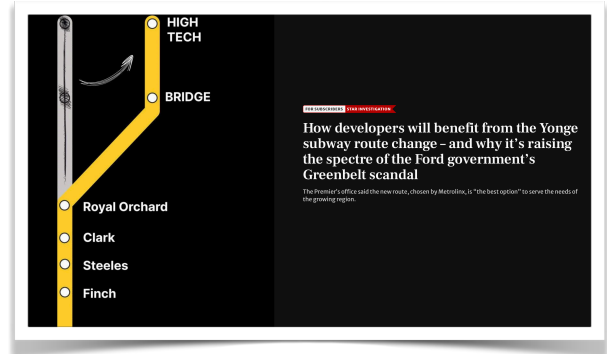


# SPECIAL BULLETIN

## PROPOSED MIDTOWN OAKVILLE - TRANSIT ORIENTED COMMUNITY

On September 21, the Toronto Star dropped a bombshell on the Ontario Government’s practices governing its TOC program.

### What does that tell us about Midtown?



In an investigative article entitled *How developers will benefit from the Yonge subway route change – and why it’s raising the spectre of the Ford government’s Greenbelt scandal*, the Toronto Star took a deep dive into the Transit Oriented Communities Program (TOC) and the rising number questions that surround it.

Reporter Sheila Wang noted the use of Non Disclosure Agreements that place a gag order on what municipal Councils can share with residents and decisions that disproportionately favour certain developers have left communities wondering what’s really going on.

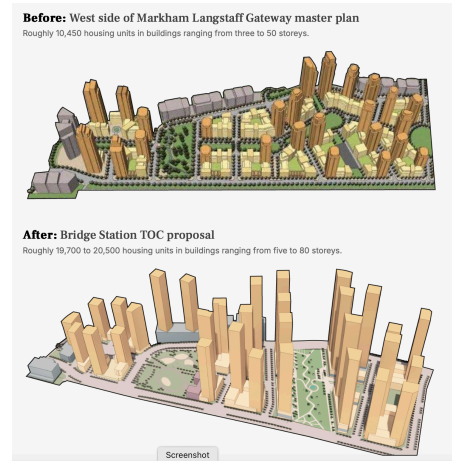
Under the TOC program, led by Infrastructure Ontario, developers are allowed to build higher-density buildings near transit. The selection of the developer ‘partner’, all negotiations, all public engagement, all studies, all development plans and final decisions on the development plan itself are handled by the Ministry. Local Councils and local planning both take a back seat.

If a municipal Council opposes the proposed density or other aspect of the proposed plan, they may meet with unexpected outcomes. Such was the case for Richmond Hill and Markham Councils. Their visions for building plans were for “walkable streets, public transit and open space — a little bit of everything for locals so that the area could more seamlessly integrate with neighbouring communities. In Richmond Hill, the land around what will become High Tech station had been expected to transform into “a new downtown” with a diversity of architecture

“it has also resurrected some of the same concerns that surrounded the **Greenbelt scandal**” ...

and building types”. Instead, they got a plan with a dense grouping of towers that didn’t pay heed to the additional schools, libraries, and community centres that would be required for the influx of new residents. York Region’s chief planner wrote four letters appealing to the Ford government to revise the TOC plans.

In April 2022, the province sealed the fate of both TOCs by wielding another of its developer-friendly tools. Two Enhanced Minister’s Zoning Orders (EMZOs) to override local authorities and give the green light to the large-scale development plan were issued - neither of which could be appealed.



### What About Midtown?

- At present, we await details on the proposed Midtown TOC.
- Council is under a cone of silence imposed by the province. No details have been shared with the public.
- It appears Distrikt, the organization that currently has filed applications for 11 towers ranging in height from 44 to 61 storeys, has been chosen as the ‘partner’ in Midtown’s TOC development.
- Distrikt owns 4 plots of land in Midtown which, in total add up to 5 ha, or about 12% of the total developable land. Their designs reveal plans to create just over 6,000 units in buildings with no on-site greenspace, no soft play spaces for kids, no parks. The majority of units will be 1-bedroom sized at well under 650 sq. ft. At an average of 2 people per unit that equates to 12,000 people housed on 5ha of land.

### That’s Not Liveability

**Please! Take time to read the [Star’s Article](#).**

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**How developers will benefit from the Yonge subway route change – and why it’s raising the spectre of the Ford government’s Greenbelt scandal**

The Premier’s office said the new route, chosen by Metrolinx, is “the best option” to serve the needs of the growing region.