

Midtown Oakville DRAFT Official Plan Amendment

Oakville Council Presentation
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Overview

1. WLO supports this OPA - As long as two fundamental principles are solidly in place.
2. Our thoughts on FSI limits, thresholds and the CPPS funding strategy
3. Four enabling issues that must be actioned to support the OPA
4. Conclusion and our expectations of Council

Thank you to Staff for your hard work, dedication, professionalism, transparency and openness.

Principle 1: No exceptions or carveouts

- We understand the Province's authority
But we must speak truth to power.
- The principle of comprehensive planning for all of midtown should not be compromised.
- Permitting exceptions and carveouts will:
 - set precedents and create an un level playing field for developers
 - Undermine funding strategies necessary for infrastructure and amenities
 - Promote piecemeal planning, which will undermine and destroy the OPA.

- Council must make a clear and unambiguous commitment that the OPA sets the planning policies and parameters for all of Midtown.
- No “carve-outs” for the TOC, or anybody else.

Principle 2: Commit to the CPPS

- With density contemplated in this OPA, Oakville must make serious investments in liveability amenities for Midtown to succeed.
- We agree that CPPS should be THE process for planning, funding and delivering these amenities
- *“the Town may use a community planning permit by-law, in lieu of a zoning by-law, for the purpose of implementing the objectives and policies of this Plan”* suggests the Town is not committed to the CPPS.

Council must make a clear and unambiguous commitment to establish the CPPS for Midtown and the rest of Oakville as expeditiously as possible.

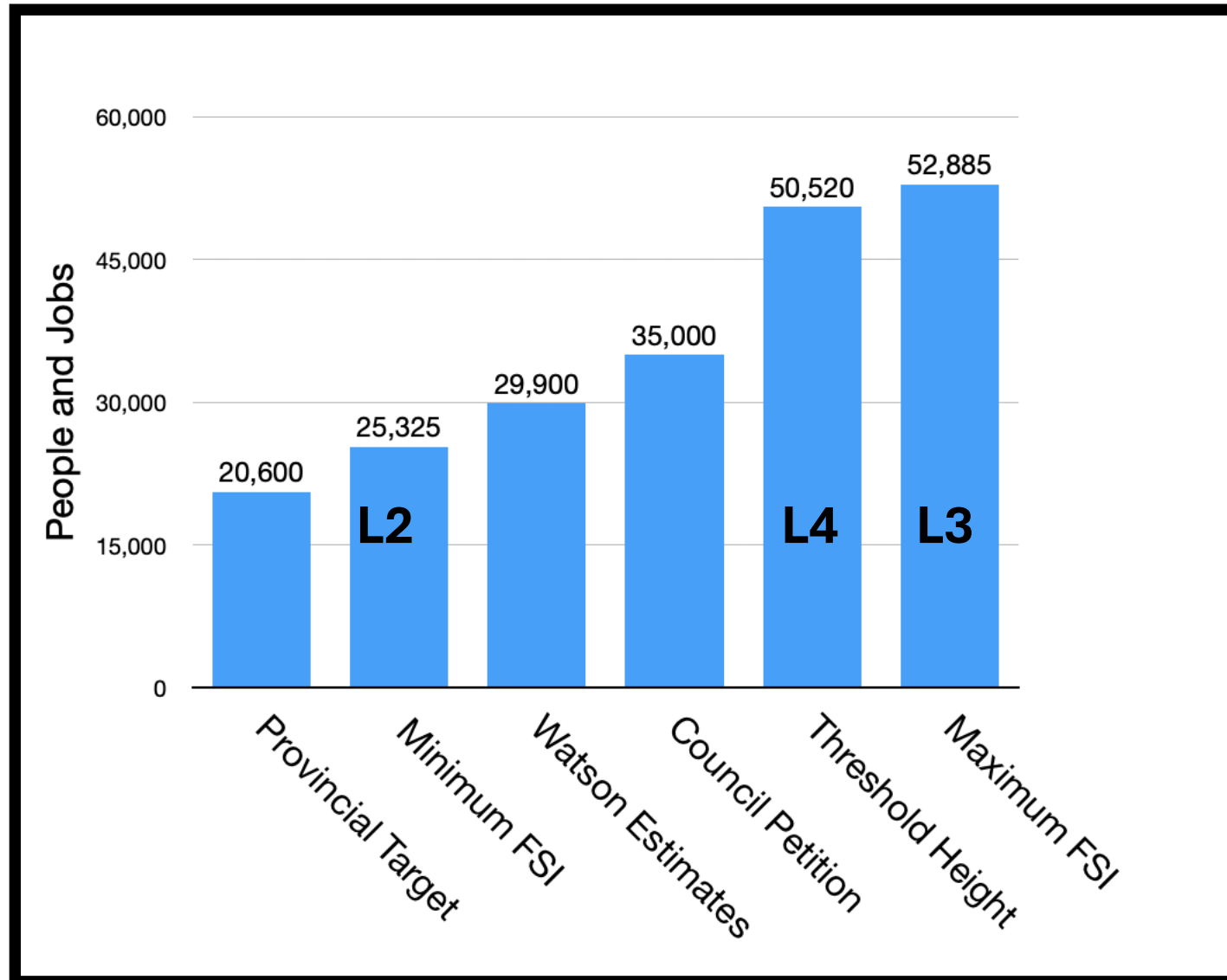
FSI Limits, Thresholds and Helping Fund Amenities Through CPPS

Make FSI limits, thresholds and process for increasing FSI understandable

- “**Minimum gross density**, expressed as floor space indices (**FSI**), shall be provided on a development site in accordance with Schedule L2”
- “**Maximum gross density**, expressed as floor space indices (**FSI**), may be permitted on a development site in accordance with Schedule L3 and the policies of this Plan.”


- “The CPP by-law may establish maximum density and/or **height thresholds** after which community benefits or cash-in-lieu of those benefits, are required as a condition of development permit issuance.” (Schedule L4)

Comparing Population Estimates (People & Jobs)



- All estimates exceed the provincial target
- Watson Economics is a very robust estimate
- OPA maximum FSI estimate looks high
- Council petition looks reasonable

Could staff confirm that these are still the most appropriate estimates ?

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Density, Height and Bonusing working together... potential yields and community benefit


YIELD	~ Residents	~Jobs	~ People & Jobs	~ GFA in sq. m.
@ Minimum FSI	18,125	7,200	25,325	1.3M
@ Threshold Height* (not achieving maximum GFA)	34,230	16,290	50,520	2.6M
@ Maximum FSI*	36,035	16,850	52,885	2.7M

126,000 sq. m

Based on a potential development scenario, the Town could leverage community benefits for approximately the equivalent to 12.6 ha. of land, at a community benefit value yet to be determined.

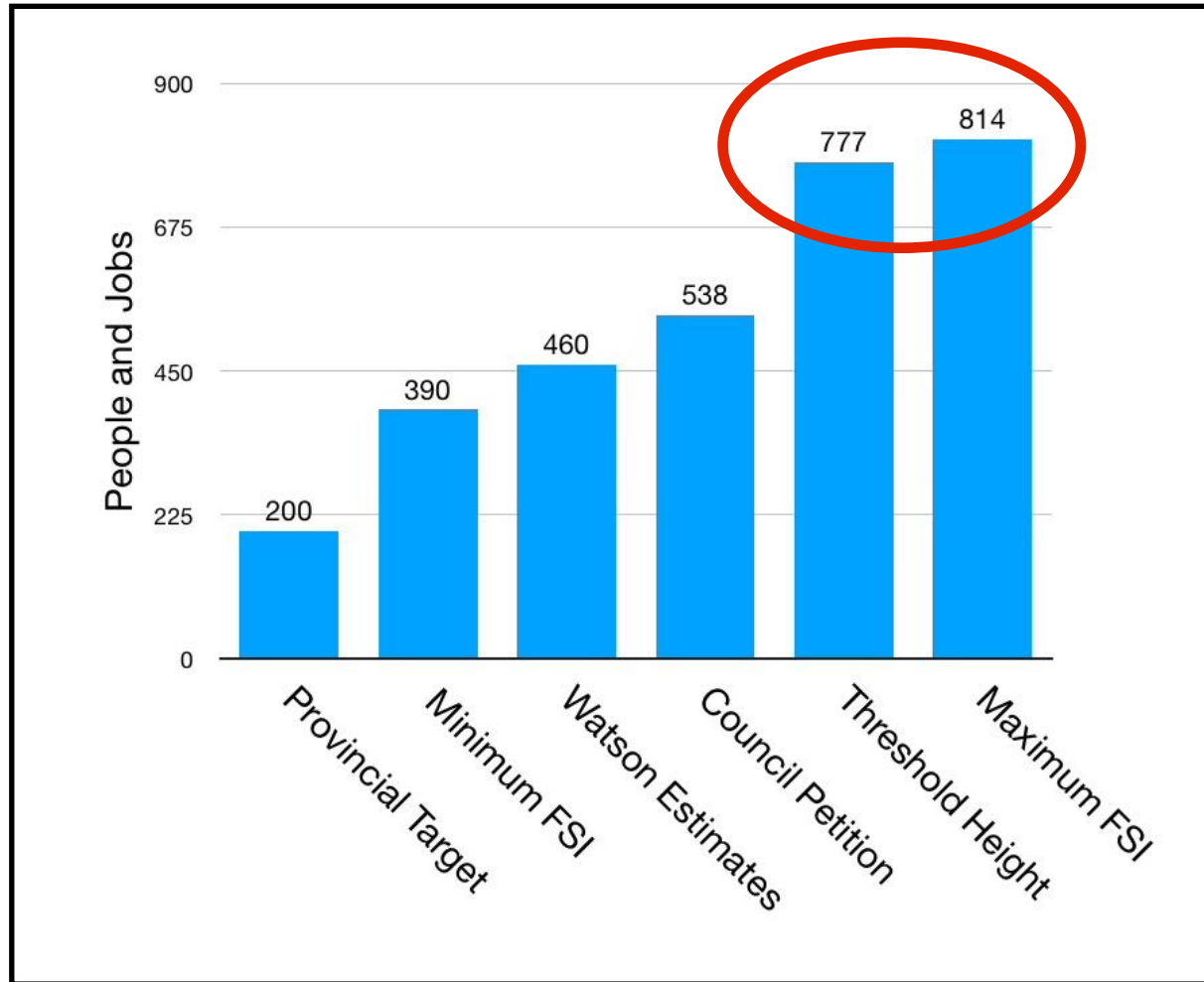
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See Appendix for overview of key assumptions applied to derive these statistics.
*Based a development scenario.



Comparing Density Estimates

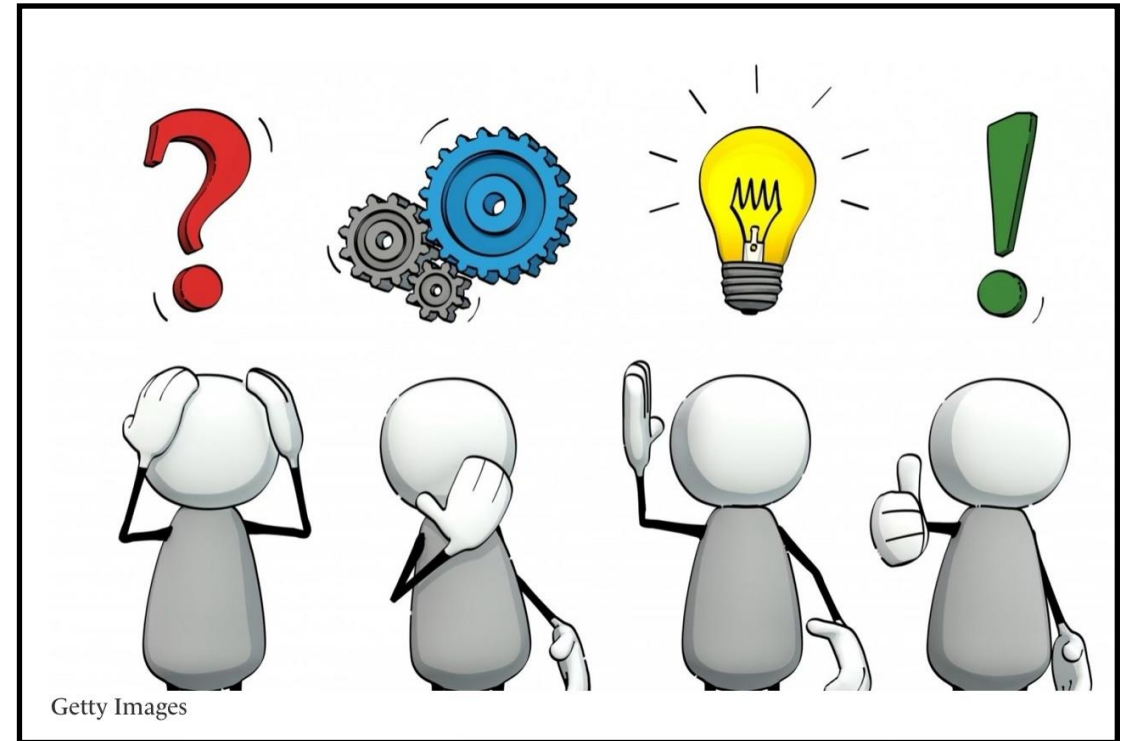
(People & Jobs divided by 65ha except for provincial target)



- Density at maximum FSI is high. Support?
- This will prevent egregious densities (eg TOC 2,400)
- Small gap between threshold and maximum may not yield meaningful community benefits
- Watson would seem to be a more appropriate threshold
- Does this threshold (L4) need to be in the OPA at this stage?

Summary: FSI Limits, Thresholds etc

- We have struggled with the methodology & reasonableness of the FSI upper limit
- We support proposal, if it is necessary to get OPA approved
- Funding concept for community benefits is a good idea but needs more work (CPPS)
- Needs to be clear and understandable



Key Enablers

Enabler 1: Transportation Master Plan

- We already have traffic congestion and gridlock
- Problem is not than Midtown
- Predicted by traffic studies
- Transportation infrastructure cannot support provincial target let alone higher densities
- Walking, bicycles & transit is a laudable but distant solution
- Frustration is building
- Breaking point is approaching



- Stop kicking this can down the road
- We need a robust transportation master plan ASAP
- The OPA will fail without it

Enabler 2: Parks, Amenities, Schools etc.

- The Lyons report states Midtown is lacking in all the key elements that make a site attractive for new development.
- This will require significant investments in amenities.
- Funding amenities through CBC will not cover the required investments due to limitations (eg CBC is capped at 4% of land value)

- A strategy for parks and amenities acquisition should be developed concurrently.
- School Boards should be included
- The OPA will fail without major investments in amenities.

Enabler 3: Sustainability

- Toronto Green Standards are best practice
- Town has no legal basis to enforce green standards
- The OPA should set clear expectations of environmental performance beyond minimum regulatory requirements.
- The draft OPA contemplates a sustainability report

The OPA should:

1. Identify the Toronto Green Standards as a point of reference for expectations of developments
2. Require developers to submit a Sustainable Development Report in their building applications showing their compliance with the level of Toronto Green Standards, or explain why they have chosen not to comply

Enabler 4: Risk Assessment & Management

- This is a very large complex development involving multiple players and levels of government.
- Lots of players, moving parts and opportunities for failure (ie risks)
- Strategy and design risks vs implementation and execution risks
- Dynamic not static exercise
- Risk management is a key pillar of project management. Where is it?



Conclusion

- WLO supports the OPA to control planning of Midtown.
- No exceptions or carveouts.
- Commit to the CPPS.
- Our enablers are critical, but approval of the OPA is not conditional on them.
- Thank you for the opportunity to provide input.

Midtown Oakville Draft Official Plan Amendment – September 2024

Midtown Oakville DRAFT Official Plan Amendment

The following provides a draft of proposed amendments to the Livable Oakville Official Plan as it relates to Midtown Oakville. Midtown Oakville is a Protected Major Transit Station Area as established in the Minister of Municipal Affairs and Housing approved ROPA 49. The draft OPA is intended to update policies and schedules for Midtown to conform with the Region Of Halton Official Plan (now a Town of Oakville Official Plan), to respond to changes in the Planning Act and Provincial policies, to continue to implement Council Strategic priorities, and to respond to demographic and market trends.

As noted in the table of contents for this document, proposed changes are primarily directed to Section 20 Midtown Oakville of the Livable Oakville Plan. This document also includes relevant changes to the Official Plan that would apply on a townwide basis. These changes are mostly technical in nature and are provided because the proposed policy is not considered to be a matter that is unique to Midtown Oakville. These changes include new policies to enable the use of the Community Planning Permit System in accordance