

Should we aim for the minimum in Midtown?

Kevin Rjeousski

Current Transit Connections

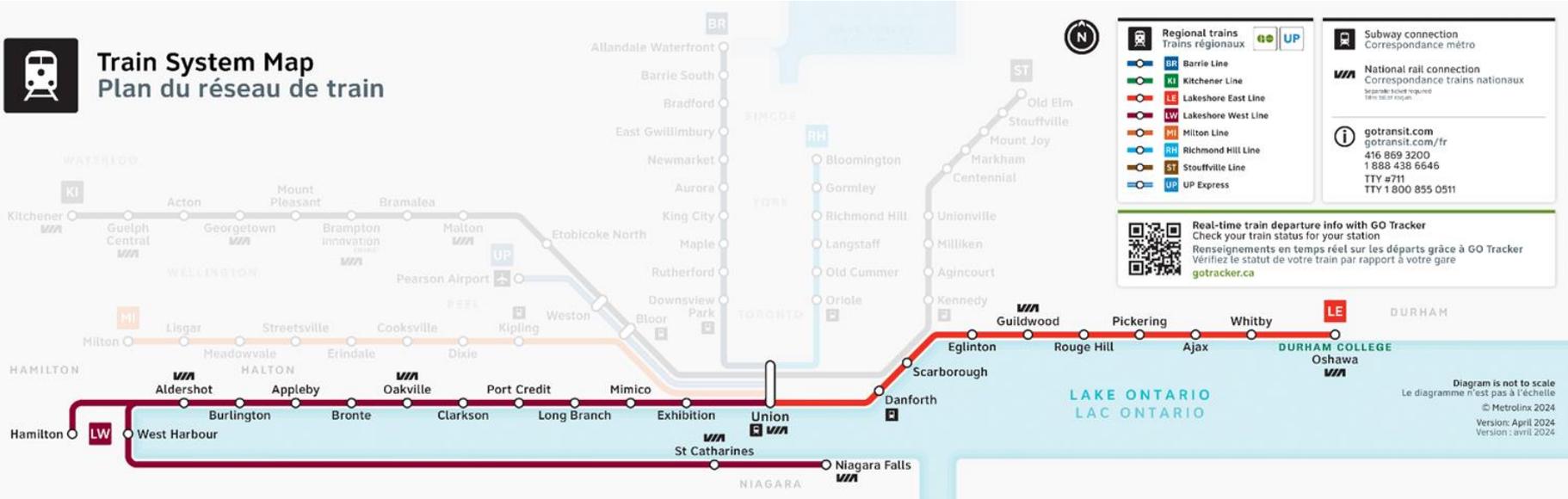
GO Bus 22



GO Train



Train System Map Plan du réseau de train



<p>Regional trains Trains régionaux</p> <ul style="list-style-type: none"> BR Barrie Line KI Kitchener Line LE Lakeshore East Line LW Lakeshore West Line MI Milton Line RH Richmond Hill Line ST Stouffville Line UP UP Express 	<p>Subway connection Correspondance métro</p> <p> National rail connection Correspondance trains nationaux</p> <p><small>Separate ticket required Billet séparé requis</small></p>
<p> gotransit.com gotransit.com/fr 416 859 3200 1 888 438 6646 TTY #711 TTY 1 800 855 0511</p>	

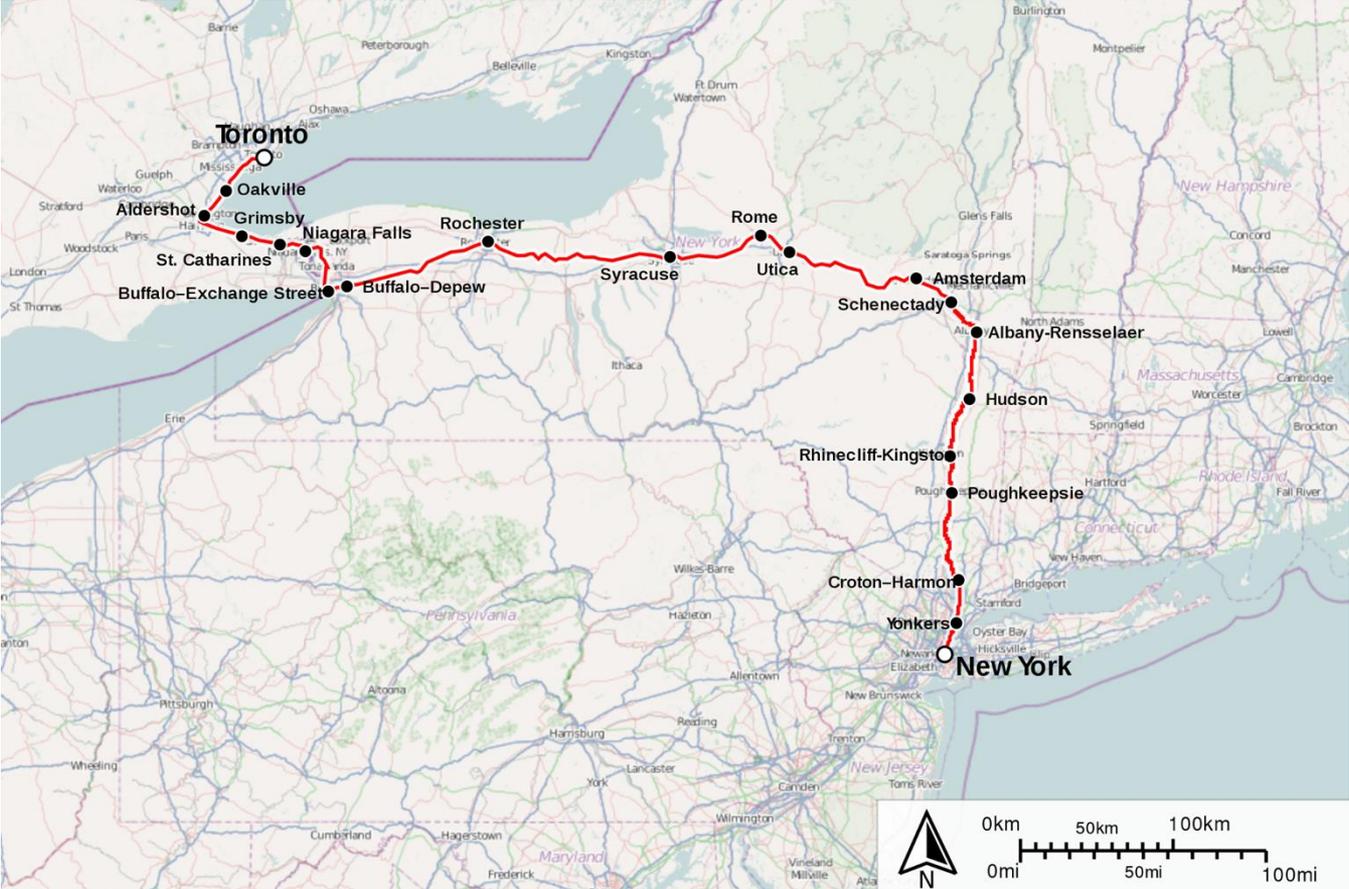
Real-time train departure info with GO Tracker
Check your train status for your station
Renseignements en temps réel sur les départs grâce à GO Tracker
Vérifiez le statut de votre train par rapport à votre gare
gotracker.ca

Diagram is not to scale
Le diagramme n'est pas à l'échelle
© Metrolinx 2024
Version: April 2024
Version : avril 2024

VIA Windsor-Toronto

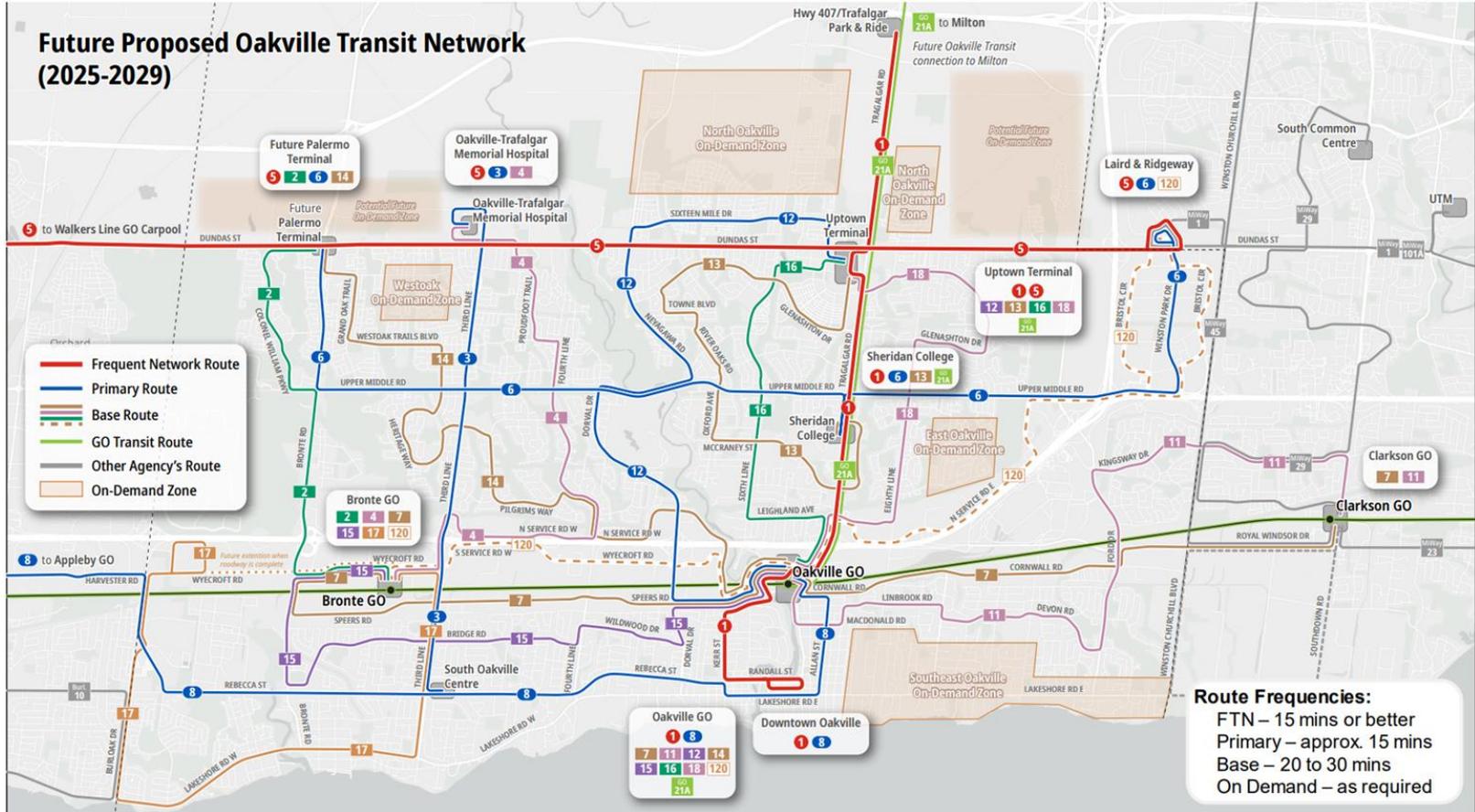


VIA/Amtrak Maple Leaf

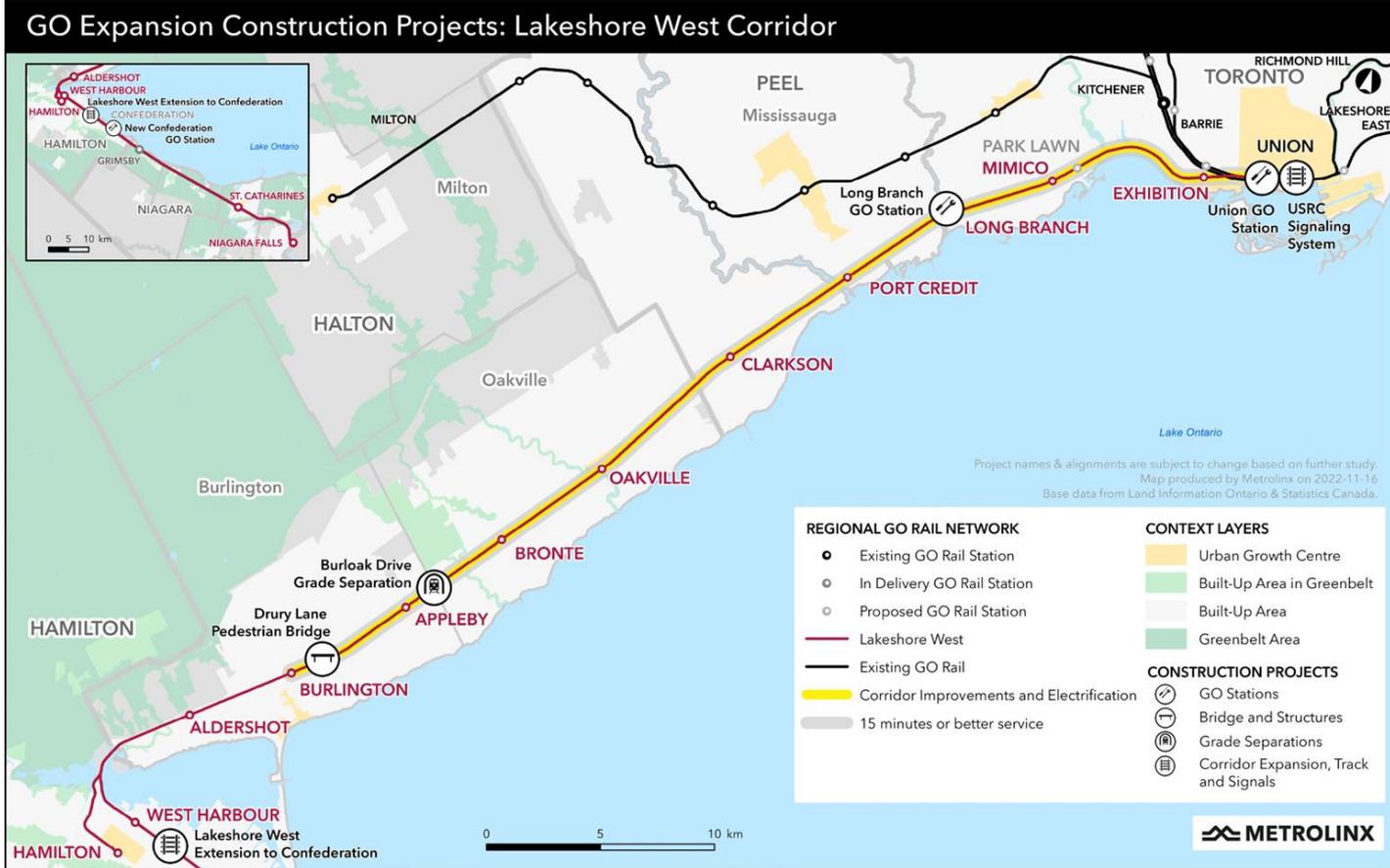


Future Transit Connections

Proposed Future Oakville Transit



Future GO Train



Why are we aiming for the minimum for Midtown?

Concept

The concept in Appendix B provides a basic illustration of built-form to accommodate 35,000 residents and jobs within Midtown. This concept maintains all of the public realm as proposed in the [April 2 draft official plan amendment](#), and applies a 35 metre (instead of 30 metre) tower-separation distance (as per agenda item 3(g)). This concept also continues to apply residents to job ratios in accordance with the Halton Region Official Plan of 65 residents to a minimum of 35 jobs (65:35). The concept results in an overall decrease in density and height of buildings from what was contemplated in the April 2, 2024 draft OPA.

This concept does not account for proposed policies provided in the April 2, 2024 draft OPA that direct for mid-block connections, height variations, and precinct visions. This concept also does not account for alignment with market trends (as is observed via development proposals received by the Town within Midtown⁹), **nor does it ensure that the minimum 200 residents and jobs per hectare target of the Growth Plan by 2031 is achievable.** Furthermore, this concept does not account for how tools such as the community planning permit system or inclusionary zoning may be implemented within Midtown.

To address those matters, further adjustments would be required, particularly an increase to the overall growth estimate within Midtown.

People use transit if its accessible and competitive.

The report indicates that accommodating 35,000 residents and jobs in Midtown, instead of 49,740²⁰ would result in a reduction in trips, however, the analysis to date does not account for the impact of moving approximately 15,000 residents and jobs to other areas of the Town. The report also indicates that with less residents and jobs located in Midtown, there is a change in overall modal split, whereby in the April 2 OPA there is a greater proportion of people using active transportation modes than in the requested concept.

Preliminary traffic modelling indicates that changes in travel demands due to the reduction in population and jobs from the April 2 OPA to the requested concept do not result in substantial differences in congestion levels or overall infrastructure requirements. A significant amount of congestion in the network is due to increases in background traffic by 2051 and continued vehicle access and use of the Midtown GO station from other areas of Oakville. Local roads within the Midtown area are not congested and will be designed to prioritize safety and access by all modes.

We should **not** aim
for the minimum.