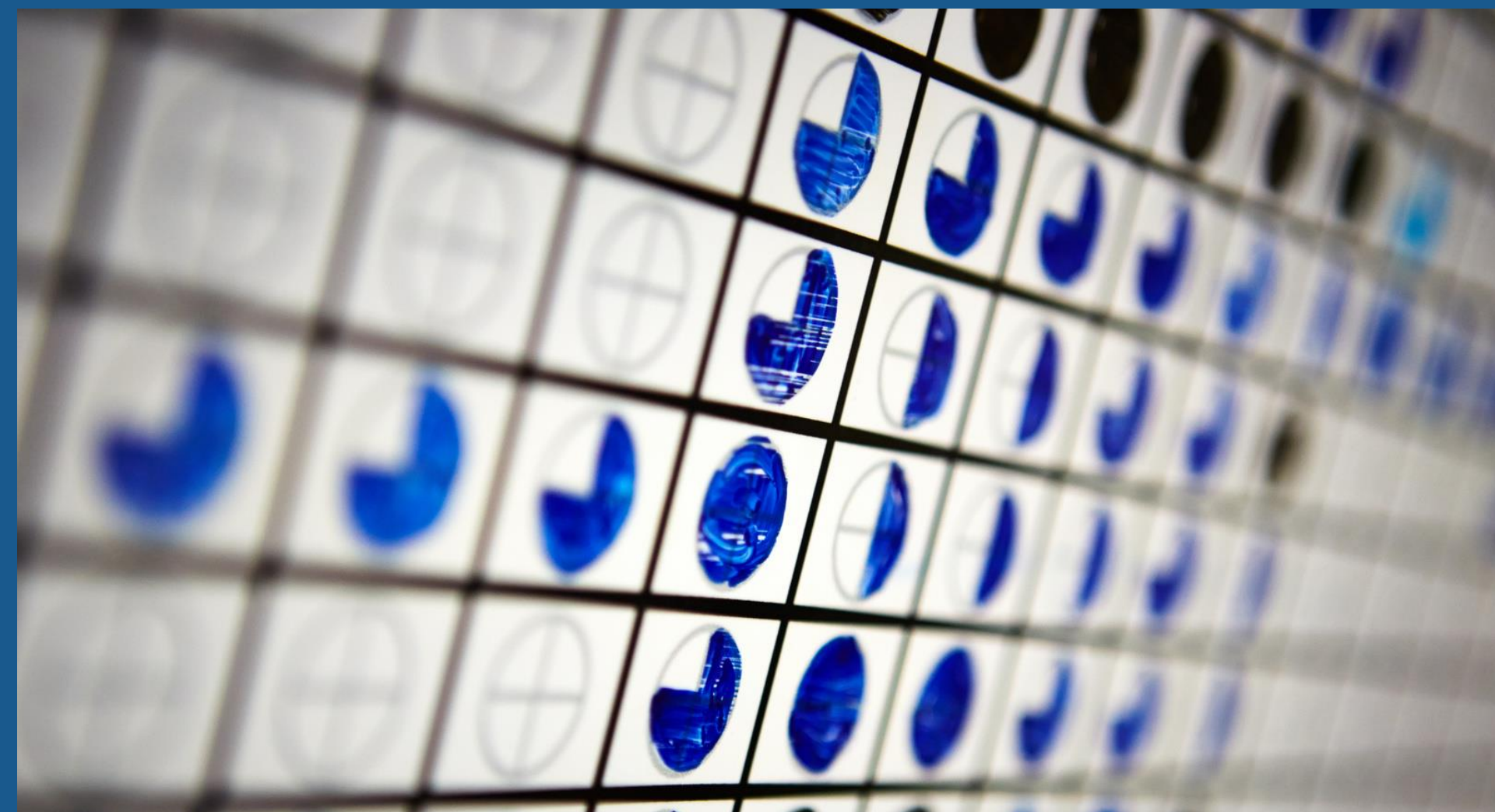
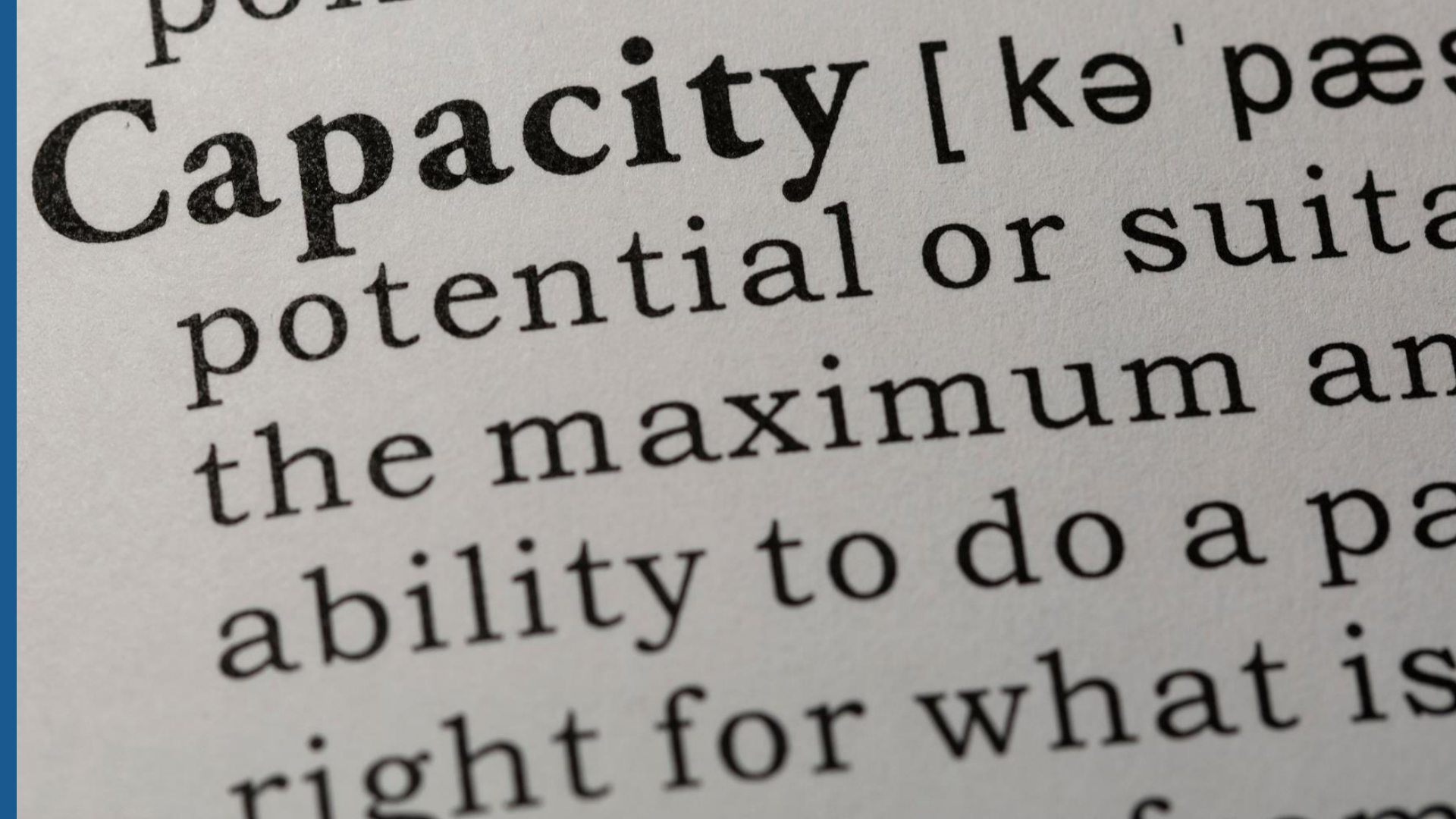
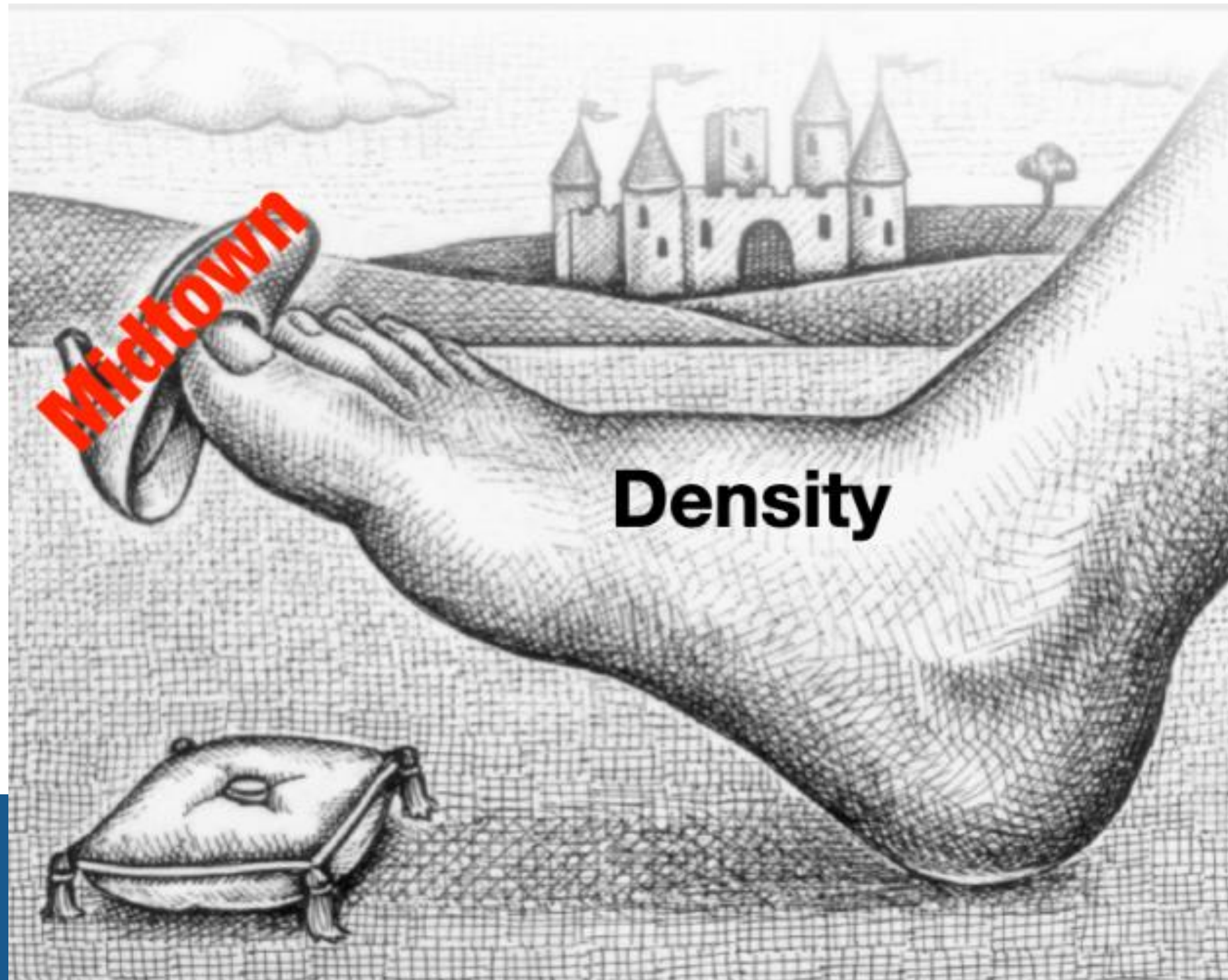




Agenda Item 6.2
January 20, 2025
Midtown Oakville OPA

Midtown: Capacity and Capability

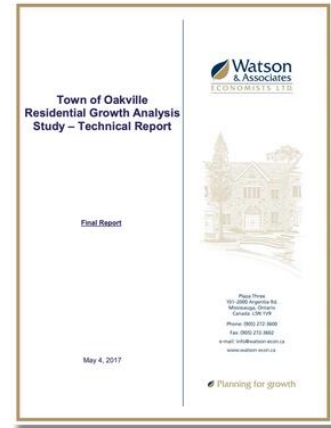




Problem: We're Ignoring the Facts.

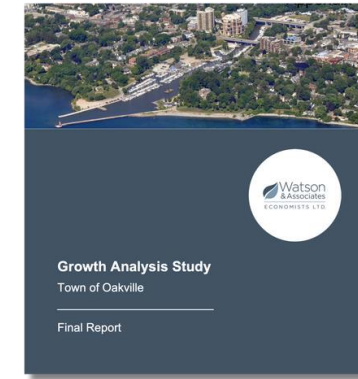


**Midtown Does Not Have
the Capacity or the
Capabilities to
Accommodate the
Density Being Proposed.**



Watson's Growth Analysis: Midtown has the potential to accommodate a range of approximately **6,100 to 11,900** additional **housing units** (in active plans and through future intensification).

2017



Watson's Growth Analysis: **8,400 total households** to 2051, or **just under 300 new households** per year

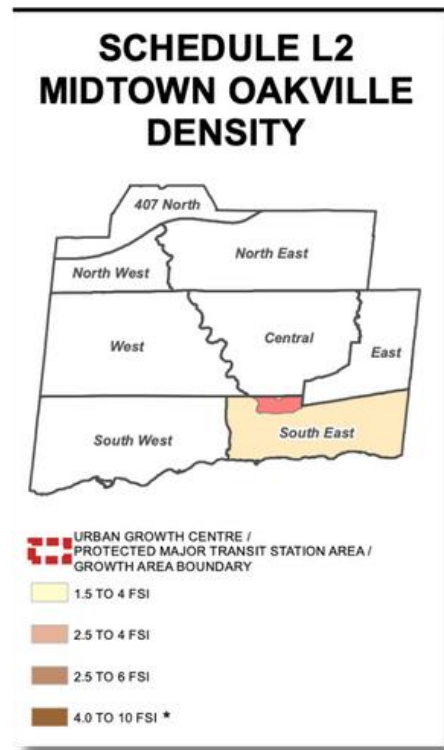
Today

Timeline

2019 - 2022

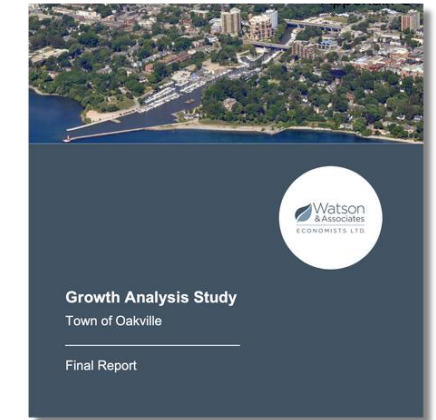
Town Staff Discussion Paper: Oakville must be "all-in" with respect to accepting growth – simply choosing a 'middle-ground' or 'no-growth' position would be detrimental to Oakville.

2022: A proposed Midtown OPA with 10 FSI which drew the attention of Commercial Real Estate

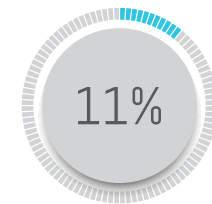


An Authoritative Forecast

An **updated population forecast** for the Town of Oakville - not 444,000, but rather, **388,000 residents by 2051**.
1.9% Growth per Year or 5,500 people per year for total Oakville increase.



Midtown Stats:



11%
of Town-Wide
Population
Growth



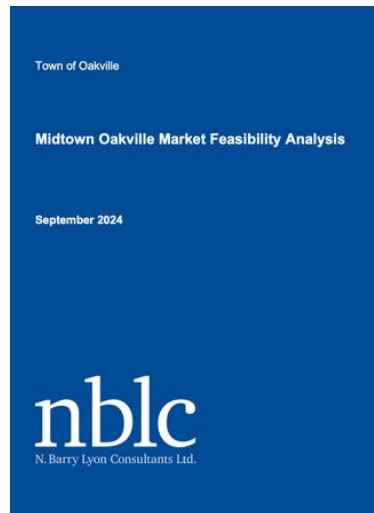
17,800
people



8,400 households @ 300 per year
About 600 people annually until mid 2031
increasing over the following 2 decades to
about 830 people PER YEAR

TOTAL PEOPLE AND JOBS FOR MIDTOWN 2051 = 29,900
Represents a density of 290 ppl/jobs per ha
surprisingly close to the 200 ppl/jobs per ha allocated to Midtown years ago.

The Experts Tell Us ...

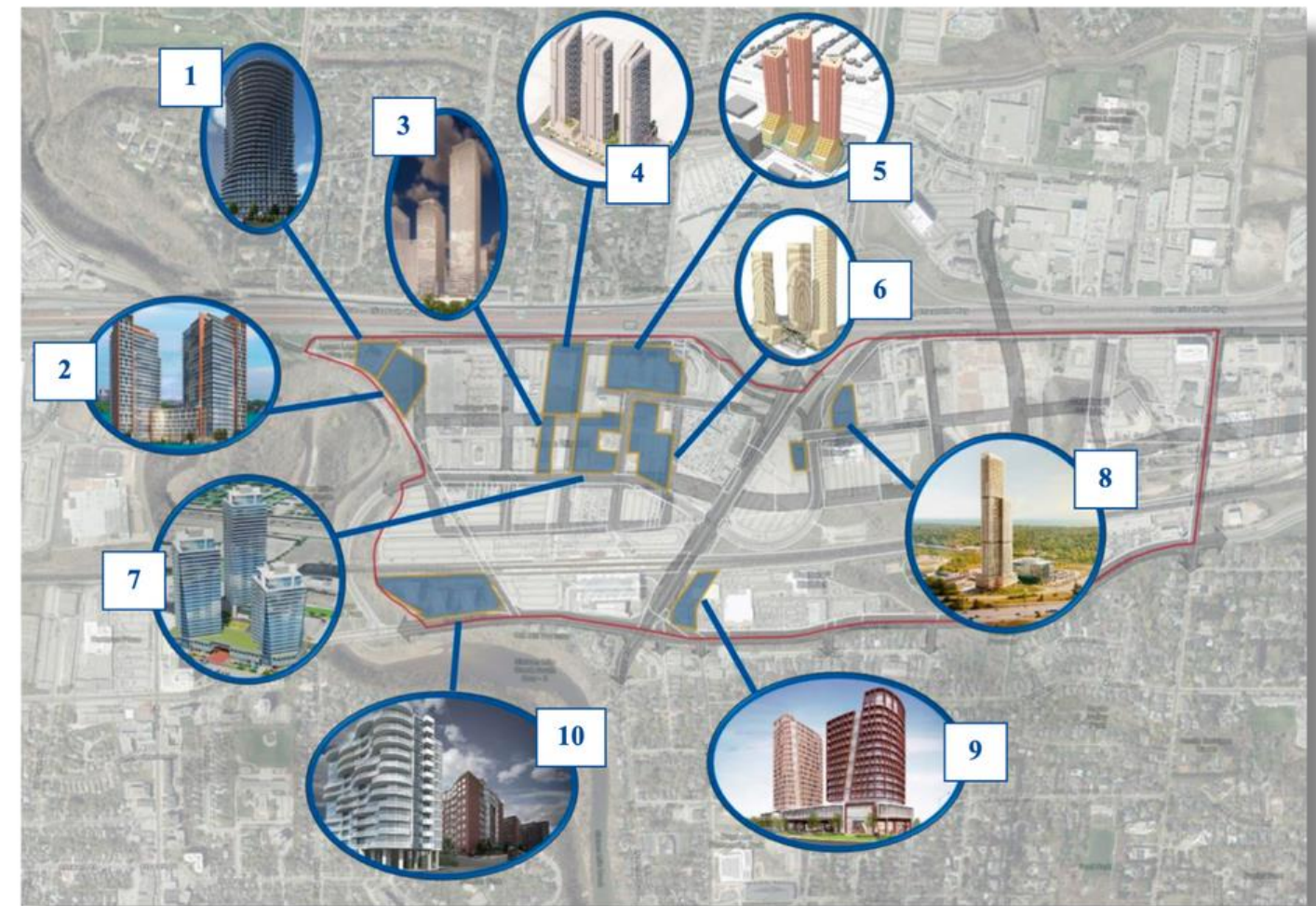


- Building heights and scales well beyond Town norms.
- Buildings of this size and composition rely heavily on a very strong investor market typically only found in the strongest market areas of the GTA.
- Despite the additional transit connectivity associated with being near the GO Station in Midtown, this represents a new approach to apartment development in Oakville and it remains to be seen whether this approach can be successful from a market perspective at this scale.
- Currently, there is no market evidence that would suggest near-term absorption success for projects at this scale.



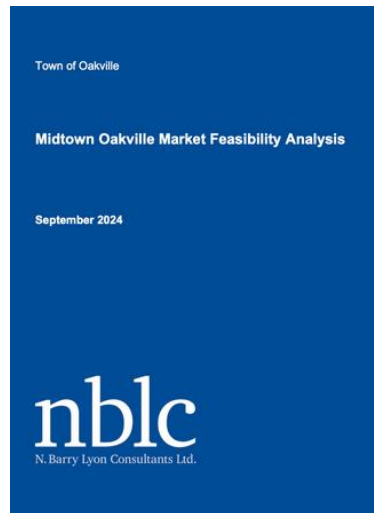
Even if we use 400 households/year, it would take **22 years** to absorb these applications alone.

We can't ignore our experts. Our policies for Midtown must reflect their expertise and input.



These applications represent a total of approximately 8,849 households

More Expert Advice



“A market analysis to help guide the policy framework and anchor it in market realities”

Constraints:

- GO transit and local bus routes do not drive demand to the same extent as subway service or LRT service as part of a wider local transit network;
- Current conditions of Midtown somewhat challenging from a market perspective due to the lack of a welcoming public realm, pedestrian environment, and the existing mix of uses.
- Growth in **similar communities to Midtown** Oakville in the GTA is modest– many averaging **under 200 units absorbed annually**, and few exceeding 400 units absorbed annually.
- Building heights impact how an area builds out and the overall feel of the community as projects are completed. Larger towers of 40 or 50+ storeys will require a longer build out timeline than those in the range of 20-30 storeys
- **No market evidence that would suggest near-term absorption success for projects at heights of 40-50 storeys**
- Projects of a more modest scale are likely to face less absorption risk while accelerating the build out of built form and public realm.
- The four comparable communities that are located in Halton Region (Aldershot, Appleby, Burlington, Milton) **all have proposed building heights in development applications that are under 40-storeys**, indicating their more modest market appeal.

“At a time when markets are soft and investors unlikely to return soon, developers seem to be seeking building heights that defy market logic.”

Traffic: Lack of Capability

Three studies: The **Town of Oakville Environmental Assessment** of Transportation and Stormwater published in 2014, **Halton Region's Trafalgar Road Improvements** Class EA in 2015 and most recently, **Parsons AIMSUN** report of 2021.

All three were based on the same premise: to develop a transportation network in Midtown that was capable of accommodating the 200 people and jobs per hectare the Province had assigned for 2031.

Oakville's EA designed the preferred solution, Halton's work was to make improvements to Trafalgar Road to support it and Parson's work was to determine what updated changes could enhance it. Commonly repeated observations and comments included:

- **the existing municipal road network does not have enough reserve capacity to accommodate full build-out of Midtown Oakville.**

“transit service on Trafalgar Road and Cross Avenue will be significantly impacted by traffic delays on the road network”.

“Long delays would also degrade the delivery of Emergency Services as well as transit operation on Trafalgar Road”.

“Such operations would be characterized with long queues and delays resulting in potential safety concerns with increased collisions”.

“ The greatest delays of up to 474 seconds (8 minutes) are expected at the QEW off ramp terminal .

“Using microsimulation, the QEW was found to have significant operational constraints at the Trafalgar Road interchange in both the AM and PM peaks, with the interchange ramp terminals being unable to serve the demand placed and queues spilling back onto the QEW mainline. The operational constraint eastbound at Dorval Drive interchange on the QEW is exacerbated by future traffic growth”



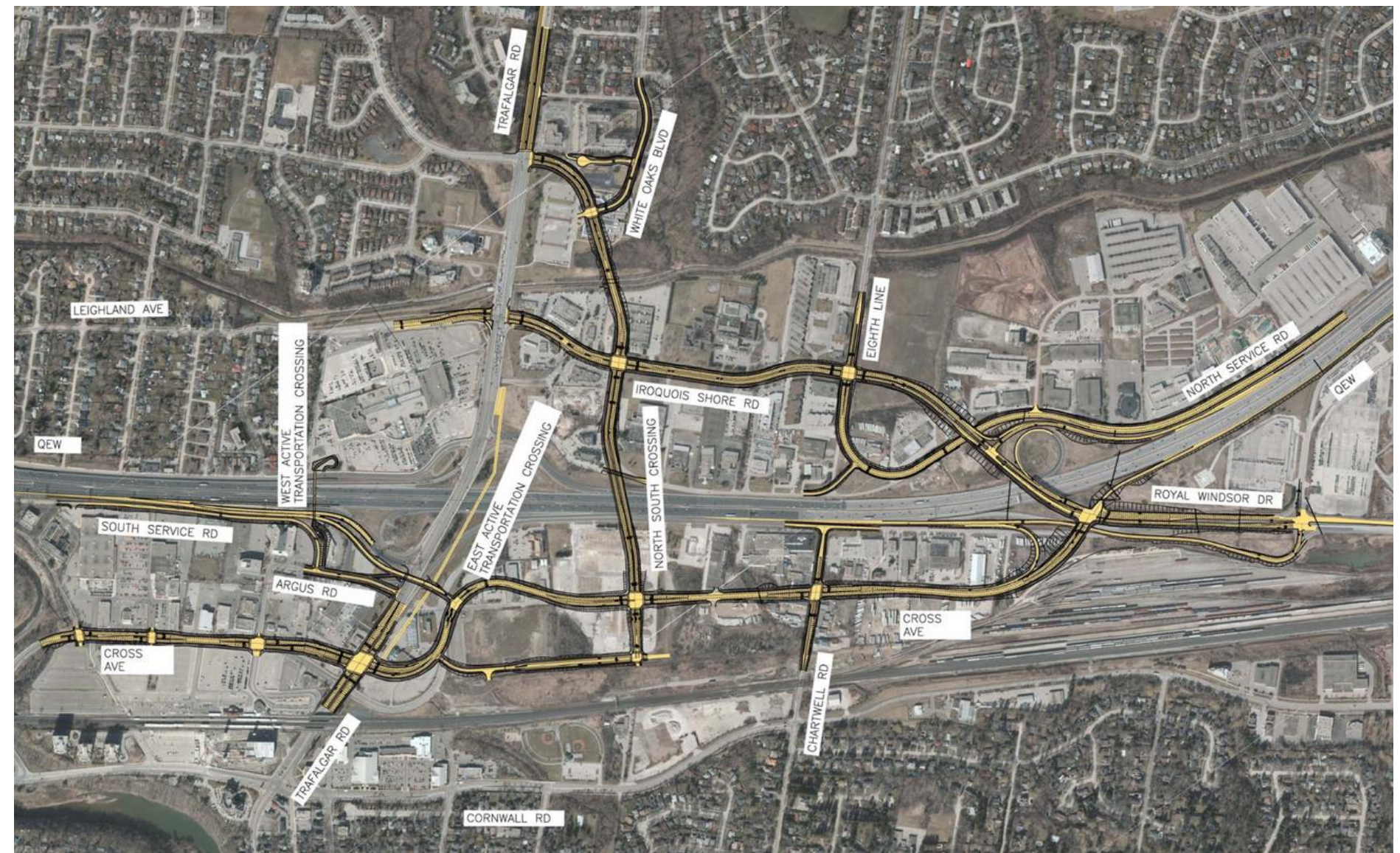
Solution

In order to accommodate 200 ppl/jobs/ha - about 13,600 residents. (Does not include pedestrian improvements such as below grade walkways, etc).

- **Widen Trafalgar Road** from 4 to 6 lanes , including an HOV/BRT lane on each side.
- **New North/South crossing of the QEW** midblock between Trafalgar Road and Eighth Line.
- **Extension of Royal Windsor Dr** over the QEW to connect to Iroquois Shore Rd.
- **Widen Iroquois Shore Road** to 4 lanes w/centre lane
- **New eastbound QEW off-ramp** that will cross under Trafalgar Rd.
- **Extension of Cross Avenue** from Trafalgar Rd to Royal Windsor Dr.
- **New off-ramp to Cross Avenue** at Royal Windsor Dr.
- **New on-ramp at Royal Windsor**
- **New off-ramp at Royal Windsor**

2014 COST (Including Pedestrian infrastructure) Approx. \$164 Million

2024 COST (without Pedestrian infrastructure) Approx \$335 Million



Resulting Performance

Utilizing the Preferred Network 2031

Level of Service (LOS) at Select Intersections, Where “A” indicates free flow of vehicles and “F” represents stop and go, volume exceeds capacity, long delays.



Intersection	2031 Preferred Network	
	AM Peak	PM Peak
	LOS (V/C)	LOS (V/C)
Trafalgar Road & Cross Avenue	E (0.98)	E (1.03)
Trafalgar Road & Cornwall Road	E (0.81)	E (0.90)
Cross Avenue & Argus Road	F (1.60)	F (2.16)
Cross Avenue & Lyons Lane	C (0.58)	E (0.96)
Cross Avenue & Speers Road / Cornwall Road	F (1.04)	F (1.40)

The 2021 Parson simulator-based study to further determine improvements based on the phasing of road improvements drawn from the original EA.

Table 12: Key Intersections LOS

	AM					PM				
	BAU	Sc1	Sc2	Sc3	Sc4	BAU	Sc1	Sc2	Sc3	Sc4
Trafalgar and Iroquois Shore	E	D	D	C	C	F	E	E	D	E
Trafalgar WB QEW off-ramp	F	D	E	D	C	E	E	E	D	D
Trafalgar EB QEW off-ramp	C	C	D	C	C	D	D	D	C	C
Trafalgar and Cross Ave	F	F	F	D	D	F	F	F	F	F
Trafalgar and Cornwall	D	E	E	E	E	E	D	D	D	D
Chartwell and Cornwall	B	B	B	B	B	C	B	B	D	C
Cross and Cornwall	C	D	E	D	D	E	D	D	C	C

“The Oakville GO station traffic and traffic generated/attracted by a zone just north of the GO station have a significant and dominative impacts on the local traffic patterns and conditions. The geographic distribution of the proposed developments in the Oakville Midtown area may have significant impacts on the adjacent network operations”.

Ability to Deliver Growth Needs

- Utilizes Peel Region's MTSA Classification Framework
- Employs lenses to assess capacities in four categories:

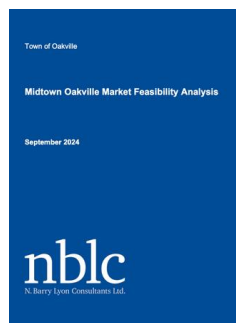
Mobility

Market and Growth Potential

Land Use & Built Form

Community Considerations

EACH ONE IS ASSESSED AND CLASSIFIED AS **LIMITED**,
MODERATE or **STRONG**
in terms of POTENTIAL



N Barry Lyon Excerpt: What Makes a Successful Community?

“Walkability/Pedestrian Realm, Public Spaces, Community Amenities, Architecture, Programming, Flexibility

Today, Midtown Oakville is lacking in all of these elements”.

Capability Constraints

CLASSIFIED AS LIMITED, MODERATE OR STRONG in terms of POTENTIAL

Mobility

Assessment: Limited

* Existing level of transit and project timing (*limited to moderate*). Presence of GO Transit is a positive, however no BRT, express bus or other transportation planned/funded to change current conditions.

* Existing pedestrian and cycling connections (*limited*). All of these modes of connections and infrastructure would have to be added.

* Existing vehicular road network and truck routes (*limited/moderate*). While QEW represents good connections, local network (eg: Trafalgar) is already at or over capacity. No ability to satisfy anything other than 200 ppl/job/ha with a huge infusion of cash. \$335-Million

Community Considerations

Assessment: Limited

- Availability of programmed sports and recreational facilities (*none to weak*)
- Presence of a school and student capacity (*none*)
- Presence of a shopping centre as a frequent community node (*weak*)
- Presence of arts and cultural facilities (*none*)
- Presence of medical facilities and emergency services (including hospitals and medical clinics) (*none*)
- Presence of a library or community centre as a community destination (*weak*)

Overall Limited rating - very weak in many aspects.

Land Use & Built Form

Assessment; Moderate to Limited

* Flood risk of land parcels? (*yes*)

* Presence of proximity of environmentally sensitive lands? (*yes*)

*Growth plan policies such as designated greenfield areas, growth area, transit corridor, etc.? (*yes*)

While the area is a growth area, it is constrained by both flood threats and environmentally sensitive lands.

Market & Growth Potential

Assessment: Moderate

* Availability of vacant land, vacant sites and under-utilized sites. (*strong*).

* Development pipeline activity (*moderate to strong - but is based on speculation*).

* Land parcel characteristics - such as ownership types and parcel sizes favourable for development (*strong*).

** While strong potential appears to exist, it is severely constricted by poor transportation, poor mobility, the threat of floods /presence of environmentally sensitive lands, weak ranking in community considerations.

A large, irregular watercolor splash in shades of light blue and cyan, centered on a white background. The splash has a soft, textured appearance with varying intensities of blue. A thin, light gray rectangular border is positioned around the splash, framing the text.

THANK YOU