

Planning and Development Council Meeting  
May 16, 2022

**Comments Received Regarding Item 7.2**

Recommendation Report FCHT Holdings (Ontario) Corporation  
Z.1612.14 and OPA 1612.14 - 271 Cornwall Road and 485  
Trafalgar Road – By-laws 2022-051 and 2022-052



**Trafalgar-Chartwell Residents' Association**  
*advocating for our community*

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## **Delegating May 16, 2022**

**Mayor Burton, Councillors and town Staff, my name is Jette James and I'm delegating on behalf of the Trafalgar-Chartwell Residents' Association Inc. to express our concerns regarding the Official Plan Amendment and By-Law amendment to facilitate a 14 storey and 19 storey development at 271 Cornwall and 485 Trafalgar Road.**

**The Planning Department report includes reference to Urban Design Requirements – namely “Midtown Oakville shall be designed as a regional destination and an urban center with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support through its form, scale and detail”.**

**We encourage and support this mandate. However, we strongly recommend that the safety issues be addressed in a proactive manner and not subsequent to adding 317 residential units, 960 square metres of commercial space and potentially 317 underground parking spaces.**

**Currently without the addition of the proposed development it is not safe to**

- 1. cycle in the area including specifically Trafalgar road between Cornwall and Lakeshore, the presumed link between midtown and downtown Oakville. As a daily user of that stretch of Trafalgar Road I routinely witness cars lined up behind cyclists as frustrated drivers are unable to pass the cyclists. We don't see any provision for bicycle lanes if indeed the future residents in this development are going to use bicycles as their preferred mode of transportation. We note the proposal includes 109 parking spaces for bicycles.**
- 2. it is not safe to walk in the area, specifically crossing the very busy Cornwall/Trafalgar intersection; west of Trafalgar where cars are turning into the GO parking lot; and including walking down Trafalgar from midtown after dark when visibility is impaired. The lighting is on the west side of the Trafalgar and the only sidewalk is on the east side of the road in the shadows of the mature trees.**
- 3. it is not safe to turn left from Cornwall into the Beertown plaza opposite Reynolds St., immediately east of the already very busy Trafalgar/Cornwall intersection. The concern is that a turning lane on Cornwall will result in gridlock in the intersection and the immediate neighbourhood.**

**In Conclusion:**

**The TCRA would like to emphasize the need to be proactive in considering the safety of our residents when considering the details of the site plan. We recommend that developers and planners meet with TCRA representatives, and we will take you on a walking/bicycle tour of Cornwall/Speers, north/south on Trafalgar from the GO train, to Kerr Village and downtown Oakville. Please bring your own bicycle and/or baby pram to get the full benefit of experience.**

**Mayor Burton, Members of Council, Town Staff, Ladies and Gentlemen.** My name is David Mallen and I am delegating tonight on behalf of **Chartwell Maple Grove Residents Association** ( CMGRA) on the issue of the “**Beertown**” **development**(if I may call it that).aka 271 Cornwall and 485 Trafalgar. Thank you for this opportunity to speak to this matter.

CMGRA is aware of the immediate need for new housing and supports the development of Midtown as envisioned in in the Livable Oakville Plan. We are aware that this Plan is being updated, and it is expected that the update will be released shortly. In the circumstances we will hold specific comment on Midtown until we have reviewed the updated report.

Our initial comments based on existing reports are that we await with interest to learn how Midtown will achieve the goals of a regional destination with a network of public open spaces, a vibrant, transit supportive mixed use urban community with safe, convenient and attractive pedestrian access to transit stops. We remain concerned that in the absence of a clear, detailed and costed plan for the full development of Midtown as the urban centre of Oakville with a safe and attractive public realm that makes it a regional destination and a truly livable addition to our Town, that this vision may be difficult to achieve.

It is unlikely that piecemeal approval of developers` proposals will lead to an integrated cohesive plan which meets or exceeds the stated goals of midtown development.

However with these objectives in mind we have 4 concerns, with regard to the “Beertown” development proposal ;

1. safe pedestrian access to the GO station,
2. vehicle entrances/ exits from this already busy location onto a busy Cornwall Road ,
3. Parking at site
4. experience with the 70 Old Mill application indicates that a number of contentious issues were referred to the site plan process for resolution.

More specifically;

- 1) Pedestrian access to Oakville GO, despite its proximity, will involve crossing up to 6 North South lanes of Trafalgar Road including the additional single right turn lane north from Cornwall onto Trafalgar. This is an exposed and potentially unsafe crossing location for pedestrians to reach the GO station. We understand that Metrolinx (at this time) has not committed to extending the GO station platform eastward and thus no access is currently available to the north of the development.
- 2) With an additional left turn lane on Cornwall at Reynolds where, currently no left turn is permitted, this will become the only vehicular entrance directly onto the subject property and will be shared with customers going to the Whole Foods store. A second entrance to the Cornwall district is farther to the east off Cornwall and enters the centre of the retail parking area with no easy access to the property. The only other entrance is even farther to the east on Cornwall, at Allen Street, and requires

either driving around the back of the existing retail property on a laneway, or driving through the retail parking area.

In addition elimination of the exit directly onto Trafalgar will cause all exiting vehicles to exit to Cornwall before turning North on Trafalgar thus exacerbating traffic at the Trafalgar / Cornwall junction

- 3.) Parking provided at the development is limited. Temporary car use such as rentals could be provided on site?
- 4.) Experience from the recent 70 Old Mill development application indicates that some Contentious issues were deferred to the site plan approval process for resolution. Whilst this may be expedient it denies the public, access to participation in the decisions and can only detract from the public right to know and thus the democratic process.

We respectfully ask that Council consider these matters in their assessment of this proposal.

In conclusion we are hopeful that the forthcoming Proposed Official Plan Amendment for Midtown Oakville will provide the missing details to guide and ensure the successful development of our new neighbourhood,( as presented in Livable Oakville, part E, Growth areas, Special policy areas, and exceptions).

*20.2.2 To create a vibrant and complete new community by:*

*a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;*

*20.3.5 Cornwall District*

*The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are compatible with the residential neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area. Taller residential and mixed use buildings shall be located in the vicinity of Sixteen Mile Creek and Trafalgar Road.*

*20.4.2 Urban Design*

*b) Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail.*

*c) A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.*

*d) Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.*

Thank you for your attention. I will endeavour to respond to any questions you may have.

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**From:** Julie Schuler  
**Sent:** May 16, 2022 9:29 AM  
**To:** Town Clerks  
**Cc:** Adam Schuler  
**Subject:** Proposed Plan & Zoning By-Law Amendment - 271 Cornwall Road

Hi,  
My husband & I would like to be included at the meeting tonight. Please let me know how to access the meeting & what I'm required to do.  
We are strongly opposed to this development.

Regards,

Julie & Adam Schuler  
[REDACTED] Spruce Street,  
Oakville, ON  
[REDACTED]

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**To:** Oakville Planning & Development Council  
**Re:** Staff Recommendation Report on FCHT Rezoning Request at 271 Cornwall & 435 Trafalgar  
**Date:** May 16, 2022

JCRA recognizes the need for densification and development in the Midtown area and supports the construction of residential/commercial buildings on the NE corner of Trafalgar Road and Cornwall, but we have identified some concerns we would like Council to consider when making a decision about this property.

Specifically,

- The Liveable Oakville Plan identifies a range of building heights for this parcel of land between 4 and 10 storeys (page 14). The proposal for 14 and 19 stories violates this Plan, and no substantial reason is given for that. We would like these proposed heights and their implications thoroughly reviewed considering the dramatic increase.
- We would like to know the size and mix of one-, two- and three-bedroom apartments, as this decision affects many other issues such as parking and traffic flow. The majority (81%) of the units are greater than 75sqm, which equates to 807sqft. For reference, 90sqm equals 968sqft, and 100sqm equals 1,076sqft. The remaining 19% are less than 75sqm.

- *"Of the 317 total units proposed, 61 units (19%) are less than 75 m2 and 256 units (81%) are greater than 75 m2. Staff will continue to discuss providing larger units for families within the development prior to the submission of a site plan application."* Why wait on this? Make the larger units for families a condition of getting any additional height and have transparency on the density.
- Figure 2 indicates Cornwall Rd (between Allan and Reynolds): *"Left In and Out, Right in"*. This is not correct. It is "Right in and Right out, Left in" – there is no left turn out from that access point, only a left turn into the site.
- Currently there is no left turn into the site at the Reynolds traffic signals. This was traffic flow decision was established in 2005 when Whole Foods was built, based on traffic studies at that time. Now it will be permitted per Figure 3. The intersection is so close to Trafalgar Rd; a line of cars attempting to turn left will create havoc at the Trafalgar/Cornwall/Speers intersection.
- Has the Town undertaken traffic studies that demonstrate a substantial decrease in traffic volume so that adding a left turn lane at this location would not have any negative impact on traffic flow? Is the decrease sufficiently substantial to accommodate the increased number of vehicles that will accompany the proposed developments at significantly greater height than the zoning permits?
- On page 8, the report discusses the mix of features, and mentions public service facilities, but there is no mention of green space (i.e., parks), although there is mention of "open space uses" on page 17. Page 15 notes that a "a network of public spaces, of varying sizes and activity, should be planned for Midtown Oakville", but there is scant detail of what this would actually be. There is mention on page 25 of "five-minute walk radius that includes the Cornwall Road Sports Park", which seems an ambitious target unless one is young and fit.
- On page 9, there is mention of "maximum choices for housing, work and leisure". JCRA is wondering if we could have more detail on what specifically that means. On page 21, the report notes that there has been a substantial reduction in "retail/commercial/gym space" (actually a 76% reduction). Is a gym on the site still a possibility?
- On page 9, there is a mention of supporting public transit and pedestrian traffic. JCRA would very much like to see significant improvement to the Go Station access points should this project go forward. Residents deserve transparency on the intended density for this site and planning staff should be leveraging the opportunity and political will to have affordable family units with proximity to public transit.
- On page 13, the report makes mention of "uses" that are "compatible with the residential neighbourhood south of Cornwall Road" and also that "active parkland will

serve the needs of residents and workers," but given that no new parkland seems associated with this large development, it is not clear how residents' needs will be served, nor how that will be compatible with the existing homeowners to the south.

- Finally, this development will lead to increased traffic pressures on an area that already struggles with traffic build-ups, so we ask that the Town use this opportunity to have priority placed on completing the Royal Windsor extension to Iroquois Shore to reduce traffic pressures at the Trafalgar/Cornwall/Speers intersection.

Thank you for considering our points as you make your deliberations on this proposal.

Sincerely,

The JCRA Board of Directors  
May 16, 2022

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