



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: June 7, 2022

FROM: Planning Services Department

DATE: May 24, 2022

SUBJECT: Recommendation Report - Draft Plan of Subdivision and Zoning By-law Amendment by Crosstrail Estates Inc., Trafalgar Road (Oakville) Developments Limited & TWKD Developments Inc. – File Nos. 24T-21001/1315 and Z.1315.11, By-law 2022-029 – Updated from Plan

LOCATION: 40, 64, 86 Burnhamthorpe Road East

WARD: Ward 7

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RECOMMENDATION:

1. That Draft Plan of Subdivision application and Zoning By-law Amendment application (File Nos. 24T-21001/1315 and Z.1315.11), submitted by Crosstrail Estates Inc., Trafalgar Road (Oakville) Developments Limited, and TWKD Developments Inc., be approved on the basis that the applications are consistent with the Provincial Policy Statement, conform or do not conflict with all applicable Provincial plans, conform with the Region of Halton Official Plan and the North Oakville East Secondary Plan, has regard for matters of Provincial interest, and represents good planning for the reasons outlined in the report from the Planning Services Department dated March 22, 2022 attached as Appendix “C” and the current report from the Planning Services Department dated May 24, 2022.
2. That By-law 2022-029 an amendment to Zoning By-law 2009-189, be passed as revised.
3. That the Director of Planning Services be authorized to grant draft plan approval to the Draft Plan of Subdivision (24T-21001/1315) submitted by Crosstrail Estates Inc., Trafalgar Road (Oakville) Developments Limited, and TWKD Developments Inc., prepared by J.D Barnes Limited, dated February 4, 2022, subject to the revised conditions contained in Appendix “B”.

4. That notice of Council's decision reflect that Council has fully considered all the written and oral submissions relating to this matter and that those comments have been appropriately addressed.
5. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.

KEY FACTS:

The following are key points for consideration with respect to this report:

- The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications were presented to Council on April 4, 2022.
- Staff recommended approval of the applications, and Council referred the applications back to staff to investigate opportunities for additional parking within the development, as well as consideration for shared parking opportunities between the Neighbourhood Park and Halton Catholic District School Board Elementary School blocks.
- The applicant has prepared revisions to its proposal, which has resulted in changes to the proposed by-law amendment and changes to the draft plan of subdivision conditions.
- Staff recommend approval of the zoning by-law amendment and draft plan of subdivision applications as revised, since the proposed development is consistent with the Provincial Policy Statement, conforms and does not conflict with the Growth Plan, conforms to the Region of Halton Official Plan and the North Oakville East Secondary Plan. The application conforms to the Town's Urban Structure as the proposed development aids in achieving complete communities.

BACKGROUND:

Staff prepared a comprehensive planning report for the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications dated March 22, 2022, which was presented to Planning and Development Council on April 4, 2022. The report is attached as Appendix "C".

The purpose of this report is to provide an update following the Planning and Development Council meeting where Council passed the following resolution:

"That report titled Recommendation Report – Draft Plan of Subdivision and Zoning By-law Amendment by Crosstrail Estates Inc., Trafalgar Road (Oakville) Developments Limited & TWKD Developments Inc. – File Nos. 24T-21001/1315 and Z. 1315.11, By-law 2022-029 be referred to staff to

explore ways to increase on street parking and other parking opportunities through alternative designs.”

Since the meeting on April 4, 2022, the applicant has addressed the issues raised by Council, and revised the proposal. This has resulted in a revised zoning by-law and revised draft plan of subdivision conditions, included as Appendix “A” and “B” respectively. Staff note that the modifications to the application do not impact or alter the analysis and recommendations provided by staff in the report dated March 22, 2022 (Appendix “C”), and it remains staff’s opinion that the proposal conforms and is consistent with the applicable Provincial Policy documents as well as the Region of Halton Official Plan, and the North Oakville East Secondary Plan.

UPDATE

The applicant has made revisions to its proposal to respond to Council’s motion noted above.

On-street and Visitor Parking

In the original submission, the applicant did not provide an on-street parking plan. The design and road configuration of the condominium block appeared to prevent opportunities for on-street parking on Street “B” with multiple condominium road connections to the public street, shown in green in Figure 1 below. The applicant did demonstrate that 17 and 18 visitor parking spaces (rate of 0.40 spaces per unit) for each future condominium block, respectively, could be accommodated through this initial concept, as shown in red in Figure 1 below. Staff note that the two spaces provided within the private road would not have been feasible.

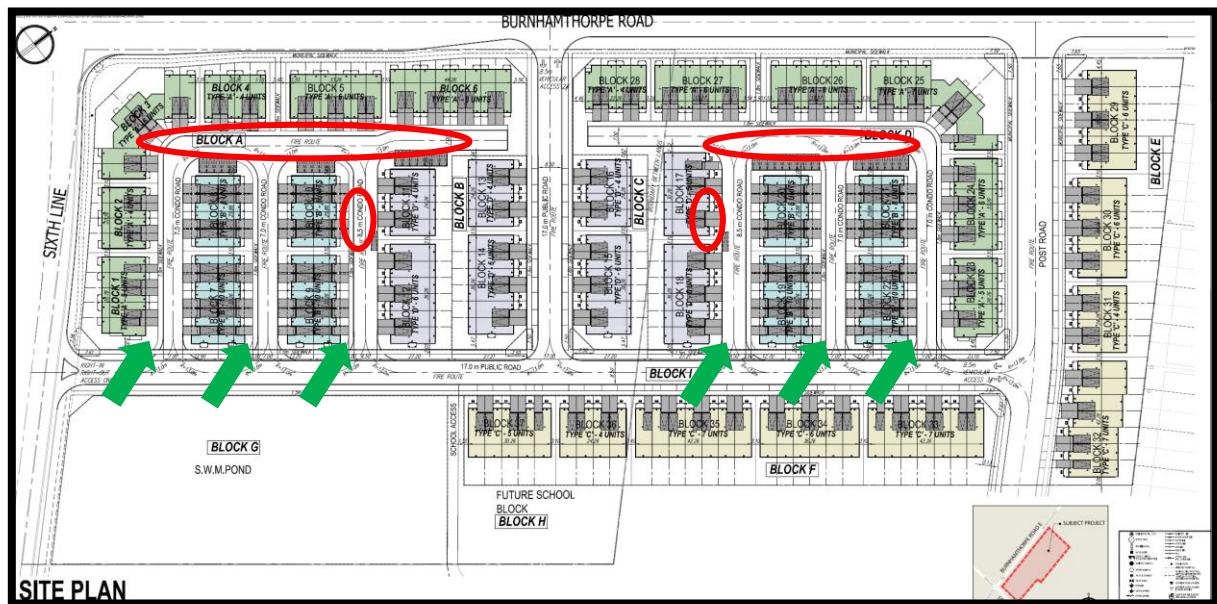


Figure 1 – Original Submission Concept Plan

In the Public Meeting Report dated April 27, 2021, Staff noted concerns with the overall site design and on-street parking conditions. Following the Public Meeting, the applicant had made considerable design changes to provide additional lands for the park and school blocks, and changed the concept for the future condo blocks which had the effect of removing multiple accesses to the blocks shown in green on Figures 1 above and 2 below. The cumulative effect of the modifications resulted in a reduction of 20 units overall.

Under the current zoning regulations, a minimum of one parking space is required per townhouse dwelling unit, and visitor parking is not required for condominium townhouse developments. The applicant has always proposed two parking spaces per dwelling unit and provided visitor parking for the condominium block. As part of this revision, a Parking Plan was provided which demonstrated new on-street parking opportunities and an increase in visitor parking for the future condominium blocks. Staff note that visitor parking for the condo block had been increased to 20 spaces per block (rate of 0.42 spaces per unit), and reflected a net increase of five additional parking spaces. These spaces are noted in grey in Figure 2 below.

With the removal of multiple access points into the condominium block, up to 49 on-street parking spaces could be accommodated on the revised plan, shown in orange in Figure 2 below.

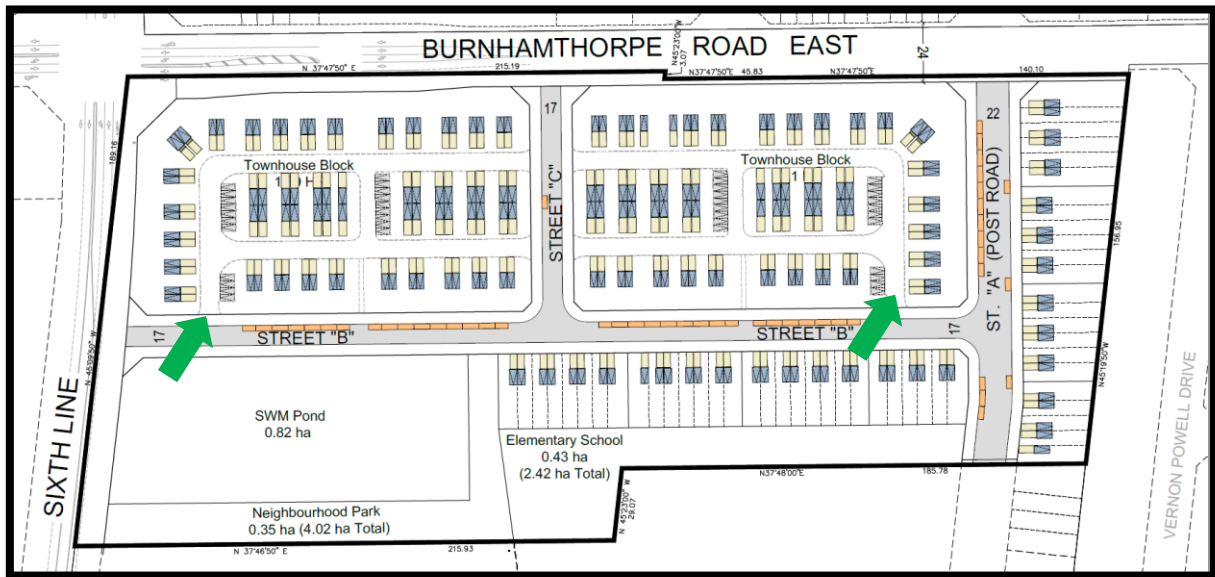


Figure 2 – Revised Parking Plan, Recommended by Staff

Following the Council meeting on April 4, 2022, the applicant took a third look at the parking conditions to find additional opportunities for potential parking spaces. Due to constraints on the south side of Street “B”, namely the maintenance access for the pond and park, the on-street parking conditions on Street “B” remain unchanged from the previous version. However, additional parking has been provided along the newly proposed Street “C” and on Post Road for a total of four additional parking spaces shown in red in Figure 3 below. As a result, up to 53 on-street parking spaces can be accommodated, shown in orange in Figure 3 below.

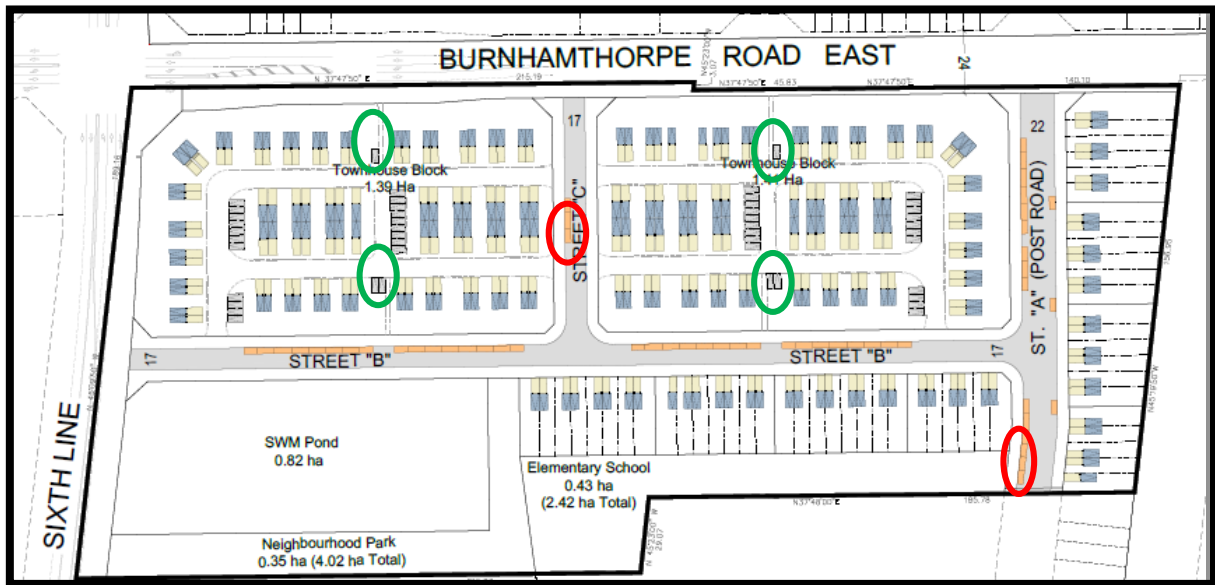


Figure 3 – Current Revised Parking Plan

Staff note that three parking spaces are adjacent to the school block. Further discussion will occur through detailed engineering design, and with the school board to better evaluate the location of these potential parking spaces and minimise any conflicts with utilities and school operations.

Additionally, the applicant has redesigned the condominium blocks to accommodate an additional 6 visitor parking spaces shown in green in Figure 3 above, increasing the rate to 0.49 spaces per unit.

Through these multiple revisions, staff are satisfied that both on-street parking and visitor parking opportunities have been maximized for this development, as provided in Table 1 below.

Table 1 – Parking Revisions

Submission	Resident Parking	Visitor Parking	On-Street Parking
First	2 per unit	0.40 per unit (35 total spaces)	None identified
Second	2 per unit	0.42 per unit (40 total spaces)	49 Parking Spaces
Third	2 per unit	0.49 per unit (46 total spaces)	53 Parking Spaces

Garage and Driveway Parking

Following the Council meeting on April 4, 2022, the applicant also evaluated on-site parking to promote the proper utilization of private garages by residents. Through previous developments in North Oakville, it has been noted that garage usage for items other than vehicles may limit space for vehicle parking within the garage as intended.

The applicant has presented conceptual floor plans which provide vehicular parking as required by the zoning by-law, as well as additional storage opportunities. The applicant has further demonstrated how bicycle parking and wall storage can be installed by the homeowner for maximum utilization of the garage area. This approach promotes the use of the garage for parking as intended.

Staff note that the proposed townhouse dwellings require a minimum of one parking space per unit, and the applicant has provided two parking spaces for each unit: one in the garage and one on the driveway. The opportunities for resident parking on-site may encourage less dependency for on-street parking permits by residents.

Figure 4 below provides a conceptual floor plan and cross-section for the garage area.

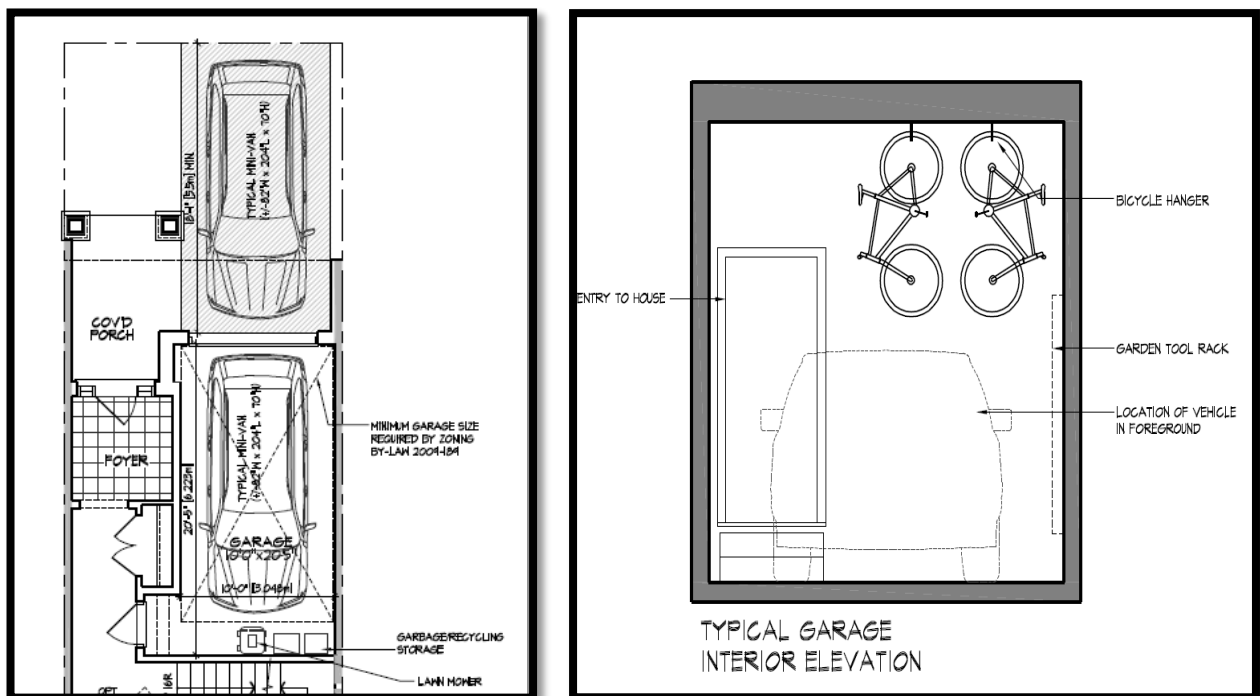


Figure 4 – Typical Garage Floor Plan and Cross-Section

To ensure that the development proceeds with providing the additional interior garage space, appropriate conditions have been included for the draft plan of subdivision approval and further the proposed By-law 2022-029 has been amended to increase the minimum garage area to 18m² which aligns with the applicant's proposed concepts. Garage area is currently not regulated by the zoning by-law, and staff will continue to evaluate opportunities to promote effective on-site parking utilization through future developments. These modifications are minor changes from the original conditions and by-law provided through staff's report dated March 22, 2022. These help implement the applicant's proposed concepts, and the North Oakville planning objectives.

On this basis, staff are satisfied that the proposed development adequately addresses on-site parking.

Park and School Parking

While the applicant is providing a portion of land for the Park and School blocks, the majority of these lands are already within draft approved plans of subdivisions to the south. These applicants (Argo Developments Inc.) are working with staff through detailed engineering review to further identify appropriate on-street parking locations.

As mentioned above, on-street parking is generally not permitted adjacent to a school site, unless otherwise determined through detailed engineering review. At this time, on-street parking opportunities are limited to the opposite side of the street of Post Road and Settlers Road, where there may be conflicts with driveways and utilities.

As part of Council's resolution to investigate other parking opportunities, planning staff have engaged with Parks and Open Space staff and the School Board to further consider shared facilities, such as parking.

Parks staff have taken a slightly different approach with the neighbourhood park associated with this development. Due to the park configuration, a major sports field would have dominated the park, leaving limited space for other amenities. Parks staff have chosen to eliminate the sports field in favour of more park amenities and neighbourhood facilities as illustrated on the facility fit diagram in Figure 5 below. At this time, there is no parking facility proposed within the park. However, the elimination of the sports field is expected to reduce the impacts on the on-street parking supply that would otherwise be generated by sporting events.

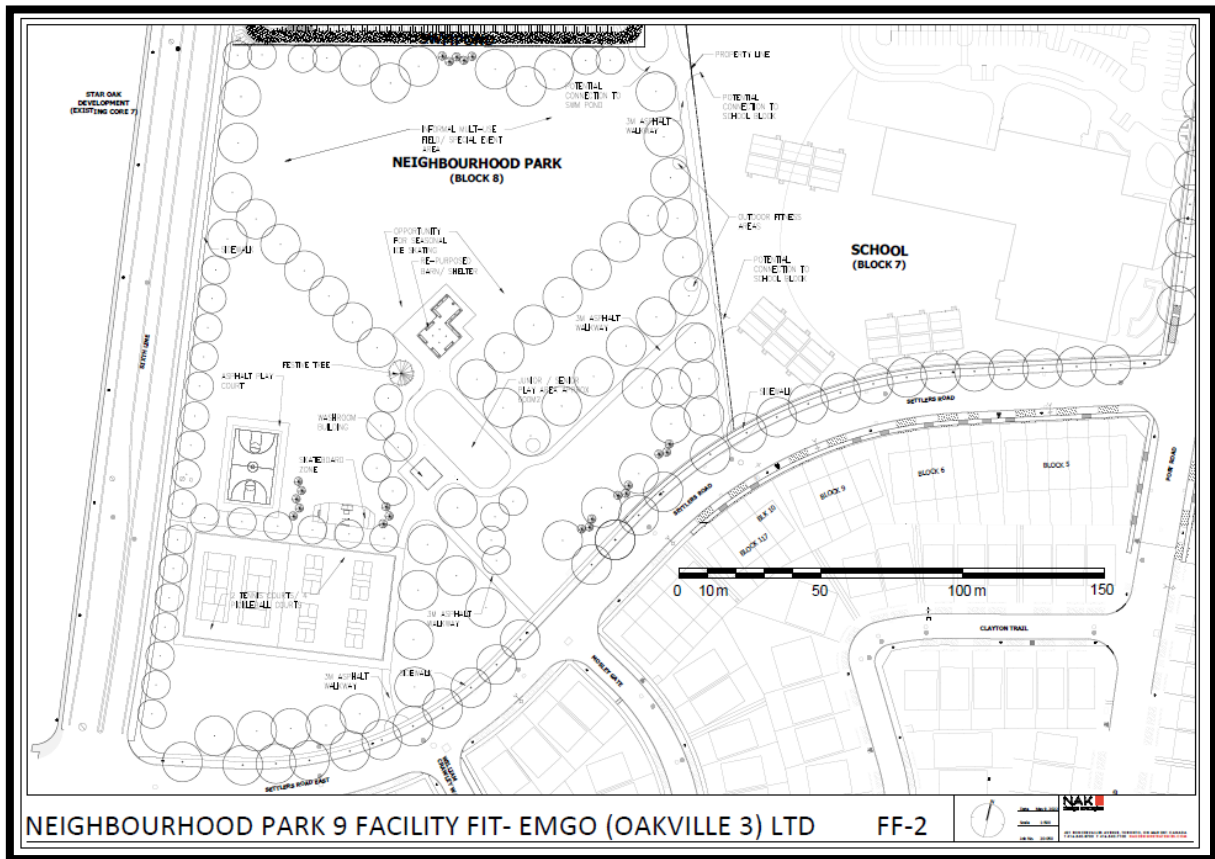


Figure 5 – Proposed Facility Fit

Staff continue to have discussions with the School Board for consideration of shared parking facilities. This would further alleviate on-street parking conditions during peak Park usage times, such as neighbourhood events. Staff note that additional on-street parking for the Park will be accommodated as lay-by parking on Sixth Line, through the Sixth Line Upgrades work.

On this basis, staff are satisfied that on-street and on-site parking conditions can be improved through shared facility opportunities between the Town and the School Board.

CONSIDERATIONS:

(A) PUBLIC

A Public meeting was held on May 10, 2021, and a Recommendation Report meeting was held on April 4, 2022. No written correspondence from the public has been received at the time of the writing of this report.

(B) FINANCIAL

As provided in the staff report dated March 22, 2022, Development Charges would apply to this development. Parkland dedication is applicable and may be satisfied following confirmation that the developer is in good standing with the North Oakville East Developers Group and party to the Cost Sharing Agreement. No new impacts have been identified as a result of the changes to this application.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

As provided in the staff report dated March 22, 2022, the application was circulated to internal and external departments and agencies for review. No new impacts have been identified as a result of the changes to this application. Revised Draft Plan Conditions have been included in this report as Appendix “B”

(D) CORPORATE STRATEGIC GOALS

Please see staff report dated March 22, 2022 for how this has been addressed. No new impacts have been identified as a result of the changes to this application.

(E) CLIMATE CHANGE/ACTION

The proposed subdivision provides opportunities for various mobility options including cycling, transit usage, and sidewalks which, may limit motor vehicle usage to and from neighbourhood amenities and employment beyond the surrounding area. Through the revisions to this proposal, the applicant has demonstrated how bicycle parking can be accommodated within the garage of the proposed townhouse dwelling units, to encourage cycling. Further opportunities to improve or mitigate the effects of climate change remain with the developer, and cannot be enforced by the municipality at this time.

CONCLUSION:

It is staff's opinion that the proposed changes provide greater opportunities for on-street and visitor parking, as well as potentially reduce the dependency for resident on-street parking permits. Further, the proposed changes do not result in any changes in the planning opinions provided in the staff report dated March 22, 2022. On this basis, the proposal still conforms to and is consistent with all applicable Provincial Policies, the Region of Halton Official Plan, and the North Oakville East Secondary Plan, as more thoroughly provided in the staff report dated March 22, 2022.

The changes to the zoning by-law, which now regulate garage floor area, remain minor in nature and further implements the town's North Oakville objectives. On this basis, no new notice is required.

APPENDICES:

Appendix "A" – By-law 2022-029

Appendix "B" – Draft Plan of Subdivision and Subdivision Agreement Conditions

Appendix "C" – Staff Report dated March 22, 2022

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