road, 595 Argus Road, 217 Cross Avenue and 227 Cross Avenue.

Site 1 has a total area of approximately 12,598 square metres (see **Figure 2**), with a frontage of approximately 74 metres on Cross Avenue, 111 metres on the north-south segment of Argus Road, and 49 metres of frontage on the east-west segment of Argus Road.

Existing uses on Site 1 include medical offices, retail commercial tenants and fast-food restaurants with drive-through facilities. All of the properties are surrounded by large, paved surface parking areas.

With respect to vehicular access, Site 1 includes several curb cuts from Argus Road and Cross Avenue and in terms of vegetation, there are several mid-sized trees located along Argus Road at the northeast corner of the site and along the east-west segment of Argus Road, north of Site 1.

The site is subject to two easement agreements. Instrument No. 304377 is an easement that runs in the middle of the site separating the site into north and south portions. The servicing easement is in favour of the Town of Oakville and allows for the construction, operation and maintenance of ground sewers, drains, pipes, conduits, wires and other general services. Additionally, Instrument No. 487336 is a mutual agreement easement with the site to the immediate east, and its purpose is to allow access.



227 Cross Avenue



571 Argus Road



581 Argus Road



595 Argus Road

### 3.3.3 Site 2

#### 157-165 Cross Avenue

Site 2 is located on the north side of Cross Avenue, west of Argus Road. It is generally rectangular in shape, apart from a small notch in the southeast corner, and has an area of approximately 9,630 square metres (see **Figure 2**). Site 2 has an approximate 77-metre frontage along Cross Avenue and a depth ranging from 125 to 129 metres.

Similar to Site 1, Site 2 is a consolidation of two properties, each occupied by low-rise commercial buildings and surface parking lots. Vehicular access to Site 2 is provided by a single ingress and egress driveway extending north into the Site from Cross Avenue. Site 2 is relatively flat and covered with a mix of low-lying shrubs and young trees.

Additionally, there is a servicing easement along the western property boundary, related to the adjacent land at 166 South Service Road.



157 Cross Avenue



165 Cross Avenue

### 3.3.4 Site 3

#### 166 South Service Road East

Site 3 is located on the south side of South Service Road East, midway between Trafalgar Road to the east and Lyons Lane to the west, and is generally rectangular in shape (see **Figure 2**). Site 3 has a frontage of approximately 76 metres along South Service Road East, and depth of approximately 157 metres, resulting in a site area of approximately 11,902 square metres.

Site 3 is currently occupied by a single-storey commercial brick building with various retail tenants. At the front and rear of the building are surface parking lots, which are accessed by way of a driveway from South Service Road East along the westerly edge of the site. With respect to vegetation, the westerly side yard and southern portion of the site contains vacant grassed areas with existing trees. Several mid-sized trees are located along the east, south and west property lines.



166 South Service Road East

### 3.3.5 Site 4

#### 590 Argus Road

Site 4 is located on the side of South Service Road East, and north of Argus Road (see **Figure 2**). Site 4 is generally rectangular in shape except for a notch in the northeast corner of the Site. Site 4 has frontages of approximately 133 metres on South Service Road East and 120 metres onto Argus Road. The site has a depth of approximately 106 metres, resulting in a site area of approximately 16,995 square metres

The Site is currently occupied by a Holiday Inn hotel and its associated surface parking. Vehicular access is provided from two ingress and egress driveways from Argus Road that are located in the southwest portion of the property.

With respect to vegetation, there are trees dispersed around the existing building, as well as a number of street trees located along Argus Road within the public right-of-way. With respect to elevation, the frontage of the site along Argus Road slopes down approximately 1 metre from west to east. The site also slopes down approximately 0.6 metres from north to south.



590 Argus Road

### 3.4 Immediate Context

Immediately north of the Midtown Oakville TOC Lands, across South Service Road East, is the Queen Elizabeth Way ("QEW") highway; an eight-lane provincial highway extending from the City of Toronto to St. Catharines. North of the QEW, is a low-rise residential community and the Oakville Place shopping mall, located at the northwest corner of the QEW and Trafalgar Road intersection. The neighbourhood community also includes several public schools, parks and a golf club (Oakville Golf Club).

East of the Midtown Oakville TOC Lands, towards Trafalgar Road, are a series of low-rise retail, office, and fast-food establishments, along with their associated surface parking lots, and the Oakland Ford Lincoln dealership at 570 Trafalgar Road.

East of Trafalgar Road, the lands are largely occupied by commercial and office uses with surface storage lots and the CN Oakville Yard located east of Chartwell Road.



QEW Highway



232-234 South Service Road East,  
Animal Hospital of Oakville



237 South Service Road East



570 Trafalgar Road,  
Oakland Ford Oakville dealership

South of the Midtown TOC Lands, on the south side of Cross Avenue, are two large surface parking areas associated with the GO Station and the Oakland Ford Oakville dealership. Beyond these parking lots, along the north side of the rail corridor, are entrances to the Oakville GO and VIA Rail platforms, as well as the Oakville Bus Terminal. The terminal's access driveway, reserved for buses, intersects with Cross Avenue and Argus Road through a signalized intersection. Amid the parking lots, at the southeast corner of Cross Avenue and Lyons Lane is a collection of low-rise dwellings, as well as service and office buildings and an Oakville Hydro property.

South of the rail corridor lies ancillary buildings associated with the Oakville GO Station, including a six-storey above-ground parking structure, and a three-storey GO Transit Network Operations Centre at the intersection of Trafalgar Road and Cornwall Road (155 Cornwall Road). West of the parking structure is additional surface parking associated with the GO Station.

East of Cornwall Road is a commercial plaza with single-storey retailers, of which the properties at 281 and 291 Cornwall Road (formerly 271 Cornwall Road and 485 Trafalgar Road) were recently approved for redevelopment.



Oakville GO Station parking lots



Oakville GO Station entrance



VIA Rail Building



Oakville GO Bus parking structure

Immediately west of the TOC Lands are a series of small- and large-format retail, service, and fast-food operations. This includes a one-storey commercial building at 117 Cross Avenue and a retail plaza at 125 Cross Avenue. The existing commercial and office uses extend east towards Lyons Lane and Sixteen Mile Creek, the westerly boundaries of Midtown Oakville. Sixteen Mile Creek is a significant natural area featuring a cliff face. As discussed in Section 3.5 below, the properties at 599 and 627 Lyons Lane are subject to redevelopment applications.

Southwest of the TOC lands, west of the Oakville GO Station parking structure and lot, are three 10-storey residential buildings at 40, 50, and 60 Old Mill Road.



117 Cross Avenue



125 Cross Avenue (Value Village)



125 Cross Avenue (Dollarama)



40, 50 and 60 Old Mill Road



Central to the TOC Lands, at the northwest corner of Cross Avenue and Argus Road are two commercial plazas, a car dealership, daycare and 5-storey office building. The surface parking lot associated with the office building extends north to South Service Road, separating sites 3 and 4. The lands at 177-185 Cross Avenue and 580 Argus Road have zoning approval to redevelop these properties with three mixed-use towers, as detailed in **Table 1** below.



177 Cross Avenue



185 Cross Avenue



568 Argus Road



580 Argus Road

### 3.5 Surrounding Development Activity

Midtown Oakville has seen some redevelopment activity in recent years. As illustrated in **Table 1** below, the recent proposals and approvals in Midtown Oakville have been located in the periphery of the area.

**Table 1 - Midtown Oakville, Development Activity**

Address	Proposed Use(s)	Building Height(s)	Status
177- 185 Cross Avenue and 580 Argus Road	Mixed Use Development	12-, 12-, and 20-storeys (48, 48 and 72 metres)	Approved, not yet built
599 Lyons Lane	Residential Development	20- and 26-storeys (63 and 86 metres)	Approved, not yet built
627 Lyons Lane	Residential Development	28-storeys (93.25 metres, including MPH)	Under Review
349 Davies Road	Mixed Use Development	58-storeys (182 metres, including MPH)	Under Review
70 Old Mill Road	Residential Development	12-storeys (46 metres)	Approved, not yet built
281 and 291 Cornwall Road (formerly 271 Cornwall Road and 485 Trafalgar Road)	Mixed Use Development	14 and 19-storeys (53.7 and 68.9 metres)	Approved, not yet built

## 3.6 Transportation Context

### 3.6.1 Surrounding Road Network

The Midtown Oakville TOC Lands currently front onto three existing roads: Cross Avenue; Argus Road; and South Service Road East. As discussed in more detail in Section 4.3 of this Report, a series of new local streets are proposed by the Midtown Oakville TOC Proposal. Their proposed orientation and right-of-way widths are discussed later in this Report.

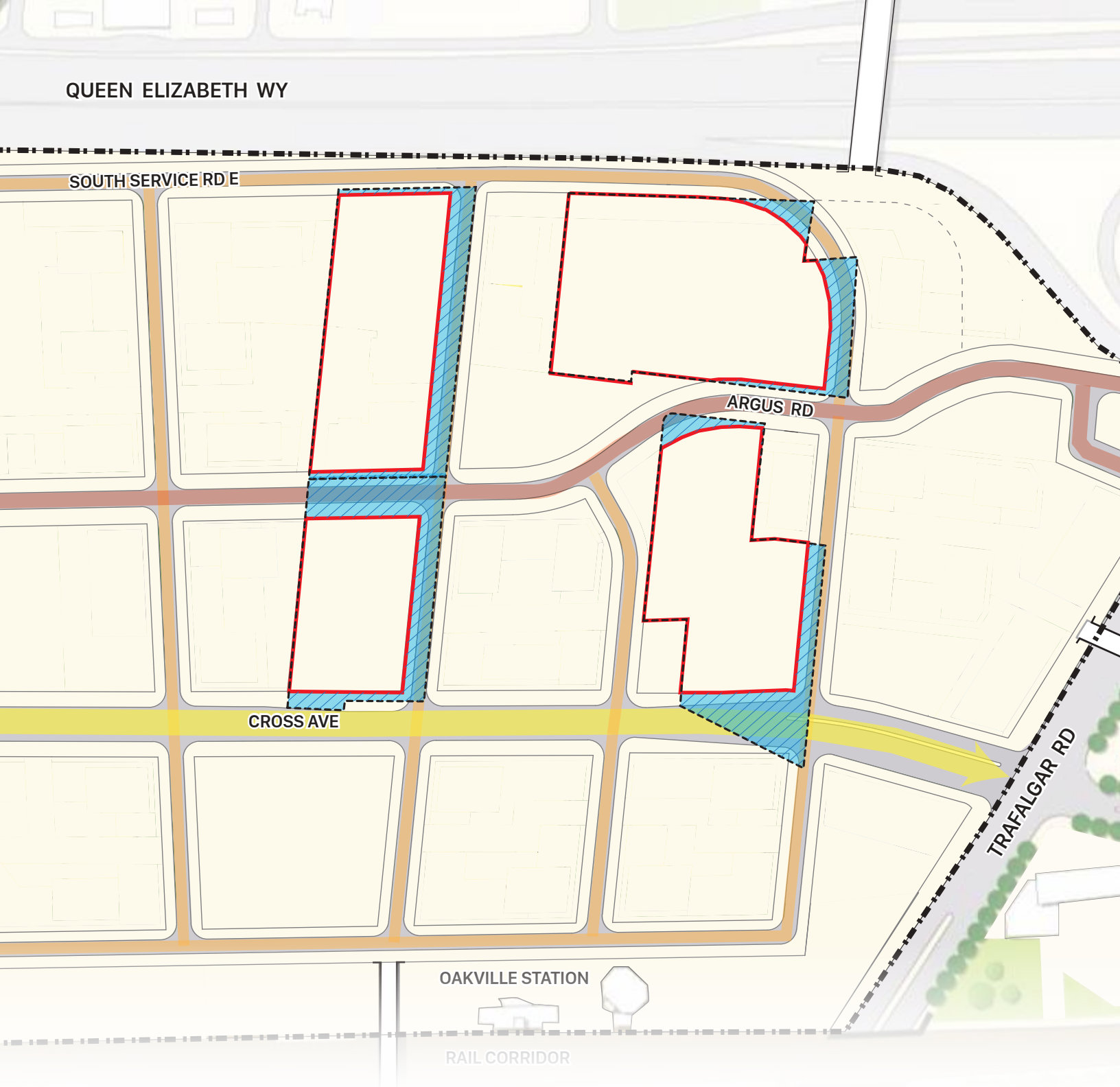
South of the TOC Lands is Cross Avenue, an east-west oriented minor arterial road with a right-of-way width between approximately 20 and 22 metres. The segment of Cross Avenue abutting the Midtown Oakville TOC Lands includes five lanes of vehicular traffic, two lanes travelling west and three lanes travelling east, and pedestrian sidewalks are on both sides of the street. No on-street parking is permitted on either side of the street.

Bisecting the interior of the TOC Lands is Argus Road, a local road with an existing right-of-way width of approximately 20 metres. Argus Road includes both a north-south segment and an east-west segment, as it extends west from Trafalgar Road and south along the western extent of Cross/Argus. The portion of Argus Road that abuts the Midtown Oakville TOC Lands includes a two-lane cross section, with one lane travelling in each direction. Pedestrian sidewalks are located on the south and east sections of Argus Road.

Along the northern extent of the TOC Lands is South Service Road East, an arterial road split into two sections west and east of and Trafalgar Road. As it pertains to the Midtown Oakville TOC Lands, the westerly segment of South Service Road East has a current right-of-way width of approximately 17 metres and includes two lanes of vehicular traffic: one lane travelling in each direction and a pedestrian sidewalk on the north side of the street. No on-street parking is permitted on either side of the street.

South Service Road East functions primarily as a service-oriented roadway within the Midtown Oakville area. It is designed to accommodate various logistical and operational needs, such as providing access to loading docks, parking garages, and utility areas for the adjacent developments.

In addition to the above noted roadways, the Midtown Oakville TOC Lands are located south of the Queen Elizabeth Way ("QEW") highway. The QEW runs in an east-west direction through the Town of Oakville from Fort Erie in the Niagara region through to the City of Toronto. The eight-lane freeway includes High Occupancy Toll lanes, as well as an interchange northeast of TOC Lands at Trafalgar Road to provide convenient vehicular access to and from the highway.



**Legend**

- Study Area
- Oakville TOC Lands
- Development Block
- Conveyed Lands (total 11,193 sq.m)
- Future Arterial (36m)
- Future Collector (26m)
- Future Local (20m)

This diagram is for illustrative purposes only.

**Figure 3 - Road Network Improvements**

**3.6.2 Road Network Improvements**

The Livable Oakville Plan provides that Midtown Oakville is to be developed as a pedestrian and transit-supportive environment that prioritizes year-round walking, cycling, and transit. As outlined in the in-force policies of the Midtown Oakville Growth Area, significant street, transit, and active transportation infrastructure, as shown on Schedules L4 and L5 of the Plan, is needed to accommodate the growth in Midtown Oakville. Schedule L4 of the Town of Oakville Official Plan establishes a streets hierarchy, including future arterials, future minor arterial, future collector roads, and future local roads, among other road classifications, and illustrates the minimum street right-of-way widths needed to deliver a multi-modal system. Certain existing roads or road segments are proposed to be removed, realigned, widened, extended, or replaced in accordance with the Plan.

A review of the Midtown Oakville Growth Area policies is currently underway (see Section 5.3.2 of this Report). As part of this review, a series of transportation improvements are proposed for Midtown, as outlined in the latest draft Midtown Oakville Official Plan Amendment (dated September 2024). The ongoing Midtown Growth Area Review aims to create a framework for developing a transit-supportive and complete community. Draft Schedule L4 provides an overview of the proposed transportation network, which includes the widening of existing roads and the creation of new roads to break up large development blocks.

As it relates to the Midtown Oakville TOC Lands, relevant improvements and refinements to the road network include:

- **Site 1 (217CROSS):** impacted by the realignment and widening of Argus Road to 26-metres north of the site, widening of Cross Avenue to 36 metres to the south, and a future 20-metre north-south road to the east.
- **Site 2 (157CROSS):** affected by the widening of Cross Avenue to 36 metres, a future 20-metre north-south road to the east, and a future 26-metre east-west road to the north.
- **Site 3 (166SSR):** includes a 14-metre MTO setback to the north, a future 20-metre north-south road to the east, and a future 26-metre east-west road to the south.
- **Site 4 (590ARGUS):** features a 14-metre MTO setback to the north and the widening of the north-south segment of South Service Road to 20 metres to the east.

### 3.6.3 Public Transportation

From a public transit perspective, the Midtown Oakville TOC Lands are well served by both regional and local public transit lines. The TOC is also in proximity to the VIA Rail Station (which utilizes the same GO rail corridor).

#### Regional Transit Connections

The TOC Lands are located approximately 150 metres north of the Oakville GO Station and bus terminal and approximately 300 metres (walking distance) from the nearest entrance, representing a 4- to 5-minute walk.

As described in Section 2.2.2 of this Report, the Oakville GO Station is one of two GO Transit stations located in the Town of Oakville. The Oakville GO Station is part of the Lakeshore West line, extending between the Cities of Toronto and Hamilton. The central building associated with the Oakville GO Station is located on the north side of the rail corridor with a structured parking garage and surface parking located south of the corridor. South of Cross Avenue, and north of the station building are several large surface parking lots. Combined, the parking garage and surface parking areas provide over 2,700 vehicular parking spaces for commuters.

#### Local Transit Connections

Further to the regional transit connections described above, the Midtown Oakville TOC Lands have access to a number of Oakville Transit routes. The Oakville Transit bus terminal, located just east of the GO Station building, houses a number of routes that provides surface transit service to the majority of the Town of Oakville (see **Figure 3**, Oakville Transit Map).

The bus routes that operate out of the terminal include the following:

- **Route 1, Trafalgar:** the bus route operates in a north-south direction between the Oakville GO Station and the Trafalgar/407 GO Carpool lot along Trafalgar Road. It operates Monday to Friday and every hour between 6 a.m. and midnight.
- **Route 4, Speers-Cornwall:** the bus route operates generally in the east-west direction between the Clarkson GO in Mississauga and Bronte GO in Oakville. The bus operates every 30 minutes from 6 a.m. to midnight on weekdays and every 60 minutes from 7 a.m. to 11 p.m. on weekends.
- **Route 5 and 5A, Dundas:** the bus route operates generally in the east-west direction between the Oakville GO and Dundas/ 407 GO Carpool in Burlington. Route 5 operates along Dundas Street and Route 5A operates along Sixteen Mile Drive. The bus operates every 30 minutes on weekdays between the hours of 6 a.m. and 12 a.m., every 30 minutes on Saturdays between the hours of 7 a.m. and 12 a.m., and every 30 minutes on Sundays between the hours of 8 a.m. and 8 p.m.
- **Route 10 West Industrial:** the loop route operates in an east-west direction between the Oakville GO and Bronte GO Stations during the weekdays only, and between 6 a.m. and 10 a.m., and 2 p.m. and 5 p.m. every 30 minutes.
- **Route 11 Linbrook:** the bus route operates in an east-west direction between Oakville GO Station and Clarkson GO Station. The bus operates from 6 a.m. to 9 p.m. every hour, during the weekdays only.
- **Route 13 Westoak Trails:** the bus route operates between the Oakville GO and Bronte GO Stations. It differs from Route 10 as it provides connections to neighbourhoods in north Oakville, including Wet Oak Trails, located north of Highway 403. The bus operates between the hours of 6 a.m. and 11 p.m. every 30 minutes on weekdays, between 7 a.m. and 10 p.m. every hour on Saturdays and 8 a.m. and 7 p.m. every hour on Sundays and holidays.
- **Route 14 and 14A Lakeshore West:** the bus route operates between the Oakville GO and Appleby GO Stations in Burlington, generally in an east-west direction. The bus operates on weekdays every 30 minutes between the hours of 6 a.m. and midnight, on Saturdays every 30 minutes between 7 a.m. and midnight and on Sundays and holidays every 30 minutes between 8 a.m. and 7 p.m.
- **Route 15 Bridge:** the bus operates between the Oakville GO Station and South Oakville Centre running along Bridge Road. The bus operates every 30 minutes between the hours of 6 a.m. and 8 p.m. on weekdays, every hour between 8 a.m. and 8 p.m. on Saturdays and every hour between 9 a.m. and 8 p.m. on Sundays and holidays.
- **Route 18 Glen Abbey South:** the bus route operates between the Oakville GO and Bronte GO Stations providing connections to Nottingham and Abbeywood. The route operates every 30 minutes between the hours of 6 a.m. and 9 p.m. on weekdays, every hour between 7 a.m. and 8 p.m. on Saturdays and every hour between 8 a.m. and 8 p.m. on Sundays and holidays.
- **Route 19 River Oaks:** the bus route runs generally in the north-south direction between the Oakville GO Station and Uptown Core in Oakville. The bus operates every 30 minutes between 6 a.m. and 11 p.m. on weekdays, every hour between 7 a.m. and 9 p.m. on Saturdays and every hour between 9 a.m. and 8 p.m. on Sundays.
- **Route 20 Northridge:** the bus route runs generally in the north-south direction between the Oakville GO Station and Uptown Core, along Eight Line. The bus operates every 30 minutes between 6 a.m. and 9 p.m. on weekdays, every hour between 7 a.m. and 8 p.m. on Saturdays and every hour between 8 a.m. and 8 p.m. on Sundays.

- **Route 24 South Common:** the bus route operates between the Oakville GO Station and Uptown Core in a north-south connection, and proceeds to South Common, operating in an east-west connection. The bus operates every 30 minutes between the hours of 6 a.m. and 12 a.m. on weekdays, every 30 minutes between 7 a.m. and 11 p.m. on Saturdays and every 30 minutes between the hours of 8 a.m. and 7 p.m. on Sundays and holidays.
- **Route 26 Falgarwood:** the bus route loops between the Oakville GO Station and Lancaster and Grosvenor and operates once a day at 6 p.m. on weekdays only.
- **Route 28 Glen Abbey North:** the bus route operates between the Oakville GO Station and Bronte GO, providing a connection to the Glen Abbey neighbourhood. The bus operates on

weekdays every 30 minutes between 6 a.m. and 10 p.m., on Saturdays every hour between 6 a.m. and 8 p.m. and on Sundays and holidays every hour between 8 a.m. and 8 p.m.

- **Route 120 East Industrial:** the bus loops between Oakville GO station and Laird and Ridgeway in a generally north-south connection. The bus operates on weekdays only and between the hours of 6 a.m. and 7 p.m. every 30 minutes.
- **Route 190 River Oaks Express:** the bus route operates between the Oakville GO Station and the Glenashton and Trafalgar area on weekdays only, between 6 a.m. and 8 a.m., and 5 p.m. and 7 p.m. every 30 minutes.

Many of these routes include stops that are adjacent to the Midtown Oakville TOC Lands.



Oakville Transit map

Figure 4 - Oakville Transit Map

### 3.6.4 Planned Investments in Public Transit

As noted in Section 2.2.2, Metrolinx is currently working to improve GO Transit operations to and from the City of Toronto through the Lakeshore West GO expansion project.

Additionally, both the Region of Halton and Metrolinx's Transportation Master Plans recommend Bus Rapid Transit ("BRT") service along Trafalgar Road, connecting Midtown Oakville to Highway 407. As previously mentioned, the Midtown Oakville TOC Lands are approximately 500 metres west of Trafalgar Road.

In December of 2021, Town of Oakville Council endorsed Oakville Transit's top seven priority projects aiming to reduce greenhouse gas emissions, ease traffic congestion and ensure there are convenient and viable options for residents and visitors to travel to, from and within the Town of Oakville. The Trafalgar Road BRT was included as one of the seven priority projects.

The planned Trafalgar Road BRT is anticipated to operate within a dedicated lane for buses, allowing for faster and more reliable frequent transit. The proposed BRT will form a link for businesses and residents along the Trafalgar Corridor, from Oakville GO Station to the Trafalgar Road at Highway 407 Park and Ride (providing services to GO Transit bus routes). The Town of Oakville is currently working with Metrolinx to support this initiative and has requested the installation of High Occupancy Vehicle ("HOV") lanes on the route until the BRT is built.

While the timeline for the implementation of the project is not yet determined, Town Staff have acknowledged the importance of the project in supporting the anticipated population and employment growth in Midtown Oakville.

### 3.6.5 Active Transportation

Midtown Oakville is currently absent of active-transportation infrastructure, such as dedicated bike lanes. In light of this, a network of active transportation routes are planned for the area, including dedicated bicycle lanes along Cross Avenue, a new multi-use path along Trafalgar Road, and a pedestrian bridge connecting Midtown Oakville to the Oakville Place shopping mall by crossing the QEW.



### 3.7 Community Facilities, Parks and Open-Space

Within the boundaries of Midtown Oakville, there are no existing community facilities. However, the newly constructed Oakville Trafalgar Community Centre lies approximately 1.8 metres southeast. This Community Centre features a variety of amenities, including a 25-metre swimming pool, fitness centre, and outdoor ice rink, among other facilities.

Similarly, Midtown Oakville does not currently contain any public parks. This may be due to the existing character of the area as primarily non-residential, low-rise commercial. In light of this, there are several parks located within proximity of the Midtown Oakville TOC Lands including:

- Old Mill Parkette, which is approximately 650 metres south of TOC Lands;
- Hog's Back Park, approximately 1.1 kilometres west of TOC Lands;
- Cornwall Road Sports Park, approximately 1.4 kilometres southeast of TOC Lands; and
- Foster Park, approximately 1.7 kilometres southwest of the TOC Lands.

Further to this, the Town of Oakville, through the September 2024 draft Midtown Oakville OPA, has identified areas where new parks and open spaces could be sited in support of the forthcoming mixed-use community and contribute to the creation of a complete community in Midtown Oakville with a broad range of land uses to meet residents' everyday needs.

An aerial architectural rendering of a city, showing various building footprints and street layouts in a light blue, wireframe style. A large white circle is superimposed on the left side of the image, containing the number 4.

4

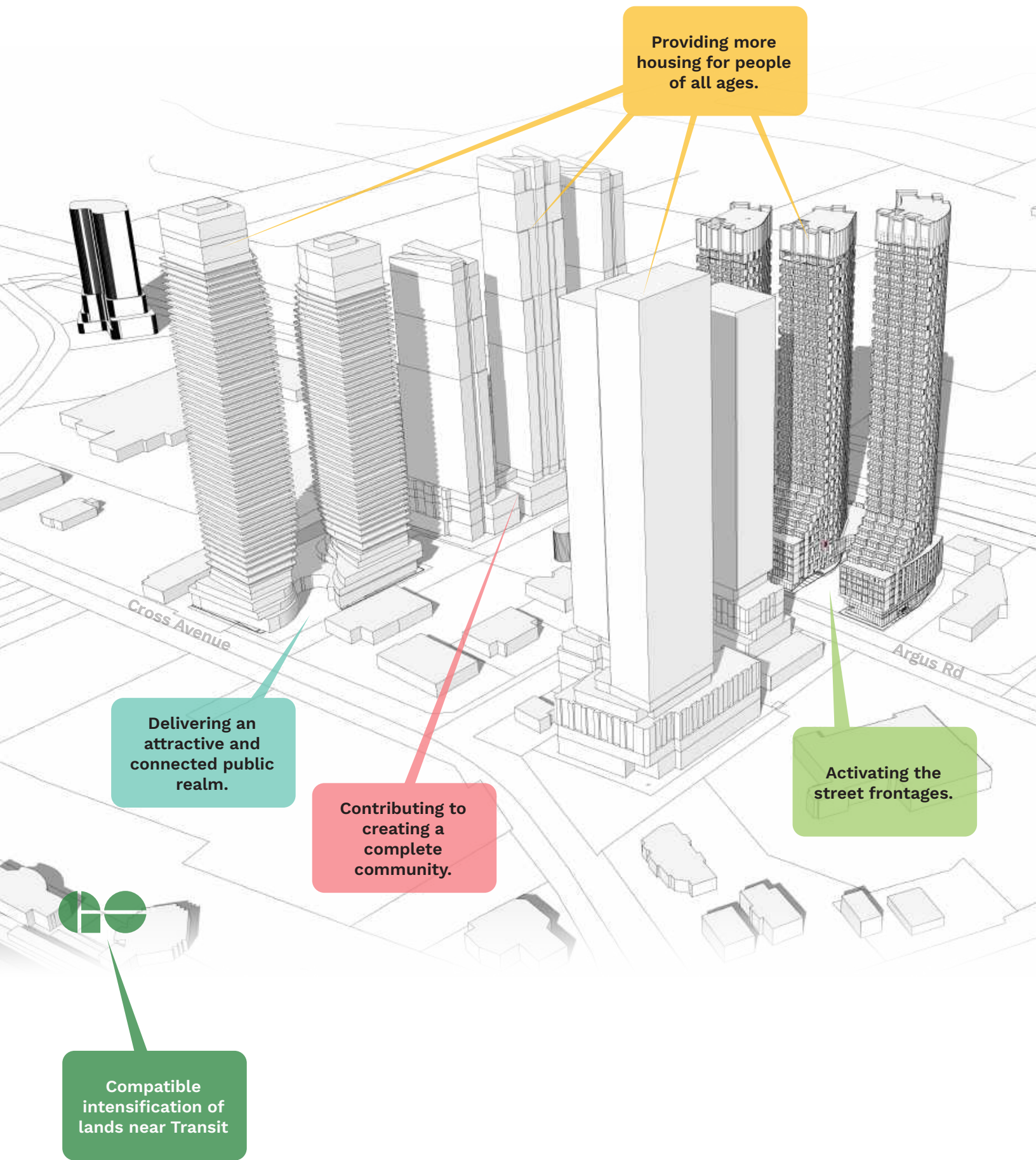
Proposed  
Oakville Transit  
Oriented  
Community

## 4.1 Overview

The proposed Oakville TOC seeks to transform a collection of underutilized, low-rise commercial properties, into a new master planned urban centre. The Oakville TOC Development Proposal will deliver a range of new housing opportunities at transit-supportive densities, integrated office spaces, and a new YMCA facility, among other public benefits. The Oakville TOC Development Proposal will provide for coordinated improvements to the existing and future road network through the conveyance of more than 1.1 hectares (11,193 square metres) of lands to new rights-of-ways and the realignment of Argus Road and Cross Avenue. With Midtown evolving into a high-density urban node, the Oakville TOC Development Proposal considers the pedestrian experience a fundamental principle in the overall master plan. Through the redevelopment of the Midtown Oakville TOC Lands, upwards of 0.75 hectares (7,565 square metres) of new POPS will be provided across the four sites. These proposed open spaces will be programmed for active and passive use, encouraging the intersection of private and public life within the public realm.

The Oakville TOC Development Proposal will consist of 11 mixed-use buildings, ranging from 46- to 59-storeys in height. Together, these buildings will provide approximately 519,263 square metres of new residential GFA and 16,799 square metres of non-residential GFA, which will include retail, office space, a potential daycare, and a community center, resulting in an overall density of 10.8 floor space index ("FSI"). The Oakville TOC Development Proposal employs the expertise of three renowned architectural and landscape firms to design a series of architecturally distinct buildings that will contribute to a dynamic urban skyline.

The following section of the Report will summarize the design objectives, established to inform the Oakville TOC Development Proposal, as well as provide a detailed discussion of the various built forms and land uses proposed across the four developments sites that are included in the Midtown Oakville TOC Lands.



Providing more housing for people of all ages.

Delivering an attractive and connected public realm.

Contributing to creating a complete community.

Activating the street frontages.

Compatible intensification of lands near Transit

## 4.2 Land Use Planning Principles

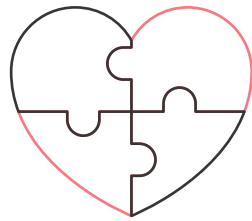
The following section provides an overview of the land use planning and design objectives used to guide the redevelopment of the Midtown Oakville TOC Lands. These land use planning and design objectives were informed by provincial, regional and municipal directions for the creation of complete communities around transit nodes, as well as the envisioned development of Midtown Oakville, as outlined in both existing and emerging planning policy frameworks. Furthermore the built-form context, public-realm patterns, current and planned land uses, as well as existing and future infrastructure, particularly public transit, were considered in the Oakville TOC Development Proposal.

The land use planning principles are outlined below:



### Compatible intensification of lands near transit.

The Oakville TOC Development Proposal is designed to fit in with the planned built-form context and will be compatible with the anticipated heights and massing envisioned for the Midtown Oakville area. The Oakville TOC aims to contribute to the realization of the urban vision for Midtown Oakville by introducing a high-density, transit-oriented development in close proximity to the Oakville GO Station. The proposed heights and massing of the podium elements are contextually appropriate and will enhance the public realm with active ground-level uses. Additionally, the Oakville TOC Development Proposal is carefully designed to accommodate the future redevelopment of adjacent sites and Midtown Oakville as a whole, ensuring that the built form does not result in adverse impacts on neighbouring lands or impede redevelopment opportunities for adjacent properties.



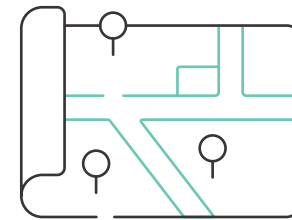
### Contributing to creating a complete community.

One of the main goals for Midtown Oakville is to develop as a complete community where people of all ages, abilities, and incomes can conveniently access most daily necessities. This includes a mix of jobs, local retail and services, a range of housing options, transportation choices, community services, and recreational amenities. The Oakville TOC Development Proposal will contribute to this vision by providing a variety of land uses, including office spaces, a daycare, recreational areas (such as the Young Men's Christian Association (YMCA) community centre), retail spaces, and diverse housing options.



### Providing more housing for people of all ages.

The Oakville TOC will maximize the number of people living in close proximity to the Oakville GO Station, in conformity with provincial and municipal policy regulations. Additionally, the proposal offers a diverse range of housing options and sizes, including larger units such as 2- and 3-bedroom units, thereby accommodating people of all ages and life stages.



### Activating the street frontages.

The Oakville TOC Development Proposal will strategically locate active uses along the street frontages, including the planned future roads and the proposed privately-owned publicly-accessible open spaces. The proposed retail and commercial spaces, as well as daycare and office entrances will activate the public sidewalks with a continuous flow of activity that will extend beyond typical working hours. Strategic building setbacks, and patios associated with the at-grade commercial units will foster a physical connection between the private and public realms, and will also contribute to the creation of mixed-use commercial main streets.



### Delivering an attractive and connected public realm.

The Oakville TOC Development Proposal contemplates various informal pedestrian midblock connections within each of the sites, increasing the porosity of the area and improving pedestrian access from the northern part of Midtown Oakville to the Oakville GO Station entrance.

Moreover, each of the four sites within the Oakville TOC will feature a new POPS area along with a pedestrian-oriented street network. Finally, each site will include land conveyances to establish the street network as outlined in the September 2024 draft Midtown Oakville Official Plan Amendment.

Together, these elements will enhance connectivity, increase the porosity of the development blocks, and create new open spaces designed to encourage social interaction and gathering.

## 4.3 Oakville TOC Development Proposal

The Oakville TOC Development Proposal has been organized into four sites generally located in the centre of Midtown Oakville, north of the Oakville GO Station. The sites will collectively form a new transit-oriented mixed-use community, delivering housing and employment opportunities to the Town, and contributing to the overall vision of Midtown Oakville as a livable, vibrant, high-density, mixed-use urban destination. While designed independently, the four sites will work cohesively to achieve a coordinated development proposal.

Detailed descriptions of the proposed developments for each of the four sites is provided in Sections 4.3.1 to 4.3.4 below.

### 4.3.1 Site 1

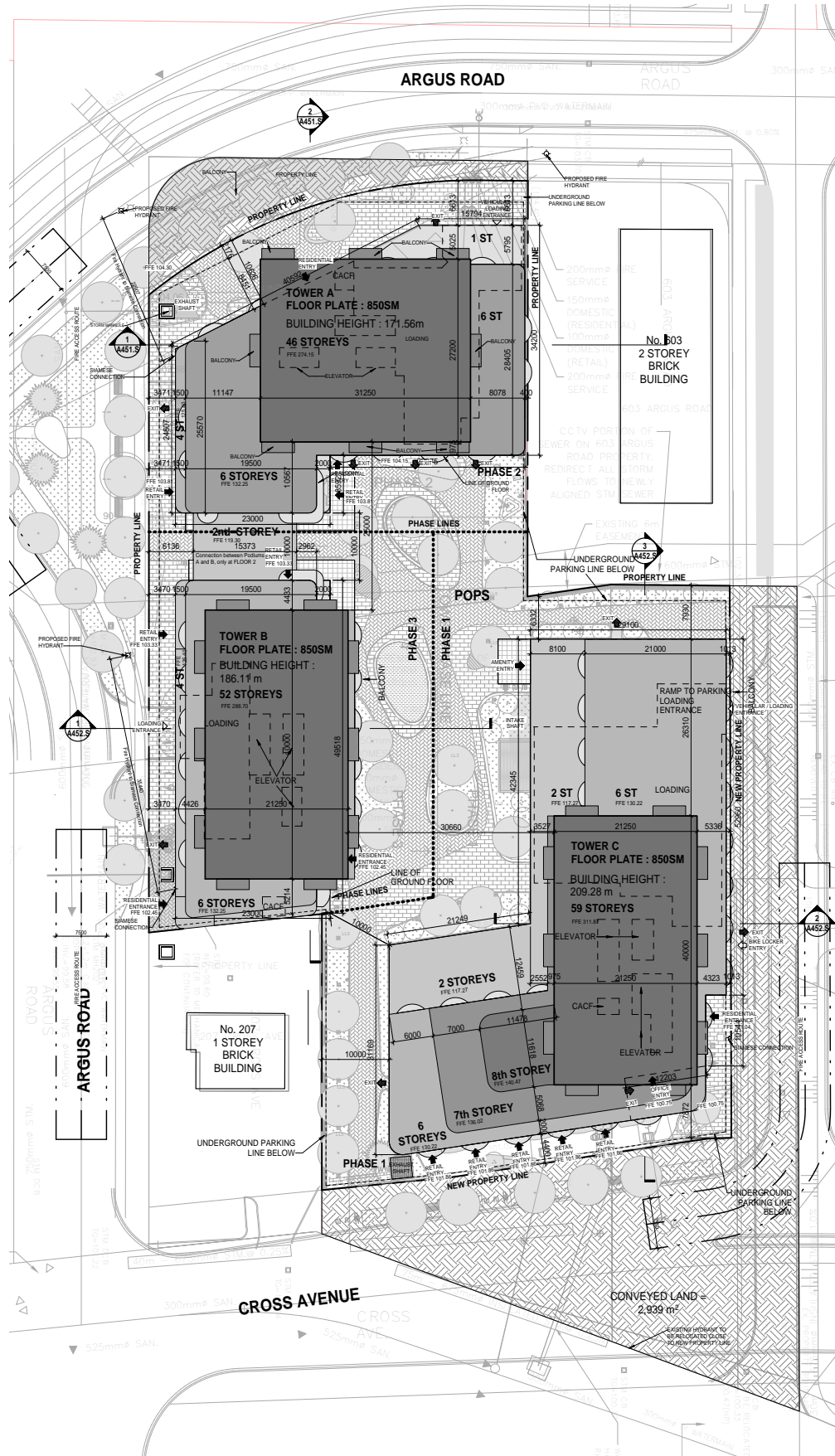
#### **217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road**

The development on Site 1 includes three buildings with heights of 46-, 52-, and 59-storeys. The project will include public realm and landscape improvements and will include a large POPS space centrally located on the site.

In terms of site organization, the 46-storey building is situated in the northern part of the site, with frontage along the east-west and north-south segments of Argus Road. The 52-storey building is located in the western portion, facing the north-south segment of Argus Road. The 59-storey building is situated at the southeast corner of the site, with frontages on Cross Avenue and a future 20-metre north-south road to the east. The buildings and their tower elements have been strategically placed to ensure a minimum separation distance of 25 metres between towers, and to mitigate negative impacts from incremental shadowing onto the low-rise community north of the QEW.

All Architectural Plans for Site 1 have been Prepared by BDP.Quadrangle.

**Figure 5 - Site Plan - Site 1**



## Height and Massing

### Building 1 – Tower A (46-storey Building)

The 46-storey building situated in the northern portion of the site is comprised of a 6-storey (29.6 metres) podium element and a 40-storey tower above. The overall height of the building is 170.7 metres, including an 11.5 metre mechanical penthouse.

At grade, the podium element is proposed to be set back a minimum of 3.4 metres from the north-south segment of Argus Road to the west, 6.6 metres from the east-west segment of Argus Road to the north and built flush to the east lot line. Moreover, a greater setback is provided at the northwest corner of the site to accommodate the realignment of Argus Road and ensure that adequate sightlines are maintained. On Level 2, the podium building provides a step back of 5.7 metres from the north building face and 5.4 metres from the south building face. On Level 7, further stepbacks are introduced to provide outdoor amenity space and private terraces.

The tower element is situated atop the northern portion of the podium and is set back 16.1 metres from the west, 11.6 metres from the north and 8.0 metres from the east property lines. The tower is rectangular in shape and has a floor plate of 850 square metres gross construction area (GCA).

### Building 2 – Tower B (5-storey Building)

The 52-storey building situated in the western portion of the site is comprised of a 6-storey (2 metres) podium element and a 46-storey tower above. The overall metric height of the building is 186.6 metres, including an 11.5-metre mechanical penthouse.

The podium is proposed to be set back 3.4 metres from the north-south segment of Argus Road and built flush to the south property line.

Level 7 of the building includes stepbacks from the north, the west and the south façades, providing private outdoor terraces. Above Level 7, the tower element is situated in the eastern portion of the podium and is set back a minimum of 7.8 metres from the west lot line and between 5.2 and 7.8 metres from the south lot line. The tower is rectangular in shape and has a floor plate of 850 square metres GCA.



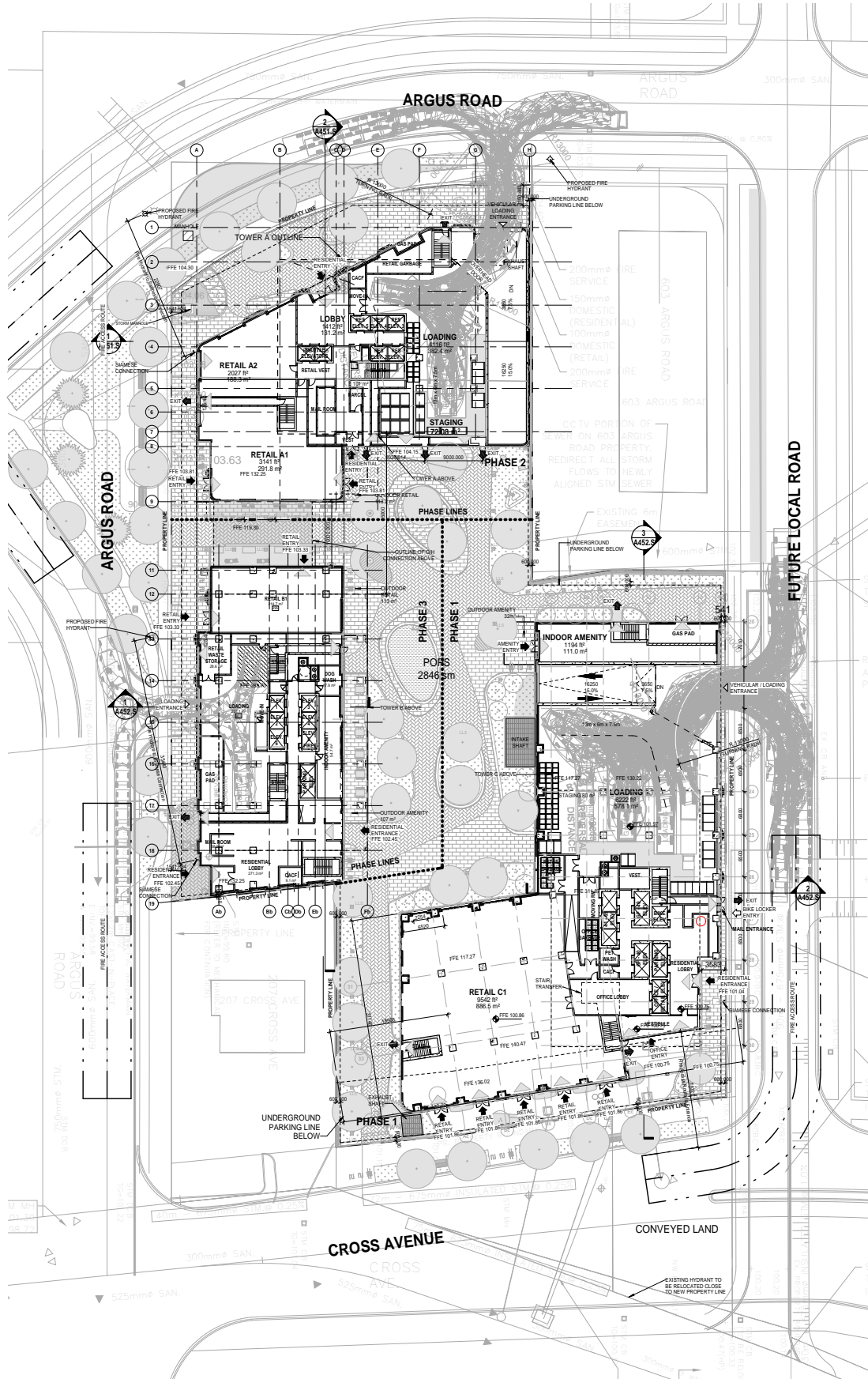
### Building 3 – Tower C (59-storey Building)

The 59-storey building is an 'L' shaped building and is situated in the eastern and southern portions of the site. The building is comprised of a 6-storey (29.4-metres) podium element, that steps down to 2 storeys towards the central POPS area, and a 53-storey tower above. The overall metric height of the building is 209.8 metres, including an 11.5-metre mechanical penthouse.

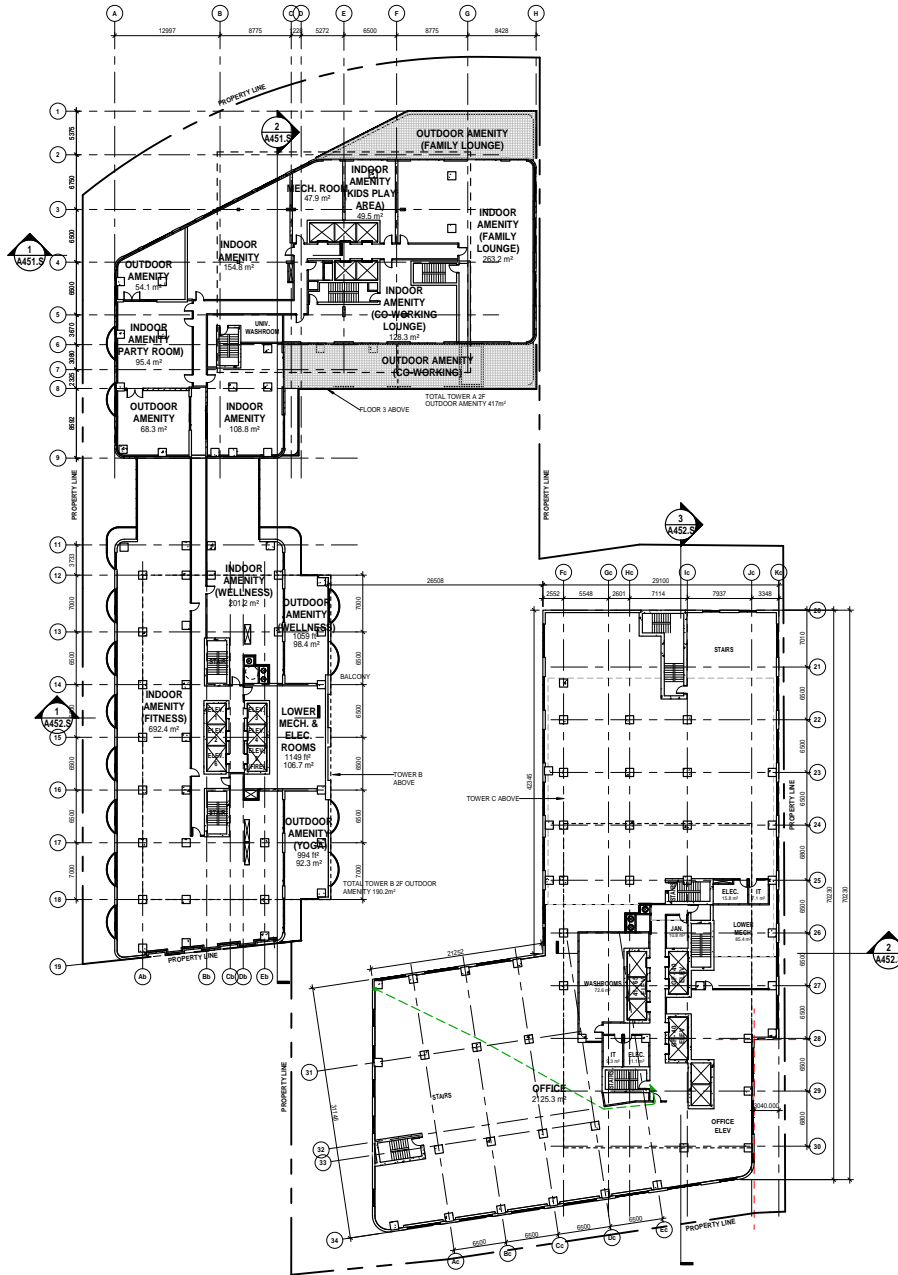
At grade, the podium is proposed to be set back 4.4 metres from Cross Avenue to the south, 0.5 metres from the east lot line (abutting the planned future 20-metre local road) and 7.9 metres from the north lot line. On Level 2, the podium is setback a minimum of 0.5 metres from the east lot line. There are step backs of 8.1 metres from the west wall of the northern portion and 12.4 metres from the north wall of the southern portion of the podium in the rear portions, creating a 2-storey streetwall element adjacent to the POPS area. Similar setbacks are maintained on Levels 3 to 6. On Levels 7 and 8, further step backs are introduced to provide outdoor amenity spaces.

The tower element is situated in the eastern portion of the podium and is set back a minimum of 7.8 metres from Cross Avenue to the south, 5.3 metres from the east lot line and 34.2 metres from the north lot line. The tower is rectangular in shape and has a floor plate of 850 square metres GCA.

**Figure 6 - Ground Floor Plan - Site 1**



**Figure 7 - Second Floor Plan - Site 1**



**Figure 8 - Third to Fourth Floor Plan - Site 1**

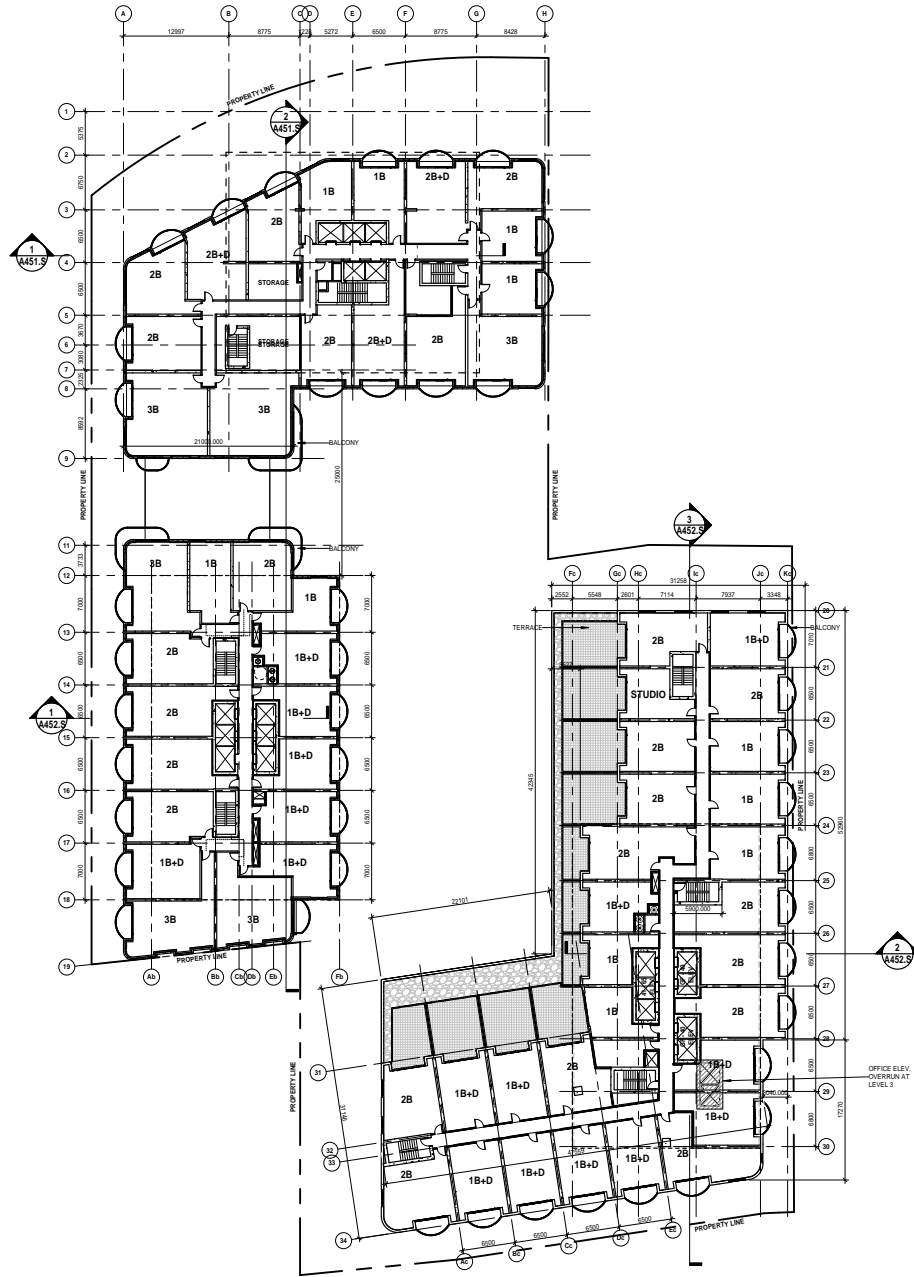
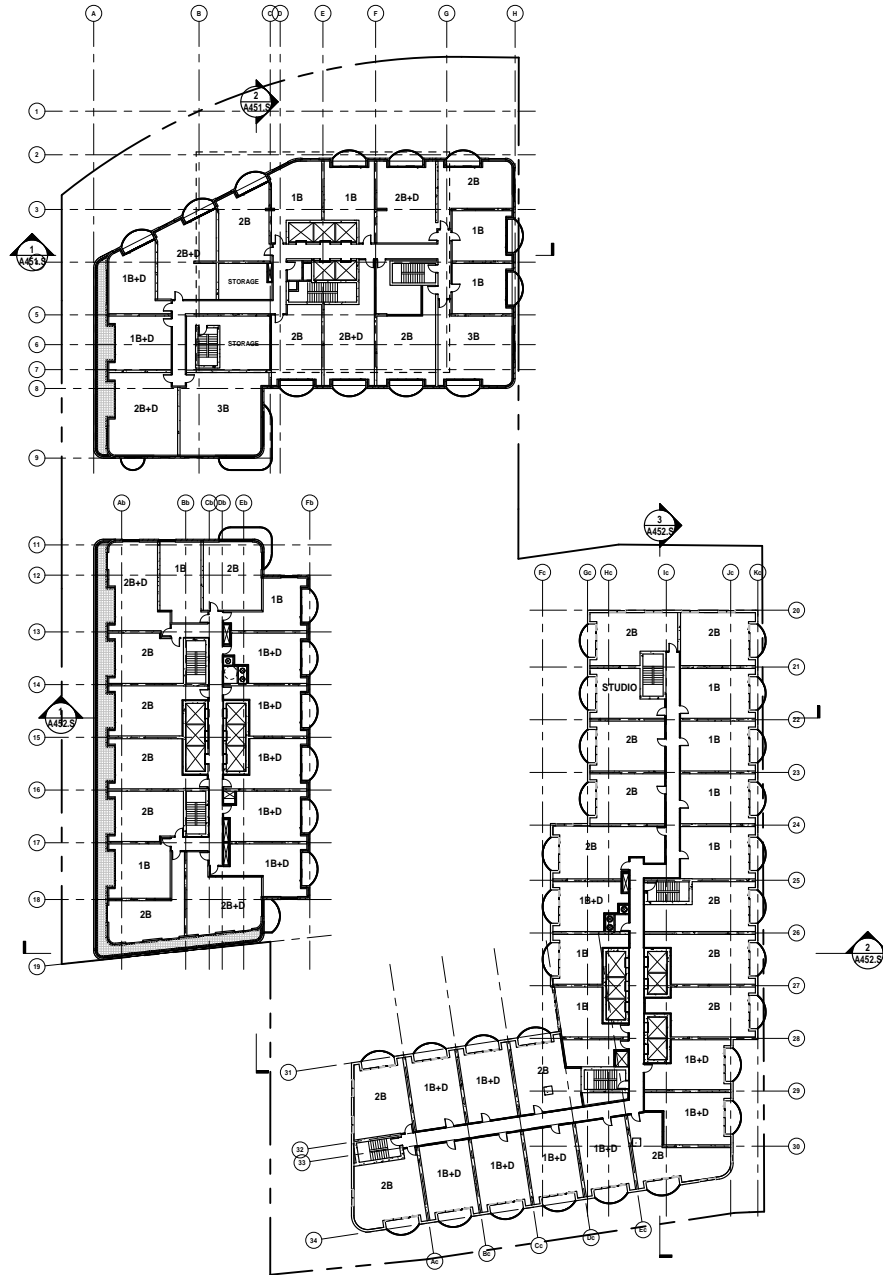
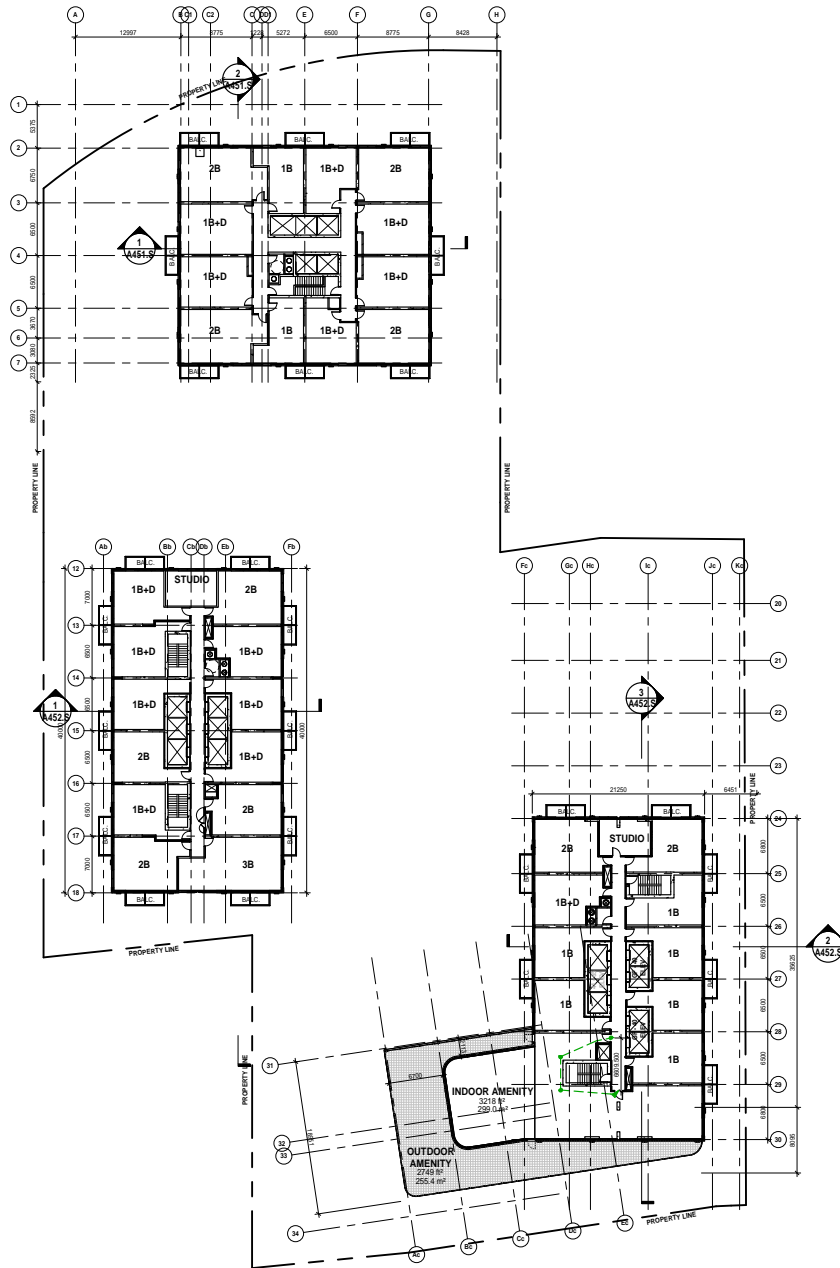


Figure 9 - Fifth Floor Plan - Site 1



**Figure 10 - Eighth Floor Plan - Site 1**



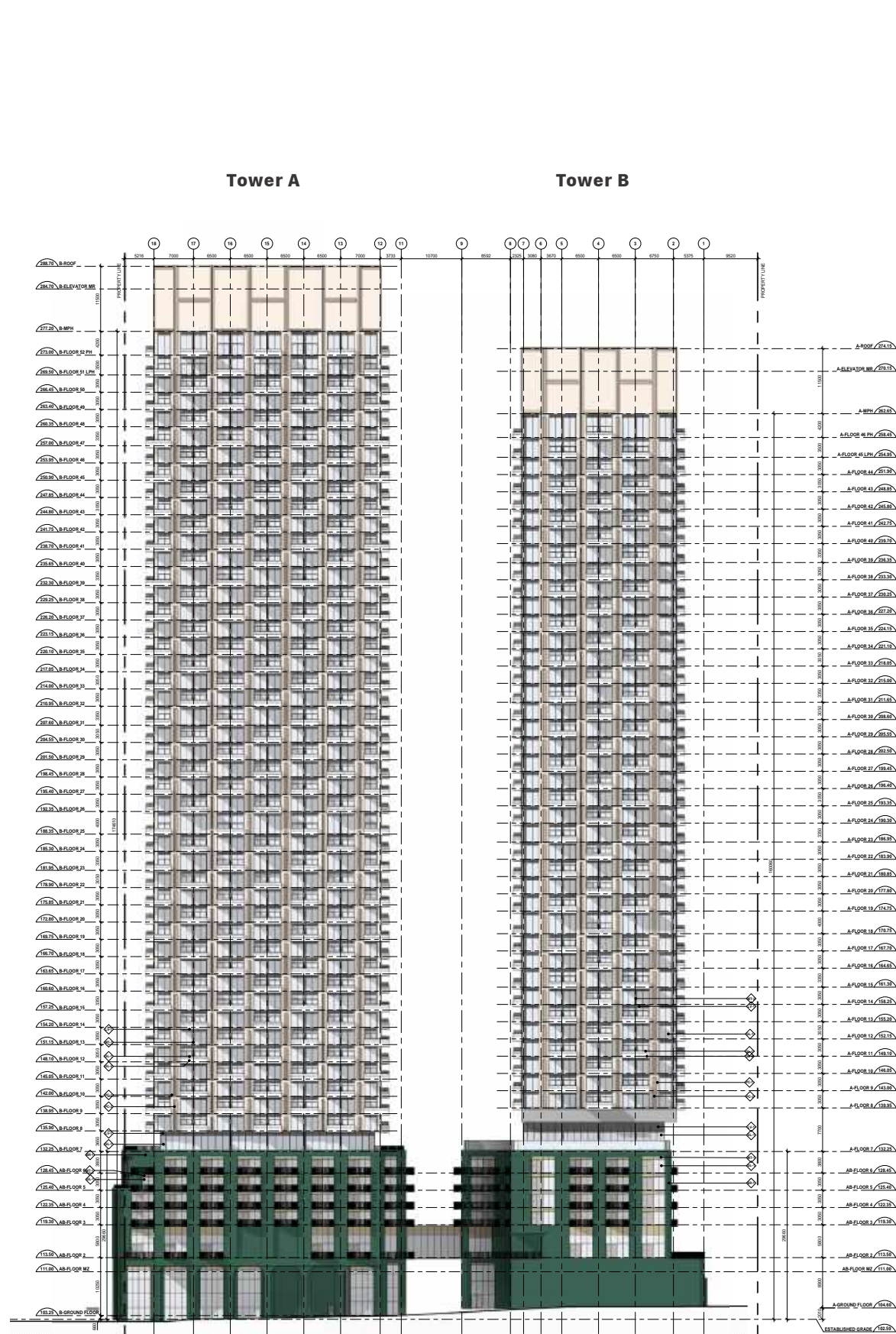


Figure 11 - East Elevation (Building A and B) - Site 1

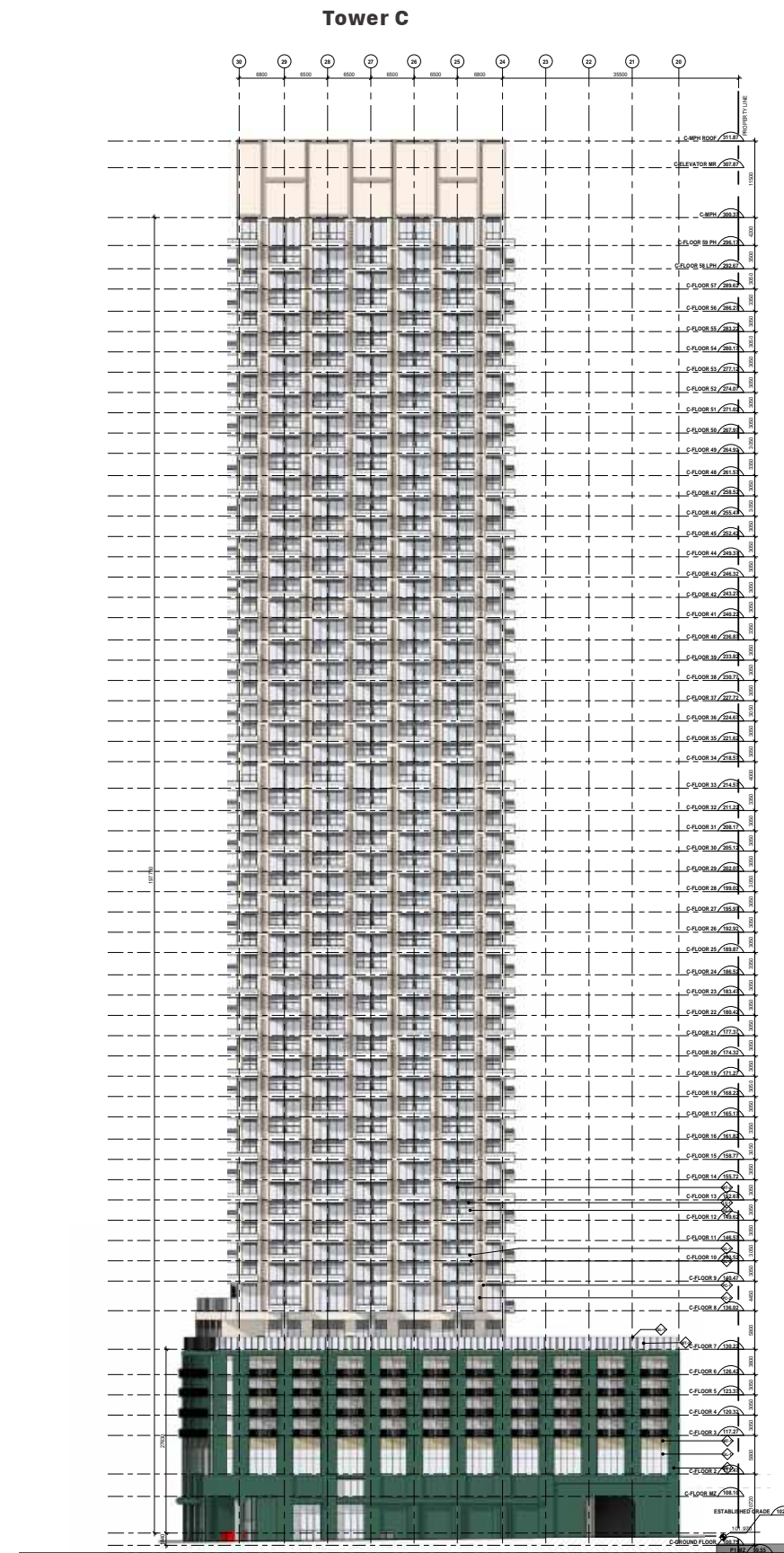
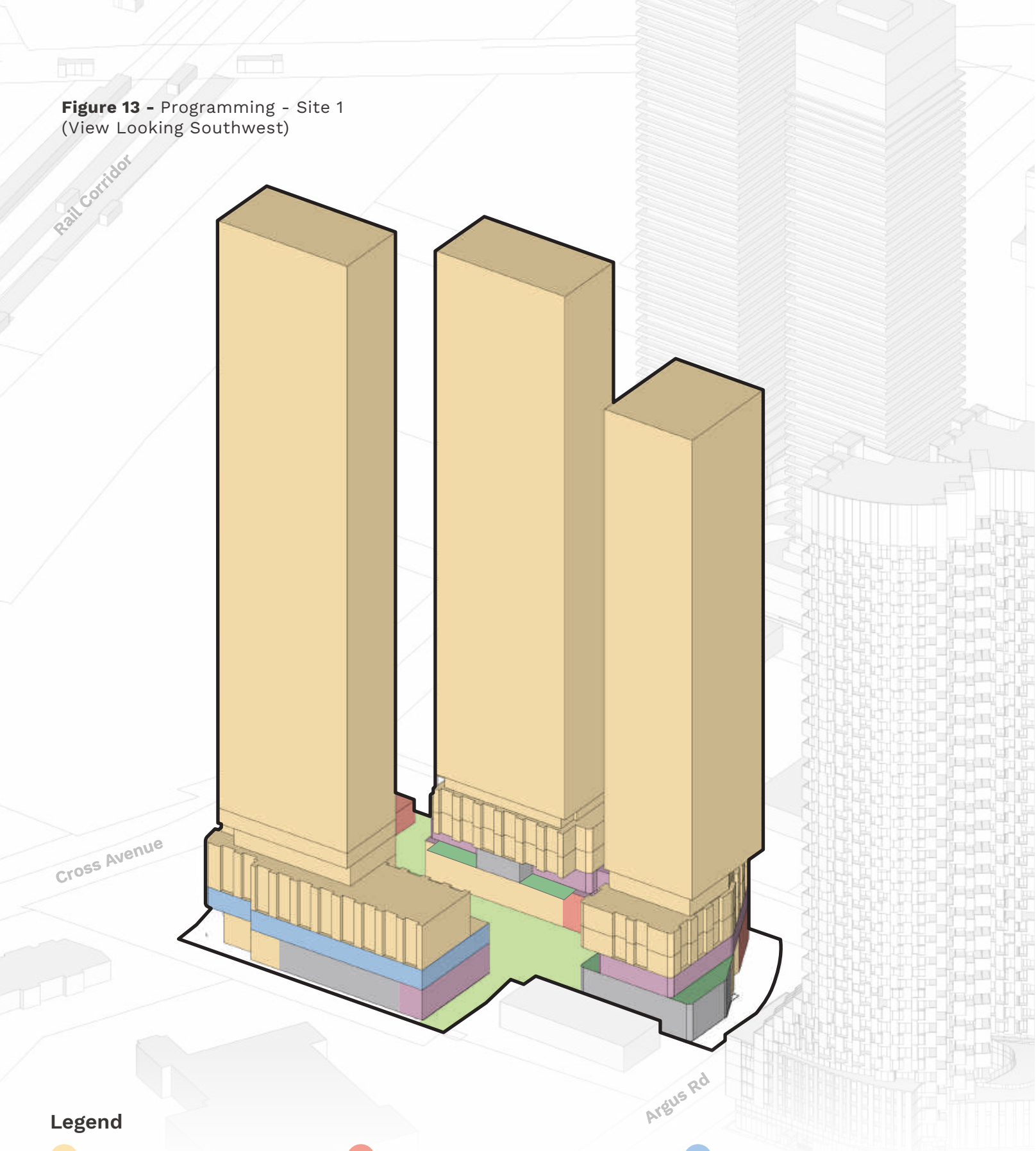


Figure 12 - East Elevation (Building C) - Site 1

**Figure 13 - Programming - Site 1**  
(View Looking Southwest)

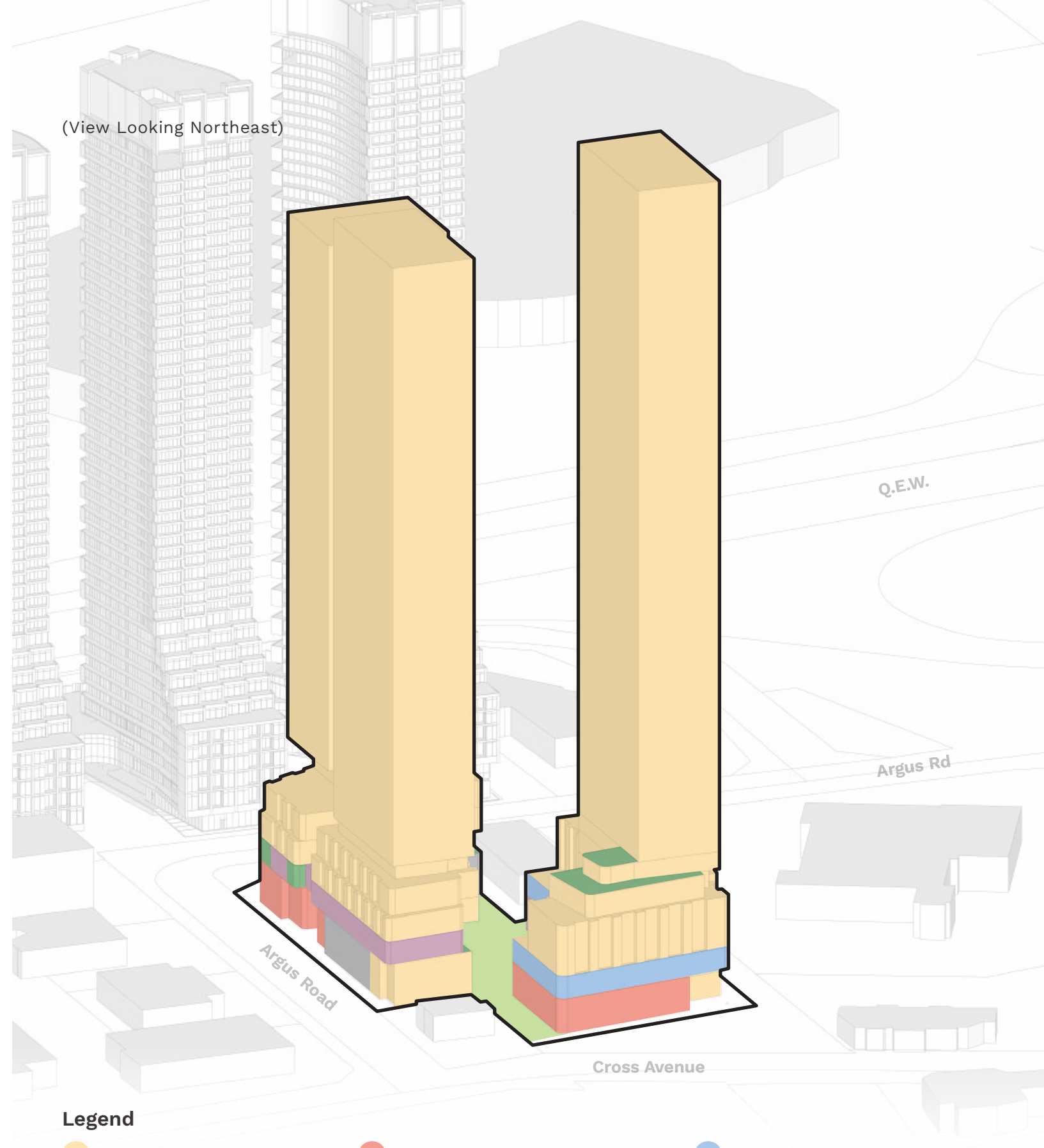


**Legend**

- Residential Uses (including residential lobbies)
- Retail/Commercial Uses
- Office Use
- POPS
- Outdoor Amenity
- Indoor Amenity
- Parking, Loading & Servicing

This diagram is for illustrative purposes only.

(View Looking Northeast)



**Legend**

- Residential Uses (including residential lobbies)
- Retail/Commercial Uses
- Office Use
- POPS
- Outdoor Amenity
- Indoor Amenity
- Parking, Loading & Servicing

This diagram is for illustrative purposes only.



## Programming

The site will feature a mix of retail, office, and residential uses. It will include 1,756 square meters of at-grade retail space, with frontage on both the streets and the POPS area. Additionally, the development will provide 2,556 square meters of office space, located on Level 2 of the 59-storey building, and 143,227 square meters of residential GFA, resulting in 1,977 residential units.

## Public Realm

Site 1 will feature a large centrally located POPS, which has an area of approximately 2,574 square metres. This POPS will enhance site permeability, offering the future community a gathering space and areas for passive recreation. It will also include a landscaped pedestrian connection that traverses the site from the east-west segment of Argus Road southward to Cross Avenue and the GO Station.

In addition to the POPS, the development will incorporate elements designed to activate and enhance the streetscape along Argus Road and Cross Avenue. These improvements will include at-grade retail spaces, new hard and softscape elements, as well as new street trees and seating areas.

## Unit Distribution and Amenity Space

A total of 1,977 residential units will be provided, including 102 studio units (5%), 1,213 one-bedroom units (61%), 550 two-bedroom units (28%) and 112 three-bedroom units (6%).

The development will also include a total of 5,707 square metres of indoor and outdoor amenity spaces to support the proposed residential units. Within the three buildings, a total of 3,258 square metres of indoor amenity space is provided (1.6 square metres per unit) and 2,449 square metres of outdoor amenity space is provided (1.2 square metres per unit).

These amenity spaces are distributed throughout the buildings, generally located at grade, on Level 2, and on Levels 7 and 8, with the largest amount of amenity space being provided on Levels 2 and 7.

## Access, Parking and Loading

Vehicular parking will be accommodated within a 7-level below-grade parking garage, accessed via three parking ramps: one from the east-west segment of Argus Road, another from the north-south segment of Argus Road, and a third from the future local road along the eastern portion of the site. The development will provide a total of 974 parking spaces for residential uses, 292 for residential visitors, 20 for retail and 29 for office uses, resulting in a total of 1,315 parking spaces.

Additionally, the development will include 1,990 bicycle parking spaces, with 1,488 designated for residential long-term uses, 497 for residential short-term uses, 2 for the proposed retail space and 3 for the office uses.

With respect to loading spaces, three loading spaces will be provided, one for each building.

## 4.3.2 Site 2

### 157-165 Cross Avenue

The proposed development on Site 2 is comprised of a mixed-use building with two towers that are 50- and 58-storeys in height, positioned above a tiered 3-storey podium element. The development includes retail/commercial, office and residential uses, as well as an approximate 647-square-metre POPS at grade.

#### Height and Massing

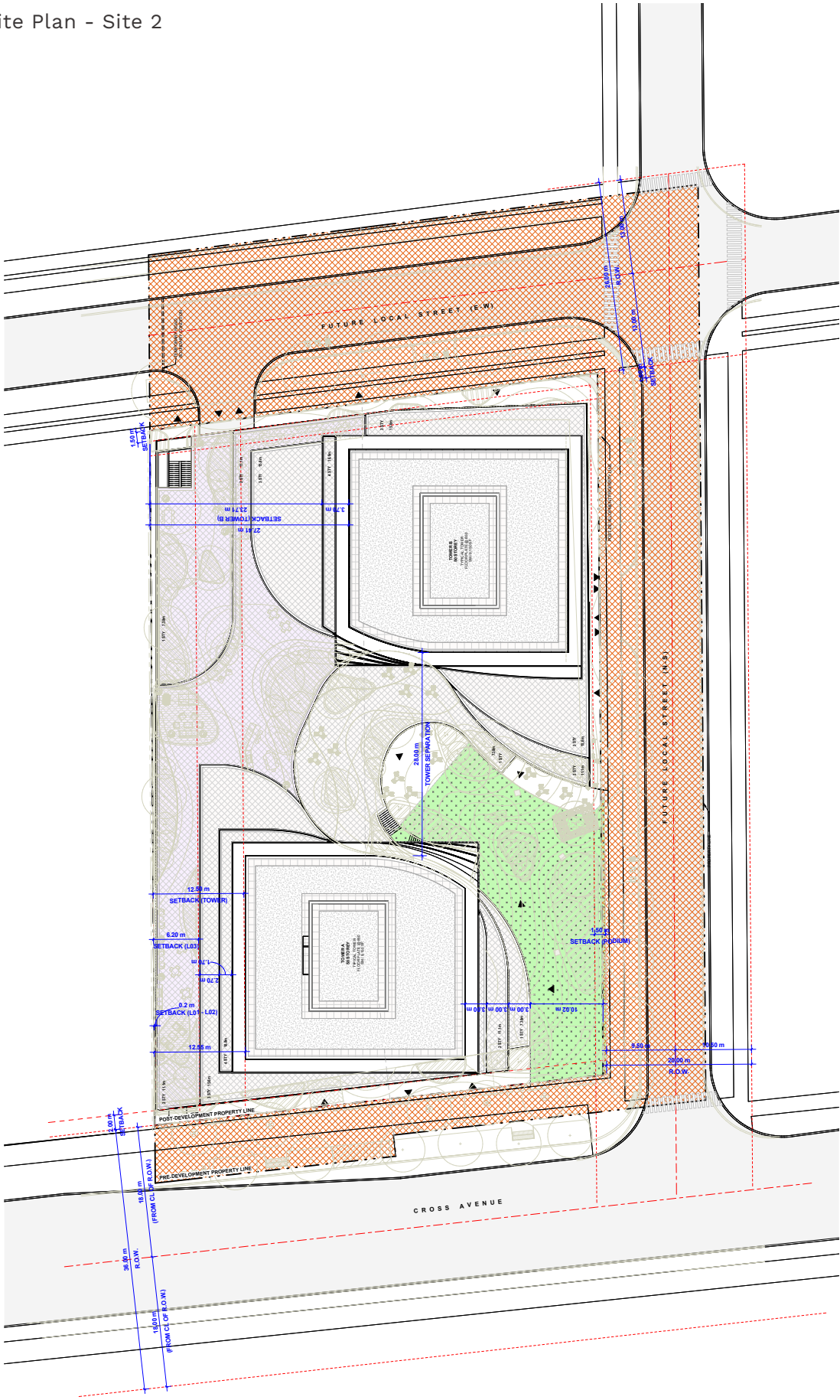
##### Podium Base Building (Levels 1-3)

The proposed podium building will have a total height of 3-storeys (15.5 metres), stepping down to 2-storeys (11.0 metres) towards the west property line, and to a single-storey element towards the centre of the site, framing the POPS area.

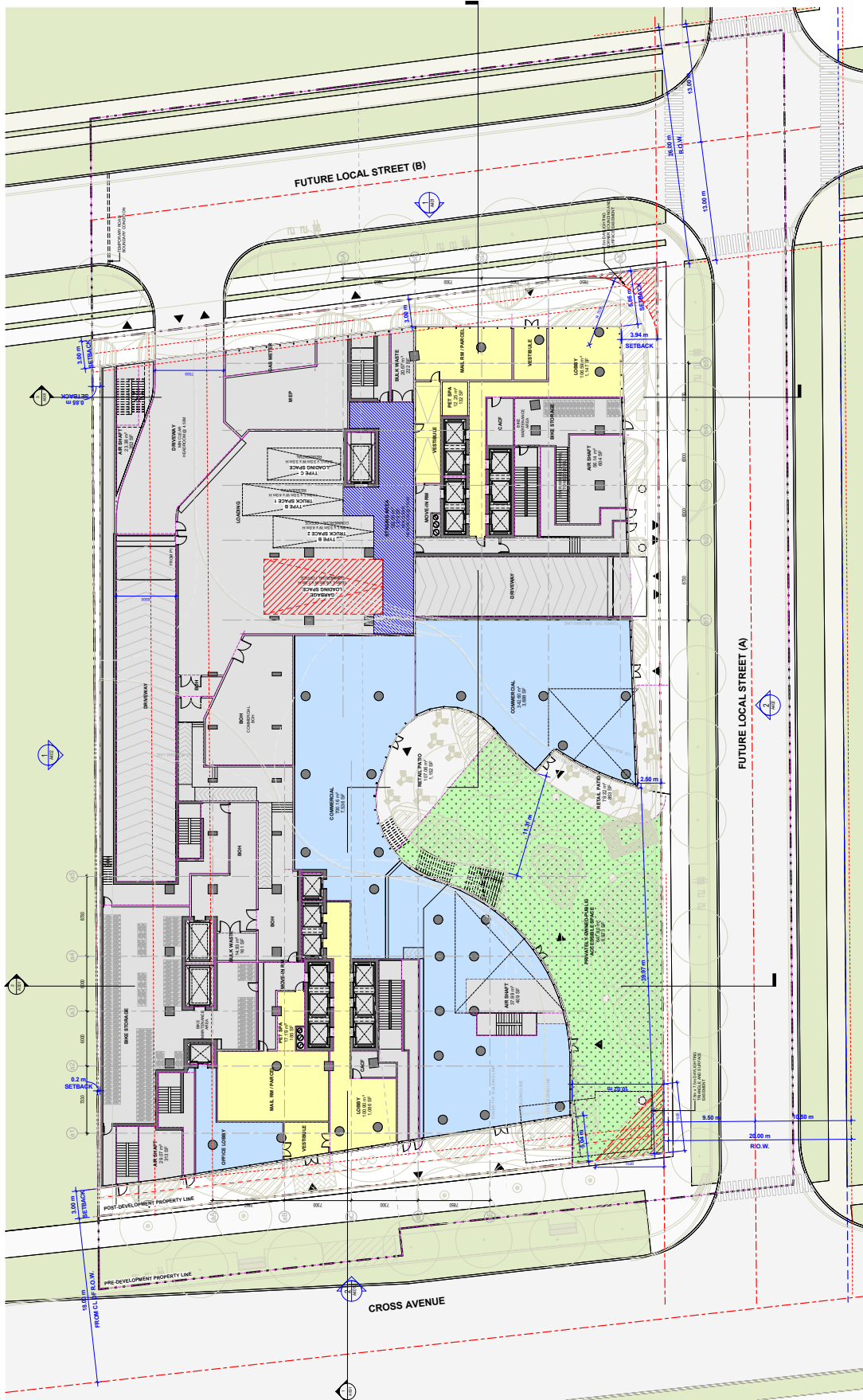
At grade and on Level 2, the podium building will be set back between 3.0 and 5.1 metres from Cross Avenue to the south, between 2.5 and 3.9 metres from the future north-south local street to the east, between 3.0 and 5.86 metres from the future east-west local street to the north and will be built flush to the west lot line. The southeast corner of the podium will be significantly setback from the respective property lines to accommodate the POPS.

All Architectural Plans for Site 2 have been Prepared by Teeple Architects.

Figure 14 - Site Plan - Site 2



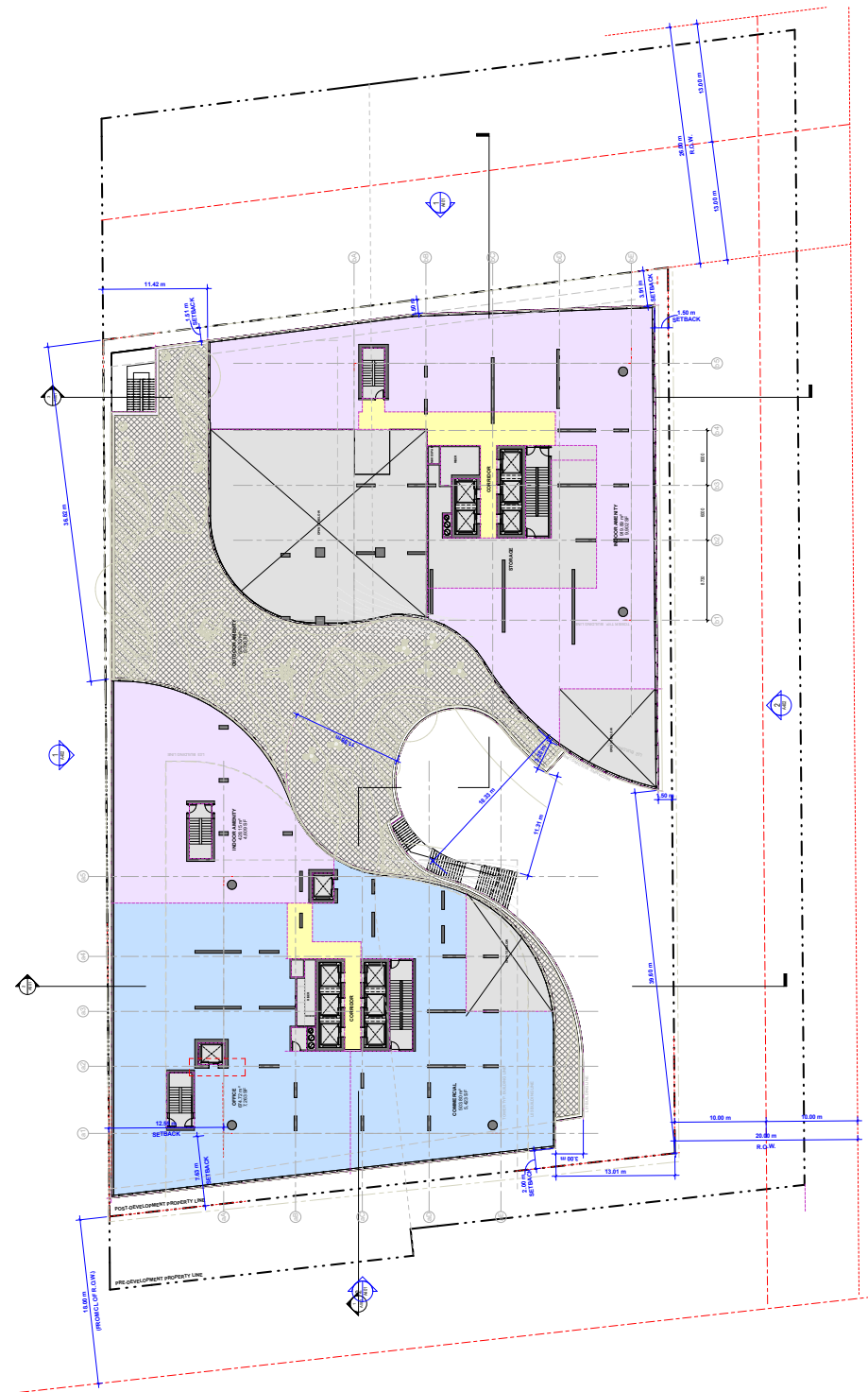
**Figure 15 - Ground Floor Plan - Site 2**



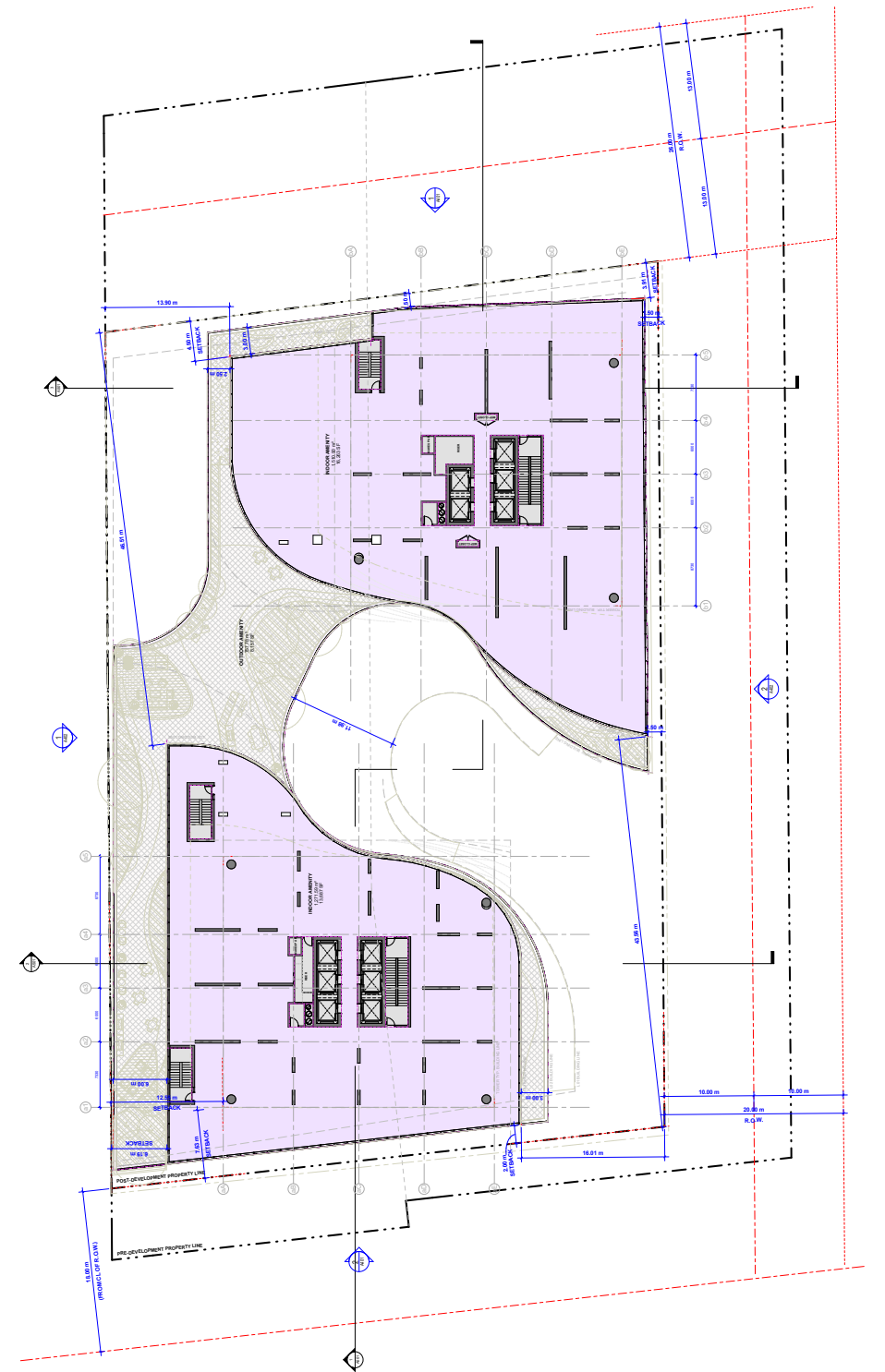
On Level 2, the podium will separate into two distinct podium elements for the respective towers. The southern podium element will cantilever over to the south building face and will be set back a minimum of 2.0 metres from the south lot line while being built flush to the west lot line. The northern podium element will cantilever over to the east and north and will be set back a minimum of 1.5 metres from the east lot line and between 1.5 and 4.0 metres to the north lot line. At the northwest corner of the site, both podium elements will provide significant step backs to accommodate an outdoor amenity terrace.

On Level 3, the southerly podium will step back 6.0 metres from the west and 3.0 metres from its east façades, while the northerly podium will step back 2.5 metres from the west and 3.0 metres from its south façades.

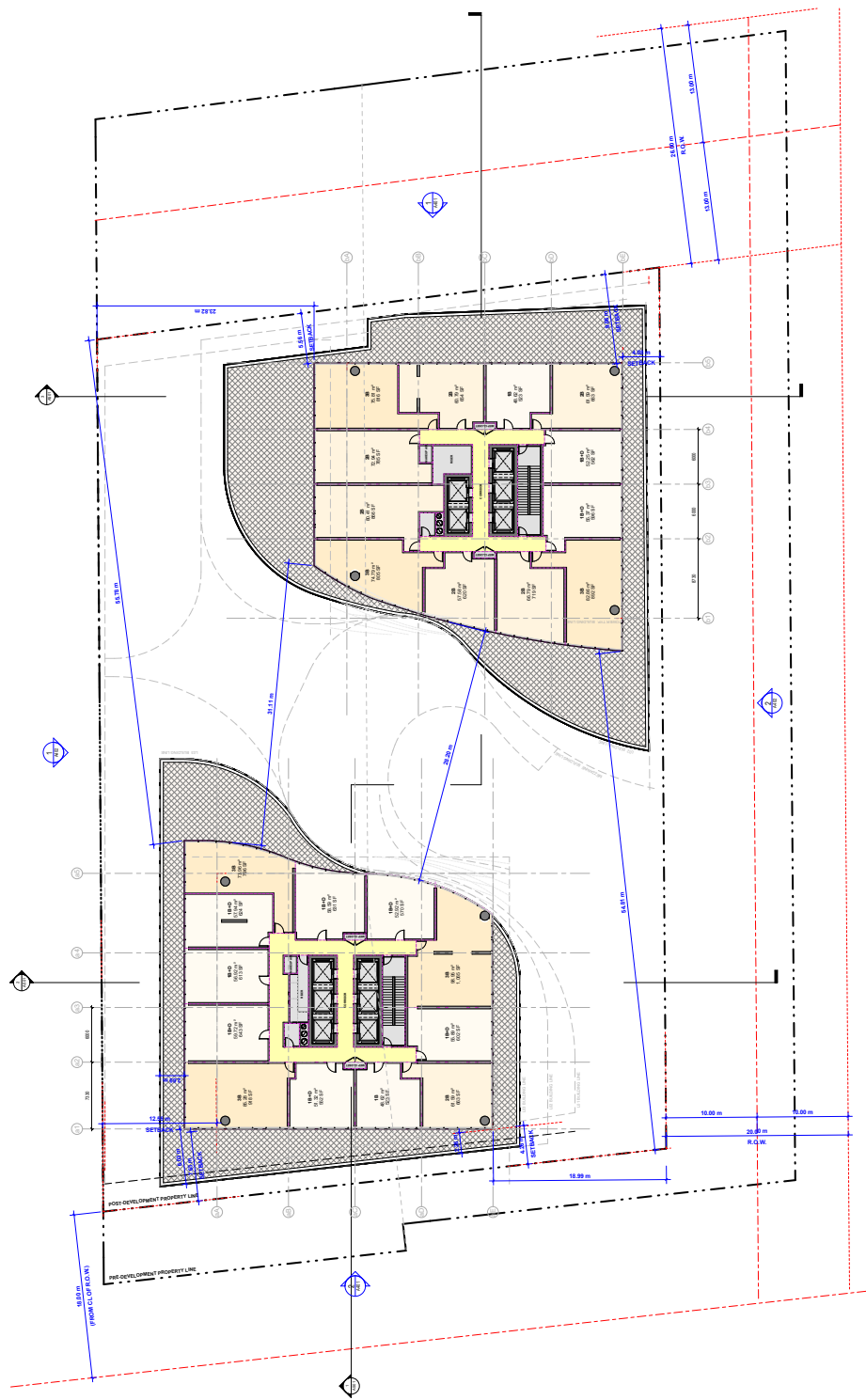
**Figure 16 - Second Floor Plan - Site 2**



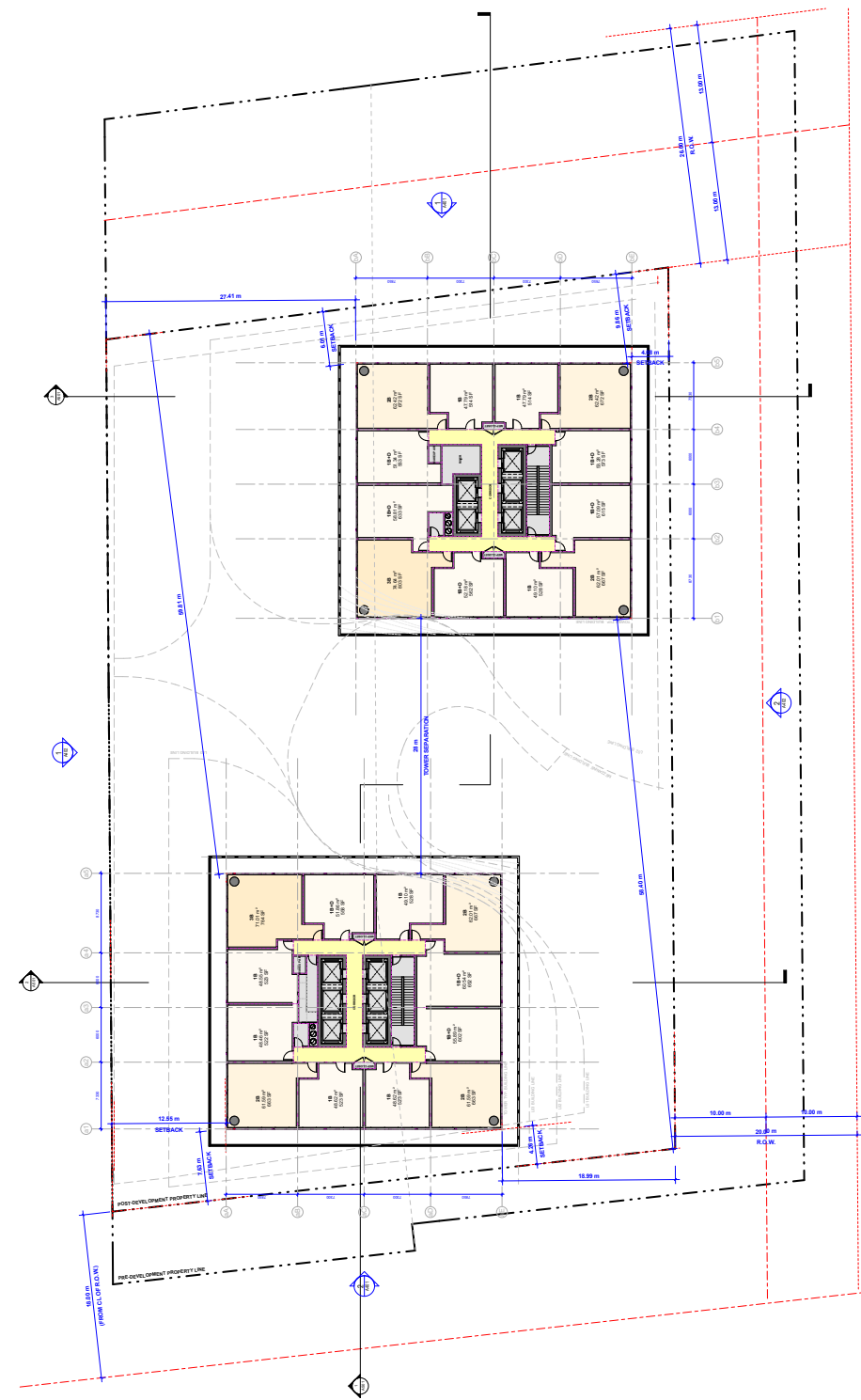
**Figure 17 - Third Floor Plan - Site 2**



**Figure 18 - Fourth Floor Plan - Site 2**



**Figure 19 - Fourteenth Floor Plan (Typical Tower Plan) - Site 2**



**Tower A (Levels 4-58)**

Tower A is situated at the southwest corner of the site and will have an overall height of 58-storeys (201.7 metres, including an 11.7-metre MPH). The tower will provide for a minimum set back of 19.0 metres from the east lot line, between 4.2 metres and 7.6 metres from the Cross Avenue lot line to the south, and 12.5 metres from the west lot line. The tower will have a rectangular floor plate of approximately 850 square metres GCA.

**Tower B (Level 4-50)**

Tower B is situated at the northeast corner of the site and will have an overall height of 50-storeys (177.3 metres, including an 11.7-metre MPH). The tower will be set back a minimum of 4.0 metres from the east lot line, between 6.0 and 9.8 metres from the north lot line and 27.4 metres from the west lot line. The tower is generally rectangular in shape and has a floor plate of 850 square metres GCA. With respect to tower separation a minimum separation distance of 28 metres will be provided between the two towers.

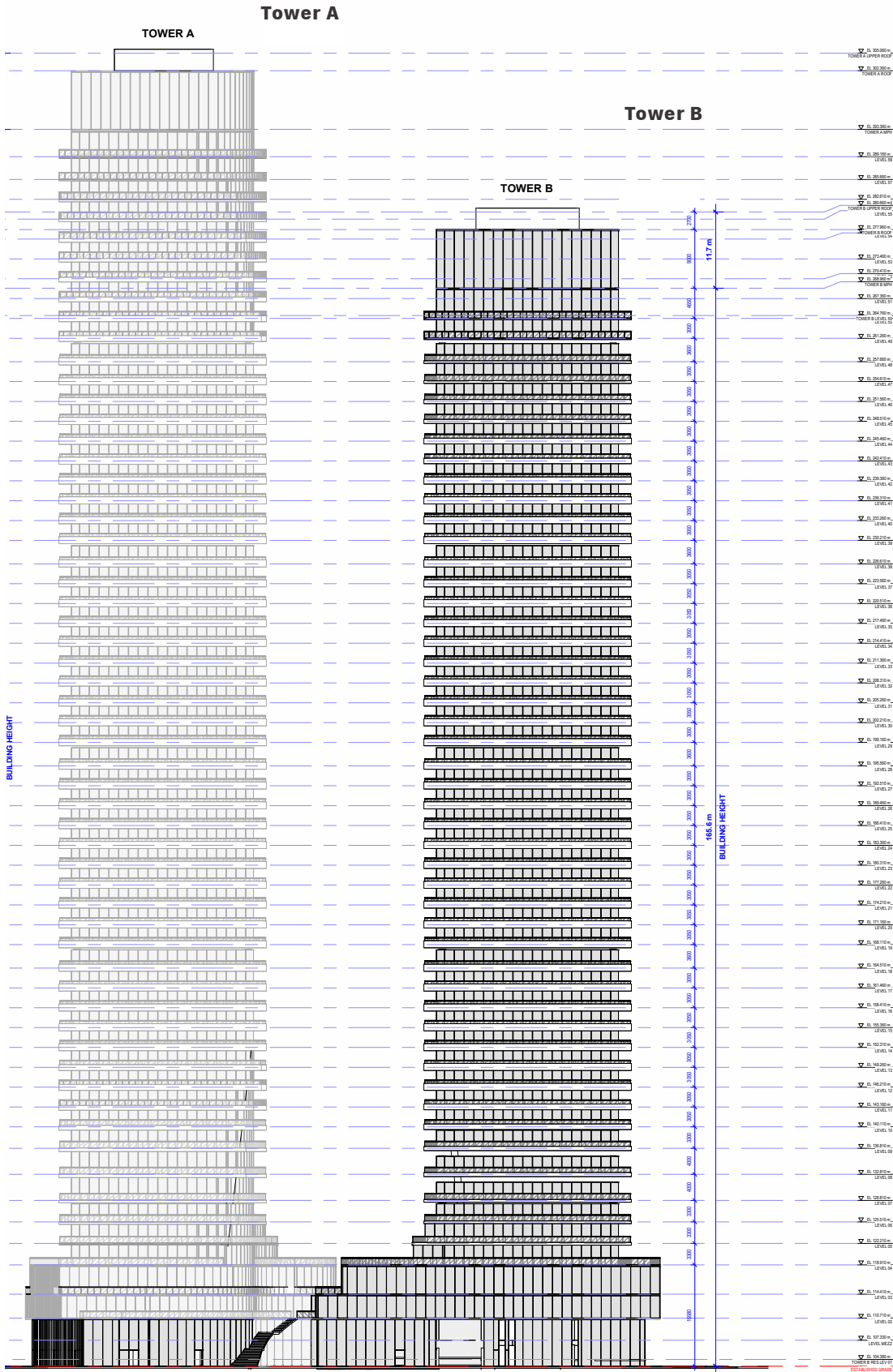
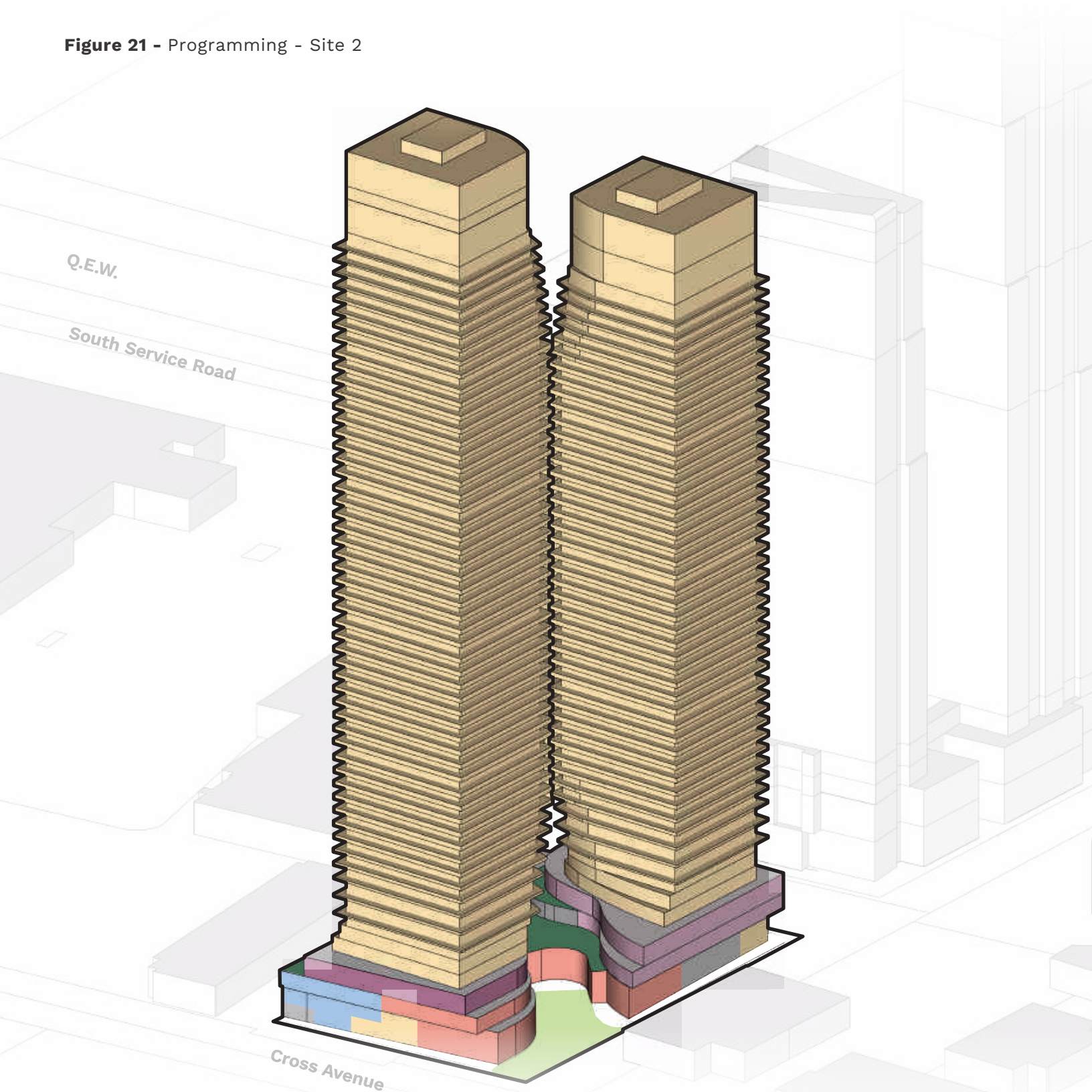


Figure 20 - Mechanical Penthouse Roof Plan - Site 2

Figure 21 - Programming - Site 2



**Legend**

- Residential Uses (including residential lobbies)
- POPS
- Parking, Loading & Servicing
- Retail/Commercial Uses
- Outdoor Amenity
- Office Use
- Indoor Amenity

This diagram is for illustrative purposes only.



## Programming

The development on Site 2 will provide 2,522 square metres of retail/commercial space located at-grade and on Level 2 of the podium, 1,254 square metres of office space located on Levels 2 and 3 of the podium, and a total of 98,833 square metres of residential GFA provided in the two towers. The proposed residential floor area is expected to yield 1,222 new residential units.

## Public Realm

The proposed development will feature a POPS located at the southeast corner of the site, framing the intersection of Cross Avenue and the proposed north-south local road. The POPS will have an area of approximately 647 square metres. Additionally, the development will include various elements designed to activate and enhance the streetscape along Cross Avenue and the future local road east of the site. These improvements will feature at-grade retail spaces with outdoor patios, as well as new hard and softscape elements such as street trees.

## Unit Distribution and Amenity Space

A total of 1,222 residential units are anticipated through this development, including 811 one-bedroom units (66%), 308 two-bedroom units (25%) and 103 three-bedroom units (8%).

The development will also include indoor and outdoor amenity spaces to support the proposed residential units. Within the two buildings, a total of 4,130 square metres of indoor amenity space is provided (equivalent to approximately 3.41 square metres per unit) and 1,290 square metres of outdoor amenity space is provided (approximately 1.09 square metres per unit). The amenity space will be provided on Levels 2 and 3 of the podium.

## Access, Parking and Loading

Vehicular parking will be accommodated within an 8-level below-grade parking garage, accessed via two ramps: one from the future north-south local road to the east of the site and another from the future east-west local road to the north. The development will offer a total of 734 residential parking spaces and 221 additional spaces for combined use by residential visitors, retail, and office areas. In support of the site's proximity to transit and future cycling infrastructure, a total of 1,230 bicycle parking spaces will be provided, of which 918 will be designated for residential uses and the remaining 312 spaces will be for non-residential uses.

Four loading spaces will be provided, including two for residential uses and two for retail/commercial and office uses.

### 4.3.3 Site 3

#### 166 South Service Road

The development on Site 3 will include two buildings and three towers with heights of 49-, 51-, and 55-storeys. The first building ("Building 1") will occupy the northern and eastern portions of the site, with frontages on South Service Road East and the future local road to the east. Building 1 will have an L-shaped orientation and will be of a size that will allow for the proposed towers to be appropriately sited above the podium. Tower 1 will have an overall height of 51-storeys and will be positioned in the northern portion of the Building, whereas the second tower, Tower 2, will be sited in the eastern portion of the Building. Tower 2 will have an overall height of 55-storeys.

In addition to new residential units, the development at Site 3 will include new retail space and a new YMCA location. Moreover, as with the other sites, the proposal will provide improvements to the public realm through the provision of public open space and landscape elements. The proposed development will feature an approximate 1,926-square-metre POPS space located in the western portion of the site.

#### Height and Massing

##### Podium Base Building 1 (Levels 1-3)

Building 1 is situated immediately south of South Service Road East, in the northern portion of the site. Building 1 will serve as the podium base for Towers 1 and 2 above and will have a varied height between 3- and 7-storeys.

The shared podium element will have a height of 3-storeys (15.9 metres) along the street frontages and will step up to 7-storeys (28.5 metres) at the base of Tower 1. At the base of Tower 2, the podium will have a height of 3-storeys along the frontage of the future north-south local road, stepping down to 2-storeys (9.1 metres) towards the POPS.

The lower levels of the podium, up to Level 3, will be set back a minimum of 2.0 metres from the east lot line but will be built flush to the north and west lot lines. On Level 5, the podium element at the base of Tower 1 will provide for a stepback of 5.0 metres from the east lot line, 4.9 metres from the north lot line and 7.5 metres from the west lot line.

Figure 22 - Site Plan - Site 3

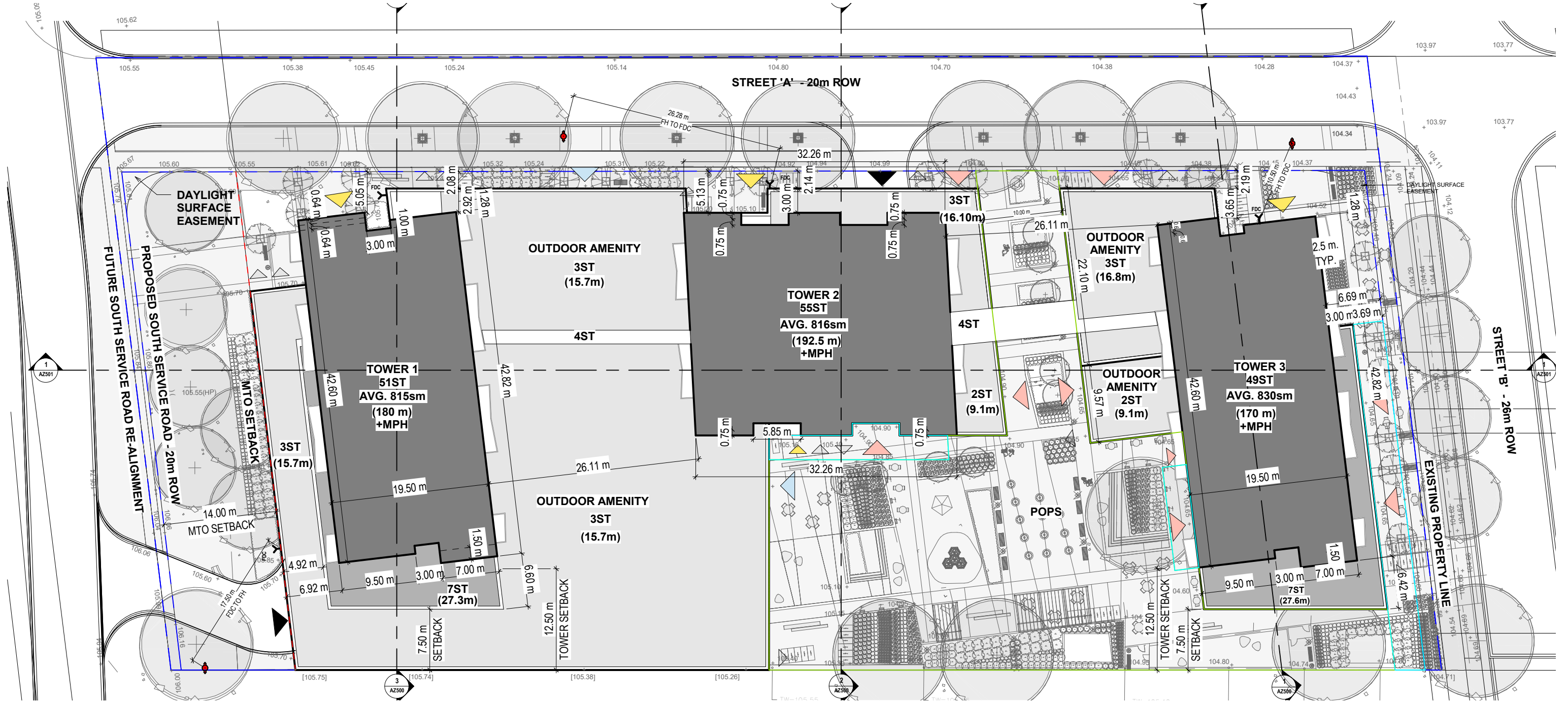
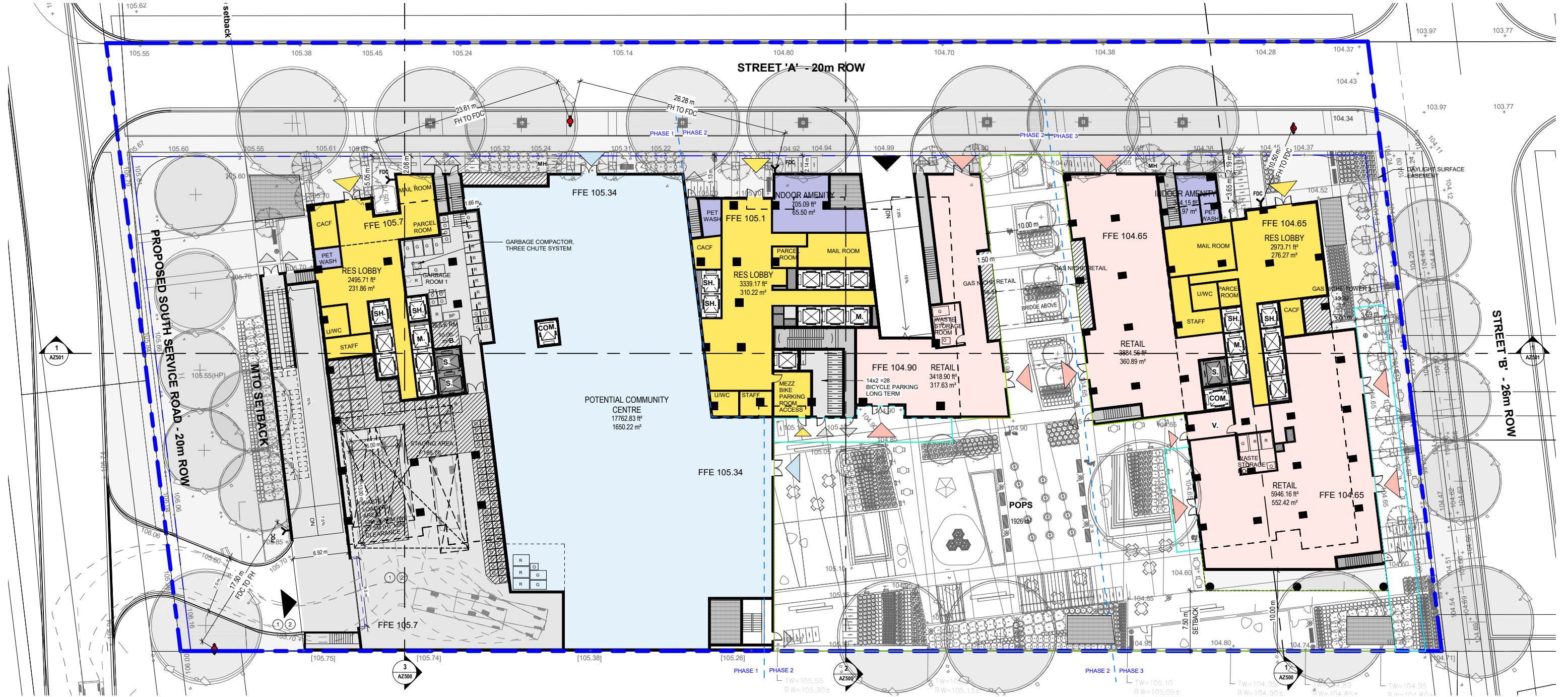


Figure 23 - Ground Floor Plan - Site 3



## Towers 1 (Level 8 - 51) and Tower 2 (Level 4 - 55)

With respect to the tower elements, Tower 1 will have an overall height of 51-storeys (191.5 metres, including an 11.5-metre MPH) and will be situated in the northern portion of Building 1, parallel to South Service Road East. Tower 2 will have a height of 55-storeys (208.5 metres, including 4.5 and 11.5-metre MPH) will be situated in the eastern portion of the Building, adjacent to the future north-south local road.

Tower 1 will begin on Level 8 and will be set back a minimum of 5.0 metres from the east lot line, 6.9 metres from the north lot line and 14.1 metres from the west lot line. Tower 1 will have a rectangular floor plate, with a size of approximately 815 square metres GCA.

Tower 2 will begin on Levels 4, and it will be set back a minimum of 5.1 metres from the north-south future local road to the east of the site. The tower will have a rectangular floor plate with an area of approximately 816 square metres GCA. The depth of the site, and orientation of Building 1 will allow for Towers 1 and 2 to achieve a minimum separation distance of 25 metres.

## Podium Base Building 2 (Levels 1-7)

Building 2 is situated in the southern portion of the site and will be comprised of a 7-storey podium that will step down to 2-storeys towards the POPS. The 7-storeys (28.3 metres) portion will be situated adjacent to future east-west local road to the south of the site and will step down to 3-storeys (16.8 metres) along the future north-south local road to the east of the site. Towards the POPS positioned in the interior of the site, the podium will step down to 2-storeys (9.1 metres).

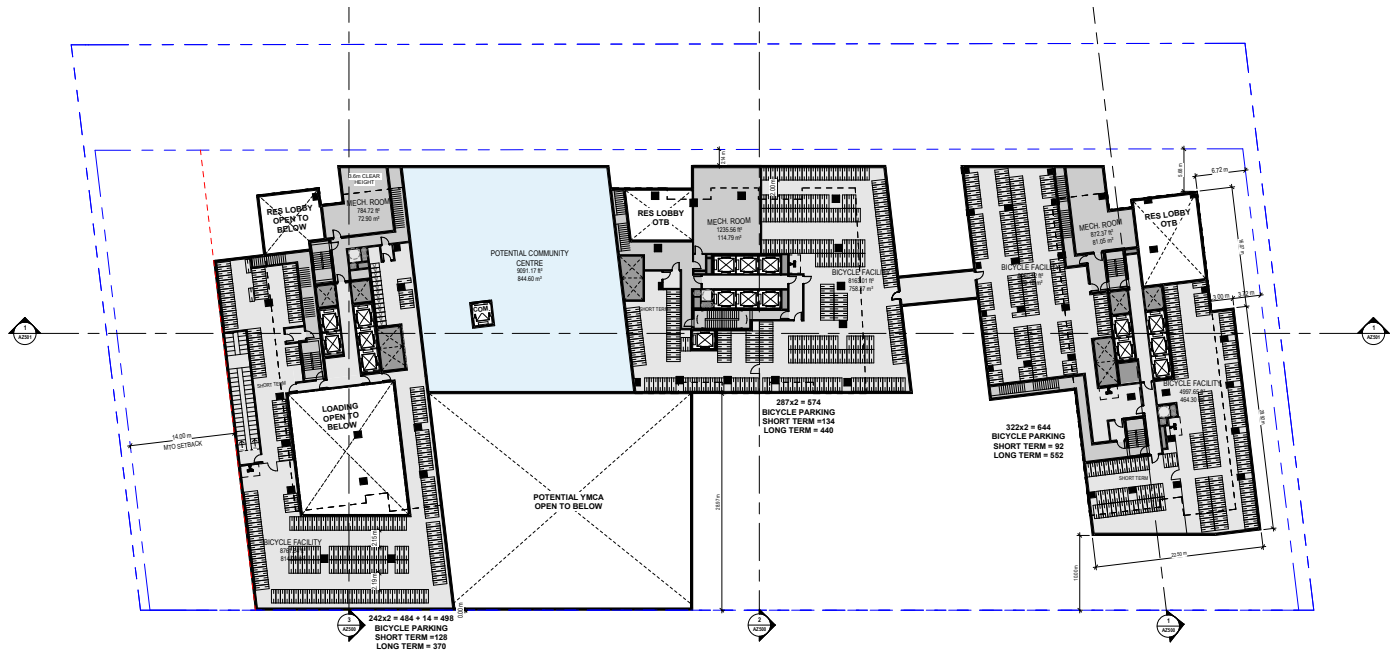
At grade, the podium element will be set back a minimum of 3.6 metres from the future east-west local road to the south, 2.1 metres from the future north-south local road to the east and 10.0 metres from the west lot line.

Above grade (Levels 2-7), the podium will be set back a minimum of 3.7 metres from the future east-west local road to the south, 2.1 metres from the future north-south local road to the east and 7.5 metres from the west lot line

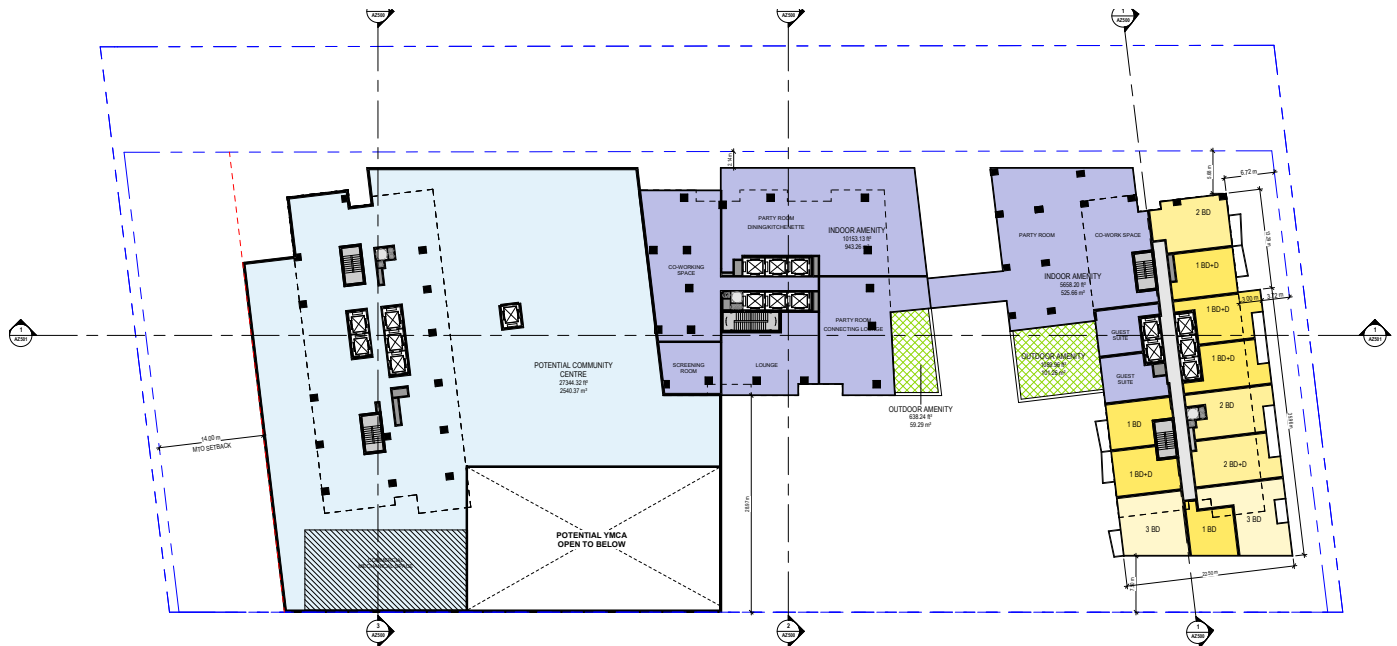
## Tower 3 (Levels 8 - 49)

With respect to the tower element, Tower 3 will have an overall height of 49-storeys (181.5 metres, including an 11.5-metre MPH), and will be oriented in an east-west direction, parallel to the future east-west local road to the south of the site. Tower 3 will be set back a minimum of 6.7 metres from the south lot line, 5.6 metres from the east lot line and 12.5 metres from the west lot line. The tower floor plate will have an area of approximately 830 square metres GCA.

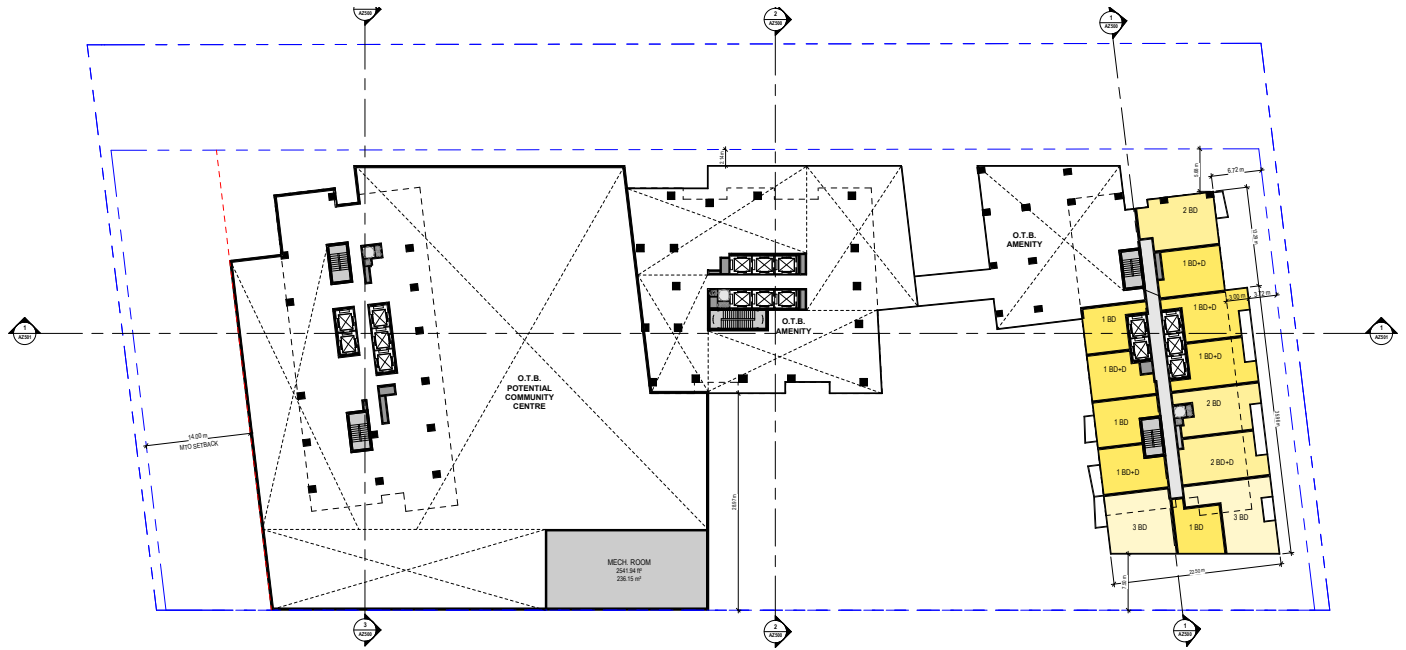
**Figure 24 - Second Floor Plan - Site 3**



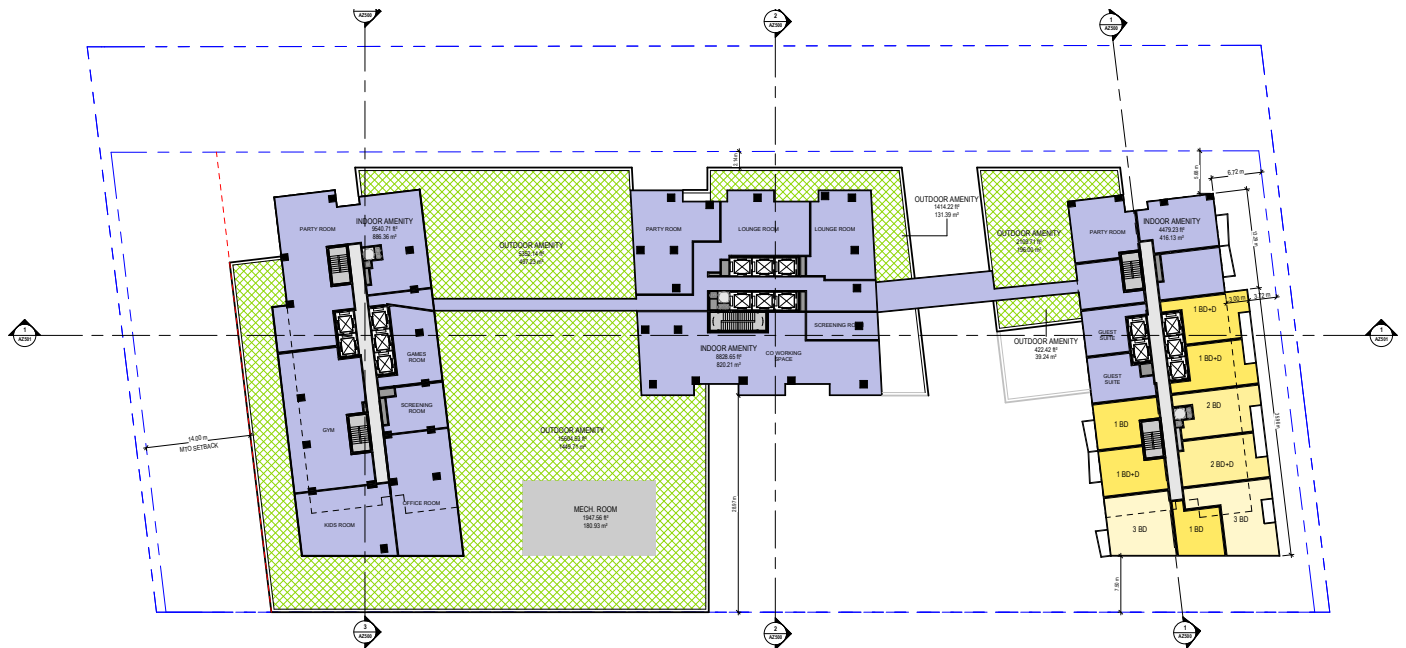
**Figure 25 - Third Floor Plan - Site 3**



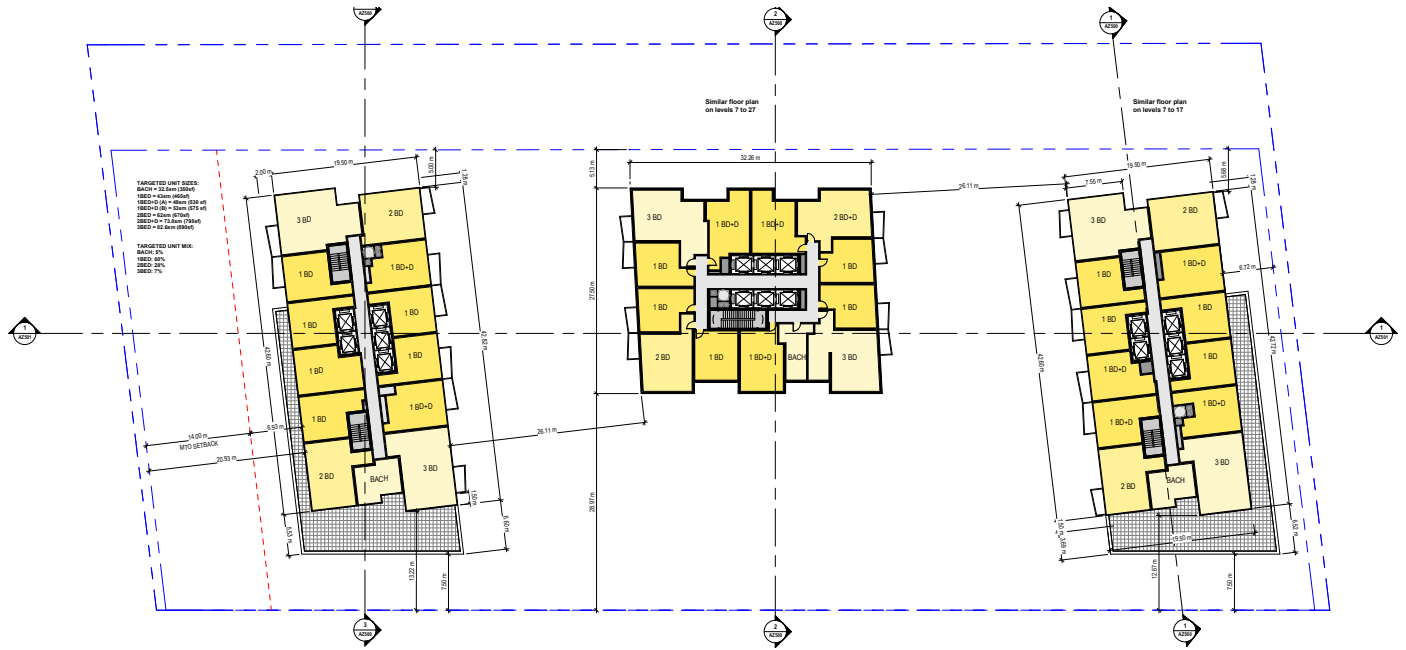
**Figure 26 - Fourth Floor Plan - Site 3**



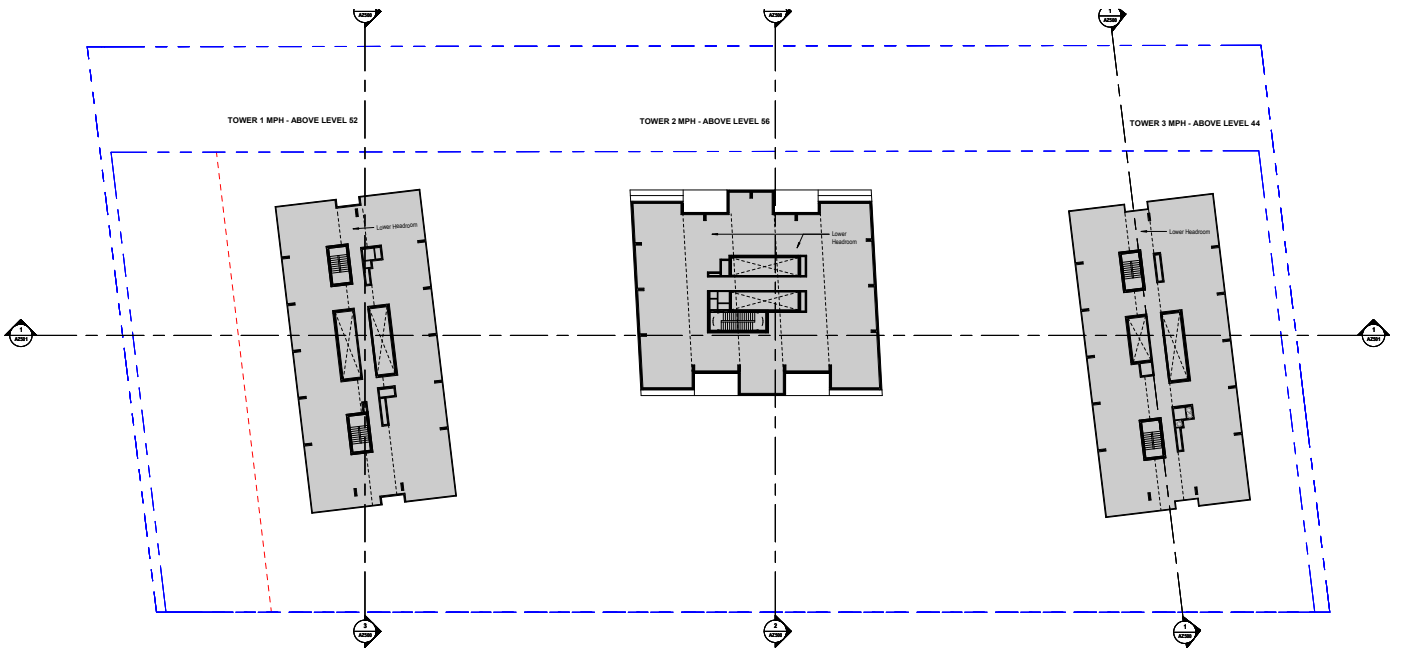
**Figure 27 - Fifth Floor Plan - Site 3**



**Figure 28 - Eighth Floor Plan (Typical Tower Plan) - Site 3**



**Figure 29 - Mechanical Penthouse Roof Plan - Site 3**





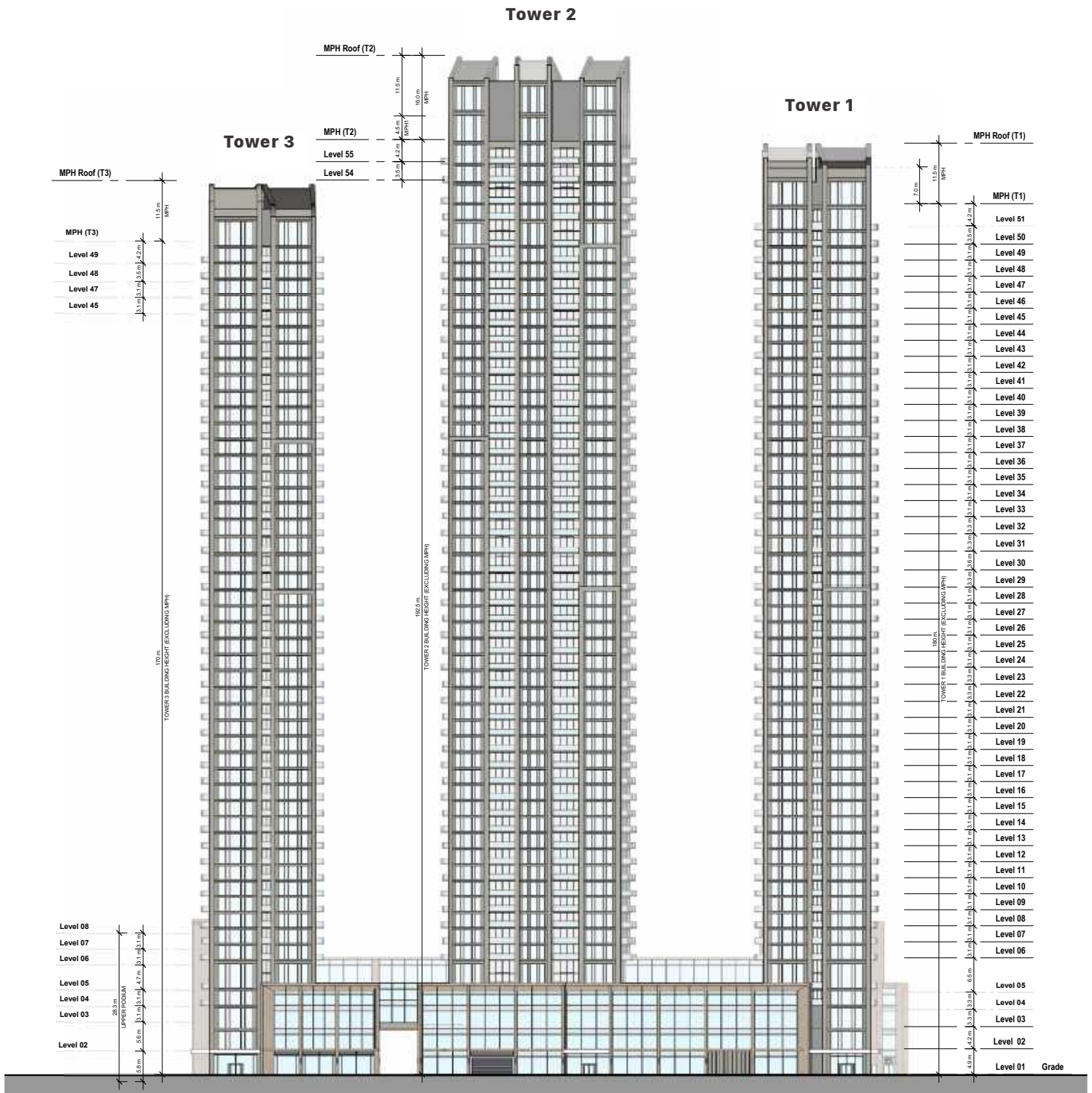
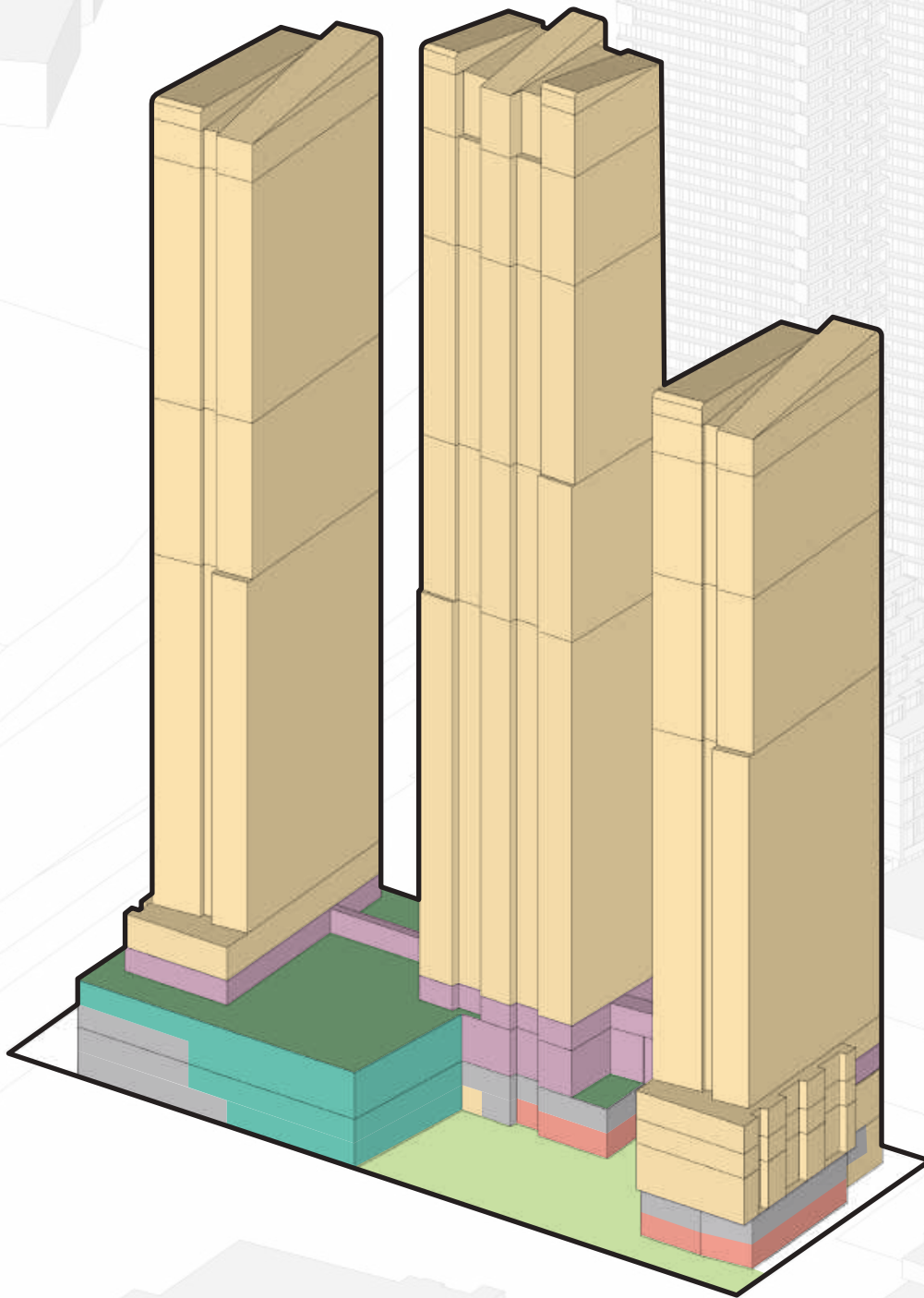


Figure 30 - East Elevation - Site 3

Figure 31 - Programming - Site 3



**Legend**

- Residential Uses (including residential lobbies)
- POPS
- Parking, Loading & Servicing
- Retail/Commercial Uses
- Outdoor Amenity
- Community Use (YMCA)
- Indoor Amenity

This diagram is for illustrative purposes only.

## Programming

The proposal on Site 3 will provide 1,230 square metres of at-grade retail space, fronting both the future north-south and east-west local roads, as well as the POPS area, a 5,035-square-metre YMCA facility, and 128,350 square metres of residential GFA, resulting in 1,853 units.

With respect to the potential YMCA facility, the facility will be located within Building 1 and will occupy Levels 13. The YMCA is a non-for-profit organisation that provides a wide range of services and programs aimed at promoting healthy living, social responsibility, and youth development. These centres typically offer fitness facilities, sports programs, swimming pools, and wellness classes for people of all ages. While detailed design of the facility will be required at a future stage, the facility could also provide community-focused programs such as childcare, educational workshops, and support services, fostering a sense of community and inclusion.

## Public Realm

The proposed development will include a 1,926 square metre POPS located in the western portion of the site. Pedestrian connections to the POPS will be provided mid-block along the proposed future north-south local road, and from the future east-west local road. The proposed mid-block connections will be between 7.5 and 10.0 metres in width. The proposed POPS will be activated by retail areas and their accompanying outdoor seating, as well as the entrance to the YMCA facility. Additionally, the street frontages will be enhanced by retail spaces, new hard and softscape elements, and new street trees.

## Unit Distribution and Amenity Space

A total of 1,853 residential units will be provided through the development, including 109 studio units (5.9%), 1,115 one-bedroom units (60.2%), 499 two-bedroom units (26.9%) and 130 three-bedroom units (7.0%).

To support the residential units, a total of 6,166 square metres of shared amenity space will be provided across the two buildings. A total of 3,710 square metres of indoor amenity space (approximately 2.0 square metres per unit) and 2,455 square metres of outdoor amenity space (approximately 1.3 square metres per unit) will be provided. These amenity spaces are intended to be shared between the buildings, with three bridges above-grade connecting the buildings and facilitating access. The amenity spaces will be located on Levels 2, 3, and 5 of the buildings.

## Access, Parking and Loading

Vehicular parking will be accommodated within a 6½-level below-grade parking garage, with access provided via two ramps: one from South Service Road East and another from the future north-south local road to the east of the site. The development will include a total of 1,208 parking spaces, including 930 residential parking spaces and 278 additional spaces for combined use by residential visitors, retail, and the potential YMCA facility.

The development will also feature a total of 1,861 bicycle parking spaces, with 1,390 designated for long-term residential use, 464 for short-term residential use and 7 for the proposed non-residential uses.

Six loading spaces are proposed.

## 4.3.4 Site 4

### 590 Argus Road

The development on Site 4 will consist of a singular, 'E'-shaped podium and three residential towers above. The proposed towers will have heights of 47-, 50-, and 55-storeys. The development will incorporate a mix of uses, including retail, a potential daycare, office space, and residential units, along with two POPS, designed as courtyard spaces.

#### Height and Massing

##### Podium Base Building (Levels 1 – 12)

The proposed towers will be organized atop a shared 'E'-shaped podium, which is divided into three wings. The podium element along South Service Road East will feature a 3-storey streetwall (14.6 metres) in the western and eastern sections, stepping down to 2-storeys (10.4 metres) in the center and towards the POPS areas. Along Argus Road, the podium will have a 6-storey (26.0 metres) streetwall height, that will increase to 12-storeys at the base of each tower, away from Argus Road, through a series of step backs.

At grade, the podium will be set back a minimum of 12.9 metres from the existing north property line. We acknowledge that a new property line to the north will be established following the land conveyance for the Ministry of Transportation Setback ("MTO"). From the post-development lot line, the podium will be setback 2.2 metres. From the west property line, the podium will be setback between 0 and 8.1 metres, and from the east property line, the podium will be setback a minimum of 2.6 metres. Along Argus Road, the eastern wing will be setback a minimum of 2.8

metres to the lot line, while the central and western wings will be set back between 5.4 and 11.5 metres due to a jog in the property line. Occupying the lands at-grade between the building wings will be two POPS with areas of approximately 1,171.1 and 1,246.4 square metres. The POPS areas can be accessed by pedestrians directly from Argus Road to the south, and from South Service Road East from two breezeways located in the centre of the site, on both sides of the podium at the base of Tower B.

On Level 2, the podium will maintain the setbacks established to the east and west and the approximate 28.8 metre separation in the center for driveway and pedestrian access from South Service Road East. However, the podium will cantilever over to the south building face by approximately 1.8 metres. On Level 3, step backs will be provided between the three buildings to accommodate an outdoor amenity space terrace, which will in turn define the three tower elements. Levels 3 to 6 will be set back a minimum of 19.2 metres from the post-development north lot line and will generally maintain the setbacks established at Level 2 below.

Levels 7-12 of the podium will incorporate a series of step backs to transition up to the tower elements. At Level 7, the podium will set back between 4.8 and 8.8 metres, with an approximate 3.0 metre step back provided thereon at each level, from Level 8 to 12.

Figure 32 - Site Plan - Site 4

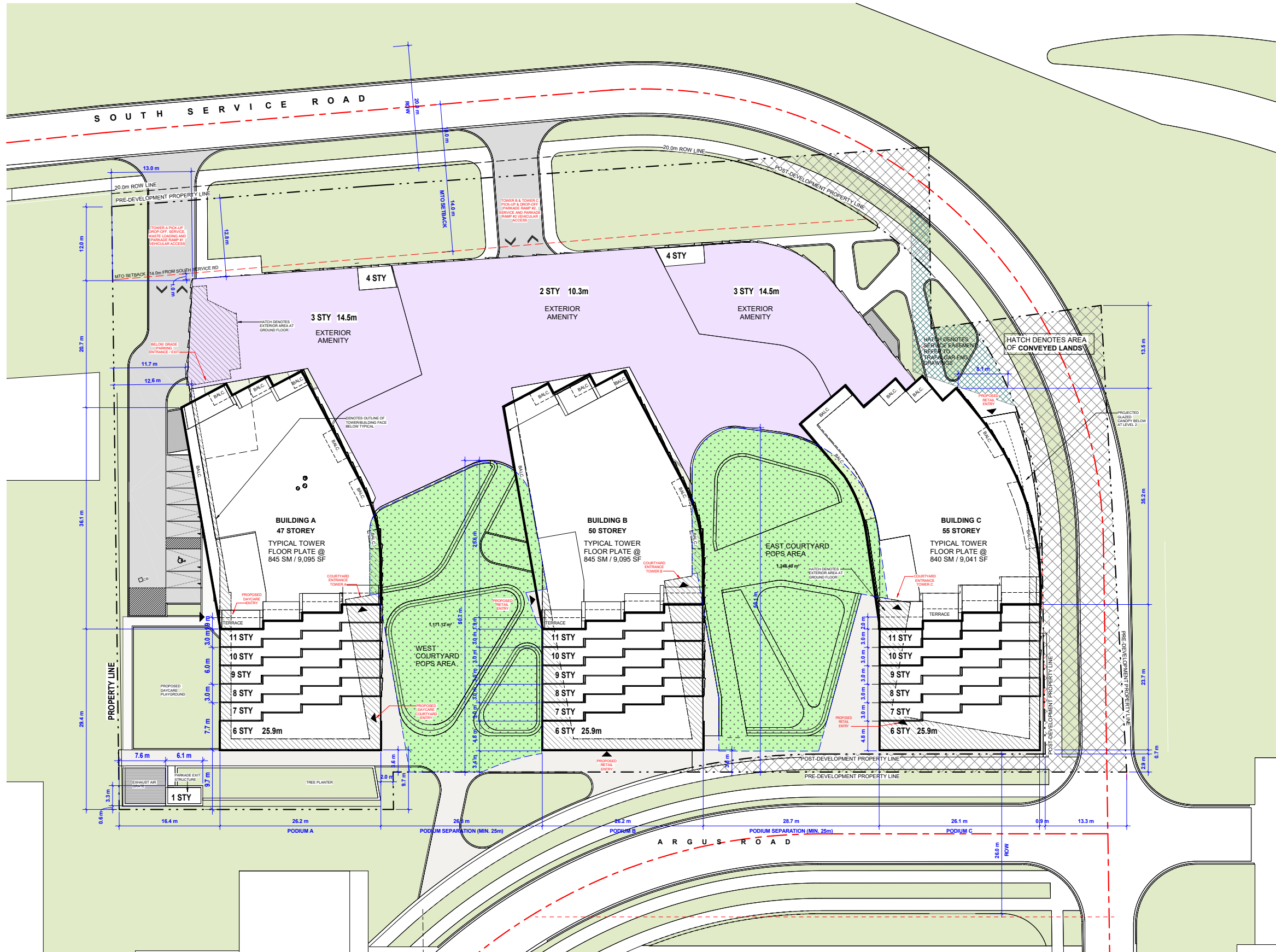
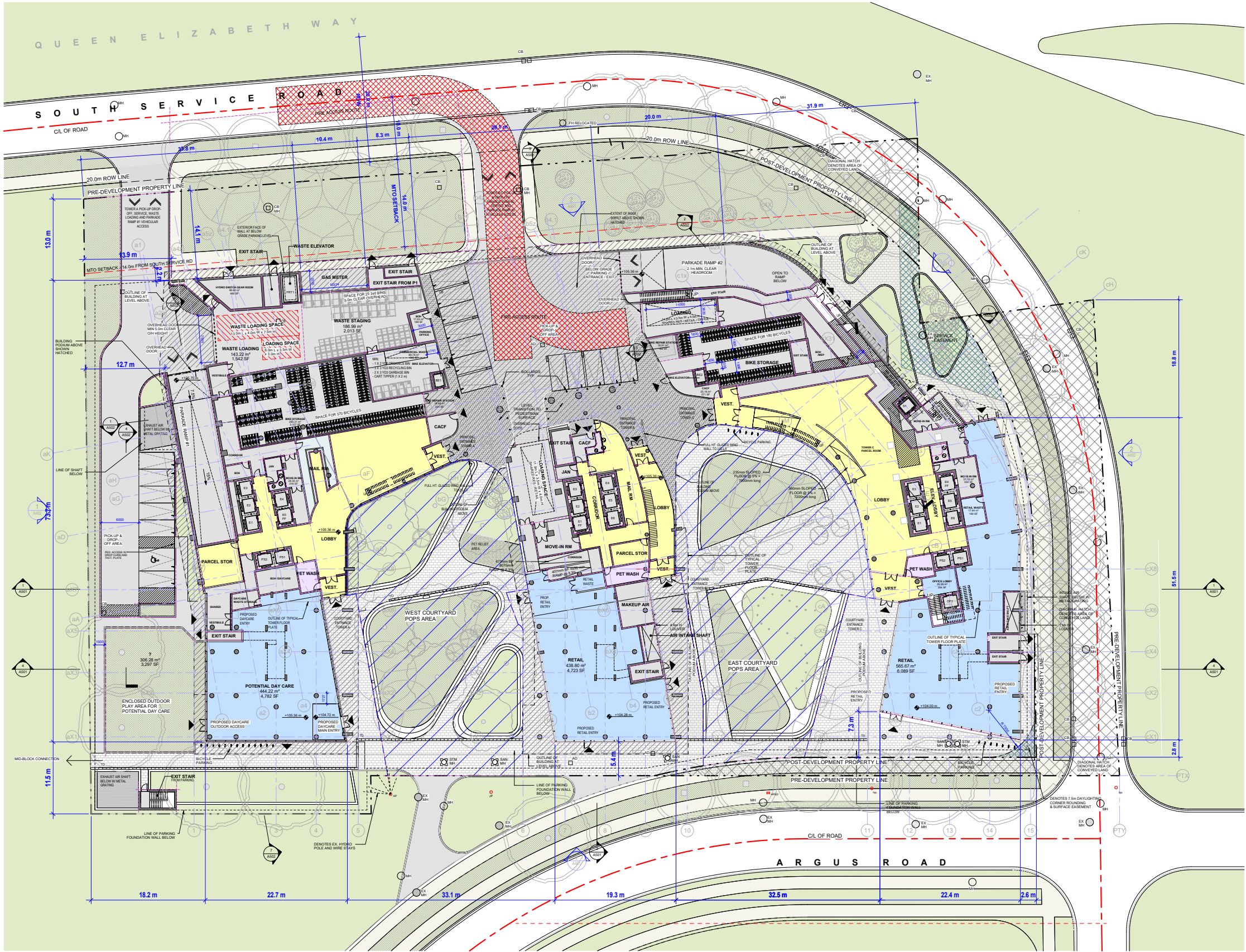


Figure 33 - Ground Floor Plan - Site 4



### Tower A (Levels 13 - 47)

Tower A will be located above the western portion of the podium and will have an overall height of 47-storeys (172.1 metres, including a 14-metre MPH). Tower A will be set back a minimum of 19.2 metres from the post-development north lot line, between 29.1 and 31.2 meters from the south lot line, and 13.1 meters from the west lot line. The tower has an irregular shape and a floor plate of 845 square metres GCA.

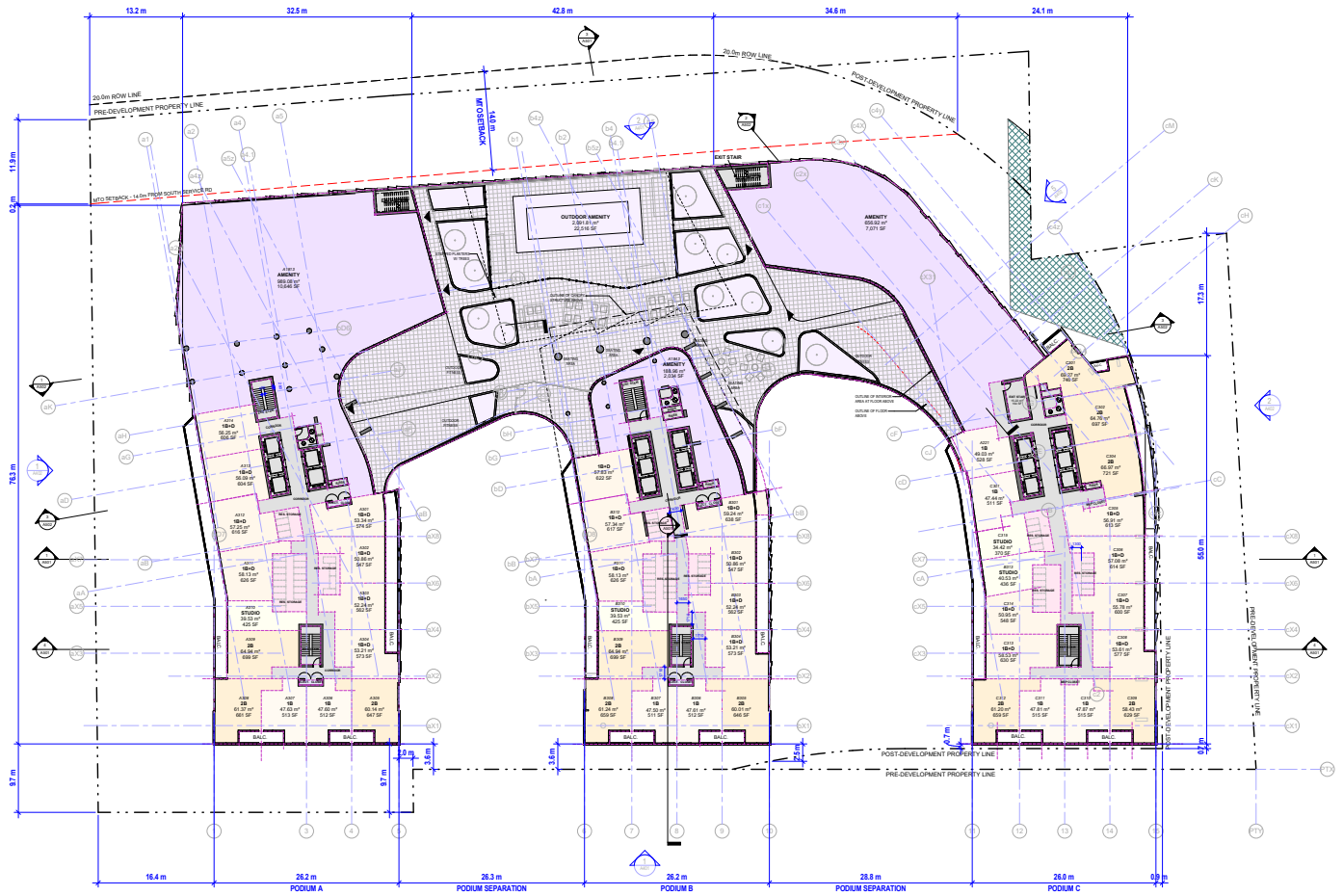
### Tower B (Levels 13 - 50)

Tower B is centrally located on the site and will have an overall height of 50-storeys (181.32 meters, including a 14.0 metre MPH). Tower B will be set back between 23.6 and 25.5 metres from South Service Road East lot line to the north and between 25.1 and 28.9 metres from Argus Road lot line to the south. Similar to Tower A, Tower B will have an irregular floor plate with an area of 845 square metres GCA. Tower A and Tower B will achieve a separation distance of at least 25 metres.

### Tower C (Levels 13 - 55)

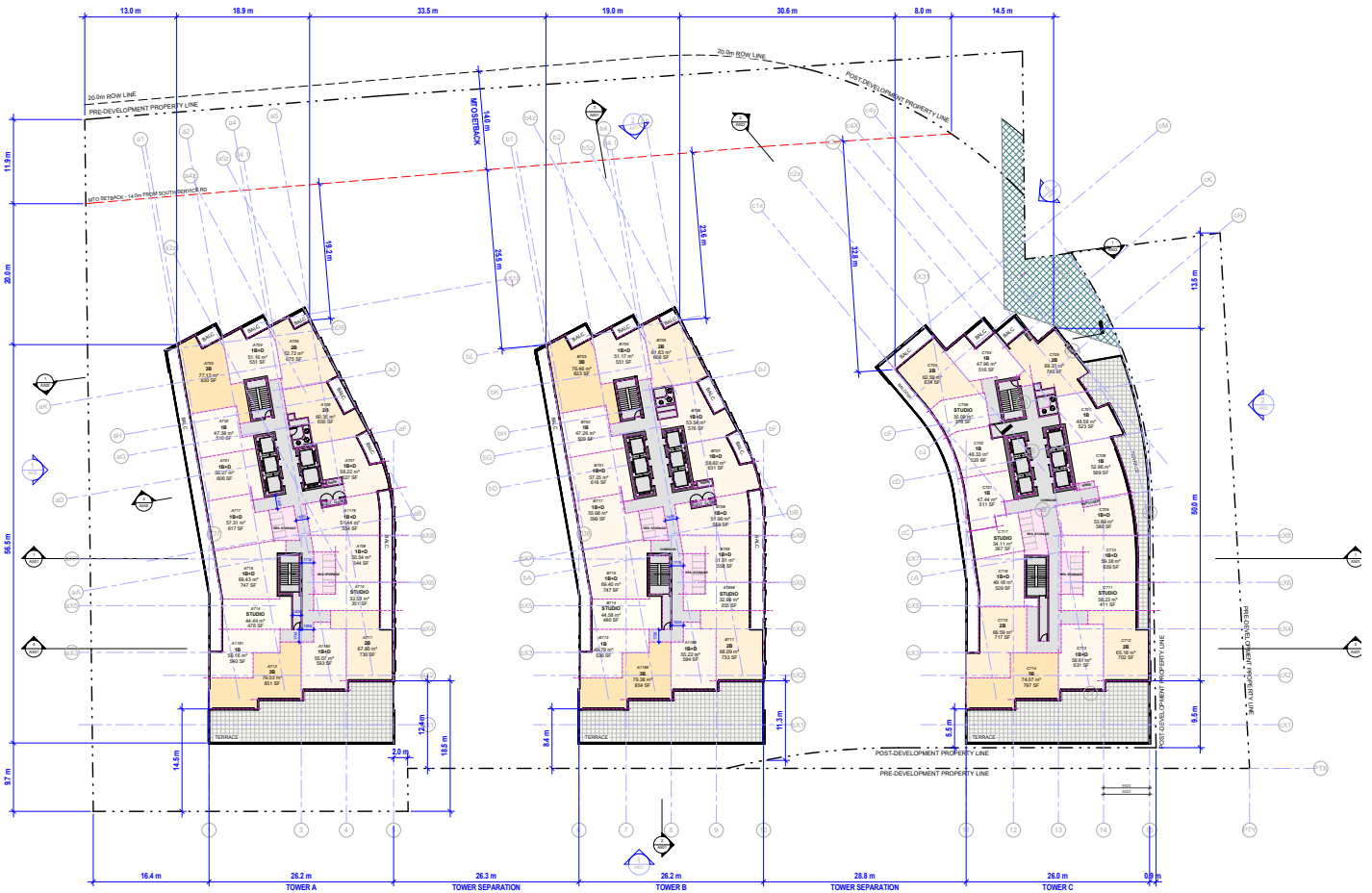
Tower C will be located in the easterly portion of the podium and will be angled to align with the north-south segment of South Service Road to the east. Tower C will have an overall height of 55-storeys (197.1 metres, including a 14.0metre MPH). Tower C will be setback between 0.9 and 32.9 metres from the east lot line and between 22.3 and 26.3 metres from the Argus Road lot line to the south. Tower C will also exemplify an irregular floorplate shape, for a total area of 840 square metres GCA. The separation distance between Tower B and Tower C is generally a minimum of 25 metres. However, due to the orientation of Tower C, the northernmost portion of the tower will have a slightly smaller minimum separation distance of approximately 23.4 metres. Only a 5.0 metre portion of the Tower C façade will be less than 25 metres.

**Figure 34 - Third Floor Plan - Site 4**

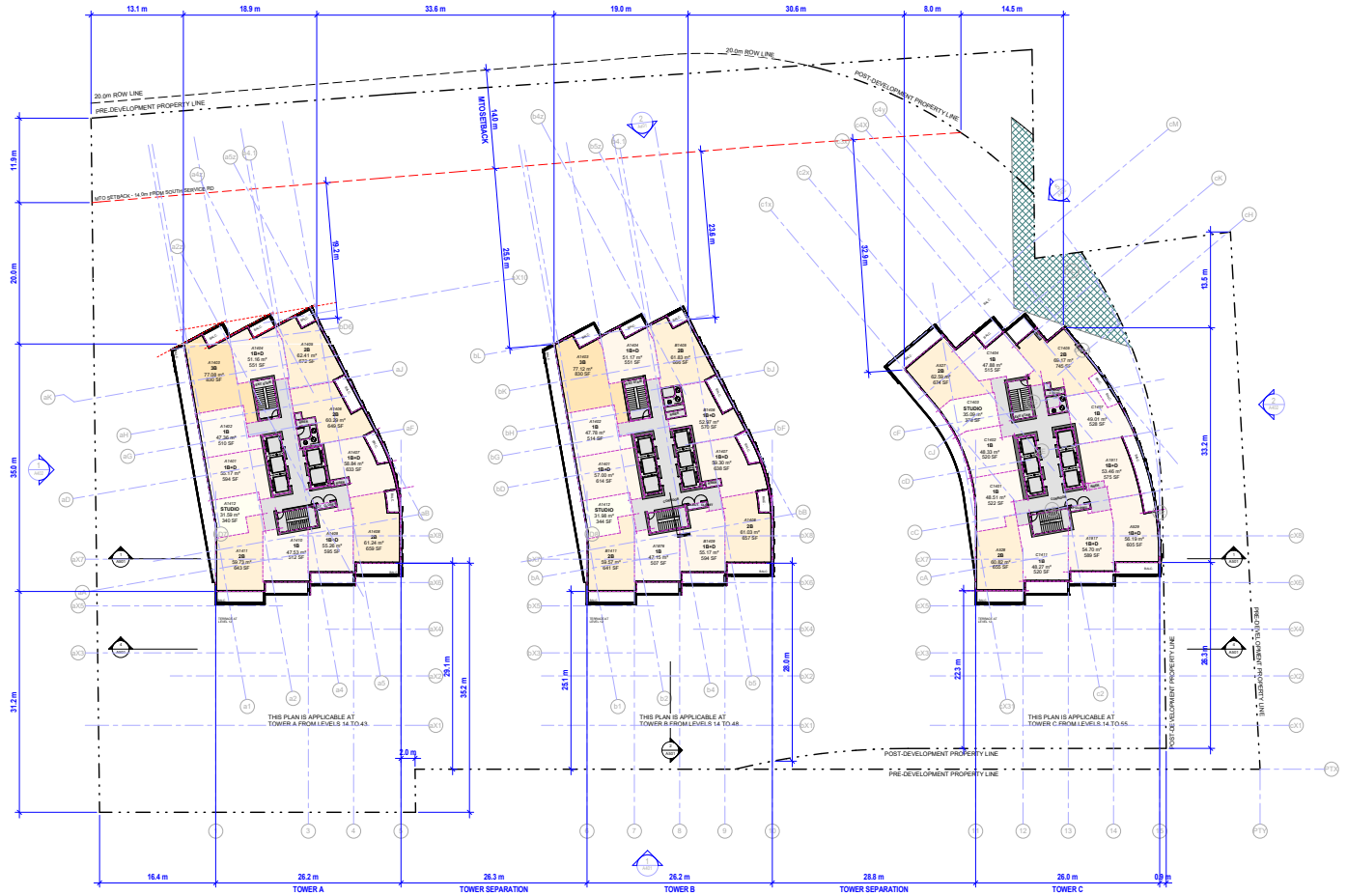




**Figure 35 - Seventh Floor Plan - Site 4**



**Figure 36 - Typical Tower Floor Plan - Site 4**



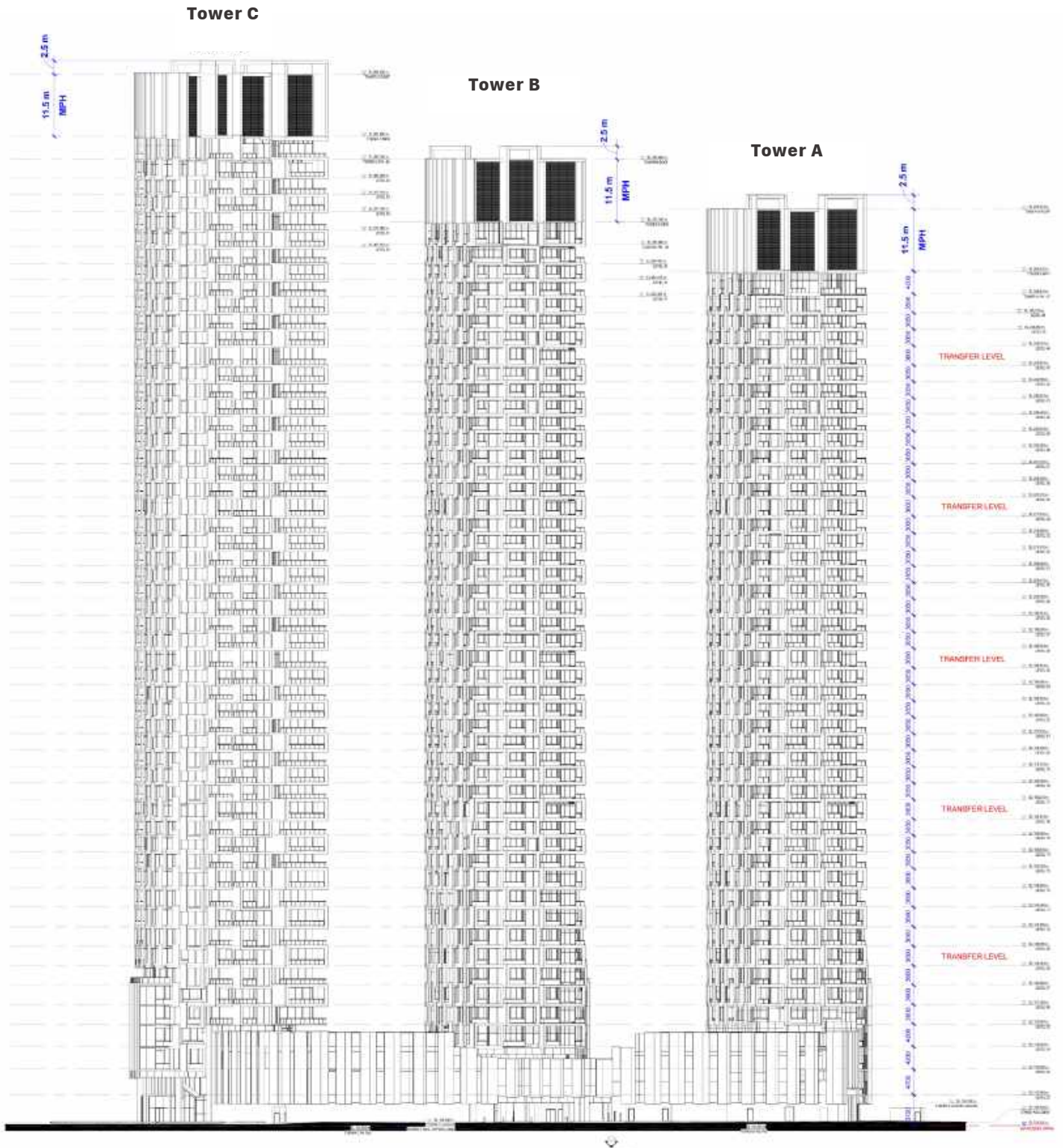


Figure 37 - North Elevation - Site 4

**Figure 38 - Programming - Site 4**



**Legend**

- Residential Uses  
(including residential lobbies)
- Retail/Commercial Uses
- Office Use
- POPS
- Outdoor Amenity
- Indoor Amenity

● Parking, Loading & Servicing

This diagram is for illustrative purposes only.

## Programming

The building will include 1,004.4 square metres of retail space and 442.2 square metres for a potential daycare fronting Argus Road and the POPS, 996.5 square metres of office space on Level 2 of Building C, and 148,852.7 square metres of residential GFA across the entire development. The proposed residential floor area will amount to a total of 1,856 units.

## Public Realm

The proposal includes two large courtyard POPS located between the buildings and fronting Argus Road. The courtyard between buildings A and B (the "east courtyard") is approximately 1,171.1 square metres, while the courtyard between Buildings B and C (the "west courtyard") is 1,246.4 square metres.

Although the specific programming of these courtyard POPS will be refined through the development approvals process, they are envisioned as multi-functional spaces that accommodate both passive and active activities throughout the year. The east courtyard features garden spaces with various trees and plantings, interspersed with walkways, while the west courtyard includes a garden, a water feature, and outdoor seating. Residents and visitors to the buildings will be able to access South Service Road via the POPS through the pick-up-drop-off area, which will be open to the POPS.

The public realm along Argus Road will be further enhanced with at-grade retail spaces, a potential daycare in the building's western wing, and landscape elements, including new street trees. Additionally, the proposal includes a landscaped strip along South Service Road East, within the required 14-metre MTO setback.

## Unit Distribution and Amenity Space

The development will include a total of 1,856 residential units, comprised of 153 studio units (8.2%), 1,072 one-bedroom units (57.8%), 505 two-bedroom units (27.2%), and 126 three-bedroom units (6.8%).

To support the residential units, the development will also include approximately 7,360.6 square metres of amenity spaces for residents of the development. Across the buildings, a total of 3,813.5 square metres of indoor amenity space (approximately 2.0 square metres per unit) and 3,547.1 square metres of outdoor amenity space (approximately 1.9 square metres per unit) will be provided. These amenity spaces are designed to be shared among the three towers and will be located in the northern portions of Levels 2, 3, and 4 of the podium building.

## Access, Parking and Loading

Vehicular parking for the development will be accommodated in a 6-level underground garage. Access to the underground parking will be provided via two ramps—one located on the western portion of the site and the other on the northeast portion. Both ramps are accessed from South Service Road East. The development will include a total of 1,283 parking spaces, with 971 allocated for residents, 276 for visitors, and a combined total of 36 parking spaces for the proposed non-residential uses. Additionally, the proposal includes at-grade parking spaces designated for quick drop-off and pick-up.

With respect to bicycle parking, the proposed development will provide for a total of 1,974 spaces, 1,422 spaces of which will be for residential uses and 552 spaces will be shared between visitor and non-residential uses. With respect to loading spaces, 4 are proposed, with each building having its own dedicated loading area.

## 4.4 Key Statistics

**Table 2** below provides a summary of the key statistics with respect to each of the four sites and the total in Oakville TOC Development Proposal.

**Table 2 - Oakville TOC Development Proposal Summary Statistics**

	<b>Site 1</b> <b>217 and 227 Cross Avenue and</b> <b>571, 581, 587-595 Argus Road</b>	<b>Site 2</b> <b>157-165 Cross Avenue</b>	<b>Site 3</b> <b>166 South Service Road</b>	<b>Site 4</b> <b>590 Argus</b>	<b>Total Oakville TOC</b>
<b>Site Area</b>	12,598 sq.m	9,630 sq.m	11,887 sq.m	15,378 sq.m	<b>49,493 sq.m</b>
<b>Road Conveyance</b>	2,790 sq.m	3,680.5 sq.m	3,291 sq.m	1,431.0 sq.m	<b>11,193 sq.m</b>
<b>Area of POPS</b>	2,574 sq.m	647.8 sq.m	1,926 sq.m	2,417.5 sq.m	<b>7,565 sq.m</b>
<b>Total Gross Floor Area (GFA)</b>	<b>147,538 sq.m</b>	<b>102,609.9 sq.m</b>	<b>134,616.3 sq.m</b>	<b>151,298.0 sq.m</b>	<b>536,062 sq.m.</b>
<i>Residential</i>	143,227 sq.m	98,833.3 sq.m	28,350.2 sq.m	148,852.7 sq.m	519,263 sq.m
<i>Non-Residential</i>	4,311 sq.m	3,776.5 sq.m	6,266.1 sq.m	2,443.2 sq.m	16,797 sq.m
<b>Floor Space Index</b>					
<i>Gross</i>	11.71 FSI	10.64 FSI	11.32 FSI	9.84 FSI	<b>10.83 FSI</b>
<i>Net</i>	15.04 FSI	17.24 FSI	15.66 FSI	10.84 FSI	<b>13.99 FSI</b>
<b>Max Building Height (Storeys)</b>	59-storeys	58-storeys	55-storeys	55-storeys	-
<b>Building Height (Metres)</b>	197.7 metres plus 11.5 metre MPH	190.0 metres plus 11.7 metre MPH	192.5 metres plus 16.0 metre MPH	197.1 metres plus 14.0 metre MPH	-
<b>Residential Units</b>	<b>1,977 units</b>	<b>1,222 units</b>	<b>1,853 units</b>	<b>1,856 units</b>	<b>6,908 units</b>
<i>Studio</i>	102 units	0 units	109 units	153 units	364 units
<i>One-bedroom</i>	1,213 units	811 units	1,115 units	1,072 units	4,211 units
<i>Two-bedrooms</i>	550 units	308 units	499 units	505 units	1,862 units
<i>Three-bedrooms</i>	112 units	103 units	130 units	126 units	471 units
<b>Total Amenity Space</b>	<b>5,707 sq.m</b>	<b>5,420.6 sq.m</b>	<b>6,184 sq.m</b>	<b>7,363.6 sq.m</b>	<b>24,672 sq.m</b>
<i>Indoor</i>	3,258 sq.m	4,130.5 sq.m	3,710 sq.m	3,815.5 sq.m	14,912 sq.m
<i>Outdoor</i>	2,324 sq.m	1,290.1 sq.m	2,474 sq.m	3,547.1 sq.m	9,760 sq.m
<b>Total Vehicle Parking</b>	<b>1,315 spaces</b>	<b>955 spaces</b>	<b>1,208 spaces</b>	<b>1,283 spaces</b>	<b>4,761 spaces</b>
<i>Residential</i>	974 spaces	734 spaces	930 spaces	971 spaces	3,609 spaces
<i>Visitor</i>	292 spaces	184 spaces	278 spaces	276 spaces	1,030 spaces
<i>Non-Residential (incl. visitor)</i>	49 spaces	37 spaces	0 spaces	36 spaces	122 spaces
<b>Bicycle Parking</b>	1,990 spaces	1,230 spaces	1,861 spaces	1,974 spaces	<b>7,055 spaces</b>

## 4.5 Required Approvals

To deliver the Oakville TOC Development Proposal, it is anticipated that a Zoning By-law Amendment and an Official Plan Amendment will be required to enable the proposed height, and density. To facilitate the proposed massing concept, it is anticipated that the proposal may require relief from design parameters and technical requirements such as building setbacks, setbacks, separation distances, and parking and loading requirements, among others.



5

Policy  
Context



## 5.1 Provincial Policy

### 5.1.1 The Planning Act

The purpose of the *Planning Act* is outlined in Section 1.1 and includes the following:

- To promote sustainable economic development in a healthy natural environment;
- To provide for a land use planning system led by provincial policy;
- To integrate matters of provincial interest in provincial and municipal planning decisions;
- To provide for planning processes that are fair by making them open, accessible, timely and efficient;
- To encourage co-operation and coordination among various interests; and
- To recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 of the *Planning Act* sets out matters of provincial interest which municipal councils shall have regard for, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the development proposal are (f): the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (h): the orderly development of safe and healthy communities (j): the adequate provision of a full range of housing (p): the appropriate location for growth and development (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (r): the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

In our opinion, the Oakville TOC Development Proposal has regard for matters of provincial interest which the municipal councils and other decision-making bodies, in carrying out their responsibilities under the Act, shall have regard to. Matters of provincial interest identified in Section 2 of the *Planning Act*, that are relevant to this proposal include 2(h), 2(i), 2(j), 2(k), 2(p), 2(q), and 2(r).

Specifically, the Oakville TOC Development Proposal has regard for, among other matters, the orderly development of safe and healthy communities, the adequate provision of a full range of housing and employment opportunities, the appropriate location of growth and development, the promotion of development that is designed to be sustainable, to support public transit and oriented to pedestrians and the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

## 5.1.2 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS"). We note that on August 20, 2024, the Province released the new Provincial Planning Statement (2024) which is intended to replace both the 2020 PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The Province also filed *Ontario Regulation 328/24* on August 20, 2024, which sets out to revoke both the 2020 PPS and the Growth Plan for the Greater Golden Horseshoe on October 20, 2024. At the time of writing this report, which is prior to October 20, 2024, the current PPS 2020 continues to apply. The Province has not released transition policies to date and thus we have provided a review and opinion on both the existing PPS 2020, and the new 2024 PPS.

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation."

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

*"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".*

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.5 requires planning authorities to establish and implement minimum targets for intensification and redevelopment in built-up urban areas, while Policy 1.1.3.6 directs new development in designated growth areas to areas adjacent to the existing built-up area, which should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.3.1 states that planning authorities shall promote economic development and competitiveness by, among other approaches, providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs. It also encourages compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations; and establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.

With respect to public spaces, parks and open space, Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, public spaces and open spaces.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and main streets; and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”. As a result, the above-noted PPS policies continue to be relevant and determinative.

In our opinion, the Oakville TOC Development Proposal is consistent with the Provincial Policy Statement 2020 and in particular, Policies which promote intensification and the efficient use of land and infrastructure that supports densities and a mix of land uses that are transit-supportive.

### 5.1.3 Growth Plan for the Greater Golden Horseshoe

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the 2019 "Growth Plan"), took effect in Ontario on May 16, 2019, and was subsequently amended on August 28, 2020 by Growth Plan Amendment No.1.

We note that on August 20, 2024, the Province released the new Provincial Planning Statement (2024) which is intended to replace both the 2020 PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The Province also filed *Ontario Regulation 328/24* on August 20, 2024, which sets out to revoke both the 2020 PPS and the Growth Plan for the Greater Golden Horseshoe on October 20, 2024. At the time of writing this report, which is prior to October 20, 2024, the current Growth Plan continues to apply. The Province has not released transition policies to date and thus we have provided a review and opinion on both the existing Growth Plan, and the new 2024 PPS.

Section 1.2.3 provides that the 2019 Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and
- Improving the integration of land use planning with planning and investment in infrastructure and public services facilities.

The 2019 Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to "optimize" the use of the land supply and infrastructure. The Growth Plan includes additional detail about the objectives of a "complete community" and promoting transit-supportive development in "strategic growth areas", including "major transit station areas".

Similar to the 2020 PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

*“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.”*

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

*“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”*

Pursuant to the Growth Plan, “strategic growth areas” include nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

In turn, “higher order transit” is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. In this regard, the Midtown Oakville TOC Lands are located approximately 150 metres north of the Oakville GO station and approximately 150 metres west of Trafalgar Road, which is currently being studied for a future Trafalgar Road BRT.

The Region of Halton recently completed its Growth Plan conformity exercise with respect to its urban structure and the delineation of “major transit station area.” The Regional Official Plan Amendment 48 (“ROPA 48”) was approved by the Minister on November 11, 2021, and delineates the Oakville GO “major transit station area”. The delineated major transit station area is generally bounded by Cornwall Road to the south, Sixteen Mile Creek to the west, South Service Road to the north and Chartwell Road to the east. A comprehensive summary of ROPA 48 is provided in Section 5.2.2 below.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Schedule 3 of the Growth Plan forecasts a population of 1,100,000 and 500,000 jobs for the Region of Halton by 2051. This forecasted growth represents an increase from 820,000 people and 390,000 jobs for the Region of Halton by 2031, and 1,000,000 and 470,000, respectively, by 2041. Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop an intensification strategy, to be implemented through their official plans and other supporting documents, which will, among other things:

- identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas,
- encourage intensification generally throughout the delineated built-up area;
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; and
- be implemented through official plan policies and designations, updated zoning, and other supporting documents.

Policy 2.2.3(1) states that urban growth centres will be planned to accommodate and support the transit network at the regional scale and to accommodate significant population and employment growth. In this regard, Policy 2.2.3(2) provides that the Midtown Oakville urban growth centre be planned to achieve a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier.

Section 2.2.4 directs that major transit station areas on priority transit corridors are to be transit-supportive and support active transportation and a diverse mix of uses and activities that achieve a minimum density target of 150 residents and jobs per hectare for lands served by the GO Transit rail network. The subject site falls within the definition of a major transit station area on a priority transit corridor as it is within a 500- to 800-metre radius of the Oakville GO Station.

The Growth Plan includes a number of policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan." In this regard, Schedule 5 of the Growth Plan identifies the Lakeshore West rail line as a Transit Priority Corridor.

Policy 2.2.4(2) requires the municipalities to delineate the boundaries of "major transit station areas" on priority transit corridors or subway lines "in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis).

Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. With regard to targets, Policy 5.2.5(1) provides that the minimum intensification and density targets are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the 2020 PPS, or any other provincial plan.

Policy 2.2.4(9) provides that within all major transit station areas, development will be supported, where appropriate by planning for a diverse mix of uses to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built forms that would adversely affect the achievement of transit-supportive densities.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, support the achievement of the minimum intensification and density targets in the Growth Plan and identify a diverse range and mix of housing options and densities to meet projected needs of current and future residents. The housing policies are to be implemented through official plan policies and designations and zoning by-law amendments.

Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

*"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by*



*moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."*

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to public open space, municipalities are encouraged to develop a system of publicly accessible parkland, open space, and trails (Policy 4.2.5(1)). Policy 4.2.5(2) encourages municipalities to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal gardens, and public parks.

With respect to climate change, Policy 4.2.10(1) requires that municipalities develop policies within their official plans that will reduce greenhouse gas emissions and address climate change adaptation goals. Such policies should, inter alia, support the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, seek to reduce dependence on the automobile and support existing and planned transit and active transportation systems.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation section (Section 5). In this respect, Section 5.1 provides that:

*"The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise... Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation." (Our emphasis)*

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

In our opinion, the 1 Oakville TOC Development Proposal conforms with the Growth Plan for the Greater Golden Horseshoe, as amended, in particular, policies which support growth within the existing built-up area, and strategic growth areas in a location with existing transit and existing public service facilities. The Midtown Oakville TOC Lands are located in an area where all of these considerations are met.

The proposed development of the Midtown Oakville TOC Lands will optimize the existing and future transit infrastructure along the Lakeshore West GO Transit line, and Trafalgar Road, in support of Midtown Oakville becoming a complete community. Through the provision of a diverse mix of land uses and housing options in a compact urban form, will support the Town's intensification targets. TOC Lands are considered part of a "strategic growth area" pursuant to the Growth Plan (i.e., a focus for accommodating intensification and a higher density mix of uses in a more compact built form) given its location within the Midtown Oakville Urban Growth Centre and Oakville GO major transit station area, both which have been delineated in the Livable Oakville Official Plan, ROPA 48 and the Growth Plan.

#### **5.1.4 Bill 23 – More Homes Built Faster Act, 2022**

On October 25, 2022, the Province of Ontario introduced Bill 23, the *More Homes Built Faster Act, 2022*, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

Notable changes include, but are not limited to, introducing a five-year phase in of new development charge increases, as well as requiring municipalities to update zoning and establish minimum as-of-right heights and densities within approved major transit station areas. Furthermore, Bill 23 encouraged "gentle density" through increased permissions regarding additional units in low-rise dwelling types, capping and allowing for flexibility with regard to parkland dedication, removing approval authority from upper-tier municipalities, limiting appeal rights, and reducing the scope and applicability of site plan control.

### 5.1.5 Bill 185 – Cutting Red Tape to Build More Homes Act, 2024

On April 10, 2024, the Province of Ontario introduced Bill 185, the *Cutting Red Tape to Build More Homes Act*. Bill 185 proposed to repeal a number of legislative changes, including several new additional policies aimed at increasing the construction and supply of housing in Ontario. Bill 185 received Royal Assent on June 6, 2024.

As it relates to this application, Bill 185 introduced the legislative changes that would prohibit parking minimums in protected major transit station areas and in areas where minimum densities are required by official plans or provincial policies. Bill 185 also eliminates Community Infrastructure and Housing Accelerator (CIHA) orders and introduces new Minister’s Zoning Order (“MZO”) criteria to be used by the Minister in considering requests for MZOs, which require that a proposed MZO either have municipal support or deliver on a provincial priority.

Through Bill 185, planning responsibilities were removed from several upper-tier municipalities, including Halton Region. As of July 1, 2024, upper-tier municipalities are no longer the approval authority for Official Plan and Zoning By-law Amendment applications, draft plans of subdivision, consents or minor variances. In accordance with the *Planning Act*, Halton Region is considered an “upper-tier municipality without planning responsibilities.” In accordance with the *Planning Act*, the portions of an official plan of an upper-tier municipality without planning responsibilities that were in effect immediately before the effective date of the legislation and that apply to any area of a lower-tier municipality are deemed to constitute an official plan of the lower-tier municipality, and this official plan remains in effect until the lower-tier municipality revokes or amends it.

### 5.1.6 Provincial Planning Statement, 2024

On August 20, 2024, the province of Ontario published the new *Provincial Planning Statement, 2024*, (the “2024 PPS”), a province-wide policy instrument that, once in force, will replace both the 2020 Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, as amended. The 2024 PPS will come into force on October 20, 2024, and will apply to all decisions that affects a planning matter made on or after that date. At the time of writing this Report, both the Growth Plan and 2020 PPS continue to be in full force and effect.

The 2024 PPS continues the Ontario government’s focus in facilitating growth, increasing intensification, promoting a range and mix of housing options and removing barriers to assist with the implementation of the Housing Supply Action Plan, which has the goal of constructing 1.5 million new homes in Ontario by 2031.

The new PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 6.1 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

As compared with the 2020 PPS and Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

*“More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.”*

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

*“...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.” (our emphasis)*

One of the key policy directions that continues to be expressed in the 2024 PPS is to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that 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 establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites 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 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to Settlement Areas. As it relates to the site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, “strategic growth areas”, including “major transit station areas”. Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

Policy 2.3.1.3 directs planning authorities to 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.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to 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*, adding that 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.

In this regard, the Midtown Oakville TOC Lands are located within a "major transit station area" as defined by the 2024 PPS. The PPS defines a "major transit station area" as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way". In this regard, the Region of Halton Official Plan Amendment 48 delineates the major transit station area around the Oakville GO Station. The Midtown Oakville TOC Lands are located within this delineated boundary and would be considered part of a major transit station area, as per the 2024 PPS.

Policy 2.4.2.2 of the 2024 PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In this regard, a minimum population and employment target of 150 residents and jobs combined per hectare would be required for Midtown Oakville.

Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

In this regard, Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

With respect to employment uses, Policy 2.8.1.1 provides that planning authorities shall promote economic development and competitiveness by, among other things: providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.

Policy 2.8.1.4 provides that major office and major institutional development should be directed to major transit station areas or other strategic growth areas where frequent transit service is available.

Section 2.9 of the 2024 PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 of the 2024 PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service

facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

Section 3.9 addresses the need for public spaces, including parks, trails and open space. Policy 3.9.1 of the PPS promotes the development of healthy, active communities by 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. The policy also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

In our opinion, the Oakville TOC Development Proposal has regard for the 2024 Provincial Policy Statement, and in particular, Policies 2.1.6, 2.2.1, 2.3.1.1, 2.4.2.1, 2.4.2.2, 2.4.2.3, 2.9.1, and 6.1.6. In accordance with these policies, the Oakville TOC Development Proposal will promote residential intensification and the efficient use of land and infrastructure.

As noted previously, the new 2024 Provincial Planning Statement will come into force and effect on October 20, 2024.

## 5.2 Regional Policy Framework

### 5.2.1 Metrolinx Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan ("2041 RTP") that builds on the previous RTP (The Big Move), adopted in 2008. The key goals and directions set out in the new 2041 RTP are summarized below, particularly as they apply to the Transit-Oriented Community area. The 2041 RTP identifies the Midtown GO Station/Lakeshore West Line as existing Regional Rail and Rapid Transit and Frequent Regional Express Bus routes. Moreover, the 2041 RTP identifies Trafalgar Road as a BRT/LRT route.

The RTP 2041 uses the Growth Plan 2017's planning horizon of 2041, which is ten years later than the 2031 horizon used in earlier version of the Regional Transportation Plan referred to as The Big Move. The 2041 RTP sets out a series of goals and strategies. The five strategies include:

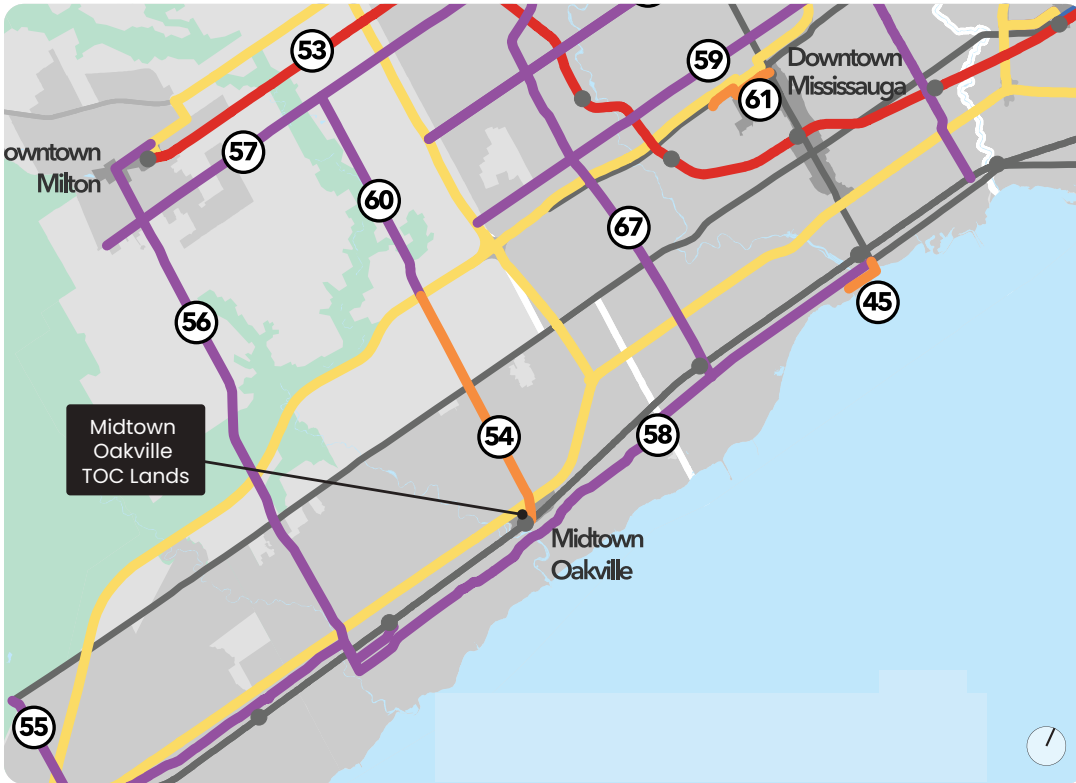
- **Strategy 1:** Complete the delivery of current regional transit projects;
- **Strategy 2:** Connect more of the region with frequent rapid transit;
- **Strategy 3:** Optimize the transportation system;
- **Strategy 4:** Integrate transportation and land use; and
- **Strategy 5:** Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

In addition to the transit projects that are in delivery and in development, one of the priority actions under Strategy 2 identified in the 2041 RTP is to build additional LRT/ BRT projects by 2041. In this regard, Trafalgar Road is identified as a proposed BRT/LRT on Map 5, Frequent Rapid Transit Network of the 2041 RTP (see **Figure 39**, 2041 Regional Transportation Plan, Map 5). Bus rapid transit ("BRT") is defined as transit infrastructure and service with buses running in their own exclusive right-of-way, fully separated from traffic, typically with signal priority measures in place and longer spacing between stops than conventional bus routes (typically 500 metres to 1 kilometre) to maintain higher average speeds and ensure reliability of the service. It may include additional features to improve operational efficiency and enhance the customer experience, such as off-board fare collection, platform level boarding, and real-time passenger information.

With respect to Strategy 4, the 2041 RTP identifies several approaches to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behavior; and
- embed TDM in land use planning and development.



2041 RTP Map 5

- Legend**
- Urban Growth Centre
  - GGH Built Boundary
  - Greenbelt Designation
  - Expressway / Provincial Highway
  - Existing or In Delivery GO Rail Station
  - Planned GO Rail Station
  - International Airport
  - Potential Future Airport
  - Existing, In Delivery & In Development
  - Regional Rail and Rapid Transit
- Frequent Rapid Transit**
- Subway
  - LRT / BRT
  - GO Rail - 15-min Two-Way All-Day
  - Priority Bus / Priority Streetcar
  - Frequent Regional Express Bus
  - TTC Streetcar Network
- Regional Rail**
- GO Rail - Two-Way All-Day
45. Waterfront West LRT Extension  
 53. Milton Line 15-min  
 54. Trafalgar  
 55. Brant  
 56. Bronte / Regional Road #25  
 57. Derry  
 58. Harvester / Speers / Cornwall  
 59. Eglinton Mississauga  
 60. Trafalgar North  
 61. Downtown Mississauga Transitway  
 67. Erin Mills / Mississauga Rd.

Figure 39 - 2041 Regional Transportation Plan – Map 5



The Big Move Schedule 1

- Legend**
- Regional Rapid Transit**
- Express Rail
  - Regional Rail (full-day, 2-way)
  - Regional Rail (peak)
  - Subway
  - Other Rapid Transit (BRT / LRT / AGT)
  - BRT on Controlled-Access Expressway in Mixed Traffic with Congestion Management
  - Possible Regional Rail Extensions Beyond the GTHA
- Mobility Hubs**
- Anchor Hub
  - Gateway Hub
  - Controlled-Access Expressway
  - New Transportation Corridor
  - Approved 2006 Settlement Area (Conceptual)
  - Greenbelt Area
  - Urban Growth Centre
  - International Airport
  - Proposed International Airport
  - Major Port

Figure 40 - The Big Move, Schedule 1



With respect to the second approach, Mobility Hubs continue to be an important planning concept in the 2041 RTP. They are “major transit station areas” at key intersection points on the frequent rapid transit network. Mobility Hubs are intended to create important transit network connections, integrate various modes of transportation, and accommodate an intensive concentration of places to live, work, shop, or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Midtown Oakville is identified as an Anchor Mobility Hub (or “Anchor Hub”) on Schedule 1 (15-Year Plan) (see **Figure 40**, The Big Move, Schedule 1). Mobility Hubs are places of connectivity between regional rapid transit services and places where different modes of transportation come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living and shopping around a major transit station, and are generally forecast to achieve a minimum density of approximately 10,000 people and jobs within an 800-metre radius. As set out in the Metrolinx Backgrounder on Mobility Hubs (2008).

Policy 7.14 of the RTP provides that Anchor Hubs shall be identified and incorporated into municipal Official Plans and Transportation Master Plans. Policy 7.15 requires that municipalities prepare detailed master plans for each mobility hub, which will among other matters: optimize transit-oriented development; identify and implement incentives to promote transit-oriented development; and establish a surface parking reduction strategy.

As set out in detail in Section 6.0 of this report, it is our opinion that the Oakville TOC Development Proposal supports the objectives and policies of the Regional Transportation Plan. In particular, the proposed development will optimize transit-oriented development potential in the Midtown Oakville, an anchor mobility hub.

## 5.2.2 Halton Region Official Plan (2022 Office Consolidation)

The Halton Region Official Plan (“ROP”) governs the use of land within its four lower-tier municipalities, including the Town of Oakville. The development of land within Halton Region, such as the Oakville TOC, must conform to the ROP. However, the Region is no longer the approval authority of land use decisions due to the recent legislative changes imposed by Bill 185. As noted in Section 5.1.5 of this report, the Region of Halton is now considered an “upper-tier municipality without planning responsibilities”, as per the *Planning Act*. In this respect, the planning responsibilities of the Halton Region were dissolved as of July 1, 2024, and were downloaded to the lower-tier municipalities. The Regional Official Plan, in effect as of July 1, 2024, is now considered a Local Plan.

The Halton Region Official Plan (“ROP”) was originally adopted by Regional Council on March 30, 1994, and approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Between 2006 and 2009, the Region undertook a planning exercise called Sustainable Halton which resulted in the adoption of Regional Official Plan Amendment 38 on December 16, 2009. Further amendments to the ROP were made through Official Plan Amendment No. 48 (“ROPA 48”) and Official Plan Amendment No. 49 (“ROPA 49”) more recently between 2021 and 2022. The most recent Office Consolidation of the ROP is now dated November 4, 2022.

ROPA 48 establishes the hierarchy of strategic growth areas in the Regional Official Plan and achieves conformity to the 2019 Growth Plan. ROPA 48 advances local plans and priorities that are of strategic importance to the Region and will contribute to the successful implementation of the Region's Integrated Growth Management Strategy, which remains in progress. ROPA 48 also provides updated growth targets to the 2051 planning horizon and defines a Regional Urban Structure by establishing a hierarchy of Strategic Growth Areas in the ROP.

ROPA 49 also provides a framework for accommodating growth in Halton Region to the 2051 planning horizon. The amendment included changes to the policies and mapping related to existing Settlement Area boundaries, the Regional Urban Structure, Strategic Growth Areas, and Employment Areas, as well as forecasts and targets for population and employment growth, intensification, density, and Regional Phasing.

On December 6, 2023, Bill 150, *Planning Statute Law Amendment Act, 2023* received Royal Assent. This legislation results in specific decisions issued under the *Planning Act* by the Minister of Municipal Affairs and Housing being deemed to have never been made, including the Minister's November 4, 2022, decision to approve ROPA 49, with modifications.

As a result, ROPA 49 as adopted by Regional Council on June 15, 2022, is in effect as of November 4, 2022. Bill 150 also implements three modifications related to corridor protection policies and mapping (Modifications #18, #19 and #39 in the Minister decision on ROPA 49), which are also in effect as of November 4, 2022. The policies included below reflect the regulatory framework that is in effect at the date of this application.

## Halton's Planning Vision

Part II of the ROP sets out the Region's planning vision and identifies that there will be three primary land use categories in the ROP: 1) settlement areas; 2) the rural countryside; and 3) the natural heritage system.

Part II, Policy 31 provides Halton's planning vision for a healthy community. Policy 31(3) states that a healthy community is one that is physically designed to minimize the stress of daily living and meet the life-long needs of its residents; (4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community; and (5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and nonmotorized travel modes.

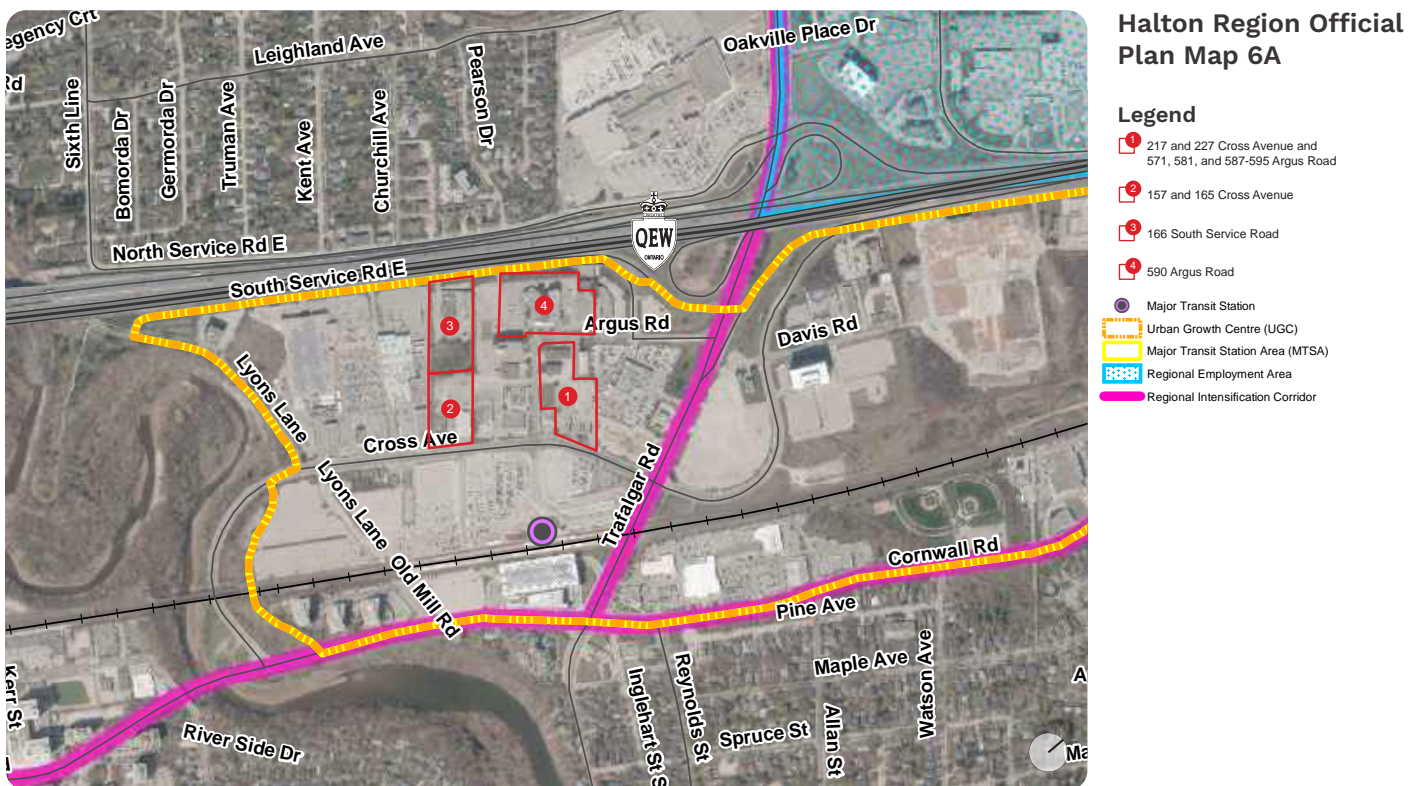
With respect to development, Part III, Land Stewardship Policies, provides development criteria and states that development is to be directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives, and policies of the ROP (Policy 57). Further, Policy 58 provides that uses are permitted as specified for each land use designation provided that:

- the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;
- adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and
- development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws and municipal by-laws.

## Urban Area & the Regional Urban Structure

As amended by ROPA 48, the Midtown Oakville TOC Lands are located within a Strategic Growth Area as they fall within the Midtown Oakville GO Urban Growth Centre / Major Transit Station Area (the “Midtown Oakville GO UGC/MTSA”) on Map 6a (see **Figure 41**, Midtown Oakville GO UGC/MTSA – Map 6A). Policy 72.1 of Part III of the ROP sets out a series of objectives for designated Urban Areas, including:

- 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;
- 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;
- 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;
- to establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan;
- to identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas;



**Figure 41** - Halton Region Official Plan - Midtown Oakville GO UGC/MTSA – Map 6A

- 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; and
- to facilitate and promote intensification and increased densities.

Policy 75, as amended by ROPA 49, provides that the Urban Area is to be planned to accommodate the distribution of population and employment as set out in Table 1 (as amended by ROPA 49), which identifies the Town of Oakville as planned to have a population of 331,500 and 161,000 jobs by 2041. Table 2, Intensification and Density Targets, as amended by ROPA 49 provides that the Town of Oakville is to add a minimum of 19,400 new housing units to the built-up area between 2022 and 2041.

ROPA 48 provides further targets for Urban Growth Centres and MTSAs. Table 2b provides a minimum density target of 200 residents and jobs combined per hectare for the Midtown Oakville Urban Growth Centre.

## Regional Urban Structure

Policies 78 to 78.1 of Part III of the ROP provide Regional Urban Structure Policies. Policy 78.1, as amended by ROPA 49, provides the objectives of the Regional Urban Structure, including:

- to provide a structure and hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;
- to focus 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;
- to provide increased opportunities for the development of affordable housing particularly within Strategic Growth Areas;
- to identify Regional Employment Areas and to protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region; and
- to support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density targets of this Plan as well as reducing the dependence on the automobile and supporting the existing and planned transit and active transportation.

Policy 79, as amended by ROPA 48 and 49, provides objectives for Strategic Growth Areas, including:

- 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;
- to provide opportunities for more cost-efficient and innovative urban design;
- to provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- to provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;
- to create vibrant, diverse, and pedestrian-oriented urban environment;
- to cumulatively attract a significant portion of population and employment growth;
- to provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities;
- to support transit and active transportation for everyday activities;
- to generally have higher densities than the surrounding areas;
- to achieve an appropriate transition of built form to adjacent areas; and
- to conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas.

Policy 79.1, as amended by ROPA 49, provides that Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of Urban Growth Centres, MTSAs, Primary and Secondary Regional Nodes, Regional Intensification Corridors and Local Nodes and Local Intensification Corridors, which have a concentration of residential and/or employment uses with development densities and patterns supportive of active transportation and public transit.

Policy 79.3 (1) states that it is the policy of the Region to direct development with higher densities and mix of uses to Strategic Growth Areas. Policy 79.3 (2), as amended by ROPA 49, requires Local Official Plans to identify Strategic Growth Areas with detailed boundaries in accordance with the objectives and policies of this plan, and for Urban Growth Centres, MTSAs and Primary Regional Nodes, in accordance with the boundaries provided on Map 1H and Map 6. Policy 79.3 (6) requires 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.

Policy 79.3 (7) requires the Local Municipalities to a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas; b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas; c) prohibit site-specific reductions to development density within a Strategic Growth Area unless it is part of a review of the Local Official Plan or review of the Area-Specific Plan for the Strategic Growth Area and only where it is demonstrated that the change will not impact the ability to achieve the growth targets; and d) promote development densities that will support

existing and planned transit services. Policy 79.3 (8) encourages the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit. Policy 79.3 (9) encourages the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Strategic Growth Areas.

Policy 80, amended by ROPA 49, provides the objectives for the Urban Growth Centres, including:

- to serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
- to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
- to serve as high density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
- 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.

Policy 80.2 (1) requires 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. Policy 80.2 (2) required Local Official Plans to show how policies have been developed to plan to achieve the development density target for Urban Growth Centres under Section 80.2(1).

ROPA 48 added Policy 81 which sets out the objectives of the MTSA, including:

- to leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit supportive densities through existing or planned frequent transit service;

- 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;
- 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;
- to achieve multimodal access to stations and support complete communities;
- to plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate;
- to protect existing employment uses within MTSAs by ensuring land use compatibility with adjacent new development is achieved; and
- to maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area-Specific Plans.

Policy 81.2 (1) directs development with higher densities and mix of uses to MTSAs. Policy 81.2 (2) requires Local Official Plans to plan to achieve the minimum density target for each MTSA as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan, and a general target proportion of residents and jobs within each MTSA in accordance with Section 55.3 and Table 2 of the Plan. As previously mentioned, the density target for the Midtown Oakville MTSA is 200 residents and jobs per combined hectare and the general target proportion of residents and jobs is 65% residents and 35% jobs. Policy 81.2(4)(h) directs Local Municipalities to encourage alternative development standards, including reduced parking standards in MTSAs.

## Housing Policies

Policies 84 to 86 of the ROP provide the goals, objectives, and policy framework with respect to housing in Halton Region. The Region's housing goal is to provide an adequate mix and variety of housing types to satisfy differing physical, social, and economic needs. The Region's objectives for housing are, among other things to:

- establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole;
- coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing;
- 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; and
- encourage the Local Municipalities to maintain the quality of the existing housing stock.

New development applications are monitored by the Region to achieve, at all times, a minimum three-year supply of draft approved and/or registered residential units for the Region as a whole. In this regard, the ROPA 49 provides the following housing targets: that the percent of new housing units produced annually in Halton in the form of the townhouses or multi-storey buildings be at least 65 percent to 2031 and at least 75 percent each year thereafter; and that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.

The Region requires the Town of Oakville, through their Official Plan and Zoning By-laws to provide an appropriate mix of housing by density, type, and affordability, consistent with current and projected demands reflecting socio-economic and demographic trends. In this regard, the Oakville TOC Development Proposal will implement the Region's housing objectives through the provision of an appropriate mix of housing options not currently available in the area.

## Healthy Communities

Policy 152 (1) in Part IV, Healthy Communities provides that it is the policy of the Region to develop and adopt Healthy Communities Guidelines which include:

- a description of general characteristics of a healthy community;
- a desirable mix of land uses within the community; community design features that will promote integration of the community and accessibility by residents to services within and outside the community through active transportation and public transit (among others);
- physical design features that will promote health and safety of the community's inhabitants;
- land use regulatory tools for promoting the shared use of land or facility by compatible uses or activities to facilitate the local delivery of human services;
- suggested level of service and facility requirement for the provision of human services over the full human lifecycle and under special circumstances, and
- other community features, facilities, programs, and plans that will promote a healthy lifestyle based on the principles of sustainability, including access to local food supplies, reduction in automobile use, use of renewable energy sources, measures of conservation and stewardship of the environment.

## Transportation

Sections 171 to 173 of the ROP provide the goals, objectives, and policy framework with respect to transportation in the Region. Regional objectives with respect to transportation are:

- to develop a balanced transportation system that:
- reduces dependency on automobile use;
- includes a safe, convenient, accessible, affordable, and efficient public transit system that is competitive with the private automobile; and
- promotes active transportation.
- to support seamless public transit services in Halton that:
- provide a high level of service internally within Halton,
- include continuous enhancements of the GO Transit system within Halton,
- are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area,
- are complemented and supported by a network of active transportation facilities, and
- are fully integrated both internally and externally in terms of fare and service.

- to support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas;
- to ensure development is designed to support active transportation and public transit; and
- 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.

In our opinion, the Oakville TOC Development Proposal conforms with the policies of the Halton Region Official Plan (2022 Consolidation), and in particular, the policies pertaining to the Regional Urban Structure, housing, healthy communities, and transportation. The Oakville TOC will promote sustainable, orderly growth through the creation of a complete community that is anticipated to be developed in phases. This coordinated approach to redevelopment will optimize existing and future improvements to transit infrastructure. Moreover, the Oakville TOC will provide for a pedestrian friendly and transit-supportive built form containing an appropriate range and mix of housing opportunities and non-residential uses.



## 5.3 Municipal Planning Framework

### 5.3.1 Town of Oakville Official Plan (2021 Consolidation)

The Oakville Official Plan (also referred to as the “Livable Oakville” Plan) was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, and approved by the Regional Municipality of Halton on November 30, 2009, with modifications. As a number of parties appealed the Region’s approval, the Ontario Municipal Board (now known as the Ontario Land Tribunal) ultimately approved Livable Oakville with further modifications on May 10, 2011. The most recent Office Consolidation of Livable Oakville is from August 31, 2021. Livable Oakville was prepared to conform to the Province of Ontario’s Growth Plan for the Greater Golden Horseshoe, 2006. A town-wide Official Plan Review is currently underway in order to address conformity with the current 2020 PPS, Growth Plan, ROPAs 48 and 49.

Part B, Section 2.2 of Livable Oakville provides Guiding Principles and Policy 2.2.1(b) speaks to preserving and creating a livable community in order to direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated. Policies 2.2.2 (a) and (b) speak to providing choice throughout the Town to 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 and providing choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails are also guiding principles.

Part C, Section 3 of Livable Oakville relates to the Town’s urban structure, which is a framework for where and how the Town will grow and how to determine Oakville’s character and form. According to Schedule A1 (Urban Structure), the Midtown Oakville TOC Lands are located in the

Midtown Oakville Node, and the Oakville GO Station is identified as both a Regional Transit Node and a Major Transit Station. Moreover, Trafalgar Road, which is located approximately 150 metres east of the Midtown Oakville TOC Lands, is identified as a Regional Transit Priority Corridor (see **Figure 42**, Schedule A1). Moreover, Livable Oakville further defines the boundaries of the Midtown Oakville Urban Growth Centre through Schedule A2 (Built Boundary and Urban Growth Centre). As illustrated in **Figure 43**, the Midtown Oakville TOC Lands are located within the Midtown Oakville Urban Growth Centre.

With respect to the Town’s Nodes and Corridors, Policy 3.6 provides that these are key areas of the Town and the focus for mixed use development and intensification. The policy acknowledges that within Livable Oakville, Nodes and Corridors are referred to as Growth Areas and corridors. Policy 3.6 also provides that Nodes and Corridors comprise the Town’s strategic growth areas, as the term is defined in the 2017 Growth Plan. With respect to Midtown Oakville, the policy states that it is an Urban Growth Centre, as per the 2017 Growth Plan, and is planned to accommodate a significant portion of Oakville and Halton’s required intensification.

Policy 3.12 provides that regional transit priority corridors and mobility links are identified in the Town-wide grid network that is key to connecting people via transit throughout the region as well as to local destination including nodes, mobility hubs, major transit station areas and employment areas. The policy adds that regional transit priority corridors provide a key focus for transit-supportive development.



### Livable Oakville Plan Schedule A1

#### Legend

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS<sup>2</sup> FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS<sup>4</sup>
- CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations  
 NOTE 2: In addition, the south side of Dundas is recognized as having the potential for interstation subject further study to more precisely delineate the extent of such areas  
 NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities  
 NOTE 4: Heritage Conservation Districts and Cultural Heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural Heritage Landscapes are designated under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

Figure 42 - Livable Oakville Plan, Schedule A1 (Urban Structure)



### Livable Oakville Plan Schedule A2

#### Legend

- BUILT BOUNDARY\*
- URBAN AREA
- MIDTOWN OAKVILLE URBAN GROWTH CENTRE
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION

\* Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006 (C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry of Public Infrastructure Renewal.

Figure 43 - Livable Oakville Plan, Schedule A2 (Built Boundary and Urban Growth Centre)

Policy 3.15 speaks to major transit stations, regional transit nodes and proposed transit nodes and states that they are at key locations to integrate with the Town-wide transportation system and to provide a focus for transit supportive development that facilitates first mile-last mile connections and solutions. The term, "transit supportive development" is defined by Livable Oakville as compact, mixed use development that has a high level of employment and residential densities to support frequent transit service.

Part C, Section 4 of Livable Oakville provides policies regarding the management of growth and change. Table 2 of this Section sets out the Town-wide population and employment forecasts up to the year 2031. We acknowledge that these forecasts have been revised as per the Regional Official Plan. The preamble text in Section 4 further provides that,

*"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."*

Policy 4.1 provides that majority of intensification in the Town is to occur within the Growth Areas, which includes Midtown Oakville, among others as primary Growth Areas. These Areas will accommodate the highest level of intensification and are intended to be developed as mixed-use centre with transit-supportive development focused around major transit station areas and along corridors. The Growth Areas, including Midtown Oakville, have been the subject of detailed, comprehensive land use studies or secondary planning exercises that have resulted in objectives and policies to provide for intensification opportunities.

In addition to Midtown Oakville being a Growth Area as per Livable Oakville, Policy 4.2 provides that Midtown Oakville is an urban growth centre, as per the Growth Plan for the Greater Golden Horseshoe, 2006. The policy goes on to state that the greatest levels of height and density in the Town are planned for Midtown Oakville, and it is to be the primary intensification area with employment, commercial and residential uses concentrated within the major transit station area.

In this regard, Policy 4.2 provides that 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. The policy goes on to state that reductions in minimum heights or densities within Midtown Oakville are not permitted. As discussed later in this section, the Midtown Oakville Growth Area Policies prescribe maximum height and densities for lands within Midtown Oakville, subject to the Plan's bonusing policies.

Policy 4.4 provides that the Town of Oakville is to achieve 14,390 new residential units within the built boundary by 2031. 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 Livable Oakville. The policy further states that that 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. As discussed, the Town is undertaking an update to the Official Plan to bring it into conformity with the current Growth Plan and Halton Region's ROPA's 48 and 49.

## Urban Design

Part C, Section 6 of Livable Oakville sets out the urban design policies, with Policy 6.1.1 establishing the Town's general urban design objectives, including:

- diversity, comfort, safety, and compatibility with existing communities;
- attractive, barrier-free, and safe public spaces;
- innovative and diverse urban form and excellence in architectural design; and
- the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas, and high-profile locations such as gateway to the Town.

Policy 6.1.2 (a) provides that development shall be evaluated in accordance with the urban design direction set out in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Further adding that 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.

Policy 6.2.1 provides that the design of the public realm should promote creativity and innovation and include:

- a network of streets accommodating choices for pedestrians, cyclists, transit, and vehicles;
- walkable street lengths for pedestrians;
- a network of accessible, interconnected, and predictable pedestrian-oriented spaces and routes;
- comfortable and accessible public spaces that respond to their surroundings; and
- furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

Policy 6.3.1 directs that the design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:

- multi-modal choices;
- circulation alternatives and convenient connections;
- priority pedestrian, cyclist and transit usage;
- comfortable, barrier-free and safe routes;
- ecologically sustainable features; and,
- quality spaces for public life.

Policy 6.4.1 provides that streetscapes shall, among other aspects, provide cohesion and seamless transitions between the public and private realms.

Policy 6.4.2 provides that new development should contribute to the creation of a cohesive streetscape by, among others:

- placing the principal building entrances towards the street and towards corner intersections;
- framing the street and creating a sense of enclosure;
- providing variation in façade articulation and details;
- connecting active uses to the public realm to enhance the liveliness and vibrancy of the street;
- incorporating sustainable design elements such as trees, plantings, furnishings, lighting, etc.; and
- coordinating improvements in building setback areas to create transitions from the public to private realms.

With respect to open spaces, Policy 6.7.1 states that urban squares, as extensions of the public realm, should be safe, publicly accessible and barrier-free places that, among other aspects, promote formal and informal social interactions. Policies 6.7.2 and 6.7.3 provide that urban squares should be included in development proposals, where appropriate, and dedicated to the Town or may remain in private ownership with public access granted, and that large development projects are encouraged to include a single, large urban square or a series of smaller urban squares.

The built form policies are discussed in Section 6.9 of Livable Oakville, and include the following:

- Policy 6.9.1: buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping, and signage;
- Policy 6.9.2: building design and placement should be compatible with the existing and surrounding built form context and carried out in a creative and innovative approach manner;
- Policy 6.9.3: to achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition between different land uses through landscape buffering, spatial separation, and compatible built form;
- Policy 6.9.4: 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;
- Policy 6.9.5: buildings should present active and visually permeable façades relative to all adjacent streets and amenity spaces through the use of windows, entry features, and human-scaled elements;
- Policy 6.9.6: main principal entrances to buildings should be oriented to the public sidewalk;
- Policy 6.9.7: development should be designed to include variation in building mass, façade treatment and articulation to avoid sameness;
- Policy 6.9.8: 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;
- Policy 6.9.9: 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, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm;
- Policy 6.9.10: continuous streetwalls of identical building height are discouraged; variety rooflines should be created through subtle variations in roof form and height;
- Policy 6.9.11: where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses;
- Policy 6.9.12: new development should be fully accessible, including universal design principles to ensure barrier-free pedestrian circulation;
- Policy 6.9.13: rooftop mechanical equipment shall not be visible from view from the public realm;
- Policy 6.9.14: outdoor amenity areas should incorporate setbacks and screening elements to ensure compatibility with the local context; and
- Policy 6.9.15: buildings should be sited to ensure maximum solar energy, adequate sunlight, and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows.

Section 6.10 sets out a series of landscape design policies which provide that landscaping associated with new development should:

- enhance the visual appeal and human scale of development;
- create an attractive environment for pedestrian movement;
- frame desired views or focal objects;
- define and demarcate various functions within a development; and
- provide seasonal variation in form, colour, and texture.

Sections 6.11 to 6.13 set out policies pertaining to pedestrian and vehicular access and circulation, and parking, which include:

- Policy 6.11.1: pedestrian walkways should be barrier-free;
- Policy 6.11.2: development should incorporate safe and direct access and circulation to and through the site that connects pedestrians to principle building entrances, amenity areas and parking areas, the public sidewalks and transit facilities as well as adjacent developments, where appropriate;
- Policy 6.11.3: in areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatment;
- Policy 6.11.5: walkways should provide continuous routes across driveway entrances, drive aisles and through parking areas;
- Policy 6.12.1: development should incorporate safe and direct vehicular access and circulation routes with defined internal drive aisles to direct traffic, establish on-site circulation and frame parking areas;
- Policy 6.12.2: consolidated driveway accesses are encouraged to maximize landscaped space, minimize public sidewalk interruptions and expansive paved areas;

- Policy 6.13.2: surface parking should be located in rear or side yards with appropriate screening, but be sufficiently visible for safety and functionality, and connect to the on-site pedestrian network and streetscape through landscaped pedestrian linkages;
- Policy 6.13.3: barrier-free parking spaces should be located in close proximity to principal building entrances; and
- Policy 6.13.4: surface parking areas should incorporate planted landscaped areas that effectively screen parked vehicles from view from the public realm, provide shade, wind break and visual relief from hard surfaces, clearly define the vehicular circulation routes and are sufficiently sized to support the growth of trees and other vegetation.

Section 6.16 relates to the design of service, loading and storage areas:

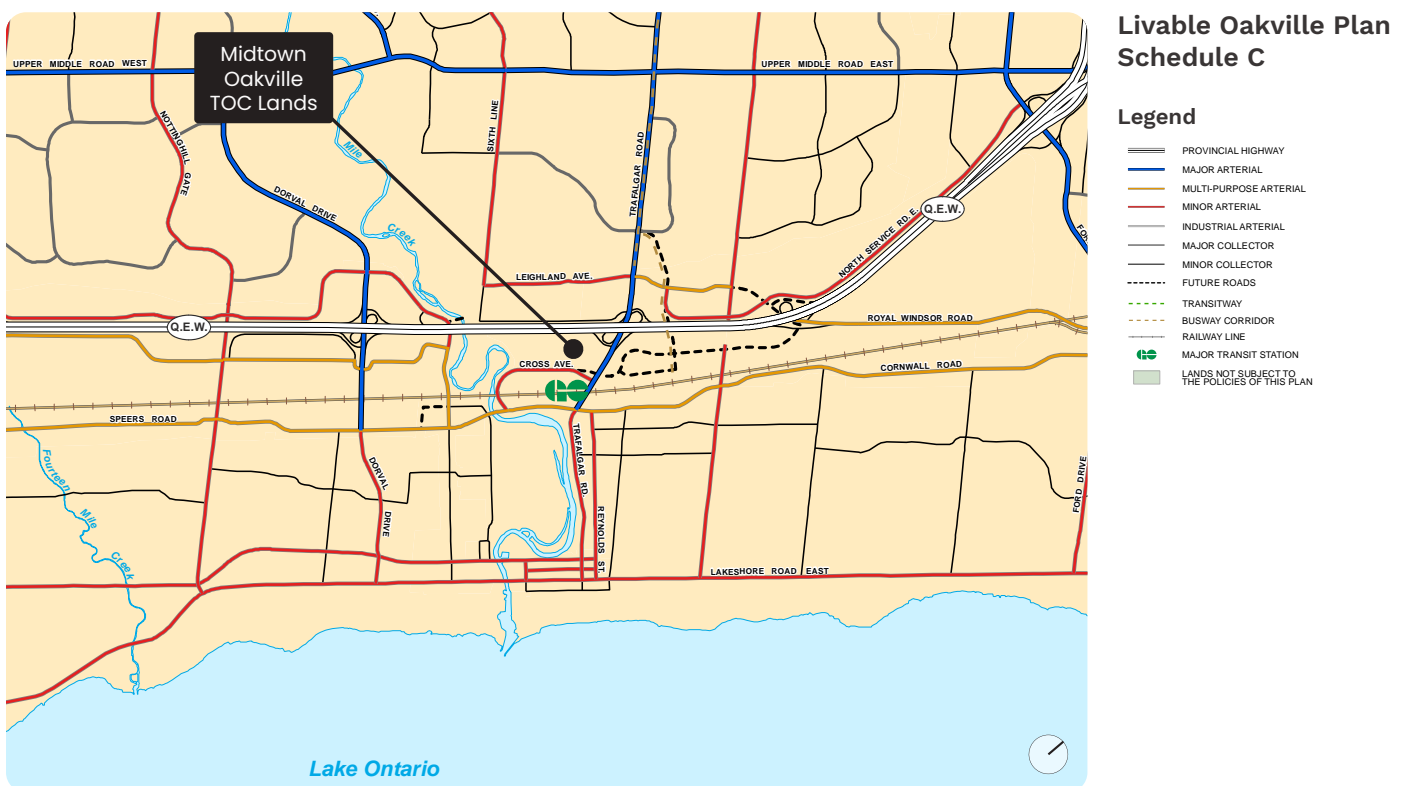
- Policy 6.16.1: servicing and loading areas should be located and orientated away from pedestrian and vehicular circulation both on-site and in the public right-of-way; accessible but not visible from the public realm; and, separated and buffered from residential areas;
- Policy 6.16.2: the visual and 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, as well as screening with tree and shrub plantings;
- Policy 6.16.3: 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; and
- Policy 6.16.4: site servicing and utilities should be located within the rear yard or away from or screened from public streets, adjacent residential areas, and other sensitive land uses.

## Transportation

Part C, Section 8, relates to the Town’s transportation system. In accordance with Schedule C (Transportation Plan), within the boundary of Midtown Oakville, Cross Avenue is classified as a minor arterial road, and Trafalgar Road is classified as a major arterial road see **Figure 44**, Schedule C). The existing and proposed rights-of-ways within Midtown Oakville are discussed in a subsequent section in more detail.

Policy 8.5.2 provides that 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. We acknowledge that the Town is currently reviewing the proposed rights-of-ways and road orientation as part of the Midtown Oakville Growth Area review, discussed in greater detail in Section 5.3.2.

Policy 8.9.2 states that the Town will encourage transit-supportive development within major transit station areas and around transit terminal facilities. Similarly, Policy 8.12.1 provides that the Town will coordinate land use and transportation planning to maximize the efficient use of land.

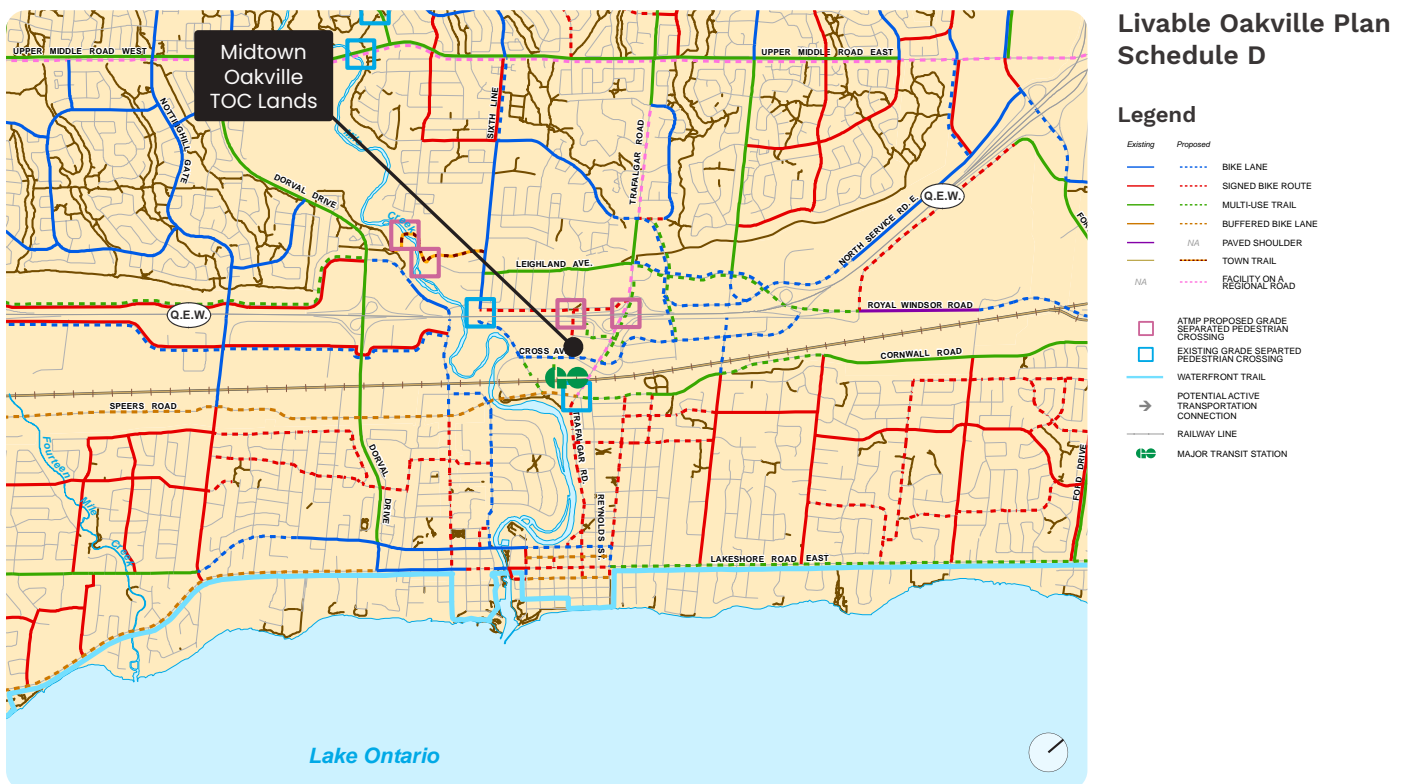


**Figure 44** - Livable Oakville Plan, Schedule C (Transportation Plan)

Policy 8.12.2 provides that 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:

- 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;
- a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;
- documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and
- 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.

Schedule D (Active Transportation Plan) of Livable Oakville outlines a proposed cycling facility (bike lane) along Cross Avenue (see **Figure 45**, Schedule D). Policy 8.10.5 provides that 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.



**Figure 45 - Livable Oakville Plan, Schedule D (Active Transportation Plan)**



## Land Use

Part D of Livable Oakville set out the land use designations and policies. At the larger quadrant level, Schedule G (South East Land Use) identifies the Midtown Oakville TOC Lands, and its immediate surroundings, as being within a Growth Area (see **Figure 46**, Schedule G). More specifically, the Midtown Oakville TOC Lands have been designated both *Urban Core* and *Urban Centre* as per Schedule L1 (Midtown Oakville Land Use, see **Figure 47**). The properties generally north, west and south share similar land use designations, whereas the properties to the east are designated *Office Employment*.

The *Urban Centre* and *Urban Core* designations are within the Mixed Use land use category, a category that is to be focused on the lands within the Growth Areas including Midtown Oakville. Section 12 of the Plan provides that the Mixed Use designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. Mixed Use areas are to be pedestrian-oriented and transit supportive. Policy 12.1.1 provides that 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. Policy 12.1.2 states that mixed use development will be focused on lands located within Oakville's Growth Areas and along identified corridors. Policy 12.1.3 provides that 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.

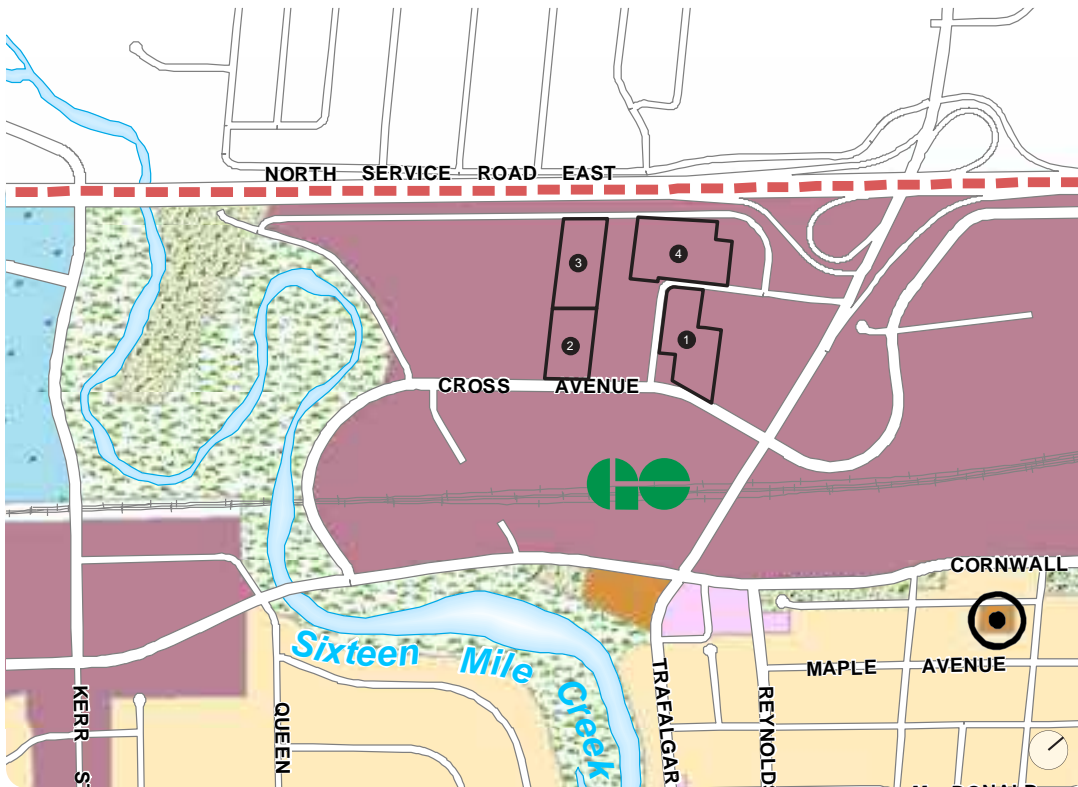
## Urban Centre Land Use Designation

Policy 12.4 provides that the *Urban Centre* designation shall incorporate a mix of uses including retail and service commercial, major office, offices, and residential uses. Development should be oriented to the street and shall contribute to a high-quality pedestrian-oriented and transit-supportive environment. Policy 12.4.1(a) outlines the permitted uses which include 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 Centre* designation. The policy adds that 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/or above the ground floor. Policy 12.4.1(b) provides that the size and location of uses shall be determined through the development process and regulated by the implementing zoning.

Buildings within the *Urban Centre* designation shall be a minimum of 6-storeys in height and a maximum of 8-storeys in height (Policy 12.4.2(a)), however additional building height may be considered in accordance with the applicable bonusing policies in this Plan (Policy 12.4.2(b)).

Policy 12.4.3 provides that underground and/or structured parking shall be encouraged, and surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

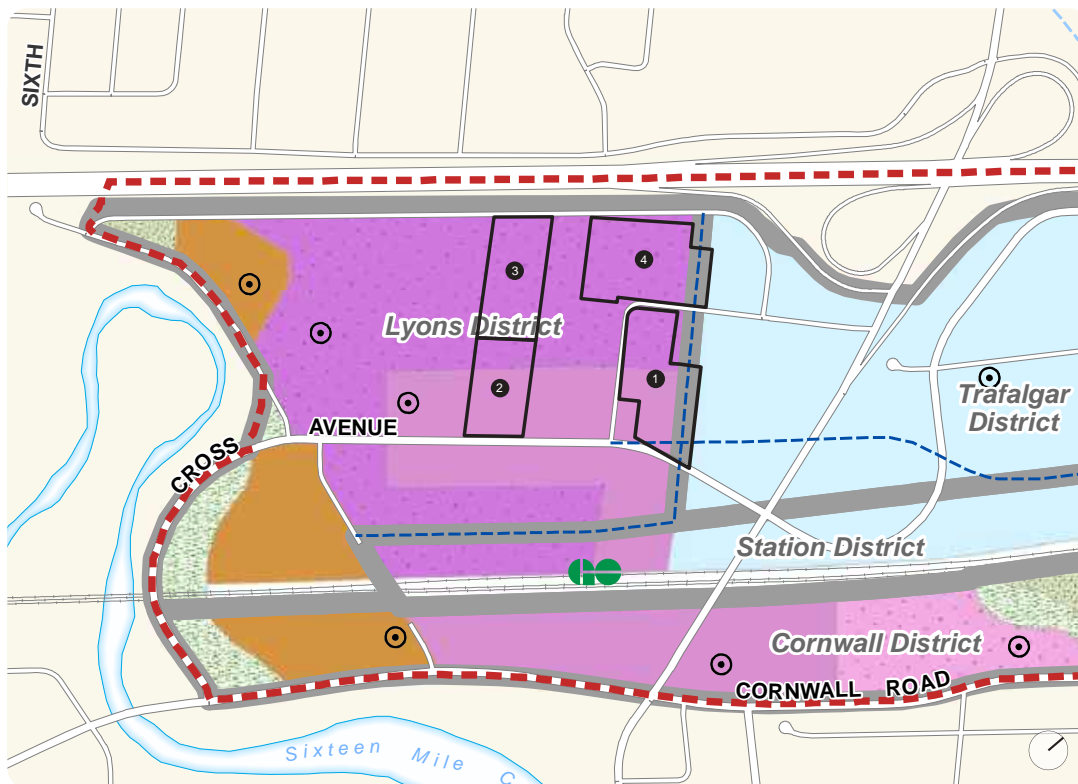


### Livable Oakville Plan Schedule G

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
  - 2 157 and 165 Cross Avenue
  - 3 166 South Service Road
  - 4 590 Argus Road
  - BUILT BOUNDARY
  - SCHEDULE AREA BOUNDARY
  - LOW DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - HIGH DENSITY RESIDENTIAL
  - NEIGHBOURHOOD COMMERCIAL
  - COMMUNITY COMMERCIAL
  - CENTRAL BUSINESS DISTRICT
  - OFFICE EMPLOYMENT
  - BUSINESS EMPLOYMENT
  - INDUSTRIAL
  - BUSINESS COMMERCIAL
  - INSTITUTIONAL
  - NATURAL AREA
  - PARKWAY BELT
  - PARKS AND OPEN SPACE
  - PRIVATE OPEN SPACE
  - WATERFRONT OPEN SPACE
  - UTILITY
  - GROWTH AREA\*
  - SPECIAL POLICY AREA
  - RAILWAY
- \* Refer to Part E, Growth Area Policies

Figure 46 - Livable Oakville Plan, Schedule G (Land Use)



### Livable Oakville Plan Schedule L1

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- GROWTH AREA BOUNDARY
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- NATURAL AREA
- PARKS AND OPEN SPACE
- DISTRICT BOUNDARIES
- PROPOSED ROADS (Plans to Schedule L1 for review)
- RAILWAY
- MAJOR TRANSIT STATION
- Refer to Part E, Midtown Oakville, for Growth Area Policies
- Refer to Part E, Midtown Oakville Exceptions

Figure 47 - Livable Oakville Plan, Schedule L1 (Midtown Oakville Land Use)

## Urban Core Land Use Designation

Policy 12.5 provides that the *Urban Core* designation is envisioned to have a strong urban focus and incorporate retail and service commercial, 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 location for this designation.

A wide range of retail and service commercial uses, including restaurants, commercial schools, 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. Entertainment 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 (Policy 12.5.1.a). The size and location of uses shall be determined through the development process and regulated by the implementing zoning (Policy 12.5.1.b).

Buildings within the *Urban Core* designation shall be a minimum of 8-storeys in height and a maximum of 12-storeys in height (Policy 12.5.2(a)). Additional building height may be considered in accordance with the applicable bonusing policies in this Plan (Policy 12.5.2(b)). Policy 12.5.3 provides that underground and/or structured parking shall be encouraged, and surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

## Midtown Oakville Growth Area Policies

### Goals and Objectives

Part E of the Livable Oakville Plan set out policies for the Growth Areas and Special Policy Areas. Section 20 of the Livable Oakville Plan pertains to the Midtown Oakville. The preamble text in this Section states that,

*“The interchange of Trafalgar Road and the QEW and the Oakville Station, which 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.”*

Further to this, Policy 20.1 provides that Midtown Oakville will be a vibrant, transit-supportive, mixed use urban community and Employment Area.

Section 20.2 of Livable Oakville sets out the objectives the Town will use to guide decisions as Midtown Oakville develops:

- Policy 20.2.1: to create transit-supportive development by:
  - ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;
  - improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and
  - promoting a compact urban form with higher density and higher intensity land uses;

- Policy 20.2.2: to create a vibrant and complete new community by:
  - 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;
  - directing major office and appropriate large scale institutional development to Midtown Oakville;
  - ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;
  - providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
  - facilitating public investment in transit, infrastructure and civic facilities to support future growth; and
  - promoting district energy facilities and sustainable building practices;
- Policy 20.2.3: to achieve required growth targets by:
  - promoting and enabling the evolution of Midtown Oakville as an urban growth centre and the Town's primary Growth Area;
  - 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;
  - providing opportunities for increased building height through bonusing; and
  - ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.

## Development Districts

As illustrated in Schedule L1 (Midtown Oakville Land Use), Midtown Oakville is comprised of five development districts: Station District, Trafalgar District, Lyons District, Chartwell District and Cornwall District (refer to **Figure 47**, Schedule L1). Each of the five districts shall have a distinct character in terms of land use and built form. The Midtown Oakville TOC Lands fall within the boundary of the Lyons District.

Policy 20.3.3 provides that the Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

## The Road Network

Section 20.4 provides the following functional policies that are applicable to the Midtown Oakville. With respect to transportation, Policy 20.4.1 provides that significant road, transit and active transportation infrastructure, to Midtown Oakville, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. The policy goes on to state that many existing roads shall be realigned, widened, extended or replaced.

As it relates to the Midtown Oakville TOC Lands, Schedule L3 (Midtown Oakville Transportation Network) illustrates the local road network within Midtown Oakville, as well as the planned rights-of-way widths of the existing and future road network (see **Figure 48**). In this regard, the Midtown Oakville TOC Lands front onto Cross Avenue, Argus Road and South Service Road East, with various local roads planned within the Midtown Oakville TOC Lands.

Site 1 Schedule L3 illustrates a proposed realignment of Argus Road at the northern portion of the Site, with a right-of-way width of 22 metres, and a future local road with a right-of-way width of 19 metres, abutting the eastern portion, as well as the widening of Cross Avenue to the south to 28 metres.

With respect to the Site 2, Schedule L3 illustrates a future local road along the north boundary of the Site, with a planned right-of-way width of 22 metres. Along the eastern boundary of the Site, a future north-south local road has been proposed with a planned right-of-way width of 19 metres. Cross Avenue framing the Site to the south is identified as a Minor Arterial Road with a planned right-of-way width of 28 metres.



**Figure 48 - Livable Oakville Plan, Schedule L3 (Midtown Oakville Transportation Network)**

With respect to Site 3, Schedule L3 illustrates a future 18 metre Local Road along South Service Road East and a Future Ramp north of the road. Schedule L3 also identifies a future 19 metre Local Road along the eastern property line and a Future 22 metre Local Road along the southern property line.

Finally, with respect to the Site 4, Schedule L3 illustrates a proposed realignment of Argus Road and a proposed future local road with a right-of-way width of 18 metres in the eastern portion of the site.

Policy 20.4.1(b) provides that the Town may secure rights-of-way on alignments shown on Schedule 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.

Further to this, Policy 20.4.1(c) states that subject to Section 8.2.3 of Livable Oakville, changes to the requirements, location or alignment of new transit services, roads and pedestrian linkages, as shown on Schedule L3, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained, and intensification opportunities are not precluded.

With that, the rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3 (Policy 20.4.1(d)).

Policy 20.4.1(e) provides that development shall not preclude, amongst others: the realignment and extension of Cross Avenue from Lyons Lane to Chartwell Road as a multi-purpose arterial road; 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; and the future local road network as identified on Schedule L3.

With respect to the parking, Policy 20.4.1(j) provides that parking structures are preferred for the provision of required parking, and that 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. Moreover, reduced parking standards may be considered in the implementing zoning and shared driveways and parking facilities shall be encouraged. The policy goes on to state that access to parking, service and loading areas should be from local roads or service lanes, and to the side of rear of buildings, and that the implementation of the Midtown Oakville Parking Strategy shall be undertaken.

## Urban Design

With respect to the urban design, Policy 20.4.2(a) provides that development and the public realm shall address the urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document, in addition to the urban design policies of this Plan.

Policy 20.4.2(b) provides that 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.

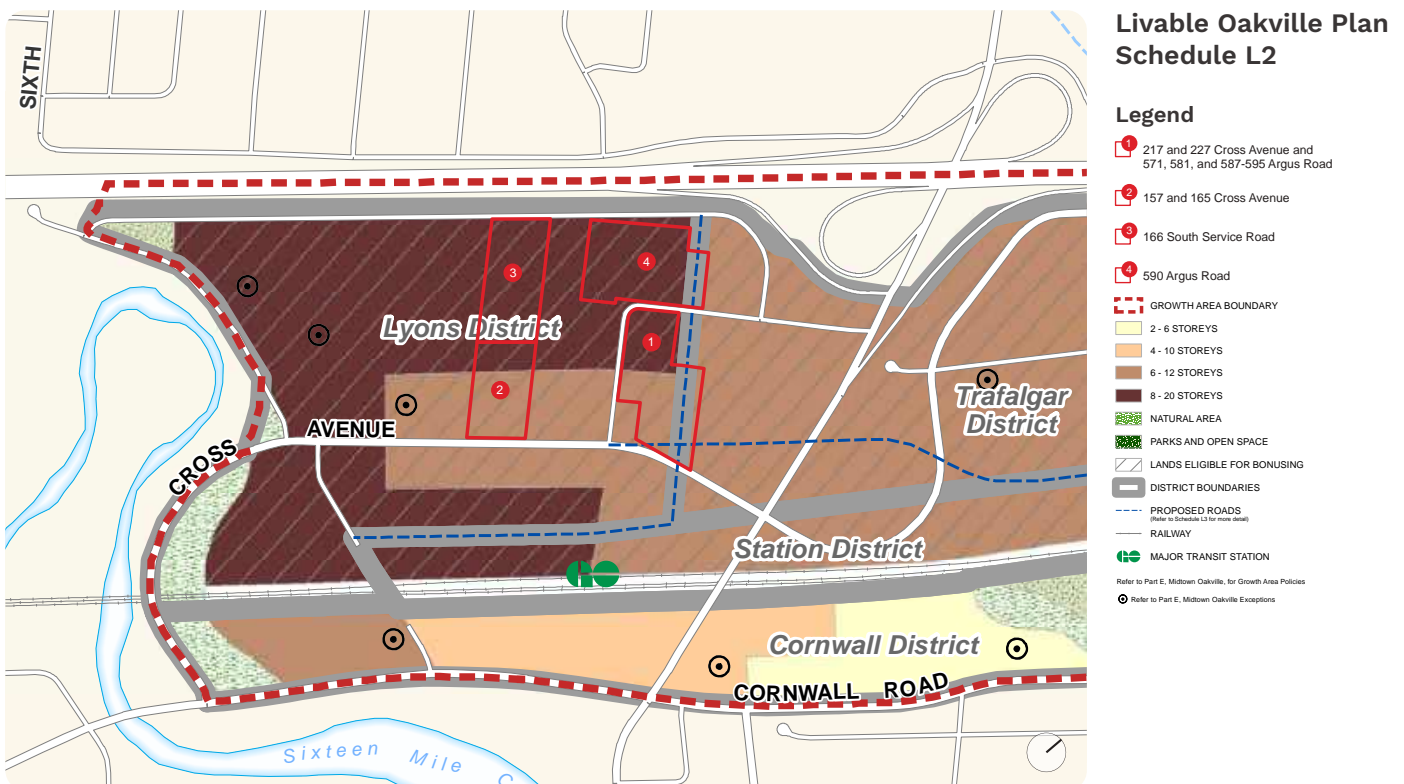
Policy 20.4.2 (e) indicates that it is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.

## Height and Density

With respect to building heights, Policy 20.4.2(f) provides that the minimum and maximum building heights shall be permitted in accordance with Schedule L2 (Midtown Oakville Building Heights). The heights permitted on the Midtown Oakville TOC Lands range between 8- and 20- storeys in the northern portion, and between 6- and 12-storeys in the southern portion (see **Figure 49**, Schedule L2, Midtown Oakville Building Heights). The policy further adds that additional building heights may be considered in accordance with bonusing policies.

The Plan’s bonusing policies are set out in Part E, Section 20.7 and Part F, Section 28.8 of Livable Oakville. With respect to bonusing, Policy 20.7.2(a) provides that the Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits in section 20.7.2(c).

Policy 20.7.2(b) states that bonusing shall only be permitted if in conformity with section 20.7.1 and is supported by a transportation impact analysis which confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant.



**Figure 49** - Livable Oakville Plan, Schedule L2 (Midtown Oakville Building Heights)

Policy 20.7.2(c) provides that public benefits considered appropriate for the application of increased height and density in Midtown Oakville may include, but are not limited to:

- grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
- community facilities such as:
  - a creative centre, including a studio office, exhibition, performance, and retail space; and
  - a library
  - improved local transit facilities and transit user amenities;
  - parkland improvements beyond the minimum standards for public squares and plazas; and
  - public art.

Further to this, the public benefits referred to in Policy 28.8.2 include, but are not limited to:

- public transit infrastructure, facilities, services and improved pedestrian access to public transit;
- public parking;
- affordable housing for a wide array of socio-economic groups;
- conservation and preservation of cultural heritage resources;
- protection and/or enhancement of natural features and functions;
- community centres and/or facilities and improvements to such centres and/or facilities; g) parkland and improvements to parks;
- day care centres;
- public art;

- integration of office uses in mixed use developments;
- green buildings; and,
- other local improvements that contribute to the achievement of the Town's building, landscape and urban form objectives as set out in this Plan and supporting documents

Policy 28.8.4 provides that bonus by-laws should only be considered where such increases can be accommodated by the existing or improved infrastructure. Studies supporting the increased height and/or density proposed may be required to address infrastructure capacity for the subject development as well as the impacts on the surrounding area. Policy 28.8.5 goes on to state that bonus by-laws shall only be considered where such increases are compatible with the surrounding area.

For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit, and no Official Plan amendment shall be required to increase building height as a result of bonusing.

With respect to the growth targets, Policy 20.4.4 provides that Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031, which translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and between 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.

It is noted through Policy 20.4.4(b) that for the purpose of gross density calculations, the utility corridor, railway, QEW interchange and Sixteen Mile Creek valleylands shall be excluded from the land area calculation.



## Land Use

The Plan acknowledges that land use designations are provided on Schedule L1, and that in addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.

Policy 21.5.5 provides that on lands designated *Urban Core* and *Urban Centre*, a creative centre to provide studio, office, exhibition, performance, and retail space for the cultural community may also be permitted. Policy 20.5.6 adds that on lands designated *Urban Core* within the Lyons District, the development of a single-use building, townhouse, and stacked townhouses with a minimum height of 3-storays, in combination with permitted residential or mixed use buildings may also be permitted.

Policy 20.7.1 speaks to phasing and transition of development related to the vision of a high density and transit supportive area. Policy 20.7.1(a) provides that development is likely to occur over the long-term and be coordinated with the provisions of infrastructure, including:

- transit (conventional and rapid transit);
- road network capacity;
- pedestrian and cycling facilities;
- water and waste water services;
- stormwater management facilities;
- streetscape improvements; and
- utilities.

Policy 20.7.1(b) adds that the initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented, and transit-supportive urban form, or the transportation network.

In our opinion, the Oakville TOC Development Proposal conforms with the Livable Oakville Official Plan, in particular the sections and policies pertaining to growth management, urban design, land use, and Midtown Oakville. Midtown Oakville is identified as a primary Growth Area and is intended to be developed as mixed-use centre with transit-supportive development focused around the major transit station area. Midtown Oakville's location within an Intensification Area, its identification as within a Primary Growth Area, and within a MTSA demonstrates that it is a targeted area for growth containing the greatest mix of land uses, building heights and densities in the urban area.

The TOC lands are designated *Urban Centre* and *Urban Core* within the Mixed Use land use category, a category that is to be focused on the lands within the Growth Areas including Midtown Oakville. While modifications are required to permit increases in height and density, the proposal conforms with the overall land use plan for Midtown Oakville. The Oakville TOC Development Proposal will continue to provide a range of land uses including residential, retail, office, community, open space and institutional uses in a range of building types.

### 5.3.2 Midtown Oakville Growth Area Review

As part of the Town's review of the Livable Oakville policies, the Town has undertaken a study of the existing Midtown policies and is focused on updating the framework to implement the Province's land use directions, ensure effective growth management and community building opportunities. Through an Official Plan Amendment, the Town will update the land use policies applying to Midtown Oakville Urban Growth Centre in the Livable Oakville Plan to the year 2051, in accordance with the updated Growth Plan. The OPA is intended to replace Part E, Section 20 (Midtown Oakville) of Livable Oakville in its entirety.

There have been several iterations of the Midtown Oakville Official Plan Amendment since the review began in 2018, none of which have been endorsed by Town Council nor adopted by the Minister of Municipal Affairs and Housing. Therefore, it is our opinion that the applicable Midtown Oakville policies pertaining to the Midtown Oakville TOC Lands are those set out in Part E, Section 20 of Livable Oakville.

The following section will summarize the evolution of the Midtown Oakville Official Plan Amendment and concludes with the latest version of the OPA that is publicly available.

#### Early Iterations

In March of 2021, Oakville released the draft Midtown Oakville OPA (the "draft OPA"), which was presented and discussed at a Statutory Meeting on March 22, 2021. Following the meeting, the draft OPA was revised and reissued on May 12, 2022. With respect to height and density, the May 2022 draft OPA policy framework set out maximum heights and densities for new developments within Midtown Oakville. The May 2022 draft OPA contemplated a maximum height of 255 metres (which equates to approximately 80-storeys), and a maximum density of 10 FSI. Moreover, with respect to tower floorplate, the draft policies prescribed a maximum tower floorplate up to 750 square metres for buildings within Midtown Oakville.

After further consultation with the public and key stakeholders, including feedback provided by members of Town Council, a revised draft of the Midtown Oakville OPA was released on May 3, 2023. The May 2023 draft OPA was inclusive of additional technical analysis by Town Planning Staff, addressed feedback from public stakeholders, and responded to an evolving provincial planning policy regime. The May 2023 draft OPA did not prescribe maximum building heights, however, its policies continued to cap density at 10 FSI for most of the lands within Midtown Oakville. The draft OPA identified certain elements to be excluded from the calculation of density (such as affordable housing, community uses, educational facilities etc.). Within the May 2023 draft OPA, the maximum tower floorplate was encouraged to generally be no more than 750 square metres.

A third draft of the OPA was released in April 2024. With respect to height and density, a deintensification of Midtown was proposed through the draft policy framework which included a maximum height of 35- to 40-storeys for the Midtown Oakville TOC Lands, and a maximum 48 storeys for Midtown for lands within the Trafalgar Precinct.

More consultations were conducted, and a fourth draft of the OPA was released on September 27, 2024. The September 2024 draft prescribes height thresholds between 5- to 20-storeys on the Midtown Oakville TOC Lands and a maximum density of 6.0 FSI. While the policies of the draft provide that additional height beyond the thresholds may be permitted through a development permit or a rezoning application, the maximum density cannot be exceeded. In this regard, the latest draft even further deintensifies Midtown Oakville; the maximum heights contemplated for Midtown were reduced from approximately 80-storeys in May 2022 to 48-storeys in April 2024, and down to 5- to 20-storeys in the September 2024 draft.

As further discussed in Section 6.4 below, from an urban structure perspective, the location of the TOC Lands within an UGC, MTSA, and within 300m or less from the Oakville GO Station, heights are proposed in ranges that are 11-storeys less than the approved 31-storey developments in the Uptown Core area, which is not a UGC, nor a MTSA, nor served by higher order transit. In our opinion, the draft height thresholds proposed in the latest draft OPA for Midtown represent a missed opportunity to optimize land and infrastructure, and in particular public transit, in accordance with overarching Provincial policy direction. It is our opinion that heights should be significantly taller than the Town's other two *Growth Areas* (Uptown and Palermo Village).

A summary of the key policy provisions set out in the May 2022, May 2023, April 2024 and September 2024, applicable to the Midtown Oakville TOC Lands are set out in **Table 3** below.

**Table 3 - Key Policy Provisions in May 2022 & May 2023 draft OPA Documents**

	<b>May 2022 Draft OPA</b>	<b>May 2023 Draft OPA</b>	<b>April 2024 Draft OPA</b>	<b>September 2024 Draft OPA</b>
<b>Maximum Building Height</b>	255 metres	Not Provided	40-storeys	20-storeys
<b>Maximum Building Base Height</b>	No greater than 80% of the width of the adjacent right-of-way and shall not exceed 6-storeys	Equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres	Generally no greater than 80% of the adjacent right-of-way and should not be greater than 7 storeys	Equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres
<b>Maximum Density</b>	10 FSI	10 FSI	Not Provided	6 FSI
<b>Minimum Building Separation Distance</b>	n/a	30 metres	30 metres	30 metres and 35 metres above the 25 <sup>th</sup> storey (if applicable)
<b>Floor Plate Size</b>	Maximum 750 m2	Generally, 750 m2	Not Provided	Not provided
<b>Bonusing Policies</b>	Not Provided	Not Provided	Not Provided	New implementation of Community Planning Permit System
<b>Land Use Designation</b>	Urban Core & Parks and Open Space	Urban Core	Urban Core	Urban Core

## Current September 2024 Draft Midtown OPA

Following a statutory public meeting on May 23, 2023, Planning and Development Council passed a motion that the draft Midtown Oakville OPA be reviewed by a Committee of the Whole, with the Midtown consultant team presenting to Council and the public on the policy vision for Midtown Oakville, growth forecasts, urban design, and infrastructure planning. The Midtown Oakville Committee of the Whole (COW) process commenced on July 18, 2023, and six meetings took place. Throughout the COW process, updated responses to Council and public questions raised through the COW meetings were publicly posted after each meeting to ensure ongoing public engagement informed the development of the April 2024 Draft OPA.

On April 22, 2024, the Planning and Development Council hosted a statutory public meeting to present the April 2024 Draft Midtown Oakville Official Plan Amendment and receive comments from the public as well as Council. With respect to height and density, the April 2024 draft OPA illustrates a height peak within the Trafalgar Road precinct at 48-storeys and prescribes a maximum height for the Midtown TOC lands of up to 35 or 40 storeys. The April 2024 draft did not prescribe a maximum density or maximum tower floorplate.

During the April 22, 2024 meeting, in a petition, Town Council directed staff to conduct an additional analysis of matters of interest to the Council and report back to Council. In June of 2024, Town Council received a staff report in response to their request for information as identified in the petition. The report was presented to Council at a public meeting on June 3, 2024. At the meeting, Council directed Staff to consider the comments provided by Members of Council and the public, and report back on the plan for Midtown. As discussed in greater detail below, the September 2024 Draft OPA provides height thresholds between 5 to 20 storeys at its peak, a minimum density of 3.0 FSI and a maximum density of 6.0 FSI. The latest draft also does not prescribe a maximum tower floorplate size.

In terms of the next steps, the September 2024 OPA will be presented to Council on October 10, 2024, and will be considered at Council at the Planning and Development Council meeting at the end of October 2024. Subsequently, the Town is planning a public open house in December of 2024 and a statutory public meeting in early 2025 at Planning and Development Council, to inform a final Council decision thereafter.

It is recognized that the draft Midtown OPA policies are not in-force at this time and should be used as an informative document. As such, this report has given appropriate regard to these draft policy directions in Section 6.0.

## Midtown Oakville Goals and Objectives

Section 20.1 of the draft OPA sets out the goal for Midtown Oakville and provides that:

*Midtown Oakville will accommodate significant residential and employment growth in a dynamic urban setting where people embrace healthy, active lifestyles by living, working, and playing in a vibrant, walkable, mixed-use neighbourhood, connected to the rest of Oakville by pedestrian, cycling, transit and street networks. Within this compact urban community, residents and business will benefit from inter-regional transportation systems, enjoy access to the natural heritage system, and have access to regional-scale commercial, institutional, recreational, and office facilities...Midtown Oakville will foster a community where pedestrians and cyclists feel safe, and public transit predominates over the use of single occupant vehicles.*

Section 20.2 of the draft OPA sets out the objectives for Midtown Oakville, including creating transit-supportive community (Policy 20.2.1), creating a vibrant and complete community (Policy 20.2.2) and achieving the Midtown Goals in a timely manner (Policy 20.2.3).

With respect to growth targets, Policies 20.3.4(b) and (c) provide that the Town's growth target is to achieve a minimum gross density of 200 residents and jobs combined per hectare – a combined total of 20,000 residents and jobs by 2031, while ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.

## Development Concepts/ Precincts

The draft OPA divides Midtown Oakville into five precincts. The Midtown Oakville TOC Lands fall within the Trafalgar Precinct (see **Figure 50**, Schedule L1). Policy 20.3.2 provides that the Trafalgar Road precinct will develop with a mix of land uses in a highly walkable community of Midtown Oakville. This Precinct will accommodate a mix of office, civic, cultural, residential, and recreational uses and public spaces.

The policy also adds that:

- major civic and post-secondary institutional investment that benefits from this area's multi-modal transportation system is strongly encouraged;
- civic and community uses, complemented by public open spaces, are intended to become landmark features of the community;
- at-grade retail space is intended along local streets to serve the needs of residents, workers and visitors to Midtown Oakville, as well as create an active street life;
- office uses should be located close to the Oakville Station and transit terminal, providing easy and convenient connections for commuters;
- an event centre may provide recreational and leisure space;
- Trafalgar Road will be improved through landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville;
- public multi-use trail (including an overpass north of Cross Avenue) connecting Midtown Oakville west and east of Trafalgar Road;
- development that supports frequent bus operations along Cross Avenue to provide reliable access to and from the transit hub.

## Land Use Policies

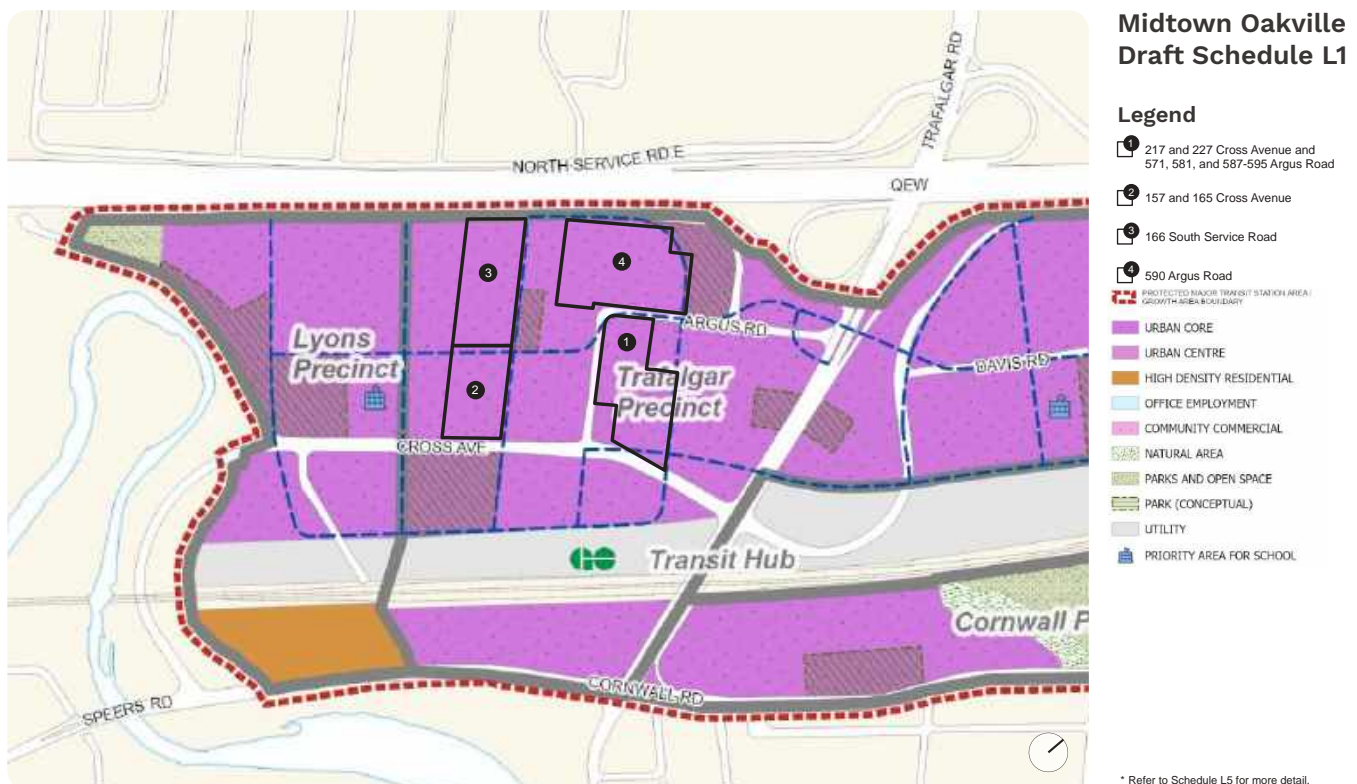
Section 20.4 of the draft OPA sets out land use policies in Midtown Oakville. The TOC Lands are designated *Urban Core* (see **Figure 50**).

Policy 20.4.1 of the draft OPA set out general policies for land use and provides that the predominant use of land within Midtown Oakville shall be mixed use, transit-supportive development.

The general policies also speak to housing, in particular, Policy 20.4.1(f)(i) provides that where residential uses are permitted, such development should include:

- mid-rise and tall building types, and unit sizes that can accommodate a variety of households, including those with children and residents at different stages of life;
- amenities designed for households with children as well as older adults;
- non-market housing, including emergency, transitional, supportive housing, special needs housing, and affordable housing; and,
- purpose-built rental housing.

With respect to affordable housing, Policies 20.4.1(f)(ii) provides that when and where in effect, development shall provide affordable housing in accordance with the Town's inclusionary zoning policies and provisions. Policy 20.4.1(f)(iii) adds that multi-unit development with 20 units or more, shall provide, at a minimum, 35% of the units in the form of 2 or more bedrooms. However, *special needs housing* is exempt from policy 20.4.1 (f) (iii).

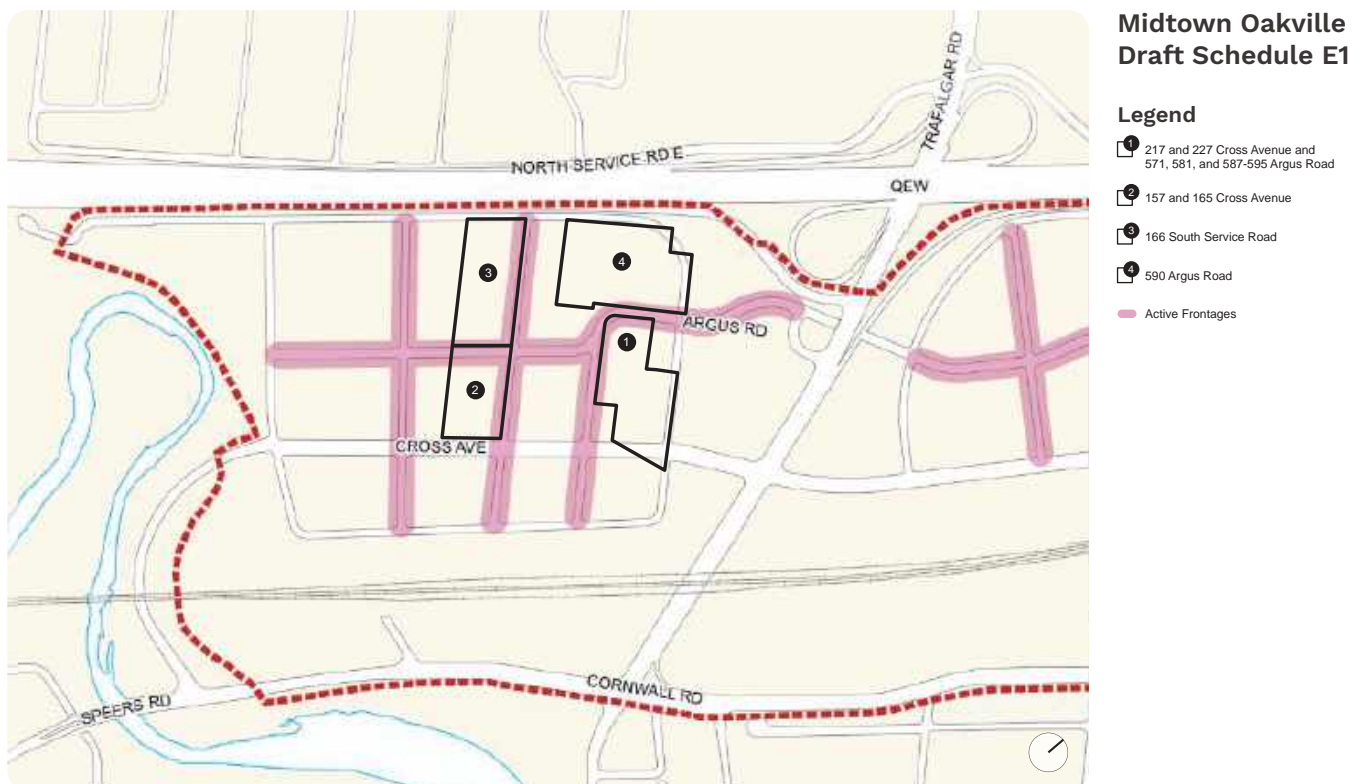


**Figure 50** - Draft Midtown Official Plan Amendment, Schedule L1 (Land Use)

With respect to non-residential uses, Policy 20.4.1(g)(iii) provides that redevelopment on sites with existing non-residential uses shall provide for the replacement of all existing non-residential gross *leasable floor area*. Policy 20.4.1(g)(iv) adds that the replacement of all existing non-residential gross leasable floor area 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 relevant Precinct can support the long-term employment objectives of this Plan.

Policy 20.4.1(h) speaks to active frontages. In this respect the Midtown Oakville TOC Lands are located on streets that are require buildings to have active frontages (see **Figure 51** – Figure E1, Active Frontages). The policy provides that:

- buildings with active frontages identified in Figure E1 shall provide deeper setbacks to the public realm, and be designed in accordance with *Designing Midtown*;
- a minimum of 70% of the public realm frontage along the ground floor of the building shall be devoted to active at-grade uses, such as: commercial, recreational, entertainment, retail, office, community services and facilities, and institutional uses; and
- the minimum at-grade activation 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 active at-grade use on a Precinct-level basis can support the long-term employment objectives of this Plan.



**Figure 51** - Draft Midtown Official Plan Amendment, Schedule E1 (Active Frontages)



## Urban Core Land Use Designation

The policies pertaining to the *Urban Core* land use designation are within Policy 20.4.2(b). The policy provides that in addition to permitted uses provided in Part D Sub-Section 12.5.1 of this Plan, lands designated *Urban Core* are subject to the following policies:

new development shall provide a minimum of 18 percent of the total proposed gross floor area as non-residential uses, such as cultural, community, retail, commercial, and/or office, integrated within a mixed-use building or as a stand-alone building;

the minimum non-residential 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 applicable Precinct can support the long-term employment objectives of this Plan; and,

on large sites where more than one building is proposed on a phased-in basis, and the non-residential GFA is proposed after the first phase, the Town shall secure commitments to establish the non-residential development at a subsequent phase through holding provisions, agreements registered on title, and/or other means to the satisfaction of the Town.

### Public Realm

With respect to the public realm, Policy 20.5.1(b) provides that a major feature of Midtown Oakville shall be its public realm – comprised of public streets, parks and open spaces, including privately-owned publicly accessible open spaces. It adds that:

- 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 for Midtown Oakville;

- buildings shall be oriented to, and have their main entrance(s) facing, the public realm;
- buildings located along all Active Frontage streets shown on Figure E1 shall provide strategic setbacks, and step-backs to achieve appropriate streetwalls designed to frame the street and provide a comfortable pedestrian-oriented environment;
- streetscapes shall reinforce the active transportation-oriented and urban environment and provide a seamless interface between the public and private realms;
- landscaping shall be incorporated into private development to enhance the pedestrian experience and contribute to the area's identity;
- public art that connects with the history of Midtown Oakville and the emerging culture of this area and Oakville overall is encouraged in strategic locations that create view termini, as well as animate streets, parks, squares, and building frontages; and
- service access points, loading and any visible waste collection/management areas shall be located and designed to minimize physical and visual impact on sidewalks and publicly accessible open spaces.

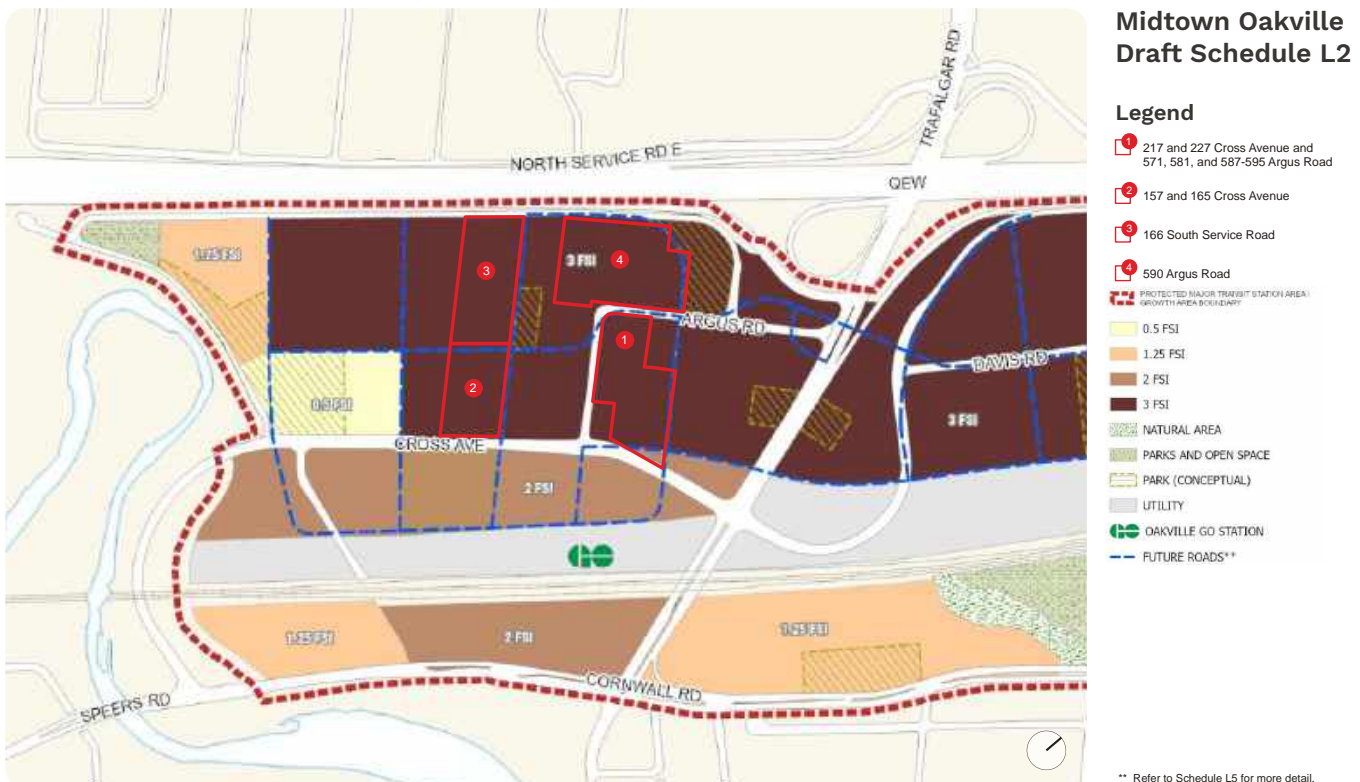
### Parks and Open Spaces

With respect to Parks and Open Spaces, Schedule L1 conceptually illustrates the parks and open space system in Midtown Oakville (see **Figure 50** above). In this respect, there are no parks or open spaces illustrated on the Midtown Oakville TOC Lands. Policy 20.5.1(c)(iii) provides that the location and delivery of public parks and open spaces shall be coordinated as development progresses to ensure that parks and open spaces are provided for new residents and employees as needed.

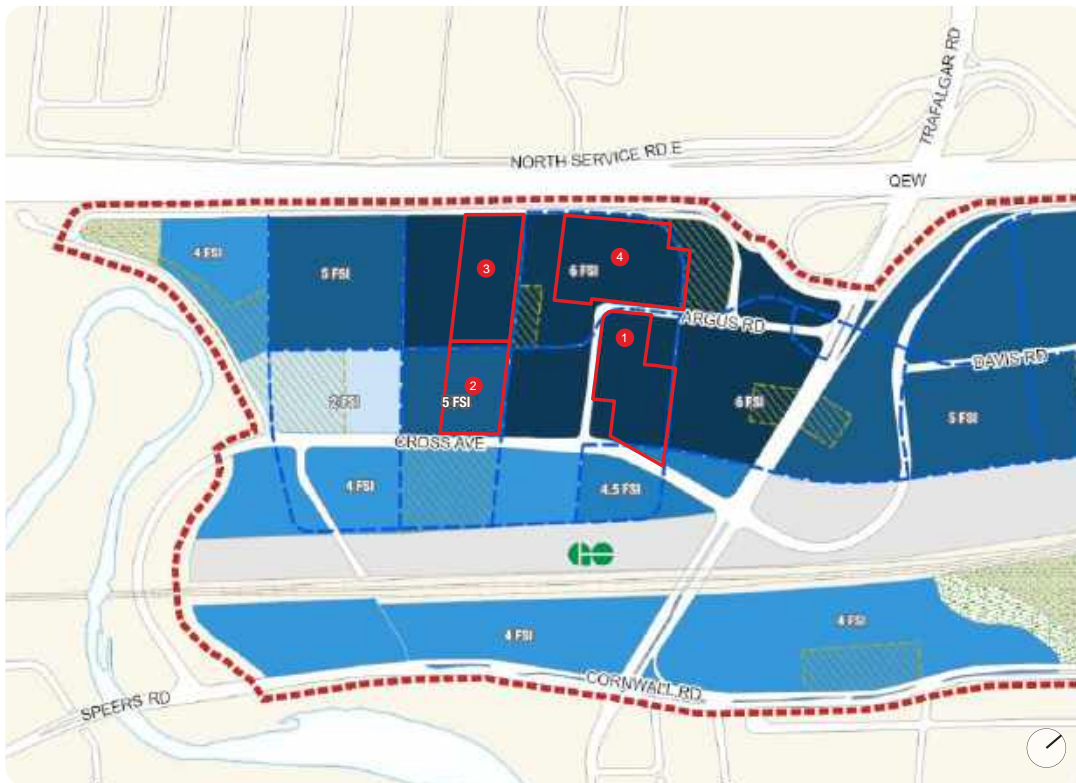
## Site Density and Building Height

Schedule L2 illustrates the Midtown Oakville Minimum Density while Schedule L3 illustrates the Midtown Oakville Maximum Density. The majority of the Midtown Oakville TOC Lands are permitted to have a minimum density of 3.0 FSI and a maximum density of 6.0 FSI. However, Site 2 is assigned a maximum density of 5.0 FSI (see **Figures 52 and 53**, Schedules L2 and L3). Policy 20.5.1(e)(vii) provides that where this Plan is implemented by a Community Planning Permit (CPP) By-law, a Community Benefits Charge by-law is not applicable. The CPP by-law may establish maximum density and/or height thresholds after which community benefits or cash-in-lieu of those benefits are required as a condition of development permit issuance. Such threshold rates shall be lower than the maximum provided on Schedule L3 and must exceed the minimum density established in Schedule L2, and in accordance with section 28.15 of the Official Plan.

With respect to building heights, Schedule L4 illustrates "as of right" building height thresholds, and the Midtown Oakville TOC Lands are permitted heights between 5- to 20-storeys (see **Figure 54**, Schedule L4). Policy 20.5.1(f)(i) provides that additional height beyond the threshold may be permitted through a development permit or through a rezoning application, subject to: the maximum density for the site is not exceeded, and community benefits or cash-in lieu of benefits are provided in accordance with town by-laws.



**Figure 52** - Draft Midtown Official Plan Amendment, Schedule L2 (Minimum Density)



### Midtown Oakville Draft Schedule L3

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road

PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY

- 1 FSI
- 2 FSI
- 2.5 FSI
- 3 FSI
- 4 FSI
- 4.5 FSI
- 5 FSI
- 6 FSI
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)
- UTILITY
- OAKVILLE GO STATION
- FUTURE ROADS\*\*

\*\* Refer to Schedule L5 for more detail.

**Figure 53 -** Draft Midtown Official Plan Amendment, Schedule L3 (Maximum Density)



### Midtown Oakville Draft Schedule L4

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road

PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY

- 5\* - 20 STOREYS\*\*
- 5\* - 12 STOREYS\*\*
- 5\* - 10 STOREYS\*\*
- 2 STOREYS MIN\*
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)
- UTILITY
- OAKVILLE GO STATION
- FUTURE ROADS\*\*

\* Refer to Part E, Section 20.5.1(f)(iii) for exceptions to the minimum Height Requirement  
 \*\* Additional Building Height may be permitted in accordance with Part E, Section 20.5.1(f)(i)  
 \*\*\* Refer to Schedule L5 for more detail.

**Figure 54 -** Draft Midtown Official Plan Amendment, Schedule L4 (Building Height Thresholds)

## Urban Design and Built Form

With respect to tall buildings, Policy 20.5.1(g) sets out policies for tall buildings and provides that:

- 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;
- multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another in order to create variation in building height and a distinctive skyline for Midtown Oakville;
- 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;
- for tall buildings along public streets or publicly accessible amenity space, a stepback between the podium base and tower portion should be provided to reinforce the character of the public realm;
- for tall buildings, the floorplate of each tower (the portion of the building above the base or podium) shall provide a slender tower profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline;
- 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 25<sup>th</sup> storey, as applicable; and
- the distance between facing walls of podiums, where there are windows on both building faces, shall generally be a minimum of 15 metres.

Policy 20.5.1(h) speaks to building setbacks and provides that setbacks from a building to public streets should be landscaped spaces or extensions of the public boulevard that contributes to the character of an area. Policy 20.5.1(j) addresses to building orientation and states that buildings shall be designed and sited to maximize solar energy, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.

With respect to block design, Policy 20.5.1(l) provides that:

- development blocks are formed by the planned transportation street network and each development block shall be designed comprehensively;
- where properties within a block cannot be consolidated so that development may be coordinated, development on a portion of a block shall not preclude the development of the remainder of the block in accordance with this Plan; and
- mid-block connections, as conceptionally shown on Schedule L6, should be provided within large blocks.

## Mobility

Section 20.5.2 of the draft OPA sets out mobility policies within Midtown Oakville, including road, active transportation mid-block connections and parking.

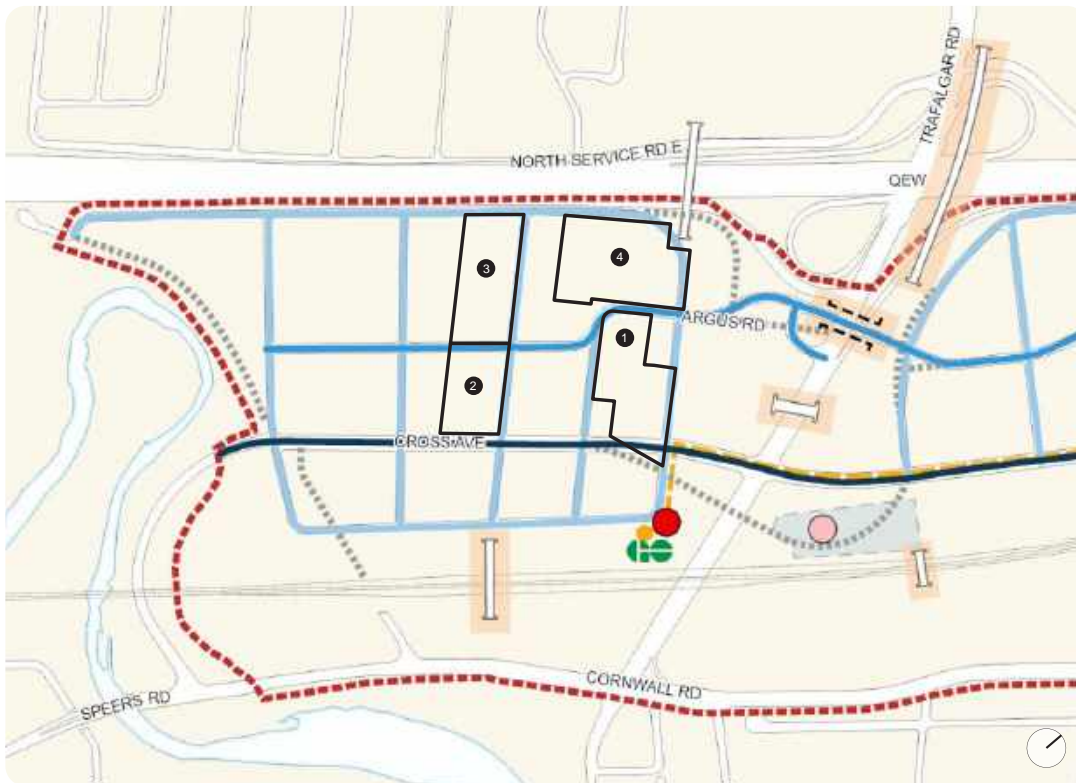
Schedule L5 illustrates the Midtown Oakville proposed Transportation Network (see **Figure 55**, Schedule L5). Cross Avenue is identified as a future arterial with a planned right-of-way width of 36 metres. The segment of Argus Road abutting the Midtown Oakville TOC Lands is identified as a future collector road with a planned right-of-way width of 26 metres. South Service Road East, as well as the numerous proposed additional roads that traverse the Midtown Oakville TOC Lands, are identified as future local roads with planned right-of-way widths of 20 metres.

The Midtown Oakville proposed Active Transportation Network is illustrated on Schedule L6 (see **Figure 56**, Schedule L6). Schedule L6 shows Off-Road Active Transportation Connections that traverse through the 207CROSS, 157CROSS and 166SSR. Additionally, it illustrates that cycling infrastructure is proposed on Cross Avenue, Argus Road, South Service Road East and the future 20-metre local road to the east of 217CROSS.

The Off-Road Active Transportation Connections are mid-block connections. Policy 20.5.2(c) provides that:

- development shall promote safe, barrier-free, convenient, and predictable mid-block connections;
- the location of mid-block connections should relate to the placement of the buildings, and align with existing or planned transportation (including active transportation) circulation routes;
- mid-block connections may be publicly or privately owned and shall be publicly accessible;
- mid-block connections may be used to support site servicing or site access;
- mid-block connections should:
  - form uninterrupted connections through a block to allow for continuous transportation opportunities throughout Midtown Oakville;
  - be designed to be *universally accessible*;
  - include appropriate pedestrian-scaled lighting;
  - incorporate active transportation infrastructure including bicycle parking; and,
  - have appropriate and clear signage and way-finding; and
- shared vehicular access and service facilities should be provided internal to a block.

With respect to parking, Policy 20.5.2(d)(i) provides that the use of maximum parking standards shall be considered in the implementing by-law and through the planning approval process. It is the intent that the requirement and/or need to supply parking associated with development will progressively diminish as access to higher-order, frequent transit and *active transportation* facilities increases as Midtown Oakville becomes a complete community. Policy 20.5.2(d)(ii) adds that development shall provide structured parking, preferably below-grade.



### Midtown Oakville Draft Schedule L5

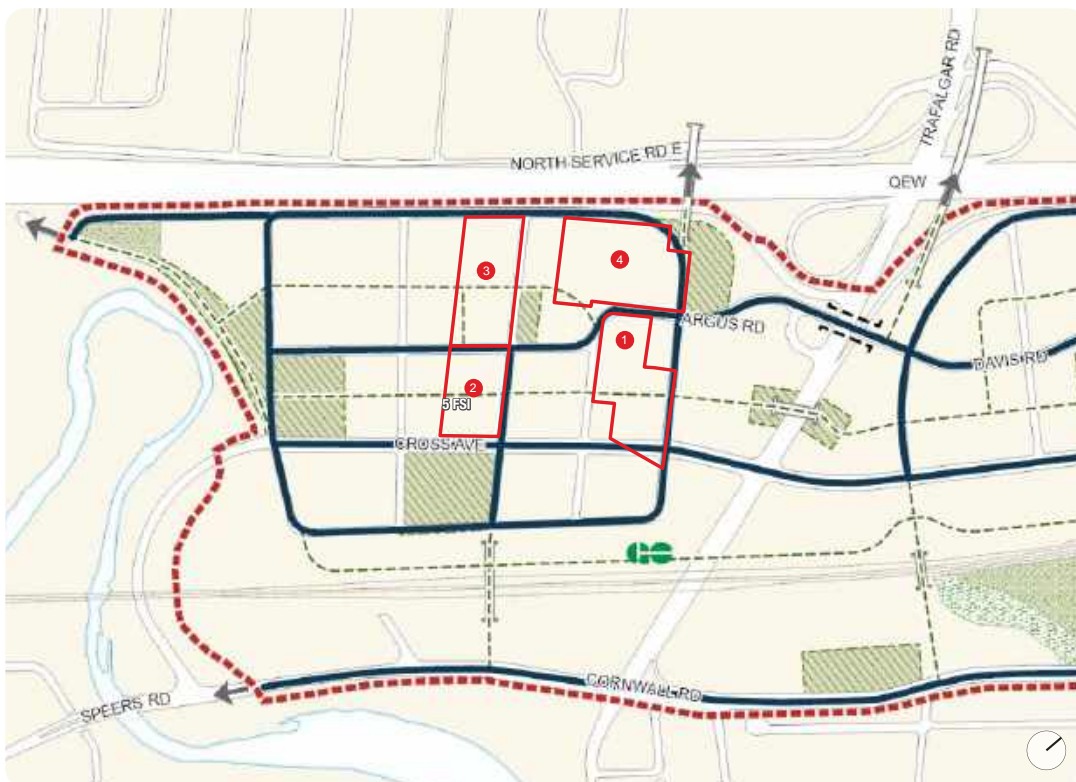
#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road

- PROTECTED MAJOR TRANSIT STATION AREA/ GROWTH AREA BOUNDARY
- PROPOSED TO BE REVOKED
- FUTURE LOCAL ROAD (20M)
- FUTURE COLLECTOR (20M)
- FUTURE MAJOR ARTERIAL (30M)
- FUTURE ARTERIAL (80M)
- FUTURE STREET EXTENSIONS OUTSIDE OF MIDTOWN BOUNDARY
- FUTURE BRIDGE
- FUTURE UNDERPASS
- FUTURE ACTIVE TRANSPORTATION BRIDGE
- BRIDGE AND UNDERPASS ALIGNMENT SUBJECT TO FURTHER STUDY
- POTENTIAL FUTURE RAILWAY GRADE SEPARATION
- MAJOR TRANSIT STATION
- FUTURE PROTECTED STATION AREA
- TRAFALGAR BRT
- PROPOSED BRT STOP
- ALTERNATE BRT STOP (subject to further study)

\* This Schedule Depicts the Proposed Future Road Network. Final Alignment Subject to Further Study.

**Figure 55 - Draft Midtown Official Plan Amendment, Schedule L5 (Proposed Transportation Networks)**



### Midtown Oakville Draft Schedule L6

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road

- PROTECTED MAJOR TRANSIT STATION AREA/ GROWTH AREA BOUNDARY
- OFF-ROAD ACTIVE TRANSPORTATION CONNECTION
- CYCLING FACILITY WITHIN RIGHT-OF-WAY
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)
- FUTURE ACTIVE TRANSPORTATION BRIDGE
- FUTURE BRIDGE
- FUTURE UNDERPASS
- POTENTIAL ACTIVE TRAMIT CONNECTION
- MAJOR TRANSIT STATION

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

Note: Walkway Facilities to be Provided on both side of all Roadways.

\* This Schedule Depicts the Proposed Future Road Network. Final Alignment Subject to Further Study.

**Figure 56 - Draft Midtown Official Plan Amendment, Schedule L6 (Active Transportation)**

## Development Permit/ Community Planning System

The draft OPA also includes policies with respect to the Development Permit/Community Planning Permit System (“CPP”), which is intended to delete and replace Section 28.15 of the current Livable Oakville Official Plan. As it pertains to new development, Policy 28.15.10 provides that where the CPP by-law proposes conditions associated with permitting development at heights and/or densities that exceed maximum thresholds set for “as-of-right” development in exchange for community benefits, the CPP by-law shall include provisions regarding the proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height and/or density of development that may be allowed. Policy 28.15.11 adds that the facilities, services, and matters that may be provided by operation of these provisions include, but are not limited to, the following, and may be further specified in the by-law:

- public transit infrastructure, facilities, services and improved pedestrian access to public transit;
- public parking;
- affordable housing for a wide array of socio-economic groups;
- conservation and preservation of cultural heritage resources;
- protection and/or enhancement of natural features and functions;
- *public service facilities* and improvements to such *facilities*;

- parkland and improvements to parks;
- day care centres;
- public art;
- integration of office uses in mixed use developments;
- green buildings; and,
- other local improvements that contribute to the achievement of the Town’s building, landscape and urban form objectives as set out in this Plan and supporting documents.

With respect to Midtown Oakville, Policy 28.15.12 lists additional benefits that may be considered including:

- grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
- community facilities such as a creative centre, including studio, office, exhibition, performance and retail space, and a public library;
- improved local transit facilities and transit user amenities; and
- contributions towards a district/renewable heating/cooling/energy system.

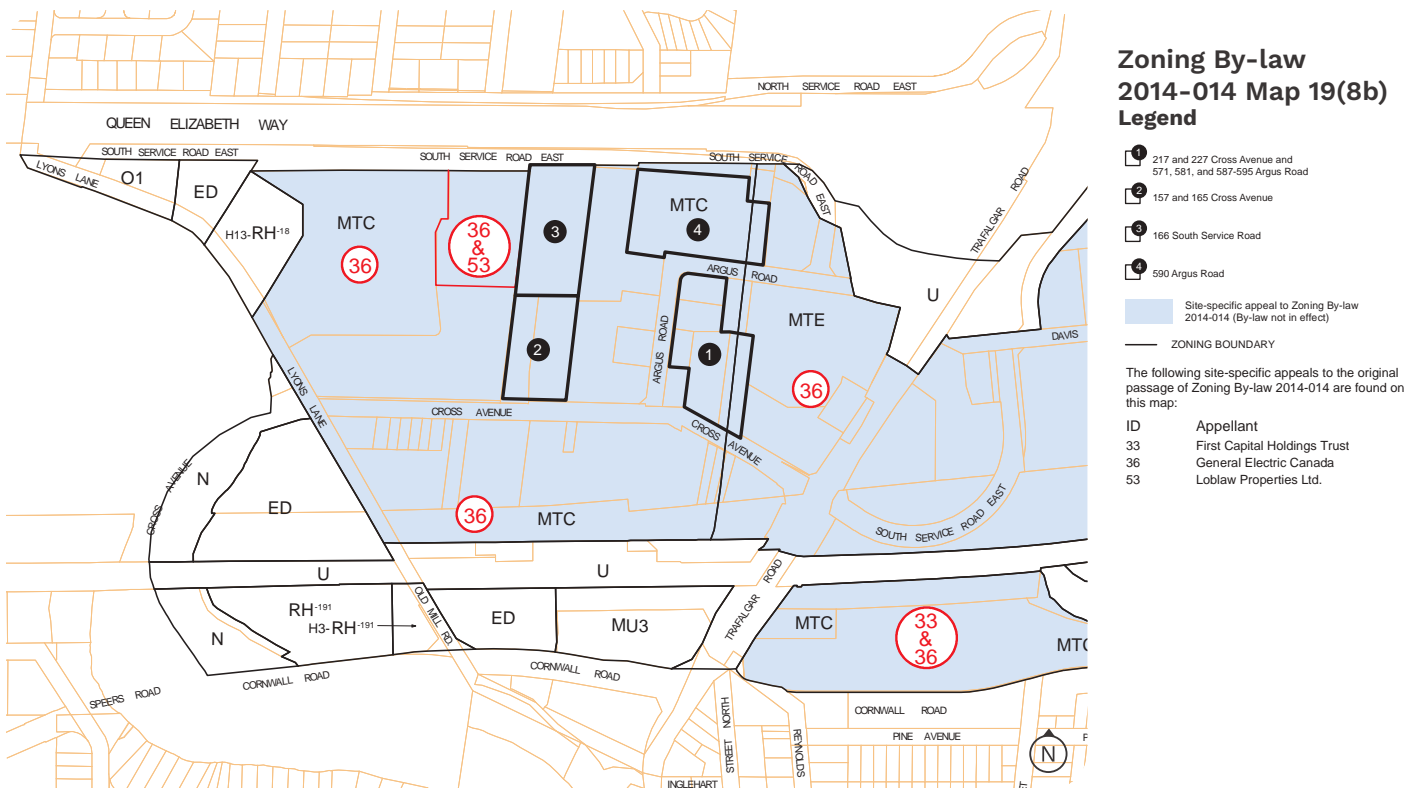
### 5.3.3 Town of Oakville Zoning By-law

The majority of the Midtown Oakville TOC Lands are zoned Midtown Transitional Commercial (MTC), in Zoning By-law 2014-014, as amended, however, portions of the TOC Lands are also zoned Midtown Transitional Employment (MTE) (see **Figure 57** - Town of Oakville Zoning By-law 2014-014 Map 19(8b)). We note that, the majority of Midtown Oakville land parcels are currently under appeal, and therefore is not in force.

The MTC and MTE zones permit a range of uses, including retail, service commercial, office, open space, employment, and community uses such as day care, art gallery, community centre, library, private school, stormwater management facility. However, residential uses are not permitted.

There are no specific zoning regulations in the Midtown Oakville Zones, including the MTC zone. Table 7.3 of the By-law provides that the regulations shall be as legally existing as of the effective day of this By-law.

Moreover, in 2023, the Town adopted By-law 2023-065, which amended Zoning By-law 2014-014 to make a number of housekeeping, technical and other modifications affecting various zones. Most notably, the definition of Floor Space Index is amended by deleting "net floor area" and replacing with "gross floor area". As well, a new definition for Floor Area, Gross has been added to mean the total area of all of the floors in a building measured from the exterior faces of the exterior walls, but shall not include an attic, basement or mechanical penthouse. The Oakville TOC Development Proposal, and the statistics discussed in this Report related to it, adhere the revised definitions set out in Zoning By-law 2014-014.



**Figure 57** - Town of Oakville Zoning By-law 2014-014 Map 19(8b)



## 5.3.4 Urban Design Guidelines

### Liveable by Design Urban Design Manual (2019)

On May 12, 2014, Town of Oakville Council endorsed the Liveable by Design Urban Design Manual, and it was updated in December of 2019. The Manual provides a comprehensive set of guiding design principles and urban design directives applicable Town-wide for all forms of development, redevelopment and capital projects. The Manual implements the policies in Section 6 (Urban Design) of Livable Oakville and applies to all development proposals that are subject to review and planning approval by the Town of Oakville.

The Manual specifically notes that it is intended to, among other things:

- i. visually articulate the design objectives set out in Livable Oakville;
- ii. set clear expectations for preferred design and development outcomes that achieve function and attractive design;
- iii. establish an assessment framework for the review of development proposals through the provision of detailed design directs to evaluate whether projects will be well-executed, function properly and enhance the public realm; and
- iv. provide design principles and direction tailored to specific context, land use and development form.

The Manual includes a section on tall and mid-rise buildings and provides guidelines with respect to the height of the base building, ground floor treatment, entranceways, frontage and setbacks, building base separation and side property setbacks, the middle portion of a building, relation to the building base, floorplate control and massing, tower spacing and orientation, the building top, transitions to adjacent surroundings, building detailing and materials and amenity areas.

Relevant guidelines include, but are not limited to:

- establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum height of 6-storeys (#1);
- Where a setback of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets (#2);
- enhance the building façade along the street edge by incorporating creative building elements that are compatible in style, scale and placement (#3);
- for ground floor commercial uses facing a public street incorporate a minimum first storey floor to ceiling height of 4.5m, a minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting (#4);

- within Growth Areas and along Intensification Corridors, design the main wall of the building to occupy a minimum of 85% of the façade zone along the length abutting a public street (#14);
- on a corner lot, design and mass the building main wall to wrap the corner and address both frontages and incorporate enhanced architectural treatment that highlight the corner, such as taller elements, protruding elements, and balconies (#15);
- 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 (#16);
- incorporate strategic setbacks from the property line in the façade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses (#17);
- setback buildings a minimum of 5.5m from a side property line at a minimum height that is based on 80% of total right-of-way width. This design direction does not apply to buildings that are six storeys or less (#18);
- for a tall building, stepback the middle component a minimum of 5m from the main wall of the building base (#23);
- on corner lots, at gateways, or within a view terminus, the building middle may extend down to ground level without a distinct building base (#24);
- for tall buildings, design the floorplate above the building base with maximum area of 750.0 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level (#25)
- in order to control results in slender tower design and lessens shadow and wind impacts at ground level, design the floorplate above the building base with maximum area of 750.0 square metres (#26);
- In order to provide enhanced privacy for building units and access to sky views and sunlight incorporate a minimum separation distance of 25.0m between building towers, whether located on the same or an adjacent property (#27);
- Design the architectural treatment of the rooftop to complement the overall building design and to integrate penthouses, stair towers, elevator towers and mechanical equipment. For rooftop equipment and enclosures taller than 2.0 metres in height, setback these elements to a minimum of 5.0 metres from all edges of the roof to reduce their visibility from the public realm (#31);
- For buildings abutting a low-rise stable residential area and parks/open spaces, setback the building a minimum of 7.5 from form the shared property line. Above the base building, (to a maximum of 10.5 metres above grade) incorporate stepbacks of the main wall to achieve appropriate transitioning (#35);
- For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit (#48).

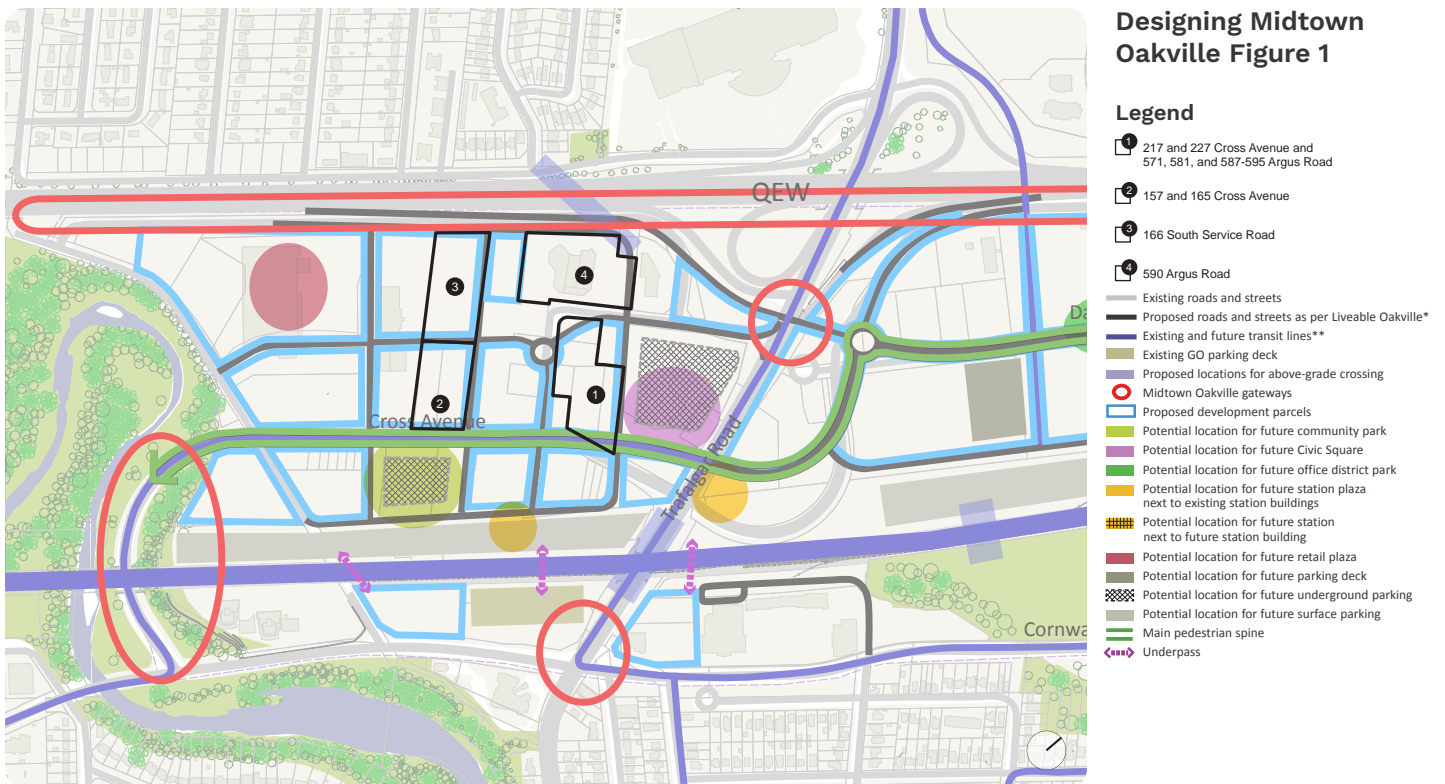
A detailed discussion and analysis regarding how the Midtown Oakville TOC proposal addresses sections of the Livable By Design Manual is provided in Section 6.0 and 7.0 of this report.

## Designing Midtown Oakville (2013)

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy which consisted of three major studies: the Midtown Oakville Class Environmental Assessment, Midtown Oakville Parking Strategy and Designing Midtown Oakville. The recommendations of these studies will inform updates to the Livable Oakville Plan and Zoning By-law 2014-014 to continue to support the long-term redevelopment of lands in Midtown Oakville. Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014. At the same time, a statutory public meeting was held to receive public input about town-initiated official plan and zoning by-law amendments to support the redevelopment of Midtown Oakville. Those amendments were subsequently put on hold.

Designing Midtown Oakville aims to guide the future look, feel and functional operations of Midtown Oakville. The document proposes a number of recommendations to guide the shape of public spaces, buildings, sidewalks, and roads, and also looks at how the Town of Oakville can best supply parking to this emerging community. A summary of key guidelines are outlines below.

The Guidelines recommend development blocks that are intended to accommodate developments considering the urban structure as outlined in the Midtown Oakville Growth Area policies of the Livable Oakville Official Plan. The blocks consider the transportation network, natural environment, and major transit infrastructure (see **Figure 58 – Urban Structure**).



**Figure 58 - Designing Midtown Oakville, Figure 1 (Urban Structure)**

## Transportation Guidelines

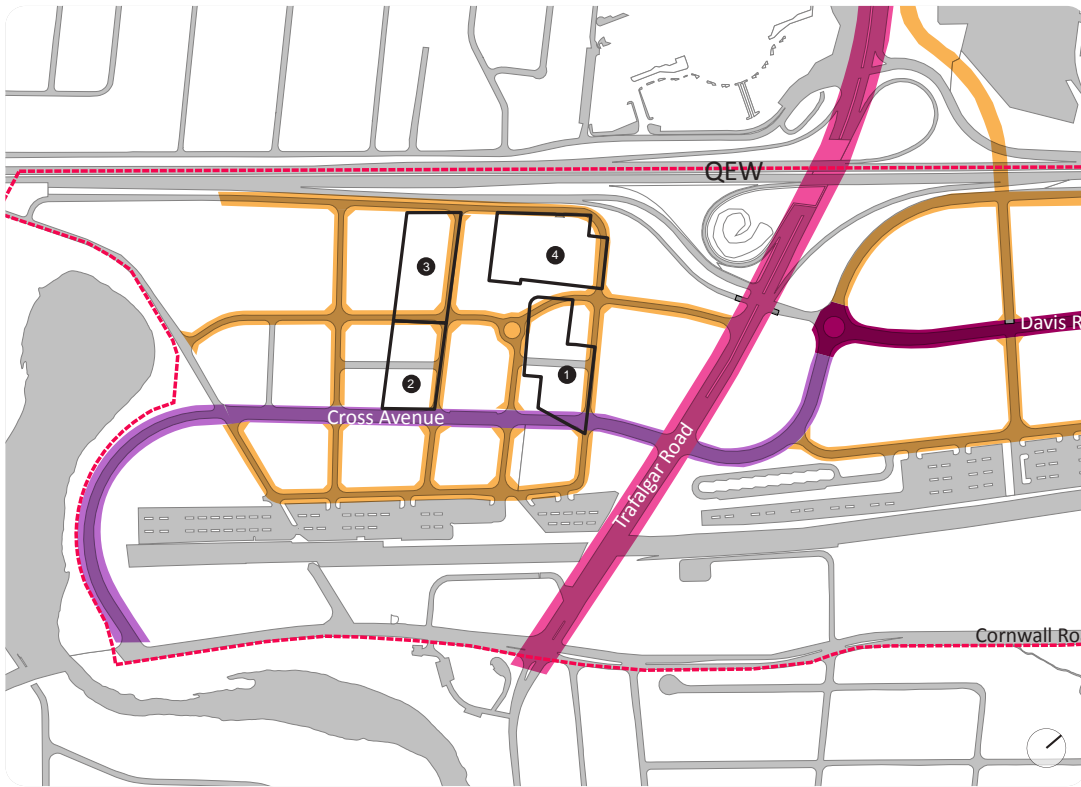
Cross Avenue is identified as being part of “Existing and future transit lines” and as the “Main Pedestrian Spine on Figure 1 (see **Figure 58**, Urban Structure). In Figure 2, Cross Avenue is identified as a “Traditional Main Street Right of Way”, whereas the planned future north south and east-west streets adjacent to the 157 Cross site are identified as a “Local Street Right of Way” (see **Figure 59**). As it relates to street design, Figure 3 identifies a proposed bike routes/lanes on Cross Avenue, and the planned future north-south and east-west roads adjacent to the site as part of Midtown’s proposed road network (see **Figure 60**).

Guideline 3.1.2 pertains to Cross Avenue, which is envisioned to be Midtown’s traditional main street, its primary pedestrian corridor and its primary function is to create a pleasant pedestrian experience. The guidelines indicate that Cross Avenue:

- should have 4 vehicle travel lanes and one turning lane;
- the north side of Cross Avenue could have permanent lay-by parking, while the south side should accommodate off peak-hours lay-by parking;
- new development should be set back from the front property line to accommodate street-animating activities like patios, restaurants, seating, and landscaping;
- the curb travel lanes should be wider to accommodate vehicles, buses, and bicycles.
- paved sidewalks should be minimum 2 metres wide;
- the planting and furnishing zone should be generously landscaped and provide ample benches and bicycle parking as well as public transit amenities (i.e., bus stops, shelters, and benches);
- special paving, bump outs and/or traffic tables may be utilized to indicate pedestrian crosswalks; and
- the building interface zone (setback) should be used for front landscaping to provide a transition between the public and private realms, while maintaining the character of the street.

Guideline 3.1.3 contemplates other alternatives for Cross Avenue in order to create a better streetscape and to increase the year-round use potential of the pedestrian zone. Additional guidelines that may be applied include:

- permanent lay-by parking can be located on the curb, beside the paved roadway.
- the number of lay-by parking spaces could be reduced during summertime;
- the remaining lay-by parking spaces can become an extension of the pedestrian realm for patios during mild weather seasons;
- bollards may be used to delineate the vehicle travel lane from the extended sidewalks during the mild weather seasons; and
- additional street furniture may be included in the seasonal sidewalk extension areas.

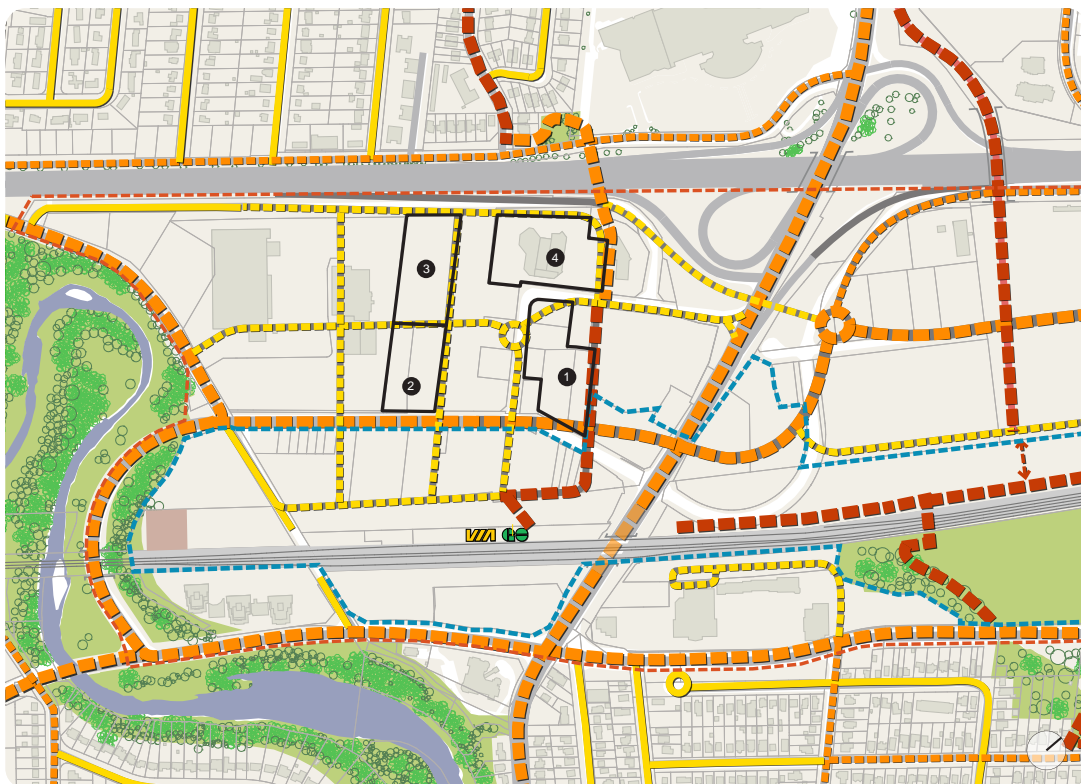


### Designing Midtown Oakville Figure 2

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- Local street right of way
- Traditional main street right of way
- Commercial / Employment Corridor
- Potential new street right of way with overpass
- Mixed use corridor street right of way
- New right of way for existing street

Figure 59 - Designing Midtown Oakville, Figure 2 (Street Right of Ways)



### Designing Midtown Oakville Figure 3

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- Existing road network
- Proposed road network
- Proposed bike routes / lanes (Liveable Oakville)
- Proposed new bike routes

\* Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study. The road network may be subject to change after the EA study is finalized.

Figure 60 - Designing Midtown Oakville, Figure 3 (Bicycle Network)

Guideline 3.1.8 provides recommendations for Midtown Local Streets, including the planned future streets adjacent to the site and Argus Road. According to the Guidelines, Midtown local streets are smaller scale residential streets and provide local access within the Midtown and enable movement through the district. The guidelines note:

- midtown local streets should have 2 bicycle friendly vehicle travel lanes;
- lay-by parking should be included on one side of the street;
- pedestrian crossings should be designed on traffic tables to calm traffic and enhance pedestrian safety;
- the building should be setback from the front property line to create space for landscaped entry zone and front-yard landscaping to complement the streetscape
- if the unit entry is higher than the street elevation, the development setback should be less wide compared to entry points at street level; and
- the pedestrian zone should be landscaped with trees and lighting.

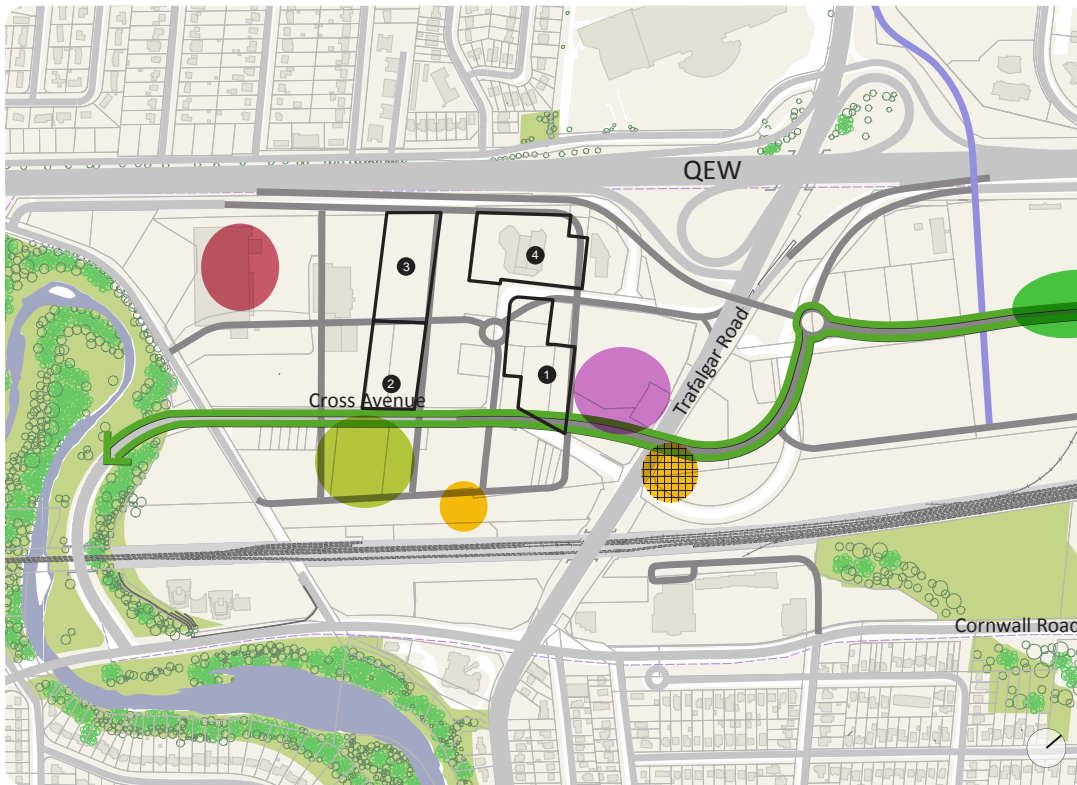
The guidelines also provide recommendations for a QEW pedestrian bridge and overpass. The bridge is to link Midtown and the residential neighbourhood to the north (Guideline 3.2.4).

Figure 23, Parks and Open Spaces of the Guidelines show that the block to the east of the Site, just west of Trafalgar Road, could be a potential location for a future Civic Plaza. Guideline 4.1.3 provides that the Civic Square will be the heart of Midtown's open space network (see **Figure 61**).

The Guidelines identify five (5) gateways to Midtown Oakville, which mark major entrances and important intersections (see **Figure 62**). The Midtown Oakville TOC Lands are located immediately south of the QEW Gateway. Section 5.4 acknowledges that the QEW highway can function as a gateway to the area, and although the highway itself does not provide a direct entrance to Midtown, the adjacency allows for emphasizing a sense of arrival to Midtown Oakville.

According to the Guidelines, the QEW Gateways is considered more of a visual gateway than a physical one. Key recommendations, as it relates to the QEW Gateways includes:

- the sense of entry will be created largely by tree planting on the south side of QEW;
- tree planting may be in form of double rows of trees along the south side of the QEW;
- use of unique species that are compatible with the local climate and which are sustainable and cost-effective are encouraged; and
- architectural design and buildings adjacent to the highway should provide a positive image of the Midtown Oakville

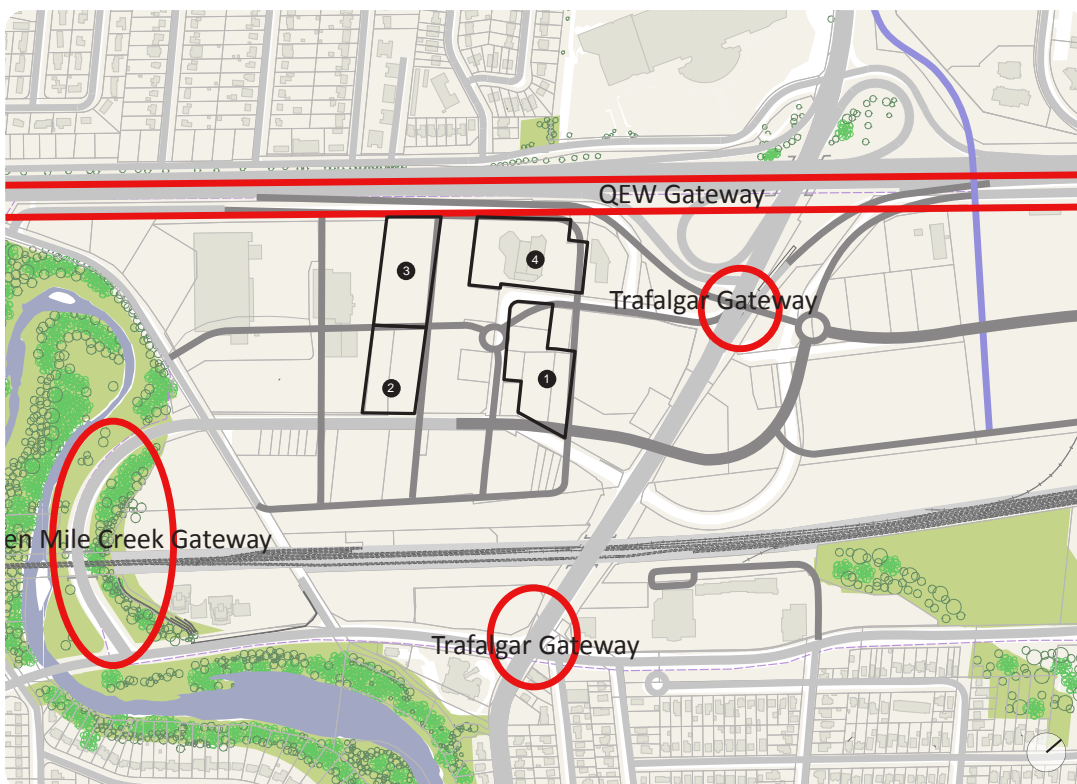


### Designing Midtown Oakville Figure 23

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- Potential location for future community park
- Potential location for future Civic Plaza
- Potential location for office district park
- Potential location for future station plaza next to existing station buildings
- Potential location for future station plaza next to future station building
- Potential location for future retail plaza
- Main pedestrian spine

Figure 61 - Designing Midtown Oakville, Figure 23 (Parks & Open Space)



### Designing Midtown Oakville Figure 31

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road

Figure 62 - Designing Midtown Oakville, Figure 31 (Midtown Oakville Gateways)

Section 6.1 of the Guidelines speaks to Lyons District and indicates that it will become a compact mixed use neighbourhood. Cross Avenue will be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings should be located in the vicinity of Sixteen Mile Creek and the railway. Similar to the Livable Oakville Official Plan, Figures 32 and 33 of the Guidelines identify the Midtown Oakville TOC Lands as both *Urban Core* and *Urban Centre*, with heights between 6 to 12 storeys and between 8 and 20 storeys (see **Figures 63** and **64**).

With respect to tall buildings, Guideline 6.1.3 indicates that tall buildings:

- may be up to 20-storeys as per the Livable Oakville Official Plan;
- are located at the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
- should minimize the impacts on avenues, parks, and low rise buildings;
- will provide appropriate transition to adjacent lower-scale buildings and area through angular plane, building separation, setback and stepback requirements; and
- should have 3 main elements: the podium (base) tower, and top floors.

Guideline 6.1.3.1 relates to podiums elements of tall buildings. Key recommendations include:

- podium heights will generally be a minimum 3-storeys, and the maximum height will equal to the street right-of-way width, however, the recommended height for podiums along narrow streets is 80% of the right-of-way; and
- the ground floor of podiums should generally have a minimum ground floor height of 4.5 metres to accommodate retail uses at-grade where possible, especially where retail is required (such as along Cross Avenue).

Guidelines 6.1.3.2 relating to towers indicates that:

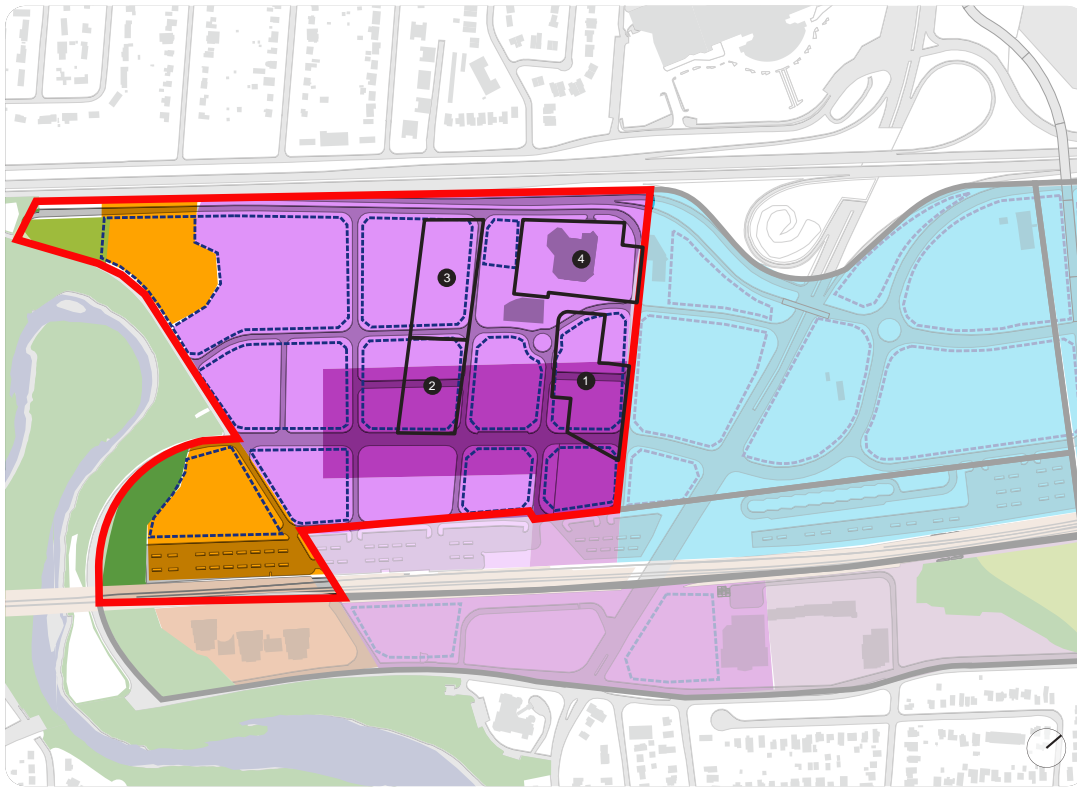
- any tower floorplate must fit within a 40 metre diameter circle to guarantee slender towers, thereby reducing the impact of tall buildings;
- towers should be setback a minimum of 5 metres from the edge of the podium, however, in some cases should be more;
- there should be a minimum separation of 30 metres between any two tower elements with less than 30 storeys, minimum 50 metres between towers over 30-storeys, and 25 metres between convex towers;
- towers should be oriented to create minimum shadow and wind impact; and
- tower orientation should guarantee the preservation of vistas and key view corridors.

As it relates to the top floors of towers, Guideline 6.1.3.5 provides that top floors should be designed to achieve a distinctive skyline profile, and architectural methods should be used to highlight the top floor of tall buildings while keeping material consistency and harmony with the rest of the building.

With respect to tall buildings adjacent to other properties, key recommendations from Guideline 6.1.3.3 state that:

- tall buildings should have a minimum 15 metre setback from the adjacent properties if they are below 30-storeys, a minimum 25 metre setback from the adjacent properties if they are over 30-storeys, and a minimum of 12.5 metre if they are convex towers; and
- the minimum separation should be minimum 30 metres between towers below 30-storeys, minimum 50 metres between towers over 50-storeys and a minimum of 25 metres if between convex towers.



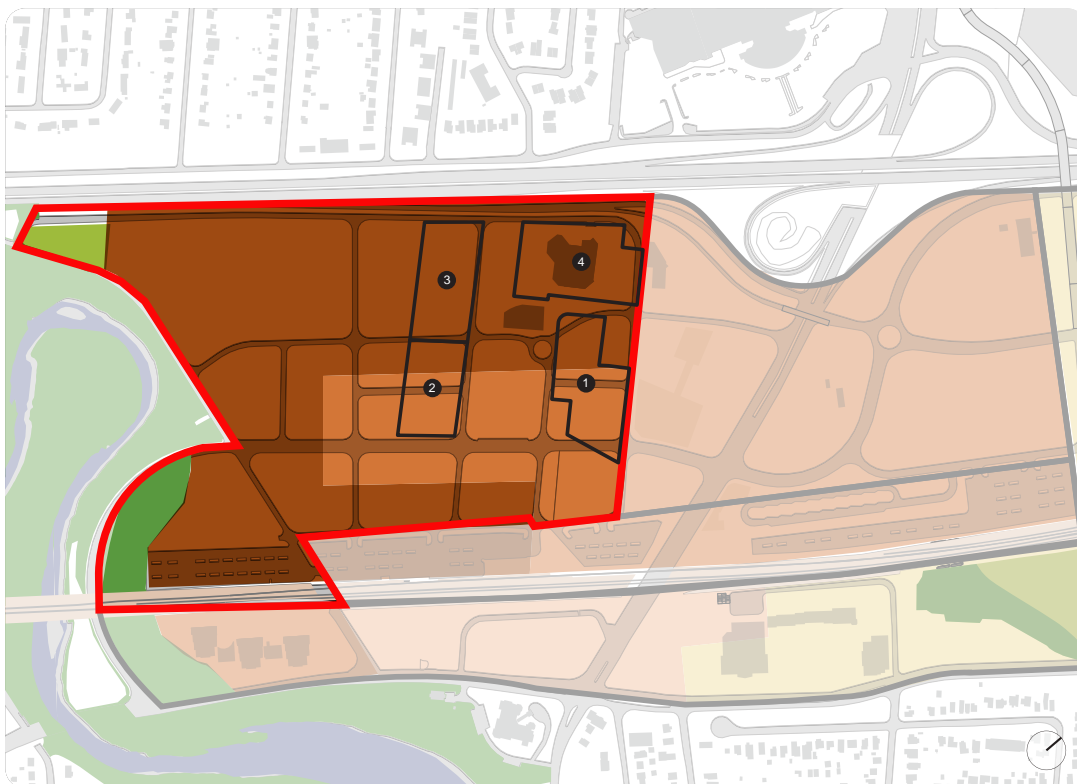


### Designing Midtown Oakville Figure 32

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- High density residential
- Urban core
- Urban centre
- Natural area
- Parks and open spaces

**Figure 63** - Designing Midtown Oakville, Figure 32 (Land Use Plan)



### Designing Midtown Oakville Figure 33

#### Legend

- 1 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road
- 2 157 and 165 Cross Avenue
- 3 166 South Service Road
- 4 590 Argus Road
- 6-12 storeys
- 8-20 storeys
- Natural area
- Parks and open spaces

**Figure 64** - Designing Midtown Oakville, Figure 33 (Building Height Plan)

Guideline 6.1.4.1 speaks to at-grade retail and indicates that:

- retail at-grade should have a distinct entrance and address from the main street;
- in cases where there are patios on main streets the pedestrian clear way should be maintained without any interruption;
- retail facades should use of transparent materials;
- retail units should have clear signage facing the main streets;
- features that provide continuous weather protection, such as canopies, are encouraged;
- canopies and signs must not encroach into the public right-of-way; and
- landscape treatments, planters and paving that extend public walkways are encouraged within the commercial setback.

Section 7 of the guidelines provides recommendations for parking. Guideline 7.1 speaks to underground parking and indicates that underground parking should be provided for residential development, specific guidelines include:

- access to parking should be via public streets or private driveways;
- the design of parking areas should maximize safety and security;
- access to and from parking areas should be controlled;
- visitor parking should be separated from resident parking;
- garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas; and
- shared parking should be encouraged between residential and commercial uses.

A detailed discussion and analysis on how the Oakville TOC Development Proposal addresses sections of the Designing Midtown Oakville Guidelines is provided in Section 6.0 and 7.0 of this report.



6

Planning  
Analysis

## 6.1 Intensification

The proposed mixed-use intensification on the Midtown Oakville TOC Lands is appropriate, desirable, and supportive of policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Transportation Plan, the Region of Halton Official Plan and the Town of Oakville Official Plan, all of which promote significant intensification on sites that are identified as strategic growth areas and sites that are well served by municipal infrastructure, particularly higher-order transit. As it relates to the emerging Provincial framework, the Oakville TOC Development Proposal conforms with the emerging land use planning directives set out in the Provincial Planning Statement. In this regard, the Oakville TOC will implement the emerging Provincial policies, which place a greater emphasis on increasing the supply and availability of housing to residents in the largest and fastest-growing municipalities (which includes the Town of Oakville).

The TOC Lands are located within the boundary of Midtown Oakville, an identified strategic growth area, urban growth centre and major transit station area as per the in-force Provincial, Regional and local municipal policy documents. At the Provincial policy level, the Growth Plan directs that urban growth centres will be planned to accommodate significant population and employment growth, and that in particular, Midtown Oakville will be planned to achieve a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier (our emphasis). This target has also been set out in the Regional Official Plan Amendment No. 49. The Growth Plan further provides direction for growth to be focused in locations with existing or planned transit, with a priority on higher-order transit where it exists or is planned. In this regard, the Midtown Oakville TOC Lands are located within the Oakville GO major transit station area (located approximately 150 metres north of the station) and within approximately 150 metres west of the planned BRT Line along Trafalgar Road.

The Growth Plan directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station (our emphasis). As mentioned in this Report, the Region of Halton recently completed their delineation of Major Transit Station Areas through ROPA 48, which identified the Midtown Oakville TOC Lands as being within the Midtown Oakville GO UGC/MTSA.

In our opinion, the Oakville TOC Development Proposal conforms to the Growth Plan's intensification policies as it directs significant intensification and growth to built-up areas including major transit station areas on priority transit corridors while focusing intensification in a transit-supportive manner, reducing reliance on the private automobile. Furthermore, Bill 23 (*More*

*Homes Built Faster Act, 2022*) seeks to advance the Province's plan to address the housing crisis by building 1.5 million homes over the next decade, of which 33,000 homes are targeted within the Town of Oakville. The proposed intensification of the Midtown Oakville TOC Lands will support the achievement of this target and provide additional ridership to the existing and planned public transit network.

From an Official Plan perspective, there is strong policy support for new intensification within the Midtown Oakville Urban *Growth Area*. Midtown Oakville is a prominent location identified as suitable for intensification which provides for a concentration of mixed uses and higher densities. Policy 4.1 provides that the majority of intensification in the Town is to occur within *Growth Areas*, which includes Midtown Oakville as the primary *Growth Area* that will accommodate the highest level of intensification. Midtown Oakville is intended to be a pedestrian-oriented walkable, transit-supportive, mixed use urban centre, which provides for high density housing, offices and a mixture of retail and service commercial areas.

In addition, the Liveable Oakville Plan designates the Midtown Oakville TOC Lands as both *Urban Centre* and *Urban Core*, which are within the Mixed Use land use category. Liveable Oakville provides that Mixed Use designations provide residential, commercial and office uses in an integrated and compact urban form at higher development intensities. Furthermore, the Liveable Oakville Plan promotes higher density development in proximity to municipal services and infrastructure, particularly transit services. In our opinion, the Midtown Oakville TOC Lands, which are approximately 150 metres north of the Oakville GO Station and west of the future Trafalgar BRT line on Trafalgar Road are underutilized in its current form. Residential/mixed use intensification

of the Midtown Oakville TOC Lands will contribute to the policy objectives for Midtown Oakville as a mixed use centre and will support the existing and future transit infrastructure. Further, the intensification of these lands will support transit ridership, assist in establishing the role of Midtown Oakville as a desirable living area and contribute to the achievement of minimum population and job forecasts for the Town as set out in the Growth Plan and the Official Plan.

With respect to the 2024 Provincial Planning Statement, the Midtown Oakville TOC Lands continue to be a location in which intensification is prioritized. The Midtown Oakville TOC Lands are located in a "strategic growth area" and "major transit station area", both of which are intended to accommodate significant population and employment growth. In terms of the TOC's lands proximity to the Oakville GO Station, the 2024 PPS encourages planning authorities to promote development and intensification within major transit station areas by planning for land uses and built form that supports the achievement of minimum density targets (Policy 2.4.2.3(a)). We will note that the 2024 PPS explicitly acknowledges that its density targets, which are often a driver of intensification, are to be considered *minimums* that planning authorities are encouraged to go beyond.

In summary, the proposed development supports existing and emerging Provincial, Regional and local municipal objectives and policies for intensification within the built boundary, strategic growth areas, and in proximity to higher order transit. In our opinion, the proposed intensification is consistent with the PPS, conforms with the Growth Plan, the Halton Region Official Plan and the Liveable Oakville Plan. The Oakville TOC Development Proposal conforms with the planning objectives set out in the new Provincial Planning Statement 2024.

## 6.2 Land Use

The Oakville TOC Development Proposal will include a broad mix of land uses including residential, retail/commercial, and office uses, community-oriented uses such as a daycare and YMCA facility, and open space uses in the form of privately-owned publicly accessible spaces, all of which are in keeping with the land use permissions set out in the Livable Oakville Plan, which permits a broad range of residential and commercial uses and open space uses on the site. The proposed mix of uses will serve both existing and future residents in the surrounding community.

The developments contained in the Oakville TOC Development Proposal will provide for a range of housing types, sizes and tenures (including affordable housing) for existing and future Town residents, and will contribute to the diversification of the overall housing stock in the Town of Oakville. The Oakville TOC will provide an opportunity for residents to live close to retail, services and employment, as well as access to public transit and active transportation routes. A fulsome analysis of the residential component of the Oakville TOC is provided in Section 6.3 of this Report. The residential units provided through the Oakville TOC will be supported by the retail / commercial, office uses, and community-oriented uses found within the podium elements.

In addition to the uses described above, the Oakville TOC Development Proposal will contribute to the expansion of Midtown's public realm through the provision of at-grade POPS and pedestrian mid-block connections, as well as the conveyance of lands for the widening of Cross Avenue, the realignment of Argus Road and the establishment of several new, local streets. Approximately 0.75 hectares of privately-owned publicly accessible spaces have been proposed across the Oakville TOC. These spaces will serve as an extension of the public realm, allowing pedestrian life and activity to seamlessly integrate into the interior of the TOC Lands, and vice versa. The proposed contributions to Midtown's road network will in turn positively contribute to the expansion of the public realm by providing new sidewalks and pedestrian-scaled streetscapes.

As discussed in Section 5.3.1 of this Report, the Livable Oakville Plan provides that the Midtown Growth Area will absorb a significant amount of intensification through a mix of uses, including housing. The Livable Oakville Plan provides that mixed use development will be focused on lands located within the Growth Areas, and along identified corridors. Midtown Oakville is intended to be developed as a mixed use centre with transit supportive development. Section 20 of the Livable Oakville Plan provides that Midtown Oakville will be developed as a new complete community with a mix of residential, commercial, employment, civic, institutional, cultural, and recreational uses, complemented by public open space. Furthermore, Policy 20.3.3 provides that Lyons District is to evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. In our opinion, the proposed mix of uses in a compact transit-oriented built form conforms with this policy direction. The Oakville TOC Development Proposal is consistent with the planned mix of residential, retail, office and community uses anticipated for the TOC Lands.

Section 5.3.2 of this Report summarized the Town's review of Livable Oakville, and in particular, it's review of the Midtown Oakville Growth Area policies. The September 2024 Draft Midtown Official Plan Amendment supports the provision of a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art to create a transit-supportive community. Notwithstanding the status of the September 2024 Draft Midtown OPA, it is our opinion that the Oakville TOC Development Proposal is in keeping with the overarching land use objectives of the Draft OPA, which is to achieve a range and mix of uses within Midtown. The Oakville TOC Proposal will contribute to the diversification of land uses in Midtown through the provision of new residential units, retail / commercial and office uses, as well as community-oriented uses (i.e. the daycare and YMCA facility), and open space uses.

With respect to the Provincial Planning Statement, it is our opinion that the Oakville TOC Development Proposal will contribute to the range of housing options in the Town of Oakville through transit-supportive developments. The Oakville TOC Development Proposal will efficiently use land that is in proximity to existing and planned transit infrastructure and will support the achievement of complete communities by providing new housing units and a range and mix of land uses that will meet the requirements of current and future residents.

From a zoning perspective, the Midtown Oakville TOC Lands are zoned Midtown Transitional Commercial (MTC) and Midtown Transitional Employment (MTE), in accordance with By-law 2014-014. In this regard, the MTC and MTE zones permit a range of retail, service commercial, office, open space and community uses but do not permit residential uses. It is our opinion that the existing zoning framework applying to the Midtown Oakville TOC Lands are outdated, and do not reflect the Province's nor the Region's or Town's policy directions for land use planning which seek to provide for a mix of land uses, including residential, on lands that are in proximity to higher-order transit.

In our opinion, the Oakville TOC Development Proposal contemplates a master planned, mixed use development that is consistent with and conforms with Provincial policies and plans, the Regional Official Plan, and the Livable Oakville Plan with respect to the permitted land uses. The proposed mix of residential and non-residential uses such as office, retail, commercial and community uses, are in keeping with the *Urban Centre* and *Urban Core* designations and will contribute to the goals and objectives for Midtown Oakville Growth Area.

## 6.3 Housing

The Oakville TOC Development Proposal will provide for a range and mix of housing options that will serve households of all sizes, incomes, and life stages, and contribute a housing typology not currently available in the area. In this regard, the introduction of residential uses to the subject site are in keeping with the overarching, and emerging, land use directions set out by the Province and is in conformity with the in-force policies of Livable Oakville. In total, the Oakville TOC will provide for approximately 6,908 new residential units, of which 2,333 (33%) have been designed as two and three bedroom-sized units. The proposed supply of residential units will contribute to the long-term build out of Midtown Oakville, which is anticipated to take place over the next 20 to 30 decades. The units proposed on the TOC Lands will not be constructed at once and will be phased into Midtown.

Housing, in terms of short/long-term production and supply, has been brought to the forefront of land use planning policy through the 2024 Provincial Planning Statement, which comes into effect Oct. 20, 2024. The 2024 PPS includes strong support for the provision of an appropriate range and mix of housing options and densities in order to meet projected requirements of current and future residents (Policy 2.2.1), and goes as far as to direct all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites 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 (Policy 2.2.1(b2)).

It is our opinion that the range of new housing units proposed on the TOC Lands is consistent with the 2024 PPS and will provide a net increase in the supply of residential units in Midtown and will support the achievement of complete communities by introducing housing units that are in proximity to transit, future open spaces, retail and employment opportunities as well as community-focused facilities and amenities.



## 6.4 Height, Massing and Density

### 6.4.1 Height

In our opinion, as noted in Section 6.1 above, the Midtown Oakville TOC Lands are an appropriate and desirable location for significant mixed-use intensification in land use policy terms. From a built form perspective, the Midtown Oakville TOC Lands are a contextually appropriate location for tall buildings given its location within the Midtown Oakville urban growth centre, major transit station area, and its proximity to existing higher-order GO Transit and the future BRT Line along Trafalgar Road.

From an urban structure perspective, the Livable Oakville Plan provides the framework for directing population and employment growth within the Town’s built up area. In accordance with the Livable Oakville Plan, growth is to occur primarily within the defined *Growth Areas*, with the highest

level of intensification accommodated within primary *Growth Areas*, which are identified as Midtown Oakville, the Uptown Core and Palermo Village. Midtown Oakville is differentiated from the other two primary Growth Areas as it is the only *Growth Area* that is also an identified urban growth centre, major transit station area, and served by higher-order transit (Oakville GO Station). In this regard, the Livable Oakville Plan provides that the greatest levels of height and density in the Town are planned for Midtown Oakville.

In this regard, building heights are anticipated to peak within the Midtown Oakville Primary *Growth Area*, with lesser heights and densities within the Uptown Core and Palermo Village Primary *Growth Areas*. This is further supported by policy directions regarding permitted height ranges set out in the Growth Area Schedules L1-Q2 of the Livable Oakville Plan and summarized in **Table 4**.

**Table 4 - Height Permissions in Oakville’s Growth Areas**

Growth Area	Minimum Height <sup>1</sup>	Maximum Height <sup>1</sup>	Approved Height
Midtown Oakville	2-storeys	20-storeys <sup>2</sup>	26-storeys (OLT Approved)
Uptown Core	2-storeys	18-storeys <sup>2</sup>	31-storeys (OLT Approved) <sup>3</sup>
Palermo Village	2-storeys	8-storeys (10-storeys for corner sites)	8-storeys

<sup>1</sup> minimum and maximum heights account for all land use designations in the Growth Areas

<sup>2</sup> additional height, without limit or an OPA, can be achieved in exchange for community benefits. Maximum of 4-storeys in the Uptown Core

<sup>3</sup> OPA application filed to increase the height to 34-storeys

As shown in **Table 4** above, Midtown Oakville has the greatest height maximum permissions of the three Primary Growth Areas. Although it is recognized that the difference in maximum height between the Uptown Core and Midtown Growth Area is only two stories, height bonusing policies in Livable Oakville, which allow for additional height in exchange for public benefits, is capped at 4-storeys in the Uptown Core without an Amendment to Livable Oakville, whereby there is no height cap applicable to Midtown. In this regard, significantly greater heights than 20-storeys can be achieved in Midtown Oakville in exchange for public benefit, and without an amendment to the Official Plan.

Further to this urban structure distinction between Primary Growth Areas, there have been recent development approvals (OPA and ZBA) within the Uptown Core Primary Growth Area that exceed the maximum height permissions, including towers up to 25-storeys at 278 Dundas Street East (currently under construction), and 26-storey and 31-storeys at 256, 260, and 294 Hays Boulevard and 271 Oak Park Boulevard (see **Table 4**). Further to this, within North Oakville, and outside of the Uptown Core Primary Growth Area, are two 30-storey towers were recently approved at 3064 Trafalgar Road.

In consideration of the location of the Midtown Oakville TOC Lands within an urban growth centre, within the Oakville GO major transit station area boundary, their proximity to existing higher order transit (Oakville GO), proximity to the future planned transit (Trafalgar BRT), as well as policy direction set out in Livable Oakville, which directs that the greatest levels of height and density in the Town are planned for Midtown Oakville (Policy 4.2), it is reasonable to expect that heights far in exceedance of those permitted and approved in other primary growth areas including Uptown Core (up to 31-storeys), and outside primary growth areas (up to 30-storeys), would be developed in Midtown, subject to achieving appropriate built form relationships.

In this regard, it is our opinion that the Oakville TOC Development Proposal has provided for a series of public benefits that are supportive of the bonusing requirements set out in Policy 20.7.2 of the Livable Oakville Plan, and that were identified in Policy 20.7.2(c) and 28.8.2. In this regard, the Oakville TOC Development Proposal will provide for land conveyances to improve existing and planned roads, contribute to Midtown's public open space network, as well as new retail, commercial and office uses, a potential daycare facility and new community-oriented uses (i.e. a YMCA location).

As the bonusing policies set out in the Livable Oakville Plan do not provide for a maximum number of additional storeys in exchange for public benefits, nor require an Official Plan Amendment to increase height in exchange for those benefits, it is our opinion that the overall heights should be considered in the context of overarching intensification policies in the PPS, 2024 PPS, Growth Plan, the Town's urban structure plan and associated policies, and evaluation of any built form impacts. As discussed in Section 7.1 below, the siting of the proposed towers and their respective heights will not result in unacceptable built form impacts within the Midtown Oakville TOC Lands or with respect to surrounding properties, and as a result will achieve appropriate light, view, and privacy conditions to the other towers on the Midtown Oakville TOC Lands, and to adjacent existing and potential future buildings in the surrounding area. Furthermore, the size and orientation of the tower elements have been designed to mitigate shadow impacts on adjacent areas and maximize sky views.

Policy 20.7.2(b) provides that bonusing shall only be permitted if in conformity with Section 20.7.1 and is supported by a transportation impact analysis which confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant. With respect to Section 20.7.1, the Oakville TOC Development Proposal will be phased and occur over the long-term and will be coordinated with the provision of infrastructure. The proposal will be conveying approximately 1.07 hectares of land for the widening of Cross Avenue, and to secure the realignment Argus Road and the provision of the future streets.

In our opinion, the proposed heights between 46- and 59-storeys directly support the in-force Livable Oakville urban structure, and in particular, conform with the Primary Growth Area policies and bonusing policies.

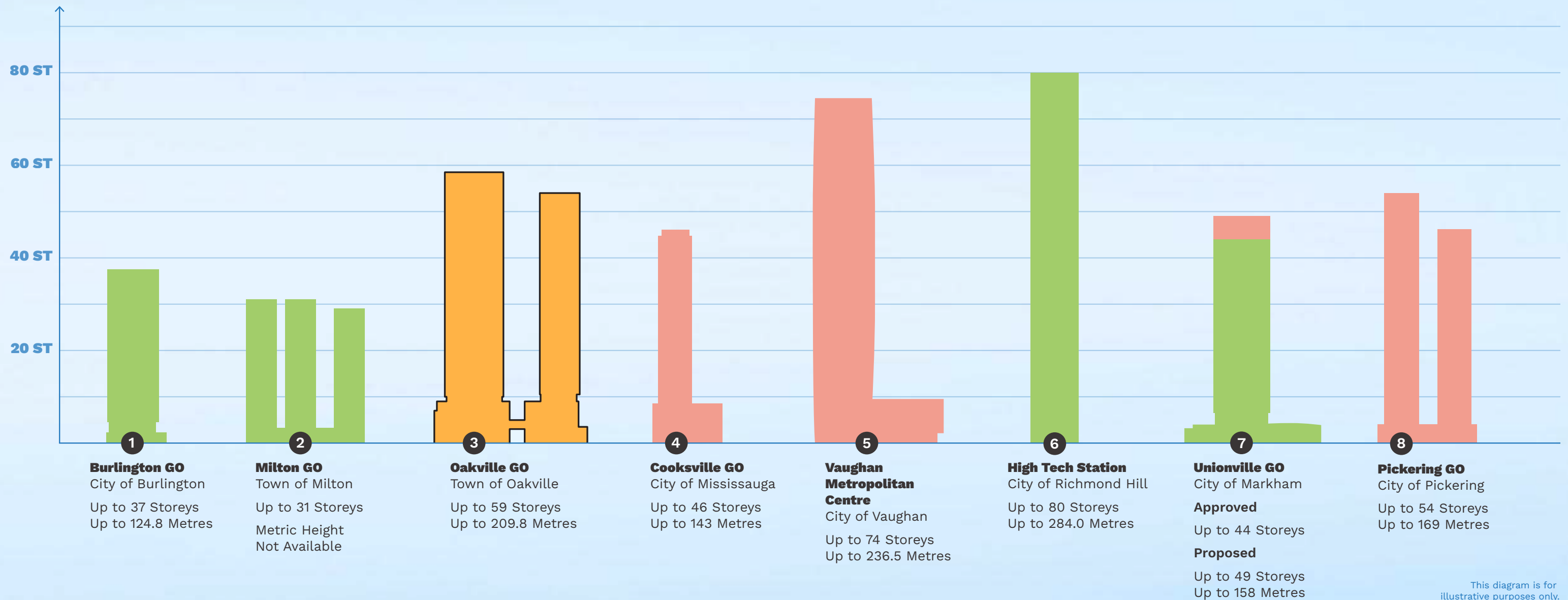
Further to our comments above, Bousfields Inc. studied seven other urban growth centres in the Greater Toronto Area ("GTA") that are served by higher-order transit such as GO or TTC to understand the height contexts within similar provincially targeted growth areas. In this regard, Bousfields conducted a review of the existing, proposed, and approved heights ranges and height peaks in UGC/(P)MTSAs in the Cities of Burlington, Milton, Pickering, Mississauga, Vaughan, Markham and Richmond Hill. As illustrated in **Table 5**, it was found that approved height peaks (i.e. the tallest towers) ranged between 31-storeys surrounding Milton GO to 80-storeys around High Tech subway Station in Richmond Hill. Furthermore, proposed height peaks ranged between 54-storeys surrounding Pickering GO to 62-storeys surrounding the Vaughan Metropolitan TTC subway station. With this considered, it is our opinion that the tower heights proposed in the Oakville TOC Development Proposal would be in keeping with the emerging pattern of intensification surrounding other higher-order transit stations.

**Table 5 - Proposed/Approved Developments in Major Transit Station Areas**

UGC/(P)MTSA	Height Range (storeys)	Tower Floorplate (sm)	Status	Distance From Station (metres)
Burlington GO Station	29-37	890	Approved (OLT)	350
Milton GO Station	29-31	Not available	Approved (OLT)	330
Pickering GO Station	46 & 54	Not available	Proposed	300
	9-50	Not available	Proposed	700
	48	Not available	Proposed	350
Cooksville GO Station	34-46	793-815	Proposed	200
	24-44	750	Proposed	400
Vaughan Metropolitan Centre	36-62	Not available	Proposed	500
	55	Not available	Existing	500
	55	Not available	Existing	400
	55	Not available	Existing	550
Unionville GO Station	35-49	Not available	Proposed	500
	36-44	Not available	Approved	500
High Tech Station (Richmond Hill)	40-80	850	Approved (MZO)	100

**Legend**

- Oakville TOC Development Proposal
- Approved/Not Yet Built
- Proposed Development



This diagram is for illustrative purposes only.

In our opinion the proposed heights of 46-59 storeys on the TOC Lands will contribute to the creation of a distinct skyline in Midtown Oakville that clearly marks that the greatest heights are located within Midtown. The distribution of tower heights has been organized to provide for the greatest building heights closest to Cross Avenue, and nearest to Oakville GO Station, generally stepping down towards the interior of the Midtown Oakville TOC Lands, and up towards the QEW. This distribution of height will contribute to interesting and varied skyline.

With respect to the height of the podium elements, it is our opinion that the base buildings are of an appropriate scale and size to respond to the nature of uses contained within, as well as providing for an appropriate built form relationship with existing and future right-of-way widths. In this regard, the podium levels provide for pedestrian-scaled street walls along street frontages as well as adjacent to the public realm and proposed POPS areas.

Further to this and as discussed in Section 5.3.2 above, the Town has been undertaking a review of the Livable Oakville Plan policies since January 2018, including those applicable to the Midtown Oakville Growth area. The Town has proposed to replace the current Midtown Growth Area policies in Livable Oakville through an Official Plan Amendment ("OPA").

Our office has reviewed the previous iterations of the draft OPA (released in May 2022, May 2023, April 2024 and more recently in September 2024), and opine that the Town has incrementally directed for the deintensification of Midtown. While the first iteration of the draft OPA contemplated maximum building heights of up to 255 metres, which is equivalent to approximately 80-storeys, more recent draft OPA's have begun to roll back the level of intensification envisioned for Midtown.

The subsequent May 2023, April and September 2024 drafts contemplate the use of maximum density (floor space index) to control the maximum height permitted within Midtown (which have become incrementally lower). This trend towards lower building heights and densities in Midtown is a clear departure from the height hierarchy intended to exist amongst the Primary Growth Areas.

The most recent draft of the OPA (September 2024) provides for a maximum building height on the Midtown TOC Lands between 5- and 20-storeys, which is lower than what has been approved in the Uptown Core Growth Area and outside of the Uptown Growth Area, which as noted earlier, are neither an Urban Growth Centre nor a Major Transit Station Area, nor served by existing or planned higher order transit. While the September 2024 draft OPA allows for additional height to be achieved in exchange for community benefits, the OPA continues to use density as the determinative metric for appropriate intensification. In consideration of the TOC Land's proximity to higher-order transit, and a future BRT line, as well as from a Town-wide urban structure perspective as discussed above, it is our opinion that building heights should be significantly greater than the 20-storeys contemplated in the latest draft OPA for Midtown Oakville.

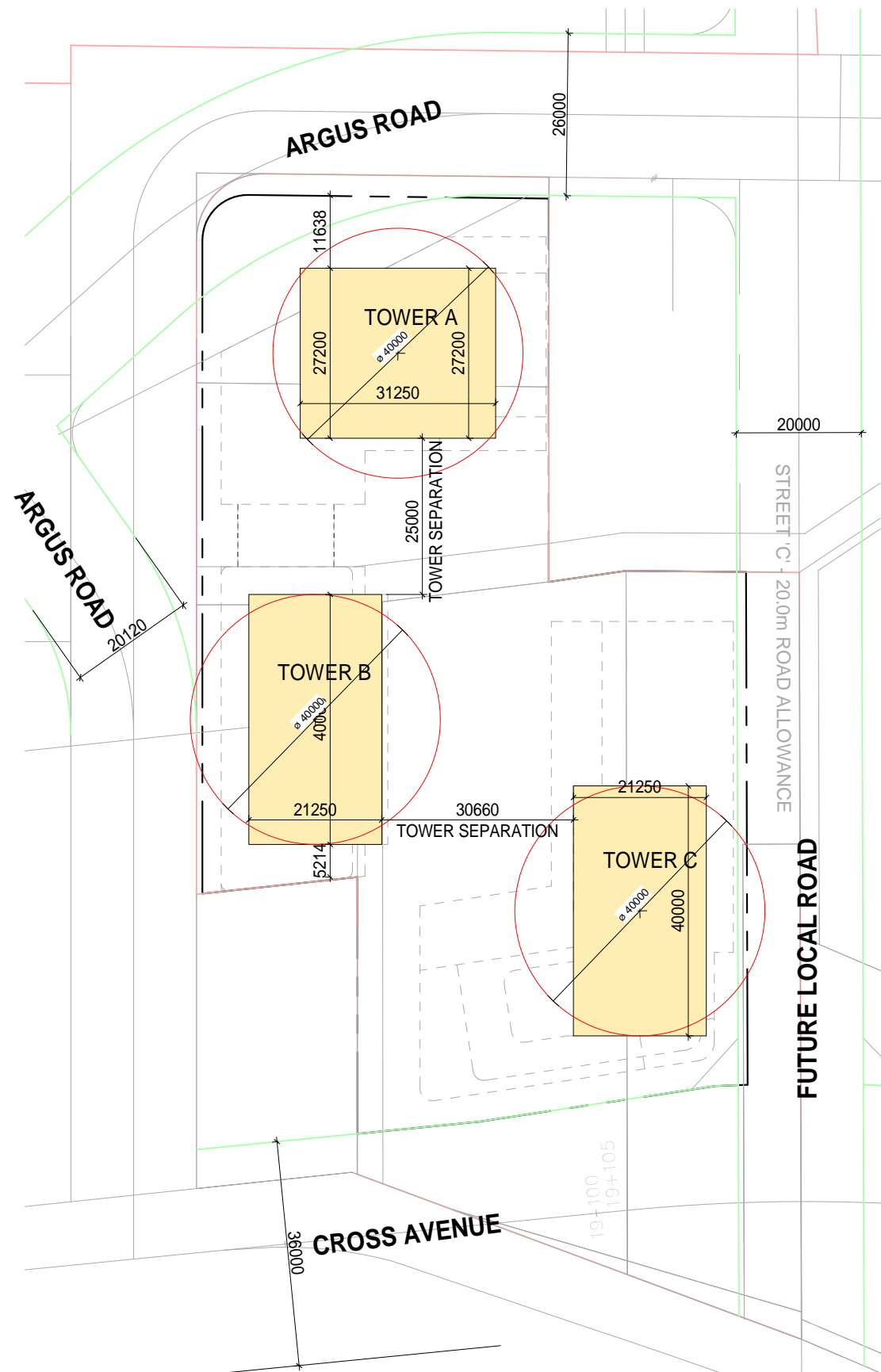
However, the draft OPA is not in force and effect. It is informative but not determinative. The Oakville Official Plan (also referred to as the "Livable Oakville" Plan) is applicable.

From a massing perspective, it is our opinion that the Oakville TOC Development Proposal will respond appropriately to its existing and planned surrounding context through the siting of podium buildings, orientation of tall building elements, massing articulation, floor plate size and separation distances. At a micro level, the design of the buildings has had regard for the existing and future street network, and the multiple proposed on-site POPS. The podium buildings within the Oakville TOC Development Proposal will activate and urbanize the existing and future public street frontages, as well as proportionally frame the POPS located in each of the development sites. The podiums proposed in the TOC will frame the existing and future streets with good proportion and will have regard for the planned function of these streets. Through the use of setbacks, step backs and vertical breaks, the perceived scale of the podium buildings will be minimized, creating a more comfortable pedestrian environment. Within the proposed massing of the developments, vertical breaks have been integrated into the design through architectural articulation or physical breaks in the street wall. Where the POPS have been sited within the interior of development sites, mid-block connections have been proposed to both break-up the length of the streetwall and establish unobstructed sightlines to the public streets from the POPS.

At the macro level, the tower components of the Oakville TOC Development Proposal have been strategically sited and massed to mitigate built form impact, maximize separation distances on and adjacent to the sites, as well as limit facing conditions between towers. Within Section 7.1 below, we provide a more detailed summary of the block planning exercise that was undertaken by our office to evaluate the appropriateness of the proposed tower locations in conjunction with adjacent sites. The Block Context Plans prepared in support of this submission demonstrate that the orientation and location of the towers will not impact the development of future towers adjacent to the Midtown Oakville TOC Lands. Appropriate setbacks and step backs have been incorporated into the massing of the towers to generally achieve a minimum separation distance of 25 metres to towers on the same site or on adjacent properties. The Oakville TOC Development Proposal will not result in any negative built form impacts or impede on the opportunities for redevelopment.

We acknowledge that the Liveable by Design Urban Design Manual and the draft Midtown OPA recommend towers do not exceed a 750 square metre floorplate. Additionally, Designing Midtown Oakville encourages tower floorplates to generally fit within a 40-metre diameter circle, taken from the centre point of the tower. The purpose of these guidelines is to encourage a tower form that limits negative light, view and privacy impacts to other buildings on or adjacent to a site, but is not the sole approach to achieving negative light, view and privacy impacts. In our opinion, the size, location and orientation of the proposed towers accomplish this objective despite not having all towers fit within the 40-metre diagram.

**Figure 65 - 40m Diagram - Site 1 (Prepared by BDP Quadrangle)**



In our opinion, the 40-metre diameter guideline is an outdated tool that restricts the size and configuration of towers in a manner that limits their ability to fit within its site or context, and constrains the optimization of units per floor, and in particular, achieving larger-sized units. Despite this, the proposed towers will generally fall within the 40-metre diameter metric (see **Figures 65 – 68**) The towers in the Oakville TOC Development Proposal will have floor plates that range between 816 and 850 square metres in size which allows for the efficient use of each floor to accommodate a range of housing unit sizes while still achieving appropriate tower separation distances between towers. Furthermore, the orientation of the towers on the Midtown Oakville TOC Lands have been organized to limit shadow impacts. However, irrespective of these being guidelines, and not policies that require conformity, it is our opinion that the Oakville TOC meets the general intent and purpose of these guidelines. Built form impacts stemming from the introduction of tower forms on the Midtown Oakville TOC Lands have been mitigated through tower orientation, placement and positioning on the respective sites.

Further to our opinions set out in Section 5.1 above, it is our opinion that the Midtown Oakville TOC Lands constitute an appropriate location for significant residential/mixed use intensification, and that the cumulative density contemplated by the Oakville TOC Development Proposal is appropriate and desirable in terms of land use planning policy. In accordance with growth management policies set out in the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan and the Livable Oakville Plan, it is appropriate from a land use planning perspective to optimize density on the TOC Lands due its location within an urban growth centre and major transit station area. Within the Midtown UGC/MTSA, the TOC Lands are located north of the Oakville GO Station.

While the applicable policy framework directs where growth should be accommodated, we acknowledge that neither Livable Oakville, nor the in-force Midtown Oakville policies prescribe numeric density limits. In our opinion, it is reasonable to establish the appropriate density based on specific built form design, context and urban structure considerations, rather than on the basis of a numeric figure. To that end, the configuration of the Oakville TOC Development Proposal, including tower locations and orientation, will not result in unacceptable built form impacts within the Midtown Oakville TOC Lands and the adjacent properties, as discussed in Section 7.1 below. By intensifying the Midtown Oakville TOC Lands with a higher-density built form, the Oakville TOC Development Proposal will positively contribute to the Province's growth targets for Midtown Oakville, and support Midtown as a complete and livable community without negatively impacting adjacent properties.



Figure 66 - 40m Diagram - Site 2 (Prepared by Teeple Architects)

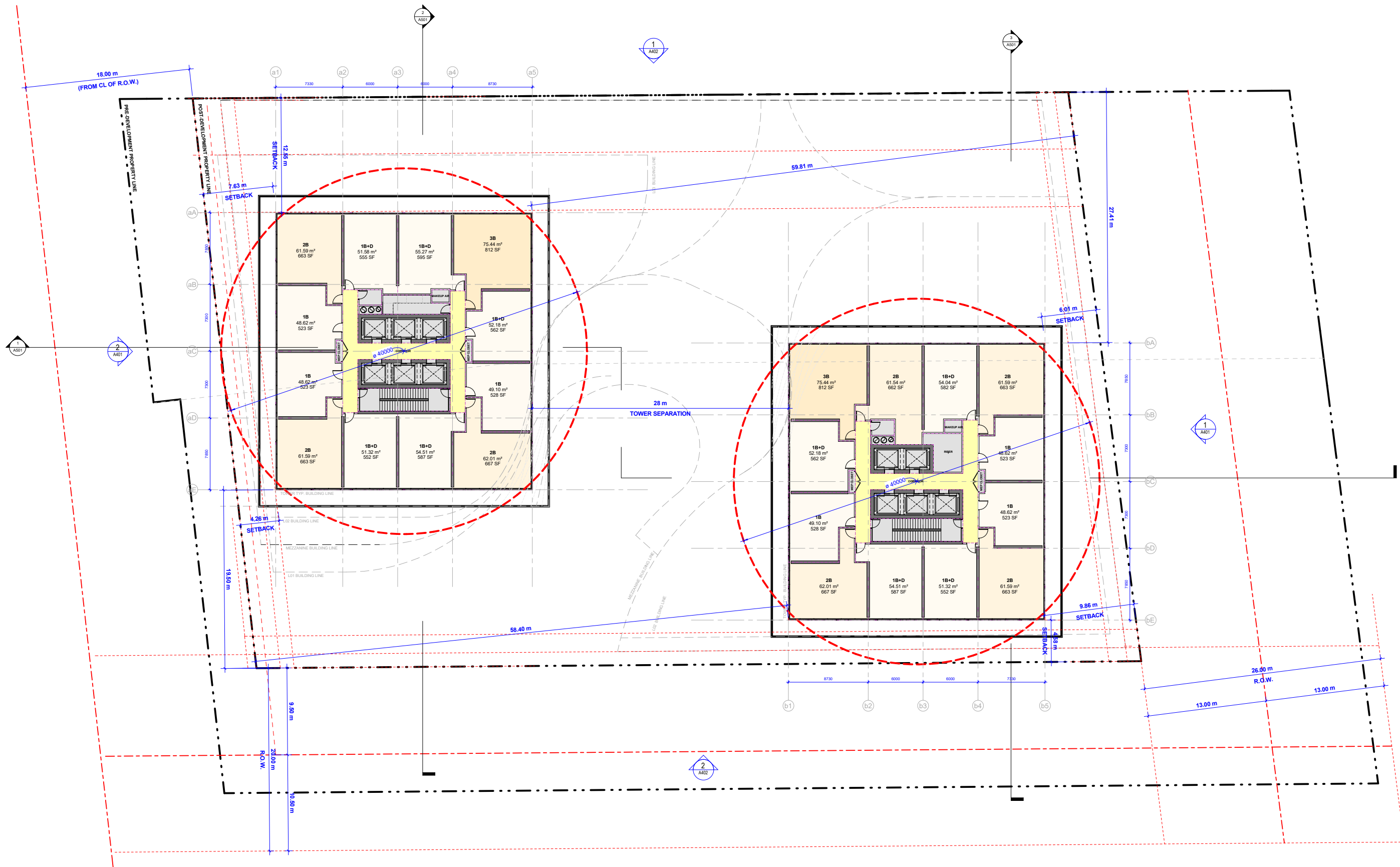
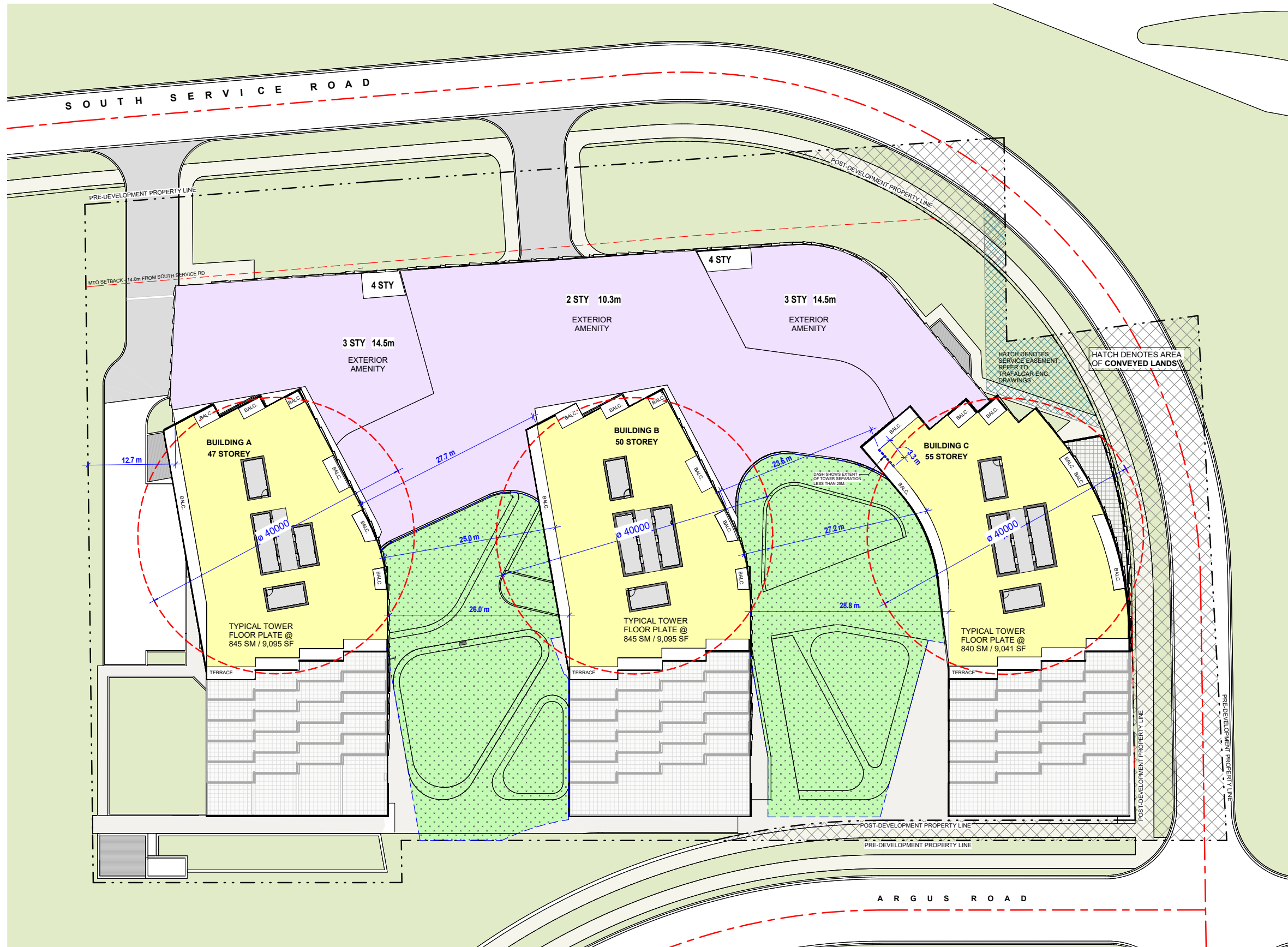


Figure 67 - 40m Diagram - 166 South Service (Prepared by Sweeny & Co Architects)



Figure 68 - 40m Diagram - Site 4 (Prepared by Teeple Architects)





# Urban Design Analysis

## 7.1 Built Form Impacts

A review and analysis of the applicable urban design policies set out in Livable Oakville, as well as guidelines included in the Livable by Design Manual Guidelines and Designing Midtown Oakville urban design guidelines has been included in the Urban Design Memorandum prepared by Bousfields Inc. The Planning and Urban Design Rationale Report should be reviewed with the accompanying Memorandum, which has been submitted under separate cover.

The following section focuses on built form impacts, and improvements to the public realm environment through the lens of land use planning. It is our opinion that the Oakville TOC Development Proposal has been appropriately sited and designed to respond to the emerging built form context. Our analysis concludes with a review of the sun/shadow and wind studies that have been prepared by Bousfields Inc., and RWDI, respectively.

### 7.1.1 Area and Block Context Plans

In support of the Oakville TOC Development Proposal, Bousfields Inc. has prepared two plans to evaluate the proposal within the planned context as established by Livable Oakville and additional relevant policy and guideline documents, as well as the emerging, and relevant, draft Midtown Oakville Official Plan Amendment, all of which will impact the future built form context of the area. More specifically, Bousfields Inc., has prepared an area-wide plan (the "Area Plan") to evaluate the Oakville TOC against the planned physical features in Midtown, including the street network and open space considerations.

A subsequent series of plans have been prepared to evaluate the redevelopment potential of the surrounding blocks in order to demonstrate the cohesion between the Oakville TOC Development Proposal and potential future redevelopment of adjacent or nearby properties. These plans are referred to as the "Block Context Plans". A summary of the Area and Block Context Plans are provided below.

## Area Plan

The Area Plan illustrates the Oakville TOC's fit within the emerging road network and open space pattern in Midtown Oakville. The individual buildings proposed on the TOC Lands will be oriented towards the existing and future public streets to contribute to the continuity of animation for pedestrians at-grade. The inclusion of POPS and mid-block connections in the Oakville TOC will contribute to a network of pedestrian connections and landscape features that will encourage for pedestrian movement in and around the Lands and across Midtown.

## Block Context Plans

The Block Context Plans demonstrate that the Oakville TOC Development Proposal will provide for appropriate facing conditions and separation distances from development scenarios of a comparable scale, on adjacent properties. With respect to tower facing conditions, a minimum separation distance of 30 metres has been achieved. With respect to Site 1 (207CROSS), the two properties not included in the land assembly could be redeveloped with mid-rise building forms. The proposed placements of the podium and tower elements on Site 1 will not impede on the future development of these properties. It is our opinion that these adjacent properties are not candidates for tower developments due to the size of the lots. A mid-rise built form represents an efficient use of the lands and would contribute to the diversification of building typologies within Midtown.

## 7.1.2 Light, View and Privacy

Light, view and privacy ("LVP") impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The urban design policies in Section 6 of the Livable Oakville Plan and the guidelines in the Livable by Design Manual and Design Midtown guidelines have been reviewed, and it is our opinion that the proposed development conforms to the policies and has appropriate regard for guidelines addressing LVP impacts that may arise on the Midtown Oakville TOC Lands, as well as impacts from the proposal to adjacent properties. In our opinion, the LVP impacts will be appropriately limited given the proposed tower separation distances, and setbacks as well as siting of the proposed tall building elements across the Oakville TOC Development Proposal.

The Livable Oakville Plan provides that buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows (Policy 6.9.15). Furthermore, Guideline No. 27 of the Liveable by Design Urban Design Manual provides that in order to provide enhanced privacy for building units and access to sky views and sunlight, a minimum separation distance of 25 metres between building towers, whether located on the same or an adjacent property be incorporated. The draft Midtown Oakville policy direction also requires a minimum of 30 metres separation distance between tower elements. We note that Guideline No. 27 is inconsistent with Guideline 6.1.3.2(3) of Designing Midtown Oakville, which provides that there should be a minimum separation of 30 metres between any two tower elements with less than 30-storeys, a minimum of 50 metres between towers over 30-storeys, and 25 metres between convex towers.

As the Liveable by Design Urban Design Manual was released more recently in 2019, and is currently in-force, we would consider these to be representative of the current urban design direction for the Town of Oakville. Additionally, we are of the opinion that a 25-metre building separation distance requirement is similar to what is applied in other high-density urban areas, such as those in the City of Toronto, the City of Markham, and the City of Burlington, amongst others. We are of the opinion that a 50-metre tower separation distance would result in the inefficient use of land and infrastructure and would emulate a tower in the park building style that is no longer applied to modern tall building sites. Further to this, a tower separation distance of 50 metres would be contrary to overarching Provincial policy directions, which seek to optimize land and infrastructure in proximity to higher-order transit, and the orderly development of safe and healthy communities. As such, it is our opinion that a tower separation distance of at least 25 metres is appropriate and would be in keeping with current architecture and urban design practices.

In this respect, the proposed tower elements in the Oakville TOC Development Proposal will meet, and in many instances exceed a minimum separation distance of 25 metres, with exception of a narrow, 5.0 metre portion of the tower facades of Buildings B and C on Site 4. This achievement is in large part of the strategic orientation of the tower elements including the staggering of towers. By staggering the location of towers on the Midtown Oakville TOC Lands, and employing different floor plate orientations and sizes, the Oakville TOC will limit direct facing conditions between dwelling units to maintain privacy and limit overlook concerns.

In terms of the siting of towers with respect to adjacent lands, it is our opinion that the tower elements have been designed to mitigate shadow impacts on adjacent areas to limit inappropriate LVP conditions. Furthermore, the proposed buildings have incorporated tower setbacks from adjacent property lines, allowing future towers to be comfortably accommodated on these lands, as illustrated in the Block Context Plans subject to Section 7.1.1 of this Report. Between the towers proposed on the Midtown Oakville TOC Lands and future development sites, tower separation distances in excess of 25 metres can be achieved, allowing for future units to have access to sky views and sunlight, and acceptable privacy conditions.

### **7.1.3 Shadow Impacts**

A Shadow Impact Analysis Report has been prepared by Bousfields Inc. in support of the Oakville TOC Proposal. The Report includes a copy of the shadow tests as well as an analysis of the Town's criteria, all of which were prepared in accordance with the Town of Oakville's Terms of Reference.

In summary, it is our opinion that the incremental shadows cast by the Oakville TOC Development Proposal should be considered minor. The shadow analysis demonstrates that the proposed incremental shadows are acceptable for tall buildings, such as those proposed on the TOC Lands. The Shadow Impact Analysis Report has been filed under a separate cover.

## 7.1.4 Wind Impacts

The assessments were based on computational modelling, simulation, and analysis of wind conditions for the Oakville TOC Development Proposal, in conjunction with the local wind climate data and the RWDI wind criteria for pedestrian comfort and safety. The following section provides a summary of the findings of the reports prepared for each of the four sites.

### Site 1 – 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road

- Wind conditions on the sidewalks around the project site are appropriate throughout the year, except at one location between two existing buildings to the northwest, where uncomfortable wind conditions are expected during the winter.
- Wind speeds are expected to remain appropriate for pedestrian use at most locations during the summer, with uncomfortable wind conditions only anticipated in the corridors between Towers A and B and between Towers B and C. During the winter, however, elevated wind speeds are predicted at several locations across the site due to the height and exposure of the towers to the stronger winter winds.
- Wind speeds at most residential and retail entrances are anticipated to be appropriate during the summer. In the winter, elevated wind speeds are anticipated at most entrances of Towers A and B, and the corner entrance of Tower C is close to the gap formed with Tower B.
- Wind conditions at most locations on the proposed podium terraces are generally expected to be comfortable during the summer, except for local areas around the corners of Tower A and on the open terrace north of Tower C. Increased wind speeds are anticipated in the winter, however, this may not be a serious concern since limited use of the terraces is anticipated in the colder months of the year.
- Based on the wind tunnel testing, several wind control measures are contemplated by the design team, including landscaping on and around the site, windscreens along the site perimeter and gateway features between the proposed tower podia, plus tall guardrails, local windscreens, planters and pergolas for podium terraces. The study concludes that these features can be further developed in the later design stages.



## Site 2 – 157-165 Cross Avenue

- Wind speeds on and around the site are appropriate for pedestrian use in the summer. Higher wind speeds occur during the winter, with conditions being uncomfortable in some areas due to the site exposure.
- The proposed towers are significantly taller than their surroundings and, as a result, their interaction with the prevailing winds is expected to induce higher wind speeds at grade level when compared to the existing scenario. Current design features such as the podium of the towers help to moderate the wind impact at grade.
- With the addition of the proposed buildings, wind conditions in most areas on the sidewalks around the site are expected to remain suitable for pedestrian use during the summer. In the winter, however, elevated wind speeds are predicted on most of the site.
- Appropriate wind speeds are anticipated at most building entrances in the summer. Wind speeds at the entrances on the north and southwest sides of Tower B are predicted to be higher than ideal. In the winter, wind speeds at the northeast entrance of Tower B are still expected to be adequate. However, speeds at most other entrances are predicted to be higher than recommended.
- In the summer, wind speeds on the shared podium-level terraces are expected to be generally higher than recommended for outdoor amenities in the summer. Adequate wind speeds are anticipated on the south side of Tower A.
- The Safety Criterion may be exceeded at grade around the north corner of Tower B, between Towers A and B, and around the south corner of Tower A. Exceedances may also occur between the two towers on the terraces.
- Conceptual wind control measures to be provided to achieve appropriate levels of wind comfort based on the programming of the various outdoor spaces.
- The report recommends that wind tunnel testing should be conducted at later design stages to quantify the predicted wind conditions and refine the recommended wind control measures.

### Site 3 – 166 South Service Road

- Wind conditions on and around the existing site are expected to be appropriate for the intended use of pedestrian areas throughout the year.
- Positively, the inclusion of features such as marcescent landscape plantings, screens, and trellises are expected to diffuse prevailing and building-induced wind flows, resulting in wind speeds that are anticipated to be suitable for pedestrian use of sidewalks, building entrances, the POPS Plaza, and in the corridor between Towers 2 and 3 during the summer. During the winter, as a result of seasonally stronger winds, wind speeds near three entrance locations are expected to be higher than desired for pedestrian use.
- A localized area adjacent to the corner entrance of Tower 1 in summer, and many test locations along sidewalks and on parking lots around the proposed development in winter are expected to experience winds that are uncomfortable for pedestrians.
- During the summer, when above-grade outdoor spaces are anticipated to be used the most, wind speeds in most areas are expected to be suitable for patron use. Wind speeds near localized areas on the amenity terraces between Towers 1 and 2 and adjacent to Tower 3 may be higher than desired for passive use.
- In the existing configuration, wind speeds at all locations assessed are anticipated to meet the annual pedestrian wind safety criterion. After the addition of the proposed towers, wind speeds in localized areas on either side of the development, and on the amenity terrace between Towers 1 and 2 are expected to exceed the safety criterion.

### Site 4 – 590 Argus

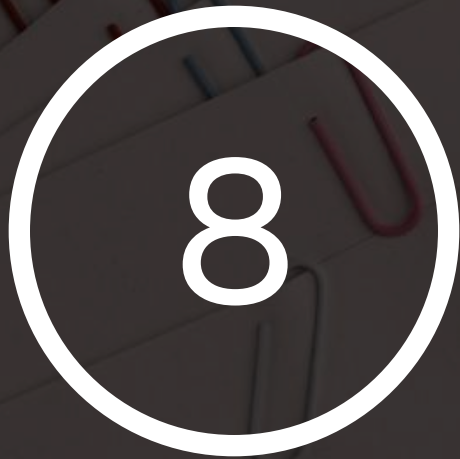
- The existing site is exposed to winds from all directions and wind speeds can be locally uncomfortable during the winter.
- The proposed buildings are substantially taller than their surroundings and, therefore, will redirect wind to the ground level. However, the proposed stepped podium and orientation of the towers will help moderate wind impacts to some extent.
- Wind conditions near all main entrances are expected to be suitable throughout the year.
- Wind speeds at the courtyards and the daycare playground may be considered suitable for passive use during the summer (with the added protection provided by the deciduous trees, which was not included in the testing), but they are expected to be too windy during the winter.
- Wind conditions at the nearby walkway are expected to be suitable for intended use during the summer, except at one location at the southwest corner of Building A. Uncomfortable wind conditions are predicted at multiple locations around the site during the winter.
- Wind conditions under the building overhangs and trellises at the amenity areas are expected to be generally suitable during the summer. Wind speeds in the amenity area are expected to be higher than desired for passive use or even uncomfortable in some localized areas near Buildings A and C.
- The wind safety criterion is expected to be exceeded near exposed corners of the project at grade.
- The report recommends incorporating wind mitigation elements to pursue a more wind-responsive design. The effectiveness of these design refinements will be evaluated through additional wind tunnel testing at a later stage.

## 7.2 Public Realm Improvements

As mentioned in this Report, the Oakville TOC Development Proposal will contribute to expanding and activating Midtown's public realm by:

- conveying lands for new and improved streets, in particular local streets;
- providing mid-block connections through the development sites;
- incorporating strategic setbacks into the podium buildings to accommodate wider boulevard zones, creating the opportunities for outdoor dining, passive gatherings around lobbies, adequate space for pedestrian clearways, and streetscape elements such as trees, benches and bicycle parking;
- framing the street with active ground floor uses; and
- consolidating and centralizing, where appropriate, the servicing and loading activities associated with each development to reserve street frontages for non-residential activation and landscaping to improve the experience for pedestrians.

Further to the above, the Oakville TOC will provide for a considerable contribution of public open spaces to Midtown. The proposed POPS will be able to provide for a broad spectrum of programming and use, through the use of materiality and landscaping.



# Supporting Studies

## 8.1 Land Use Compatibility

Land Use Compatibility Studies were prepared by Dillon Consulting and RWDI in support of the Oakville TOC Development Proposal. All the reports conclude that each of the proposed developments are compatible with the existing industrial and commercial facilities and future industrial uses of vacant lands. The following section provides summaries of the findings of the reports prepared for each of the four sites.

### Site 1 – 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road

Dillon Consulting Limited (Dillon) was retained to complete an Air Quality Land Use Compatibility Assessment for the development located at 217-227 Cross Avenue and 571-587 Argus Road. A summary of the findings are as follows:

- Dillon reviewed the area surrounding the subject lands in order to classify the existing industrial and commercial lands using the MECP's D-Series framework, as well as to identify nearby vacant lands which are zoned to allow for commercial or industrial uses.
- The proposed development is located within the Potential Influence Area of multiple existing Class I facilities, including medical clinic, retail, and restaurant uses, as well as automobile repair and car wash facilities. From an air quality perspective, no compatibility issues were identified. While there is potential for cooking odours at the proposed development as a result of neighbouring restaurants, it is Dillon's opinion that cooking odours are typical in an urban setting and do not typically represent a land use compatibility issue.
- The assessment identified vacant lands in proximity to the proposed development which are zoned to allow some uses which may be incompatible with the proposed development. Dillon recommends that a land use compatibility study be performed should any of the identified potentially incompatible uses, such as food production, restaurant, and service commercial establishments, be proposed for the vacant lands.
- An assessment of traffic-related air pollution indicated the maximum concentrations of all air contaminants, resulting from the QEW transportation, were predicted to be below the Ontario AAQC at all residential receptors of the proposed development, with the exception of Benzo(a)pyrene (B[a]P). The maximum 24-hr B[a]P concentration is predicted at 165% of the corresponding criteria and the annual B[a]P concentration is predicted at 264% of the corresponding criteria.
- Recommended mitigation measures that can be implemented to improve indoor air quality and lessen the impact of elevated B[a]P concentrations include: the use of an activated carbon filtration system on the building air intakes to remove VOCs and other gaseous pollutants from the intake air; maintaining the building under a slight positive pressure under normal weather conditions to help limit the ingress of contaminants when windows are closed; and locating air intakes on location furthest from the QEW to reduce traffic-related air contaminants.

## Site 2 – 157-165 Cross Avenue

Dillon Consulting Limited (Dillon) was retained to complete a Land Use Compatibility Assessment for the development located at 157 and 165 Cross Avenue. A summary of the findings are as follows:

- Dillon reviewed the area surrounding the subject lands in order to classify the existing industrial and commercial lands using the MECP's D-Series framework, as well as to identify nearby vacant lands which are zoned to allow for commercial or industrial uses.
- The proposed development is located within the Potential Influence Area of multiple existing Class I facilities, including spa, salon, medical clinic, retail, restaurant, and grocery store uses, as well as automobile repair and car wash facilities. Adverse effects from future industrial land uses on the proposed development are not expected.
- The development is located in proximity to Cross Avenue, Trafalgar Road, and the Queen Elizabeth Way. Due to the volumes of traffic and the separation distances, road noise impacts are expected on the proposed development. Vibration, dust, and odour impacts are not expected from the surrounding existing facilities.
- Additionally, the development is located within 300 metres of the Metrolinx and CN Oakville Subdivisions right-of-ways, and accordingly, is within the noise influence area of the railway corridors. Vibration impacts are not expected from the rail corridors on the proposed development.
- A noise feasibility study completed by Dillon found that stationary noise impacts on the receptors of the development are less than the sound level criteria provided by NPC-300. With the implementation of acoustic barriers, upgraded façade glazing, and warning clauses, road and rail noise impacts can be mitigated to be in compliance with NPC-300's sound level criteria.
- An assessment of traffic-related air pollution was not required for the purposes of the report. However, Dillon provided general recommendations which may reduce the impacts of transportation-related air pollutants on the proposed development, including minimizing exposure of outdoor amenity areas to the QEW, introducing acoustic barriers and vegetation into the design of outdoor amenity areas, and designing appropriate ventilation and filtration to reduce traffic-related air pollution.
- Overall, the Land Use Compatibility Assessment found that the proposed development is compatible with the existing industrial and commercial facilities and future industrial uses of vacant lands.

### Site 3 – 166 South Service Road

RWDI was retained to prepare a Land Use Compatibility Study for the development located at 166 South Service Road East. RWDI issued a report titled "166 South Service Road – Land-Use Compatibility/Mitigation Study", dated May 26, 2022, that was subsequently submitted as part of the site-specific Official Plan Amendment and Zoning By-law Amendment applications filed in June 2022.

As noted in the Addendum to the Noise Land Use Compatibility Study, dated September 2024, upon RWDI's review, the updated Site Plan drawings do not change the results presented within the Land-Use Compatibility Study, dated May 26, 2022. The changes may alter design expectations with respect to noise which will be further considered as part of a detailed noise assessment.

### Site 4 – 590 Argus

RWDI was retained to prepare a Land Use Compatibility Study for the development located at 590 Argus Road. RWDI issued a report titled "590 Argus Road – Land-Use Compatibility/Mitigation Study", dated March 30, 2023, that was subsequently submitted as part of the site-specific Official Plan Amendment and Zoning By-law Amendment applications filed in April 2023.

As noted in the Addendum to the Noise Land Use Compatibility Study, dated September 2024, upon RWDI's review, the updated Site Plan drawings do not change the results presented within the Land-Use Compatibility Study, dated March 30, 2023. The changes may alter design expectations with respect to noise which will be further considered as part of a detailed noise assessment.

## 8.2 Transportation Considerations

A Summary Transportation Impact Study ("TIS") was prepared by BA Consulting Group Ltd. and Paradigm Transportation Solutions Ltd. in support of Oakville TOC Proposal. The study aims to:

- review and identify the potential Transportation Demand Management (TDM) measures that can be implemented for the Oakville TOC Proposal;
- review the proposed strategies with respect to the provision of vehicular and bicycle parking spaces, and loading spaces;
- review the site plans for each of the four sites with respect to vehicular site access and circulation, vehicular and cycling parking configurations and loading provisions;
- forecast traffic generated from the Midtown TOC Proposal;
- review the traffic impact on the roadway network in the surrounding study area;
- assess the total future vehicular traffic volumes within the study area; and
- identify any improvements that may be required to mitigate the identified effects of generated traffic volume.

With respect to the TDM measures, the study recommends measures focused on four specific policy areas including, encouraging the use of alternative travel modes such as transit, cycling, and walking, increasing vehicle occupancy, shifting travel to off-peak periods and reducing vehicle kilometres travelled. The TDM measures proposed include:

- reducing vehicular parking supply;
- unbundling residential unit and vehicle parking space sales;
- providing car-share spaces and annual car-share memberships;
- providing bicycle parking spaces, bike share and bike repair stations;
- exploring the provision of micromobility devices (i.e., manual bikes, e-bikes, e-scooters etc.);
- provide transit information to future residents through potentially providing a transit information centre and travel mode information packages; and
- provide direct connections to pedestrian and cyclists connections to sidewalks and bike lanes.



With respect to vehicular parking, the report found that the required number of parking spaces in the current enforced Town of Oakville Zoning By-law 2014-014 overstate the parking needs of developments in transit-accessible areas of Oakville, as in the case of the Midtown Oakville TOC Lands. The study recommends vehicular parking rates of 0.5 spaces per unit for residential uses, 0.15 spaces per unit for residential visitor spaces and 1.08 spaces per 100 square metres of commercial/retail GFA. The study concludes that the reduced parking rates are appropriate based on the recent provincial and local policies that direct municipalities to eliminate minimum parking requirements in major transit station areas, existing and planned active transportation facilities in the surrounding area, the existing and future public transit network, review of other residential parking by-law standards in Ontario, approvals of reduced parking rates, and the TDM measures proposed for the Oakville TOC Development Proposal and the wider area.

With respect to bicycle parking spaces, the Oakville TOC Development Proposal meets the minimum requirements outlined in Town of Oakville Zoning By-law 2014-014. With respect to loading, the study finds that the functional designs of the loading spaces provided in each of the four sites are appropriate and can accommodate the proposed land uses and scale of the developments.

With respect to traffic volumes, the traffic projections from the Oakville TOC have been estimated for the year 2038 using land codes from the Institute of Transportation Engineers Trip Generation, 11th Edition, and considering planned development in Midtown Oakville. Additional assumptions include the full build-out of the planned roadway network in Midtown Oakville. The study examines intersection capacity under the 2038 total conditions at all intersections in the study area and concludes the following for each of the intersections.

- Trafalgar Road at Leighland Avenue / Iroquois Shore Road: operations are expected to degrade for the southbound and northbound through movements.
- Trafalgar Road and QEW Westbound ramp: northbound and southbound delays are forecast to increase. The westbound left and through movements are also projected to degrade
- Trafalgar Road and QEW Eastbound ramp: the eastbound right is projected to operate at Level of Service ("LOS") F, while the eastbound left will operate at LOS E. The northbound and southbound movements will experience delay and queuing.
- Trafalgar Road and Cross Avenue/South Service Road: the southbound and northbound shared through/right turn movement is projected to operate with increased delay. The eastbound and northbound left turn movement are also projected to operate poorly. Concerning the southbound approach, this leg of the intersection is extremely sensitive to adding traffic due to the current high volumes projected at the intersection

- Trafalgar Road and Cornwall Road: the westbound through movement is projected to operate at LOS F and experiencing delay and queuing. The eastbound through/right will also operate with increased delays.
- Argus Road and South Service Road East: extensive delay is projected for the southbound approach due to high volumes of east-west traffic along Argus Road, leaving few gaps for southbound stop-controlled movements
- Cross Avenue and Argus Road/GO Station Driveway's signalized intersection: the southbound left turn is projected to operate at LOS F with delays and queuing. In addition, the eastbound shared through/right turn movement is projected to operate at LOS D also with delays and queuing.
- Cross Avenue and Lyons Lane: Northbound left-turn operations are forecast to degrade from LOS C to LOS D.
- Cross Avenue and Cornwall Road/Speers Road: no operational changes are expected under the 2038 total conditions
- Cross Avenue and GO Station West Access: it is assumed that the north leg of the intersection will be operational, while the westbound approach is projected to operate at LOS F with delays and queuing. The southbound left turn movement is also projected to operate at LOS F also with delays and queuing.
- Argus Road and the Jug Handle: the westbound approach is forecast to operate with high levels of delay under stop control for the 2039 Total conditions. The northbound left turn movement is also projected to operate with high levels of delay for the weekday afternoon peak hour.

The TIS also provides preliminary design recommendations with respect to the Argus Road "Jug Handle" and the operations of Cross Avenue. With respect to Argus Road "Jug Handle," as it is expected to operate with significant delay if the intersection is to remain under stop sign control for the east-west approaches, the study recommends that the incorporation of a roundabout to provide the increased capacity while also serving as a "Gateway" feature.

With respect to Cross Avenue, the study recommends switching modes from auto to transit, carpooling, cycling or walking, it also suggests that a congestion circulation plan should be identified illustrating alternative routing options that take better advantage of inbound and outbound routing patterns which experience less congestion. The study provides a preliminary operational assessment to assess potential diversions of motorists to alternative routing options when arriving at or departing from the Oakville GO Station area using the Midtown Oakville street network. Based on the initial analysis, all intersections along the Cross Avenue corridor are expected to operate satisfactorily.

## 8.3 Servicing Considerations

Functional Servicing and Stormwater Management Reports were prepared by Trafalgar Engineering in support of Oakville TOC Debelopment Proposal. The following section provides a summary of the findings of the reports prepared for each of the four sites. All the reports conclude that each of the proposed developments on all sites can be serviced by the existing and future adjacent infrastructure for water, wastewater, stormwater and can meet the Town of Oakville stormwater management criteria. Summaries of each of the findings of each of the reports are provided below.

### Site 1 – 217 and 227 Cross Avenue and 571, 581, 587-595 Argus Road

- The Town of Oakville is in the process to widen and realign Cross Ave along the south property line of the subject development. A new local road, Street 'C' is proposed along the east property line. Street 'C' will be constructed to a temporary condition, until the adjacent lands develop.
- Argus Road will be realigned in both the east-west, and north-south direction. Proposed property lines and conceptual boulevard design is shown for context and to demonstrate feasibility.
- There is existing municipal water infrastructure adjacent to the site that can readily service the site. There are no capacity constraints. The proposed average daily water demand for the site is 592 L/min and an estimated fire demand of 7,000 L/min
- There is an existing municipal wastewater infrastructure adjacent to the site. The estimated average daily wastewater flow based on Region of Halton criteria for the entire site is 9.53 L/s.
- Stormwater quantity controls will be provided by controlling post development peak flows to the pre-development rate. Storage will be provided in a stormwater tank(s) provided in the underground parking structure. Stormwater will be pumped to a maximum release rate of 60 L/s and 50 L/s to the adjacent storm sewer on Argus Road and Cross Ave respectively. The required storage volume is 205 m<sup>3</sup> and 73 m<sup>3</sup>.
- The water balance criteria of 25 mm is equivalent to 240 m<sup>3</sup>. This water will also be stored in the underground stormwater tanks and will be used for irrigation or other re-use uses.
- Grading of the site is designed to ensure runoff from the 100-year event is captured, and there is an emergency overland flow route.
- Erosion and sediment controls will be implemented during construction in accordance with the Erosion and Sediment Control Guidelines for Urban Construction as set out by the Greater Golden Horseshoe Conservation Authority.

## Site 2 – 157-165 Cross Avenue

- As part of the Midtown Oakville EA there are road dedications required to service the property: Street 'A' (20.0 m local road) to the east of the site and Street 'B' (26.0 m local road) to the north.
- There is an existing 300 mm diameter municipal water infrastructure adjacent to the site on Cross Ave. The proposed average daily water demand for the site is 374 L/min with an estimated maximum daily plus fire demand of 6,841 L/min.
- There is an existing 300 mm diameter municipal wastewater infrastructure servicing the site on Cross Ave. The estimated peak wastewater flow based on Region of Halton criteria is 21.8 L/s for the entire site. Per the Urbantech analysis, there is sufficient downstream capacity to accommodate the development once the Region's capital works project is complete.
- Stormwater quantity controls will be provided by controlling post development peak flows to the preferred pump release rate. Storage will be provided in a stormwater tank in the underground parking structure. Stormwater will be pumped to the preferred release rate of 63 L/s to a proposed 450 mm diameter storm connection connecting into the proposed municipal storm sewer in Street 'A'. The required storage volume is 208.2 m<sup>3</sup>.
- Groundwater will be collected, treated if required, and discharged uncontrolled to the municipal storm sewer in Street 'A' using the 450 mm diameter storm sewer connection. The groundwater uncontrolled flow is equivalent to 0.83 L/s. The site's allowable storm discharge rate has been reduced to reflect the addition of groundwater flow.
- The water balance criteria of 25 mm is equivalent to 151.1 m<sup>3</sup> of storage. This water will also be stored in the underground stormwater tank and will be re-used for irrigation and other best efforts to be determined at the detailed design stage.
- Water quality criteria are met by a stormwater filtration system (Jellyfish unit), placed upstream of the stormwater tank.
- Grading of the site is designed to ensure runoff from the 100-year event is captured, and there is an emergency overland flow route.
- Erosion and sediment controls will be implemented during construction in accordance with the Erosion and Sediment Control Guidelines for Urban Construction as set out by the Greater Golden Horseshoe Conservation Authority.

### Site 3 – 166 South Service Road

- As part of the Midtown Oakville EA there are road realignments and dedications required to service the property: South Service Road realignment, Street 'A' (20.0 m local road) to the east of the site, and Street 'B' (26.0 m local road) to the south.
- There is existing municipal water infrastructure adjacent to the site that can readily service the site. A municipal watermain will be placed on Street 'A' to service the site. The proposed average daily water demand for the site is 569 L/min with an estimated maximum daily plus fire demand of 8,281 L/min.
- There is existing wastewater infrastructure servicing the site through an easement over the lands to the south (157 Cross Avenue) that will be abandoned. A municipal wastewater sewer will be placed on Street 'A' to service the site. The estimated peak wastewater flow based on the Region of Halton criteria is 31.9 L/s for the entire site. Per the Urbantech analysis, there is insufficient downstream capacity to accommodate the development once the Region's capital works project is complete. The existing 300 mm dia. wastewater main on Cross Avenue will need to be upgraded to a 450 mm dia. wastewater main.
- Stormwater quantity controls will be provided by controlling post development peak flows to the preferred pump release rate. Storage will be provided in a stormwater tank in the underground parking structure. Stormwater will be pumped to the preferred release rate of 63 L/s to a proposed 300 mm dia. storm lateral connecting into the proposed municipal storm sewer in Street 'B'. The required storage volume is 382.9 m<sup>3</sup>.
- Groundwater will be collected, treated if required, and discharged uncontrolled to the municipal storm sewer using the 450 mm dia. storm lateral. The groundwater uncontrolled flow is equivalent to 0.56 L/s. The site's allowable storm discharge rate has been reduced to reflect the additional of groundwater flow.
- The water balance criteria of 25 mm is equivalent to 225 m<sup>3</sup>. This water will also be stored in the underground stormwater tank and will be re-used for irrigation and other best efforts to be determined at the detailed design stage.
- Water quality criteria are met by a stormwater filtration system (Jellyfish unit), placed upstream of the stormwater tank.
- Grading of the site is designed to ensure runoff from the 100-year event is captured, and there is an emergency overland flow route.
- Erosion and sediment controls will be implemented during construction in accordance with the Erosion and Sediment Control Guidelines for Urban Construction as set out by the Greater Golden Horseshoe Conservation Authority.

## Site 4 – 590 Argus

- There is existing municipal water infrastructure adjacent to the site that can readily service the site. The proposed average daily water demand for the site is 550 L/min with an estimated maximum daily plus fire demand of 8238 L/min.
- There is an existing wastewater infrastructure servicing on Argus Road adjacent to the site. The proposed development will be serviced off this existing infrastructure by way of three, 375 mm diameter sanitary laterals, one for each tower. The estimated peak wastewater flow is 31.61 L/s for the entire site.
- Stormwater quantity controls will be provided by controlling post development peak flows to the pre-development peak flows. Storage will be provided by two stormwater tanks in the underground parking structure. Stormwater will be pumped to a maximum release rate of 60 L/s to Argus Road by way of two 300 mm diameter storm sewer connections. The required storage volume is 376 m<sup>3</sup> and 156 m<sup>3</sup>.
- Groundwater will be collected, treated, and discharged uncontrolled to the municipal storm sewer. The allowable stormwater release rate has been reduced to account for the uncontrolled groundwater flows.
- The water balance criteria of 25 mm is equivalent to 350 m<sup>3</sup>. This water will also be stored in the underground stormwater tank and will be re-used for irrigation and other best efforts to be determined at the detailed design stage.
- Water quality criteria are met by a stormwater filtration system (Jellyfish unit), placed upstream of the stormwater tank.
- Grading of the site is designed to ensure runoff from the 100-year event is captured, and there is an emergency overland flow route.
- Erosion and sediment controls will be implemented during construction in accordance with the Erosion and Sediment Control Guidelines for Urban Construction as set out by the Greater Golden Horseshoe Conservation Authority.



9

Conclusion

For the reasons set out in this report, it is our opinion that the Oakville TOC Development Proposal will appropriately intensify underutilized lands in Midtown Oakville with a broad range of land uses including residential, retail/commercial, office, potential daycare and YMCA facility, and publicly accessible open spaces, all of which will contribute to the achievement of a future transit-supportive complete community. In our opinion, the Oakville TOC Development Proposal utilizes the lands, and will make efficient use of significant investment in higher-order transit by providing new homes and jobs in compact built forms that will fit harmoniously within the planned built form context and will appropriately frame adjacent streets and open spaces in support of creating a vibrant, pedestrian oriented public realm.

From a planning policy perspective, the proposed mixed-use development is consistent and conforms with the Provincial policies and plans, the Region of Halton Official Plan and the Livable Oakville Plan, and will contribute to the goals and objectives for the Midtown Oakville Growth Area, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including higher-order public transit. In this respect, the Midtown Oakville TOC Lands are located approximately 150 metres north of the Oakville GO station and approximately 150 metres west of the planned Trafalgar BRT and are located within a "major transit station area" and "urban growth centre" as defined by the Growth Plan. It is our opinion that the proposed intensification of the subject site is consistent with the Provincial Policy Statement, conforms with the Growth Plan and the Halton Region and Livable Oakville Plan, conforms with the forthcoming 2024 Provincial Planning Statement, and has appropriate regard for the various emerging draft OPA policy directions for Midtown Oakville.

From a built form and urban design perspective, the Oakville TOC Development Proposal is contextually appropriate will fit within the planned built form context and will be compatible with the anticipated heights and massing envisioned for the Midtown Oakville area. As discussed in this report, the proposed heights on the lands are appropriate, support the Town's urban structure hierarchy for intensification, and will not result in unacceptable built-form impacts or impede upon the redevelopment potential of the surrounding land uses. Through the design and massing of the tower components, shadow impacts have been limited to surrounding streets, parks, and open spaces. Moreover, given the size of the lands, appropriate separation distances have been achieved between towers and from adjacent lot lines. The proposed building heights and massing conform with the built-form policies of the Official Plan and have appropriate regard for the Liveable by Design Urban Design Manual and Designing Midtown Oakville Urban Design Guidelines.

It is our opinion that the Oakville TOC Development Proposal represents good planning and urban design.









