



With Encouragement from SWAG

January 27, 2025

Proposed Provincial TOC





Why Should Council Officially Oppose the TOC?



6 Reasons



- 1.** Your own paid professional staff has bravely stood up and spoken in opposition

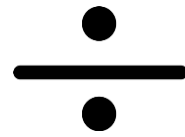


2.

One of Canada's leading economic consulting firms has told you this approach to density doesn't hold water.



6,900 Units
(households)

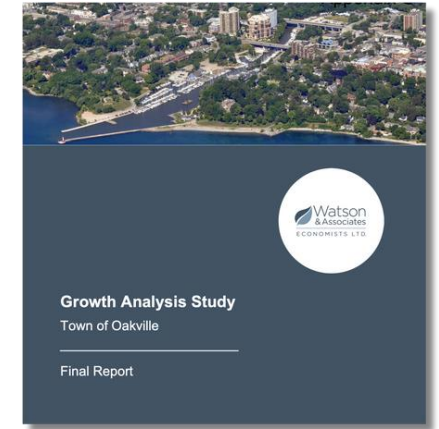


Absorption Rate of
300/year



Years

The TOC has the potential to undermine the development of other sites in Midtown by taking a disproportionate share of the residential market for Midtown. It can do the same thing to hard infrastructure such as water/wastewater/transportation capacities.



3.

A second set of experts in urban planning and land economics specializing in real estate feasibility, policy development, and strategy say this about buildings of this height and density ...

... 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 to 30-storeys

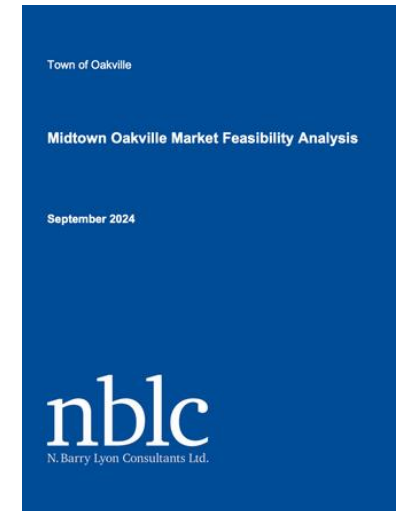
... for towers over 50-storeys, and market conditions can change in the future, there is currently no market evidence that would suggest near-term absorption success for projects at this scale.

the smallest unit sizing are those (buildings) with 1,000+ units, each proposing compact unit sizing closer to what is being constructed in Downtown Toronto than in new projects elsewhere in Oakville.

“expectations for residential demand and annual absorption should be tempered, particularly in the near-term”.

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

N Barry Lyon Consultants



4. This is not a TOC in the true sense of the intent

- Subway oriented - at transit stations along the province's four priority subway projects.
- Development project in connection with the construction or operation of a station.

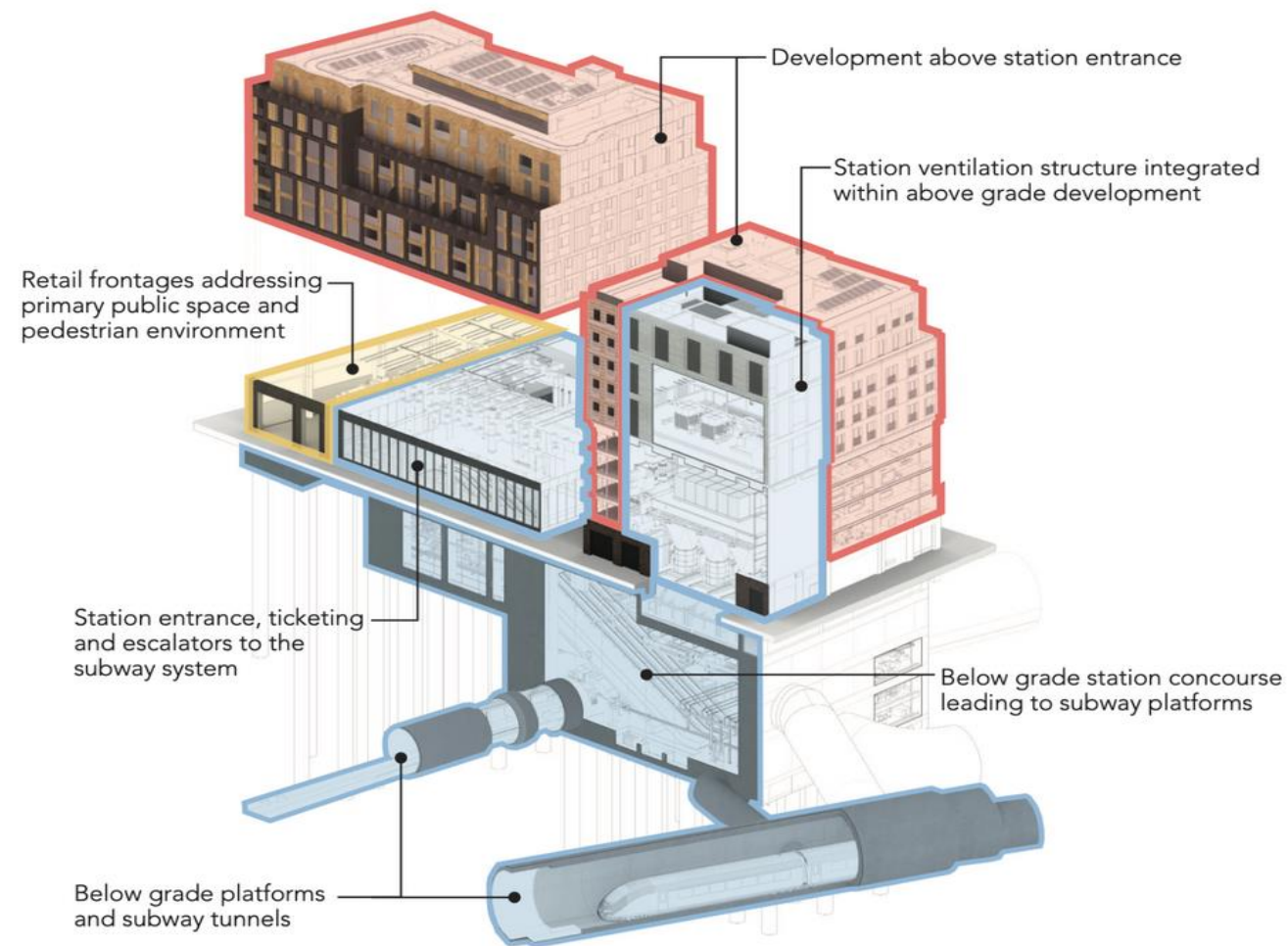


Figure 18: Understanding TOC Integration
Courtesy of Hawkins Brown

- Savings to taxpayers was to represent an offset of the costs of building and/or operating transit.
- A range and mix of housing types responsive to the specific context and nature of each unique TOD site.
- Improvements/enhancements to the customer experience, as a result of direct access to rapid transit and connections to surface transit.

5. **There is no benefit to Oakville's infrastructure that would enhance and/or speed up the transit of commuters to the GO station.**

- No new platform or investment to deliver BRT. (Offsetting the cost of station construction which would save tax payers money.
- Does not reduce traffic congestion.
- No investment in present station building or one that would position commuters immediately adjacent to a NEW, integrated station building.
- The concept actually makes access to GO even more difficult!

“Current studies (TIS) indicate that traffic volumes from proposal will exceed network capacity and appear to accept that congestion is inevitable”.

“Traffic volumes will create queues on Cross Avenue that are expected to block bus turning movements into, and out of, the Oakville GO station with resulting impacts to Oakville GO transit operations”



6.

The entire TOC process is badly flawed and highly suspect. That's due to ...

- Its practice of using Confidentiality and Non Disclosure Agreements
- Silencing of municipal officials
- Total control over all administration and final decisions
- Deals with developers behind closed doors
- No sharing of financial information

And, who benefits?

It isn't Oakville, as we've seen from the previous slide.

The developer partner, to date, has been offered an increase in overall units from the 6,302 units listed on its original applications, to 6,920 as published on the TOC site.

With no station improvements, no BRT and no clear benefits, we now join those who have preceded us who stated they possess the same concerns that surrounded the Greenbelt scandal, where decisions disproportionately favouring certain developers were sprung on local communities, leaving them questioning whose needs were being prioritized.

We agree. We call it Greenbelt 2.0





Thank You

