

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.



Tuesday, October 29, 2024

**Agenda Item 5.1 Town initiated Draft Official Plan -
Amendment - Midtown Oakville and
Community Planning Permit System - Update**

TOP 8 ISSUES THAT STILL REMAIN WITHIN THE OPA

- **Floodplain mapping and Flood Risk**
- **Height of towers**
- **Transportation, traffic and parking**
- **Infrastructure Costs**
- **Risk of developer and Town bankruptcy**
- **Affordable Housing**
- **Health Care Crisis**
- **Lack of Vision**

2008 TOWN-WIDE FLOOD PRIORITIZATION STUDY OF PHILIPS ENGINEERING

Site Evaluation Results

Summary of site Evaluation Results

Site	Name	Location	Road Crossings	Private Vehicle Access	Emergency Vehicle Access	Private Vehicle Access To Facilities	Emergency Vehicle Access To Facilities	Private Multi-User Driveway Access	Threat To Life	Direct Damages	Indirect Damages	Rank	Priority
12	MCCR0630M	4th Line & Rebecca St											1
25	WEDG0145T	Morrison Rd & Cumnock Cr											2
30	WEDG0634M	Wedgewood Dr & Alscot Cr		High	High		High	High					3
23	WEDG0895T	Morrison Rd & Cynthia Ln	High										4
26	WEDG1810M	Duncan Rd & Avon Cr		High									5
10	MCCR1920M	4th Line & Bridge Rd											6
27	WEDG1549M	Wedgewood Dr & Devon Rd											7
33	MORR0405T	Maple Ave & Anthony Dr			High	High	High	High					8
31	WEDG0200M	Wedgewood Dr & Lakeshore Rd			High	High	High	High					9
11	MCCR1705M	Shaw St & Winston Rd					High						10
36	MORR2445T	Morrison Rd & Baldwin Dr											11
37	MORR1910M	Chartwell Rd & Cedar Grove Blvd											12
9	MCCR2177M	4th Line & Speers Rd											13
35	MORR0098T	Chartwell Rd & Cedar Grove Blvd											14
22	WEDG2190M	Ford Plant	High										15
38	MORR0869M	Morrison Rd & Cleaver Dr											16
7	FOUR1018M	Rebecca St & Willowbrook Rd											17
8	FOUR0440M	Lakeshore Rd & Willowridge Ct											18
5	FOUR2895M	3rd Line & Speers Rd				High	High		High	High	High	High	19
6	FOUR2213M	Bridge Rd & Warminster Dr							High	High	High	High	20
24	WEDG0622T	Morrison Rd & Cynthia Lane								High	High	High	21
2	SHEL1088E	Rebecca St & Great Lakes Blvd		High									22
43	JOSH3979M	Royal Windsor Dr											23
39	MORR0335M	Lakeshore Rd & Morrison Rd											24
32	MORR0700T	Cornwall Rd & Trafalgar Rd											25
3	SHEL0010M	South of Lakeshore Rd	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Note: Site 3 has not been assessed as it is part of an on-going EA which will assess and recommend flood control measures

High Medium Low

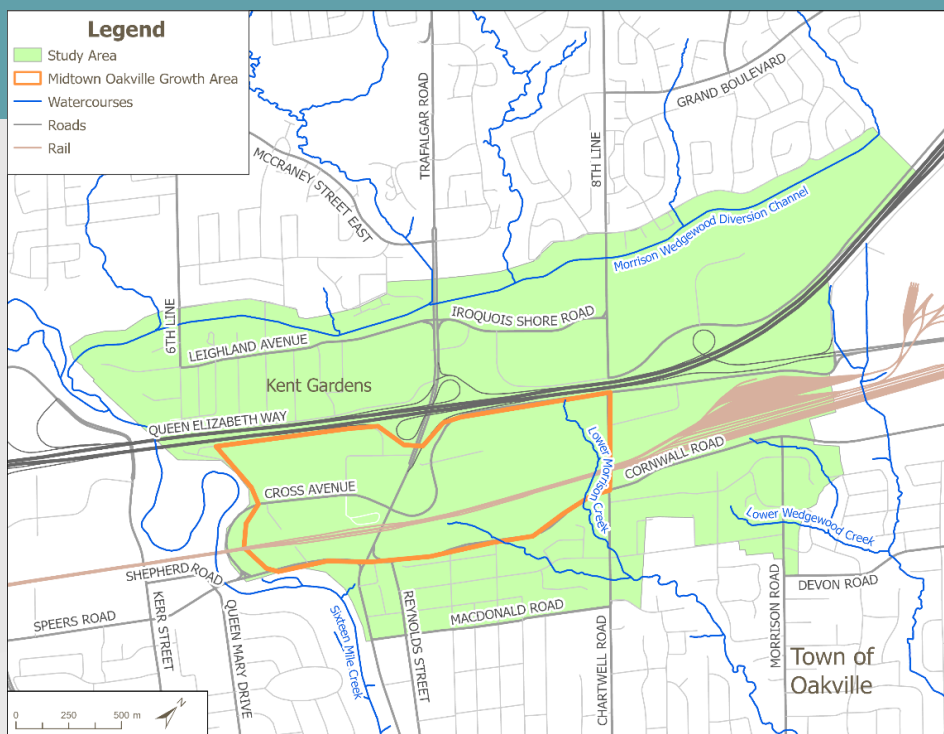
MORRISON-WEDGEWOOD DIVERSION CHANNEL SPILL

Nothing should be considered until this mapping is completed and issues fixed

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.



Public Notice: In partnership with the Town of Oakville, Conservation Halton is undertaking a study to update flood hazard modelling and mapping within Kent Gardens, the QEW Corridor, Midtown Oakville Growth Area and adjacent areas. Conservation Halton regularly reviews and updates flood hazard modelling and mapping to fulfill the requirements under the *Conservation Authorities Act*.

PROVINCIAL POLICY STATEMENT (PPS)

2005, 2014 and 2020 issued under the Planning Act

- **Section 1.6.6.7 of the PPS includes polices for stormwater management planning, including that it shall mitigate risks to human health and safety, property and the environment**
- **Development will generally be directed to areas outside of hazardous lands adjacent to river and stream systems**

MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING (MMAH) LETTER TO HALTON REGION DATED APRIL 18, 2016 cc TOWN OF OAKVILLE

“Section 3.0 and 3.1 of the PPS provides policy direction for natural hazards to ensure that development does not occur which would result in flooding hazards and a risk to human health and safety or property damage and does not create new or aggravate existing hazards.”

Sincerely,


Marcia Wallace
Regional Director, Municipal Services Office – Central Ontario

c: Kathy Menyes - Conservation Halton
Jane Clohecy - Town of Oakville
Barbara Koopmans - Town of Milton
Jane Ireland - MNRF
Sarah Paul - MOECC

HEIGHT OF TOWERS

f) Building Height

- i. "As of right" building height thresholds are shown on Schedule L4. Additional height beyond the threshold may be permitted through a development permit or through a rezoning application, subject to:
 1. the maximum density for the site is not exceeded, and
 2. community benefits or cash-in lieu of benefits are provided in accordance with town by-laws.

- Tall towers as high as 45 storeys still contemplated due to bonusing over the 20 storey threshold
- Will lead to the destruction of the fabric of the Town of Oakville



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.
- Public transit needs to be supported by economic development. What economic areas are proposed for Trafalgar Road?
- Parking shortages cause conflict

Why just monitor? Why not have a clear plan?

20.6.1 Monitoring

- a) The Town shall monitor the level of development within Midtown Oakville.
- b) To track the pace of development and identify and plan for infrastructure improvements, including *active transportation* and transit, the monitoring program shall evaluate the following:
 - i. traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;
 - ii. existing, approved and proposed development, including the number of residential units and the amount of non-residential floor space;
 - iii. transit usage and modal share;
 - iv. usage of *active transportation* and public service facilities;
 - v. population and employment generated by development; and
 - vi. indicators of sustainability in accordance with the policies of this plan.

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.

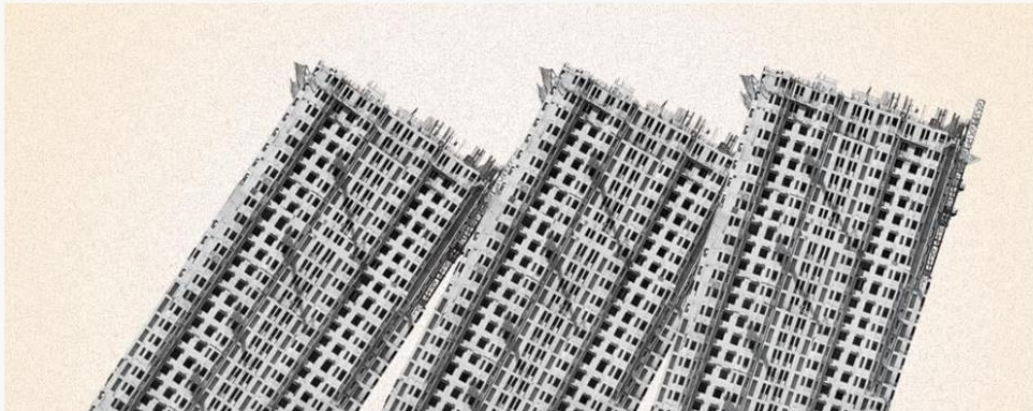
The Town's portion of the cost is \$450M, of which 3.7% is anticipated to be tax supported, 82% is supported by development charges, and 14.3% is supported by other government funding. As noted in the Transportation Report provided in

BANKRUPTCY RISK

More than 25 Ontario housing developers saw projects go bust this year — a higher number than the province has seen in years

Presale buyers are seeing their purchase agreements torn up as more and more projects go into receivership. Often, buyers will lose some or all of their deposits.

Updated Oct. 1, 2024 at 1:20 p.m. | Sept. 7, 2024 | 5 min read



blogTO



Developer receiverships in Ontario have skyrocketed by a worrying 50% since last year



BANKRUPTCY RISK

We do not want a Town of partially completed towers if developers go bankrupt.



What are the financial risks to Oakville if developers go bankrupt?

AFFORDABLE HOUSING

The use of the word “should” does not provide comfort that the developers will ever include affordable housing.

The word “should” needs to be the word “must”.

Why not a strict percentage of units to be affordable housing units?

f) Housing

- i. Where residential uses are permitted, such development should include:
 - Mid-rise and tall building types, and unit sizes that can accommodate a variety of households, including those with children and residents at different stages of life;
 - Amenities designed for households with children as well as older adults;
 - Non-market housing, including emergency, transitional, supportive housing, special needs housing, and affordable housing; and,
 - purpose-built rental housing.
- ii. When and where in effect, development shall provide affordable housing in accordance with the Town's inclusionary zoning policies and provisions.



HEALTH CARE CRISIS LOOMING

- **Oakville Memorial Hospital was opened 9 years ago and is now operating at full capacity (Google rating of 2.9).**

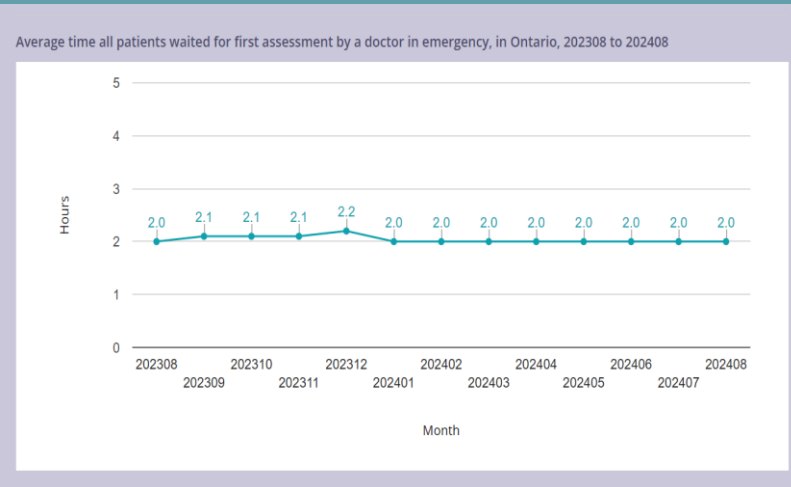
Emergency facilities are fully stretched with an average wait time for patients between 4 and 12 hours.

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.

OAKVILLE TRAFALGAR MEMORIAL HOSPITAL

Ontario Average 2 hours



**OTH Average 2.7 hours +
OTH 104th out of 123 Hospitals**

Hospital name	Average (Hours)
Ottawa Hospital (The)-General Site	2.7
Children's Hospital Of Eastern Ontario	2.7
Erie Shores Healthcare	2.7
Hopital Montfort	2.7
Halton Healthcare Services Corp-Oakville	2.7
Stevenson Memorial Hospital Alliston	2.7
Ottawa Hospital (The)-Civic Site	2.8

Data from Health Quality Ontario - August 2023 to August 2024

Estimated Emergency Department

Wait Times - [Learn More](#)

Last Updated: Oct 21, 02:15 PM

Georgetown

02 Hour(s) and 10 Minute(s)

Milton

02 Hour(s) and 42 Minute(s)

Oakville

03 Hour(s) and 40 Minute(s)

LACK OF VISION - Mirror Copenhagen

Not being considered.

WHY NOT?



High density is achievable without high-rise buildings

OTHER MIDTOWN QUESTIONS THAT REMAIN UNANSWERED

- **When and how will the deficiencies pertaining to the Midtown bad parcel of land be overcome, including the remediation of the old GE lands?**
- **Where are the children going to go to school?**
- **How will the long casting Shadows be dealt with?**
- **How will the Town reconcile the opinions of unhappy residents who do not want tall towers and high density?**
- **How will the Town reconcile the negative impacts on the Oakville-Clarkson Airshed with high carbon footprints with high towers?**
- **Will the Town take any steps to attempt to repeal Bill 23 as it does not consider the consequences of developing a particular area?**
- **How will the Town reconcile the fact that the East part of Midtown is more than 800 metres from the Oakville Go Station, which is inconsistent with ROPA 49 as to be part of a MTSA?**

RECOMMENDATION

VOTE NO TO THE PROPOSED OPA.

Recent Petition posted saying no to buildings over 20 storeys in Midtown attracted these comments from residents:



Stop midtown!

Oakville's midtown area is already crowded and congested almost the entire day now with traffic and people. The roads have no more room to expand to. Midtown also shouldn't be Trafalgar Road (as that is the last QEW exit on the way to Mississauga), it should be Dorval. Midtown should mean the middle of the town.

“And if council doesn’t listen, then show them who’s really in charge next election.”

We don't want this congestion in our beautiful town!

**We do NOT have the infrastructure to support this type of development!
The already congested roads will become even more congested!**



Sincerely,

OCA Board of Directors