

OCA continues to want to work with Council, the Town's Planning Department and its development consultants, and the developers to make Midtown an area with which the whole community can be proud.



OCA

Oakville Community Association

CONFUSION OVER POPULATION NUMBERS

Is it 349,990 or 444,000 by 2051 in Oakville?

- **Regional Official Plan Amendment 49 (ROPA 49) approved by the Province on November 4, 2022 – 349,900**
- **Midtown Committee of the Whole #3 dated October 10, 2023 of the Town Consultants – 444,000**
- **Growth Planning & Management: Town of Oakville & Midtown Oakville Midtown Committee of the Whole – January 30, 2024 – 444,000**
- **Staff Report dated May 21, 2024 – 349,900**

Important Questions

- **Did Council vote on the more than 10% increase from 349,900 to 444,000?**
- **Why did the Town Consultants use the higher number?**
- **Who advised them to use the higher number?**
- **Did the Consultants simply decide on the 444,000 number and this is what lead them to be pushing the tall towers and unrealistic density?**

STAFF REPORT DATED MAY 21, 2024

Key facts or threats?

KEY FACTS:

The following are key points for consideration with respect to this report:

- This report is provided in response to Council's request for information as identified in the petition for this [Special Council Meeting](#).
- The concept provided in Appendix B of this report, which illustrates a potential built-form that could accommodate a total of 35,000 residents and jobs within Midtown, is for discussion purposes only.
- A cap to growth within Midtown of 35,000 residents and jobs would require shifting approximately 15,500 estimated resident and jobs from Midtown to other locations within the town and/or region to continue to achieve Joint Best Planning Estimates, as explained in Section 1 of this staff report.¹
- Information provided in this report is compiled by staff and consultants based on information presently available and, in some cases, is preliminary and would require further investigation through land use planning, development engineering, and financial planning processes. It is provided solely in response to Council's request.

STAFF REPORT DATED MAY 21, 2024

Negative Tone

- **The word “NOT” is used over 32 times**
- **This concept also does not account for alignment with market trends (as is observed via development proposals received by the Town within Midtown), nor does it ensure that the minimum 200 residents and jobs per hectare target of the Growth Plan by 2031 is achievable.**
- **This concept does not account for how tools such as the community planning permit system or inclusionary zoning may be implemented within Midtown.**
- **Should the estimated growth for Midtown be reduced to 35,000 residents and jobs, it is unclear where the balance of residents and jobs would be reallocated in order for the town to accommodate its townwide growth forecasts.**

STAFF REPORT DATED MAY 21, 2024

Top Ten Issues that still remain for Midtown

- **Unsuitable parcel of land with many deficiencies to overcome**
- **Up to 61 storey towers do not belong in Oakville**
- **Maximization instead of optimization**
- **Will not help with the affordable housing crisis**
- **Medical Care – hospital at capacity**
- **Very high density**
- **Infrastructure Cost (\$450 million)**
- **Severe traffic congestion, and public transportation deficiencies**
- **Negative impact on the Oakville-Clarkson Airshed with high carbon footprints with high towers**
- **Overall lack of vision in establishing a “PLACE” which will attract residents and businesses**

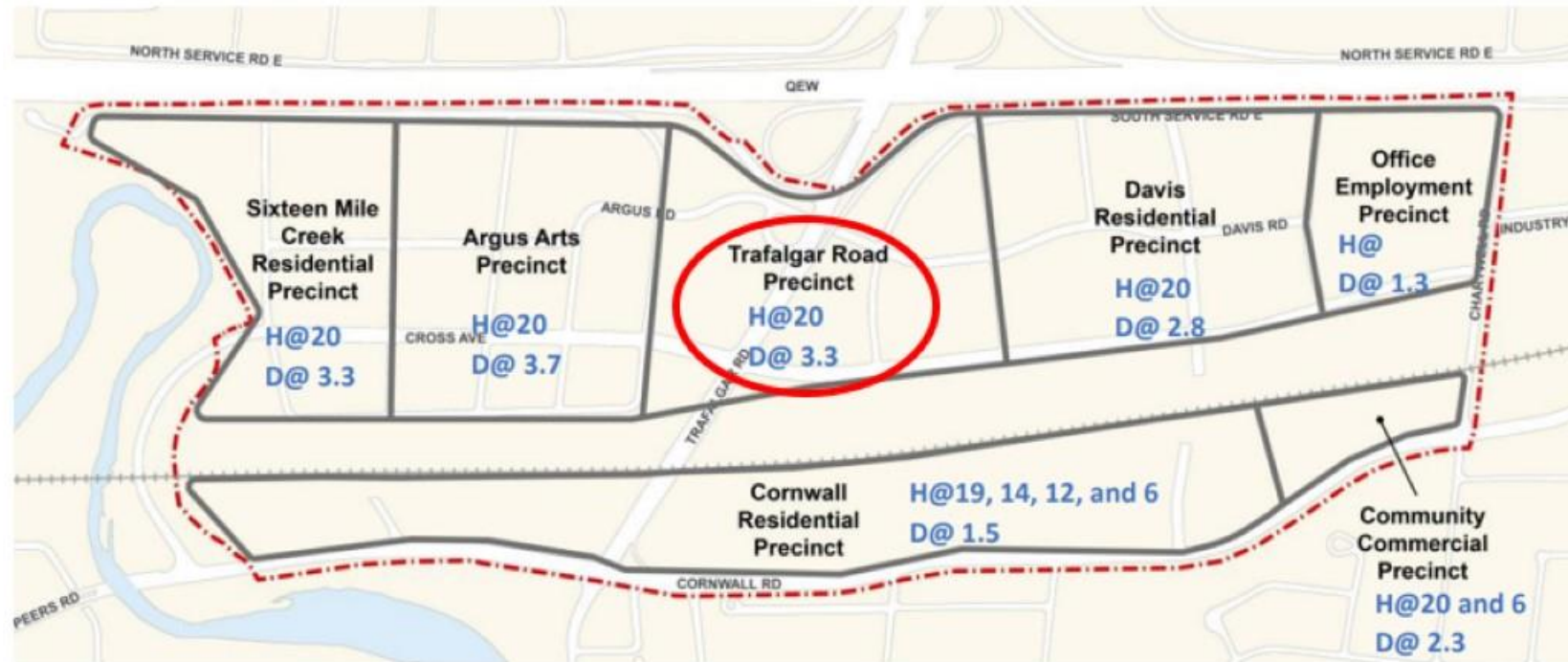


UNSUITABLE PARCEL OF LAND

- **Why is an LRT being built when no economic feasibility study has been undertaken of the areas along Trafalgar Road?**
- **Future jobs may not be in Downtown Toronto or in Midtown. Downtown towers are being vacated with building towers taking significant write downs in value (Pension funds.) Go Train traffic may, therefore, not increase significantly.**
- **Future jobs in the emerging industries of the next 10 to 30 years, such as electric vehicle production and artificial intelligence, may require people to travel to remote locations (Waterloo and new car and battery production plants.)**
- **The Midtown land parcel is unsuitable for a high-density development because it is encumbered by the location of the Ford plant to the north and the proximity of the QEW and the Go Train.**
- **This creates a huge requirement for under and overpasses to be built at an initial stage and the resultant high infrastructure costs mentioned earlier.**

TALL TOWERS

These figures do not represent height and/or density schedules for Midtown.



OPTIMIZATION OVER MAXIMIZATION IS TRENDING

Edenshaw Elizabeth Developments Ltd. v. City of Mississauga decision from the Ontario Land Tribunal

[100] The Subject Property is underutilized in its current form and given that housing is a Municipal, Provincial and Federal priority, the Tribunal finds that the Subject Property should be intensified. However, the Proposed Development is too ambitious for the Subject Property and the proposal seeks to maximize the site, as opposed to optimize the site. One must look at what is best on a site, not what is the most and, in this case,

Fengate Liuna Gardens Holdings LP v Hamilton (City), 2024 CanLII 33117 (ON LT) dated April 10, 2024

[91] Counsel for the Applicant submitted that the proposal is not an attempt to maximize development of the Subject Property, given revisions which resulted in a reduced unit count. Notwithstanding the reduced unit count, the Tribunal considers the proposal overly ambitious, attempting to maximize, rather than optimize development and introducing too great a change in built form and an inappropriate level of intensification into the heart of Winona North. The result would be an abrupt transformation of this low-rise, low-density suburban neighbourhood into a high-density urban environment with built forms that do not exist in harmony but, rather, compete visually and functionally with the existing built form and character. For this reason, the proposal cannot be considered to be compatible with this particular neighbourhood and is better suited to Node and Corridor areas, which are contemplated to experience greater built form changes and accommodate greater densities.

[92] Based upon the foregoing, the Tribunal finds the proposed planning instruments, and the development they would ultimately permit, are not representative of good planning and do not meet the requisite legislative tests of consistency and conformity.

ORDER

[93] The Tribunal orders that the appeals are dismissed.

AFFORDABLE HOUSING

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.

Staff Report does not mention if the word may will be replaced by the word shall.

HEALTH CARE CRISIS LOOMING

- **Oakville Trafalgar Memorial Hospital was opened 9 years ago and is now operating at full capacity (Google rating of 2.9).**
 - **Emergency facilities are fully stretched with an average wait time for patients between 4 and 12 hours.**
 - **Bed capacity is already under severe pressure with many surgical patients being asked to vacate their bed before they have properly recovered from major surgery.**
 - **There are an inadequate number of doctors and nurses to meet the current health demands.**



HIGH DENSITY

- **35,000 residents and jobs**
- **Do people want to buy and live in high rise condominiums? Since the pandemic residents are looking for space.**
- **Full facilities to service the 35,000 residents and jobs need to be developed to allow them local access to live in such a congested area.**
- **35,000 residents and jobs is still too much – Halton Region Official Plan ratio is 65 residents to a minimum of 35 jobs = 22,750 residents**
- **43 hectares developable = .43 sq km compared to Oakville total size of 138.94 sq km = 0.003% and 22,750 residents is approximately 10% of Oakville's 2024 estimated population of 226,686 - resulting in 0.0003% land used for 20% of the population**
- **That's LESS THAN 1/2 of a percent of Oakville land used for 10% of the population**

INFRASTRUCTURE COSTS

The town portion of infrastructure is estimated to be \$450 million, and relates to town roads and active transportation, park development, and emergency services. Estimated costs and funding sources are as follows:

Town-related Projects (\$ millions)	Cost Estimate	Financing		
		Development Charges	Tax Supported	Other Government
Transportation	\$ 335	\$ 253	\$ 17	\$ 65
Park Development	\$ 77	\$ 77		
Emergency Services	\$ 38	\$ 38		
Total	\$ 450	\$ 368	\$ 17	\$ 65

6. Financial Report

The following responds to the request for a financial report estimating the cost of the hard and soft infrastructure, and the estimated contribution each of the stakeholders would need to make. In brief, the long-term cost of hard and soft infrastructure is estimated to be \$770 million over thirty years and these costs are proposed to be shared by the Town, Region, Province, and development proponents.

The town is required to grow in population, and as such, is required to provide infrastructure to support that growth. There are financial tools at the town's disposal, such as development charges, that are used to minimize the impact of growth-related costs on existing taxpayers. While the town seeks to ensure growth pays for growth, tax-supported funding is also required to provide new infrastructure.

The Town's portion of the cost is \$450M, of which 3.7% is anticipated to be tax supported, 82% is supported by development charges, and 14.3% is supported by other government funding. As noted in the Transportation Report provided in

TRAFFIC, PARKING AND PUBLIC TRANSIT ISSUES

- **Many future jobs will continue to require the use of cars. Where will future economic development be located in the next 10 to 30 years?**
- **Totally unrealistic to think that people will walk or bike to work.**
- **Report states with reduction in population and jobs do not result in substantial differences in congestion levels**
- **Public transit needs to be supported by economic development. What economic areas are proposed for Trafalgar Road?**
- **No minimum parking rate policies are proposed in the draft OPA (Bill 185)**
- **Parking shortages cause conflicts**

CARBON FOOTPRINTS AND AIRSHED IMPACTS

Mayor Burton at the Standing Committee on Justice Policy on March 19, 2013,

“Air quality was of particular concern in our area because the province had already identified our airshed as a vulnerable, overtaxed airshed.”

- **Negative impact on the Oakville-Clarkson Airshed**
- **Unnecessary increased carbon footprints**
- **Contradictory to the Town’s declared climate emergency**
- **Accumulative Air Quality issues with Midtown and the Winston Churchill warehouses**

LACK OF VISION - Mirror Copenhagen

OCA concluded that Copenhagen, because of its similar weather conditions and its density and relative size to Oakville, was the City upon which it should focus to determine what contributed to Copenhagen being such a livable city.

OCA concluded that such attributes would contribute to developing a vision of a “Livable Midtown” which would be supported by all of Oakville’s community. In effect establishing a place with which we could all be proud.



MIDTOWN NEEDS A FOCAL POINT

Pedestrian Shopping Street free of traffic

A pedestrian street with small plazas like on Struget Street in Copenhagen would become an instant draw. Santa Monica also has a retail and entertainment street (photo below) one block back from the seafront which is very attractive and popular.

How about as anchors a nice community park overlooking 16 Mile Creek on the west side and an entertainment venue, shopping complex, restaurant district, art gallery or museum on the east side?



RECOMMENDATIONS



- **Resolve the confusion over the projected population numbers**
- **Conduct a Peer Review to review the work of the Planning Department and the Town Consultants**
- **Council should prioritize or continue to prioritize sustainable development that aligns with the community's needs and values.**
- **Council should consider alternative development plans for the Midtown land parcel that are more compatible with the existing infrastructure constraints.**
- **Efforts should be focused on optimizing the usage of the available land while minimizing the need for extensive and costly infrastructure modifications.**
- **Review the lessons learned from past successful and failed developments regarding parking and traffic issues**
- **Create a “Place” that all residents can be proud of**



We encourage members of Council to vote no to receiving this report.

Sincerely,

OCA Board of Directors