

Midtown Oakville Program – Delegation 349 Davis Road - Proposed Mixed-Use Development

**Special Council Meeting
February 27, 2024**

Corbett Land Strategies Inc. (CLS) –1539059 Ontario Inc. (Client)



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.

Active Application: OPA and ZBA

58-storey mixed-use residential tower with
ground-floor retail, office space and
residential dwelling units.

Midtown Oakville Program: Land Use Block Direction

Long-term Vision/Horizon

52,000 people
22,000 jobs



WE are supportive of the overall concept direction of the Midtown Oakville Growth Centre (MOGC).

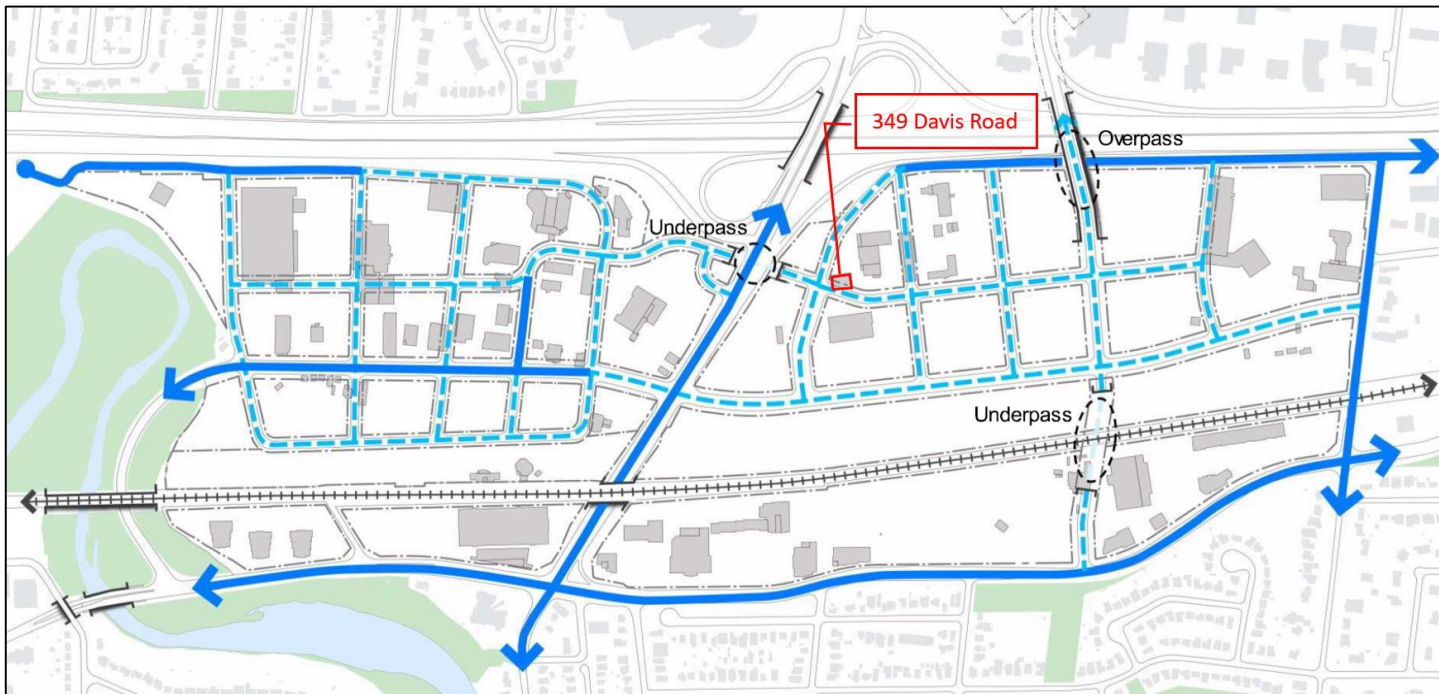
- diversity of land uses,
- transit accessibility,
- the intention of pedestrian-oriented main streets, and
- the continuous consideration of higher densities within Midtown Oakville.

However, we remain concerned with the preferred road network, specifically the underpass of Argus and Davis Road.

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.

Midtown Program – Preferred Road Network

The road network undermines the development potential of the 341 Davis Road property



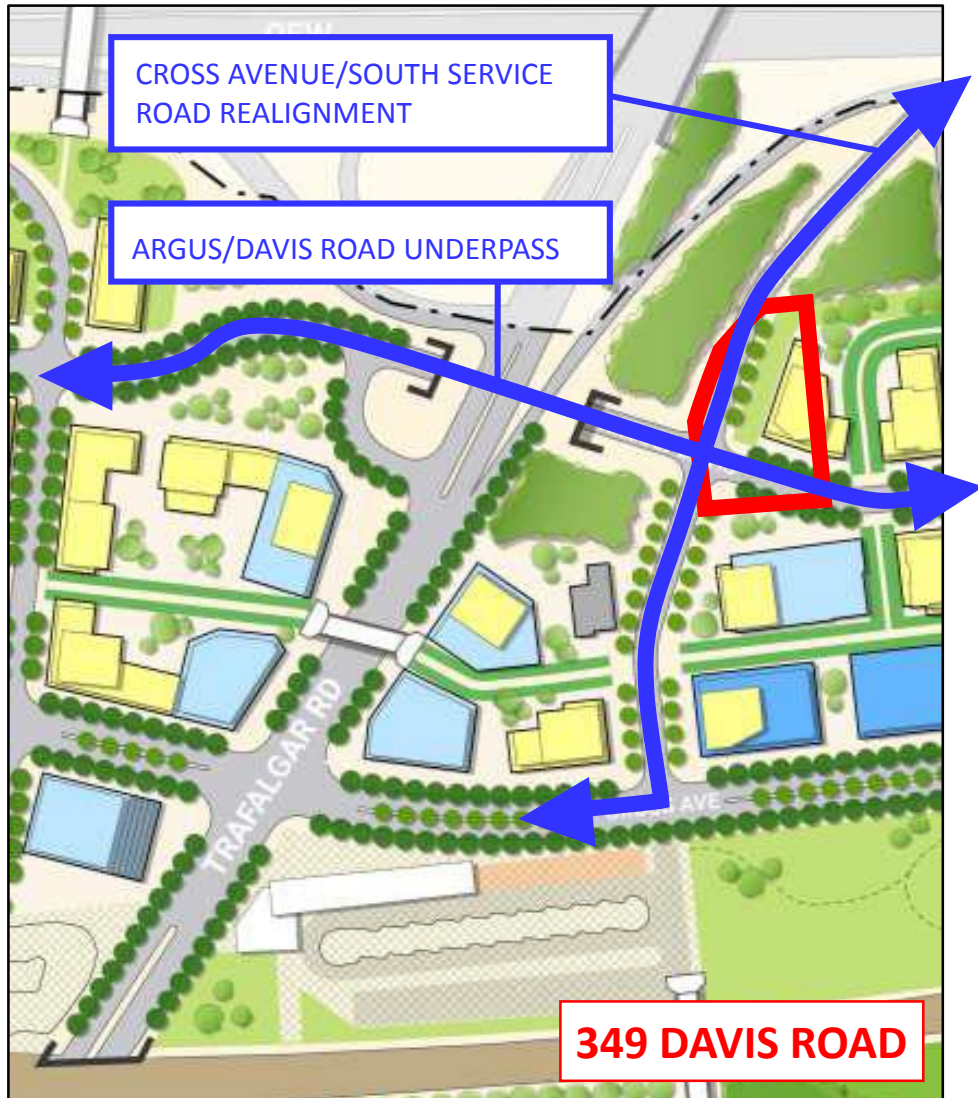
On February 13, 2024, a one-on-one meeting with the Midtown Oakville project team was held with CLS. The team noted the following:

- A new EA is underway and is expected to be released late summer to early fall of this year (2024).
- 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.
- It was 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 strong opinion that these 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.

Midtown Program – Preferred Road Network

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



A traffic analysis of the proposed underpass was prepared by Crozier Engineering. According to the analysis the new proposed concept for the Midtown Oakville area may not be ideal for the following reasons:

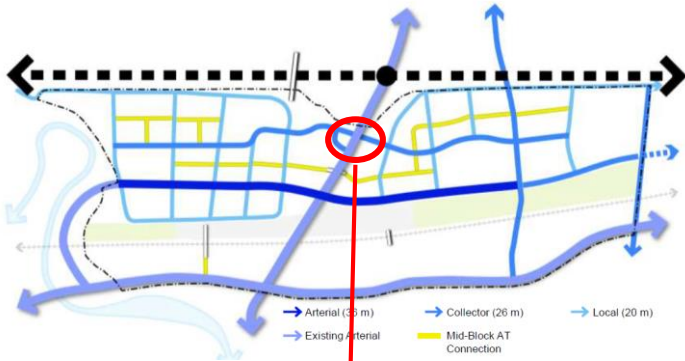
- Induced Demand
- Exacerbation of Operational Issues
- Impact on Livability and Safety
- Sustainability Goals
- High Pedestrian Volumes
- Cost Benefit Assessment

Given the 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 orientation towards the future of Midtown.

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.

Midtown Program – Preferred Road Network

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



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 2023 dollars**.

- 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.
- This significant cost of the underpass does not produce a significant road network improvements and it is not feasible from a cost-benefit perspective.

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.

349 Davis Road – Proposed Mixed-Use Development

Municipal Financial Impact by Lee Parsons



The total estimated one-time fees and charges total **\$21,274,000.00**, as summarized below:

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.

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Municipal Financial Impact by Lee Parsons



The total new property assessment value is estimated at \$159,890,200.00.

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:

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.

Recommendations

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

- 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.
- 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.
- Reconsider the underpass to form a pedestrian cycling route rather than a vehicular corridor.
- In parallel to the Secondary Plan process, the Town of Oakville should continue to process development applications.



Thank You!
