



**Monday, April 22, 2024**

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

**Attention:** Sarah Burrell, Policy Planner

**Re:** Planning and Development Council April 22, 2024 – Statutory Public Meeting Submission  
Draft Official Plan Amendment (OPA) for Midtown Oakville (April 22, 2024)  
349 Davis Road

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On behalf of 1539059 Ontario Inc. (Client), Corbett Land Strategies Inc. (CLS) is pleased to submit this letter to the Mayor and Members of Council containing our response to the new Draft Secondary Plan Amendment (OPA) for Midtown Oakville, released on April 2, 2024. This submission relates to the lands legally described as Part of Lot 12 Concession 3 South of Dundas Street, Town of Oakville, and municipally known as 349 Davis Road (the 'Subject Lands'). Our client owns these lands, which are situated in the planning precinct east of Trafalgar Road and are within the proposed "Urban Core" area.

A formal submission for a proposed Official Plan Amendment and Zoning By-law Amendment has been made to the Town of Oakville, which staff deemed complete on May 11, 2023. CLS facilitated a Public Information Meeting held on March 2, 2023, which was attended by ten (10) members of the public and the respected councillors of Ward Three (3). On September 11, 2023, a Statutory Public Meeting was held to introduce the purpose of proposed applications. The applications aim to facilitate the development of a 58-storey mixed-use building, including 388 residential units. Additionally, the building will have retail, restaurant, and office spaces, thus providing employment opportunities. The proposed development will support transit and accommodate the population and employment growth.

We are pleased to learn that our previous submissions have positively contributed to the proposed amendments in the OPA. The proposed changes will undoubtedly transform the urban growth center into a desirable destination with high-density living and commercial spaces focused on people and transit. The updated and revised schedules demonstrate the proposed policy changes with significant revisions to building heights, street network, active transportation facilities, main street animation areas, rail facilities, and influence areas.

Furthermore, we are pleased that the following new provisions are being introduced to the latest draft OPA, which include:

- Community Permit System
  - This planning tool will simplify and expedite the development approval process for housing and development in Midtown Oakville.
- Transfer of Development Rights
  - This land use regulation will allow landowners to sell development rights from their land to a developer or other interested party. The purchaser will then use these rights to increase the density of development at another designated location, which will assist the municipality in achieving its density targets and goals.
- Minimum parking standards are not required in Midtown.
- An Official Plan Amendment is not required for any adjustments to the alignment of streets and mid-block connections where the general intent and connectivity of the street network are maintained.
- Maximum heights, expressed as storeys.
- A minimum density of 1.0 FSI (floor space index) is required across all developable areas of Midtown Downtown Oakville.

However, we have some specific concerns that could significantly impact the development feasibility of our client's lands.

#### Response to the Midtown Program – Updated Schedules

##### 1. Road Network Re-alignment

In our last formal submission, we expressed our concern regarding the proposed road network, which we felt undermined the development potential of the 349 Davis Road property. In reviewing the updated schedules, adjustments have been made to the road alignment of the Argus Road and Davis Road underpass. However, our concern about the road alignment remains as we identify that it still conceptually impinges on the subject lands (refer to Schedule A). Our transportation planning consultants (Crozier Engineering) have indicated that the conceptual alignment of the applicable schedules can easily be modified without impacting the integrity of the road network.

Notwithstanding this concern, we are pleased to learn that an Official Plan Amendment is not required for any adjustments to the alignment of streets and mid-block connections where the general intent and connectivity of the street network are maintained. However, we continue to request staff to make further adjustments to the applicable road network schedules as noted above, to remove any future ambiguity that the subject lands can be developed as currently proposed. Implementing these changes to the road network schedules will also avoid a significant public financial commitment to construct a vehicular underpass that would not garner any meaningful improvement to the functioning of the overall road network.

Midtown Oakville Exceptions:

We request that Town staff consider 349 Davis Road to be included in the list of exceptions for the following reasons to reflect the specific details of our proposed development based on the following factors:

- a. Based on the financial analysis conducted against the proposed 58-storey building, presented to the Special Council meeting on February 27, 2024, the proposed mixed-use development will bring the Town of Oakville excellent revenue streams, which will assist in financing the critical servicing and community amenities being proposed for the Midtown Area.
  - b. The proposed 58-storey mixed-use building will assist the Town in achieving the minimum growth and housing provision targets.
  - c. Early approval of our application will catalyze future development that reflects the vision, spirit, and intent of the emerging planning vision for Midtown Oakville.
2. Active Transportation Network
- a. We appreciate the staff's consideration of identifying the Argus – Davis underpass as future cycling infrastructure. We believe that this provision will achieve the goal of Midtown being a pedestrian-oriented community where vehicular traffic is minimized, especially in areas where intensification is planned. Significant landmarks such as parks and amenity areas are to be easily accessible by active transportation. We have also demonstrated in our previous submissions that there is no positive cost/benefit advantage in constructing the underpass, given that there would be no demonstrable benefit to the functioning of the overall road network relative to the extensive cost implications of this road connection and associated infrastructure.

We appreciate the project team and Town staff's dedication to developing the amendments for Midtown Oakville. Their efforts will create a livable, vibrant urban growth center that delivers a complete community.

We hope the following comments will be considered in approving the Draft Midtown Oakville Growth OPA. Please do not hesitate to contact the undersigned with questions or if you require clarification regarding our comments and submissions.

Sincerely,

*John Corbett*

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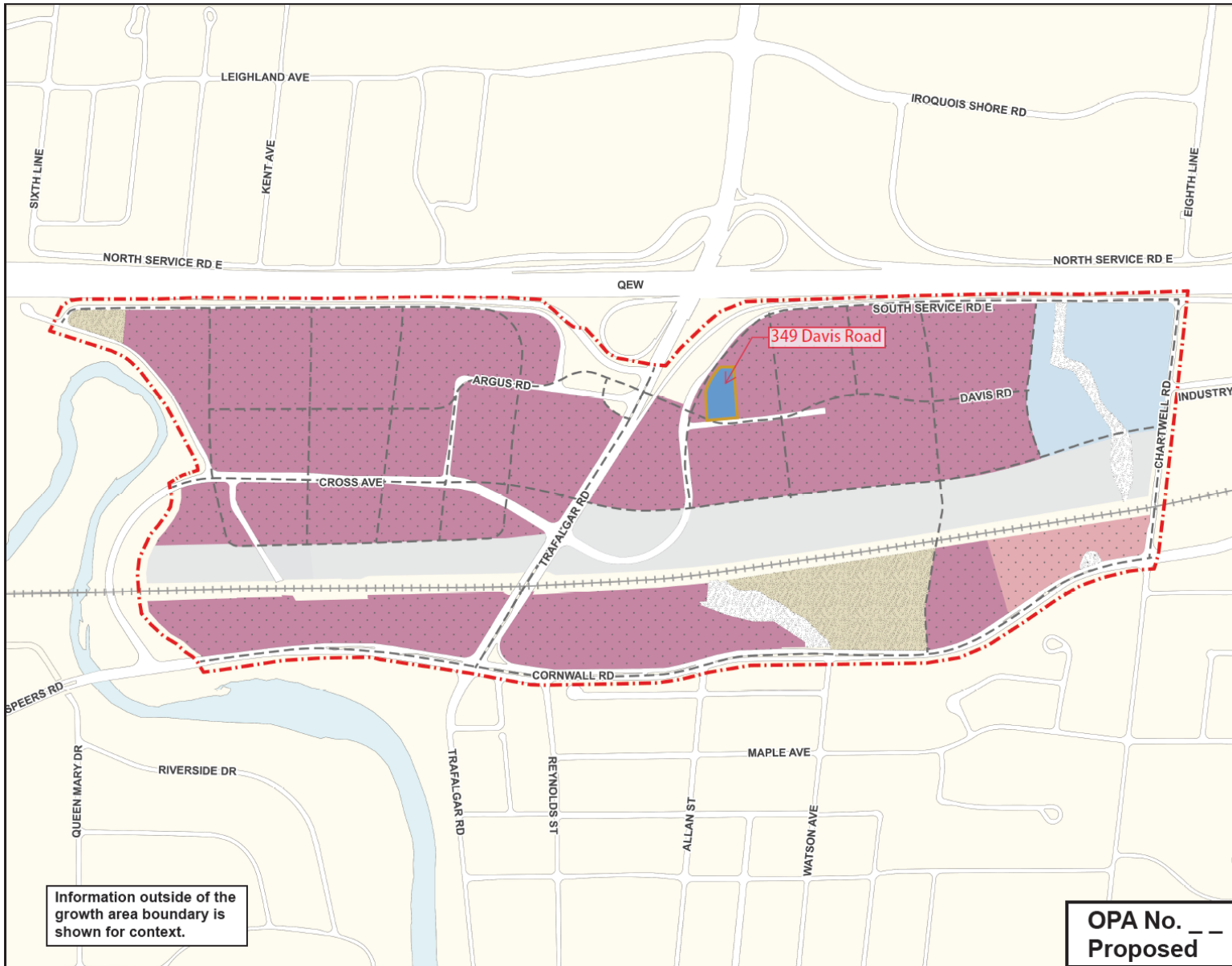
**John B. Corbett, M.C.I.P., R.P.P.**

Corbett Land Strategies Inc.

President

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# SCHEDULE A – Draft OPA Schedules



## SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

- URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- URBAN CORE
- OFFICE EMPLOYMENT
- COMMUNITY COMMERCIAL
- NATURAL AREAS
- PARKS AND OPEN SPACE
- UTILITY
- FUTURE ROADS\*

\*REFER TO SCHEDULE 4 FOR MORE DETAIL.

MARCH 2024

Information outside of the growth area boundary is shown for context.

**OPA No. --**  
**Proposed**



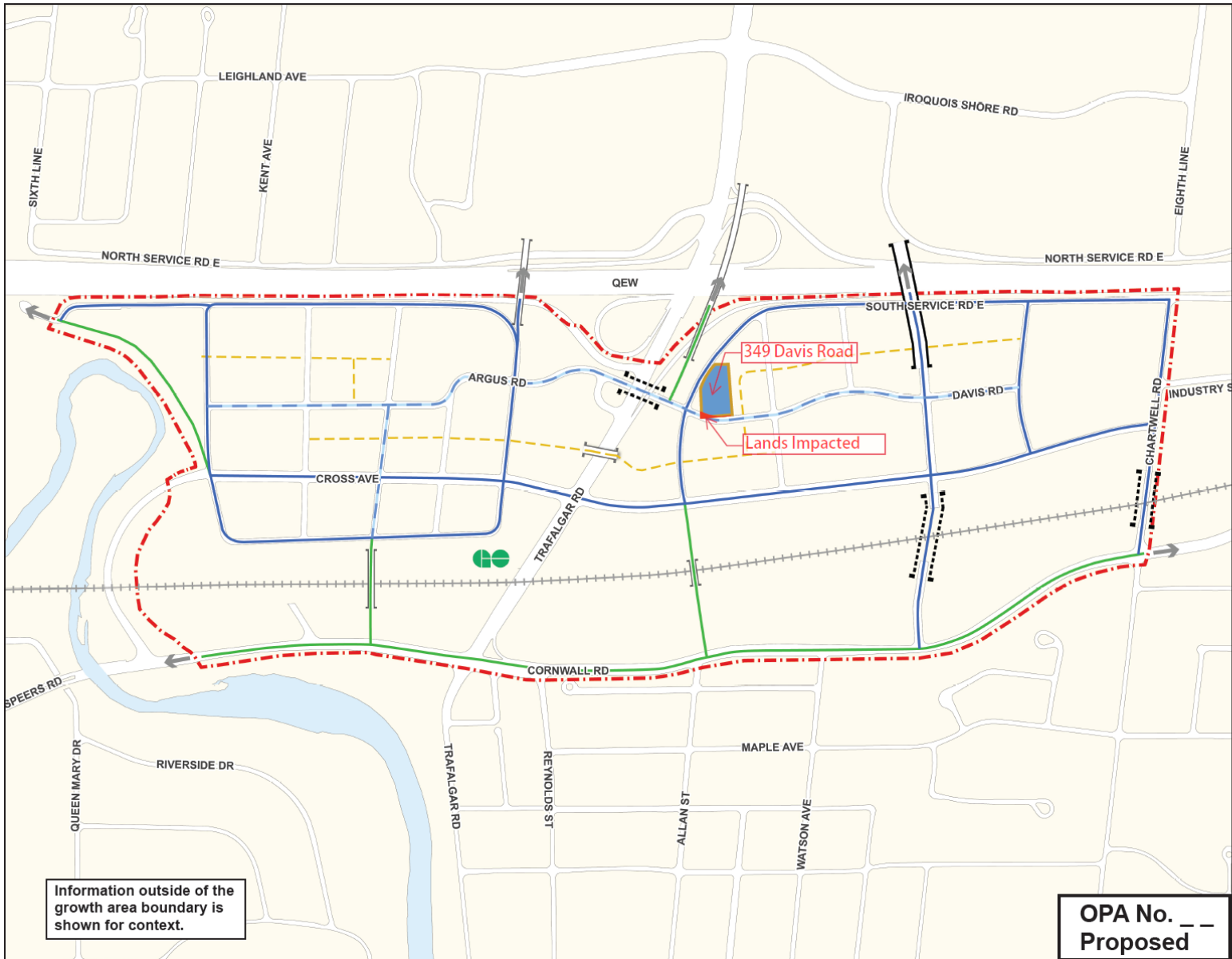
### SCHEDULE L4 MIDTOWN OAKVILLE PROPOSED TRANSPORTATION NETWORK

- - - URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- FUTURE ARTERIAL (36M)\*
- FUTURE MINOR ARTERIAL (30M)\*
- FUTURE COLLECTOR (26M)\*
- FUTURE LOCAL (20M)\*
- - - FUTURE STREET EXTENSIONS OUTSIDE OF MIDTOWN BOUNDARY\*
- - - ROAD PROPOSED TO BE REMOVED
- FUTURE BRIDGE
- - - FUTURE UNDERPASS
- FUTURE ACTIVE TRANSPORTATION BRIDGE
- BRIDGE AND UNDERPASS ALIGNMENT SUBJECT TO FURTHER STUDY
- POTENTIAL FUTURE RAILWAY GRADE SEPARATION
- MAJOR TRANSIT STATION
- FUTURE PROTECTED STATION AREA
- - - TRAFALGAR BRT

\*FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.  
MARCH 2024

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### SCHEDULE L5 MIDTOWN OAKVILLE ACTIVE TRANSPORTATION

- - - URBAN GROWTH CENTRE / PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- FUTURE BICYCLE LANE
- FUTURE MULTI-USE TRAIL
- - - MID-BLOCK CONNECTION
- - - FUTURE CYCLING INFRASTRUCTURE TBD
- | | FUTURE ACTIVE TRANSPORTATION BRIDGE\*
- | | FUTURE BRIDGE\*
- - - FUTURE UNDERPASS\*
- POTENTIAL ACTIVE TRANSIT CONNECTION
- MAJOR TRANSIT STATION

\*FINAL ALIGNMENT SUBJECT TO FURTHER STUDY.

MARCH 2024

0 50 200 400 m

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## SCHEDULE B – 58 storey Mixed Use Building



