Midtown OPA, Community Planning Permit System (CPPS) and Master Cost Sharing Agreement

1. **The JCRA supports the new Midtown OPA.** However, we remain concerned about density, building heights, parking and funding for parks, schools, other amenities and the infrastructure necessary to ensure Midtown develops into a vibrant, livable community.

   For this reason, the JCRA strongly advocates for:

2. **Midtown Community Planning Permit System (CPPS**) We support the proposed CPPS for Midtown, however adjustments are required to ensure the FSI/height limits in the Midtown OPA and the CPPS will be reasonable and will generate sufficient revenue to support the much needed parks and community amenities for Midtown.

3. **Midtown Master Cost Sharing Agreement** – This agreement outlines how hard and soft costs associated with shared infrastructure and facilities are distributed among developers. These refer to costs in excess of those funded through development charges. It is not clear if Distrikt will be required to sign the Master Cost Sharing Agreement under the TOC scenario.

Distrikt Transit-Oriented Community (TOC)

1. **The JCRA strongly opposes the Province's TOC proposal (Transit Oriented Community).** for one Midtown developer.
2. Specifically, we reject the Province's TOC proposal for 11 towers, ranging from 46-59 stories with 7,000 units and an FSI of in the 11 – 15 range net and 10- 12 gross compared to a maximum threshold Midtown OPA FSI of 6 with the potential for further density under the CPPS in exchange for community benefits including parks and other community amenities.
3. We consider the scale of these towers excessive and will limit the Town's success in creating a livable Midtown.
4. The plans call for .7 cars per unit for 7,000 units or a total of 4,667 parking spaces for and estimated 15,000 residents and guests. Lack of parking in Midtown will create parking and traffic nightmares and impact Midtown residents, businesses and Oakville commuters.
5. If the Province moves forward with the TOC/Distrikt proposal it will negatively impact the livability of Midtown and the broader Oakville community.

Why This Matters

1. Is the Province's TOC bad planning for future Midtown residents, other Midtown developers, and current Oakville residents**? YES**
2. Do Distrikt's proposed densities and building heights align with the Midtown OPA? **NO**
3. Will Distrikt avoid shared Midtown development costs under the Master Cost-Sharing Agreement if the project proceeds under a TOC? **The answer is not clear**
4. Will the Town be able to secure community benefits for parks, schools and other amenities from Distrikt under the TOC or under the Midtown CPPS? **Distrikt's share of community benefits need to be confirmed.**
5. **How will the Town ensure there are no funding gaps if there is Midtown OPA and a TOC.**
5. Will this lead to funding shortfalls for essential amenities like parks and schools? **YES**
6. Who benefits from the TOC plan? **Distrikt – in hundreds of millions of dollars !**
7. Will this set a precedent for other developers seeking similar heights, densities and exemptions from the Town or at the Ontario Land Tribunal? **YES**

Conclusion

1. **JCRA supports one Midtown OPA for all developers including Distrikt** to ensure a vibrant livable Midtown and equity and fairness for all?

2. **The JCRA also supports the proposed Community Planning Permit System (CPPS) and Master Cost Sharing Agreement** with further refinements outlined above.

3. **The JCRA opposes the Province's Transit Oriented Community (TOC)** proposal for one developer - Distrikt.

4. Building 46-59 storey buildings over 12-15 years **does not support the need to build Housing Faster to aid Ontario's Housing crisis!**

5. **The JCRA urges the withdrawal of the TOC by the Province** to ensure fairness, equity, and the successful development of Midtown under one Midtown OPA for all developers.

6. We urge Town Council to support the motion tabled by Janet Haslett-Theall and Dave Gittings December 16/24 when it comes before Council January 27/25