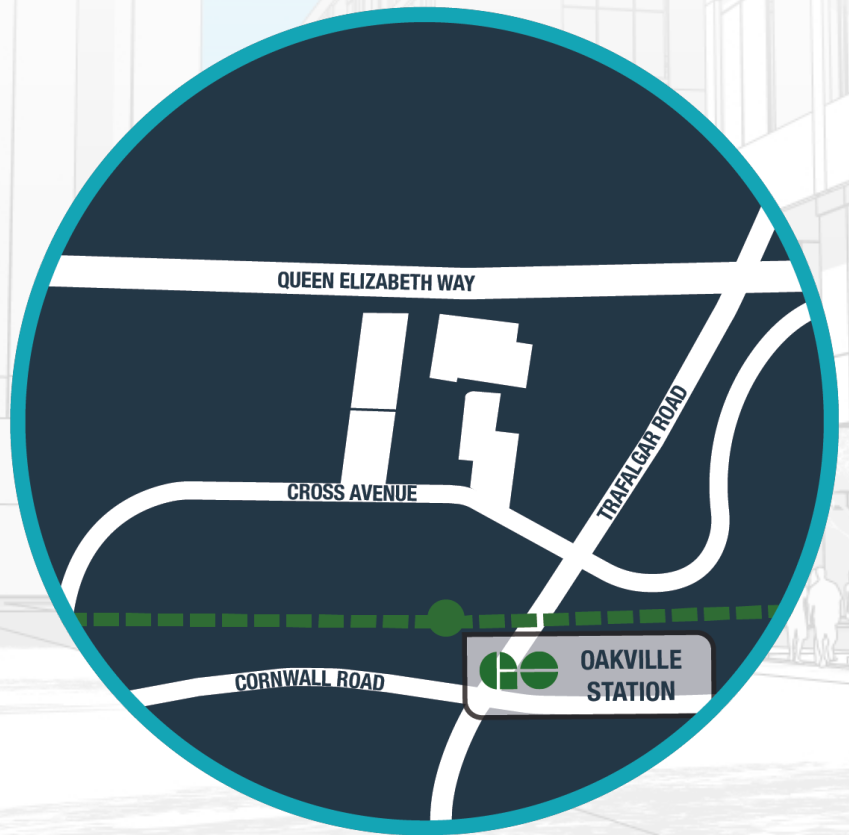


Oakville Transit-Oriented Community (TOC)

Engagement Summary Report

April 2026



Prepared for:
Distrikt Development &
Infrastructure Ontario

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1 Introduction

The Transit-Oriented Community (TOC) Program will build vibrant, mixed-use communities that will bring more housing, jobs, retail, and public amenities near and around transit stations. The benefits of TOCs are determined on a site-by-site basis and are subject to negotiations and with input from the local municipality, the public and Indigenous partners.

Public Engagement is an important part of the TOC process. This Engagement Summary Report provides a background on the Oakville TOC Project, the types of engagement conducted, and a detailed summary of the feedback received throughout the engagement period.

This report makes reference to several government bodies and private organizations; 'Province' refers to Infrastructure Ontario and the Ministry of Infrastructure, and 'building partner' refers to Distrikt Developments.

2 Project Background

Situated on the northwest portion of the Midtown Oakville Growth Centre, the 5-hectare site is proposed to be transformed into a mixed-use TOC anchored by the existing Oakville GO Station along the Lakeshore West GO line.

The proposed TOC in Midtown Oakville, as per the revised development proposal submitted to the Town of Oakville in November 2025, would provide greater public access to enhanced greenspace, increase transit access and connectivity, optimize street connections to improve mobility via new streets, and provide new retail, jobs, housing units and other community benefits.

Site Information

The proposed TOC site is in the northwest portion of the Midtown Oakville Urban Growth Centre, an area generally bound by the Queen Elizabeth Way to the north, Chartwell Road to the east, the GO Transit/VIA rail corridor to the south, and Hogs Back Park to the west. The site is comprised of four underutilized land parcels along Cross Avenue, Argus Road and South Service Road currently occupied by a hotel and three commercial plazas.

Economic Activity

The proposed Oakville TOC will accommodate approximately 400 new jobs within a 3- to 6-minute walk of a major transit station – the Oakville GO station – and provide convenient connections to thousands of commuters that would live and work at the site. The proposed TOC would create approximately 15,000 square metres of non-residential uses and will include integrated office space and a variety of pedestrian-oriented retail/commercial spaces.

Sustainability

The proposed TOC is designed with a compact built form that features a vibrant public realm and a diverse mix of uses, while expanding access to convenient transportation options. It is designed in a way to mitigate and adapt to climate change impacts through sustainability measures such as:

- Energy efficiency by reducing the window-to-wall ratio;
- Geothermal and wastewater heat recovery systems to reuse energy from cooling to heating seasonally;
- Permeable paving and tree planting to reduce heat island effect; and
- High-quality landscaping that includes native/drought-tolerant plantings.

Housing

The proposed TOC is anticipated to deliver approximately 6,880 new homes in a range of unit types and sizes, becoming a community that is home to approximately 11,200 residents. New homes would be distributed over four distinct development blocks in 11 towers. Each building would include high-quality communal indoor and outdoor amenity spaces that would provide residents and the overall community with a variety of recreation options and contribute positively to community building.

Connectivity

The site is currently vehicle-oriented and not conducive to pedestrian activity or active transportation. The proposed TOC would allow for a complete redesign of the road network, with a re-alignment of Cross Avenue and Argus Road, and the introduction of new north-south and east-west roads to create smaller, urban blocks that promote a variety of transportation options. Bike paths are planned along Argus Road and Cross Avenue to provide efficient connections to and from Midtown Oakville as a whole.

The Oakville GO Station is becoming an increasingly accessible transit hub for the community, providing direct connection to VIA Rail, Oshawa and Milton GO bus services, and the future Trafalgar Road Bus Rapid Transit (BRT) service between Midtown Oakville and Highway 407.

The Lakeshore West Line GO Expansion will create all-day 15-minute service between Toronto and Burlington. The proposed TOC, located a short 3- to 6-minute walk to the station, is therefore well-positioned to create convenience for residents, visitors and commuters travelling across the region. Infrastructure Ontario has been working with Metrolinx to understand the agency's transit requirements as well as the future transit needs for the community.

Community Benefits

The proposed TOC would feature several community benefits that would support the creation of a neighbourhood that would be close to transit, jobs, amenities, and community services. About 15 percent of the site would be vibrant open space (in the form of Privately-Owned Publicly Accessible Spaces (POPS)) at the ground level, which would be programmed to facilitate movement throughout the site. In addition to office and retail/commercial uses, a public library (approximately 1,000m²), daycare (465m²) and multi-purpose community space (465m²) are also being considered as part of the proposed TOC. A community centre, approximately 2,787m² in size is also envisioned.

3 Engagement Overview

Project Webpage

InfrastructureOntario.ca

An Oakville TOC project webpage was launched by Infrastructure Ontario in November 2024 at the start of engagement. The project webpage allows community members to find information about the TOC Program, and engagement to date. The project page domain is: www.infrastructureontario.ca/en/what-we-do/projectssearch/oakville-GO-transit-oriented-community.

Project Website

OakvilleTOC.ca

In addition to Infrastructure Ontario’s project webpage, Distrikt Developments, the building partner for the project, launched a project website, www.oakvilletoc.ca, on November 13, 2024. The website provides community members with complete information and project resources, including access to all TOC Project documents (the preliminary TOC Project was submitted to the Town of Oakville in November 2024). The website also includes an overview of the site benefits, proposal highlights, the initial project timeline/engagement milestones, and FAQs. A contact submission form allows community members to submit questions and feedback and is linked to a project email: info@oakvilletoc.ca.

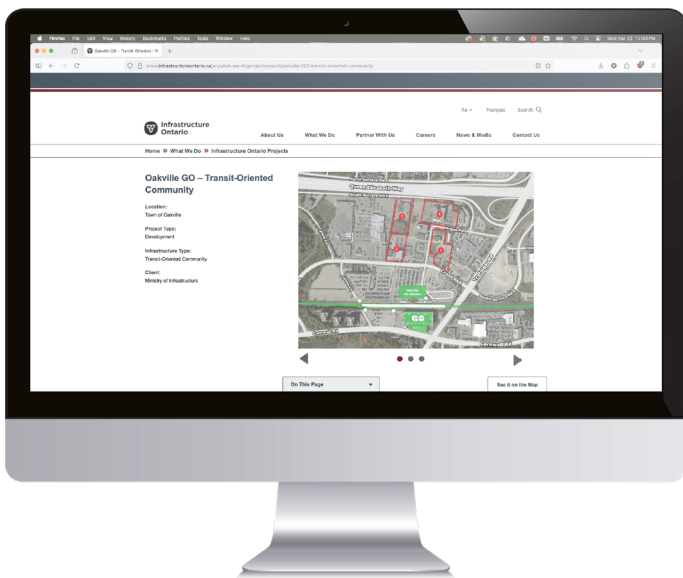


Figure 1 - Project Webpage

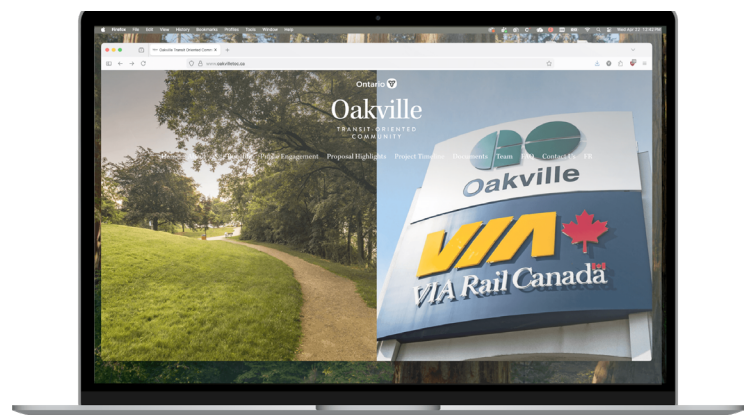


Figure 2 - Project Website Home Page

Postcard Invitations

Distrikt Developments notified residents and stakeholders of upcoming meetings through various channels. This included the distribution of **2,349 postcards** inviting residents and businesses within a 1-kilometre radius of the proposed TOC site to the upcoming virtual and in-person open houses. Registration for the virtual open house and information regarding both open house dates (December 10 and 12, 2024) was included on the project website:

www.oakvilletoc.ca.

A copy of the postcard invitation can be found in **Appendix A**.

Local Advisory Committee

A Local Advisory Committee (LAC) was formed to gather community stakeholder input for the proposed TOC concepts, facilitating collaborative discussions and feedback.

The IO project team, Town of Oakville and Councillors provided feedback on the LAC list to ensure a number of active community stakeholders representing a range of voices are part of this committee.

It is composed of 16 community representatives from within a kilometer radius of the Oakville TOC lands with some exceptions, including city-wide organizations. The LAC represents a range of community members, organized groups, local organizations, and interests.

The list of LAC members can be found in **Appendix B**.

Local Advisory Committee Meeting #1

Infrastructure Ontario held a virtual two-hour meeting on December 3, 2024, with LAC members to present the TOC concept, answer questions, and collect feedback.

Local Advisory Committee Meeting #2

The second LAC meeting occurred online on November 27, 2025. The purpose of the 1.5 hour meeting was to report back to LAC members on the TOC resubmission and key revisions, answer questions, and collect feedback. Representatives from the majority of participating community stakeholder organizations were in attendance, including both local Councillors.

Virtual Open House

On Tuesday, December 10, 2024, from 6:30 p.m. to 8:00 p.m., Infrastructure Ontario and Distrikt Developments hosted a virtual open house on Zoom Webinar regarding the proposed Oakville TOC. The virtual open house was attended by **145 participants** (246 participants registered). This meeting focused on sharing information about the project, seeking feedback about the future site and answering questions. Materials and a recording of the meeting can be accessed at www.oakvilletoc.ca.

The meeting was facilitated by Bousfields Inc. and the agenda included: opening remarks and introductions, a presentation by Infrastructure Ontario, Distrikt Developments and the consultants for Distrikt, and concluded with a question/answer discussion.

Participants were invited to ask questions and provide feedback verbally or through writing in the Zoom Webinar Q&A function. Infrastructure Ontario, Distrikt Developments and the consultants for Distrikt responded to questions and Bousfields Inc. recorded feedback received.

There were approximately **139 written questions** and comments received through the Zoom Webinar Q&A function, many of which were responded to during the session. Questions were also asked and answered verbally through the raised hand function.

The local Councillors were in attendance to provide opening remarks, and Town of Oakville staff were in attendance in a listening capacity.

In-Person Open House

On Thursday, December 12, 2024, from 4:00 p.m. to 7:00 p.m., Infrastructure Ontario and Distrikt Developments hosted a drop-in in-person open house at the Holiday Inn Oakville Centre (590 Argus Road) regarding the proposed Oakville TOC. The in-person open house was attended by approximately **166 participants**.

Infrastructure Ontario, Distrikt Developments and the consultants for Distrikt were available to answer questions and take feedback from a series of display boards that provided information about the application. The open house was drop-in format to allow flexibility for participants to attend when it was most convenient for them, over the course of three hours. In addition, **76 paper copies** of the online survey were completed at the event. The local Councillors and other members of Town Council were also in attendance.

Survey

For a 30-day period, starting on December 10, 2024, Distrikt Developments offered an online survey to gather information on participants' interest/relationship to the Midtown Oakville area, topics that mattered most to them, and thoughts or feedback that they wanted to provide. The survey link was shared with attendees at the virtual and in-person open houses and was available on the Oakville TOC project website. A total of **195 survey responses** were received, which included the 76 paper copy responses completed at the in-person open house.

Feedback Categories

During the virtual and in-person open house, and LAC Meeting #1, participants asked questions and provided comments about the following themes:

- **Density, Built Form and Population** including proposed heights of the TOC proposal, the proposed density and relationship of the TOC to the broader future Midtown Oakville development, and population projections.
- **Traffic, Vehicle Use, Parking and Transit** including traffic impacts, connectivity from the new streets proposed, anticipated vehicle use and parking, and existing GO capacity/use.
- **Housing** including housing types, unit/bedroom sizes, and affordability.
- **TOC Process**, including Town and stakeholder involvement, the province's involvement, clarification on the parameters of the TOC process and how it interfaces with the Town's ongoing Midtown Oakville Official Plan Amendment (OPA) Review process, and the public engagement process.
- **Infrastructure & Services** including impacts to existing municipal infrastructure such as water, waste and electricity and emergency services, future infrastructure upgrades, integration with broader Midtown Oakville development, and timing of construction.
- **Public Realm & Parks** including the size and functionality of the POPS and provision of park space.
- **Amenities & Community Facilities** including location of retail, and types of amenities and community facilities, including provision of a grocery store, community space and schools.

Feedback received during LAC Meeting #2, held after the release of the revised TOC Project, focused more specifically on **Density, Built Form, and Population, Infrastructure Capacity & Phasing**, and **TOC Process**.

4 Feedback Received

The following section provides a summary of participant feedback gathered from the virtual open house, in-person open house, LAC meetings, and written submissions. This feedback is aggregated and organized both thematically and by the original or revised proposal.

The original proposal was submitted to the Town of Oakville on November 14, 2024, and includes feedback from LAC Meeting #1 (held on December 3, 2024), the virtual open house (held on December 10, 2024), the in-person open house (held on December 12, 2024) and written submissions. The revised proposal was submitted to the Town of Oakville on November 17, 2025, and includes feedback from LAC Meeting #2 (held on November 27, 2025) and written submissions. A summary of revisions based on community feedback is provided below.

Summary of Key Revisions

Density, Built Form & Population

- Reduction in peak tower heights from 59-storeys to 56-storeys
- Redistribution of tower heights to differentiate tower elements and add variation within and across the four sites

Traffic, Vehicle Use, Parking & Transit

- Improvements to the existing and future block network to enhance connectivity and porosity
- Continued expansion of the public realm via new sidewalks and pedestrian-scale streetscapes

Housing

- Reduction in the overall number of residential units from 6,908 units to 6,881 units

Infrastructure & Services

- Establishment of a project phasing strategy, to facilitate long-term build out of the Oakville TOC

Public Realm & Parks

- Increase in overall Privately-Owned Publicly Accessible Open Spaces (POPS) by more than 320 square metres
- Pedestrian access points for POPS widened (Sites 1 and 3)
- POPS reconfiguration to increase visibility and programming opportunities (Site 2)
- Introduction of a fourth POPS (Site 4)
- Improved activation of street frontages through the reconfiguration of ground floor uses (Site 1)

Amenities & Community Facilities

- Introduction of Public Library (Site 1)
- Introduction of a new Community Use (Site 4)
- Relocation of Daycare Space to first phase of development (Site 2)

Density, Built Form & Population

Original Proposal:

Participants shared several questions and comments related to the proposed heights and density of the TOC proposal and associated population projections, as well as how the TOC relates to the future development of broader Midtown Oakville. Several participants shared comments that expressed concern about the height and density, with some questions around why the buildings need to be as tall as they are, and comments that the proposal does not match the existing character of Oakville and concern that it would not be a liveable community. Some participants noted that they are not against growth and density but would prefer the proposal to have lower building heights and include other family-friendly building typologies (such as stacked townhomes), and that the focus should be on quality of life.

The planning consultant for Distrikt noted that the TOC heights have been determined through a planning exercise that made recommendations based on the policy context to optimize the land, its location within a Major Transit Station Area (MTSA), the proximity to existing and planned transit, limited impacts to its surroundings (e.g. no low-rise residential neighbours), and emerging TOC development contexts within the Greater Toronto Area (GTA). In addition, the emerging urban structure in North Oakville which includes buildings that are 30+ storeys tall and far less access to transit was also a factor.

Several participants shared questions and comments about the anticipated growth. Some participants asked for clarification on the projected density of residents and jobs per hectare within the TOC and the anticipated future population of the TOC. Some participants asked why the density proposed couldn't be distributed across Midtown Oakville instead of being concentrated on the TOC lands. Some shared concern that even if the highest densities are being targeted for the TOC lands that the remainder of Midtown Oakville may develop in the same pattern. Other participants asked what is being done to address potential shadowing and wind impacts.

Infrastructure Ontario noted that the population projection is 2,196 people per hectare and approximately 11,200 people total. There will be approximately 111 jobs per hectare and 555 jobs total. In addressing height and density, the planning consultant for Distrikt noted that the policy rationale and goals of the TOC program are to optimize lands around transit and offer the greatest amount of housing for residents to take advantage of public infrastructure. There is growth areas located around the region, and Oakville is unique as much of the land is dedicated to lower building typologies and densities. Midtown Oakville is the dedicated area in the Town for that growth to occur, due to its proximity to the Oakville GO station.

Traffic, Vehicle Use, Parking & Transit

Revised Proposal:

Participants asked questions about the updated population projection and the TOC's alignment with Council-adopted OPA 70. Participants shared concern that the overall density (Floor Space Index) has not changed, and that the tower height changes are not substantive.

Infrastructure Ontario noted the revised proposal will accommodate approximately 11,200 people and accommodate approximately 400 jobs. Regarding heights and densities, the peak tower heights have been lowered from 59 to 56-storeys and there have been minor overall reductions in GFA by approximately 1,000 square metres.

Infrastructure Ontario acknowledged the overall heights and densities do not align with OPA 70 to protect for maximizing housing outcomes and obtaining value for community benefits, which are two core tenets of the TOC program. Opportunities where alignment with OPA 70 policies were implemented, where possible, including the road network, open space and preferred community benefits.

Original Proposal:

Participants shared many comments on transportation and traffic related to the development and Oakville more broadly. Several participants had questions and comments about the GO capacity, frequency, anticipated use from the TOC development, and the expectations of vehicle versus car use.

Many participants were concerned about potential traffic increase as a result of the proposal and asked what will be done to address these challenges. Several participants noted that traffic flow in the area is already very congested, particularly along Trafalgar Road and Cross Avenue, and some participants were concerned about capacity constraints of the QEW and 403 highways. A couple of participants also noted that the growth occurring north of Dundas contributed to the concerns about congestion and parking constraints and that it was a concern that extended beyond Midtown Oakville. It was also asked whether impacts to emergency vehicle response times had been considered through the process.

The transportation consultant for Distrikt noted that providing density close to transit helps to address traffic concerns in addition to being a main objective of the TOC program. Reduced car reliance creates substantially less congestion compared to development that occurs where there are fewer alternatives to private vehicle use, such as North Oakville. It was also noted that the GO line operates in a similar way to a subway, providing many points of connection and destinations between Hamilton and Toronto.

Many participants provided feedback and asked questions about vehicle parking. A couple of questions were asked about the parking ratio, including total number of parking spots proposed, the rationale behind the number of parking spots proposed, and what would happen if there were an insufficient amount of parking spots and people park on the streets. It was also asked whether the proposal had limited parking spaces to reinforce the intent of promoting the use of the GO train and active transportation.

The transportation consultant for Distrikt confirmed that the proposed residential parking ratio is 0.5 parking spaces per unit, and 0.15 visitor parking spaces per unit. These rates are not uncommon for intensified areas where transit is available. It was also noted that all new streets will be public and will have the ability to be controlled to ensure that street parking does not impact mobility or service vehicles.

While participants understood the proximity of the Oakville GO station to the TOC, many suggested that people do not use the GO train and/or buses for all their transportation and that a personal vehicle is still needed for many for their day-to-day needs within Oakville, such as visiting friends and family and shopping. A couple of participants asked about the anticipated increase in transit usage, and what the desired target is for the TOC. They also asked for examples where completed projects of a similar nature met projected reductions of vehicle usage.

Many questions were asked about the timing of the delivery of the Trafalgar BRT to support this project and other development in Midtown Oakville. A couple of participants asked questions about the existing GO capacity, with one participant noting that the trains are already very busy during rush hour. Another participant suggested that increased train frequency will be needed.

The transportation consultant for Distrikt noted that there are significant improvements being made to the Lakeshore West line to have 15-minute or better service all day in both directions, which will create additional capacity and reliability. In addition to GO rail, there are GO bus improvements and plans to better connect Oakville with Peel and areas closer to Toronto/Hamilton via the Trafalgar and Dundas BRT. These options provide alternatives to the car as a primary mode of choice, particularly for residents living in Midtown Oakville.

Some participants provided comments and suggestions on active transportation, connections, and bike infrastructure/parking. There was interest expressed in a safe and efficient network for active transportation, including separated bike lanes.

Housing

Original Proposal:

Participants provided several questions and comments related to housing and the residential components of the project. Many comments were raised about the number of residential units and residential unit sizes, with several participants suggesting that additional 2 and 3-bedroom units are needed to create a more balanced range of housing options, allow for more options for families, and address a key aspect of affordability. A suggestion was made to consult market research findings to inform the housing strategy and ensure that proposed density is based on housing that is needed.

The planning consultant for Distrikt noted that Oakville does not have a required unit mix, and that precedents from other municipalities were used as a guide to establish the proposed ratio. It is common in tall buildings for there to be 25 percent 2 and 3-bedroom units, and the TOC exceeds this by proposing 34 percent which align closely with the desired mix set out in the draft Official Plan Amendment for Midtown. A range of housing options accommodate more types of residents; first time home buyers, people that are downsizing and looking to live in an urban community, as well as families. With the TOC intended to have some of the highest densities in Midtown Oakville, it is anticipated there will be a range of building typologies (such as mid-rise) that would have a different range of housing options as well.

Suggestions were made to bridge physical barriers between the TOC/Midtown Oakville and broader area, including a cycleway to efficiently connect downtown Oakville to Midtown, a pedestrian crossing over the QEW to Oakville Place, and expediting the proposed railway corridor underpass between Trafalgar and Chartwell Road. Suggestions were also provided on the design of the bike parking facilities, including street level bike rooms with a dedicated entrance/exit so no ramps are required, and sheltered, short term (less than 24 hour) bike parking in a convenient and secure location in front of the buildings. Infrastructure Ontario, Distrikt and consultants for Distrikt noted this feedback.

Revised Proposal:

Multiple participants raised concern about congestion and bottlenecks in the area. Infrastructure Ontario noted that road network changes have been made to align with Council-adopted OPA 70, and there continues to be multi-modal opportunities for pedestrians and cyclists, and minor changes to parking ratios continue to align with provincial and municipal policies. There will be continued coordination with the Town of Oakville, IO's Building Partner, and Province of Ontario, where appropriate, regarding road improvements and transit upgrades for traffic mitigation.

TOC Process

Original Proposal:

Participants asked questions and offered comments regarding the TOC process, the province's involvement, Town of Oakville and stakeholder involvement, and the public engagement process. Several participants expressed concern about the TOC process and the province's involvement, with many suggesting that the application should follow the standard Town of Oakville process and align with the Livable Oakville Plan and draft Official Plan Amendment.

A couple of participants asked clarifying questions about the TOC process itself, including whether a Municipal Zoning Order (MZO) would be used by the province in the future, and if the TOC program had only been associated with subway stations up until this point.

There were some questions about the public engagement process and discussions with Council and Town of Oakville staff, including whether conversations with Town of Oakville staff and Council had resulted in any revisions to the TOC plan, who the key stakeholders are, how many community members had participated in the various engagement events, and where participants could access the recording of the virtual open house.

Several questions were raised around affordable housing, and whether any affordable housing is proposed in the TOC, what the definition of affordable is, and a suggestion that housing support a range of incomes. Some questions of clarification were asked, including what the exact ratio of 2 and 3-bedroom to 1-bedroom units is and whether the proposed housing units would be condo or rental.

Infrastructure Ontario noted that affordable housing is one of many community benefits being considered for the project, and that Town and community feedback will help to shape what is being considered in regard to community benefits. A strategy to deliver affordable housing options for the project would be developed through discussions between the Province and the Town of Oakville. It is noted that the Town of Oakville currently has no requirement for affordable housing in new developments.

Revised Proposal:

Some participants noted that the difference of proposed units in the revised proposal is minimal. Infrastructure Ontario confirmed there is a slight reduction in total number of units, but no change to the approximately 34% provision of 2 and 3-bedroom units.

Infrastructure Ontario noted that there is no interest or intent to pursue zoning certainty without discussion with local officials and a proposal informed through public engagement, and that discussions are fundamental to the path forward. While Infrastructure Ontario cannot speak to the MZO process, there is not yet a path to zoning certainty given the preliminary stage of the TOC proposal, and that further discussions would occur at the time of resubmission of the TOC proposal. *This commentary was provided in December 2024, prior to the Environmental Registry of Ontario proposal notice (posted on December 3, 2025) requesting Provincial priority for four MZOs for the TOC.*

Revised Proposal:

Participants asked questions about the process for zoning certainty now that the revised proposal has been submitted. There were further comments about the public engagement process, and several participants noted they wanted a formal public hearing regarding the revised proposal for transparency and accountability. It was suggested that there is no urgency or justification to impose MZOs and referenced that that surrounding sites adjacent to Oakville GO Station have been approved by Oakville Town Council. Concern was shared that MZOs will provide one developer with significant private land-value uplift, without guaranteeing housing or public benefits will be delivered sooner.

Infrastructure Ontario noted that the revised proposal has a 60-day review period with the Town of Oakville, and that there will be opportunities for additional public comment during the zoning process once it has been confirmed. Feedback throughout the process is incorporated into the Engagement Summary Report and is posted for public record. It was also acknowledged that the public engagement for these sites began prior to the TOC process and have been ongoing for almost four years.

Infrastructure & Services

Original Proposal:

Participants asked many questions about the existing and planned infrastructure and service improvements in Midtown Oakville, as well as anticipated construction timelines. Many participants asked about infrastructure capacity and whether existing services could accommodate the intensification. These questions included capacity of existing piping for water and wastewater/sewage, conductors for electrical distribution, water and wastewater/sewage treatment plants, and electrical generation and transmission capacity.

It was noted that the application process is highly iterative and there are several technical requirements that will need to be satisfied before any development could proceed. It is early in the process and there will be additional processes (such as Site Plan) in the future. Infrastructure Ontario, Distrikt Developments and the consultants for Distrikt are currently making revisions to their initial submission following further discussions with Town staff and feedback received from the community, and as part of a future resubmission, updated reports and studies, including an updated Functional Servicing and Stormwater Management Report. All reports associated with the resubmitted application will be reviewed by the Town of Oakville.

In addition, all local servicing bodies (such as Oakville Hydro) have been circulated the application and have the opportunity to provide Infrastructure Ontario, Distrikt Developments, the consultants for Distrikt, and Town of Oakville staff with comments.

Updated reports and studies were made available following the resubmission in November 2025.

Some participants asked whether new infrastructure will be built, noting several specific examples including electrical generation stations, transmission lines, water treatment facilities and wastewater management facilities. A couple of participants asked what the cost of the development would be to taxpayers. It was also asked whether the project is funding or will support the funding of active transportation infrastructure, including bike lanes or the possibility of a pedestrian bridge over the QEW. Road design was also discussed, and it was asked whether emergency vehicles were being considered when planning the new road network; as an example, it was noted that some new developments have limitations for where fire trucks can access.

Distrikt Developments noted that the TOC project would contribute to the Town of Oakville financially through development charges, ongoing property tax income from the new development, and economic development spurred by construction of the TOC. In terms of infrastructure upgrade costs, Distrikt Developments noted that this will be achieved through cost-sharing with other builders within Midtown Oakville. Distrikt will also look to all levels of government to support in the delivery of new infrastructure, which they acknowledged is required to support the population growth targets and housing supply.

Several participants raised questions about alignment with broader Midtown Oakville. It was asked how the current site plan would be integrated into development of the surrounding area, including the proposed road network, and utility increases or relocation. A couple of participants also asked about the future development logistics for neighbouring landowners, and whether they would be expected to dedicate land for road designations, and if the TOC impacted feasibility for development on those lands.

A couple of participants asked about the anticipated timing and construction of the TOC, including how the four sites within the TOC would be phased, how much of the housing would be available in 2-4 years, and a question regarding the capital required to build in these timelines under challenging market conditions.

Infrastructure Ontario and Distrikt noted that the TOC provides an impetus to get started on development for all of Midtown Oakville, and that in order to get a critical mass for a community centre, retail, POPS and other mixed-use functions that a certain density is required first. This growth will be steady and not occur all at once, as it is phased over the course of 13+ years.

Revised Proposal:

Following the TOC resubmission, a couple participants requested additional details related to proposed timing of each individual phase of development. Participants also asked how road work and building construction will be sequenced in the phasing, particularly regarding traffic. Concern was shared that the existing and planned infrastructure wouldn't be able to sustain a development of this scale. On the topic of timelines, participants also shared that they felt a longer build-out period does not accelerate housing getting built faster, which is a priority of the province. It was suggested that OPA 70 enables earlier construction start times to deliver housing by 2031 with lower public risk.

Infrastructure Ontario confirmed that the phasing plan has been extended from 13 years to 25+ years to allow time for corresponding infrastructure build-out, and that road network updates align with OPA 70. The transportation consultant for Distrikt noted the sites are large enough to accommodate construction work without needing to occupy public rights-of-way, and that traffic forecasts consider incremental implementation and future use of active transportation options over the 25+ year build-out.

Public Realm & Parks

Original Proposal:

Participants provided questions and comments regarding the public realm experience and proposed Privately-Owned Publicly Accessible Spaces (POPS). In general, there was significant interest in green space and a desire to see more provided given the number of residents. Several participants expressed the importance of having ample outdoor space to create sustainable, beautiful, and healthy living spaces.

Many participants shared that they are interested in parkland dedication and asked if it would be included in the TOC, with some noting that it would be preferred over POPS. Several participants provided comments on the POPS, with some noting their concern about the size of the POPS and if they'll provide enough public outdoor space, a lack of transparency and understanding about how POPS are operated and maintained, and concern about whether these spaces could be privatized in the future.

Participants shared suggestions on the design of the green/open space, including providing grass, trees, berms/grading differences to give the illusion of naturalized areas, shrubs/groundcover, walkways, benches, playgrounds, and ample space for dogs/dog runs. Some questions were asked, including how much of the public realm will be greenspace versus hardscape (e.g. pavement), whether the green space will include places for children to play, and where parkland is intended in the rest of the Midtown Oakville node.

The planning consultant for Distrikt noted that through the Planning Act, the Town of Oakville can secure parkland space through land dedication or cash in lieu, which contributes to creating park space off site. The land dedication requirement is 10 percent of the total site area, while the TOC proposal includes 15 percent of the site area as POPS which is more than required. Since POPS are privately managed, the Town of Oakville can still secure cash in lieu for parkland off site. In addition to alignment of new roads, the draft Official Plan Amendment for Midtown has identified places for public parks around Midtown as it is developed, none of which is located within the TOC Lands. The planned uses for the POPS will continue to be refined through the TOC submission and Site Plan Application process, in discussion with Town of Oakville Staff.

Revised Proposal:

Following the TOC resubmission, some participants expressed an interest in seeing more connected green space and wildlife corridors. Infrastructure Ontario confirmed that the intent is to provide cash in lieu for parkland, and that the resubmission includes an additional 320 square metres of POPS.

Amenities & Community Facilities

Original Proposal:

Participants asked several questions about future community benefits, including retail and community space. There was a suggestion to include more public amenities/benefits and less private indoor/outdoor amenity space, and a desire for the TOC to be more than just “somewhere to live” and that it should include space that is for extracurricular activities and spaces for connection.

Participants raised concerns about some community benefits being noted as “potential” in the proposal, particularly in reference to the grocery store space which many expressed as an essential component of the project. The desire for an affordable grocery store was also expressed. A few participants were happy to see the provision of at-grade retail and suggested that more could be provided on upper levels of the podium to accommodate future residents. Essential services were suggested to be included in the TOC, such as a pharmacy or healthcare clinics.

Participants also raised questions about where new residents will go to school and whether any space would be allocated within the TOC, with some sharing concern about the lack of existing schools in the area. There was some clarification around the community space operator, and a question was raised why it isn't proposed to be operated by the Town of Oakville.

Distrikt Developments clarified that YMCA is the intended partner to run the 55,000 square foot community centre, as well as operate the daycare. The draft Official Plan Amendment for Midtown Oakville has identified two locations for schools, neither of which are located within the TOC Lands; the type and size of school is something the Town will undertake consultation with school boards to accommodate the population growth in Midtown Oakville.

Infrastructure Ontario noted that building partners for their TOC programs are not exempt from community benefits charges. The TOC program is intended to create and extract value through development, and in doing so provide benefits over and above what is secured through the traditional application process. The exact benefits have not been finalized at this early stage and will continue to evolve through the process and be informed by the public engagement and discussions with Town staff. Infrastructure Ontario, Distrikt Developments and the consultants for Distrikt will be incorporating revisions to the proposed community benefits in a future resubmission.

Revised Proposal:

Participants asked questions about whether additional density is funding the community benefits. Desire to see park space, secured community spaces and more green space was also noted. Infrastructure Ontario confirmed that the value derived from the additional density through the TOC program is redirected back into the community, which in the updated proposal is a 30,000 square foot community centre that will be YMCA-operated. The community centre is in addition to the community benefits proposed to satisfy municipal requirements, including a daycare, public library and community space.

The revised proposal includes significant changes to the proposed community facilities in response to feedback, including the addition of a new public library and multi-purpose community space, to ensure that there is a community facility located in each of the four buildings.

5 Next Steps

Following the revised TOC proposal submission, Infrastructure Ontario and Distrikt Developments continue to work towards zoning certainty with the Town of Oakville.

Requests for resubmission documents and community engagement resources can be made on the building partner-led project website at www.oakvilletoc.ca. The public can also share questions or comments with Distrikt Developments at info@oakvilletoc.ca.

Community input is an important part of the process, and we would like to thank everyone who has participated in this TOC engagement.

Appendices

Appendix A

Postcard Invitation

Appendix B

List of LAC Members

Appendix A:

Postcard Invitation (Virtual & In-Person Open House)

Front Side:



Oakville Transit-Oriented Community Engagement Sessions



Virtual Engagement Session
 **Tuesday, December 10, 2024**
Zoom Webinar
Link to register: bit.ly/OakvilleTOC
6:30 – 8 p.m.
Phone Dial-in: (647) 558-0588
Meeting ID: 885 2448 9195

In-Person Engagement Session
 **Thursday, December 12, 2024**
Holiday Inn Oakville
590 Argus Road
Drop in anytime between
4 - 7 p.m.

OakvilleTOC.ca  Ontario 

Back Side:



Oakville Transit-Oriented Community Engagement Sessions

Register for Virtual Engagement Session



Virtual Engagement Session
 **Tuesday, December 10, 2024**
Zoom Webinar
Link to register: bit.ly/OakvilleTOC
6:30 – 8 p.m.

In-Person Engagement Session
 **Thursday, December 12, 2024**
Holiday Inn Oakville
590 Argus Road
Drop in anytime between
4 - 7 p.m.

The Province of Ontario and Distrikt Developments invite you to participate in community engagement sessions about the future of Midtown Oakville as a proposed mixed-use transit-oriented community anchored by the Oakville GO Station along the Lakeshore West Line.

Visit OakvilleTOC.ca to:

- Learn about the project and community benefits.
- Submit your questions or feedback.

OakvilleTOC.ca  Ontario 

Appendix B:

List of LAC Members

Membership List

For the Local Advisory Committee (LAC), Infrastructure Ontario reached out to 24+ community stakeholder organizations within a one-kilometre radius of the Oakville TOC lands, with some exceptions, including city-wide organizations. The LAC membership included the following stakeholder groups:

- Ward 3 – Town and Regional Councillor, Janet Haslett-Theall
- Ward 3 – Town Councillor, Dave Gittings
- Argus Development Inc.
- Central Oakville Residents Association
- Chartwell-Maple Grove Residents Association
- First Capital REIT
- Oak-Lane Park Investments Inc.
- Oakville Community Association
- Oakville Green Conservation Association Inc.
- Oakville Historical Society
- Ontario Retirement Communities Association (ORCA)
- Remington Group
- Ridgecross Lyons Lane Inc.
- Trafalgar Chartwell Residents Association Inc.
- Trafalgar Township Historical Society
- Oak Park Neighbourhood Centre
- West River Residents Association
- WeLoveOakville