

June 3, 2024

To: Town of Oakville  
Special Council Meeting  
Agenda Item 3.1 Midtown Oakville Considerations

From: Elizabeth Chalmers  
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Joint Residents Association on Midtown

Thank you, Council, for acknowledging public concerns about the very high population and density and moving it to 35,000. Public is overwhelmingly supportive and appreciative of this change and in agreement we are moving in the right direction.

Now we need to add the detail to make Midtown a livable, sustainable complete community that integrates with the rest of Oakville, and the rest of Oakville integrates with Midtown.

Transportation and transit are key issues. The Oakville Go station is the busiest GO train station in the system after Union. Midtown is being built beside that station to make use of it, to build a community that is not completely car dependent.

We must be able to move people in and out of Midtown, the people who live there and the people who live in other parts of Oakville but access the GO line from that station. That is particularly challenging as there are two access points to Midtown: Trafalgar and Cross, and Cross and Speers and extremely high density proposed for Midtown.

Given the importance of transit and transportation to Midtown, up front, two overriding concerns are the lack of a Master Transportation Plan and the absence of Metrolinx.

To date we have not seen a Master Transportation Plan to understand how transit to and from Midtown will be integrated, and the costs and funding sources associated with that. There are multiple growth nodes in Oakville; how is transit and transportation being integrated across all of the nodes, both vehicle and Active Transportation options.

To date, Metrolinx has not engaged in Midtown, not on development of their land, but importantly not on transit either, including a new station platform east of Trafalgar Rd and changes resulting from electrification of the Lakeshore West line.

We have some questions about underlying assumptions in this Transportation report:

- What per centage of people living in Midtown are assumed to have a vehicle and how is that analysis supported? By the number of parking spots in each site plan application? By minimum or maximum parking requirements imposed by the Town. How are these assumptions assured if the former? Page 6: *Specifically, the car driver mode share for the Town of Oakville is 66-77% compared to less than 60% expected for Midtown.*

- What are the assumptions of human behaviour and demographics that support increased active transportation and reduced vehicle use? These are important achievements and are critical to ease of mobility.
- To what extent do winter months impact Active Transportation use and what is the plan for accommodating any transportation changes because of winter?
- Is there a comparative of travel times in Table 3 with travel times using transit?
- Is there analysis on the number of vehicle trips per person because with or without a personal vehicle, there will be vehicle trips for daily living i.e. deliveries of goods, services, recreational participation.
- How is the contention that there is only a negligible impact of an additional 55,000 people and jobs on traffic volume and congestion at Midtown supported?
- Has the potential increased congestion on the QEW and arterial roads in Oakville resulting from intensification and growth in Burlington and Mississauga, as well as Oakville been factored into traffic volume analysis? Has the increased truck traffic from proposed new warehousing facilities been factored into the same?

We want to know that the assumptions noted and/or referenced in this report are substantiated through robust analysis. If not, what is the back up plan if the assumptions are incorrect.

As noted previously, moving people in and out of Midtown and accessing the Oakville GO given there are two access points to Midtown: Trafalgar and Cross, and Cross and Speers is challenging.

The report outlines improvements to existing road network through the addition of new roads for Midtown and improvements of existing roads. Some questions about the specifics of the improvements.

1. PG 19 of the Staff Report: *It will also leverage provincial/regional investments in transit to improve Lakeshore West GO and the planned Trafalgar BRT/LRT, which can significantly increase transit mode share.* However, a Trafalgar Rd LRT is not included in Table 5: Proposed Phasing of Improvements on Pg 8 of the report. Is it part of the Master Transportation Plan or not? It would seem to be a critical piece of transit given Trafalgar's significance as the primary transit corridor to access the Oakville GO station and Midtown.
2. The Royal Windsor interchange is a key part of mobility as it allows residents to avoid the Trafalgar Rd corridor; why is it pushed out to 2051 and how will mobility be addressed between 2031 and 2051? What is Plan B if this interchange is not built?
3. North-South Road: Based on the map, which does not show a station platform on the east side of Trafalgar, 100% of buses will access the GO train from Cross Ave west of Trafalgar Rd. All buses travelling on the North-South Rd will have to cross Trafalgar Rd. This will result in very heavy traffic at Cross and Trafalgar, and along Cross to the entrance to the GO station. Nor does the map show parking facility along Cross Ave east of Trafalgar Rd so all vehicles will have to cross Trafalgar Rd or turn south on Trafalgar Rd to the Trafalgar and Cornwall intersection to access the parking garage. How will such a heavily used corridor promote active transportation? What is being done to win Metrolinx's support and agreement on bus access and a platform on the east side of Trafalgar Rd given the

significant congestion accessing transit lanes, the passenger drop-off or the parking facilities that will occur if the only access point is the current one.

4. North-South Road west of Trafalgar: if there is no platform on the east side of Trafalgar, is there consideration for a North-South road west of Trafalgar, including building an overpass or underpass to connect the North Service Road with Lyons Lane? Will an underpass or overpass on Kerr Street north of Speers Rd be built now that the province has withdrawn funding, as this also provides access to the Midtown and the Oakville Go for residents living north of the QEW?
5. What is the capacity of existing arterial roads, such as Trafalgar and Cornwall/Speers and Cross and what percentage of capacity is currently taken up. How will the predicted number of vehicles Midtown will yield based on parking availability impact the capacity?
6. Local Roads: appear to be ad-hoc development given there are no timelines. If site plan applications do not support a local road, will they not be added or just not funded through development charges? How would that change financial assumptions?
7. Active Transportation crossings: also appear to be ad-hoc as two of the proposed crossings are dependent on development and two (on the east side of Trafalgar Rd) are dependent on station relocation, which is not shown on the map; or noted in this Transportation report so again, we return to the concern that Metrolinx is not engaged on Midtown. Again, what is being done to win Metrolinx's support and agreement on bus access and a platform on the east side of Trafalgar Rd as it appears that incentivizing Active Transportation is dependent on Metrolinx building a station platform east of Trafalgar Rd. If that does not happen, what is the impact on the Active Transportation assumptions.
8. Phasing of the road network is important, however, an Interim Transportation Plan during the phasing period is needed.

The transportation solutions put forward to date are limited in their ability to address the challenges developing a community of 35,000 people and jobs at Midtown will bring, much less a community of 80,000 people and jobs.

Implementing effective transportation and transit solutions is key factor to achieving a successful livable Midtown community that integrates seamlessly with the rest of the Town.

Midtown is not a silo. Transportation and transit solutions must be part of the Master Transportation Plan and Metrolinx must be engaged on the development of those solutions and they must be committed to their part in implementing solutions.

Midtown represents a truly great opportunity for the Town of Oakville. We can build a community that exemplifies livability and sustainability, now and in the future; a community where people want to live. Residents look to Council to ensure our Town does that.