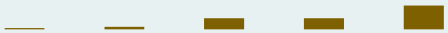
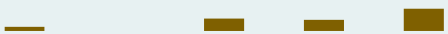
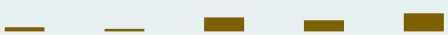
Evaluation of the Objectives and Measures

The following are the summarized results of Oakville's online survey regarding the evaluation criteria framework:

Measure		Local Planning Need	Average (mean) Weighting (5 = Highest, 1 = Lowest)	Distribution of Weighting Responses
1.1	**Support Regional and Local Urban Structure**			1 2 3 4 5
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors	Yes 89%	4.1	
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access	Yes 92%	4.0	
1.1.3	Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access	Yes 94%	4.3	
1.1.4	Best reflects the intent of the local urban structure	Yes 94%	4.2	
1.2	**Protect Overall Employment Land Supply**			
1.2.1	Protects existing employment and supports opportunities for new employment forms	Yes 86%	3.9	
1.2.2	Best accommodate the target population and jobs for the gross developable area within MTSAs	Yes 81%	3.7	
1.2.3	Best protects critical existing employment uses while accommodating demand for mixed use development	Yes 86%	3.7	
1.3	**Provide a Range of Identifiable, Inter-connected, Complete Communities**			
1.3.1	Supports locating urban development contiguous with existing built up areas	Yes 92%	3.9	
1.3.2	Supports maintenance of contiguous Natural Heritage and Agricultural lands	Yes 94%	4.5	
1.4	**Provide the Opportunity to Develop Healthy Communities**			
1.4.1	Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use	Yes 94%	4.4	
1.5	**Provide a Range of Choice for Housing, Jobs, and Leisure**			
1.5.1	Supports a greater degree of access and choice for housing, employment and leisure	Yes 92%	3.8	

Evaluation of the Objectives and Measures

The following are the summarized results of Oakville's online survey regarding the evaluation criteria framework:

Measure		Local Planning Need	Average (mean) Weighting (5 = Highest, 1 = Lowest)	Distribution of Weighting Responses
2.1	**Optimize the Current Infrastructure Capacity**			1 2 3 4 5
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure	**Yes 83%**	**4.2**	
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas	**Yes 92%**	**4.1**	
2.2	**Cost-effective Replacement and/or Expansion of Infrastructure**			
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest	**Yes 97%**	**4.4**	
2.3	**Sustainable Long-range Financial Planning and Asset Management**			
2.3.1	Lowest capital cost for water/wastewater and transportation infrastructure required, while achieving a balance between community development costs and benefits	**Yes 89%**	**4.0**	
2.3.2	Lowest operating and maintenance costs	**Yes 92%**	**3.9**	
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities	**Yes 94%**	**4.1**	
2.4	**Support Regional Planning**			
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.	**Yes 97%**	**4.0**	
2.5	**Sound and Sustainable Infrastructure Planning**			
2.5.1	Best supports a sustainable, long term infrastructure planning strategy	**Yes 100%**	**4.4**	

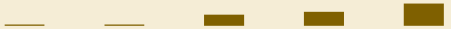
Evaluation of the Objectives and Measures

The following are the summarized results of Oakville's online survey regarding the evaluation criteria framework:

Measure		Local Planning Need	Average (mean) Weighting (5 = Highest, 1 = Lowest)	Distribution of Weighting Responses				
3.1	**Protect the Integrity and Minimize Impact on the Agricultural Land Base and System**			1	2	3	4	5
3.1.1	Retains the largest amount of contiguous agricultural land possible	Yes 83%	4.1					
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture	Yes 86%	4.3					
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System	Yes 81%	4.2					
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)	Yes 86%	4.2					
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System	Yes 89%	4.3					
3.2	**Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development**							
3.2.1	Retains the greatest overall area possible of natural heritage lands	Yes 97%	4.4					
3.3	**Reduce Carbon Emissions and Address Air Quality**							
3.3.1	Best creates opportunities for residential uses, employment uses, and community services to be located in close proximity to one another and supported by existing or planned transit service	Yes 89%	4.2					
3.3.2	Generates the fewest lane kilometres provides transit-supportive densities and generates opportunities for multi-modal access	Yes 89%	4.0					
3.4	**Maintain Resiliency to Impacts of Extreme Weather Events**							
3.4.1	Emphasizes NHS protection within settlement areas and the rural area	Yes 89%	4.1					
3.4.2	Supports a contiguous Natural Heritage System	Yes 92%	4.1					
3.5	**Consider Impacts on Region's Mineral Resource Areas**							
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas	Yes 69%	3.5					
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas	Yes 58%	3.1					

Evaluation of the Objectives and Measures

The following are the summarized results of Oakville's online survey regarding the evaluation criteria framework:

Measure		Local Planning Need	Average (mean) Weighting (5 = Highest, 1 = Lowest)	Distribution of Weighting Responses
4.1	**Promote Transit-supportive Densities**			1 2 3 4 5
4.1.1	Directs new mixed use and residential development to nodes and corridors	Yes 94%	4.3	
4.2	**Promote Multi-modal Transportation Network that Supports all Modes of Transportation**			
4.2.1	Locates new residential development closest to nodes and corridors	Yes 94%	4.4	
4.3	**Facilitates Goods Movement**			
4.3.1	Supports connectivity between Regional roads, rail and highways	Yes 100%	4.3	
4.3.2	Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors	Yes 97%	4.1	
4.4	**Ensure the Availability of Sufficient Lands to Accommodate Forecasted Employment Growth**			
4.4.1	Employment areas have direct access to rail and highways and are near existing or planned transit facilities	Yes 100%	4.0	

Too many criterion!! Some appear to be redundant.

Climate change must be considered as a top priority. Protecting all existing agricultural and green space land that exists should be the top concern. The next concern should be ensuring that the quality of life for the citizens in the "nodes" is equitable. e.g. they have same easy access to parkland, open space, libraries, community and rec centres as other citizens. Otherwise if this does not happen it is inequitable, and a lower tax rate should apply.

I would suggest that the terminology used in the survey (i.e. the criteria as provided by the region) is open to considerable variance in interpretation, and several of the criteria conflate two or more ideas which to my mind deserve different ratings.

As an example of the terminology problem, I would point you to criterion 1.2.3. which refers to "critical existing employment uses" which I can read as either referring to hospitals, fire stations, ambulance stations, and police stations, or as referring to Ford of Canada's office and plant (based on their large workforce), and I do not know which of these interpretations was intended or whether some other interpretation was meant..

I support densification in the identified urban core areas. This will require modifications to ensure that there is adequate flow into and out of these areas. Currently there are areas where this flow is poor e.g. into and out of Bronte village where Bronte Road is only 2 lane.

It is important to consider the negative effects of densification also. These include increased population exposure to (increasingly) poor air quality (e.g., London, U.K.). Could there also be links between increased densification and causation of lower living standards (e.g., higher crime rates)?

Some random thoughts:

I think each question merits consideration, mostly at the higher level in order to reach the integration goals. Some of the elements may have to be rethought; ie, transit nodes which may have to change. As an example, development of Saw What and Glen Abbey golf courses, if approved under urban sprawl proposals, will just lead to more traffic, pollution and not do anything to assist integrated growth. Urban sprawl as in Milton limits retention of agricultural lands and I would hate to see the demise of farms like those in the northern Walker's Line area in Burlington.

In discussing population growth, I would question where all these people are coming from - do they have the wealth to purchase home in this area? Is good rental accommodation to be built? Who will manage to goals of this plan and the profit motives of developers? I think the Government is overestimating our capacity to absorb numerous people without the necessary employment to sustain them.

How does the node at Bronte Road and Lakeshore make sense if business development is restricted to the ground level of only a few blocks of the "Main Street" of Bronte. This is doomed from the get go.

I trust a lot of thought will go into this.

while we in oakville are lucky to have many trails, and small parkettes, no planning or thought has been give to a large park. with so much high density homes, we need areas akin to high park in toronto for many families to enjoy.

Retain the natural beauty features.

Don't simply plan to build high density, homogeneous sprawl in order to meet targets.

Keep Oakville a highly livable, enjoyable place.

Mass Transportation with planned high-density nodes needs to implemented first, so high density areas are readily accessible and self-sustaining for pre-planned and pre-built non-road rapid mass transit.

Present day road intersections, particularly large feeder roads, should eliminate frequent intersection traffic signals with roundabouts, to enhance large feeder road capacity.

Open areas should be planned and reserved today for access for aerial taxiway mass transit. All high-density rooftops should be planned and Council by-law mandated for aerial taxiway access.

I am concerned that high density housing areas will become hot beds for gangs and crime. Just look at certain areas of Toronto.

I am concerned that the needs of older persons without driver's licenses are not being taken into account. Housing is also an issue for older persons. Not all of us can afford or wish to live in high density apartment buildings or condominiums or seniors homes. Independence is important.

This survey should not just be about accommodating and integrating immigrants into Canadian society. Consider the wishes and needs of those who have lived in an area for years and years. We matter too.

For development along Lakeshore in Bronte, we want to ensure that any building that goes up, regardless of it's use or purpose, must maintain retail on ground level. We understand that is the case already, but we want to make sure it stays that way. We do not have a problem with higher buildings going up on this corridor. We do live in the heart of Bronte. Thanks.

Seems like you have your act together and are looking after our future interests. Not everyone will be happy but
have to do the best with what you have and in my opinion you seemed to capture this

I think you will get a lot of ambiguous responses to this because most people will not understand the questions as they are written. For my part, I disagree strongly with the Province imposing their view of how municipalities should be designed and how they should grow. I also disagree with the policy of putting all high-density housing near the GO Train. That policy assume that Toronto is the only place to which the majority of us need to travel. We can't ask large populations of people to live near an extremely limited public transit system. Just because they live in a high density type of housing does not mean they need the GO Train. And IF they need the GO train, it does not mean they will live in that type of housing. We need good public transportation, beyond buses, throughout our communities and mixed types of housing and mixed used building in a variety of locations throughout well-planned communities.

your survey very poorly explained - written the language of planners and not in the language of citizens

Save the escarpment, creek and river valley areas for any development

3.5 is unclear to me.

Preparing for climate change and addressing the factors which promote it should be the highest priority -- effective public transit and bike and walking trails; end urban sprawl and allow more friendly 4 level apartments large enough for families with supporting amenities. Make walkable and bikeable, not just liveable, communities.

Thank you for the opportunity to provide input. I hope I have interpreted all the questions properly. My main message to Oakville's Town Council and to Halton Regional Council is that we/you are making decisions that will impact our children and grand children. If we are being responsible citizens and representatives, our primary criteria should be to driven by "Climate Change" considerations. To me that means no more sprawl. Accommodate growth through higher density in a manner that maximizes use of public transit and justifies a greater investment in public transit. It also means preserving agricultural land, green spaces, trails and parkland. We now know we have a climate crisis on our hands. Oakville and Halton have some serious catching up to do compared to many other communities in Canada. At the same time we adapt Halton's IGMS plan to ensuring the most positive outcomes possible for the environment, Oakville and Halton also need to be focussing on the immediate future to making our community more sustainable much, much sooner.

GHG emissions primarily come from buildings and vehicles. We have so much construction going on right now and 99% of it is based on Ontario's existing, sorely out of date Building Code. We need to encourage, demand, induce cajole all builders, architects and businesses to adopt higher construction standards immediately. All new construction should be to the "Net Zero" standard. Oakville's Energy Task Force Committee is putting together a sustainability plan for Town Council. A major part of that plan is retrofits to existing buildings in Oakville to make them more energy efficient. This is an important program, but surely it makes sense to stop constructing new buildings to our old building code standard and start building new construction to the higher Net Zero standard. It is far more expensive to retro fit an existing building to make it energy efficient than to built it to a higher standard from the start. Let us not wait for the Ontario Government to move in this direction. Let us lead the province in this area.

The other major category of GHG emissions is vehicles and the planning around nodes and corridors, enhanced public transit and inducements to encourage vehicle owners to use public transit and/or switch to EV's are all part of the solution in this area. Leadership by Town and Regional Council is needed to move us forward faster in reducing vehicle GHG emissions.

Thank you for considering my remarks.

Interesting survey. My view is that the town's execution of projects is hopelessly slow. Examples are the lakeside park washrooms and pier. Further, downtown has been a disaster with the contractor typically working 2 days a week most of the summer and picking up a bit now that the Nov completion date is almost here. The impact to local businesses has been terrible. I can imagine if that the town's employees were impacted the way businesses are by your downtown project you would have found a solution. The town should be ashamed of this project. Designs have been questionable. Lakeside park washroom is good. The platform on the west side of 16 mile creek is terrible and call the rusting penis. On the east side of the creek we get to look at the bottom of the platform - yuk! The new gym facility at the old hospital site looks terrible and not at all in keeping with heritage and the streetscape of old oakville. You will get many complaints once it gets known. The design focus of the town seems to be modern which is not in keeping with tax payer's wishes which is evident by the design reviews for downtown. The downtown square just needed to be redone as is to improve accessibility and a face lift to upgrade existing layout. Town finally figured out that grass is wanted and water features in this cramped are is not wanted. The planned Oakville letters in the square is not needed, there is not much space available and people know where they are.

Land is not a commodity that can be manufactured and so one day all available land in the Region and Town will be used for either residential, employment, agriculture or pleasure and so it becomes necessary to make the best possible use of what we have to accommodate the optimum number of people. This balancing may require some sacrifice and gut wrenching which will not necessarily please everyone.

Every effort needs to be made to involve those affected by change at the earliest possible time in order to make those decisions which will have the best outcome for all concerned.

My main concern is to make clear what the potential increase in taxes would be for the intended growth. We need to balance building infrastructure and growth in the city with keeping taxes low. Beyond all, it's important to understand and iterate WHY we're choosing to grow the Halton region beyond just growth for the sake of growth - and make those intentions/benefits clear to residents.

At the Sep 26th Ward 1 IGMS meeting, I commented that since 1997 Oakville's population has increased by about 65k, from 128k to 193k and that the Region's Official Plan (2018) projects a population of about 255k by 2041, or an increase of about 62k. I was OK with that - the numbers over both 22-year periods would be comparable. Understanding that limits cannot be legislated, since mobility is a fundamental Canadian freedom, I was nevertheless quite surprised to hear last night that as a rule of thumb Oakville can expect to CONTINUE to have about 35% of the population of Halton, which means that Oakville's projections might be more realistically set at 350k (35% of projected 1,000,000 population for Halton by 2041) or 157k higher than the 2019 population. That seems excessive insofar as building for nearly 2.5x the population growth we experienced from 1997 to 2019 will exceed Oakville's capacity to accommodate newcomers (where in this case I define a newcomer as anyone moving to Oakville regardless of origin). We'll be elbow to elbow, and IMHO the closer people are packed together, the greater degradation one tends to observe in the living environment (the Town might consult the rank-and-file Toronto police officers, not politically-appointed police management, in the high density areas of Toronto and Mississauga who, I believe, will confirm my opinion). Now, I see the logic of having Oakville control regional council, but I think the price is too high and propose that Oakville continue to align with other municipalities on an issue-by-issue basis where common interests can be found. Thank you for the opportunity to express my views.