

Special Planning and Development Council Meeting
May 23, 2023

Comments Received Regarding Item 4.1
Official Plan Amendment

Town-initiated
Midtown Oakville Urban Growth Centre
File No. 42.15.59

From: Bill McCreery
Sent: Tuesday, May 9, 2023 4:08 PM
To: Town Clerks
Cc: _Members of Council; Janet Haslett-Theall; David Gittings; Mayor Rob Burton; Alexander Aston; Jane Clohecy;
Subject: FW: Midtown: This is about the future of Oakville!

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Attention: Town Clerk

Subject: Midtown - Email 2

Please see the following comments regarding Midtown:

- If I need to redirect my comments to other(s) for the town's official documentation, please advise.
- If I need to reformat the comments to meet the town's requirements, please advise.
- Will my comments be considered? If so, who will respond?

Please acknowledge receipt of this email communication.

Thank you.

Best regards,

Bill McCreery

From: Bill McCreery
Sent: Sunday, May 7, 2023 11:05 PM
To: 'council@oakville.ca' <council@oakville.ca>
Cc: 'Mayor Rob Burton' <Mayor@oakville.ca>; 'elizabeth.chalmers08@outlook.com' <elizabeth.chalmers08@outlook.com>; 'Oakville Mayor's Office' <alexander.aston@oakville.ca>; 'Janet Haslett-Theall' <janet.haslett-theall@oakville.ca>; 'David Gittings' <david.gittings@oakville.ca>; 'Jane Clohecy' <jane.clohecy@oakville.ca>;
Subject: RE: Midtown: This is about the future of Oakville!

To: Councilors:

Midtown with 70,000 to 90,000 additional people in 43 hectares is an enormous urban planning challenge in an existing population around 222,000 people. It requires best in class urban planning practices if it is to succeed in reality beyond planning document bubble diagrams and text.

As I stated below to Ward 3 councilors: *"Looking forward to creative solutions where possible. Where not, please raise your concerns with elected officials at the municipal and provincial levels."*

You are front and centre in the local due diligence and approval process, notwithstanding provincially imposed mandates which make it more difficult to achieve success.

It will be appreciated if you spend the time to read my emails below.

Thank you.

Best regards,

Bill McCreery

From: Bill McCreery

Sent: Sunday, May 7, 2023 5:38 PM

To: 'Janet Haslett-Theall' <janet.haslett-theall@oakville.ca>; 'David Gittings' <david.gittings@oakville.ca>

Cc: 'Mayor Rob Burton' <Mayor@oakville.ca>; 'Jane Clohec' <jane.clohec@oakville.ca>;

'elizabeth.chalmers08@outlook.com' <elizabeth.chalmers08@outlook.com>

Subject: FW: Midtown: This is about the future of Oakville!

Importance: High

Thanks for the update Janet and Dave,

I shared my thoughts with some of our neighbours who may not receive your "News & Updates..."

Change is an inevitable constant in life. I'm sure that you share my concern that the area population near Midtown and farther afield may flee if the town is not able to effectively mitigate the enormity of this urban planning challenge. It may lead to a downward spiral to a less desirable social environment as witnessed in other urban centres in the past.

Looking forward to creative solutions where possible. Where not, please raise your concerns with elected officials at the municipal and provincial levels.

Thanks for your time.

Best regards,

Bill McCreery

Hi XXX,

In case you have not seen this self-explanatory information from the Ward 3 councilors.

Oakville's current population: circa 222,000.

Midtown @ Oakville GO Station and surrounding area: There may be an additional 70,000 to 90,000 people living in Midtown in the future.

Developable Area: 43 hectares (106 acres).

The planned Midtown community will dramatically impact the future way of life in the JCRA, farther afield, and those who live closer to this overall development area. If nothing else, the roads will be clogged with traffic which may be marginally mitigated by people switching to walking (if safe) and using bicycles (if safe) in warmer months. Trafalgar at Cornwall is currently a challenge on many days at peak traffic loads in the morning and the evening rush hours. The

town will need to effectively mitigate these issues if they want to maintain and enhance livability so that people don't flee the built environment.

If time permits, please review the following including links.

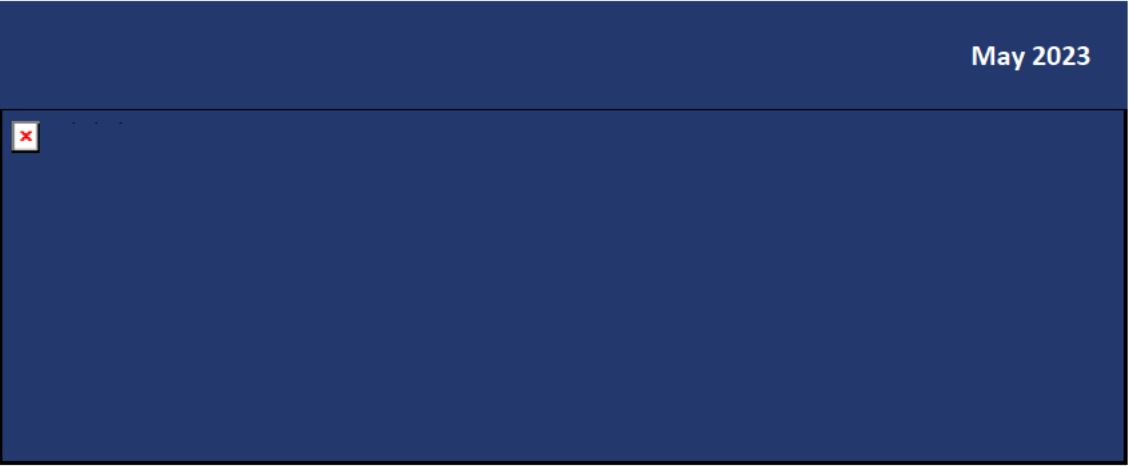
Thanks.

Bill

From: Oakville Ward 3 Councillors <ward3@oakville.ca>
Sent: Friday, May 5, 2023 2:27 PM
To:
Subject: Midtown: This is about the future of Oakville!

Oakville Ward 3 Councillors Update

Having Trouble Viewing this email
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Letter From Your Councillors

The draft Official Plan Amendment (OPA) for Midtown Oakville has been released.

This plan is one of the most crucial planning decisions that Council will make in this generation. We would appreciate your feedback.

Here is why you need to get involved.

Perhaps you have questioned what our Official Plan or Zoning By-Laws allow due to an application in your neighbourhood or have wondered why Council cannot “just say no” to development. Our Official Plans and Zoning bylaw are legally binding documents that define our land use and give permissions which are often defined 'as of right'.

Building community is both a social and planning process that has long term implications for our current residents, as well as those that will call Oakville home in the future. Growth is often a contentious topic, but the facts are there is a housing crisis, and far too many people are not able to own a home. We are required to grow, and achieve Provincially mandated growth, including new provisions that will allow three units on a single-family dwelling lot. Our challenge is to ensure our land use policies and permissions will truly achieve the vision of Oakville for years to come which must include livability.

So how much do we have to grow?

The Region projected the Town's population by 2051 will be approximately 375,000 people. That is 150,000 more people than today, or using the average occupancy of 2.2, approximately 68,183 more new homes. We all know that the mix of housing types must include - rental, affordable and attainable homes with diverse unit sizes for singles, couples, and families. We have 6 Strategic Growth Nodes and Midtown is a Major Transit Station where higher density is mandated.

Midtown is intended to be an urban neighbourhood with a focus on people walking to the train or services or cycling. Midtown is an addition to our community which will be home to our friends, children, grandchildren, and grandparents. It is to be mixed use; meaning it is to

have both employment and homes within the neighbourhood.

[The proposed Official Plan](#) states it is to be a complete community built out over the coming decades. The Official Plan has schedules defining Density, the Public Realm, the Transportation Network, and Land use. These are a key part of the Official Plan permissions and direction. **The level of intensification is far greater than contemplated.**

In the Town's press release, "6 must knows" have been highlighted. We add these significant must knows in the form of questions:

- If this OPA is approved: What is the approximate build out population in terms of people and jobs for Midtown?
- What are examples of best practices in urban planning that this OPA is based on?
- What is the approximate amount of parkland for Midtown?
- What is the appropriate level of intensification to build a healthy, vibrant, livable community?

We are committed to keeping you informed, and have taken the extra step of creating a [Midtownoakville.ca website](#). It connects you with facts about Midtown, the proposed OP amendment and links to the Town Midtown page, including current development proposals. [It shares questions](#) we have gathered from residents as the OPA is being reviewed and **we will continue to update it over the coming weeks with more facts and answers received from Town Planning staff.** There is a [sign-up page](#) for Midtown specific updates on the website.


- Please attend the Public Information Session on Tuesday, May 9, 2023, 6:30 to 8:30 p.m., at Town Hall to view policies, speak with town planners and have questions answered.
- Speak at a Special Planning & Development Council meeting on Tuesday, May 23, 2023 at 6:30 p.m. To register as a speaker, email TownClerk@oakville.ca by noon the same day. This meeting will be livestreamed on the [town's YouTube](#) channel.

Finally, our next Let's Talk will be at the Oakville Trafalgar Community Centre on May 18 at 6:30 pm and will focus on Midtown.

We know you care about Oakville, and its future. Help us get it right! We look forward to your [participation](#) and feedback.

Take care
Janet and Dave

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Important Dates

May 9	Open House	Town Hall 6:30-8:30 pm In person
May 18	Let's Talk with Dave & Janet	Oakville Trafalgar Community Centre 6:30
May 23	Statutory Public Meeting	Town Hall 6:30



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The Town Press Release

The Town of Oakville has released the latest draft of the town-initiated Official Plan Amendment (OPA) for Midtown Oakville. The town invites residents and businesses to provide their input through an online survey and in-person engagement opportunities before the OPA is finalized for Council's approval.

The purpose of the proposed OPA is to update the land use policies for Midtown Oakville in the Livable Oakville Plan (Official Plan) to the year 2051, to create a framework that will guide the creation of a transit-supportive and complete community for people to live, work and play.

Midtown Oakville will be the town's newest urban centre, envisioned as a vibrant urban destination and a people-oriented community. Midtown Oakville will have a mix of housing, community services, and business opportunities close to the Oakville GO station. Midtown Oakville covers approximately 103 hectares bounded by the QEW/Highway 403 to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.

Midtown Oakville is also anticipated to accommodate about a third of the town's [housing pledge](#) target of 33,000 homes by 2031/32.

Engagement opportunities

- Attend a Public Information Session on Tuesday, May 9, 2023, 6:30 to 8:30 p.m., at Town Hall to view policies, speak with town planners and have questions answered.
- Speak at a Special Planning & Development Council meeting on Tuesday, May 23, 2023 at 6:30 p.m. To register as a speaker, email TownClerk@oakville.ca by noon the same day. This meeting will be livestreamed on the [town's YouTube](#) channel.
- Complete the [online survey](#) by Wednesday, May 31, 2023.

Public input received will be shared as part of the final OPA recommended for Town Council's approval by early summer 2023.

Six "must-knows" about Midtown Oakville

1. Phased development: Development of Midtown Oakville will happen over the next 30 years and beyond. By 2031, Midtown Oakville could accommodate a minimum of 20,600 people and jobs combined.
2. Transit connections within and beyond: Midtown Oakville is strategically located near Highway 403/QEW and surrounds the Oakville GO station, which is the second busiest station on the GO network, and is served by Oakville Transit, GO Transit, and VIA rail. Future bus rapid transit is planned for Trafalgar Road. The higher density housing, jobs, and recreational amenities coming to Midtown Oakville will be well connected by transit for easier travel within Midtown Oakville, and to other destinations in Oakville and the Greater Toronto and Hamilton Area.
3. Distinctive skyline: Midtown Oakville will contain a mix of tall and mid-rise buildings. The tallest buildings will be located north of the railway, within walking distance of the Oakville GO Station, and are intended to provide variation in height and architectural character in order to create a distinctive skyline for Midtown Oakville.
4. Street-level public spaces: To make Midtown Oakville an attractive urban destination, high-quality streetscapes are planned to create a network of open spaces that are walkable, bicycle-friendly, family-friendly, and provide opportunities to socialize.
5. A complete community: Midtown Oakville will provide a self-sufficient urban living experience for people of all ages where most daily living needs are located within a short walk, bicycle, or transit ride from home. Midtown Oakville will be interwoven by tall and mid-rise buildings, parks and open spaces, multi-use trails, schools, recreational and retail amenities.

6. Ongoing engagement: The purpose of the current draft OPA is to set the policy framework for Midtown Oakville. There will be future opportunities for the public to provide input on Midtown-specific strategies that will include streetscape, parkland, sustainability and more. Together, the framework and strategies will also help inform future town-wide master plans and developments.

To learn more, visit the [Midtown Oakville Growth Area Review](#) page and watch the video on the town's [YouTube channel](#).

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Councillor Contact Information

Town Councillor Haslett-Theall:

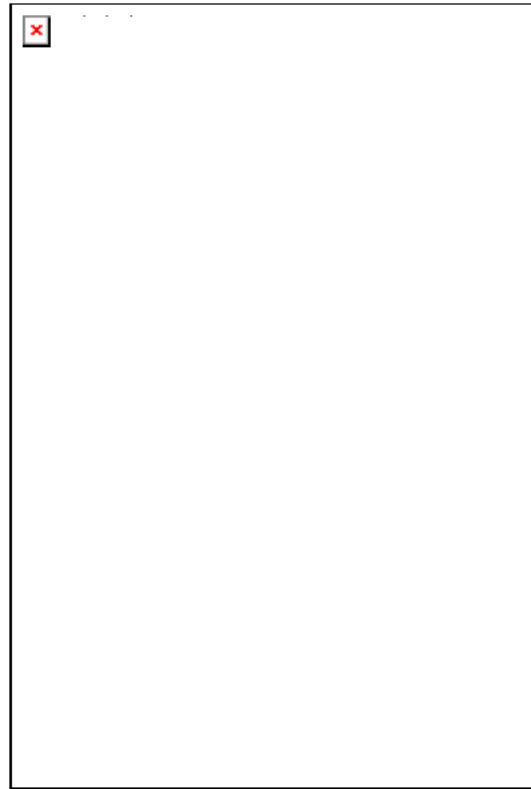
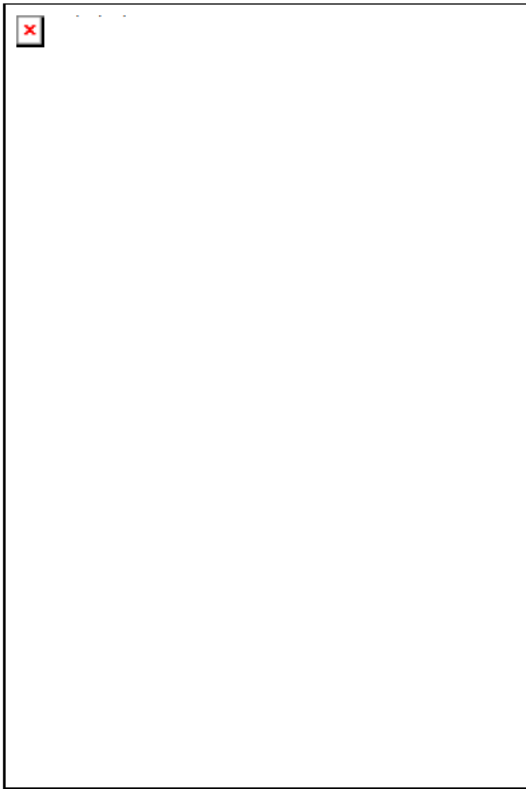
Email: janet.haslett-theall@oakville.ca

Phone: 289-837-3923

Regional & Town Councillor Gittings:

Email: dave.gittings@oakville.ca

Phone: 905-844-5513



If you are receiving this email through a forward from a friend please consider subscribing directly.

Your Ward 3 Councillors,
Dave and Janet

[Subscribe to our Email List](#)

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From: Bill McCreery
Sent: Tuesday, May 9, 2023 4:10 PM
To: Town Clerks
Cc: Janet Haslett-Theall; David Gittings; Mayor Rob Burton; Alexander Aston; Members of Council; Jane Clohecy;
Subject: FW: Opinion: Toronto Sun - A case for flattening our cities
Importance: High

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.

Attention: Town Clerk

Subject: Midtown - Email 3

Please see the following comments regarding Midtown:

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Please acknowledge receipt of this email communication.

Thank you.

Best regards,

Bill McCreery

From: Bill McCreery
Sent: Tuesday, May 9, 2023 9:33 AM
To: 'Janet Haslett-Theall' <janet.haslett-theall@oakville.ca>; 'David Gittings' <david.gittings@oakville.ca>
Cc: 'Mayor Rob Burton' <Mayor@oakville.ca>; 'council@oakville.ca' <council@oakville.ca>; 'Jane Clohecy' <jane.clohecy@oakville.ca>;

Subject: Opinion: Toronto Sun - A case for flattening our cities
Importance: High

Hi Janet and Dave,

Please see an alternative approach to the proposed extreme intensification at Oakville's Midtown development. Oakville is putting all its eggs in one basket with a potential targeted population of 70,000 to 90,000 people exceeding the original 26,600 targeted population. As a consequence, Oakville's aspirational goals and objectives will not be met as population will significantly exceed the capacity of urban planning best practices to be met. Impossible population targets need to be called out to the governments that impose them before the OPA and other planning studies/processes are locked in place. Afterwards is too late to avoid the serious damage to the social built environment.

Best regards,

Bill McCreery

<https://www.msn.com/en-ca/money/other/a-case-for-flattening-our-cities/ar-AA1aMM97?ocid=hpmsn&cvid=314e8a27ae1748bc90936a4eefd06fde&ei=17>



Toronto Sun

A case for flattening our cities

Story by Mark Wessel • Friday, May 5, 2023



Kingston is ranked by Resonance Consulting as one of the best small cities in Canada. Part of the reason for that is that it's highly walkable — much like many European cities with a good distribution of services and attractions throughout the city. © Provided by Toronto Sun

Not everybody can live or work downtown, we need to create more vibrant satellite communities, says expert

If we want to have more liveable cities then we need to think seriously about flattening them.

Chris Fair, the CEO of Vancouver-based consulting firm Resonance Consulting offered this unique perspective in the wake of the recent online WRLDCTY Summit his firm organized., a summit tied to the overarching theme of creating more liveable cities.

Fair wasn't talking about knocking down skyscraper buildings, but rather about redistributing such essential urban resources as housing, retail and entertainment throughout various parts of a city or into satellite communities, all for the sake of creating more vibrant yet more affordable neighbourhoods.

"City centres are going to struggle for the next decade (because) I don't believe we're going to get hundreds of thousands or millions of people to move downtown, particularly when the main motivation in the last 20 years was to be closer to work," says Fair.

"If you don't have to work in the office as much, then one of the main reasons to live downtown has been taken away (so) the real innovation has to come in terms of the urbanization of the suburbs."

Which brings us to the flat city analogy. As has often been observed, COVID-19 has radically transformed the workplace for a large segment of the population that can now telecommute and in some cases work from home full time.

As a result, there's a greater chance the money those individuals previously spent downtown can be used to support businesses and attractions closer to home.

"There's opportunity now for that money to be spent in suburban and other 15 minutes type neighborhoods... and as there's more of a redistribution of how we spend our money within the city... that will then drive a rethink of how we develop our cities," Fair observes.

To attract young professionals to these neighbourhoods, Fair says the first prerequisite comes down to placemaking and creating a greater sense of community in parts of the city previously perceived as offering little in the way of lifestyle or entertainment experiences.

"When you look at museums, nightlife, restaurants... things that obviously would be appealing to a visitor... well they're highly appealing to young professionals as well," he says.

So the solution is to invest more in what he describes as the 'software' of a city (e.g. cultural experiences, nightlife, restaurants) as well as such 'hardware' amenities as museums and cultural institutions.

Fair also points to the need to 'flatten' some of our essential services through such measures as Medtail, whereby ground floor commercial storefronts in selected neighborhoods are turned in to local health centres.

To address the affordability issue, which is now contributing to a net population loss in some major urban centres (case in point – in 2021 Toronto actually lost over 16,000 residents), Fair says we can't continue to solely promote the construction of single family homes... while expecting the rising cost of home ownership to go away.

He's a strong advocate of loosening zoning regulations to enhance density and for cities to start building duplexes, triplexes and fourplexes alongside of single family homes.

Yet, another example of an intensification strategy he cites is to "take what was (once the site of) six single family homes and turn it into a 50, 60 unit mid rise. I think that's where the biggest opportunity lies."

Well-known urbanist Richard Florida who also spoke during the WRLCTY event says that this current transformation of our cities aligns with what he describes as Economic Development 3.0.

"Economic Development 1.0 was all about attraction. If you get a company or build a cluster, people will come because of the jobs," Florida said. That was followed by version 2.0 and that conviction that for businesses to thrive "they needed to attract and retain talent... and in order to do that cities needed quality of life."

Florida went on to speak about our state of economic development – 3.0 and a situation whereby "you have to build not only quality of place, but you have to... build inclusive, vibrant, exciting communities that are affordable."

Which brings us back to Fair's initial observation. "What is happening is the city centre is getting pushed out," he says.

"Which will create and support other types of retail demand that maybe we couldn't have warranted or supported in the past. If we can then put more density within the suburbs, we can create a virtuous circle of a more vibrant economy, more vibrant places, more housing, more affordable housing and more access to more amenities in these neighbourhoods."

If we can manage that, then our cities will be flatter... and with any luck, more livable. To learn about the next WRLDCTY event, go to www.wrldcty.com.



DELIVERED BY EMAIL

May 15, 2023

Town Clerk
Corporation of the Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Dear Sir/Madam:

RE: Draft proposed by-law to amend the Livable Oakville Official Plan to incorporate new policies for the Midtown Oakville Urban Growth Centre Submissions

Please accept this correspondence as written submissions on behalf of the Oakville Community Association pertaining to the proposed amendment of the Livable Oakville Official Plan.

DENSITY:

The proposal at Midtown in Oakville based on projected numbers reflects the approximate density by 2031 of 200 residents per hectare, and a minimum of 400 residents per hectare by 2051.

In order to put this into perspective Manhattan based on the population in 2023 has density of 272 residents per hectare based on a population of 1.629 million over an area of 23 square miles, which equals 6000 hectares.

TRANSPORTATION AND INFRASTRUCTURE:

The Transportation Report dated June 2014 marked as Final Report clearly sets out in section H on pages xi and xii the road design proposed for Midtown. However, there is no mention of

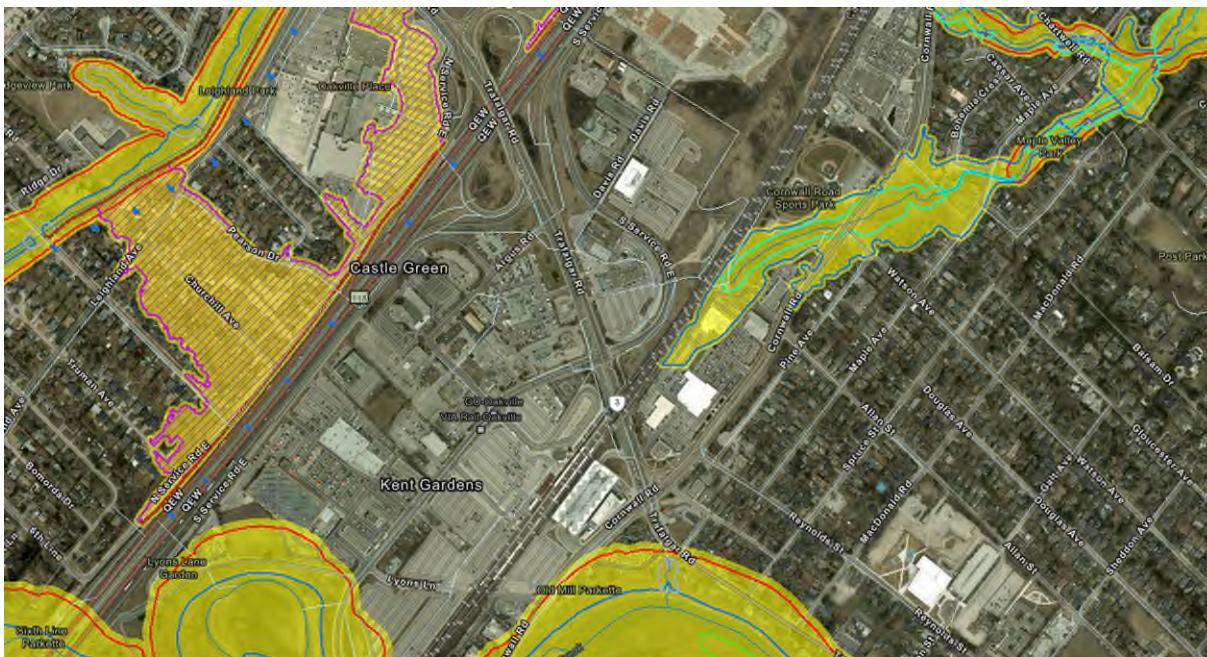
the immense cost of the infrastructure and how it would be financed in conjunction with the province. A failure to complete the majority of the infrastructure improvements at an early stage would cause serious traffic congestion in the short and medium term of the development. Debt financing as undertaken by Milton prior to development starting should be considered.

FLOODPLAIN/SPILL MAPPING:

In or about 2020 Conservation Halton completed the long overdo mapping of the spill from the Morrison- Wedgewood Diversion Channel and confirmed that the Diversion Channel will now spill in the event of a major storm and the spill zone has only been mapped to the QEW as per the Conservation Halton ARL inserted below. The blue arrows that are shown across the QEW are spill arrows.

The spill mapping should be completed to determine the risk of flooding in event of a large storm within the Midtown proposed development area, which could be consistent with Section 2.5 of the MNRF 2002 Technical Guide River & Stream Systems: Flooding Hazard Limit. Section 2.5 confirms that,

“Municipalities and planning boards should show or describe flood plain lands in their official plans and incorporate policies to address new development consistent with the policy statement.”



PROVINCIAL POLICY STATEMENT, 2020 UNDER THE PLANNING ACT

Appendix “A” to the proposed by-law does not include a reference to the section 1.6.6.7 of the PPS 2020, and in particular subsection d) must be considered to ensure that the proposed development will not increase the threat to life to residents.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the *impacts of a changing climate* through the effective management of stormwater, including the use of *green infrastructure*;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

MNRF 2002 TECHNICAL GUIDE RIVER & STREAM SYSTEMS: FLOODING HAZARD LIMIT:

Section 20.3.13 of the proposed by-law - Stormwater Management does not include reference to the MNRF 2002 Technical Guide River & Stream Systems: Flooding Hazard Limit. Section 4.6 must be included in the proposed bylaw and be implemented/considered in any stormwater plans.

4.6 Stormwater Management Ponds

Stormwater management facilities may not be used to provide any reduction in flood flows.

SHADOW STUDY:

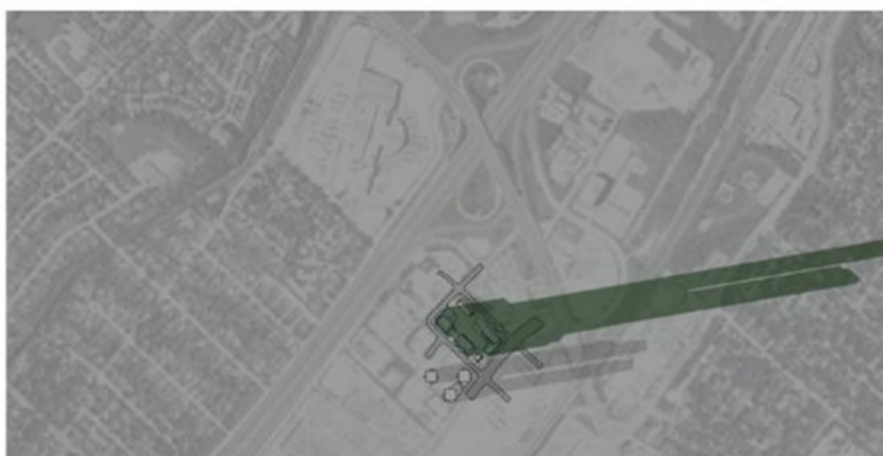
A review of the Shadow Impact Study dated April 25, 2022, of one of the towers proposed at or near the corner of Cross Avenue and Argue Road depicts a significant impact on the surrounding areas as reflected in the examples below:



December 21st - 9:18 am



March 21st - 9:18 am



September 21st - 6:18 pm

CHARTER OF RIGHTS:

Section 4.4 of the Provincial Policy Statement, 2020

4.4 This Provincial Policy Statement shall be implemented in a manner that is consistent with Ontario *Human Rights Code* and the *Canadian Charter of Rights and Freedoms*.

Section 7 of the Charter of Rights and Freedoms states, “Everyone has the right to life, liberty and security of the person and the right not to be deprived thereof except in accordance with the principles of fundamental justice.”

The proposed midtown development will increase the threat to life for residents down stream due to the increase in flood risks resulting in an increase in risk of property damage and loss of life.

The following are the material facts that would give rise to a charter argument and/or constitutional question:

The Regulatory Flood Plains have expanded between 1986 and 2020 while contravening law and Ontario policy due to the failure to delineate on a cumulative watershed wide basis the hazards posed.

The increase in the number of buildings and individuals in the regulatory flood plain subject to harm rose 400% between 1986 and 2020. The Town has disregarded both public and private rights, and the midtown development will increase the hazards.

The individuals that will be affected by the midtown development will have no means to prevent or fix the harms or threats and risks to life and security that will be created.

In addition, Ontario who has delegated a number of planning, development and flood hazard decision making powers, duties and functions will be directly liable and vicariously liable at law.

The following is the legal basis for the constitutional question:

Under section 7 of the Charter, everyone has the right to life, liberty and security of the person and the right not to be deprived thereof, except in accordance with the principles of fundamental justice.

Section 24(1) of the Charter provides remedies against unconstitutional government action or government conduct, which includes the various acts and omissions, including the decision-making that will be engaged in.

The individuals who will be affected by the midtown development will have no means to prevent or fix the harms or threats and risks to life and security, or deprivations thereof, which will be measurable and real.

There will be a sufficient causal connection between the conduct of the Town if this bylaw is approved as is, and the deprivations of legal rights in section 7 of the Charter.

The right to life is engaged where actions, policies or operational decision-making of government actors impose an increased risk of death on a person, directly or indirectly, as the Supreme Court noted in *Carter v. Canada (Attorney General)*, [2015] 1.S.C.R. 331 at paragraph 62:

[62] [...] In short, the case law suggests that the right to life is engaged where the law or government action imposes death or an increased risk of death on a person, either directly or indirectly.

The Town will impose an increased risk to life on individuals directly and/or indirectly resulting in a breach of section 7 of the Charter.

Sincerely,

Board of Directors
Oakville Community Association (OCA)

From: Jenny Scott
Sent: Thursday, May 18, 2023 7:45 PM
To: Town Clerks
Cc: _Members of Council
Subject: My Midtown comments

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.

To Whom It May Concern

My questions are,

A) why are we putting such density at a GO station that is the second busiest station in the GTA? Why not spread the volume with Brontë for example?

B) over a 30 year period, it is my understanding that at least 154,000 people, plus their cars, will be situated in this piece of property. With the property owners above the QEW and below, I am finding it difficult to see how anyone will be able to get around town. What are the transportation ideas for moving people around in such a dense area?

From: Markus Herten
Sent: Thursday, May 18, 2023 6:38 PM
To: Town Clerks
Cc: _Members of Council
Subject: Written submission for May 23 in lieu of delegation

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.

Dear Mayor, members of council and clerk:

Please accept my regrets in not being able to attend the council meeting in person or virtually. I am currently out of the country.

However, I do appreciate the opportunity to contribute by way of this written submission. The Midtown Oakville OPA is both a challenge and opportunity. If done properly the plan will accommodate the intended growth, provide benefits to the existing community, and mitigate the adverse effects of intensification. One such consequence is congestion due to over-use of single passenger automobiles. I have been a long time advocate for improvements to Active Transportation (AT) infrastructure, especially in Ward 3 where I reside, to promote the benefits.

The key to effective AT which shifts mode share away from short trips by congestion causing automobiles, is safe, convenient, efficient and well connected networks of bike / pedestrian paths and on-road bike lanes. Although progress is being made, travelling into or out of MT on foot or on a bike remains dangerous and unpleasant. In the draft OPA there is a connection shown on Schedule L4 "Future AT facility" across the rail corridor across from Perkins Passage which is a key link in the network which will help (There is also a note regarding a grade separation at Chartwell Rd which one day could also serve to carry AT safely across the tracks).

Having spoken to my local councilors, we feel that there may be merit in looking at 2 additional alternatives, an AT option to cross north of Watson Ave where there is an existing intersection at Cornwall Road and a park, and another option north of Allan Street near the Liquor Store (this may involve working with *First Capital* who own Olde Oakville Place). These would provide an option for 3 potential crossing points in addition to the Chartwell grade separation. The most feasible location could be expedited to bring benefits sooner than later by working with Metrolinx and the railway.

Once again, the key to making AT work and reducing automobile congestion spilling out of Midtown into our quiet neighborhoods, is safe and convenient connectivity for those wanting to chose to get around without a car.

Thanks for your consideration.

Markus Herten
Oakville.

From: D-L P
Sent: Friday, May 19, 2023 11:51 AM
To: Town Clerks
Subject: My Midtown comments

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.

Hello,

I drive midtown Oakville daily. This is an already congested area of town so more pedestrian and vehicle traffic would need great planning.

I also drive Dundas St. daily and am very disappointment with the planning for that area. There is no parkland available for the people living there. It is unbelievable that hundreds and people can exist with no open space. I do hope that open space will be a priority in the midtown planning.

In relation to Dundas St., the cross walks and turning lanes are not adequate for the children and adults crossing the six lanes of traffic. There are daily near misses.

My questions are:

1. Will there be adequate underground parking for the housing towers?
2. Will there be adequate parking for low-rise buildings?
3. How will open park space be guaranteed?
4. How will pedestrian crosswalks be dealt with in-light of even more increased traffic?

Sincerely,
Dora-Lee Pope

From: Markus Herten
Sent: Friday, May 19, 2023 11:22 AM
To: Town Clerks
Cc: _Members of Council
Subject: OPA consideration for MT - Morrison Creek headwaters
Attachments: ExhibitAcreek.jpg; ExhibitBcreek.jpg

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.

Dear Mayor, members of council and clerk:

I am representing the people downstream of Midtown, and nature, which has no voice. Please accept my regrets in not being able to attend the council meeting in person or virtually. I am currently out of the country.

Please see the 2 attached photos which I hope will be used as "Exhibit A" and "Exhibit B" during the meeting, as part of this submission.

Exhibit A: Photo take May 19, 2023 of Morrison Creek immediately downstream of Chartwell Road. It shows the creek choked up with sludge, garbage and debris.

Exhibit B: Photo (typical) taken May 19, 2023 of Morrison Creek as it traverses Maple Valley Park (access at Maple Ave and Bohemia).

Morrison creek is the playground for our children, a wildlife corridor, and a water source. It's also part of the ecosphere on which we all depend on for life. Morrison Creek in Ward 3 was truncated by the QEW decades ago. Midtown parking lots and brownfields are the current headwaters. There are toxic chemicals in the creek, a legacy of the area's industrial history. It is choked with algae caused by phosphates and other chemicals we use on our lawns as nutrients. The creek is polluted and "dead" – little more than an open sewer.

The Midtown development offers an opportunity to clean it up. The midtown OPA must address this. The MT runoff will continue to run through our downstream community, affecting the health of our ecosystem. Please address this in the OPA to provide infrastructure and remediation at the Morrison Creek headwaters to clean-up the contamination and provide infrastructure that will filter and provide a fresh source of water for the creek.

Thanks for your consideration.

Residents downstream of Midtown
(Markus Herten)
Oakville.



Morrison Creek
east of Chartwell
Rd.



Morrison Creek - Maple Valley Park

From: Bill McCreery
Sent: Friday, May 19, 2023 2:02 PM
To: Town Clerks; Neil Garbe; Gabe Charles
Cc: _Members of Council; Janet Haslett-Theall; David Gittings; Mayor Rob Burton; Jane Clohec; 'elizabeth.chalmers'
Subject: 1. Midtown Oakville: Population Forecast - Capacity Capability 2. Stats Canada: Net flows of paid workers jobs by economic region, 2022
Importance: High

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.

Attention

- Town Clerk: Laura Pennal
- Neil Garbe, Commissioner of Community Development
- Gabe Charles, Director of Planning Services

Subject: 1. Midtown Oakville Population Forecast – Capacity Capability

Good afternoon Ms. Pennal, Mr Garbe & Mr Charles,

2. Please see the latest **Stats Canada** information herein regarding **Net Flows of Paid Workers by Economic Region, 2022** including Oakville in addition to my 1. comments and questions immediately below.

Official Plan Amendment (OPA)

Please advise what you estimate the projected population will be in Midtown Oakville commencing in 2031 with follow-up estimates for 2041 and 2051. If your projections are for different milestone years, please provide them instead assuming that the overall end date is similar +/- . Please provide an order-of-magnitude forecast with a low population estimate +/- and a high population estimate +/- **before the next public OPA meeting May 23, 2023 to facilitate a comprehensive discussion of Midtown Oakville CAPACITY CAPABILITY.**

Questions

1. Does the current urban planning accommodate the forecasted population of 20,600 (year 2006) only.
2. What is the forecasted population capacity by Oakville for Midtown Oakville?
3. Has Oakville identified funding sources for the following?
4. **Municipal Infrastructure**
 - a. **Transportation**
 - i. **Roads**

1. Has Oakville identified the requirements at capacity including peak loading during rush hour for the streets within the Midtown Oakville catchment area and beyond?
2. If not at full buildout, what are the requirements to meet forecasted traffic loads at incremental 5 year time horizons for the life of the development to buildout.
3. Please provide the forecasted modal split: buses, passenger vehicles, other.
4. **Bus Rapid Transit (BRT)**
 - a. Will this service only be located on Trafalgar Road?
 - b. Will it extend from Lakeshore Road to Dundas Street?
 - c. Will the BRT be at surface level, above surface level or below grade?
 - d. Will Trafalgar Road need to be widened to accommodate the additional BRT service?
 - i. If so, what are the forecasted widths at pinch points?
 - e. What bus service will be provided on Cornwall Road?

b. Water Services

- i. Does Oakville have existing physical infrastructure to support the proposed Midtown development?
- ii. If not, has Oakville identified the capital and operating costs to accommodate additional services to meet capacity requirements at full buildout?
- iii. If not at full buildout, what are the incremental requirements to meet servicing requirements at 5 year time horizons for the life of the development to buildout?
- iv. If additional site capacity is required, has Oakville identified the physical plant site(s) including the forecasted cost to acquire additional site(s)?

c. Sewage Services

- i. Does Oakville have existing physical infrastructure to support the proposed Midtown development?
- ii. If not, has Oakville identified the capital and operating costs to accommodate additional services to meet capacity requirements at full buildout?
- iii. If not at full buildout, what are the incremental requirements to meet servicing requirements at 5 year time horizons for the life of the development to buildout?
- iv. If additional site capacity is required, has Oakville identified the physical plant site(s) including the forecasted cost to acquire additional site(s)?

d. Storm Management Services

- i. Does Oakville have existing physical infrastructure to support the proposed Midtown development?
- ii. If not, has Oakville identified the capital and operating costs to accommodate additional services to meet capacity requirements at full buildout?
- iii. If not at full buildout, what are the incremental requirements to meet servicing requirements at 5 year time horizons for the life of the development to buildout?
- iv. If additional site capacity is required, has Oakville identified the physical plant site(s) including the forecasted cost to acquire additional site(s)?

e. Hydro/Electrical Power Services

- i. Does Oakville have existing physical infrastructure to support the proposed Midtown development?
- ii. If not, has Oakville identified the capital and operating costs to accommodate additional services to meet capacity requirements at full buildout?
- iii. If not at full buildout, what are the incremental requirements to meet servicing requirements at 5 year time horizons for the life of the development to buildout?

- iv. If additional site capacity is required, has Oakville identified the physical plant site(s) including the forecasted cost to acquire additional site(s)?

5. Climate Change

- a. Has Oakville identified future requirements for Midtown Oakville?

6. Social Infrastructure

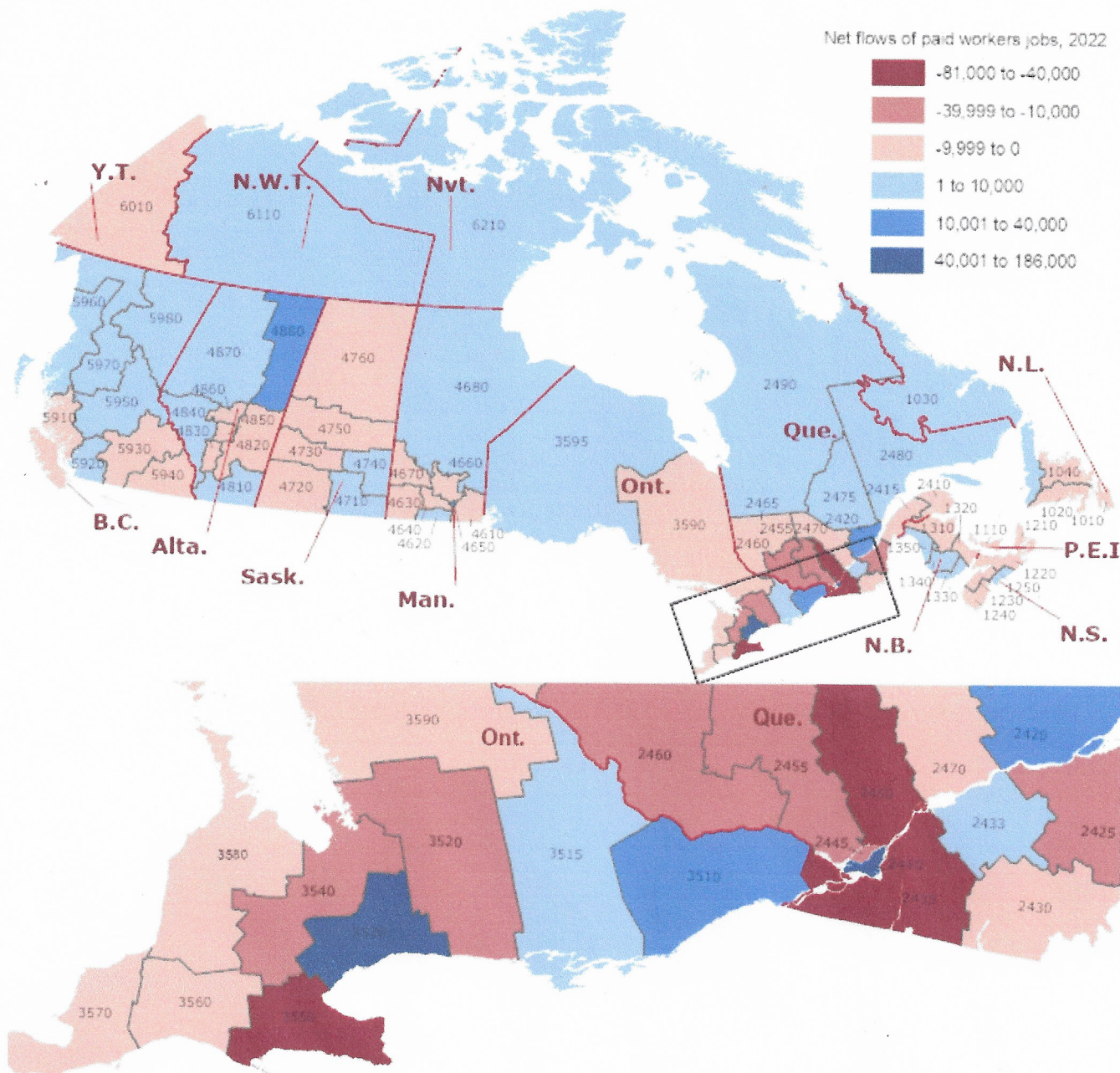
- a. Public Meeting Spaces, Parks, Schools, Libraries, Community Centre, Healthcare, et al: Has Oakville identified requirements at buildout?

Following is self-explanatory information.

2. Stats Canada: Net flows of paid workers jobs by economic region, 2022 Date modified: 2023-05-19

"the Toronto economic region, ER3530 (+137,000 jobs)" - Includes Oakville

[Net flows of paid workers jobs by economic region, 2022 \(statcan.gc.ca\)](https://www150.statcan.gc.ca/n1/pub/92-625-x/2023001/article/00001-eng.htm)



Source(s): Table 36-10-0675-01, May 2023.

Map description

The title of the map is "Net flows of paid workers jobs by economic region, 2022"

This is a map of Canada showing the net flows of paid workers jobs by economic region in 2022. The inset highlights the economic regions in Southern Ontario and Southern Quebec. For a given economic region, a net flow is positive when the number of jobs provided by other regions is greater than the number of jobs provided to other regions. In the opposite situation, the net flow is negative.

The economic regions in blue are the regions with positive net flows of jobs, those experiencing more workers moving in than moving out (i.e., net inflows of jobs). The darker shades of blue indicate a larger

net inflow of jobs into an economic region, while lighter shades of blue indicate a smaller net inflow of jobs. "ER" followed by a four-digit code below denotes the Economic Region unique identifier.

In 2022, the economic regions with substantial net inflows of jobs were respectively:

- the Montréal economic region, ER2440 (+185,000 jobs)
- the Toronto economic region, ER3530 (+137,000 jobs)
- the Ottawa economic region, ER3510 (+29,000 jobs)
- the Wood Buffalo–Cold Lake economic region, ER4880 (+14,000 jobs)
- the Capitale-Nationale economic region (around Québec City), ER2420 (+14,000 jobs)
- the Winnipeg economic region, ER4650 (+10,000 jobs).

In contrast, the economic regions in red are the regions with negative net flows of jobs, those experiencing more workers moving out than moving in (i.e., net outflows of jobs). The darker shades of red indicate a larger net outflow of jobs to other regions, while lighter shades of red indicate a smaller net outflow of jobs.

In 2022, the economic regions with strong net outflows of jobs (negative net flows) were respectively:

- the Montérégie economic region, ER2435 (-80,000 jobs)
- the Hamilton–Niagara Peninsula economic region, ER3550 (-75,000 jobs)
- the Lanaudière economic region, ER2450 (-56,000 jobs)
- the Kitchener–Waterloo–Barrie economic region, ER3540 (-39,000 jobs)
- the Laurentides economic region, ER2455 (-36,000 jobs)
- the Outaouais economic region, ER2460 (-30,000 jobs)
- the Laval economic region, ER2445 (-14,000 jobs)
- the Chaudière–Appalaches economic region, ER2425 (-13,000 jobs).

Source(s): Table 36-10-0675-01, May 2023.

Date modified: 2023-05-19

I'm looking forward to your response before the OPA meeting May 23, 2023.

Please report any errors and/or omissions.

Thank you.

Best regards,

Bill McCreery