



February 27, 2024

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

Attention: | **Geoff Abma, Senior Planner**

Re: | Special Council Meeting (February 27, 2024): Midtown Oakville Official Plan Amendment
Formal Response to the Midtown Program – Proposed Land Use Block Concepts

On behalf of 1539059 Ontario Inc. (Client), Corbett Land Strategies Inc. (CLS) is pleased to provide this formal letter to Council to provide our comments on the preferred land use block concept that was released at the Committee of the Whole Meeting on January 30, 2024. This formal submission relates to 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).

Supplementary to the previous formal submissions CLS made to the Draft Midtown Oakville OPA, and the proposed land use blocks that was released on November 14, 2023. CLS requests that this formal submission be considered in the land use block recommendations for Midtown Oakville, forthcoming this Spring 2024.

In our previous formal submissions, we expressed our concerns regarding land use, density, intensification targets and the proposed road network, however, we are supportive of the overall concept direction of the Midtown Oakville Growth Centre (MOGC). Specifically, we agree on the direction on diversity of land uses, transit accessibility, the intention of pedestrian-oriented main streets, and the continuous consideration of higher densities within Midtown Oakville.

Although we are generally in support of the overall direction of the Midtown Oakville Growth Centre (MOGC), we remain concerned with the preferred road network, specifically the underpass of Argus and Davis Road, as this would result in an expropriation that would create land fragmentation which will completely undermine the development potential of the subject property known as 349 Davis Road.

Response to the Midtown Program – Preferred Land Use Block Concepts

1. Preferred Road Network

In reviewing the preferred road network used for the land use block concepts, we understand that it is consistent with the Midtown Oakville Class EA in 2014. See Figure 1 below:

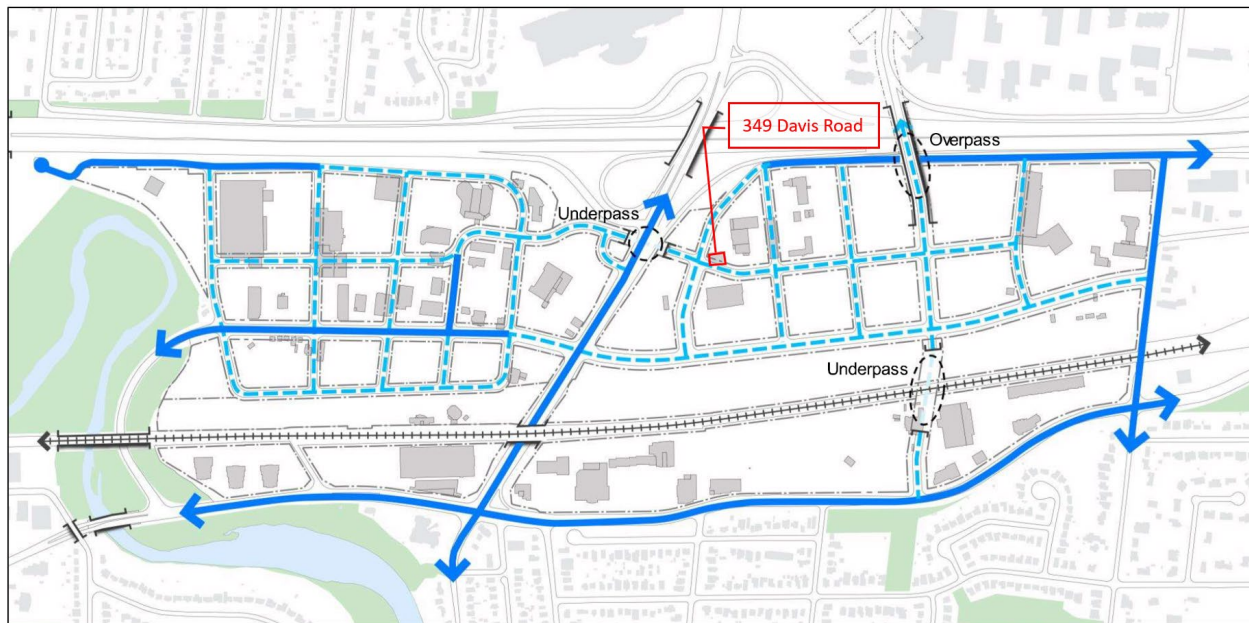


Figure 1 – Preferred Road Network as per the Midtown Oakville Class EA in 2014

This brought a great deal of concern as it undermines the development potential of the 341 Davis Road property, which a development approval on a high-density, mixed-use development is being actively advanced. To facilitate the proposed 58-storey high-rise development, the proposed underpass must be realigned in order to not impede the proposed mixed-use development. The proposed road network has been carried out in the preferred land use block concepts, which does not maximize the development potential for landowners who wish to redevelop their lands, in accordance with the emerging secondary plan for the area. This constrains the development potential for the subject lands on the basis that most of the lands area are located within future right-of-way connections.

On February 13, 2024, a one-on-one meeting with the Midtown Oakville project team was held with CLS. The team noted that a new EA is underway and is expected to be released late summer to early fall of this year (2024). During our meeting, the team noted that the proposed underpass was not fundamentally necessary to relieve traffic in Midtown, instead it is to create resilience and porosity of the road network for the long-term growth of Midtown Oakville (i.e. foster connection between properties on the east and west sides of Trafalgar Road). It was also agreed that these goals could be better implemented through pedestrian and cycling connections, which is far more desirable than promoting additional vehicular traffic around the MTSA. It is our opinion that not only the proposed underpass results a fragmentation of the lands and eliminates any development potential, but it also frustrates the ability to achieve the density targets

established by the Town of Oakville. A traffic analysis of the proposed underpass was prepared by Crozier Engineering and is enclosed with this letter to demonstrate the potential impacts of the proposed underpass.

Although we understand the goal to create a road network that is resilient for the long-term growth of Midtown and to provide an east-west connection, it is our strong opinion that this goal can be achieved without undermining the development potential of the subject property. We strongly believe that the proposed east-west connection should be a pedestrian connection and not a vehicular connection. Furthermore, if the Town sees the necessity of an underpass, it should not be in an area where maximum densities are contemplated as it minimizes the overall intensification goal for Midtown Oakville. Therefore, the Town should consider relocating the underpass where it respects development rights of landowners and where it optimizes development potential of Midtown Oakville.

Traffic Impact Analysis of the Proposed Underpass of Argo and Davis Road by C.F. Crozier & Associates



Figure 2 – Proposed Road Network as per the Midtown Oakville Preferred Land Use Block Concept

As mentioned, a traffic analysis for the above road network was prepared by C.F. Crozier & Associates Inc. to accurately characterize the impacts on traffic with the proposed underpass. The first observation we have is the notable change that eliminated the QEW eastbound exit underpass into the Midtown area east of Trafalgar Road and proposes a new underpass linkage between east and west of Trafalgar Road, as well as a connection to Trafalgar Road from the underpass.

According to Crozier's analysis the new proposed concept for the Midtown Oakville area may not be ideal for the following reasons:

- i. The new underpass linkage and roadway connection to Trafalgar Road can induce higher traffic volumes into the Oakville Mid-Town (OMT) core due to the phenomenon of traffic demand management through supply.

- ii. As aforementioned, traffic volume at peak hours given the full moves proposed and expected induced higher volumes that could lead to increased congestion on Trafalgar Road, longer travel times, and a decrease in the overall efficiency of the transportation network.
- iii. Crozier noted that according to Figure 7.2 of the Halton Region Transportation Master Plan (2031), “The Road to Change”, identifies a conversion of the existing six vehicle travel lane configuration of Trafalgar Road to four travel lanes with the other serving as a high-occupancy vehicle (HOV) lanes configuration to accommodate a future bus rapid transit (BRT) line along Trafalgar Road. This shows the goals of the Region and eliminating the new underpass linkage and roadway connection to Trafalgar Road is not only expected to reduce congestion on Trafalgar Road but is also aligned with sustainable transportation and goals of the Town and Region.
- iv. The induced higher vehicle traffic, especially near schools and parks, can have a significant impact on the livability and safety of the OMT area.
- v. The current commute times within the east and west limits of the OMT area (5 minutes by cycling and 15-20 minutes by walking) are expected to be conducive in promoting sustainable modes of transportation.
- vi. During rush hours, high pedestrian volumes are expected, which can reduce the effectiveness of vehicle traffic flow limiting the benefits of the underpass and connection in moving traffic. Prioritizing active transportation and transit infrastructure and safety over the new underpass and connection can help maintain a balanced and efficient transportation system.
- vii. As per cost analysis provided below, constructing the new underpass linkage and roadway connection to Trafalgar Road may not be the most cost-effective strategy. Those funds could potentially be better invested in improving and expanding public transportation, cycling infrastructure, and pedestrian pathways.

Given the above qualitative findings, the proposed underpass does not exhibit a resiliency to the long-term growth of Midtown Oakville but rather continues to demonstrate a car centric attitude towards the future of Midtown.

Proposed Road Extension and Underpass Cost Analysis of the Midtown Oakville Class EA 2014 by C.F. Crozier & Associates

Crozier undertook a high-level cost estimate for the proposed road extension and underpass as shown in Figure 1. According to Crozier’s cost estimate, given cost of material and labour increases over the years, a reasonable high-level adjustment of the original 2014 EA’s \$15.5M estimate would increase to be around \$35M to 40M in current 2023 dollars.

In reviewing previous costing provided for the Midtown Oakville Class Environmental Assessment, the preliminary total cost estimates for the underpass and other improvements based on the Town’s 2012 capital budget rates is forecasted \$15.5M for the Trafalgar Interchange. This cost estimate does not reflect historical inflation rates. Crozier applied a typical 3 to 5% inflation rate from the years of 2013 to end of 2019. Furthermore, a higher inflation/significant increase in material pricing due to COVID shortages and supply chain issues, of 15 to 30%., year over year from 2020. These assumptions were based on Crozier’s received

documents from several manufacturers at that time of plastic, concrete, and gravel etc. that advised their customers of such increases.

As part of Crozier's cost analysis, they included various factors that may affect pricing, which includes the following:

- Whether the project is being tendered as a whole or in pieces.
- The Contractors' availability and time of the year the work is tendered.
- Soil Remediation (both structural and environmental) if required.
- Traffic Control Requirements.
- Updates to the design that could affect cost.
- Necessity of Night work and Weekends and any Noise bylaws.
- It was assumed that the Trafalgar Road interchange improvements cost estimate within the Midtown Oakville EA only includes the upgrades to the Trafalgar Road QEW EB off-ramp, the underpass off-ramp to Cross Avenue, and the diversion of Argus Road to accommodate the underpass off-ramp.
- Pricing does not include HST.
- Due to COVID-19, the Construction Industry has seen large fluctuations in material and labour pricing. Approximately \$35M to 40M in 2023 dollars. This price will increase annually.

The significant cost of this underpass cannot be justified based on the fact that it would not result in any meaningful improvement in the functioning and service levels of the road network, as confirmed by the transportation analysis. There is some validity in establishing an active transportation link between the east and west sides of Trafalgar Road. However, this would be best served through a smaller pedestrian/cycling trail rather than encouraging more automobile travel within this emerging community.

Given the above, we respectfully request that the Town of Oakville provide further information on the rationale for the proposed Argus and Davis Road underpass and that a cost-benefit analysis be undertaken as soon as possible to assess the planning merits and impacts of the proposed underpass. It appears to us that the significant cost to construct the underpass does not result in any meaningful benefit in terms of improving service levels in the surrounding road network.

Furthermore, we continue to encourage planning staff to consider utilizing the existing Davis Road alignment. It is our opinion that utilizing the existing Davis Road alignment for the proposed extension will be more efficient utilizing existing municipal infrastructures and allowing opportunities for potential development on lands which would otherwise be compromised or expropriated. It is our belief that this configuration will also better assist the Town in achieving its goals for intensification and securing the highest and best use of the land.

Municipal Financial Impact by Lee Parsons

A financial analysis on the proposed 58-storey was conducted by MGP City Plan Ltd to assess the total estimated one-time fees and charges that will be brought by the proposed high-density mixed-use development. According to the MGP, the total estimated one-time fees and charges total \$21,274,100.00. This assessment includes the Town of Oakville, the Region of Halton, and the school boards as part of the

development review process, project approvals and construction of the proposed mixed-use residential project.

Furthermore, MGP quantified the total new tax assessment associated with the mixed-use residential development and forecasted the potential annual recurring property tax revenue. The total new property assessment value is estimated at \$159,890,200.00 resulting in approximately \$634,900 in annual property tax revenue on a perpetual basis.

On this basis, there is no public interest in pursuing the underpass given the negligible traffic benefits derived from its costly construction, loss of development potential in line with the Mid-town planning process, and loss of a significant and sustainable revenue stream.

Based on the foregoing, the proposed mixed-use development on the subject property will bring in excellent revenue streams to the Town of Oakville. Given the significant impacts to the subject lands and loss of considerable revenues to the Town, it is crucial that a cost benefit analysis be prepared to justify if the proposed underpass and road network would negate the development potential of the subject lands.

2. Preferred Land Use Block Concepts

The following are our observations:

- The proposed road alignment should indicate that it is “*Conceptual*”. In our recent meeting with the project team, the new EA 2024 is undergoing and is expected to be from late summer to early fall 2024. The team advised that a stakeholder discussion be conducted as part of this process. Given the timing of the EA and consultation process, we recommend that the wording “*Conceptual Road Alignment*” be included in the Midtown Oakville Schedules until the new EA 2024 is approved and final.
- It is our understanding that it is the goal of Midtown Oakville to be a pedestrian oriented development. As mentioned above, the proposed road network, specifically the Argus and Davis Road underpass, and the proposed 6-laneway on Cross Avenue does not represent a pedestrian oriented development. In order to achieve a pedestrian-oriented community, vehicular traffic should be minimized, especially in an area where high intensification is planned and important landmarks such as parks and amenity areas are easily accessible by active transportation.
- Midtown Oakville is defined as a growth area, and it is within the MTSA where the primary focus is intensification and where it is characterized by developments that are transit supportive, vibrant, and people oriented. The proposed density and height do not represent the full development potential of Midtown Oakville and are not consistent with the draft Midtown OPA (May 2023). We strongly recommended the Town increase the density and height permissions to attract development which will fulfill its intensification aspirations.

Conclusion

Given the above, we respectfully request the Town of Oakville and Project Team to:

1. Prior to the adoption of the Midtown Oakville OPA, the Town should await the completion of the 2024 Midtown Oakville Class Environmental Assessment and that a Cost-Benefit Analysis be completed to measure the benefits of an underpass and its associated costs.
2. Explore alternative road alignment that will not compromise development potential of the subject property and other lands within Midtown Oakville. Further, to consider appropriate locations where it does not minimize the overall intensification goal for Midtown Oakville.
3. Reconsider the underpass to form a pedestrian cycling route rather than a vehicular corridor.
4. In parallel to the Secondary Plan process, the Town of Oakville should continue to process development applications.
5. Reconsider the 6-laneway road on Cross Avenue and the Argus and Davis Road underpass to prevent a car-centric design development.
6. Reconsider the density and height proposed on Midtown Oakville and strongly consider a greater density and intensification to assist the Province in meeting its housing needs.

In support of this formal submission, please see the attached materials for your consideration:

1. Midtown Oakville Road Network Analysis, prepared by Crozier Consulting Engineers, dated February 26, 2024;
2. Municipal Financial Impact Analysis of the Proposed Mixed-Use Development at 349 Davis Road, prepared by MGP City Plan Ltd., dated February 27, 2024; and,
3. Rendering of the Proposed Mixed-Use Development at 349 Davis Road, prepared by SVMA, dated September 14, 2022.

We hope that the following comments will be greatly considered in the approval of the Draft Midtown Oakville Growth OPA. Please do not hesitate to contact the undersigned should you have any questions or require anything further.

Sincerely,

John Corbett

John B. Corbett, M.C.I.P., R.P.P.

Corbett Land Strategies Inc.

President

john@corbettlandstrategies.ca

FEBRUARY 26, 2024

PROJECT NO: 2259-6324

SENT VIA: EMAIL

GEOFF.ABMA@OAKVILLE.CA

Cc:

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ANNA.FAWCETT@JACOBS.COM

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 ROAD NETWORK ADJUSTMENT**

Dear Geoff et.al.,

C.F. Crozier & Associates Inc. (Crozier) is the Transportation Engineering consultant supporting for 1539059 Ontario Inc with their development application for the land located at 349 Davis Road, within the Midtown Oakville area.

On behalf of the Proponent, Crozier (also referred to as “we”, “us”, “our”) would like to provide commentary on the ongoing Town’s plans for the Midtown Oakville area, following the recent Developer and Landowner Information Meeting #3 (February 5th, 2024) and Public Information Centre (February 16th, 2024). Specifically, we seek to provide commentary on the 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 (TIMO-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.

The recent Developer and Landowner Information Meeting #3 (February 5th, 2024) presentation shows further changes to the road network of the Midtown Oakville including precinct classification of land uses. The recent notable change eliminates the original QEW eastbound exit underpass into the Midtown area east of Trafalgar Road and proposes a new underpass linkage between east and west of Trafalgar Road, as well as a connection to Trafalgar Road from the underpass.

The subsequent section herein presents our commentary on the proposed new underpass and impacts on the 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 for the Midtown area.

2.0 Potential Underpass and Impacts

Based on a high level qualitative review of the new proposed concept for the Midtown Oakville area, it is our opinion that the new underpass linkage and roadway connection to Trafalgar Road may not be ideal due to the following reasons:

- i. **Induced Demand:** The new underpass linkage and roadway connection to Trafalgar Road can induce higher traffic volumes into the Oakville Mid-Town (OMT) core due to the phenomenon of traffic demand management through supply. Therefore, while it is acknowledged traffic will certainly grow due to the proposed densification, dependence on auto trips could be dampened by avoiding multiple connections. This will result in fewer people choosing to drive, thereby, attracting residents and employees who embrace active transportation and transit use to the OMT.
- ii. **Exacerbation of Operational Issues:** The new underpass linkage and roadway connection to Trafalgar Road is expected to exacerbate operational issues on Trafalgar Road, especially in the peak hours given the full-moves proposed and expected induced higher volumes as aforementioned. This could lead to increased congestion on Trafalgar Road, longer travel times, and a decrease in the overall efficiency of the transportation network.

Further, Figure 7.2 of the Halton Region Transportation Master Plan (2031), “The Road to Change”, identifies a conversion of the existing six vehicle travel lane configuration of Trafalgar Road to four travel lanes with the other serving as a high-occupancy vehicle (HOV) lanes configuration to accommodate a future bus rapid transit (BRT) line along Trafalgar Road. This shows the goals of the Region and eliminating the new underpass linkage and roadway connection to Trafalgar Road is not only expected to reduce congestion on Trafalgar Road but is also aligned with sustainable transportation and goals of the Town and Region.

- iii. **Impact on Livability and Safety:** The induced higher vehicle traffic, especially near schools and parks, can have a significant impact on the livability and safety of the OMT area. The increased traffic volumes can lead to higher risks for pedestrians and cyclists, particularly for children and families using these facilities.

- iv. **Sustainability Goals:** The current commute times within the east and west limits of the OMT area (5 minutes by cycling and 15-20 minutes by walking) are expected to be conducive in promoting sustainable modes of transportation. Encouraging walking and cycling instead of driving between the east and west limits of the area. This is better for a healthy OMT and aligned with Town and Regional sustainability goals.
- v. **High Pedestrian Volumes:** During rush hours, high pedestrian volumes are expected, which can reduce the effectiveness of vehicle traffic flow limiting the benefits of the underpass and connection in moving traffic. Prioritizing active transportation and transit infrastructure and safety over the new underpass and connection can help maintain a balanced and efficient transportation system.
- vi. **Cost Benefit Assessment:** Considering all of the above, constructing the new underpass linkage and roadway connection to Trafalgar Road may not be the most cost effective strategy for the OMT. Those funds could potentially be better invested in improving and expanding public transportation, cycling infrastructure, and pedestrian pathways.

Should the new proposed concept for the Midtown Oakville area be considered nonetheless, due to impacts on developability of the 349 Davis Road site, we request that consideration be given to realigning the underpass to eliminate impact on the subject property. Excerpts of our recommended realignment in this scenario has been included in the attachments. Also, excerpts of the current proposed concept per the Midtown Oakville Developer and Landowner Information Meeting #3 are attached to this Letter.

3.0 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 request that the:

- New underpass linkage and roadway connection to Trafalgar Road be assessed from a cost benefit standpoint and whether it aligns with sustainability goals of the Town and Region.
- Impact of the underpass linkage on the 349 Davis Road lands be reassessed if the underpass linkage and roadway connection to Trafalgar Road are to be retained. An excerpt of a potential realignment is attached.

We trust that our commentary and request will be given due attention and considered as part of the ongoing refinement of the Oakville Midtown area infrastructure and 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



c.c. midtown@oakville.ca
Aquisha Khan, P. Eng., Town of Oakville
Judith Powell, Powell Insurance Brokers
John Corbett, Corbett Land Strategies
Jonabelle Ceremuga, Corbett Land Strategies

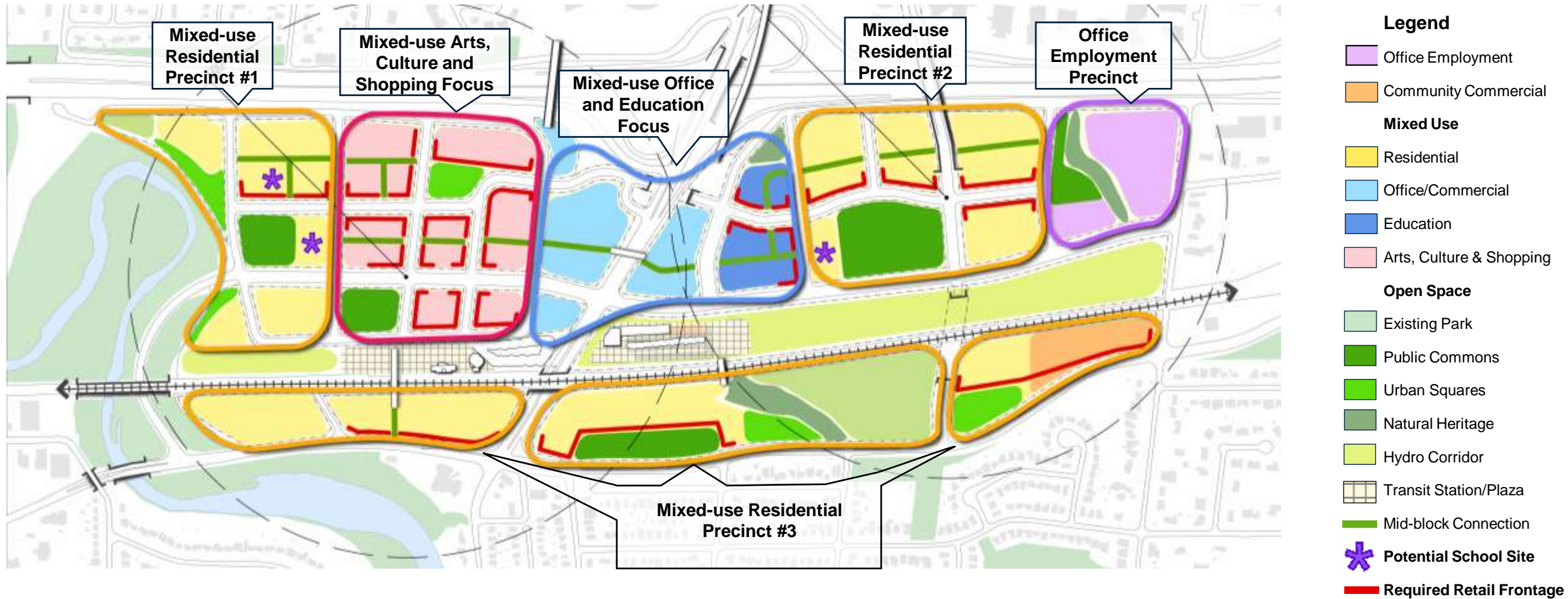
Attachments

Excerpts of the Midtown Oakville Proposal

Excerpts of recommended modification to the proposed underpass

J:\2200\2259- 1539059 Ontario Inc\6324- 349 Davis Road\Letters\2022.06.6 EA Road Network Adjustments Letter - Copy.docx

The Proposed Concept: the Underlying Theory of the OPA



Demonstration Plan: Built Form and Public Realm Elements



2. Distinct Land Use Precincts:

The mixed-use office and post-secondary precincts will create a distinct sense of arrival into Midtown



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February 26, 2024

John Corbett
Corbett Land Strategies Inc.
5045 South Service Road, Suite 301
Burlington, ON L7L 5Y7

Dear Mr. Corbett:

**RE: Municipal Financial Impact Analysis
Proposed Mixed-Use Development at 349 Davis Road, Oakville, Ontario**

This letter confirms the estimated immediate and recurring financial impact of a proposed mixed-use residential development at 349 Davis Road in the Town of Oakville (“the development”). Located in proximity to the Oakville GO Station, the development will contribute to the intensification vision of the Town and Region, as well as add significant new tax assessment for the Town of Oakville.

The proposed development comprises a 58-storey mixed-use residential tower with ground-floor retail, office space and residential dwelling units. The 58-storey building will include six levels of underground parking, three levels of above-grade parking, ground floor retail and restaurant space, one level of rentable office space and 388 residences over 52 levels. The tower will have a smaller-than-typical floor plate with six to eight units per floor. A total of 622 car parking spaces and 400 bicycle parking spaces are provided. The proposed development will have an overall density of 9.75 FSI.

A specific unit count by number of bedrooms has not been provided. Therefore, this analysis has assumed that 60% of units will be studio/0-bedroom or 1-bedroom (233 units) and 40% of units will be 2-bedroom or larger (155 units). Key development statistics used as part of this analysis are detailed in *Appendix A*.

One-Time Fees and Charges

This analysis assesses the high-level one-time fees and charges payable to the Town of Oakville, the Region of Halton, and the school boards as part of the development review process, project approvals and construction of the proposed mixed-use residential project. Specifically, it tabulates the total estimated development application review fees required to bring this project to building permit issuance, based on 2024 rates. The total estimated payable one-time charges include the

Municipal Financial Impact Analysis
349 Davis Road, Oakville, Ontario

Community Benefits Charge (CBC), Parkland Dedication, and Development Charges (DCs). We note that a limitation of this analysis is the unknown future property value of the Site, with the requisite land use planning permissions.

The total estimated one-time fees and charges total \$21,274,000.00, as summarized in the table below and detailed in *Appendix B and C*.

Fee or Charge	Town (LT)	Region (UT)	Education	Total
Town of Oakville				
Planning Act Application Fees	\$269,100			
Building Permit Review Fees	\$940,300			
Community Benefit Charges	\$254,600			
Parkland Dedication (Cash-in-Lieu)	\$636,500			
Development Charges	\$7,824,100			
Total One-Time Fees and Charges	\$9,924,600			
Region of Halton				
Development Charges		\$7,345,500		
Education				
Development Charges			\$4,003,900	
Total One-Time Fees and Charges (All Levels)				\$21,274,000

Note: CBC and Parkland Dedication contributions are based on estimated land values at the time of the Building Permit and may represent an undervaluation of the Site. All dollar figures are rounded to the nearest hundred dollars.

Recurring Municipal Revenue [2016 ASSESSED VALUES]

This analysis has quantified the total new tax assessment associated with this mixed-use residential development and forecasted the potential annual recurring municipal revenue. The new property assessment is estimated using rates consistent with the 2016 assessment year, the last most current assessment conducted by the Municipal Property Assessment Corporation (MPAC). **The total new property assessment value is estimated at \$159,890,200.00.** Note that these rates do not reflect current selling prices.

Based on the 2016 Assessment values and the 2024 Interim Tax Rates, this analysis has estimated the annual property tax generated by this development to be \$634,900.00, as summarized in the table below and detailed in *Appendix D*.

Town of Oakville Property Tax Revenue	\$263,100			
Region of Halton Property Tax Revenue		\$230,900		
Education Property Tax Revenue			\$140,900	
Total Annual Property Tax Revenue				\$634,900

Note: All dollar figures are rounded to the nearest hundred dollars.

Municipal Financial Impact Analysis

349 Davis Road, Oakville, Ontario

Together, the proposed development represents approximately \$21.3 million in one-time fees and charges, including Community Benefit Charges, Parkland Dedication and Development Charges. The estimated new property assessment is approximately \$159.9 million, resulting in approximately \$634,900 in annual property tax revenue.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

MGP City Plan Ltd.

A handwritten signature in blue ink, appearing to read "L. Lee Parsons".

Lee Parsons, P.Eng., MCIP, RPP
Partner

Appendix A

Development Statistics

The table below summarizes the key development statistics used for this analysis.

Site Area	4,243	sq.m
Total GFA	36,674	sq.m
Residential GFA	33,633	sq.m
Non-Residential GFA	2,240	sq.m
<i>Office GFA</i>	1,470	sq.m
<i>Retail GFA</i>	770	sq.m
Floor Space Index	9.75	FSI
Parking Garage	4,713	sq.m
<i>Above Ground</i>	1,571	sq.m
<i>Below Ground</i>	3,142	sq.m
Total Units	388	units

Appendix B

Planning Application and Building Permit Review Fees

Application Fees					
Planning Act Application Fees					
Official Plan Amendment (OPA)		Fee	Count	Subtotal	Total
Base Fee (2023)		\$29,110.00	1	\$29,110.00	
Variable Rate (per 100 sq.m site area)		\$27.00	42.43	\$1,145.68	
Total OPA Fee Paid					
Zoning Bylaw Amendment (ZBLA)		Fee	Count	Subtotal	Total
Base Fee (2023)		\$29,110.00	1	\$29,110.00	
Residential Variable Rate	First 25 Units	\$130.00	25	\$3,250.00	
	Unit 26-100	\$103.00	75	\$7,725.00	
	Units 101-200	\$77.00	100	\$7,700.00	
	Units 201-1000	\$52.00	188	\$9,776.00	
Non-Residential Applications	Per 100 sq.m GFA	\$69.00	22.40	\$1,545.75	
Non-Residential Applications	Per 100 sq.m Site Area	\$28.00	42.43	\$1,188.11	
Development Block Subject to SPA	Per 100 sq.m Site Area	\$69.00	42.43	\$2,927.84	
Total ZBLA Fee Paid					
Site Plan Control (SPA)		Fee	Count	Subtotal	Total
Base Fee (2024)		\$12,594.00	1	\$12,594.00	
Residential Variable Rate	First 25 Units	\$902.00	25	\$22,550.00	
	Unit 26-100	\$241.00	75	\$18,075.00	
	Units 101-200	\$183.00	100	\$18,300.00	
	Units 201-1000	\$107.00	188	\$20,116.00	
Non-Residential Variable Rate	Per 100 sq.m GFA	\$971.00	22.40	\$21,752.54	
Preparation of Agreement		\$9,186.00	1	\$9,186.00	
Preparation of Amended Agreement		\$900.00	1	\$900.00	
Final Approval		\$4,120.00	1	\$4,120.00	
Total SPA Fee					
Plan of Condominium		Fee	Count	Subtotal	Total
Base Fee (2024)		\$20,645.00	1	\$20,645.00	
Variable Fee	Per 100 sq.m Site Area	\$69.00	42.43	\$2,927.84	
Final Approval		\$9,344.00	1	\$9,344.00	
Revision Fee		\$5,728.00	1	\$5,728.00	
Extension to Draft Approval (1 year)		\$9,344.00	1	\$9,344.00	
Total Plan of Condominium Fee					\$47,988.84
Total Planning Act Application Fees					\$269,060.76

[budget-rates-fees-planning-services.pdf \(oakville.ca\)](#)

Building Permit Fees

Category		Fee per sq.n	Count	Subtotal	Total
C. Residential	New - Apartment	\$23.25	36,674	\$852,681.20	
D. Business and Personal Services	New shell only	\$18.25	1,470	\$26,834.98	
E. Mercantile	New shell only	\$18.60	770	\$14,318.47	
Other Structures	Parking Garage Above Ground	\$7.15	1,571	\$11,231.51	
	Parking Garage Below Ground	\$11.20	3,142	\$35,186.82	
Total Building Permit Review Fees				\$940,252.97	

Appendix C

One-Time Charges and Community Contributions

Community Benefit Charges (CBC)

		Rate	Site Area	Land Value (\$/sq.m)	Land Value (\$/ha)	Total
Low	Land Value		4,243	\$600.00	\$6,000,000.00	\$2,546,000.00
	CBC Contribution	4.00%				\$101,800.00
Mid	Land Value		4,243	\$1,500.00	\$15,000,000.00	\$6,364,900.00
	CBC Contribution	4.00%				\$254,600.00
High	Land Value		4,243	\$2,500.00	\$25,000,000.00	\$10,608,100.00
	CBC Contribution	4.00%				\$424,300.00

Potential CBC Contribution	\$254,600.00
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Parkland Dedication

		Rate	Site Area	Land Value (\$/sq.m)	Contribution (sq.m)	Max Contribution (sq.m)
Standard Rate	5% of Gross Site Area	5.00%	4,243		212	
Alternative Rate	1 ha per 1000 units*				3,880	424
Alternative Rate	1 ha per 600 units*				6,467	424
<i>* maximum 10% of Site Area</i>						
Cash-in-Lieu Contribution	Land Value, Low			\$600.00		\$254,600.00
	Land Value, Mid			\$1,500.00		\$636,500.00
	Land Value, High			\$2,500.00		\$1,060,800.00

Potential Parkland Contribution	\$636,500.00
--	---------------------

*(based on Section 3.3 of the draft Parkland Dedication Bylaw (2023) : <https://pub-oakville.escribemeetings.com/filestream.ashx?DocumentId=62295>)

Development Charges

Town of Oakville		Rate	Units	GFA	Total
Residential Municipal Wide DC	0 to 1 Bedroom (per unit)	\$17,153.00	233		\$3,996,649.00
	2 + Bedrooms (per unit)	\$22,752.00	155		\$3,526,560.00
Non-Residential Municipal Wide DC	per sq.ft	\$12.48		24,114	\$300,939.33

Potential Town Development Charges (effective as of July 2022)	\$7,824,148.33
---	-----------------------

[Development Charges \(oakville.ca\)](#)

Region of Halton		Rate	Units	GFA	Total
Residential Urban DCs	0 to 1 Bedroom (per unit)	\$15,249.78	233		\$3,553,198.74
	2 + Bedrooms (per unit)	\$20,661.75	155		\$3,202,571.25
Non-Residential Urban DCs	Retail (per sq.m)	\$520.555		770	\$400,728.44
	Non-Retail (per sq.m)	\$128.548		1,470	\$189,018.26

Potential Regional Development Charges (effective until March 31, 2024)	\$7,345,516.70
--	-----------------------

Halton - Development Charges (DCs) and Front-Ending Recovery Payment (FERP)

Education Development Charges		Rate	Units	GFA	Total
Residential Municipal Wide DC	per unit	\$10,161.00	388		\$3,942,468.00
Non-Residential Municipal Wide DC	per sq.ft GFA	\$27.44		2,240	\$61,471.64

Potential Education Development Charges (effective as of June 1, 2023)	\$4,003,939.64
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[Development Charges \(oakville.ca\)](#)

Total Development Charges	\$19,173,604.66
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Note: all total dollar values rounded to nearest one hundred

Appendix D

Property Tax Assessment and Recurring Municipal Revenue

Property Tax Assessment						
		Price/sq.ft	Price/sq.m	Saleable Res (sq.m)	NonRes (sq.m)	Total New Assessment
Assessed Value (2024 Selling Price)	Residential	\$500.00	\$5,382.00	28,588		\$153,861,800.00
	Commercial	\$250.00	\$2,691.00		2,240	\$6,028,400.00
	Total					\$159,890,200.00

Property Tax Revenue			
Town of Oakville			
		2024 Interim Tax Rate	Total Town Revenue
2016 Assessed Value	Residential and Farm (RT)	0.161795%	\$248,900.00
	Commercial	0.235655%	\$14,200.00
	Total		\$263,100.00

Region of Halton (incl. Waste, Police, General)			
		2024 Interim Tax Rate	Total Region Revenue
2016 Assessed Value	Residential and Farm (RT)	0.141924%	\$218,400.00
	Commercial	0.206712%	\$12,500.00
	Total		\$230,900.00

Education			
		2024 Interim Tax Rate	Total Education Revenue
2016 Assessed Value	Residential and Farm (RT)	0.076500%	\$117,700.00
	Commercial	0.385276%	\$23,200.00
	Total		\$140,900.00

Total Property Tax Revenue			
		2024 Interim Tax Rate	Total Property Tax Revenue
2016 Assessed Value	Residential and Farm (RT)	0.380219%	\$585,000.00
	Commercial	0.827643%	\$49,900.00
	Total Annual Property Tax Revenue		\$634,900.00

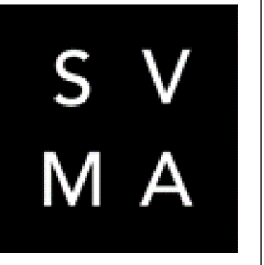
Note: all dollar values rounded to nearest one hundred



1 PROPOSED SOUTH-WEST DAVIS ROAD RENDERING
A001 SCALE : N.T.S.

All material herein remains property of the architect noted below.
 THE GENERAL CONTRACTOR SHALL REPORT AND VERIFY ALL DIMENSIONS AND REPORT ERRORS AND OMISSIONS TO THE ARCHITECT. DRAWINGS MUST NOT BE SCALED.
 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS COUNTERSIGNED BY:

STUDIO
 VERONICA MADONNA ARCHITECT
 7 Colwyn Road, Toronto ON,
 WorkCo., 39 Advance Road, Etobicoke ON,
 416-637-8807



No.	Description	Date
1	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
 349 Davis Road
 Oakville, Ontario L6J 2X2

Page Title
Proposed Rendering

Project number	22003
Date	JAN.
Drawn by	D.D.
Checked by	V.M.

A001
 Scale as noted



**PROPOSED NORTH-WEST
 QUEEN ELIZABETH WAY (HWY.) RENDERING VIEW**
 SCALE : N.T.S.

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 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS COUNTERSIGNED BY:



**STUDIO
 VERONICA MADONNA ARCHITECT**
 7 Colwyn Road, Toronto ON,
 WorkCo., 39 Advance Road, Etobicoke ON,
 416-637-8007

No.	Description	Date
1	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
 349 Davis Road
 Oakville, Ontario L6J 2X2

Page Title
**Proposed
 Rendering**

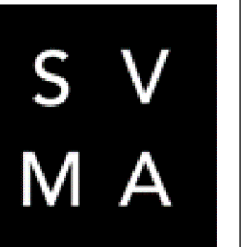
Project number 22003
 Date JAN.
 Drawn by D.D.
 Checked by V.M.

A002
 Scale as noted



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STUDIO
 VERONICA MADONNA ARCHITECT
 7 Colwyn Road, Toronto ON,
 WorkCo., 39 Advance Road, Etobicoke ON,
 416-637-8007



1
 A003

PROPOSED WEST RENDERING VIEW
 @ OAKVILLE GO STATION
 SCALE : N.T.S.

No.	Description	Date
1	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
 349 Davis Road
 Oakville, Ontario L6J 2X2

Page Title
Proposed Rendering

Project number 22003
 Date JAN.
 Drawn by D.D.
 Checked by V.M.

A003

Scale as noted