

## Comments Received About the 2022 Draft Midtown Oakville OPA

Agency, Group or Individual	Contact	Submission	Page
Metrolinx	Anam Rafiq	May 31, 2022, Email	B-68
Ministry of Transportation Ontario	Graham Routledge	June 6, 2022, Email	B-71
Chartwell Maple Grove Residents Association	David Mallen	June 7, 2022, Letter	B-20
Joshua Creek Residents Association		June 7, 2022, Letter	B-59
Trafalgar Chartwell Residents' Association	Jette James	June 7, 2022, Letter	B-77
We Love Oakville	Rick Snidal	June 7, 2022, Letter	B-79
Dorothy Dunlop	N/A	June 28, 2022, Email	B-80
David Nelson	N/A	June 7, 2022, Email	B-26
John Rosart	N/A	June 7, 2022, Letter	B-74
Paul van Warmerdam	N/A	January 9, 2023, Email	B-84

Site Address(es)	Owner	Agent/Representative	Submission	Page
564 Lyons Lane	Mr. Michael Hohnjec	Russell D. Cheeseman, Barrister & Solicitor	June 6, 2022, Letter	B-2
354 Davis Road	Davis Road GP Inc.	Glen Schnarr & Associates Inc.	June 7, 2022, Letter	B-4
99 Cross Ave.	Home Depot of Canada Inc.	David A. McKay, MHBC Planning Limited	June 7, 2022, Letter	B-7
599 Lyons Lane	(owner)	Oz Kemal, MHBC Planning Limited	June 7, 2022, Letter	B-10
359 Davis Road	Kard Properties Limited	Oz Kemal, MHBC Planning Limited	June 7, 2022, Letter	B-15
217-227 Cross Ave. 571-595 Argus Rd.	Distrikt Developments	Tyler Grinyer, Bousfields Inc.	June 7, 2022, Letter	B-21
349 Davis Road	1539059 Ontario Inc.	Corbett Land Strategies Inc. C.F. Crozier & Associates Inc.	June 7, 2022, Letter	B-27
420-468 South Service Road East	General Electric Canada	Dana Anderson, MHBC Planning Limited	June 4, 2022, Letter	B-61
570 Trafalgar Road	Oak-Lane Park Investments Inc.	Paul Lowes, SGL Planning & Design Inc.	June 7, 2022, Letter	B-75
177, 185 Cross Ave. 580 Argus Road	915643 Ontario Inc.	Jeff Kenny, Strategy 4 Inc.	June 7, 2022, Letter	B-81
105, 111, 117 and 125 Cross Ave.	Centre City Capital Limited	Eldon Theodore, MHBC Planning Limited	January 14, 2023, Letter	B-88

June 6, 2022

**VIA EMAIL**

Town Clerk  
Clerk's Department  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Dear Sirs

**Re: Midtown Oakville and Proposed Official Plan Amendment  
Your File No. 42.15.59, Ward 3**

We represent Mr. Michael Hohnjec, the owner of 564 Lyons Lane Oakville. This property is located within Midtown Oakville and will be greatly affected by the proposed Official Plan Amendment (the "OPA"). We therefore write to the Town of Oakville on Mr. Hohnjec's behalf to object to the proposed OPA.

We note that the OPA and the notices in respect of same specifically note that 564 Lyons Lane is excluded from the OPA. Instead of including it within the Midtown Oakville Land Use area on Schedule L1, the proposed OPA will place 564 Lyons Lane within the "Natural Area" designation for the Town. Mr. Hohnjec wishes to register his strong objection to the re-designation of his property and asks that 564 Lyons Lane be included in the proposed Official Plan Amendment, and that its current use as a residential property be reflected in the Official Plan Amendment.

This property is one of only a few rental properties in the Midtown area of Oakville, particularly one of the only ones that offer low-cost rentals. The current use of the land should be recognized in the Official Plan Amendment, as it is our client's intention to see that the current use of the property continues into the foreseeable future.

Our client is also concerned with any plans to "re-locate" Lyons Lane within the Midtown Plan, as the current use of the property takes its access and egress from Lyons Lane. Any plans to move the location of the right-of-way should not be allowed to impact on our client's right of access to a public street.

Royal Building  
277 Lakeshore Road East, Suite 211  
Oakville ON L6J 1H9



Toronto Meeting Rooms  
Brookfield Place, 161 Bay Street, Suite 2700  
Toronto ON M5J 2S1

Thank you for your consideration of the above points. We will be in attendance at the June 7, 2022 meeting to register our client's objection to the OPA as it is currently drafted.

Yours very truly

A handwritten signature in black ink that reads "R. D. Cheeseman". The signature is written in a cursive style with a prominent flourish at the end.

Russell D. Cheeseman

RDC/saf

cc: Michael Hohnjec

June 7, 2022

GSAI File: 1370-001

Town of Oakville  
Building, Planning & Development Department  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

**Attn:** Geoff Abma  
Senior Planner

**RE: Midtown Oakville Growth Area Review Comment Letter  
Davis Road GP Inc.  
354 Davis Road, Town of Oakville**

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Dear Mr. Abma,

Glen Schnarr & Associates Inc. ('GSAI') is the planning consultant to Davis Road GP Inc. (the 'Owner'), the Owner of the lands municipally known as 354 Davis Road (the 'Subject Lands'), in the Town of Oakville (the 'Town'). In particular, the Subject Lands are located on the south side of Davis Road, east of South Service Road East, and are considered within 'Midtown Oakville'. The Subject Lands are currently improved with a 6-storey office building and surface parking area. Given that the structure was built in 2013, and is relatively new, the Owner does not currently contemplate development on the Subject Lands.

On behalf of the Owner and further to our previous correspondence, we are pleased to provide this Comment Letter in relation to the ongoing Midtown Oakville Growth Area Review (the 'Midtown Review').

GSAI has been actively participating in the Midtown Review and the concurrent Town Official Plan Review process. We understand that, when complete, the Midtown Review will culminate in an Official Plan Amendment ('OPA') that will modify policy permissions for lands across the Midtown community, including the Subject Lands.

We have reviewed the draft Midtown Oakville Official Plan Amendment ('Draft Amendment'), dated May 2022, and offer the following comments.

Overall, the Draft Amendment directs that the greatest heights within the Midtown Oakville community are to be directed to lands in proximity to the Queen Elizabeth Way ('QEW'). The Subject Lands are located south of the QEW and thus would meet this criterion. As such, the Subject Lands are an appropriate and desirable location for development to occur. We support the concentration of development in the location(s) outlined on Schedule L2, Midtown Oakville Density.

The Draft Amendment presents refined land use policies. More specifically, the Subject Lands are proposed to be re-designated from 'Office Employment' to 'Urban Core'. The draft 'Urban Core' policies direct that a range of uses are permitted. We support the re-designation of the Subject Lands.

The Draft Amendment continues to propose refinements to the local road pattern. More specifically, Schedule L3, Midtown Oakville Transportation Network, directs that South Service Road East and Davis Road are to be re-aligned and classified as 'Future Arterial' with ultimate Right-of-Way widths of 35 metres. Additionally, a new Arterial Road, referred to as Station Road, with a 35 metre ultimate Right-of-Way width, is to be provided along the Subject Land's southern edge. As currently contemplated, the proposed alignments of South Service Road East, Davis Road and Station Road will require additional land from and may negatively impact the current functions and site circulation patterns on the Subject Lands once constructed. We note that the widths and alignments contemplated are also a departure from what was previously presented at prior Public Meetings and in previous iterations of the Draft Amendment. Collectively, the proposed refinements to the local road pattern are concerning to the Owner as they relate to the Subject Lands. We request further detail be provided.

Similarly, Section 20.3.6.e) states that vehicular access to parking, service facilities and loading areas shall be planned from local roads. This proposed policy is concerning to the Owner. The Subject Lands have two vehicular accesses – one *via* Davis Road ('Davis Road Access') and one *via* South Service Road East ('South Service Road Access'). As outlined above, both Davis Road and South Service Road East are to be re-classified as Arterial Roads. This could mean that, once re-classified as Arterial Roads, the Owner will no longer be permitted to use the Davis Road Access or the South Service Road Access to access the Subject Lands. If this is the intent of the policy, it is our opinion that this policy is inappropriate as currently drafted, as it does not recognize that there may be instances, such as the South Service Road Access, where arterial roads are appropriate to use for access. Notwithstanding that the South Service Road East is proposed to be re-classified as an Arterial Road, it is also proposed to be realigned in a straighter, and thus safer, manner. In addition, the proposed intersection of South Service Road East and the QEW off-ramp has been relocated northward, farther from the existing South Service Road Access, thus eliminating another constraint to maintaining the current access location. As such, it is our opinion that access *via* South Service Road East should still be permitted (as it currently is) even if the road is re-classified as Arterial and that the policy be revised accordingly.

The Davis Road Access is located on the portion of Davis Road which is proposed to be abandoned (see Schedule L3) and replaced by a new re-aligned segment of Davis Road located to the north of the existing right-of-way. This re-aligned Davis Road is proposed to intersect South Service Road East directly across from the intersection of the QEW off-ramp and South Service Road East.

The Draft Amendment currently identifies the Subject Lands as being subject to site-specific Exception Policy 20.5.5. This draft policy permits the existing 6-storey office building and surface parking, and states that "*access shall be provided to the existing property at the time of construction of the future Davis Road and future ramp as identified on Schedule L3, or as determined through an approved environmental assessment*". In our opinion, the draft policy should be revised to: "*... access shall be provided to the existing property from Davis Road at the time of construction of the future Davis Road and future ramp as identified*".

on Schedule L3, and as determined through an approved environmental assessment, and access shall be provided to the existing property from South Service Road East substantially in accordance with the current access location at the time of construction of the future South Service Road East". To summarize, the Draft Amendment policies should permit these accesses notwithstanding that they may be from Arterial Roads.

If these current accesses are not permitted, and access from a local road is required, this may necessitate one or more access easements between the Owner and adjacent landowners because accessing the Subject Lands from a local road would require travelling over lands owned by others. As such, it is our opinion that site-specific Exception policy 20.5.5 should be revised to facilitate the South Service Road Access substantially in accordance with its current location and require the replacement of the Davis Road Access to another location on Davis Road at the time of construction of the realigned Davis Road.

The Owner is concerned about the Draft Amendment and requests that modifications be considered, particularly to draft policies 20.3.6.e) and 20.5.5. The Owner also requests more detail to be provided on the proposed alignments of South Service Road East, Davis Road and Station Road as outlined in Schedule L3 of the Draft Amendment.

We thank you for the opportunity to provide comments and wish to be included in the future Midtown Oakville Growth Area Review initiatives. We ask that you notify us of any future updates and meetings.

Please feel free to contact the undersigned if you have any questions.

Yours very truly,  
**GLEN SCHNARR & ASSOCIATES INC.**

  
Stephanie Matveeva, MCIP, RPP  
Associate

cc. Owner  
Town Clerk

June 7, 2022

Mayor Burton and Members of Council  
c/o the Town Clerk  
Town of Oakville, Clerk's department,  
1225 Trafalgar Road, Oakville, ON L6H 0H3

[TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)

Dear Mayor Burton and Members of Council:

**RE: UPDATED DRAFT MIDTOWN OAKVILLE OPA – SECOND COMMENT LETTER  
HOME DEPOT OF CANADA INC.  
MHBC FILE: 9316HA-28**

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On behalf of our client, Home Depot of Canada Inc., we have reviewed the most recent (updated) Draft Midtown Oakville OPA policies and mapping (herein "updated Draft OPA") issued on May 12, 2022, in conjunction with our previous (original) comment letter submitted to the Town on March 22, 2021. As you are aware, Home Depot owns and operates one of its stores located in the Trafalgar Village Mall at 99 Cross Avenue (i.e. the Subject Site), and is located within the "Lyons District" as identified in the updated Draft OPA, which is identified as an area that is intended to evolve from its current focus on strip malls and large format retail uses into an urban mixed use neighbourhood.

While Home Depot remains its position of not being fundamentally opposed to the overall mixed use vision for the Subject Site and the Lyons District, we provide the following comments for the Town's consideration prior to finalizing the Draft OPA for Council adoption.

1. **Section 20.6.2 (Phasing/Transition)** (previously Section 20.8.1)

We appreciate that these current policies of the updated Draft OPA continue to recognize the permission of legally existing uses prior to the adoption of the OPA. However, we understand that the following policy (previously 20.8.1e) has been removed from the updated Draft OPA policies:

*e) The redevelopment of existing low-rise commercial centres and uses may occur gradually in a phased manner. Notwithstanding the minimum heights shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.*

We request that this policy be reinstated in the Midtown Oakville Draft OPA policies relative to "Phasing/Transition", as this would clearly allow for "building additions, alterations and/or replacements", so long as they would not preclude the long-term redevelopment of the Subject Site as set out in this Plan. Otherwise, this precludes the existing Home Depot store from any future modifications / expansions to their operations, which does not protect for the existing use (as even a

minor expansion such as a garbage enclosure would not be considered part of the existing use). A policy that clearly allows for “building additions, alterations and/or replacements” more effectively protects for the existing use and potential minor modifications/expansions to the existing and its operations.

**2. Previous Section 20.8.4 (Landowners’ Agreement(s) / Cost Sharing) – Removed**

We appreciate that the Town has considered our previous comments by removing the previous Section 20.8.4 of the previous Draft OPA relative to Landowners’ Agreement(s)/Cost Sharing. We support this policy removal as per the updated Draft OPA.

**3. Section 20.6.3 (Area Design Plans) (previously Section 20.8.2 – Block Design Plans)**

While the policies of this section in the updated Draft OPA now make reference to “area design plan” requirements instead of a “block context plan” (as per the previous Draft OPA), these policies still require applicants submitting “any development application in Midtown Oakville” to submit an “area design plan”. It is requested that the Town clarify the specific “development applications” that would trigger this requirement and revise this policy language accordingly, given that “any development application in Midtown Oakville” covers a very broad range of applications that require approval under the *Planning Act*, including applications that may not warrant this requirement (e.g. minor variance applications, minor site plan amendments).

**4. Schedule L3 (Midtown Oakville Transportation Network)**

The current proposed future road network as shown on Schedule L3 (Midtown Oakville Transportation Network) of the updated Draft OPA has not been revised to reflect the existing Home Depot store operations (i.e. parking, access, loading, etc.). In fact, the “Future 26m Collector Lane (2-Lane)” and “Future Bike Lane” as shown on updated Draft OPA Schedule L3 continues to bisect the existing Home Depot store at the south end, as opposed to following the existing driveway alignment that clearly avoids the existing store and its operations. As such, and regardless of Policy 20.3.5d) of the updated Draft OPA (which identifies that changes to Schedule L3 will not trigger an OPA), our client continues to take issue with any future (final) road alignments that compromise the function of the Home Depot store (which Schedule L3 clearly continues to do). Considering that Home Depot does not have any long-term redevelopment intentions at this time, its store operations cannot be compromised, even through general layouts that clearly do not work with the current store operations. Given that we know that this currently alignment is not functional and compromises the existing Home Depot store, this should be corrected now (before being adopted by Council), as opposed to being addressed through any future application(s) and associated studies.

Our client reserves the right to respond accordingly following Council’s decision on the Draft OPA, including any other issues that may arise through our review of the final OPA.

If you have any further questions please do not hesitate to contact the undersigned.

Thank you.

Yours truly,  
**MHBC**





David A. McKay, MSc MCIP, RPP  
Vice President and Partner



Andrew Palumbo, MCIP, RPP  
Associate

cc.: *Geoff Abma, Town of Oakville*  
*Kimberly Koenig, Home Depot*

June 7, 2022

Mayor Burton and Members of Council  
c/o the Town Clerk  
Town of Oakville, Clerk's department,  
1225 Trafalgar Road, Oakville, ON L6H 0H3

TownClerk@oakville.ca

Dear Mayor Burton and Members of Council:

**RE: PROPOSED DRAFT MIDTOWN OAKVILLE PLAN AMENDMENT**  
**599 Lyons Lane**  
**OUR FILE: 11162 I**

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MacNaughton Hermsen Britton Clarkson Planning Ltd. (MHBC) represents the landowners of 599 Lyons Lane, Oakville, Ontario. The property is located south of the QEW highway and South Service Road East, and east of Sixteen Mile Creek within the western-most area of Midtown Oakville. MHBC appreciates that the Town of Oakville Council is receiving property owner comments and recommendations regarding the proposed amendment to Livable Oakville, under the *Planning Act*.

The recommendation to repeal Livable Oakville, section 20, Midtown Oakville, and applicable Schedules L1 to L3 (Land Use, Building Heights, Transportation Network) and replace with new policy text and schedules, forms the basis of this submission. The following provides an overview of: subject land context; previous development applications submitted to the Town of Oakville; the impact of the proposed policies on the subject lands; and recommendations regarding the amendment.

### **Subject Lands: Context**

The subject lands are contained within the policy area boundary of Midtown Oakville. This area is identified as the Town's Urban Growth Centre, and in the existing Livable Oakville Plan, is designated as 'High Density Residential' within the Schedule L1, Midtown Oakville Land Use map.

The subject property is approximately 0.89 ha (2.2 acres) in area with frontage along the west side of Lyons Lane, north of Cross Avenue. The lot is currently vacant and only accessible via one public roadway, Lyons Lane. To the west is Sixteen Mile Creek, while to the east are the commercial retail uses that are generally 2 storeys in height. To the south, across Cross Avenue, is the Metrolinx multi-lot surface parking serving the Oakville GO station.

## Previous Submissions and Town Undertakings

As a prime site within the Urban Growth Centre of Midtown Oakville, the land has been subject to an Ontario Municipal Board settlement in 2009, that resulted in a site-specific Official Plan Amendment and Zoning By-law amendment. These amendments were included within the Livable Oakville plan as well as the Town's inZone Zoning By-law and permitted a maximum building height of 26 storeys.

Within the OMB 2009 settlement, the Road and Infrastructure Improvements were approved through Schedule C and dated March 30, 2009.

In June, 2014, the Town completed the Midtown Oakville Transportation and Storm water Municipal Class Environmental Assessment for Midtown Oakville. Within the subject land area, modifications were recommended for Cross Avenue and South Service Road in conjunction with improvements to the QEW / Trafalgar Road interchange. The proposed road network modifications had no impact on the 599 Lyons Lane site. The traffic generated by the subject development was included in the modelling for the Midtown EA.

July 16 2020, an application was submitted to the Town of Oakville to remove the Holding provisions of the site-specific Zoning By-law. The Town, through File No. Z.1614.75, provided comments to the landowner on November 12, 2020. Conservation Halton indicated that the preliminary re-alignment design of Lyons Lane is dependent on the Geotechnical Investigation that has been requested by Conservation Halton.

Pre-consultation meeting was held on April 14, 2021 for Site Plan Application. Town felt it premature. Town states that Geotech Report needs to be completed.

May 13, 2021, EXP Services Inc. completed a Preliminary Geotechnical Investigation and Slope Stability Analyses for the Town of Oakville regarding Lyons Lane and Adjacent Sixteen Mile Creek. Part 1 of the Analyses indicated the following purpose of the preliminary study:

*The Town of Oakville is reviewing the future road network in the Midtown area, further to an Environmental Assessment completed in 2014. Lyons Lane is a two-lane local road with a rural cross-section. It is located on the west side of Midtown and runs north from Cross Avenue and ends in a cul-de-sac just south of the QEW. The road is immediately adjacent to the Sixteen Mile Creek valley. **It is anticipated that Lyons Lane will be reconstructed as a two-lane urban roadway with future development in the Midtown area.***

The EXP engineers provided with the following concluding opinion:

### *Pavement Design and Construction*

*The results of the slope stability analysis show that the long-term stable slope line is located on the existing roadway. If the roadway is to remain at its current alignment, stabilization measures will be required in order to satisfy the required minimum factor of safety. Measures such as rebuilding the slope using reinforced earth or stabilization using soil nails etc. may be considered to improve the stability of the slope. Further consultation with Conservation Halton is required prior to advancing these recommendations.*

## Region Official Plan Amendment 48 (ROPA 48)

Halton Region's approved ROPA 48, through Map 1H "Regional Urban Structure", has delineated Midtown Oakville as being a Strategic Growth Area, and the Town's Urban Growth Centre and priority Oakville GO Major Transit Station Area. The minimum MTSA density will be 200 people and jobs/hectare. This signifies that the subject lands are intended to accommodate significant growth.

This being a Strategic Growth Area, the Region indicates through policy, s. 79.3(7.3) that "It is the policy of the Region to":

"Ensure that Strategic Growth Areas are development-ready by: a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Strategic Growth Areas."

Halton Region, through ROPA 48 indicates on Map 3 Functional Plan of Major Transportation Facilities indicates that Lyons Lane is a "Major Road", similar to Kerr Street, Chartwell Road, Morrison Road and Maple Grove Road (all south of the QEW). Policy 173(1.1) of the current ROP, states that it is the policy of the Region to:

"Work with the Province and Local Municipalities to plan for and protect planned corridors and rights-of-way for transportation and transport facilities, as shown on Map 3, to meet current and projected needs. Development shall not preclude or negatively affect the use of the planned corridor for the purpose(s) for which it was identified or being actively planned.

Policy 173(1.2) also says that it is the policy of the Region to:

"Require Local Municipalities, in consultation with and to the satisfaction of the Province, to develop official plan policies that provide protection for planned corridors to ensure that development shall not predetermine or preclude the planning and/or implementation of the corresponding transportation facilities on Map 3."

Given that Lyons Lane is identified as a major road on ROP Map 3, as consolidated in November 2021, that the current road provides the traffic volume capacity to support the proposed growth in this area of Midtown Oakville.

### **Midtown Oakville: Proposed Official Plan Amendment June, 2022 Draft Policies Applicable to Subject Land**

The Town of Oakville proposes to repeal all of Livable Oakville's section 20, Midtown Oakville policies, as well as Schedules L1 to L3, and replace it with revised policies and schedule maps. The purpose of the amendment, in part, is to conform to Halton Region ROPA 48 that establishes Midtown Oakville as the Town's main Urban Growth Centre where a minimum target of 200 persons and jobs per hectare is to be achieved by 2051. ROPA 48 also reinforced the Oakville GO MTSA boundary.

While the proposed policies are generally similar to the existing Midtown Policies, the following provides the policy amendments that affect 599 Lyons Lane.

- Schedule L1 Land Use – 599 Lyons Lane no longer designated “High Density Residential”; now identified as “Urban Core” designation (this removes the existing policy 20.5.4 wherein ‘no maximum residential density’ applied to subject lands);
- Schedule L2’s ‘building heights’ amended to a new Schedule L2 ‘density’ that provides a range from 4.0 to 10.0 FSI;
- Schedule L3 ‘transportation network’ identifies **Lyons Lane** as a “**road to be abandoned**”;
- Schedule L3 ‘transportation network’ also indicates that all future roads have increased in road width, thereby reducing the developable area of lots;
- Maximum building height is identified as 255 metres (s.20.3.8.f) where the permitted density allows for this height;
- Building Height exception s.20.6.2.a that permitted a 26 storey structure is deleted; and,
- ‘Exception’ policy 20.6.2.b (new number 20.5.2.a) is retained and permits that underground structures/architectural features may encroach into the 15 m setback, dependent upon Conservation Halton requirements/regulations.

### **Impacts for 599 Lyons Lane**

The proposed draft amendment to the Midtown Oakville Official Plan policies will have both positive and negative impacts:

- Positive Impacts
  - Increased FSI
  - Common land use designation throughout

The proposed policies that increase FSI will support investment and population/job growth in the area.

- Negative Impacts
  - Proposed Lyons Lane closure
  - Unknown Regional water and wastewater service provision for proposed Growth to conform with Strategic Growth Area’s Growth Plan targets

### **Policy Recommendations**

Having reviewed the proposed new policies for section 20 of Livable Oakville that will guide development of Midtown Oakville for the next decade to 2051, under the current Halton Region Official Plan, the following recommendations are provided for consideration:

1. Remove the reference that Lyons Lane is a “road proposed to be abandoned” on proposed Schedule L3.

The Town’s reliance on a preliminary Geotechnical Report is not a valid basis to abandon the only access road to the subject lands.

2. Reduce the proposed road widths of the 'future' roads as the intention of active transportation is not solely to ensure that each street in the road hierarchy is a 'complete street';
3. With the introduction of public realm policies and goal of increasing landscaping, trees and street fixtures, it is assumed that the Town of Oakville will be investing significantly in the publicly-owned spaces and fixtures and will operate and maintain this increase of public spaces;
4. Verify/confirm that Halton Region has the servicing capacity to accommodate the ROPA 48 and upcoming ROPA 49 growth targets within Midtown Oakville as the preeminent Urban Growth Centre.

The above policy recommendations ensure that development may occur on the lands at 599 Lyons Lane with public road frontage. While the Town has a vision of a Midtown Oakville as an historic, high-rise downtown area with a new local grid street pattern, any attempt to construct such a road network through existing buildings and registered lot lines may not be feasible in the next decade to 2031 or to 2051.

While it is very disappointing that the Town is basing a public road closure (to a parcel of land wherein that road represents the lot frontage and the only access to the site) on a preliminary geotechnical report, we are pleased that the subject lands remain within the Town's Urban Growth Centre. We hope that the Town of Oakville considers the above policy recommendations to ensure that 599 Lyons Lane remains accessible via the only public roadway, as well as a viable and developable property that can support the vision for Midtown Oakville growth.

Thank you.

Yours Truly,

**MHBC**



Oz Kemal, BES, MCIP, RPP

*cc. T. Wallace, M. Zakaria*

June 7, 2022

Mayor Burton and Members of Council  
c/o the Town Clerk  
Town of Oakville, Clerk's department,  
1225 Trafalgar Road, Oakville, ON L6H 0H3

TownClerk@oakville.ca

Dear Mayor Burton and Members of Council:

**RE: PROPOSED MIDTOWN OAKVILLE PLAN AMENDMENT  
359 DAVIS ROAD  
OUR FILE: 17270A**

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Kard Properties Limited, owners of land at 359 Davis Road, have retained MacNaughton Hermsen Britton Clarkson Planning Ltd. (MHBC) to represent their land interests in Oakville, Ontario. The property is located south of the QEW highway and east of Trafalgar Road central to the Midtown Oakville area. Kard Properties, through MHBC, is grateful that the Town of Oakville Council is receiving property owner comments and recommendations regarding the proposed amendment to Livable Oakville, under the *Planning Act*.

The virtual statutory public meeting on June 7 is being hosted by the Town to receive feedback with respect to revised Midtown Oakville policies through section 20, and applicable Schedules L1 to L4 (Land Use, Density, Transportation Network, and Public Realm) and replace the section with new policy text and schedules forms the basis of our input. The following provides an overview of: subject land context; previous comments submitted to the recent Midtown Oakville Official Plan Amendment (OPA) of 2017 and 2021; the impact of the proposed policies on the subject lands; and recommendations regarding the amendment.

### **Subject Lands: Context**

The subject lands are contained within the policy area boundary of Midtown Oakville. This area is identified as the Town's Urban Growth Centre, and is currently designated 'Office Employment' within the Trafalgar District on Schedule L1, Midtown Oakville Land Use of the Livable Oakville Plan.

The subject property is approximately 0.51 ha (1.26 acres) in area and is located on the east side of Trafalgar Road, south of the QEW with frontage along Davis Road. There is an existing two storey structure on site that contains a commercial servicing use (auto collision repair) with a building footprint occupying 50%+ of the lot. To the east and west are existing one storey structures, and to the south is a six storey office building surrounded by three large areas of paved surface parking lots.

A significant number of adjacent parcels of land are vacant (or contain surface parking) as a result of current and ongoing appeals to OPA 4 (Midtown Oakville) and Zoning By-law 014-2014 (“InZone”). The zoning by-law appeals pertain to proposed Part 7, Schedule 19(8b) and through Table 7.2: “legal uses of land, buildings, and structures existing on the lot as of the effective date of this By-law.” (Feb. 25, 2014). The proposed amendments and subsequent appeals have resulted in vacant and unbuilt lands in the surrounding area of the subject lands.

### **Previous Submissions – 2017 and 2021**

On September 20, 2017, Kard Properties voiced their concerns in a written submission to Town of Oakville Planning Services Department staff, regarding a Town-initiated Official Plan Amendment to the Transportation Network. Part of the amendment proposed a road realignment of Cross Avenue (By-law 2017-082, File No. 42.25.004). While supportive of the proposed OPA Schedule L3 transportation network, the submission noted that the Town-initiated Official Plan Review was proposing a new transportation network through a revised Schedule L3. The comments were as follows:

*Under the Official Plan Review, a future 28 metre minor arterial road (Cross Avenue extension) is proposed to extend in an east-west direction, therefore horizontally bisecting the subject lands. This new vision for the Transportation Network throughout the Midtown presents major issues for all of the properties located on the north side of Davis Road, including the subject lands. Furthermore, the proposed road configuration would be running through existing occupied buildings. The future 28 metre minor arterial road would negatively impact the subject lands as they are currently occupied by a building with surface parking which appears to be horizontally bisecting the subject lands, and running through the center of the existing building.  
<Kard Properties is> not supportive of the current road configuration as consideration to existing businesses in the area should be included as part of any future road alignment patterns.*

Council should be advised that existing businesses were not included in any discussions for the current and proposed Cross Avenue extension and its impacts to landowners.

Similar concerns were raised in 2021 with respect to the transportation network and the 28 metre minor arterial horizontally bisecting the subject lands.

### **Midtown Oakville: Proposed Official Plan Amendment Draft Policies Applicable to Subject Land**

The Town of Oakville proposes to repeal all of Livable Oakville’s section 20, Midtown Oakville policies, as well as Schedules L1 to L3, and replace it with revised policies and schedule maps. The purpose of the amendment, in part, is to reflect Halton Region’s delineation of the Oakville GO Major Transit Station Area (MTSA) boundary and to impose a new grid transportation network throughout the area. The revised vision for this MTSA is intended to create a transit-supportive and complete community with the town’s highest density mix of residential, commercial institutional and community uses. Midtown Oakville is an urban growth centre with a planned minimum gross density of 200 residents and jobs combined per hectare – a minimum 20,600 residents and jobs.

#### 20.3.3 Public Realm

Midtown Oakville is intended to feature public realm comprised of public streets, parks and open spaces as well as privately-owned publicly accessible open spaces – designed



to create a desirable place for residents, workers and visitors alike. Schedule L4 identifies where the public realm elements are intended to be located.

While the majority of policies are tied to Schedule L4, we note that policy 20.3.3(m) reads as follows, *“In addition to the parkland identified on Schedule L4, a minimum of 5 percent of the site area should be provided through the development as privately-owned publicly accessible open space at grade that is connected and integrated with the public realm.”*

We would like clarification on this item, as it appears to be requesting that each development provides a minimum of 5 percent as privately-owned publicly accessible open space in addition to required parkland contributions that will be required under redevelopment scenarios. We request clarification as to whether the additional 5 percent is being credited (fully or partially) towards a development's overall parkland contribution.

Several key proposed amendments include:

- Reconfiguration of Roads  
Existing roads and road networks are proposed to be abandoned, realigned, widened or replaced based on the new Schedule L3: Transportation Networks.  
  
Schedule L3 has been revised from previous versions and now shows the new arterial road aligned with Davis Road. We do note that the right of way width of the arterial has been modified from 28 metres to 35 metres. Davis Road is identified as a multipurpose arterial road.
- Block Design:  
Development blocks formed through the planned transportation network are to be designed comprehensively. Where Block Design cannot be consolidated, it is anticipated that development will not preclude the development of the remainder of the block.
- Built Form:  
It is intended that the tallest buildings will be located in Midtown Oakville and will be of high quality architecture and detail to help create an active pedestrian environment and distinct skyline. Towers are to be separated by 25 metres apart, and podium bases for tall buildings should be no greater than 80 percent of the width of the adjacent right of way, but no taller than 6 storeys. Rooftop amenity and green roofs is encouraged.
- Development Density:  
In lieu of maximum heights, Schedule L2 has been modified to be expressed as FSI. The subject lands are identified as having a density ranging from 4.0 to 10.0. The portion of density on a lot that is to be transferred to the Town can be transferred to the retained lot or block as increased density beyond the maximum density prescribed. In addition, development density allows for exclusions from the overall density calculations. The policies also includes a maximum height cap for all of Midtown of 255 metres. Lands for public parks, community uses operated by a public authority, and above ground parking structures operated by a public authority are excluded by the minimum density calculations.

- Phasing/Transition:  
Existing buildings and uses will be permitted to continue, but are intended to redevelop as envisioned by the proposed policies and schedules. Redevelopment of Midtown is subject to the availability of required infrastructure.
- Parking:  
Reduced and maximum parking standards shall be considered in implementing zoning by-laws. Parking structures above grade that abut a road, other than a local road, shall incorporate commercial office, or residential uses between the exterior walls and area designated for parking.
- Area Design Plan  
An Area Design Plan may be required at the discretion of the Town. The Area Design Plan is required to demonstrate a variety of items including, but not limited to the following:
  - An approved terms of reference;
  - Comprehensive development scheme for the entirety of the block;
  - Identify built form, density and building heights as well as mixture of uses, and housing types including affordability;
  - Identify road patterns including active transportation, transit facilities, streetscape and public realm enhancements and on-street parking;
  - **Address coordination with land uses**, road patterns, and conceptual redevelopment of lands outside, but adjacent to, the lands which are the subject of the area design plan;
- Schedule L3: Midtown Oakville Transportation Network  
Davis Road is proposed to be maintained and widened into a 4 lane, 35 metre cross-section following existing road patterns although the final road alignment will be subject to further study.

South Service Road East appears to be maintained for the segment paralleling Trafalgar Road, between Trafalgar Road to the south and northward to the rear of the Subject Lands. South Service Road will loop back into the existing road network for Midtown.

### **Impacts for 359 Davis Road**

The proposed amendment to the Midtown Oakville Official Plan policies will have both positive and negative impacts:

- Positive Impacts
  - Increased development density
  - Increased population and employment densities
  - Realignment of arterial road, subject to further study.

The proposed policies that allow for greater densities will support investment and population/job growth in the area.

- Negative Impacts
  - Creation of a non-conforming use
  - Private land investment converted to a public road
  - 35 metre cross-section arterial road along Davis Road
  - Block Design/Area Design Plan

Overall, the proposed policy modifications and realignment of road appear to be a positive with respect to the property at 359 Davis Road. We have concerns with the general right of way widths as Davis Road is proposed to almost double in width, which equates to a road taking of almost 10% of the subject property area. While we recognize that density transfers are permitted, the loss of land along with the requirement of an additional 5% of land for publicly accessible private space in addition to the parkland requirements will make redevelopment of the lands very challenging. We also note that the potential requirement for an Area Plan and Block Design requires willing neighbours/landowners to participate in such a process and may be challenging depending on individual circumstances.

### **Policy Recommendations**

Having reviewed the proposed new policies for section 20 of Livable Oakville that will guide development of Midtown Oakville to 2031, under the current Halton Region Official Plan (ROPA 48), and recognizing that Halton Region intends to adopt ROPA 49, which will guide development to 2051, the following recommendations are provided for consideration:


1. Maintain the proposed road network of the current Schedule L3 Midtown Oakville Transportation Network, but revert back to the rights of way widths that were originally provided as the intent of the right of way was generally identical. Let an EA process dictate the appropriate right of way widths. If the intent is that the public realm is going to fully be provided with the Town's increased right of way, then the public realm policies should be modified to reflect this. It would be beneficial to see how a 35 metre cross section is envisioned for Midtown.
2. Add policies that identify how the Town will provide land exchanges at fair market value for any properties that are made undevelopable as a result of the new road network.
3. We are interested to see how the new Midtown Oakville policies will be coordinated with the Community Benefits Strategy and Community Benefits Charge By-law (CBC), and the role that the Town will play in the provision of community benefits.
4. Clarity with respect to the separation of public and private open spaces and parks and credit thereto.

We appreciate the Town's consideration for the above-policy modifications and also appreciate the Town's revisions to the transportation schedule as it relates to the alignment of the Davis Road. We do question the right of way width proposed as it's significantly wider than previous versions, so we would like additional information with respect to this to understand the rationale.

Thank you.

Yours Truly,

**MHBC**



Oz Kemal, BES, MCIP, RPP

*cc. G.Bryant, D.D'Silva, R.D'Silva, Tony Canade, K.D'Silva, J.Meader*

Mayor Burton, Members of Council, Ladies and Gentlemen.

Good evening. My name is David Mallen, representing **CMGRA**, and I thank you for the opportunity to speak with you tonight concerning **Midtown**, and specifically the **Draft OPA** and the associated **staff report**. I will endeavour to be brief as I only have a few points at this preliminary stage.

1. I would like to make it clear from the outset that **CMGRA** supports the redevelopment of Midtown as a “strategic and urban growth area, a major transit station area, developed as a complete community, a new and different part of our Town”. We understand the Provincial requirement to accommodate 20600 people and jobs by 2031.
2. **CMGRA** believes that this redevelopment project will be more successful, if our whole Oakville community supports the Town in its efforts to ensure Midtown achieves all of the plan objectives, and does become a “complete community” within our Town. A community that offers and supports opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, public service facilities, and is “age friendly”. This will be an excellent outcome and compatible with “Livable Oakville”, as well as the Provincial mandate.
3. However, our current assessment is that our community is largely unaware of plans for Midtown redevelopment. Unfortunately, prospective developer`s presentations have caused surprise, alarm, and some incredulity, (no doubt unintentionally), regarding their announcements of 12-60 plus storey towers, as in many cases this is the first time that many people have become aware of such plans.
4. At this time we respectfully “ask” that Council, assisted by staff, undertake to communicate with the Oakville community the plans for development of Midtown. At the present time the available “plans “ are limited to zoning plans and extensive ( aspirational) discussion in the planning report. Our objective is to generate informed discussion at the community level, that will encourage and facilitate support to the plans. (CMGRA will assist in any way that we can with this endeavour). We further ask that **Council take a leadership role** in explaining more of the specifics of the plans, the “what, when, where, why, who and how much”? Additionally to explain how Midtown will be integral with Livable Oakville, in order to improve the general understanding amongst the community for the Midtown project. (Based on our experience so far, leaving this important role to the developers alone will not generate support and acceptance, but may give rise to suspicion and apprehension, which, although unintentional, will not be helpful ).
5. Specifically P49/50 of the staff report proposes Area Design plans. It is our suggestion that the Town initiate these, (not the developer, although of course developers may have significant input). And that as a minimum these be communicated to the public for comment. Additionally P53 proposes “unlocking barriers to development”, through working groups. Why not share these with the public? Council may even wish to consider Councillors, or members of the public being included in these working groups.

Thank you for your time and I will endeavour to respond to your questions.



# BOUSFIELDS INC.

June 7, 2022

**Sent Via Email to: [TownClerk@Oakville.ca](mailto:TownClerk@Oakville.ca)**

Geoff Abma, Senior Planner  
Town of Oakville  
1225 Trafalgar Road,  
Oakville, ON L6H 0H3

Dear Mr. Abma,

**Re: *Item 6.2: Midtown Oakville Growth Area Review***  
***Draft Proposed Town-initiated Official Plan Amendment***

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We are writing on behalf of Distrikt Developments (“Distrikt”) with respect to the Midtown Oakville Growth Area Review, specifically the draft proposed Town-initiated Official Plan Amendment (“draft OPA”) dated May 12, 2022. Distrikt is a significant land owner in the Midtown Oakville area, owning approximately 7.5 acres of land in proximity to the GO Station, with the potential to acquire additional lands. On May 30, 2022, our office filed a combined Official Plan and Zoning By-law Amendment application on behalf of Distrikt for the lands at the northeast corner of Cross Avenue and Argus Road (municipally known as 217 - 227 Cross Avenue and 571-595 Argus Road). The proposal seeks to redevelop the lands with a comprehensive, mixed-use development comprised of three towers and a significant privately-owned publicly accessible open space (POPS). Distrikt is also working on filing another application for a three-tower mixed-use development in the node shortly.

Distrikt is generally encouraged by the direction of the revised draft Official Plan Amendment and is of the opinion that many of the previous barriers to redevelopment have been addressed in the most recent draft however, respectively submits the following comments on the revised proposed policies related to the parkland / public realm, built form, density and public service facilities. Our comments are discussed in greater detail below.

## Public Realm / Parkland Policies

The draft OPA introduces a number of new policies related to the public realm, as well as the inclusion of Schedule L4 (Public Realm). Policy 20.3.3(i) provides that “parkland dedication shall be provided in the form of land where promenades, public commons, urban squares and connectors are identified on Schedule L4 and may be required in other locations” (our emphasis). The language “shall be” suggests that the location of

these dedications are mandated to be provided in a specific location, in accordance with Schedule L4, however, verbal discussions with staff have suggested that the locations shown on L4 are conceptual only. This language is unclear and we request flexible terminology in this regard. Further to this, the draft OPA provides that in addition to the parkland identified on Schedule L4, a minimum of 5% of the site area should be provided as a POPS (Policy 20.3.3(m)). Both policies, as currently written, are not clear as to whether these contributions can be credited towards the requirements for parkland dedication required under Section 42 of the *Planning Act*. In addition, Policy 20.3.3(m) does not specify whether the 5% is based on net or gross site area. **As such, we request flexible terminology such as “should be” rather than “shall be” for Policy 20.3.3(i). As well, we request Town Staff provide clarification as to the relationship between the contributions identified in Policies 20.3.3(i) and (m) and the requirements of Section 42 of the *Planning Act*, as well as revise Policy 20.3.3(m) to state that the proportion of land provided as POPS is based off gross site area.**

**In addition to the above, we request that Town Staff provide direction on whether the abovementioned dedications can be encumbered. In this regard, other municipalities, such as Vaughan, are exploring partial credit for encumbered parkland and POPS.**

With respect to Policy 20.3.3(j), the proposed language is not explicit as to whether an OPA would be required if the public realm elements shown on Schedule L4 were to be changed in terms of their location, size, or configuration. **As such, we request Town Staff revise the policy to include language similar to Policy 20.3.5(d), as it relates to the public realm elements shown on Schedule L4, which allows for such flexibility without a site-specific OPA.**

Finally, Policy 20.3.3(k) provides that the promenades identified for Cross Avenue and David Road should have a minimum width of 20 metres. While we understand the policy’s intent to achieve a vibrant streetscape with a wide pedestrian zone and potential for patios etc. along these rights-of-way, it has been our experience that such a streetscape can be achieved with widths far less than 20 metres. Certain Secondary Plans in Toronto for instance require a 5-metre building setback, in addition to the public sidewalk width, in order to achieve the abovementioned streetscape. **As such, we request Town Staff consider revising the policy to be less numerically prescriptive and to share the planned design for these promenades.**

## Built Form Policies

Policy 20.3.7(a) states that “it is intended that some of the Town’s tallest buildings will be in Midtown Oakville” (our emphasis). This statement conflicts with the opening section of the built form policies which states that “the tallest buildings in Oakville will be located in Midtown Oakville” (our emphasis). The wording of Policy 30.3.7(a) could be interpreted to imply that not all of the tallest buildings will be in Midtown Oakville. **As such, we suggest that Town Staff to consider revising Policy 30.3.7(a) to be consistent with the other sections of the Plan by removing the phrase “some of”.**

Next, Policy 20.3.7(d) prescribes a minimum 25metre variation in building height for multi-tower sites, blocks or towers in proximity to one another. We agree in principal that variation in building height will contribute to a distinct skyline however, we would **request that Town Staff consider revising the policy to be less numerically prescriptive, as 25 metres is a fairly significant height variation (approximately 8 storeys), and simply state the encouragement of a variation in building heights and leave the site-specific analysis to determine the appropriate variation in building height.**

Policy 20.3.7(e) introduces the concept of a “height peak” within Midtown Oakville. We are pleased with the introduction of this concept, and **respectively ask that Town Staff to also consider including that lands along the northerly edge of the node adjacent to the QEW highway be included within the height peak. These lands would also be suitable for the tallest buildings while minimizing any potential built form impacts. Additionally, we note that these lands will also be subject to not only a large land conveyance for the realignment of South Service Road East, they will also be subject to an additional 14-metre Ministry of Transportation (MTO) building setback from the southerly edge of this new road alignment thereby significantly reducing the developable area of land for these sites.**

Policy 20.3.7(f) relates to the height of podium buildings, and mirrors language found in the Livable By Design Manual (2019). The policy provides that podium heights “for tall buildings should be no greater than 80% of the width of the adjacent right-of-way and shall not exceed 6-storeys...” (our emphasis). As the right-of-way widths for the Midtown road network on Schedule L3 have been widened even further in the draft OPA, limiting the podium heights to 6-storeys despite increasing the planned right-of-way widths in Midtown is punitive. **As such, we request that Town Staff revise the policy to remove the 6-storey limit for podium base buildings.**

### Development Density Policies

While we appreciate that Town Staff removed the minimum and maximum height requirements from the OPA, it remains unclear as to how the Town arrived at the density ranges shown on Schedule L2. **As such, we request that Town Staff share the background studies prepared to determine the density limits for Midtown Oakville as the density limits appear to be on the low side given they are based on net site area and the large conveyances for roads and parkland may be required.**

With respect to Policy 20.3.8 and Schedule L2, it is not clear if when calculating floor space index if the site area is the gross or net site area. **We recommend that it be based on gross site area** to recognize the varying city building contributions that may be provided by various landowners and so as not to penalize those landowners who may contribute more. We recognize that Policy 20.3.8(d) allows for the ability to transfer density as discussed in more detail below.

Policy 20.3.8(d) refers only to “public local roads” in terms of the ability to transfer density for that conveyed portion of lands and does not allow for the density transfer for minor, collector, and arterial roads planned for Midtown Oakville. **As such, we request that the Town revise the policy to allow it to apply to the area of all public road conveyances. This policy appears to be far more punitive than the previous draft OPA which allowed for increased density proportionally with the wider right-of-ways. For example, Cross Avenue now has a 35-metre right-of-way and is a key component to the transportation network. Why wouldn't there be a density transfer permitted for this city building element? We also note that this policy refers to “gross floor area” whereas the remainder of the OPA uses “net floor area”.**

Policy 20.3.8(e) provides a list of floor areas that are exempt from the calculation of floor space index. For the purposes of an OPA policy, the additional details within subsection (ii) which state “designed specifically to accommodate...” are ambiguous and not necessary. In addition, the list of floor areas provided in this policy does not include other non-residential uses that the Town is trying to encourage such as community facilities, grocery stores, day cares, and hotel uses. **As such, we request that the Town revise Policy 20.3.8(e)(ii) to delete the text following “3-bedroom units” in (ii), and consider including additional non-res uses, such as those mentioned above, as permitted floor areas except from the calculation of floor space index.**



### Public Service Facility Policies

As it relates to public service facilities, Policy 20.3.10(d) states that “development may be required to contribute to the delivery of community service facility needs identified through the planning application process or other Town master plan or strategy...” (our emphasis). The policy does not expand on how this contribution would be made, and if any credits would be made available to a landowner for the delivery of such facility needs. **As such, we request that Town Staff provide flexibility in the language to state “development should contribute...” rather than “may be required to contribute...”, and we request clarification as to how such contributions will be made and if credits will be available to the landowner for providing such community facilities.**

### Parking Policies

Policy 20.3.13(a) states that “Reduced and maximum parking standards shall be considered in the implementing zoning”. Given the recent emphasis on reducing parking standards, specifically where sites have excellent access to transit such as this node, **we are of the opinion and request that the language should be stronger such as “In recognition of this urban growth centre’s access to rapid transit, reduced and maximum parking standards are strongly encouraged in order to minimize the use of automobiles and encourage the use of transit”.**

We thank you for the opportunity to continue to participate in the Midtown Oakville Growth Area Review process and to comment on the draft proposed Town-initiated Official Plan Amendment. We respectfully request the Town consider our suggested amendments in a subsequent future draft of the OPA.

We would be happy to meet with you to discuss our comments. If you have any questions regarding this letter, please do not hesitate to contact the undersigned.

Yours very truly,  
**Bousfields Inc.**



Tyler Grinyer, MCIP, RPP

cc: *Sasha Lauzon, Distrikt Developments*  
*Marcus Boekelman, Distrikt Developments*

**From:** [David Nelson](#)  
**To:** [Jill Stephen](#)  
**Cc:** [Janet Haslett-Theall](#); [David Gittings](#); [Geoff Abma](#); [Mara Micevic](#); [Malvinder Singh](#)  
**Subject:** Midtown Oakville  
**Date:** Tuesday, June 7, 2022 9:08:32 PM

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SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your presentation this evening. I have spoken with developers with lands within the midtown core and have determined that there is a level of frustration with the timing for transportation improvements necessary to move applications forward to the construction stage. Many developments are being approved subject to Holding Provisions which cannot be removed within a reasonable period of time given the multiple levels of government participation. On that note I have three questions for you:

- What is the timing of the Cross Avenue Extension as it appears from information available to the public that this improvement must occur sooner than later?
- What is the timing of the Royal Windsor Drive/QEW interchange? Given that is related to a provincial highway have you received any indication from the Province on timing for the design of this major piece of infrastructure.
- What is the status of the Lyons Lane EA which is required to support the future closure of this road? We have heard that the study is underway and we have also heard that the member of staff who initiated this study is no longer with the Town. The closure of the road is likely to impact stormwater management in the area.

David Nelson  
[REDACTED]  
[REDACTED]



Tuesday, June 7, 2022

Town of Oakville  
1225 Trafalgar Road,  
Oakville, Ontario  
L6H 0H3

Attention: | Geoff Abma, Senior Planner

Re: | Statutory Public Meeting (June 7, 2022): Midtown Oakville Official Plan Amendment  
Formal Comments to the Proposed Amendment to the Livable Oakville Plan

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On behalf of 1539059 Ontario Inc. (Client), Corbett Land Strategies Inc. (CLS) together with C.F. Crozier & Associates Inc. (Crozier) are pleased to provide this written delegation to Council for the June 7, 2022, Statutory Public Meeting.

Our client owns the lands legally described as Part of Lot 12 Concession 3 South of Dundas Street, Town of Oakville, municipally known as 349 Davis Road (Subject Lands). The Subject Lands are located south of Queen Elizabeth Way and east of Trafalgar Road. The lands are occupied by an existing one (1) storey brick office building operated by Powell Insurance Brokers. The lands have a total site area of 0.42 hectares (1.05 acres) with a frontage of approximately 54 metres onto Davis Road.

### Purpose

Through this submission, we would like to provide comments on the Draft Midtown Oakville Growth OPA, dated May 12, 2022. The comments presented in this letter are related to areas of interest including Cross Avenue realignment and the proposed land use designations. We would also take this opportunity to introduce to Council the proposed development of the subject lands with a mixed-use 20-storey building comprised of commercial, office, and residential apartment uses, which is further described in the sections below. The relevance of this project is to make Council aware of the current development interests of the Client on their land holdings and to illustrate potential impacts of the proposed OPA on development. Please note, the proposed mixed-use development on the subject lands has been presented to staff on two preconsultation meetings (as further detailed below).

In support of this submission, a letter prepared by C.F. Crozier & Associates Inc. (Crozier), has been appended which provides a summary of their review and professional commentary and analysis of the Midtown Oakville Class Environmental Assessment (MOCEA) (2014) findings along with the Liveable

Oakville Plan (2021) and draft Midtown Oakville Official Plan Amendment Schedules L1-L4. Crozier's review and commentary is directly related to the road realignment. It is our full intent with this review to provide alternative road realignment options as presented in the letter. Please see Appendix B for the full letter of memorandum.

The proposed amendments are intended to enable the Town's highest density mix of residential, commercial and community land uses within this Major Transit Station Area (MTSA). Our client wishes to advance a specific development proposal for their lands at 349 Davis Road that will directly implement the planning objectives for this MTSA. Unfortunately, the proposed official plan amendment for Midtown Oakville eradicates the development potential for these lands, through the imposition of a new road network design (Cross Avenue extension) and parkland designation.

### Background

On November 23, 2021, CLS submitted its formal comments to the Draft Midtown Oakville Growth OPA, dated February 2022. The comments included concerns regarding the proposed extension of Cross Avenue based on the approved EA, which would ultimately result in an expropriation that would create land fragmentation which will greatly undermine the development potential of the subject lands and broader area.

Following this submission, a preconsultation meeting was convened with Town staff to present the proposed development. A second preconsultation meeting was held on May 11, 2022, to provide further detail and was attended by the Client's architect, Studio VMA and Crozier Engineering Consultants, who are the civil and traffic engineers for the project.

To date, a new version of the Draft Midtown Oakville Growth OPA, dated May 12, 2022, has been issued. The proposed Cross Avenue extension and the introduction of a park designation, which recently introduced in the May 2022 Draft OPA, impedes the ability for the landowners and potential developers to develop the lands and contribute to the density targets by the Town of Oakville.

### Proposed Development

The proposed mixed-use development will comprise of a 20-storey mixed-use building which consists of six (6) units of commercial, ten (10) units of office, and 97 units of residential apartment. It will have two (2) levels of underground parking, three (3) levels of above-ground parking, and surface parking located at back of proposed building with a total of 238 parking spaces. Furthermore, the proposed development will incorporate landscaping features that will contribute to the envisioned public realm by the Town of Oakville and will provide roof top amenities for future residents.

The proposed development aims to provide for a building that is aesthetically pleasing and contributes to the overall public realm experience. Retail spaces are proposed on the ground floor which will encourage pedestrian activity along Cross Avenue. Other architectural elements of the building are envisioned to include above-grade levels setback to be in keeping with urban design guidelines, landscaping features, screened above-ground parking, and an overall architectural focus on the building corner to facilitate the creation of a space for the public to experience positively. Moreover, amenities including roof tops terraces for gatherings are envisioned. The proposed units will be a mix of one-to-three-bedroom units' conducive for households of all types of incomes and sizes.

The overall development will assist the Town of Oakville to achieve its density and intensification target as the proposed development will have a population yield of approximately 154 residents and an employment yield of approximately 79 employees.

Formal Comments to Draft Proposed Midtown Oakville OPA, dated May 12, 2022

The following are intended to serve as formal comments on the Draft Midtown Oakville Growth OPA.

1. *Road Network Configuration - Schedules L1, L2, L3, and L4*

As illustrated on Schedules L1, L2, L3, and L4, the new road configuration is proposed to dissect the subject lands which in turn would create two undevelopable parcels, proposed to be designated as "Urban Core", and "Parks and Open Space".

We understand that there is a perceived need to realign Cross Avenue for better urban mobility in Midtown Oakville. However, the proposed extension of Cross Avenue would result in a potential expropriation of lands which will unnecessarily fragment the land and would undermine the development potential of the area. The expropriation of lands limits the landowners and potential developers to develop and contribute to the required density targets by the Town of Oakville.

It is the opinion of the development team, that utilizing the existing Davis Road alignment will be more efficient and effective road alignment as this will utilize existing municipal infrastructures and will allow for opportunities for potential development on lands which would otherwise be compromised or expropriated, such as the subject lands and/or those located at the north side of Davis Road. This alternative option would maintain a grid network of streets which would be more attractive and encouraging to pedestrians and non-automobile forms of transportation navigating the urban area as envisioned in the Midtown Oakville Secondary Plan. Further, by maintaining the existing road network, it would allow the future developments of lands along Davis Road to achieve density targets more expeditiously through the creation of regular size and shape parcels.

We respectfully ask that the Town to provide further information on the rationale for the new proposed realignment of Cross Avenue. Specifically, we would like to understand the rationale behind abandoning the existing road network in favour of creating a new road network which would be more costly and result in minimal transportation improvements. We respectfully request to be provided with a cost/benefit analysis to assess the planning merits and impacts of the proposed road extension.

Overall, we would like to request from the Town reconsider the direction of the realignment of Cross Avenue and provide rationale as to why the extension of Davis Road is not considered within the preferred road realignment.

2. *Land Use Designations, Density and Intensification Targets*

The designations proposed on the subject lands are "Urban Core" and "Parks and Open Space". In reviewing the schedules, it appears that the fragmentation of the subject lands, as a result of the

preferred road network (as noted above), have resulted in the assigned designation unsuitable for designation as “Urban Core”. It is our opinion that these small parcels of lands be designated as “Parks and Open Space” and 349 Davis Road should be designated as entirely Urban Core (See Figure Below).

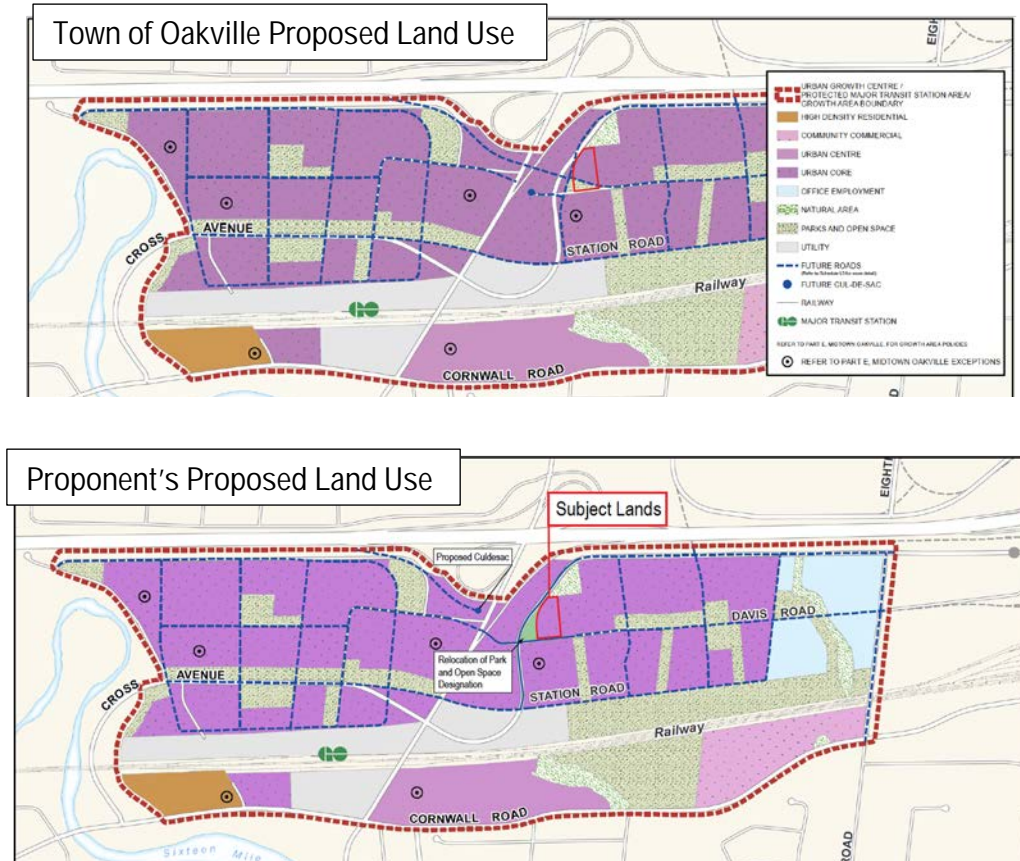


Figure 1 – Proposed Land Use Designations

In reviewing the policies permitted within the “Urban Core” and “Urban Centre” designations and the proposed new densities for the Midtown Oakville area, we observed a disconnect between the proposed density and permitted uses. While the proposed densities shown on Schedule L2 encourages intensification, the draft OPA lacks specificity on the type and location of permitted uses within these designations.

Further, the intent of the Draft OPA is to create a transit oriented and complete communities supported by extensive parks and open spaces. However, designations of parks and open spaces into the Midtown Oakville alone will not guarantee active and passive recreation uses. Instead, appropriate uses such as mixed-use development which encourages intensification and pedestrian activities in an urban setting can be more fulfilling to achieving these goals. Other uses that will complement park and open space uses includes community facilities, cultural uses including commercial galleries, and mixed of retail and office uses.

This sentiment is a central pillar for the proposed development for the subject lands as it will assist the Town of Oakville in achieving its overall vision for the Midtown Oakville Urban Growth Centre. The proposed development will yield an appropriate density for a total population of approximately 154 residents and an employment yield of approximately 79 employees. The proposed mixed-use building will maintain the urban design policies and guidelines as identified in Livable by Design Manual and guidelines in Designing Midtown Part 1 and 2.

It is our opinion that planning staff explore permitted uses that will encourage intensification and achieve the density targets for the Town. For instance, specify what permitted uses are allowed on lands fronting a main street, and permitted uses allowed on lands fronting a promenade. Identifying the permitted uses in these areas will assist the town to achieve a transit oriented and complete community for Midtown Oakville.

### 3. Urban Form

In addition to the above comment, the objectives presented in the draft official plan specifically states:

- “20.2.1 To create a vibrant, people-oriented, transit-supportive and urban complete community;
- 20.2.2 To created transit-supportive communities; and,
- 20.2.3. To enable the evolution of Midtown Oakville as an urban growth centre and the Town’s primary growth.”

The draft OPA describes that the Midtown Oakville growth centre shall be designed with a compact urban form with tall and midrise buildings framing a pedestrian-oriented public realm that promotes walking, cycling and transit use. While the revised schedules support this objective through a range of density targets and designated areas for natural area, and parks and open space, the policies presented in the draft does not achieve the type of urban form the town envisioned for Midtown Oakville.

We encourage planning staff to explore and specify the type of compact urban form for Midtown Oakville. Policies should imply how the town will encourage multi-modal transportation and how to facilitate public transit ridership through permitted uses such as a mix of residential, commercial, institutional, parks and open space, environmental and employment uses.

Furthermore, to direct new developments in the Midtown Oakville, policies should include a schedule that demonstrate where the concentration of activities should be located as this will assist in identification of residential communities, promote the evolution and growth of Midtown Oakville, and provide opportunities for multi-use institutional and community facilities.

Policies should also specify what range of commercial uses and identify location of these uses in the draft official plan. This will promote the development of a mixed-use residential and commercial shopping district focused on the main street and urban squares. This will also establish the mixed-use residential and commercial shopping district as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from the

surrounding community. Lastly, it should be specified in the plan to direct auto-oriented retail uses and large single storey retail uses be located outside of Midtown Oakville growth centre area.

Given the above, permitting the proposed development of a 20-storey mixed use building will assist the town with their density and intensification targets, and achieving a compact built form contributing to a transit-supportive, active, and vibrant public realm and complete community envisioned for the Midtown Oakville urban growth centre.

#### 4. *Midtown's Main Streets*

The draft OPA describes that Davis Road shall become an active urbanized main street that is to become a spine of the Midtown neighborhood. Realigning Davis Road would reverse this intention and designating the lands to Parks and Open Space does not guarantee active pedestrian activities and vibrant public realm. The proposed designation undermines the potential of the subject lands to not only contribute to the density and intensification target but also to not achieving a transit-oriented and complete community that the Official Plan is envisioning.

However, creating policies which facilitate the proposed mixed-use development on the subject lands will contribute to an urbanized main street for several reasons. The proposed retail commercial fronting Davis Road will create an active frontage which will encourage pedestrian activities. The proposed commercial uses will be designed to complement its streetscapes to enhance the public realm.

Allowing the redevelopment of lands on 349 Davis Road will provide retail/commercial services to the adjacent six (6) storey office building located at 354 Davis Road. The commercial component of the proposed mixed-use building will accommodate retail spaces, and restaurant spaces which will create a pedestrian hub for local activities, thus, maintaining the intention and purpose of the draft OPA.

#### Road Realignment: QEW Off Ramp and South Service Road Reconfiguration

As mentioned, the proposed extension of Cross Avenue will result in the land fragmentation and eventual expropriation of the subject lands which would undermine the development potential of the subject lands. Crozier Engineering has prepared a Transportation Impact Study in support of the proposed mixed-use development located at 349 Davis Road. Crozier evaluated the transportation related impacts of the proposed development on the boundary road network and determined that the development can be accommodated within the existing road network within impact.

Through the approved Study Terms of Reference, a horizon year of the expected full development buildout (2025), along with the five-year (2030) and ten-year (2035) horizons were used for the purposes of analysis. Growth rates were established through the Terms of Reference correspondence and applied to the existing traffic volumes to forecast future background traffic growth. The following background developments in the study area were identified and accounted for under future background conditions.

- 157 Cross Avenue
- 271 Cornwall Road and 485 Trafalgar Road
- 320 Davis Road



- 166 South Service Road East (2030 and 2035 horizons only)

Traffic Generation Chart

Intersection	Control	Level of Service		
		2025	2030	2035
Trafalgar Road and QEW WB ramps / North Service Road E.	Signal	C	C	C (AM) D (PM)
Trafalgar Road and QEW EB ramps	Signal	C	C	C (AM) E (PM)
Trafalgar Road and South Service Road East / Cross Avenue	Signal	D	D	D
Trafalgar Road and Cornwall Road	Signal	C (AM) D (PM)	C (AM) D (PM)	D
South Service Road East and Davis Road	Signal and Stop (Minor)	B	B	B (AM) A (PM) and C (AM) B (PM)
South Service Road East and 320 Davis Road Access	Stop (Minor)	-	-	B
Davis Road and Site Access	Stop (Minor)	A	A	A

The boundary road network is expected to operate adequately into the 2035 ultimate horizon year. The addition of site generated traffic to the boundary road network is not expected to materially impact traffic operations. Therefore, the proposed development is supportable from a traffic operations perspective. The traffic generation in the area is minimal that is does not warrant the extension of Cross Avenue.

The traffic generated from the proposed residential development will not materially impact operations of the boundary road network. The Official Plan Amendment and Zoning By-Law Amendment (ZBA) applications for the 349 Davis Road residential development can be supported from a traffic operations perspective as the boundary road system can accommodate the minor increase in traffic volumes attributable to the proposed development.

*Impacts of the Road Realignment*

Given the above, it is our opinion that the impact of realignment of road realignment are the following:

- The proposed extension will impede development that is now highly desired by the Secondary Plan. It is imperative that a Cost Benefit Analysis is provided that will show the feasibility of the extension to the site.

- The proposed extension will create land fragmentation which will greatly undermine the development potential of the area.
- The proposed realignment is unsustainable based on our conducted traffic study, the traffic generation in the area is minimal and does not warrant the extension of Cross Avenue.

We request planning staff to highly consider utilizing the existing Davis Road alignment for the proposed extension to be more efficient and sustainable as this alternative option will both utilize existing municipal infrastructures.

### *Recommendation*

The Client's Transportation Engineer conducted a review and provided commentary and analysis on the MOCEA findings along with the Liveable Oakville Plan (2021) and draft TIMO-OPA Schedules L1-L4. Please see Appendix B for the full letter of memorandum prepared by Crozier Consulting Engineers.

The following are the recommendations presented by Crozier:

1. The "Cross Avenue off-ramp underpass" should not be pursued as part of the Midtown Oakville Road Network for the following reasons including:
  - a. Alternatives for realignment should be explored given the volume forecast by the MOCEA Synchro Analysis and the potential cost of the Cross Avenue underpass.
  - b. It is expected that a sizable portion of the traffic demand attributable to the Cross Avenue off-ramp underpass in the MOCEA 2031 preferred network will instead utilize this off-ramp should it not be built. Operations at the off-ramp are expected to be free flowing and no major impacts beyond the findings of the MOCEA to the intersection of the off-ramp/Cross Avenue and Chartwell Road is forecast.
  - c. An alternative realignment on Chartwell as opposed to the Cross Avenue off-ramp is expected to provide similar overall operations to boundary road traffic at a lesser cost.
2. A mid-block connection at Eighth Line / Chartwell Road should be pursued rather than the MOCEA location. Please refer to Schedule B for further information.

Although we are largely in support of the Midtown Oakville proposal and the draft OPA proposal, we respectfully request the Council and Town of Oakville planning staff to consider the following request:

- Change land-use designation of the 349 Davis Road lands from "Park and Open Space" to "Urban Core".
- Elimination of the QEW Off- ramp underpass connection to South Service Road and retain existing configuration of South Service Road.
- Retain the existing 2-lane Davis Road as a local roadway for the segment west of the North-South Road.
- Consider relocating the North-South Roadway to the Chartwell Road/ Eighth Line location to enhance north south traffic flow similar to Trafalgar Road and eliminate external traffic through the core of the Midtown Oakville lands.

Through this submission, we would like to enclose the following materials for your review, which are intended to support the provided commentary :

1. Proposed Mixed-Use Development Site Plan Package, prepared by SVMA, dated April 8, 2022;
2. EA Road Network Adjustments Memo Letter, prepared by Crozier, dated June 2022; and,
3. Traffic Impact Study (Draft), prepared by Crozier, dated May 2022.

We hope that the above comments will be considered in the approval of the Draft Midtown Oakville Growth OPA. We will continue to participate in the discussions on this important endeavour and appreciate the effort gone into this work to date. Please do not hesitate to contact the undersigned should you have any questions or required anything further.

Sincerely,

*John Corbett*

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John B. Corbett, M.C.I.P., R.P.P.  
Corbett Land Strategies Inc.  
President  
[john@corbettlandstrategies.ca](mailto:john@corbettlandstrategies.ca)

Schedule A – Proposed Mixed-Use Development Site Plan Package  
Schedule B – EA Road Network Adjustments Memo Letter  
Schedule C – Traffic Impact Study (Draft)  
Schedule D – 349 Davis Road Map Overlay

Schedule A  
Proposed Mixed-Use Development Site Plan Package

# 349 Davis Road : Proposed Mixed-Use Development

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Second Preconsultation Meeting  
May 11, 2022

# Location & Description



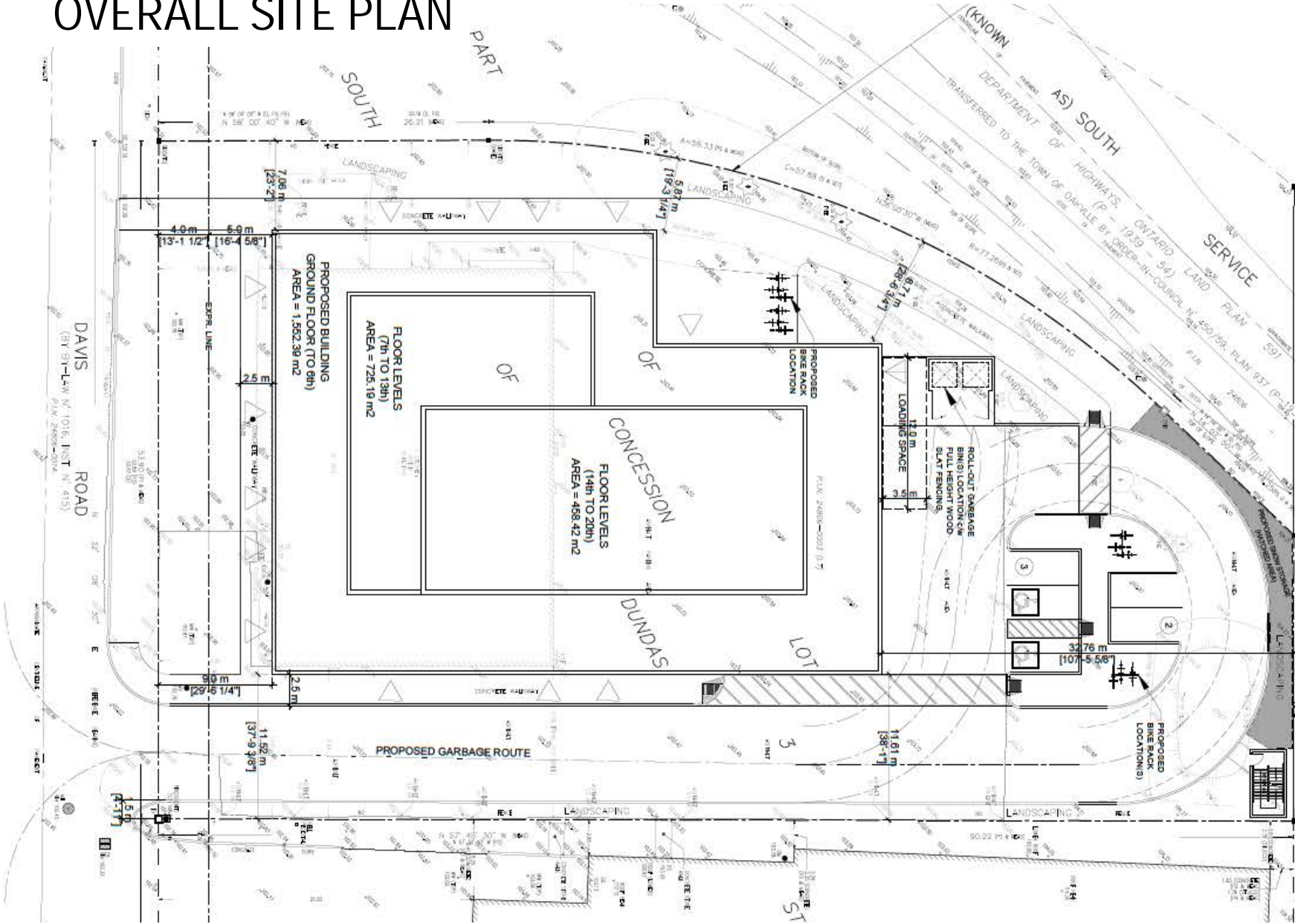
**Legal Description:** Part of Lot 12  
Concession 3 South of Dundas Street

**Municipal Description:** 349 Davis Road,  
Town of Oakville

**Total site area:** 0.42 hectares (1.05 acres)

**Existing use:** One (1) storey brick office  
building occupied by Powell Insurance  
Brokers.

# OVERALL SITE PLAN

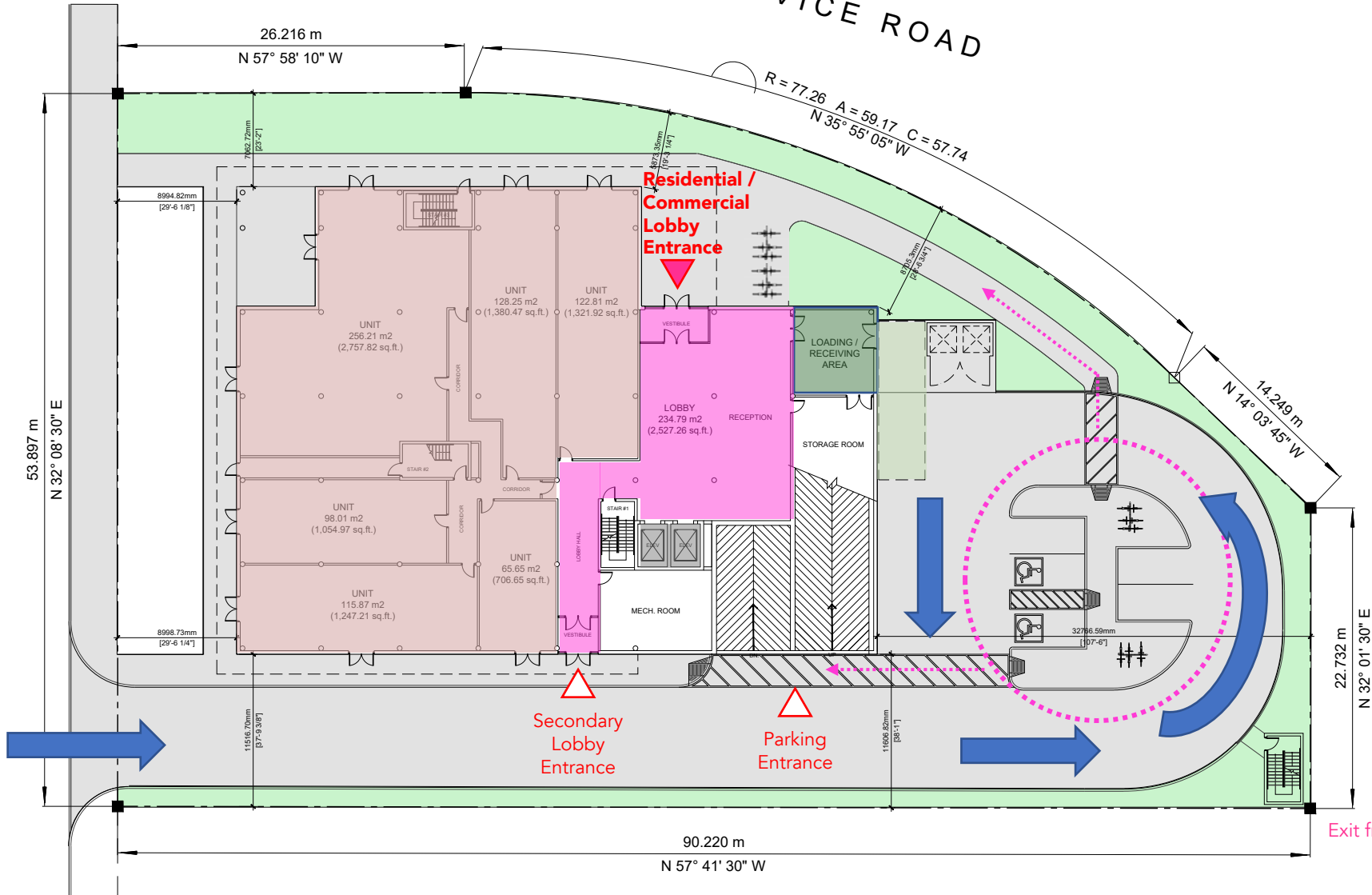


ZONING STATISTICS By-law 2014-14		
Zoned MTE - Midtown Transitional Employment		
Proposed MU4 Mixed Use Zone - Urban Core		
MTE REGULATIONS	REQUIRED	PROPOSED
Min. Lot Frontage	Shall be as legally existing as of the effective date of this By-law.	53.90m (existing)
Min. Lot Area		0.42 Ha (existing)
Max. Lot Coverage		36.58%
MU4 REGULATIONS		
Min. Front Yard	1.0m	5.0m (from 4.0m expr. line)
Max. Front Yard	5.0m	5.0m (from 4.0m expr. line)
Min. Interior Side Yard	0.0m	5.87m (W); 11.52m (E)
Min. Rear Yard	0.0m	32.76m
Min. No. of Storeys	8 storeys	20 storeys
Max. No. of Storeys	12 storeys	20 storeys
Min. First Storey Height	4.5m	4.5m
Min. Height	25.5m	61.5m
Max. Height	43.0m	61.5m
Max. Net Floor Area	1,400m <sup>2</sup>	1,552.39m <sup>2</sup>



DAVIS ROAD

SOUTH SERVICE ROAD



Site Area: 1.05 acres (0.42 ha)  
4,243 SM (45,673 SF)

Proposed Bldg Footprint:  
1,522 SM (16,709 SF)

Total Area: 17,435.65 SM  
(187,675.77 SF)

Lot Coverage: 36.58%

Height to Roof: 61.5m + Penthouse  
20 storeys above ground

Parking at Grade: 5 spots total spots  
Total Parking: 238 Parking Spaces  
(including 7 barrier-free)

Bicycle Parking: 121 parking spaces  
(racks)

Loading Spaces: 1

Exit from parking



Horizontal Expression  
through Balcony

Wind Façade for Above  
Ground Parking Enclosure



Residential Amenity  
Terrace

Residential Terrace  
Vegetation for Sustainability

Sun Shading for Sustainability  
Office Terrace

Canopy for Pedestrian Experience

View Looking at South-West Corner  
Davis Road and South Service Road

Davis Road

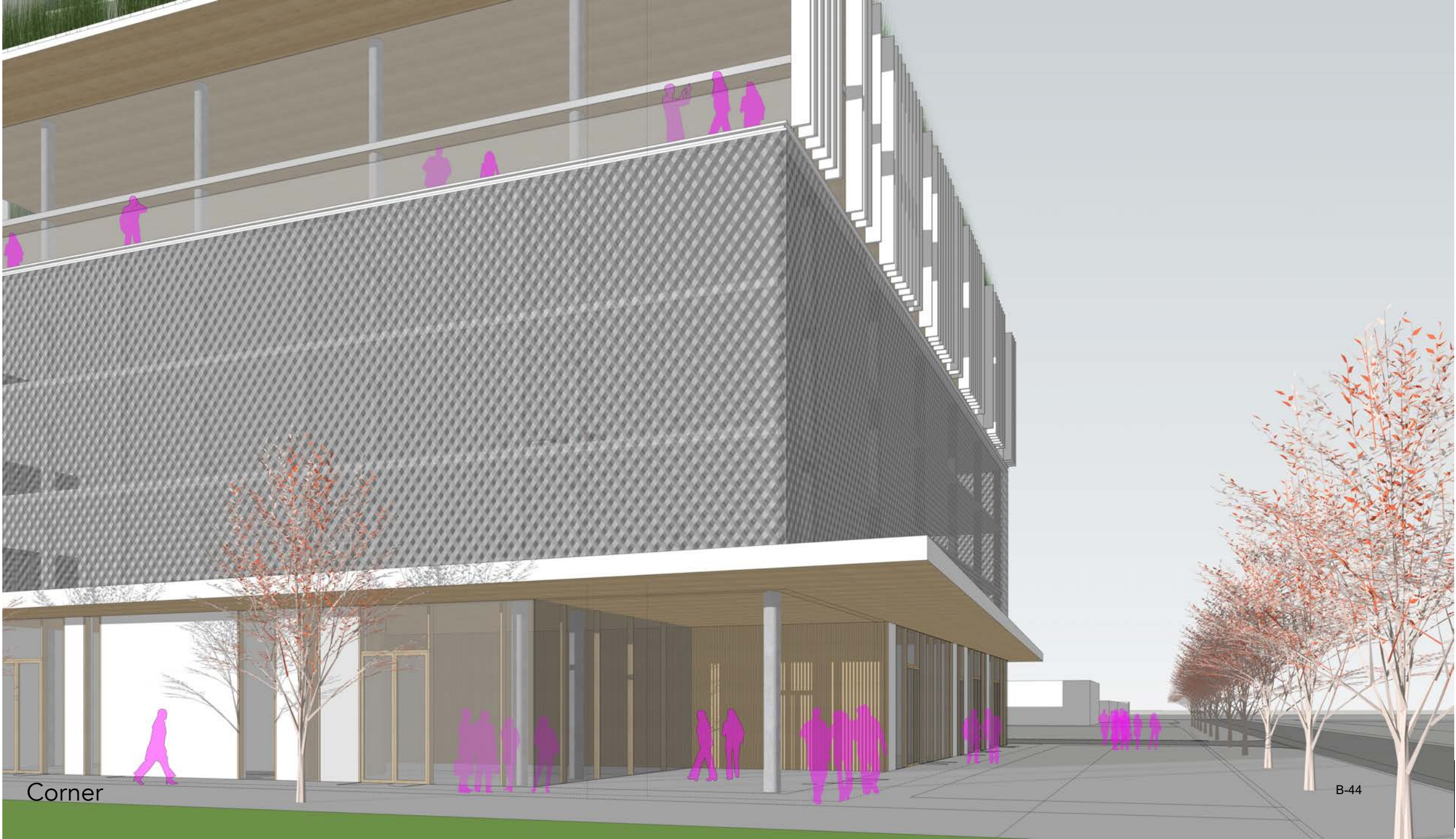
Enhanced Corner Treatment



View looking of South-East Corner, Davis Road and South Service Road



View along South Service Road



Corner

B-44

Vegetated Screen for Loading – Pedestrian Experience



Pedestrian Experience, Residential/Commercial Entrance

View looking east from QEW



View along Davis Road



View at Residential / Commercial Entrance



View looking West along Davis Road





View looking West along Davis Road





# **CORBETT LAND STRATEGIES INC.**

VISION • EXPERTISE

Thank You!

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Schedule B  
EA Road Network Adjustments Memo Letter

JUNE 6, 2022

PROJECT NO: 2259-6324

SENT VIA: EMAIL  
GEOFF.ABMA@OAKVILLE.CA

Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Attention: Geoff Abma  
Senior Planner

RE: STAKEHOLDER COMMENTS LETTER – LIVEABLE OAKVILLE OPA  
MIDTOWN OAKVILLE GROWTH AREA REVIEW  
PROPOSED FUTURE LAND-USE & ROAD NETWORK ADJUSTMENT

Dear Geoff,

Corbett Land Strategies (CLS) and C.F. Crozier & Associates Inc. (Crozier) are the Planning and Transportation Engineering consultants respectively for the 349 Davis Road property owned by 1539059 Ontario Inc. CLS and Crozier are currently preparing Official Plan Amendment and Zoning By-Law Amendment applications for the subject property which are anticipated to be submitted to the Town shortly.

On behalf of the Proponent, Crozier and CLS (also referred to as “we”, “us”, “our” ) would like to provide commentary on the ongoing Town initiated Official Plan Amendment for the Midtown Oakville area (By-law 2023, dated May 12, 2022), in advance of the related statutory public meeting on June 7, 2022. Specifically, we seek to provide commentary on land use and transportation network adjustments for the Midtown Oakville area that should be considered to support policy objectives and future growth as well as enhance developability of lands including the subject 349 Davis Road lands.

## 1.0 Background

According to the Liveable Oakville Official Plan (2021), Midtown Oakville is a neighbourhood located north of Cornwall Road and south of the Queen Elizabeth Way (QEW), centred around Trafalgar Road and the Oakville GO Station.

To support the planned intensification of the Midtown Oakville Area, the Midtown Oakville Class Environmental Assessment (MOCEA) was completed in 2014 which outlines infrastructure improvements to accommodate the future growth planned for Midtown Oakville. The improvements outlined in the MOCEA are reflected in Schedules L1 to L3 of the Liveable Oakville Plan (2021). The Town Initiated Midtown Oakville Official Plan Amendment (TMO-OPA) proposes significant changes to Section 20 (Midtown Oakville) of the Oakville Official Plan, including updates to policies, land use and roadway improvements to support evolution of the Midtown Oakville urban growth centre to 2051.

The aforementioned reports, including Appendix C “Traffic Analysis”, Appendix F “Evaluation of Alternatives”, and Appendix K “Preliminary Design” of the MOCEA were reviewed as part of the preparation of this letter. Refer to relevant background study excerpts in Attachment-2

The subsequent sections presents our commentary on potential changes to the MOCEA to further support the urban growth area similar to the goal of the TIMO-OPA and also ensure developability of the 349 Davis Road lands. We trust that our input is timely and will be considered with all other stakeholder inputs that is received at the upcoming statutory public meeting with regards to changes to the Liveable Oakville Official Plan.

## 2.0 Land-Use Designation

Schedule L1 of the Liveable Oakville Plan identifies the portion of the Midtown Oakville area east of Trafalgar Road as largely office employment lands including the 349 Davis Road site. Schedule L1 of the TIMO-OPA however identifies the subject areas as largely urban core with some areas of park and open space lots.

The subject 349 Davis Road site is identified as partly urban core and partly parks /open spaces. We request that the entire subject lands be designated urban core. The development will assist the Town of Oakville to achieve its density and intensification target as the proposed development will have a population yield of approximately 154 residents and an employment yield of approximately 79 employees.

The proposed mixed-use development will comprise of a 20-storey mixed-use building which consists of six (6) units of commercial, ten (10) units of office, and 97 units of residential apartment. It will have two (2) levels of underground parking, three (3) levels of above-ground parking, and surface parking located at back of proposed building with a total of 238 parking spaces. Furthermore, the proposed development will incorporate landscaping features that will contribute to the envisioned public realm by the Town of Oakville and will provide roof top amenities for future residents.

The proposed development aims to provide for a building that is aesthetically pleasing and will contribute to the overall public realm experience. Pedestrian experience will be provided though above ground retail spaces, architectural elements of the building such as setback towers, landscaping features, screened above-ground parking, and architectural focus on the building corner to create a space for the public to experience. Amenities are provided through roof tops for gatherings. Lastly, the proposed units will be a mixed of one-to-three-bedroom units' perfect for all types of people and family sizes.

## 3.0 Alternative to QEW EB off-ramp at Cross Avenue

It was identified as part of the MOCEA that the QEW ramp terminal intersections at Trafalgar Road are operationally constrained, and that transportation network improvements are required to alleviate the untenable delays and queues forecasted in the 2031 “Do Nothing” scenario. For example, the microsimulation model results of the “Do Nothing” scenario (detailed in the June 2, 2014, Memorandum by Cole Engineering) outlined maximum queue forecasts beyond 500m, where only 325m and 300m of storage is currently provided. This situation will create operational impacts and safety hazard for mainline QEW traffic, and thus, we concur with MOCEA findings that road network improvements are required to support future growth in Midtown Oakville area.

The road network improvements identified in the MOCEA which support operational improvements specifically for the eastbound Trafalgar Road and QEW ramp terminal are listed below:

- A QEW eastbound off-ramp to Royal Windsor Drive at The Canadian Road and Cross Avenue (westbound only) just west of Royal Windsor Drive.
- An off-ramp connection from the existing QEW eastbound Trafalgar Road off-ramp under Trafalgar Road to Cross Avenue.

We are of the opinion that, while the former improvement is necessary and should be pursued by the Town, the latter QEW eastbound off-ramp underpass improvement to Cross Avenue (herein referred to as the “Cross Avenue off-ramp underpass” should not be pursued as part of the Midtown Oakville Road Network for the following reasons:

- The MOCEA Synchro Analysis forecasts 521 and 84 vehicles on the Cross Avenue off-ramp underpass during the 2031 preferred network a.m. and p.m. peak hours, respectively. Given the subject volume forecast and considering the potential cost for the associated road improvement for the underpass, alternatives should be considered.
- The planned QEW eastbound off-ramp to Cross Avenue (east of Chartwell Road) will provide the lands east of Trafalgar Road within Midtown Oakville with an alternative route to the QEW eastbound off-ramp at Trafalgar Road. It is expected that a sizable portion of the traffic demand attributable to the Cross Avenue off-ramp underpass in the MOCEA 2031 preferred network will instead utilize this off-ramp should it not be built. Operations at the off-ramp are expected to be free flowing and no major impacts beyond the findings of the MOCEA to the intersection of the off-ramp/Cross Avenue and Chartwell Road is forecast.
- Per the MOCEA 2031 preferred network scenario, operations at the intersection of Trafalgar Road and the QEW eastbound off-ramp are forecast at a LOS “D” or better during the peak hours, indicating some capacity to accommodate some of the proposed Cross Avenue off-ramp underpass traffic as well.
- Therefore, in addition to the opportunity provided by the QEW off-ramp via Cross Avenue and Chartwell Road, an additional right-turn storage lane for the eastbound off-ramp connection to Trafalgar Road along with dual southbound left turn storage lanes at Trafalgar Road and South Service intersection will provide additional capacity for the future traffic growth in the Midtown Oakville area.

The above alternative to the Cross Avenue off-ramp underpass is expected to provide similar overall operations to boundary road traffic at a lesser cost, subject to a cost benefit analysis by the Midtown Oakville Growth Area Review team and the Ministry of Transportation (MTO). Nevertheless, should the underpass still be pursued, we request that the existing South Service Road alignment remain and that the existing east approach (cul-de-sac) connection to the South Service Road East and Davis Road intersection be considered as the connecting point of the MOCEA QEW eastbound off-ramp to enable developability of the subject 349 Davis Road lands.

Conceptual sketches of the identified alternative road improvements to support operational improvements to the Trafalgar Road QEW EB off-ramp are outlined in Figure 3.

#### 4.0 Comments on Midtown Oakville Road Network

We have undertaken a high-level review of the planned transportation network for Midtown Oakville based on the MOCEA findings, along with the Liveable Oakville Plan (2021) and draft TIMO-OPA Schedules L1-L4. Following our review, we are supportive of the Midtown Oakville transportation improvements but will like to offer the following comments for municipal staff consideration:

- As discussed under Section 3, we recommend maintaining South Service Road configuration (i.e., no realignment) and removal of the proposed QEW ramp underpass connection to South Service Road.
- We are of the opinion that a mid-block connection at Eighth Line / Chartwell Road should be pursued rather than the MOCEA location based on the following rationale:
  - The North-South Crossing does not serve as a particularly effective north-south travel alternative to Trafalgar Road. The route is of a short span and connects to Trafalgar Road close to the ramp terminals, which may create congestion at the McCraney Street East and Trafalgar Road intersection. Further, the route may result in external traffic not destined for the Midtown Oakville area rerouting through the area to avoid Trafalgar Road during the peak hours.
  - Apart from Trafalgar Road, there are an absence of north-south roadways available in the vicinity of Midtown Oakville. The Sixteen Mile Creek, the CN Oakville Rail Yard and the Ford Oakville Assembly complex represent significant barriers which force traffic from a large catchment area onto Trafalgar Road. An attractive alternative should be pursued to serve both existing demand and the future growth planned for Midtown Oakville. Eighth Line and Chartwell Road are aligned and could serve as a potential parallel roadway to Trafalgar Road for several kilometers in either direction away from the QEW. Therefore, with a connection across the QEW, the Eighth Line / Chartwell Road route would become an effective secondary north-south option to Trafalgar Road, thereby improving overall network traffic operations.
  - A midblock connection at the Eighth Line and Chartwell gap was explored as part of the MOCEA alternative evaluation as "Combination Option #2". The option was deemed less preferable than the "Combination Option #3" that was selected due in part to poor traffic operations at the Eighth Line and Iroquois Shore Road intersection. However, the analysis did not incorporate the planned widening of Eighth Line between Iroquois Shore Road and Falgarwood Drive that was identified in the Town's **Switching Gears Transportation Master Plan (2017)**, which would have resulted in more acceptable intersection operations. Similarly, widening of Chartwell Road is proposed between South Service and Cornwall Road from 2 to 4 lanes by 2024 per the Town's 2018-2027 Capital Forecast, and the associated Class Environmental Assessment for the project is expected to commence shortly per the 2021-2030 Capital Forecast. Furthermore, "Combination Option 2" was also deemed less preferable due to the additional midblock crossing (similar to the MOCEA "North-South Crossing") that connected into the Trafalgar Road and Leighland Avenue / Iroquois Shore Road intersection in an irregular and unsafe configuration while at the same time creating higher capital costs for this option,



which was a major disadvantage for this option. It is our opinion a second midblock crossing is not necessary for this option given one midblock crossing was sufficient to accommodate projected traffic demands in the preferred Option 3. Therefore, we recommend Conceptual Network Alternative 1, outlined in Figure 4, to be considered by the Town as part of the proposed Official Plan Amendment process.

- o It is anticipated that the Eighth Line / Chartwell Road midblock crossing is conditional on a grade separation being provided across the Oakville GO corridor to avoid potential queuing and safety issues at the intersections with Cornwall Road and the east-west arterial road (Cross Avenue in the MOCEA). Should this grade separation not be feasible at this location, then returning to the MOCEA North-South Crossing alignment is likely ideal. In this case, a North-South Crossing grade separation over the Lakeshore West GO corridor to Cornwall road should be pursued by the Town. The Conceptual Network Alternative #2A, outlined in Figure 5, was prepared to demonstrate the feasibility of this potential alternative. Other alternatives provided in Figures 6 and 7 should be considered should the North-South Crossing be kept and the grade-separated crossing of the rail corridor not be pursued.
- As identified on Schedule L3 of the draft TIMO-OPA, we recommend that consideration be given to reconfiguring the future 4-lane arterial east-west roadway entirely along Station Road. With the removal of the QEW off-ramp underpass connection to South Services, there will be no need to make the segment of Davis Road west of the North-South Roadway an arterial and should continue to retain current local roadway designation and two-lanes. This recommendation is similar to Option D3 of the MOCEA Appendix E preliminary alternative evaluation.
- It is understood that this option (D3) was not pursued for “not providing balanced development opportunities through the Midtown Core, since it is located just north of the Hydro Corridor”. Its our opinion that this justification is insufficient on its own, especially given all other options (including the preferred) has impacts to properties along Davis Road were pursued for detailed evaluation. It does not appear that the benefits of the alignment along the Station Road corridor were thoroughly evaluated. We therefore concur with the draft TIMO-OPA proposal to reroute through Station Road and also propose no realignment be considered for South Service Road.

## 5.0 Conclusion

This letter has presented our input on behalf of the owner of the 349 Davis Road lands located within the Midtown Oakville growth area. In summary, we are largely in support of the Midtown Oakville proposal and the draft OPA proposal. We however request the following (as summarized in Attachment-1):

- Change land-use designation of the 349 Davis Road lands from “Park and Open Space” to “Urban Core”.
- Removal of the QEW Off- ramp underpass connection to South Service Road and retain existing configuration of South Service Road.
- Retain the existing 2-lane Davis Road as a local roadway for the segment west of the North-South Road.

- Consider relocating the North-South Roadway to the Chartwell Road/ Eighth Line location to enhance north south traffic flow similar to Trafalgar Road and eliminate external traffic through the core of the Midtown Oakville lands.

We trust that our commentary and request will be given due attention and considered as part of the Liveable Oakville Official Plan Amendment. Please contact the undersigned should you have any question.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.



Peter Apasnore MASC., P.Eng.,PTOE  
Email: [Papasnore@cfcrozier.ca](mailto:Papasnore@cfcrozier.ca)  
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CORBETT LAND STRATEGIES INC.

John Corbett  
Email: [john@corbettlandstrategies.ca](mailto:john@corbettlandstrategies.ca)  
Phone: 416-806-514

c.c. Aquisha Khan, P. Eng., Town of Oakville  
Judith Powell, Powell Insurance Brokers

J:\2200\2259- 1539059 Ontario Inc\6324- 349 Davis Road\Letters\2022.06.02 EA Road Network Alternatives Letter.docx

Encl.

Attachment 1 – DRAFT OPA CLS and Crozier Markups

Attachment 2 – Relevant Background Study Excerpts

Figure 1 – Existing Road Classifications

Figure 2 – Official Plan Roadway Classifications per Schedule L3 (2021)

Figure 3 – QEW EB off-ramp Conceptual Alternatives

Figure 4 – Conceptual Network Alternative #1

Figure 5 – Conceptual Network Alternative #2A

Figure 6 – Conceptual Network Alternative #2B

Figure 7 – Conceptual Network Alternative #2C

**To: Oakville Planning & Development Council**

**Re: Public Meeting Report – Town-initiated Official Plan Amendment – Midtown Oakville Urban Growth Centre (File No. 42.15.59) – June 7, 2022**

**Date: June 7, 2022**

Thank you for the opportunity to submit our initial feedback on the proposed changes to the Mid-town plans.

JCRA has seen the delegation documents for this meeting from TCRA and CMGRA on the topic of Midtown and agree with, and support, all of their comments.

Below are additional comments/questions from JCRA which we wish to add to, or complement, those from our neighbouring RAs.

We will provide additional feedback as needed at the next public meeting on the Mid-town file.

- The high-rise towers being proposed will, instead of promoting a “complete community”, act as a barrier between Downtown Oakville and North Oakville. They will dramatically change the character of the Town, and not positively.
- The fundamental problem with the current Midtown proposal is the serious misrepresentation by the Province of the density requirements. These specifications should be based on “developable” hectares rather than “gross” hectares. We won’t be the only community or municipality affected by this, so a re-evaluation at the Provincial or Regional level guidelines/requirements must be undertaken to present the actual needs in a realistic manner. Without such a re-examination at the core, this is a disaster waiting to happen.
- We have no problem with the concept of densification; clearly more development is necessary. Aside from density, our other concern is primarily with the nature of what is being proposed, since all the elements of a “complete community” are presented as concepts, not reality. There is no clear path towards realisation of these concepts, many of which will likely be contested by developers. There needs to be much more “must” or “shall” qualifiers in the place of “should” (which is aspirational rather than actionable).
- We continue to be concerned at the piecemeal approach being taken to what is a fundamental change in the Oakville community. Can Midtown become a Master Planned Community comprised of all the Midtown developers/landowners and

the Town? Are there impediments to forming a Development Group? Can the Town require the developers/owners to enter into a Master Plan for Midtown?

- Will the Town determine the location of roads and parks and amenities such as grocery stores, pharmacies, community centre with daycare and a school site in advance to ensure that Midtown becomes a complete community integrated with the rest of Oakville?
- Will the Town commit to ensuring the Planning Department, and any other needed departments such as Engineering and Roads, are appropriately resourced to ensure the success of Mid-town's substantial development and transformation of the Town of Oakville?
- As we explore growth, is the Town maintaining and/or reviewing an inventory of unused and underutilised sites that could be densified? Has it initiated discussions with owners of such other sites to determine their interest in redevelopment, including some possible Employment Conversions while this option is available?
- We are deeply disappointed by the evident attitude of the Provincial government towards residents. The development mandates have been imposed upon the communities without any consultation or discussion with potentially affected residents. This is not how democracy is supposed to work!
- We recognise that the Council meeting on June 7<sup>th</sup> will result in the Town simply "receiving" the Staff Report, not approving it in any form. The required subsequent discussions with RAs and communities in general must be extensive, thorough and detailed, otherwise this is simply an exercise in box-ticking.

June 4, 2022

Mayor Burton and Members of Council  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON  
L6H 0H3

Attn: Town Clerk

Dear Mayor Burton and Members of Council:

**RE: TOWN OF OAKVILLE INITIATED OFFICIAL PLAN AMENDMENT – MIDTOWN  
OAKVILLE URBAN GROWTH CENTRE (File No. 42.15.59)  
GENERAL ELECTRIC LANDS (420-468 SOUTH SERVICE ROAD EAST, OAKVILLE)  
OUR FILE: 20406A**

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MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) is currently retained by General Electric Canada (“GE”) in relation to the lands municipally located at 420 to 468 South Service Road East in the Town of Oakville (hereinafter the “GE Lands”). The GE Lands are 11.08 ha in area and currently vacant with the exception of the remnant building façade from the former office building on the site.

The GE lands represent one of the largest singly owned properties within Midtown Oakville and as such one of the most significant opportunities for redevelopment to achieve the requirements of Provincial, Regional and Town policies for intensification and growth in the Town’s most important Strategic Growth Area.

### **Background and Development of a Conceptual Master Plan for the GE Lands**

Since the release of the draft Midtown Official Plan Amendment (“Midtown OPA”) in early March 2021, GE has met with and worked with Town staff on several occasions, presented its concept plans for the GE Lands in a design workshop format, and provided a number of comments on the draft policies and schedules.

On March 21, 2021, GE submitted comments on the initial draft Midtown OPA and provided a presentation at the public meeting. GE highlighted its initial responses including its support for

the increased heights and densities for the area as well as the added residential and mixed use permissions. GE noted its concerns with the extensive road infrastructure requirements on its lands, the splitting of land use designations on the site, the constraints of the proposed height schedule notwithstanding the additional height transfers, and concerns with the block design and cost sharing policies.

In the previous draft Midtown OPA, the public realm and parkland policies were flexible and would allow parkland objectives to be planned and achieved through the block plans. This was extremely important to GE. Given the size of its lands and the already heavy overlay of roads, an ability to design the site with flexibility on delivering public realm elements including active transportation routes, all accessible to the public, would allow optimization of the development while delivering the public realm through publicly accessible park space, open space areas, pedestrian connections and even private roads on its lands.

Following the public meeting in March 2021 and over the past year, GE has committed substantial resources and time to develop a conceptual master plan for the GE Lands. GE retained BDP Quadrangle Architects and WSP as part of its project team and worked with Town staff to develop the concept for the master plan in order to address the Town's needs and objectives. Following meetings with Town planning and transportation staff on March 1, 2021, May 3, 2021, September 17, 2021 (Design Charrette), October 5, 2021 (follow up Design Charrette), November 1, 2021 (Transportation), and March 2, 2022 (proposed GE policy modifications) a letter was prepared and sent to staff on March 13, 2022 which set out the final draft recommended modifications to the March 2021 version of the draft Midtown OPA that would provide for the implementation of the GE Lands conceptual master plan.

### **May 12, 2022 Draft Midtown OPA Comments**

GE has had an opportunity to review the revised Midtown OPA, the Town staff report dated May 24, 2022, and also meet with Town staff on May 30, 2022 to further understand the major changes in policies and the rationale for these changes. The following is a summary of GE's comments on the revised Midtown OPA. GE hopes to continue to work with the Town to address these issues.

#### Overall Concerns

While GE appreciates the work completed by staff, the Company is extremely disappointed in the proposed changes. After GE retained experts and worked for over a year with staff to develop a conceptual master plan and implementing policy framework that would meet the Region's and Town's planning goals, the shift in policies came without any disclosure to or knowledge of GE. GE feels its commitment and work has not been reflected to allow the GE Lands to be developed in the way envisioned through the master plan. The shift in the plan creates a new policy framework that pushes development into four quadrants on the GE Lands, dominated by height and built form, to create extremely tall towers that will achieve the new FSI and parking requirements (even if substantially reduced) as set out in the Town's proposed plan for the GE Lands. The vision to provide for mid-rise and tall buildings cannot be achieved for the reasons stated below which further affects the ability to provide for a broader housing unit mix within the development.

The added road infrastructure and increased rights-of-way and required publicly conveyed park areas were not identified as proposed changes during any of the meetings with staff. There does not appear to be anything in the staff report that provides an assessment or evidence to support these changes and additions, which disproportionately burden the GE lands.

### Land Uses

The revisions to the land use schedule to apply the Urban Core designation to all of the GE Lands is appreciated and will allow for a full range of uses as developed for the conceptual master plan. The disconnect however with the new policies is the relationship between those uses and the resulting built form based on the massive widths of publicly conveyed land created through the rights-of-way and public parks. In some cases, the separation of development blocks is almost 60 metres, which does not reflect a fine-grained street network in an urban context.

### Height and Density Changes

While GE supports the removal of the height limits and use of FSI to direct density, it is not feasible or achievable to optimize density and meet the growth objectives for Midtown Oakville and specifically the GE Lands. As noted, the conceptual master plan provided for the ability to achieve the many development and design objectives set out by the Town through the integration of public and private elements. The master plan ensured connectivity and integration, allowing the person on the ground to experience a public realm without a distinction between publically owned versus private lands, enabling a streetscape and park space that complemented the scale of development. Again the new plan pushes the development into small development blocks, resulting in extremely tall towers in each with multiple levels of below and above ground parking to achieve even the minimum density envisioned for these lands, with little to no integrated public realms, and mostly Town owned and separated parks.

### Removal of Developable Lands

The revised policies and schedules introduce substantially increased road rights-of-way over the GE Lands as well as new required public parks to be conveyed. As a result of the revised schedules, the GE Lands are now reduced from 11.08 ha of land to 6.7 ha (i.e., approximately 40 percent of the site is being required for public roads and parks). No other lands within Midtown Oakville have the same level of public conveyance requirements. This represents a disproportionate removal of lands from the site compared to other areas and has the most impact given the size of the GE Lands as the largest redevelopment block to achieve the Town's objectives and meet the Provincial requirements to optimize development in growth areas.

### Road Requirements

GE had provided a number of comments related to the proposed road network and its constraints and barriers to development. GE has also met with transportation staff to present the conceptual master plan and illustrate how the road network can be reduced and revised while still maintaining adequate movement, access and connectivity for both transit and active transportation. One example stressed during discussions and in our submissions is the inability to provide for connections for open spaces and underground parking as a result of the flyover road

constraint, which is now proposed to increase to 36 metres through the whole site. This creates a significant barrier to redevelopment.

It is still not clear why or how this flyover will be needed or how it is envisioned to serve Midtown with its intended design. Furthermore, it is now proposed to extend across the rail line to connect to Cornwall Road, which was never raised in any discussions with the Town. This new road segment will change its dynamic from a locally serving road facility to more of a 'through road', which is likely to attract more traffic that is not destined to Midtown but rather using it as a 'cut through' opportunity. This change does not represent good transportation planning from the perspective of achieving the objectives for a transit oriented community and urban growth centre.

Instead of reducing roads as a key objective for a key transit oriented community and urban growth centre, the revised Midtown Oakville OPA has increased the number of roads and the right-of-ways. This is completely in conflict with Provincial and Regional policies. There is no transportation analysis or report to support this shift. Evidence based planning has proven that when road rights of way are reduced, travel patterns evolve and shift behaviours and travel modes. Midtown Oakville is served by Oakville GO and is to become a "self-sufficient urban community". Staff's own report states that the policies and schedules are intended to continue to establish Midtown as both a transit oriented community and complete community which facilitates less reliance on vehicles and address climate change and the biggest contributors of greenhouse gas emissions which includes energy for transportation. However, reducing roads for vehicles is not what has been provided. In fact the opposite has been provided by introducing additional roads and increased rights-of-way. The Town has not provided updated cross sections of the rights-of-way but based on the current cross sections there appears to be wasted width for features for the north south flyover (such as a two-way left-turn lane down the centre of the road – which should not be included for this road through Midtown), bike lanes in both directions, and a trail on one side and a sidewalk on the other. There seem to be redundancies that should be addressed to streamline this road (and others) to reflect a well-planned road that minimizes the rights-of-way and is reflective of the transit function the Town has stated the road is intended to serve.

The Provincial Policy Statement 2020 provides policies in Section 1.6.7 and 1.6.8 to direct municipalities to address its land use and transportation policies in a way that reduces car use and supports transit and active transportation. Section 1.6.7.4 states that land use patterns, densities and mix of uses should be promoted in ways that "minimize length and number of vehicle trips and support current and future use of transit and active transportation". Section 1.6.8.5 states that the co-location of linear infrastructure should be promoted, where appropriate". As noted above, it is unclear how infrastructure is being efficiently provided and how reduced vehicle use is being proposed with the addition of added streets for road use.

The Growth Plan for the Greater Golden Horseshoe 2020 is very clear in its policies for compact built form which is to be developed in Priority MTSAs and Urban Growth Centres. Compact built form is defined in the Growth Plan to reflect a land use pattern that includes a street network that efficiently uses land and provides for walkable neighbourhoods characterized by roads laid out in



a well connected network and minimizing new infrastructure. The roads are to be well connected and focused on a pedestrian friendly environment that encourages active transportation. Increased modal share for active transportation and transit is to be the focus of the design of the street network. The current added roads and added rights-of-way appear to move away from this policy direction with an emphasis on vehicle movement and use.

The Regional Official Plan Amendment No. 48 specifically requires municipalities to adopt alternative design standards for roads through Strategic Growth Areas. It is not clear how this has been achieved as the Town has stated it has increased the rights-of-way to match its current Town-wide rights-of-way which reflect more typical suburban standards. This shift is counter to Provincial and Regional objectives for an MTSA and Priority Transit Corridor.

There is also no discussion or ability to provide for private roads or active transportation routes that serve the exact same functions as public roads in the report. The staff report references Vaughan Metropolitan Centre as an example of a Major Transit Station Area similar to Midtown Oakville that is now achieving its growth objectives through development. What is not referenced is the flexibility in Vaughan's plan to allow for stratification where public lands are required for underground parking or connections, and the direction to allow for private streets to serve network functions.

#### Parking

Reductions to parking should be a key objective for Midtown as directed by ROPA 48 which states that parking standards and policies in Strategic Growth Areas should promote active transportation and public transit and not increased vehicle use. The goal of the transportation infrastructure appears to be focused on vehicle traffic and car movement, which would increase parking demands, when it should be focusing more on promoting the use of public transit.

#### Parks and Public Realm

The new park policies both identify and prescribe the location and size of required parks. This is ahead of what staff has identified will be a Town-wide park strategy and updated parkland dedication by-law that will apply to Midtown Oakville to be presented on June 14, 2022.

GE worked with staff to identify and provide for public park space in its master plan and agree to the importance of providing good quality public open space in an intensification area with high density development. Achieving public open space in higher order growth areas presents challenges not experienced in other areas and has to take a different approach in planning than traditional public land conveyance. The policies do not reflect the need to provide for alternative approaches which should include Town acquisition of additional lands to serve the needs of the entire area. Other municipalities like the City of Vaughan have employed a lower parkland standard in higher order growth areas like the Vaughan Metropolitan Centre.

The revised Midtown OPA policies require the conveyance from the GE Lands of a promenade that is 20 m wide along Davis Road (that was previously the Cross Avenue extension), two urban squares and two connector corridors with a minimum width of 20 metres. In addition the policies require a further 5% as privately owned publicly accessible open space ("POPS"). The total land

required for open space is approximately 20% of the GE Lands. Similar to the road requirements, this is disproportional on the GE Lands. It does not reflect a “win-win” scenario as described in the staff report and is not an incentive for the redevelopment. Further, a fixed percentage requirement for POPS also severely limits development opportunities on this site. Any POPS policies need to be flexible so as not to unduly constrain a site’s developability and ability to develop much needed housing and employment uses within this area.

The shift in policy actually moves away from the Town’s objective of achieving public space and public realm in a timely and efficient manner. Public conveyance of the large areas will require the Town to maintain and service these areas. Given the size of GE Lands and the phasing of development, it is also not clear how the public conveyance will provide for the parks in a timely manner unless there is an assumption that the developers are also designing and delivering the spaces, in which case the lands would be best delivered through a POPS form of parks. Most growth centres, including the VMC, utilize POPS to optimize the delivery and development of parks and the public realm. It is unclear why the policy shift has been made away from this in the current Midtown Oakville OPA.

If as staff state “the provision of adequate and appropriately designed parks and open space within Midtown is critical to its success”, why is POPS not the primary means to achieve the objective?

#### Servicing and Costs

The staff report notes that the Town will use a combination of tools to deal with the coordination of the infrastructure costs of redevelopment. Understanding with certainty, the process and costs for development in order to achieve financially viable and sustainable development, is key to the success of Midtown.

The staff report notes that Halton Region recently undertook an update of its Servicing Plan for Midtown which it states could take 18 months to complete. The report states that the Region’s Servicing Master Plan update will require the approved Midtown OPA to estimate servicing capacity. It goes on to state the Midtown Oakville Area Servicing Plan will then need to be updated. Following all of that, the Region will then update its Development Charges By-law to fund the servicing required.

Midtown Oakville is not a new development area. The Region has known of the requirement to service Midtown Oakville for the minimum 200 jobs and persons per hectare since 2006 when the Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe was brought into effect. The servicing and infrastructure needs of Midtown Oakville should be a priority and needs to advanced soon so that the vision set out in the proposed Midtown Oakville plan can be realized.

While GE is disappointed with the shift in the policy framework especially as it relates to roads and parks, it is still committed to working with the Town to achieve what can be an incredible redevelopment of its lands that achieves the requirements for transit oriented growth and development and complete communities. GE is committed to continue to refine its conceptual master plan which aligns with the Provincial, Regional and Town objectives for new housing,

employment, access and connectivity, urban design, architectural quality, attractive streetscapes, accessible parks and open space as well as sustainable and energy efficient servicing and design to address climate change.

Thank you for the receipt and consideration of our comments at this time.

Sincerely,

**MHBC**

A handwritten signature in black ink, appearing to read 'Dana Anderson', written over the printed name.

Dana Anderson, FCIP, RPP  
Partner

Cc. Karen Simons, General Electric Canada

## Midtown

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**From:** Anam Rafiq <Anam.Rafiq@metrolinx.com>  
**Sent:** Tuesday, May 31, 2022 5:20 PM  
**To:** Franca Piazza  
**Cc:** Geoff Abma; Janna Flaming; Rebecca Ramsey  
**Subject:** MX Comments for Midtown Oakville OPA  
**Attachments:** 2022-05-31-Midtown Oakville OPA\_MXcomments.docx

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Hello Franca,

Hope you are well.

Please find attached the consolidated comments from the Metrolinx Stations Planning, Service Planning and Development teams to the Town of Oakville.

Best,

**Anam Rafiq**

Advisor, Stations Planning

Planning and Design

97 Front Street West | Toronto | Ontario | M5J 1E6

T: 416 817 6020



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<b>Relevant section of the document</b>  <i>Draft Proposed Midtown Oakville OPA, released May 12, 2022 for Review and Discussion</i>	<b>Comment/Question</b>
<b>20.3.8 (e) Development Density</b>	Can an exemption also be extended to <i>transportation facilities</i> (e.g., GO station facilities) provided within a residential mixed-use building, with respect to the calculation of floor space index when determining compliance with the density maximums shown on Schedule L2?
<b>Schedule L3 Midtown Oakville Transportation Network</b>	Stations Planning is pleased to see a future bike lane/MUP along Cornwall Road and Station Road.
<b>Schedule L2 Midtown Oakville Density</b>	FSI of 4.0 to 10 is encouraged for Metrolinx-owned station lands south of the rail corridor (fronting Cornwall Road), to provide flexibility for future transit-oriented development and transit infrastructure delivery therein.
<b>Schedule L2 Midtown Oakville Density</b>	Urban Core land use designation should be considered for the balance of the 547 Trafalgar Road property, that is not encumbered by the Cross Ave realignment or the hydro corridor. There appears to be lands on the southeast side of the proposed intersection of Trafalgar Road and Cross Avenue which should be considered for Urban Core (following the property line).
<b>Schedule L3 Midtown Oakville Transportation Network</b>	<p>With respect to the future 22m Local Road south of Cross Avenue (potentially impacting Metrolinx-owned land) and the Cross Avenue re-alignment through the 547 Trafalgar Road property:</p> <p>Metrolinx looks forward to further information about implementation and phasing of future arterial roads as part of the Town’s capital project planning to support Midtown Oakville and how this phasing will unlock future development and potential connections throughout.</p>

<p><b>Schedule L4 Public Realm</b></p>	<p>Metrolinx needs clarification (based on Schedule L4) on whether the east-west promenade is meant to be a vehicular promenade and whether it is meant to be a Town-owned public ROW.</p>
<p><b>20.3.3 (m) Public Realm</b></p>	<p>Metrolinx needs clarification of whether the 5% open space dedication is meant to be applied over and above the "Parks and Open Space" land use designation in Schedule L1, which represents a significant amount of Metrolinx-owned land.</p>
<p><b>Draft OP and associated Schedule L3</b></p>	<p>The schedule seems to specify a potential reconfiguration of road networks northeast of the station (where the bus terminal is currently located). Suggest amending the draft document/schedules to recognize the importance of the bus terminal and provide commentary that future design work would be done to delineate space for that facility (as proposed road network, land use and density maps seem to omit or contemplate imbricating the terminal location with new roadways and land).</p>

**From:** [Routledge, Graham \(MTO\)](#)  
**To:** [Franca Piazza](#); [Geoff Abma](#)  
**Subject:** FW: Town-initiated proposed official plan amendment for Midtown Oakville, File No. 42.15.59, Ward 3  
**Date:** Monday, June 6, 2022 10:58:01 AM  
**Attachments:** [StatPM 42.15.59 Jun-7-2022.pdf](#)

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Good morning Franca,

In general, with regard to Official Plans, MTO recommends that the Municipality prepare a transportation master plan (TMP) as a component of this official plan review process in order to assess the potential impacts of any future development plans upon the provincial highway network and develop a strategy acceptable to MTO to deal with them. If highway improvements are required to accommodate the growth being planned for in this Municipal Comprehensive Review (OP review process), arrangements for financing should be discussed early with MTO to avoid delays in the future during the development review and permitting processes.

In co-operation with MTO, the Town should assess at an early stage whether the existing provincial highways and interchanges/intersections within the Town can adequately accommodate any planned anticipated growth. Regardless of where proposed development is located, traffic generated from any development will have an impact on all nearby roads, including provincial highways. The Town of Oakville is encouraged to work closely with MTO at each development phase of their official plan to ensure that good highway access management practices and principles are incorporated into the plan.

The Town is encouraged to contact MTO early in the process when they are contemplating any proposed improvements to any provincial highway facilities; improvements that will be reflected in their official plans and could impact upon a provincial highway. Such improvements could be a new intersection or interchange location that has not been planned or approved by the MTO. The Town would then become the proponent of the project. All financial responsibility would then lie with the proponent for the protection of the land from future development, the design of the interchange/intersection in consultation with the MTO and the construction and maintenance of the facility.

Assuming that new growth and development are being proposed in the Town OP, a general statement should be included in the official plan indicating that a traffic study will be conducted to address both the impact of any new development upon the provincial highway system and any associated highway improvements that are required prior to the approval of any secondary plans or subdivisions. A traffic study will require the prior approval of MTO. MTO TIS Guidelines can be provided upon request. In the roads section of the official plan, a policy should be included indicating that direct access onto a provincial highway will be restricted. Development should be encouraged to utilize local roads and service roads wherever possible.

The official plan should include the following policy under the General Provisions section of the official plan, to notify landowners adjacent to a provincial highway of the mandate of MTO: "In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited."

While some of the above may be more appropriately included in other sections of the Town's OP, including these comments now, early in the MCR process, will help inform the Town of potential MTO concerns with traffic associated with the considerable growth anticipated in Oakville in the coming years, including the need to assess land use planning changes in concert with transportation planning requirements.

These comments however are most pertinent where newly defined Growth Areas are anticipated by MTO to be occurring in close proximity to provincial highways, and where it is imperative that associated traffic impacts and mitigation strategies are identified early in the planning process.

**With specific regard to this PIC presentation regarding the proposed Official Plan Amendment:**

MTO has noted that the document points out at high level, the Official Plan Amendment steps till the future year 2051. Although land use and density changes to be adopted would lead to tremendous increase in traffic, particularly at the QEW/Trafalgar Road IC, the traffic aspect has not been touched upon. As such, we cannot provide more detailed comments at this time.

We note that the Midtown Oakville EA has the model covered up to 2031. With the Official Plan Amendment looking into 2051, a new model would be required for that exercise to assess traffic operations due to the significant land use changes. Typically, the traffic demand based on land use changes would first be captured in the macro model level. The macro model with traffic demand will then feed into microsimulation to assess traffic operations at the micro level.

**Draft OPA**

Comment ID	Section	OPA	MTO Comment
1	Appendix A	Project limits are: South of QEW North of Cornwall East of 16 mile Creek West of Chartwell Excludes lands in ramps at QEW/Trafalgar Road interchange	Does not address improvements proposed at Royal Windsor Drive and Trafalgar Road interchanges
2	20.33 Page A-11	Gateway elements shall be strategically positioned: (ii) at the intersection of the Trafalgar Road/QEW Eastbound off-ramp (iii) at the eastern and western edges of Midtown Oakville along the QEW/403	Sign location, dimensions, etc. subject to MTO's review and approval prior to placing sign.
3	20.3.5 P A-13	Development shall not preclude the following: (ii) a new multi purpose road N-S crossing across the QEW/403 to link the extension of Davis Road to Station Road (v) grade separated pedestrian and cycling facilities to be located across the QEW/403, east and west of Trafalgar Road	(ii) 7 (v) These improvements were proposed in the EA and MTO is agreeable in principle to them The final designs are subject to MTO review and approval.

**Part E: Existing Midtown Oakville Policies and Schedules**

Comment ID	Section	Existing Policy	MTO Comment
1	20.4.4 P E-7	(b) for the purpose of gross density calculations ... the QEW interchange ... shall be exclude from the land area calculations.	Agree.
2	20.7.2 P E-11	(c) Public benefits considered appropriate for the application of increased building heights in Midtown Oakville include, but are not limited to: (i) grade separated pedestrian and cycling facility across the QEW	Agree
3	Schedules L1 (Land Use), L2 (Building Heights), and L3 (Transportation Network)	Show conceptual location of north-south grade separation/transitway, east of Trafalgar Road	This improvement was proposed in the EA, which MTO endorsed. Final design is subject to MTO review and approval.

Does the Town's TMP adequately accommodate for the substantial growth envisioned in this OP. We note that land use planning and transportation planning should occur in concert. We further stress that robust transportation planning and appropriate mitigation planning and programming is critical to the successful and efficient implementation of land use planning. Land use changes should not be approved until such time as it is demonstrated that they can be supported from a transportation perspective.

MTO's expectation is that the Town will wish to engage with MTO as part of the municipality's process of technical



analysis for the proposed municipal growth with regard to the impacts to the provincial highway infrastructure, so that the municipality can plan for and program the necessary infrastructure improvements.

Please contact me if you would like to discuss this further

Thank you

Graham

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**From:** Franca Piazza <[franca.piazza@oakville.ca](mailto:franca.piazza@oakville.ca)>

**Sent:** May 12, 2022 11:51 AM

**Cc:** Geoff Abma <[geoff.abma@oakville.ca](mailto:geoff.abma@oakville.ca)>

**Subject:** Town-initiated proposed official plan amendment for Midtown Oakville, File No. 42.15.59, Ward 3

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Attached is the Statutory Public Meeting Notice served in accordance with the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

If you prefer that we use an alternative email address for service, please contact Franca Piazza, Legislative Coordinator at 905-845-6601 ext. 5986 or at [franca.piazza@oakville.ca](mailto:franca.piazza@oakville.ca)

**Franca Piazza**

**Legislative Coordinator**

**Planning Services**

Town of Oakville | 905-845-6601, ext.5986 | f: 905-338-4230 | [www.oakville.ca](http://www.oakville.ca)

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**From:** John a Rosart <[Johna@rosartproperties.com](mailto:Johna@rosartproperties.com)>

**Sent:** June 7, 2022 11:51 AM

**To:** Town Clerks <[TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)>

**Cc:** Geoff Abma <[geoff.abma@oakville.ca](mailto:geoff.abma@oakville.ca)>

**Subject:** Opa-midtown Oakville

Dear sir/madam:

I wish as a resident of south Oakville and property owner within the midtown core to have my rights of appeal preserved, gain notice of the decision to amend the proposed official plan and register our (rosart properties inc.) concern at the proposals for a grade separated facility across the qew west of Trafalgar road and the impact of future roads realignment of the qew off ramp eastbound to Trafalgar road .

Respectfully,

John rosart



June 7, 2022

Our Project: OL.OA

**VIA EMAIL**

Mayor and Council  
c/o Town Clerk  
Clerks Department  
Town of Oakville  
1225 Trafalgar Road,  
Ontario,  
L6H 0H3

Dear Mayor Burton and Members of Council,

**Re: Official Plan Amendment – Midtown Oakville Urban Growth Centre**

Thank you for the opportunity to provide comments on the proposed Midtown Oakville Official Plan Amendment (OPA). SGL Planning & Design Inc. has been retained by Oak-Lane Park Investments Inc., the owner of lands located at 570 Trafalgar Road to review and comment on the proposed changes in the OPA.

We have reviewed the proposed amendments applying to the Midtown Oakville Urban Growth Centre, and we are supportive of the changes proposed in the OPA. We greatly appreciate the effort and commitment your staff have shown in advancing this important policy document.

However, we do have some questions and suggestions for clarity and flexibility of development.

Policy 20.3.2 b) refers to “An overall mix of approximately 7,875 residential and...”. Is this statement referring to residential units?

Policy 20.3.3 m) states that a minimum of 5% of the site should be provided through development as privately-owned publicly accessible open space. We request that this required open space contribute to any parkland dedication requirement.

Policy 20.3.3 k) requires that the promenade along Cross Avenue should have a minimum width of 20 metres. We request flexibility in that provision as there may be a situation where a deeper urban square is appropriate and other portions of the promenade could be shallower.

Policy 20.3.7 d) on built form states that where multiple towers are provided on a block, they should vary in height from one to another by a minimum of 25 metres. While we recognize

the desire to create a varied and distinct skyline, the variation of 25 metres is arbitrary and could be onerous, for instance if there are four towers on a site does that mean there needs to be a variance of 75 metres from the shortest to tallest tower? As well two identical towers can create a distinct skyline. As such, the policy should not set out a specific measure but rather set out the principle for a distinct skyline which will be implemented through the Area Design Plan and subsequent site plan approval.

Policy 20.3.7 f) requires a maximum podium height of 80 percent of the width of the adjacent right-of-way and shall not exceed six storeys. Although we agree with the principle of the podium height reflecting the width of the right-of-way, a higher podium height than six storeys may be appropriate in certain circumstances such as along Trafalgar Road south of the interchange.

Policy 20.3.8 e) allows for certain uses to be exempt from the calculation of floor space index. Although public educational facilities are one of the exempt uses, other public and community facilities such as libraries are not exempt. We request that public and community facilities be added as exempt uses.

Policy 20.3.13 indicates that reduced and maximum parking standards shall be considered in the implementing zoning by-law. We recommend that the policy be expanded to indicate that reduced and maximum parking standards shall be considered in recognition of the transit accessibility offered by the GO station and intersecting bus transit routes.

We look forward to continuing working with staff and members of Council through the OPA approval process.

Yours very truly,

**SGL PLANNING & DESIGN INC.**



Paul Lowes, MES, MCIP, RPP

c.c. Geoff Abma  
Gabe Charles  
Oak-Lane Park Investments Inc.

/Volumes/SGL Server Data/Projects/OL.OA Oak Lane Park Investments\_Oakville /Correspondence/Letters/Comment on OPA.docx



**Delegating June 7, 2022**

**Subject: Midtown Oakville Official Plan Amendment**

**Mayor Burton, Councillors and town Staff, my name is Jette James and I'm delegating on behalf of the Trafalgar-Chartwell Residents' Association Inc. to provide our input on the draft proposed Midtown Oakville Official Plan Amendment.**

**We are encouraged and pleased to see the Goals expressed as “a complete community where people are able to work and play in walkable, mixed-use neighbourhoods connected to the rest of Oakville by pedestrian, cycling, transit and street network”. Specifically, we are also encouraged by the stated Objectives – “To create a vibrant, people-oriented, transit-supportive and urban complete community by: (a) providing a mix of residential, commercial and employment, uses, and public service facilities, complemented by public open spaces and public art, to attract different users throughout the day and year round. (b) ensuring a high standard of urban design and architectural quality for development and the public realm that complements and contributes to the vitality of both Midtown Oakville and the Town;”**

**Let me repeat, the TCRA executives are very pleased to see these goals and objectives in the Midtown Oakville Official Plan Amendment. However, we feel strongly that these goals and objective are incompatible with a maximum building height of 255 metres.**

**The proposed maximum height of 255 metres equates to 75 – 80 storeys. Let's put the proposed height restriction of 255 metres into perspective, it is:**

- a. Almost half the height of the CN Tower**
- b. Taller than most of the downtown Toronto bank buildings and just short of the highest building in Canada as of 2021 – First Canadian Place**
- c. 30% taller than Mississauga's Marilyn Monroe towers.**
- d. Three times taller than the Oak & Co. Condos – the tallest buildings in Oakville right now.**

**The Proposed Midtown maximum height restriction is untenable. It is totally incompatible with the Goals and Objectives of the proposed Midtown Oakville Official Plan Amendment. The Goals and Objectives are merely a utopia “wish list” if the height restrictions are not amended.**

**In Conclusion:**

**The TCRA are vehemently opposed to the revised height restriction of 255 metres to facilitate the intensification of Midtown. We strongly suggest another solution be found (e.g. find more land to develop) to accommodate the Provincial mandate of intensification of Midtown. A solution that is in line with the stated Goals and Objectives of the Midtown Oakville Official Plan Amendment. A solution that addresses the safety and livability of existing and future residents of Oakville. A solution that preserves our status as one of the most Livable Towns in Canada. A solution that avoids a Hong Kong or New York style residential barrier wall of towers between north and south Oakville.**

**We offer to become engaged in any public consultation, focus group or round table aimed at achieving and selling compromise on the formidable problem of accommodating population growth without expanding existing urban boundaries.**

**Finally, the TCRA cannot explain or defend the proposed maximum building height of 255 metres, 75- 80 storeys to our members and our neighbours.**



Delegation to Council

June 7<sup>th</sup>, 2022

Planning and Development Meeting, Item 6.2

Midtown Oakville Urban Growth Centre

Mayor Burton, members of Council, Ladies and Gentlemen

We Love Oakville is a consortium of Resident Associations in our town. Our purpose is to support Oakville RAs and represent them on issues which affect all of Oakville.

The Midtown development will be one of the largest projects in Oakville's history and we believe its success is critical to the future of our community as a great place for people to live.

Two members of WLO are delegating today, being Trafalgar Chartwell RA and Chartwell MapleGrove RA, as the Midtown area spans the northern territories of both. We are delegating in their support and to declare to Council and the citizens of Oakville that we will all work with Council and the planning team at the Town to provide input and feedback as best we can to them and to our members.

We do recognize and accept that accommodating provincially mandated growth projections for Halton Region, with no settlement boundary expansion, requires greater densification within built up areas. How that will be achieved is of keen interest to our members.

Our objective is to help ensure that Midtown achieves the goals of our Livable Oakville Plan and becomes a wonderful community which all Oakvillians would want to live in.

I would be pleased to clarify any points or respond to questions.

Rick Snidal, representing We Love Oakville

## Midtown

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**From:** Dorothy Dunlop [REDACTED]  
**Sent:** Tuesday, June 28, 2022 8:31 AM  
**To:** Town Clerks  
**Cc:** Dorothy Dunlop  
**Subject:** Midtown

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

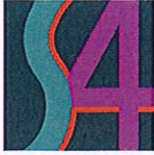
We are horrified to learn that the town is planning on allowing 75 store buildings. How does the public get to address this issue? Who do we contact? How do we get invited to planning meetings about this?  
Thank you for forwarding this info to me.

Sincerely,

Dorothy Dunlop  
[REDACTED]

Dorothy Dunlop  
[REDACTED]





## Strategy 4

2620 Bristol Circle, Suite 100  
Oakville, On L6H 6Z7  
t : (905) 829-2544 w : www.strategy4.ca

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July 14<sup>th</sup>, 2022

Mr. Geoff Abma  
Planning Department  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

**Re: Town-Initiated Midtown OPA – Town File # 42.15.59**  
177, 185 Cross Avenue & 580 Argus Road

Dear Geoff:

We are the Planning Consultants retained by 915643 Ontario Inc, owners of the above-noted properties within Midtown Oakville. We provided comments on the previous version of the Draft OPA that was presented in March 2021 and are providing the following comments regarding the OPA version presented on June 7<sup>th</sup>, 2022. As mentioned in the staff report, a multitude of studies have been undertaken dealing with the scale and complexity of the planned transformation for Midtown. It truly is an iterative process, and we welcome the invitation that has been extended to the various stakeholders to comment on the Draft OPA.

In general, one of the more contentious and complex issues in the transformation of Midtown is the planned transportation network. Our focus is on our clients' lands, and the context within the portion of Midtown bound by Trafalgar Road, Cross Avenue, Lyons Lane, and the South Service Road, and the proposed network of local roads. The local roads are deemed by the Town to be fundamental to the success of Midtown and to provide valuable frontage for development. And yet, the mechanism for achieving the fine-grain grid of streets has gone from potential creation through Development Charges, to dedication in exchange for bonusing, to construction and dedication by landowners, to dedication in exchange for density transfer. An added complication is that the local road network is largely oblivious to the existing built form of Midtown, much of which is not expected to redevelop in the near future. Through the OPA 14 process, staff advised that it is anticipated that the lands necessary for the future local (non-EA) roads in Midtown Oakville will be determined and acquired as individual properties are approved for redevelopment (i.e. driven by private sector development, not the Town). Perhaps it is time to reevaluate the local road network, which dates well back over a decade, and to question whether, as stated in the staff report, that "a fine-grain grid of streets will be fundamental to encourage walking, cycling, and other active transportation modes, which, in turn, promotes transit use." Some of the land area devoted to the local roads might be better devoted to a fine-grid space devoid of vehicles but



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inclusive of generous walkways, bikeways, and opportunities for active transportation, achieving the public realm with a connected system of parks and open spaces.

In general, we are supportive of the move to the Floor Space Index approach to density and the move away from cost-sharing and landowners agreements. Comments on specific draft OPA policies and related schedules are as follows:

### *Policy 20.3.3 i) j) k) Public Realm*

A parkland dedication in the form of a 20m promenade across the Cross Avenue frontage of our clients' lands has been identified. This dedication represents approximately 25% of our clients' previously re-zoned developable land. We request that the financial reimbursement for a parkland dedication in excess of the stipulations of the Planning Act be identified, in lieu of any incentive to dedicate the land in exchange for increased density.

### *Policy 20.3.5 Transportation*

Much of the planning to date for Midtown is based on the role of streets in the success of Midtown. In part, the streets are being used to create development blocks upon which buildings are expected to front. A reality of the existing built form of Midtown is that there are parcels, including our clients', that would not need to rely on a new street pattern. The proposed street pattern is a rigid overlay that does not consider some existing built form that is not expected to be demolished for redevelopment in the foreseeable future. An alternative approach to a rigid local road overlay might be to assess individual redevelopment applications to determine if a new road is necessary for that particular development. An underlying theme of the OPA is reduced reliance on vehicular use, and increased emphasis on active transportation and a connected system of parks and open spaces. Perhaps the land area dedicated to some of the local roads could be redirected to open space and enhanced active transportation routes. Further, with the current provision of two existing major east / west roads on the north and south of the west portion of Midtown, i.e., South Service Road and Cross Avenue, might it be adequate to plan for just the addition of local north / south feeder roads to these two arteries, and re-examine the need for an additional east / west road running through the middle? Perhaps the bisecting east / west road could be planned as an interconnecting open space that excludes vehicles.



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### *Policy 20.3.8 d) Development Density*

The acquisition of roads, parks, or public spaces through an incentive of transferring the density lost by these lands is a hit and miss approach. On a cost-benefit approach, it may be appropriate for the development of some parcels. For others, it may not be appropriate and therefore, not acted upon. Therefore, some portions of roads, parks, or public space may be acquired, others not, with the result being somewhat haphazard. A principal premise of the Town's past and current planning is that the roads, parks, and other public spaces are of utmost importance to the success of Midtown. Perhaps a more robust planning framework that relies on something more than incentive is required. As well, the previous Draft OPA required the payment for construction of new roads within a development parcel by the developer. The current Draft OPA does not mention construction costs, so we request that this be clarified.

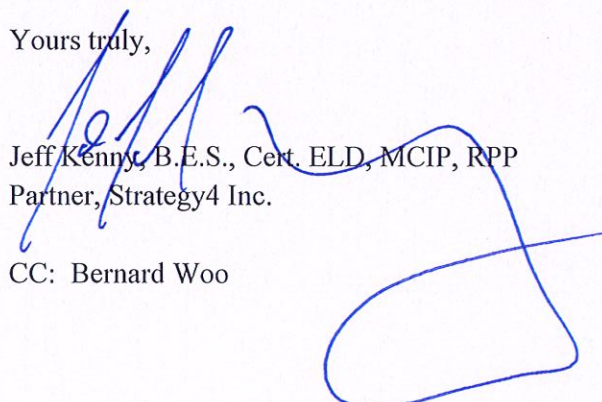
### *Schedule L4 Public Realm*

A swath of park and open space has been included, bordering the north side of Cross Avenue. This has been categorized within the staff report as a promenade and designated to be a minimum width of 20 metres. If the incentive of increased density is not acted upon to dedicate this space, then it would be expected to have an alternative acquisition policy outlined in the OPA.

Furthermore, perhaps this is not the best location for the use. An enhanced public realm along Cross Avenue is to be expected, but the context is not appropriate for a promenade. Perhaps this public space use could replace the east / west local road planned as an extension of Argus Road, and bring more of the park, open space, and active transportation uses into more of the centre of the new community. The space could become a linear park, interspersed with wider and larger spaces along its length, connecting the Public Common use newly identified on Schedule L4 in the centre of the west side of Midtown. It is appropriate that the current OPA is giving increased direction to the public realm with a connecting system of parks and open spaces perhaps by reducing the emphasis on roads for vehicular use.

We hope that the comments provided herein are helpful in advancing the planning for Midtown Oakville.

Yours truly,



Jeff Kenny, B.E.S., Cert. ELD, MCIP, RPP  
Partner, Strategy4 Inc.

CC: Bernard Woo

# Fwd: Provincially Mandated Growth

Paul van Warmerdam 

Mon 2023-01-09 11:48 AM

To: Tom Adams <tom.adams@oakville.ca>; Natalia Lishchyna <natalia.lishchyna@oakville.ca>;

Cc: Gabe Charles <gabe.charles@oakville.ca>; Geoff Abma <geoff.abma@oakville.ca>; Tricia Collingwood <tricia.collingwood@oakville.ca>;

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Dear Councillor Adams and Councillor Lishchyna:

Thank you for your response to my November 30th email regarding how provincially mandated growth could be handled within the Town of Oakville. I believe that everyone understands that in order to handle this growth, combined with affordability, housing density is going to have to change. The basic question is whether we handle this, with a focus on maintaining the character of our communities, through the construction of more mid-level and mid-rise buildings plus simplify the requirements around infill or intensification proposals, or accept more dramatic changes, including the construction of 55+ storey towers in midtown Oakville.

I have reviewed portions of the Provincial More Homes Built Faster Act, and although it does contain a number of items that I am sure we both do not agree with, I see nothing that would force the Town to accept the construction of 55+ storey towers in any area of the Town including near transit. What it does call for is the reduction of bureaucratic costs and red tape (their words, not mine). Additionally they wish to promote building near transit and more 'gentle density'. Gentle Density is defined, in the provincial document, as increasing the number of units in urban areas with minimal impact on existing neighbourhoods. I can't believe that anyone would agree that the current midtown development proposals would have minimal impact on that neighbourhood.

In looking at the two specific site design proposals that currently are underway in the GO station area, a total of 6 towers are under consideration with building heights ranging from 44 through 58 storeys. All this development is being proposed in the Midtown Oakville Area, which under the Livable Oakville Plan has historically limited construction heights in the northern portion of this land to 8 - 20 storeys, and 6 - 12 storeys in the southern portion. Granted that the Town's bonusing policy may allow increases in building height in exchange for provision of public benefits. A review of the site plans indicates that the towers can barely be squeezed onto either property, such that the recommended 25 meter setback, for buildings of this height, is impossible to maintain and thereby ultimately ignored and any public benefit on the remaining land between the towers is negligible.

If the Town believes that this section of Midtown needs to change from what has historically been more commercial in nature, to support development like what is currently being proposed, they need to be ready for the onslaught of development proposals from the surrounding landowners, as property values supporting mid-rise towers, consistent with the historical liveable Oakville plan are likely significantly higher than that of a car dealer, smaller and larger signal storey retail with large parking lots, which is what the neighbouring properties are.

While I am against these current development proposals due to their excessive building height, it is interesting to see that they only include 0.5 parking spaces per residential unit and over 1,600 bicycle parking spaces. This parking space allowance is lower than what currently is required in downtown Toronto for new developments, as these requirements are 0.3 parking spaces per bachelor unit, 0.5 for a 1 bedroom unit, 0.8 for a 2 bedroom unit and 1 spot for every 3 bedroom unit and larger. The proposal here is somewhat reminiscent of the development plans for the communities immediately north of Dundas around Trafalgar Road. Here the Town accepted the developers proposal to a lower number of parking spaces per unit, because of the closeness to amenities, and now parking has become a problem because the owners/tenants continue to be 1, or 2 car families. If the Town ultimately accepts these midtown development proposals with the proposed parking allocations, parking for these future residents will become an issue.

The proposed number of bicycle parking spots at +1,600 per development is interesting, and may be seen as the residents embracing bicycles as a mode of transportation, however cycling within the Town has a long way to go, before it is a safe method of transportation, particularly in that location. I personally love cycling, riding for pleasure and fitness, but unfortunately have decided to curtail this practice since I no longer felt safe on the roads. The problems are numerous but include discontinuous cycling lanes/paths that magically end leaving the cyclist fighting for their legitimate 1-meter space on the road. Some drivers are so intolerant of cyclists occupying a portion of their road, that they honk, yell at them, or try to cut it so close without actually hitting the cyclist. While I would be the first to agree that cyclists aren't perfect, in any battle

between a cyclist and a motor vehicle, the cyclist will lose. With these buildings located where they are, the residents will only be able to ride a couple of hundred meters before they will have to deal with the traffic on Trafalgar Road, Cross Avenue, and/or Speers Road. Thanks, but no thanks.

Ultimately it will come down to the current Town Council whether these development proposals proceed in what basically is their current form, or that they are significantly altered or rejected and the provincially mandated density gets handled through more mid-level and mid-rise buildings that are consistent with the historical Livable Oakville plan. The minutes for the June 7th, 2022 Planning and Development Council Meeting indicates that the proposed Town Initiated Official Plan Amendment - Midtown Oakville Urban Growth Centre received various oral submissions, including some against the official plan draft height amendment limits, and Council ultimately agreed to re-examine the 255 metre maximum height allowance. Based on reports in the press, I know where our Mayor stands with regards to this proposal, I would just like some clarity as to where you, as my Town Councillors stand on this issue.

Regards,  
Paul van Warmerdam

On Tue, Jan 3, 2023 at 12:56 PM Tom Adams <[tom.adams@oakville.ca](mailto:tom.adams@oakville.ca)> wrote:

Hi Paul,

Thank you for your email about provincially mandated growth. Councillor Lishchyna and I appreciate your comments and we discussed your email prior to me responding for us both.

In addition to growth management being the subject of significant discussion during the municipal election, housing affordability and the need to increase home construction has been a major area of concern both provincially and locally. Immediately after the municipal election, the province introduced and passed significant legislation that changes the planning landscape for all municipalities including Halton and Oakville. This occurred despite significant concerns being raised by our municipal councils. Halton Region and the Town of Oakville are still in the process of trying to understand the full implications of these changes. It is our expectation that provincial changes will further expand the development allowed for major transit areas like the Oakville GO station/mid-town area. This includes allowing higher buildings.

We support sharing the new growth across Oakville in areas that can best support it. It has been Oakville's planning policy for many years to direct significant growth to a number of nodes and transportation corridors. These include areas like the mid-town area, the Bronte GO area, the Uptown Core area (primarily southwest of Dundas and Trafalgar), the Palermo area and the Bronte, Kerr and downtown Oakville areas. A number of these areas are south of the QEW including the mid-town area surrounding the GO station. It also includes major corridors like Trafalgar Road and Dundas Street where density can more easily be serviced and accommodated. The density of development along the Trafalgar and Dundas corridors has been expected for many years. The direction of growth to the nodes and corridors is intended to reduce the amount of unexpected development within our existing stable residential neighbourhoods where growth would be more difficult to support from an infrastructure and servicing perspective. Many areas north of the QEW also benefit from this relative stability including the Falgarwood, Iroquois Ridge and Joshua Creek communities. While I appreciate that taller buildings are visible from within existing neighbourhoods, this has effectively maintained the character of a significant portion of our community.

With respect to the specific site designs for the GO station area, I have copied Geoff Abma, Senior Planner, who has been involved in the planning review for the midtown Oakville area so that he can share the planning work on built forms, development densities and heights. Building heights play a part in making public spaces available at ground level in these areas. This is a result of both creating the physical space on a site as well as due to the way the province only allows a certain amount of parkland to be acquired by a municipality based on the amount of development.

There are a couple of applications that are now underway in the GO station area. Here are links to two of them to give a sense of what developers are coming forward with: <https://www.oakville.ca/business/da-41727.html> and <https://www.oakville.ca/business/da-41551.html>. Each of these will have to go through a planning evaluation process and we will consider them, including the issue of the proposed heights,

based on the planning staff reports that we receive. I have copied Tricia Collingwood, the Senior Planner working on these files, in the event you have questions about these particular applications and how they will be managed.

In conclusion, we support planning for the growth and the need for housing in a way that distributes the growth primarily to our growth nodes and corridors. These designated areas are distributed across Oakville. This will require more density and height than Oakville has seen in the past and the Oakville GO station area should allow for more height and density than other parts of Oakville.

Thank you again for your comments. Please do not hesitate to contact us if we can be of further assistance on any issues.

Regards,

Tom

**Tom Adams**  
**Ward 6 Town & Regional Councillor**  
**Office of the Mayor & Council**

Town of Oakville | 905-849-7915 | [www.oakville.ca](http://www.oakville.ca)

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**From:** Paul van Warmerdam [REDACTED]  
**Sent:** Wednesday, November 30, 2022 3:46 PM  
**To:** Tom Adams <[tom.adams@oakville.ca](mailto:tom.adams@oakville.ca)>  
**Subject:** Provincially Mandated Growth

Dear Councillor Adams:

One of the key debates during the recent mayoral election revolved around how the Town intends to handle the provincially mandated growth. Mayor Burton was defending the construction of 59-storey towers in the midtown core, while Julia Hanna was seeking to accommodate the provincially mandated growth, with a focus on maintaining the character of our communities, through the construction of more mid-level and mid-rise buildings. Based on how close the election result was, it is not a stretch to conclude that there was not much support for 59-storey towers in Oakville.

Mayor Burton's stated vision effectively revolves around controlling growth to protect Oakville's stable established neighborhoods by directing intensification to what he describes as well planned growth nodes and corridors. This effectively is taking the NIMBY movement,

and attempts to make it Council policy. You don't have to look too hard to see that this intensification basically avoids South Oakville, and drives the majority of this growth to the northern half of the Town.

On a recent drive along Dundas between Trafalgar and Third Line, I counted no less than 13 tower cranes. Needless to say, the northern part of Oakville is handling the bulk of this mandated growth. Thankfully, so far, this development is limited to mid-rise buildings, but developers continue to try and push the envelope by requesting height variances.

As my Councillor for Ward 6, I am curious to understand where you stand with regards to how the provincially mandated growth should be handled. Do you support the construction of 59-storey towers in midtown ? Should the mandated growth needs be shared by the entire Town, or should the northern portions of the Town continue to carry a disproportionate load, such that Old Oakville's established, moneyed neighbourhoods, can be protected at all costs.

Sincerely,

Paul van Warmerdam

█ Granby Drive

January 14, 2023

Town Clerk - [TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)  
Tricia Collingwood, Senior Planner - [tricia.collingwood@oakville.ca](mailto:tricia.collingwood@oakville.ca)  
Town of Oakville,  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Dear Ms. Collingwood:

**RE: COMMENTS ON 166 SOUTH SERVICE ROAD EAST  
OPA1614.79, Z.1614.79 AND 24T-22006/1614  
CENTRE CITY CAPITAL LIMITED  
105, 111, 117 AND 125 CROSS AVENUE  
MHBC FILE: Y132A**

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We are writing on behalf of our client, Centre City Capital Limited, owners of Trafalgar Village Shopping Centre located at 105, 111, 117 and 125 Cross Avenue. Our client owns and operates Trafalgar Village Mall located in the northwest quadrant of Midtown Oakville. The property represents a reverse "L" stretching from Lyons Court to the west, Cross Avenue to the South and South Service Road to the north.

We have had the opportunity to review the active application by Distrikt Development for three towers towers that are 44 storeys, 50 storeys and 58 storeys in height, inclusive of a six storey podium element. We have a number of concerns relative to the applicant's proposed separation distances from adjacent property lines, location of access points to public roads including South Service Road and future roads, and the plan's lack of regard for the emerging policy framework for Midtown Oakville.

In particular, it is our opinion that a block context plan is needed by the applicant to demonstrate how the proposal will have regard for and fit with the existing and emerging context, having consideration for the above noted issues at a minimum.

We would object to this application being approved in its current form.

Please keep us updated on any communication going forward relative to the evolution of this application and recommendation report.

Thank you.

Yours truly,



**MHBC**

A handwritten signature in black ink, appearing to read 'E. Theodore', written over a large, loopy oval shape.

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

cc.: *Jonathan James – Centre City Capital Limited*  
*Bruce Engell - Weirfoulds*