

Our Vision

The Oakville Community

Association wants to contribute to creating an engaged, safe, caring, and vibrant community where all residents enjoy a positive quality of life



**PLANNING AND DEVELOPMENT COUNCIL
APRIL 22, 2024**

MIDTOWN PROPOSED OFFICAL PLAN AMENDMENT

What is wrong with the proposed OPA?



MIDTOWN DECPICITION



MISLEADING DEFINITION RE TALL TOWERS

Section 29.5 defines tall buildings as 13 storeys or greater, but then Schedule L7 of the OPA indicates buildings of up to 48 storeys. The term defined for tall buildings at 13 storeys or greater is grossly misleading.

29.5 Glossary (new addition)

Building forms can be described as low-rise, mid-rise and tall buildings. In Oakville, building forms mean the following ranges in storeys:

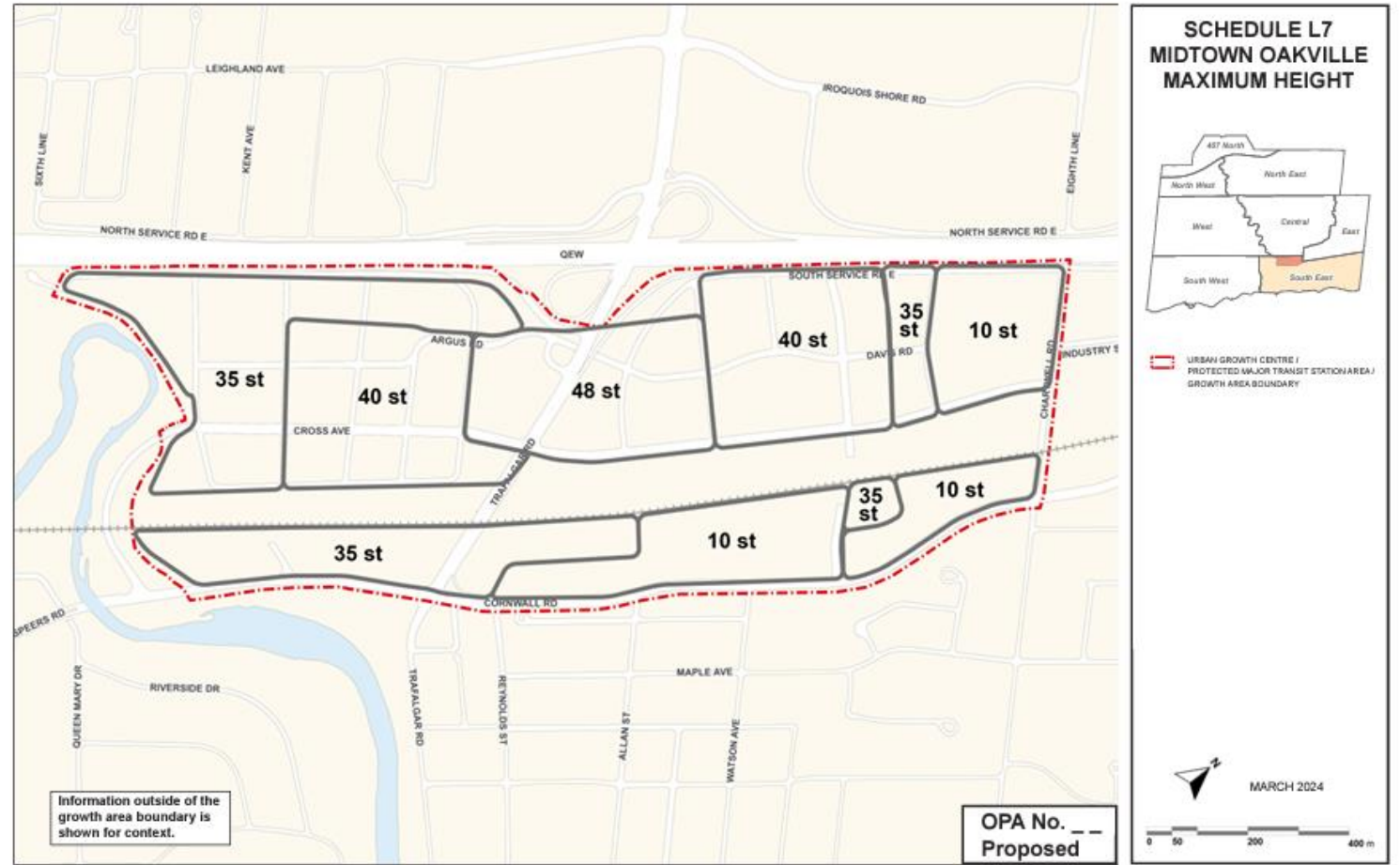
- a) Low-rise – up to and including 6 storeys
- b) Mid-rise – 7 to 12 storeys
- c) Tall buildings – 13 storeys or greater

TALL TOWERS



TALL TOWERS

TALL TOWERS WILL
BE ALLOWED
REGARDLESS OF ALL
OF THE OPPOSITION.



TALL TOWERS – 59 STOREYS?

TRAFALGAR ROAD PRECINCT



Section 20.8.3

20.8.3 The transfer of *development* rights shall not allow building heights to exceed four storeys greater than the maximum building height permissions in accordance with Schedule L7 and established in the implementing Zoning By-law or Community Planning Permit System.



Section 20.11.3 (e)(iii)

iii) should contain a podium not less than 4 or greater than 7 storeys to frame the street and enhance pedestrian comfort;



59

HIGH DENSITY

- 20.3.4 To enable the evolution of Midtown Oakville as an urban growth centre and the Town's primary strategic growth area by:
- a) Planning for a minimum gross density of 200 residents and jobs combined per hectare – a minimum of 20,600 residents and jobs – in accordance with the Growth Plan, while accommodating potential growth in the future; and,

MIDTOWN

200 ppl/ha minimum target by 2031

400 ppl/ha target by 2051

1165 ppl/ha based on current proposals extrapolated over the total 103 hectares

MANHATTAN

280 ppl/ha

PARKING

20.10.6 Parking and Access

- a) Minimum parking standards are not required in Midtown.



AFFORDABLE HOUSING IN MIDTOWN? NOT LIKELY

Section 20.6.3 of the OPA uses the word “may” when referring to establishing an inclusionary zoning framework related to affordable housing.

The use of the word “may” does not provide comfort that the framework will ever be established and therefore not requiring private developers to include a certain percentage of affordable units within their housing developments.

20.6.3 Affordable Housing

- a) An inclusionary zoning framework may be established for the Midtown Oakville protected major transit station area.
- b) An inclusionary zoning framework shall be informed by an assessment report prepared in coordination with Halton Region.
- c) *Development* shall provide affordable housing to meet targets that are established and updated by the Town’s housing needs assessment and inclusionary zoning assessment report, as applicable.

CHANGE THE WORD MAY TO SHALL

TRANSPORTATION – OUTDATED REPORT REFERRED TO IN THE OPA

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.

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

Trafalgar Road and QEW Traffic is already heavy

MORRISON-WEDGEWOOD DIVERSION CHANNEL SPILL

Mapping Needed but not mentioned in OPA

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

Section 2.5 states 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.



WE NEED TO LEARN FROM SAW-WHET

Oakville Beaver reported on July 4, 2017

InsideHalton reported on April 16, 2015

Oakville Mayor Rob Burton called Bronte Green's development proposal "really, really bad." He charged there would be negative effects on the eco-system and that the development could threaten properties further south along Fourteen Mile Creek with flooding.

"There is more than the Saw-Whet owl at stake," he said. "There's the basements and the property and the lives of the people downstream."

**We need to learn from Saw-whet
and not let history repeat with Midtown**

Oakville Beaver reported on July 4, 2017

Oakville councillor 'baffled' by agreement

On Tuesday, July 4, Ward 4 Regional & Town Councillor Allan Elgar told the *Oakville Beaver* the Town's deal with Bronte Green "baffles me" because the developer got approval to build more units than originally requested.

"What I hope becomes clear to the public is that the OMB ruling regarding Saw-Whet is simply a rubber stamp of what the Town and the developer had already negotiated," said Elgar.

"On top of that, Oakville had already met its growth forecasts to 2031 without Saw-Whet."

OCA CANNOT SUPPORT THE PROPOSED OPA because:

- **It will create a situation of potential increased risk to property damage and threat to life due to increased flood risks**
- **The Official Plan should adhere to the MNR 2002 Technical Guide River & Stream Systems: Flooding Hazard Limit by including the floodlines in the Plan**
- **Midtown does not fit within the character of Oakville and will destroy the fabric of the Town**
- **The OPA has deficiencies with traffic, flood risks, parking, allowing tall towers consistent with the Applications submitted this far for consideration and will not do anything for affordable housing**
- **The high-density numbers are higher than required by the Province**



Sincerely,

OCA Board of Directors