



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: December 5, 2022

FROM: Community Development Commission

DATE: November 22, 2022

SUBJECT: Request for Report – Traffic Calming on Loyalist Trail

LOCATION: Loyalist Trail

WARD: Ward 7

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RECOMMENDATION:

That the report titled *Request for Report – Traffic Calming on Loyalist Trail*, dated November 22, 2022, be received.

KEY FACTS:

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

- This report responds to Council's request for an update regarding traffic calming opportunities for Loyalist Trail and possible ways to limit or remove trucks from Loyalist Trail, taking into consideration the adjacent residential subdivision.
- Loyalist Trail, under the approved North Oakville East Secondary Plan, is designated as a connector/transit corridor and specifically functions to separate the designated transitional area to the south from the employment area to the north. The plan calls for the roadway to extend from Sixth Line to Trafalgar Road and it will be built in sections as each subsequent development proceeds to the east.
- The residential uses in the designated transitional area have been designed to flank Loyalist Trail to enhance the buffer between the two uses.
- Display material in the sales offices and purchase and sale agreements for the residential lands included warning clauses so that prospective purchasers were made aware of the adjacent employment lands.
- During the comprehensive review by internal departments and external agencies, Transportation Impact Studies (TIS) for the Plan of Subdivision and for the Site Plan applications were reviewed and approved as part of the planning process. The TIS for the Site Plan identified minimal truck volumes generated by the site based on its completed and occupied state.

- Residents have raised concerns with trucks traversing the residential streets originating on Burnhamthorpe Road and travelling north to Loyalist Trail, as well as trucks using Loyalist Trail from Sixth Line. Potential safety concerns related to truck traffic in proximity to nearby schools has also been noted.
- Construction related truck traffic volumes may be higher than what is expected upon completion of development. Staff have put in place mitigating measures to address construction trucks by posting signs on the residential streets to prohibit trucks traveling north from Burhamthorpe Road, designating a construction route along Loyalist from Sixth Line to avoid the residential streets, and working with the developer to enforce these requirements.
- At present, the roads within the subdivision are legally owned by the Town, however, they are not yet assumed, and the physical condition of the road remains a developer responsibility with regards to completing work and maintenance until the subdivision is assumed.
- Once the subdivision is assumed, physical traffic calming options can be explored. Until the roads are fully under the Town's control, only passive or educational measures can be deployed.
- Removal of the truck traffic from Loyalist Trail, at present is not possible as the lands under construction have no other access to a public street. Future access to an alternate public road has not been approved as part of the Secondary Plan. At best, staff can request developers of adjoining lands to voluntarily include mutual access driveways through these lands to provide an internal connection to William Halton Parkway, but this requirement cannot be imposed or enforced.

EXECUTIVE SUMMARY:

The area was planned for employment uses with Loyalist Trail serving as a separation buffer between the residential uses in the Transitional Area to the south. Warning Clauses were included in Purchase and Sale Agreements to ensure that owners were aware of the adjacent employment lands. The residential lots were designed to front onto side streets, to avoid conflicts between driveways and truck traffic along Loyalist Trail. The majority of the current truck traffic is the result of construction activities on the Tafia site. However, traffic studies submitted with the various Planning applications indicate that while there will continue to be some truck traffic, the number of trucks will be limited once construction is completed.

In the interim, Staff have worked with the developer to put “No Heavy Vehicles” signs on residential side streets such as Post Road, Eternity Way and Phoenix Way. Physical traffic calming measures, if necessary, can be considered once construction is completed and the Town has assumed the roads. Opportunities for joint access and providing access to William Halton Parkway can be explored as part of future development applications, but cannot be guaranteed.

BACKGROUND:

Following approval of the Site Plan application, construction and site alteration of the Tafia property (herein referred to as the “subject lands” and indicated with a red arrow) commenced on the north side of Loyalist Trail. The town began to receive questions and concerns from area residents regarding truck traffic specifically related to the construction activity and related to the future use of the lands for employment uses.

This report was prepared in response to the following Council resolution passed at the September 6, 2022, Planning and Development Council meeting:

“Council requests a report on traffic calming opportunities for Loyalist Trail and possible ways to limit or remove truck from Loyalist Trail taking into consideration the residential subdivision and future schools.”

Location & Site Description

Loyalist Trail runs east-west and is located south of Highway 407, east of Sixth Line, west of Trafalgar Road and north of Burnhamthorpe Road East. The Tafia property is located on the north side of Loyalist Trail, as seen in Figure 1.



Figure 1: Location Map

Surrounding Land Uses

The surrounding land uses are as follows as seen in Figure 2:

- North:* Natural Heritage System
- East:* Vacant farmland designated for employment uses north of Loyalist Trail and residential uses south of Loyalist Trail
- South:* Existing residential uses consisting of detached and townhouse dwellings and a village square
- West:* Natural Heritage System beyond which is additional employment uses and a future school on the west side of Sixth Line

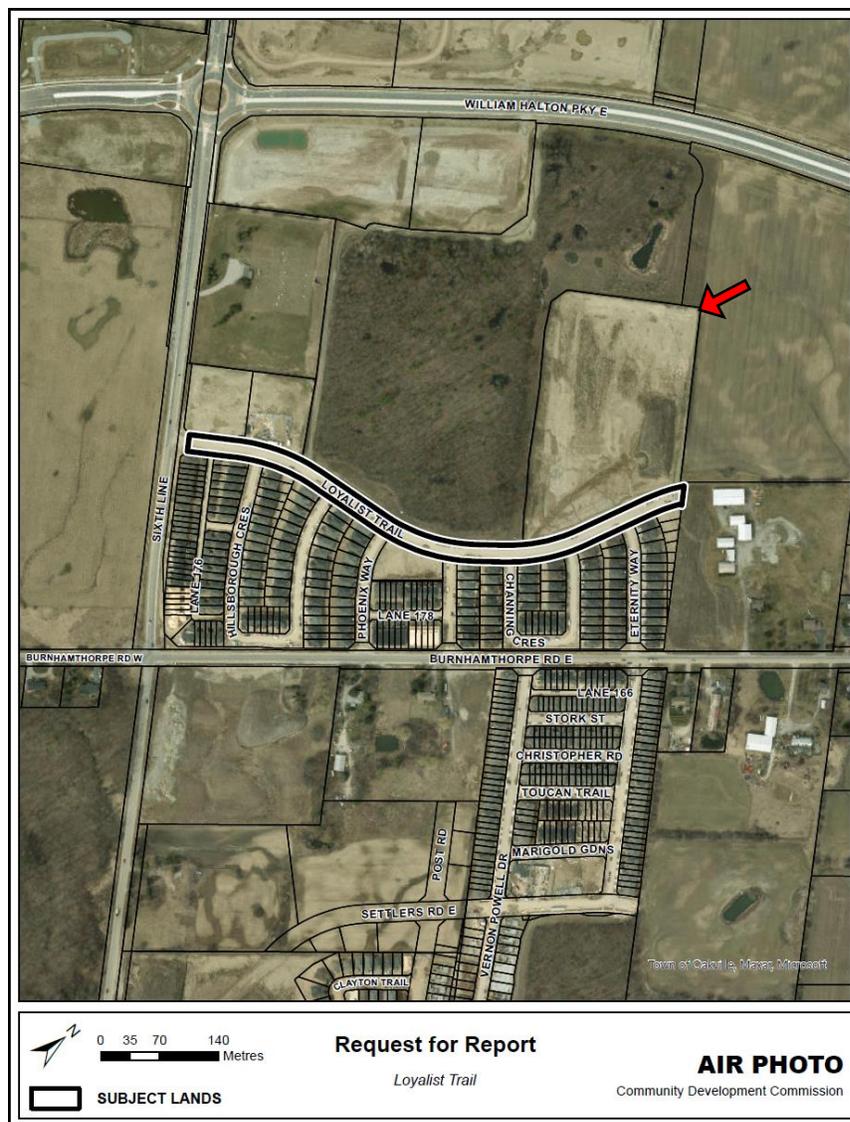


Figure 2: Air Photo

Future School Sites

With regards to other sensitive land uses in the surrounding area, there are three schools anticipated as part of pending planning applications, as seen in Figure 3:

1. Elementary school as part of Docasa (Z.1317.06, 24T-21004/1317) located south-west of Burnhamthorpe and Sixth Line.
2. Elementary school as part of EMGO III (Z.1315.09, 24T-20005.1315) located west of the Settlers Road East and Post Road intersection, adjacent to the future neighbourhood park adjacent to Sixth Line.
3. High school as part of Sixth Oak Inc. (Z.1216.01, 24T-2002.1216, OPA.1216.01) located north-west of the Burnhamthorpe Road East and Sixth Line intersection.

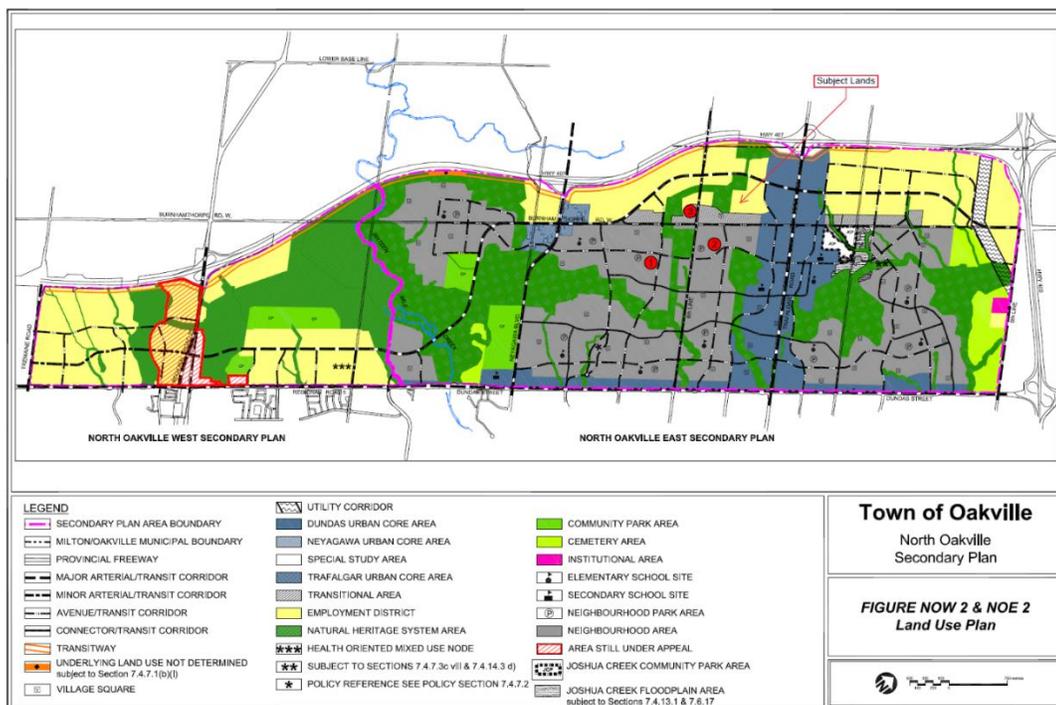


Figure 3: Pending School Sites as per the North Oakville Secondary Land Use Plan

As these school sites are located in proximity to the Burnhamthorpe Road East (avenue/transit corridor) and Sixth Line (minor arterial/transit corridor) intersection, coordination of future construction will need to occur. This, in tandem with upgrades to Sixth Line and the Burnhamthorpe reconstruction, will also require concurrent timing where possible to alleviate conflicting and extended construction timelines. Driveway locations, traffic signals, signage and street lighting, will be vetted by Regional and Town Staff to provide for safe egress and ingress on the school sites.

- Subdivision Agreements of Purchase and Sale Warning Clauses:

“29. Purchasers and/or tenants of all lots/blocks are advised that Blocks 151, 152 and 154 are identified for employment lands.

30. Purchasers and/or tenants of all lots/blocks are advised that Block 153 is identified as Natural Heritage System Lands (NHS).

45. Purchasers are advised that their properties are adjacent to lands which may be developed for future residential, commercial, mixed commercial/residential or employment uses.”

iii. Site Plan (SP.1215.003/01)

- Submitted July 2021 – required 3 submissions to address the Staff/Agency comments
- Site Plan Agreement – securities being held
- Final approved granted in June 2022

5. Site Alteration/Construction – August 2022

PLANNING MATTERS:

Provincially Significant Employment Zones

The Province has identified employment lands within the Greater Golden Horseshoe to be protected to provide “...*stable, reliable employment across the Region*”. The lands north of Loyalist Trail have been identified by the Province as part of a Provincially significant employment area (<https://www.ontario.ca/page/provincially-significant-employment-zones>).

Halton Region Official Plan (ROP)

The subject lands are designated as “Urban Area” in the Region’s 2009 ROP. The subject lands are also located within the ‘Employment Area’ Overlay (Map 1). The policies of Urban Area designation support a form of growth that is compact and supportive of transit, the development of vibrant and healthy mixed-use communities, which afford maximum choices for residence, work, and leisure.

Section 79 and Section 79.3 of the ROP further support providing opportunities for live/work relationships, and achieving higher greenfield densities as defined and prescribed by Local Official Plan policies. The Urban Area policies of the ROP provide that the range of permitted uses and the creation of new lots within the

Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to all other relevant policies of the ROP.

It should be noted that the development is located on lands that are adjacent to lands within Halton's Natural Heritage System and designated Regional Natural Heritage System (RNHS) on Map 1 of the ROP. Additionally, the subject lands are located within areas regulated by Conservation Halton (CH). Under the terms of the Memorandum of Understanding (MOU) between Halton Region and CH for North Oakville, the Region deferred environmental review of the development to CH Staff.

Oakville Official Plan

North Oakville East Secondary Plan (NOESP)

The area of North Oakville includes the lands located north of Dundas Street and south of Highway 407, between Ninth Line in the east and Tremaine Road in the west. These lands were identified and planned for growth in 1987 through a comprehensive process undertaken by Halton called the Halton Urban Structure Plan (HUSP). This planning process resulted in the North Oakville East Secondary Plan (NOESP) and the North Oakville West Secondary Plan (NOWSP) as amendments to the Oakville Official Plan (1984). The NOESP and NOWSP were approved by the former Ontario Municipal Board (now the Ontario Land Tribunal), in 2008 and 2009 respectively.

The North Oakville Plans are intended to guide development in North Oakville and are premised on a sustainable, design-first philosophy that promotes the protection of the natural environment, mixed-use development, and a modified grid road system that enhances transportation options for transit and pedestrians. The vision for North Oakville development is planned is for a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from detached dwellings on large lots to high-rise apartment buildings. North Oakville is targeted for 55,000 people and 35,000 jobs.

The North Oakville East Secondary Plan designates the subject lands as *Employment District* on Figure NOE 2 Land Use Plan, as seen in Figure 5.



Figure 5: Official Plan (NOESP) Map [*Note: designations are in accordance with the Master Plan and NOESP mapping, however, land uses follow the approved Plan of Subdivision and Zoning By-law.*]

Road Networks

The road classifications as set out in the NOESP that are further refined through the Master Plan, vary not only in size and function but also in intended use with sidewalks and bicycle paths. In the fullness of time, as subdivision approvals progress, the road network is created through the assumption of roads by the municipality. In most cases, roads within subdivisions (i.e. Loyalist Trail) are town roads, whereas arterial roads are governed by the Region of Halton (i.e. Trafalgar Road and William Halton Parkway).

Based on the NOESP policies and the Area Design Plan for the subdivision, it was determined that Loyalist Trail would provide the buffer between the transitional (residential) lands on the south side of the street, from the light employment lands on the north side. As lands to the east of the subject lands develop, there may be opportunities to coordinate the integration of adjacent properties with site layouts

and configurations that share access to the subject lands. Since the adjacent lands are separate legal parcels, this cannot be required but may be encouraged and accommodated if there is willingness on the part of owners of all parcels. This may result in additional driveway access through the abutting lands that have frontage along William Halton Parkway, subject to Halton Region concurrence. In the interim, as seen in the Master Plan (Figure 6), Loyalist Trail will connect with Trafalgar Road to the east as the subdivision approvals proceed in due course. This direction is taken from Section 7.6.9 – Transitional Area, which states:

“7.6.9.3 Land Use Policies

a) It is not intended that the full range of permitted uses will be permitted in all locations so designated. The precise range of uses and form of development shall be determined through an area design plan for the area, which must be completed prior to any major new development. The area design plan will:

- *Create a logical land use boundary with the adjacent Employment District, provided that there shall be no significant reduction in either the Employment Area or Transitional Area designations;*
- *Establish design parameters to mitigate environmental impacts on proposed residential and other sensitive development. In particular, consideration will be given to locating roads which serve both the Transitional Area and Employment District so that they create a buffer between residential development and lands in the Employment District designation. The design parameters will serve as a basis for the development of specific regulations in the zoning by-law and the Urban Design and Open Space Guidelines;”*

The development of the subject lands meets the intent of the policies and objectives of the Oakville Official Plan and North Oakville East Secondary Plan (NOESP).

Master Plan – Appendix 7.3

The North Oakville Master Plan is intended to assist in providing guidance and coordination of local roads and adjacent land uses for the North Oakville Planning Area. Development applications are reviewed to ensure general coordination and consistency with the intent of the Master Plan. Minor modifications are permitted provided the general intent and direction of the Master Plan is maintained (Section 7.5.2).

Additional land use designations are further identified as *Employment Area* in the North Oakville Master Plan, as seen in Figure 6.

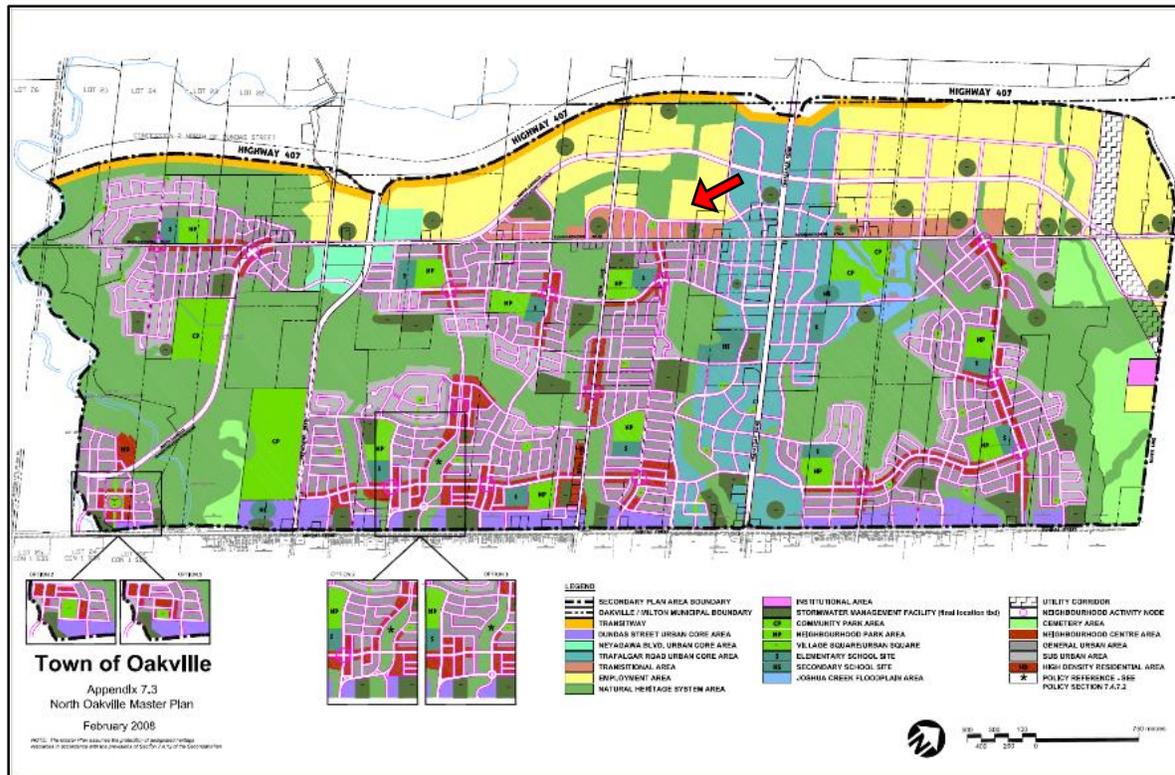


Figure 6: North Oakville Master Plan Map Excerpt

North Oakville Zoning By-law

Zoning By-law 2009-189, as amended is the comprehensive Zoning By-law in order to implement the North Oakville Secondary Plans, for all properties in Oakville north of Dundas Street, and south of Highway 407. It was passed by Council on November 23, 2009, and approved by the Ontario Municipal Board on October 25, 2010.

The subject lands are currently zoned *Light Employment* subject to Special Provision 45 (LE sp:45) as seen in Figure 7. This zone permits various employment related uses, such as an office, light industrial operation, hotel, club, nightclub, public hall, parking garage, area or theatre, place of worship, commercial school and day care. The development of the subject lands fully complies with the Zoning By-law.

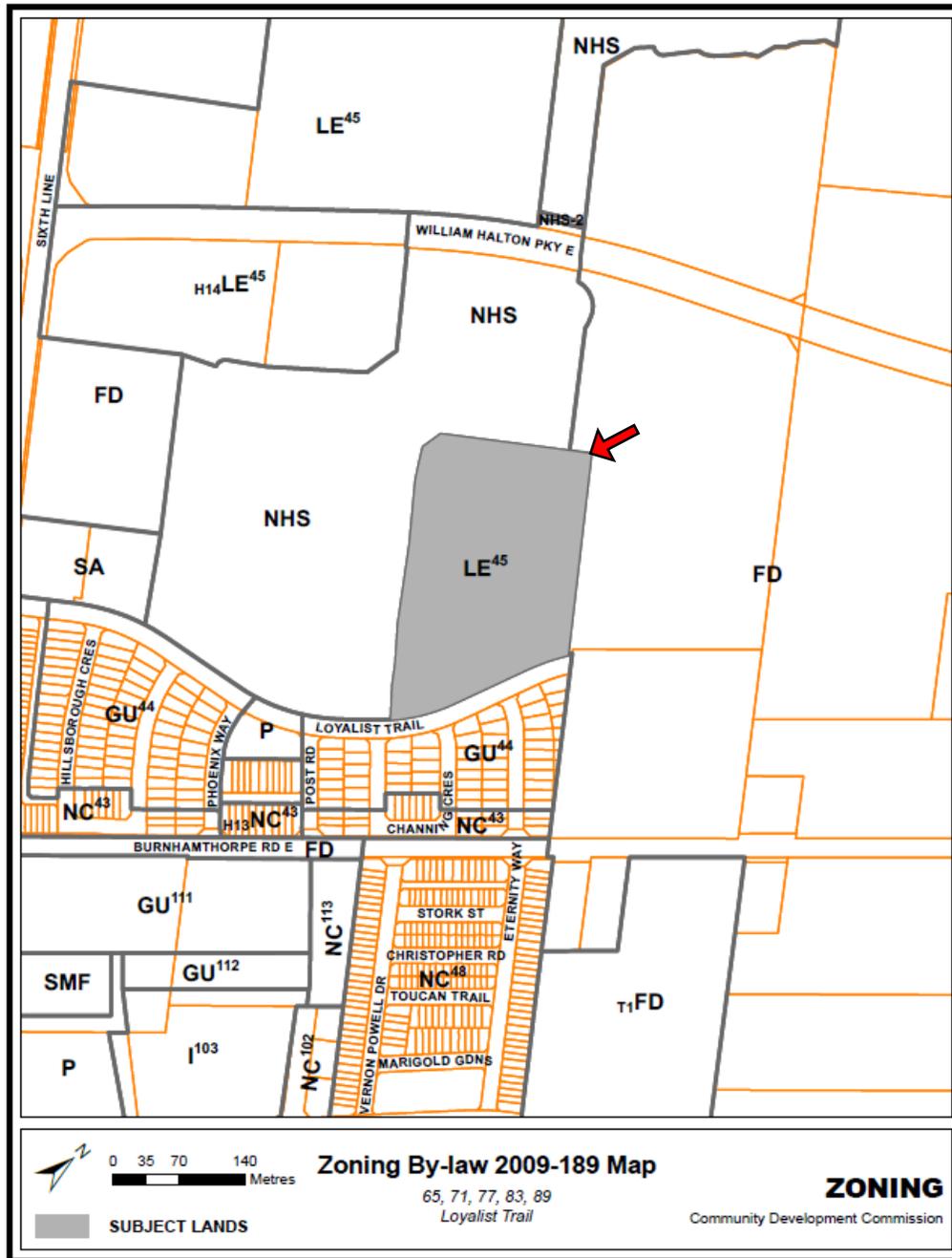


Figure 7: Zoning By-law 2009-189 Map

Site Plan (SP.1215.003/01)

Site plan applications provide municipalities with an opportunity to review and approve plans and drawings related to a proposed development. These plans and drawings show the proposed location and design of buildings, parking, landscaping and other facilities, as seen in Figure 8 for the subject lands.

the plans and drawings until approval is achieved. If the proposal cannot meet the Town's standards, the application may be appealed by the owner/applicant to the Ontario Land Tribunal (OLT) to determine the plans' details, drawings and conditions.

It should be noted that changes to matters that are regulated by the Zoning By-law (such as use, height, setbacks, the number of permitted parking spaces etc.) are beyond the scope of the changes that can be sought through the site plan process. The type of requirements that can be imposed on a site plan approval are limited to the matters set out in section 41(7) of the *Planning Act* which includes matters such as, but not limited to:

- a. Road widenings – as required by the Official Plan of Town/Region
- b. Access to/from Roads – curbs, access ramps, traffic direction signs
- c. Loading and Parking Facilities – covered or uncovered, driveways, surfaces
- d. Walkways / Pedestrian Access
- e. Accessibility for People with Disabilities
- f. Lighting
- g. Landscaping – including walls, fences, hedges, trees, shrubs or other groundcover, for the landscaping of the lands or the protection of adjoining lands
- h. Garbage/Waste – vaults, central storage, collection areas, enclosures
- i. Municipal Easements – related to watercourses, ditches, land drainage works, sanitary sewage facilities and other public utilities of the municipality or local board
- j. Grading and Drainage – including disposal of storm, surface, and waste water

Since site plan approvals deal with the provision of facilities, rather than the *use* of those facilities, requirements related to operational matters such as restrictions on the hours of operation, construction phasing and prospective tenants are beyond the scope of the site plan authority.

Although comments received from the public request the proposed development be halted, that type of action is simply beyond the scope of site plan authority. Third parties (such as abutting neighbours) have no right of appeal for a site plan application under the *Planning Act* since the application is not proposing a change in land use, only the technical implementation of what is already permitted in the Zoning By-law.

TRANSPORTATION MATTERS:

Road Network/Classifications

The road network surrounding the subject lands consists of unassumed roads, roads under the Town's jurisdiction and Regional roads. Road classifications in the area range from local roads to major arterials, as noted below and seen in Figure 9:

- William Halton Parkway is a four-lane major arterial road under jurisdiction of Halton Region with a posted speed limit of 60 km/h. In the area of the subject lands, William Halton Parkway is open from Sixth Line easterly, with the portion west of Sixth Line currently under construction.
- Burnhamthorpe Road is currently a two-lane road with a posted speed limit of 60 km/h. In the NOESP, Burnhamthorpe is an avenue/transit corridor. Within the area that is subject to this report, the section of Burnhamthorpe Road from Sixth Line easterly is under the town's jurisdiction and the portion west of Sixth Line is a Regional Road. In the future, the section of Burnhamthorpe Road between Sixth Line (west side) and the future William Halton Parkway will be transferred from Halton Region to the Town of Oakville.
- Sixth Line is a minor arterial road under the jurisdiction of the Town of Oakville with a posted speed limit of 60 km/h. Sixth Line will be widened to 4 lanes from Dundas Street to William Halton Parkway. Phase 1 of this work is underway and Phase 2 construction (from Threshing Mill northerly) is planned to begin in 2023.
- Loyalist Trail is a two-lane connector/transit corridor with a speed limit of 50 km/h that will be extended eastwardly and westwardly in phases. In the next phase, Loyalist Trail will connect between Sixth Line and Trafalgar as the subdivision approvals proceed in due course. Loyalist Trail is a town road but the physical condition of the road, including maintenance and repair remains a developer responsibility until the subdivision is assumed. This will not take place until all relevant work within the subdivision has been completed and warranties have expired.
- Neighbourhood streets within the Star Oak subdivision (north of Burnhamthorpe and east of Sixth Line) are two lane local roads, with speed limits of 50 km/h. These are Town roads which remain subject to developer obligations for maintenance and repair until the subdivision is assumed.

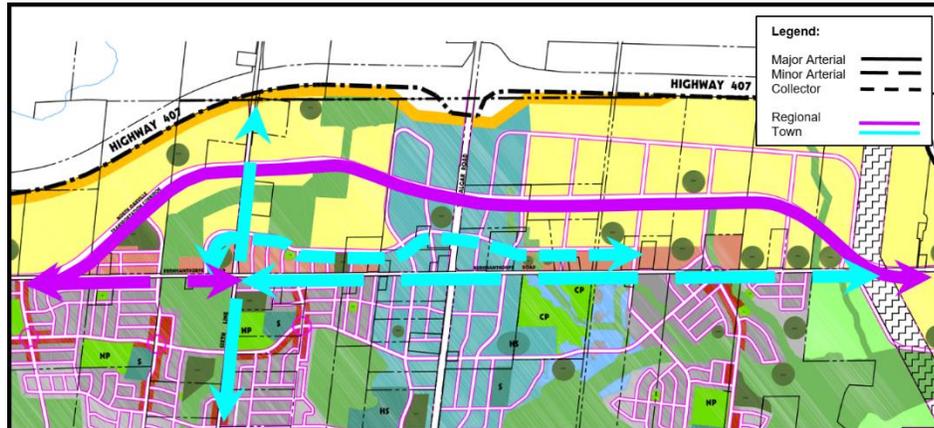


Figure 9: Road Classifications

Transportation Impact Study Conclusions

Star Oak Development Limited retained URS Consulting to complete a [Transportation Impact Study](#) (April 2013) for this subdivision. The study area was bounded by Sixth Line to the west, William Halton Parkway to the north, private lands to the east and Burnhamthorpe Road to the south (see Figure 10). The development proposal included low and medium residential density south of Loyalist Trail and mostly employment uses to the north of Loyalist Trail, along with the Natural Heritage System. The Draft Plan of Subdivision (Figure 10), illustrates the types of land uses allowed within the area:

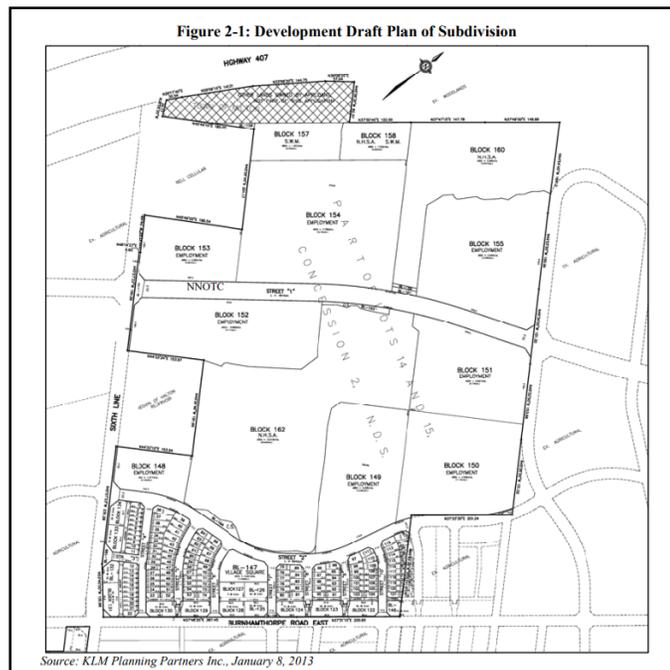


Figure 10: Star Oak Traffic Impact Study Plan of Subdivision (April 2013)

The Star Oak Development Limited Traffic Impact Study concluded the following:

- Development was reviewed for two (2) horizon phases: 2018 and 2028. The ultimate 2028 scenario anticipated that the total number of trips for the proposed study area is 1,170 morning peak hour trips and 1,239 afternoon peak hour trips.
- The trips were distributed throughout the subdivision and an assessment of each intersection with the arterial road network, as well as with those streets intersecting Loyalist Trail. Both the interim (2018) and ultimate (2028) analysis reported that all intersections are anticipated to operate at a good level of service (LOS A) with minimal delays and no anticipated critical movements during the peak period.
- Transit facilities, sidewalks and bike routes were included in accordance with the town's transit and trails plans for the area.
- Intersection spacing: All intersection spacing within the study area met the town's minimum requirements.

The Tafia Development (Block 149 of the Draft Plan of Subdivision) retained Nextrans Consulting to undertake a Transportation Impact Study (March 1, 2022) for a site specific use of Light Industrial Development. Light Industrial Development falls within the allowable land uses for Employment Lands. The development study horizon was identified as 2026.

The study undertaken by the developer's consultant identified the total number of trips anticipated from the proposed Light Industrial Development to be 155 morning peak hour trips and 130 afternoon peak hour trips. Based on this total number of site trips, and the type and size of the employment land use, the number of truck trips was calculated using a methodology that is commonly used in the professional industry standards in North America. It is calculated that the number of truck trips is one (1) in a typical morning peak period and one (1) in a typical afternoon peak period. It is noted that in the future when the land is developed, the actual number of truck trips would fluctuate, and at times may have lower or higher volumes than the calculated truck trips as anticipated, due to the operations of the facility by the future tenants. Since site plan approvals deal with the provision of facilities, rather than the use of those facilities, conditions related to operational matters such as restrictions on the hours of operation or truck operations are beyond the scope of site plan authority. Nonetheless, the fluctuation would be within a reasonable range that corresponds to its light industry land use and its proposed square footage, and therefore staff anticipate that the truck volume, in a worst-case scenario, would be low.

The trips were distributed throughout the study area utilizing the existing road network for all passenger vehicles and Loyalist Trail for truck trips. The analysis provided an output that all intersections within the study area are expected to

operate under capacity with minimal delay and good level of services during the morning and afternoon peak periods for the 2026 study horizon.

The report concluded that the future (i.e. once the site was complete and operational) truck volume would be small and that trucks would only utilize Loyalist Trail to access the arterial roads, Trafalgar Road or Sixth Line and not venture through the residential development road network immediately south of Loyalist Trail. The remaining private vehicle traffic (154 morning peak hour trips and 129 afternoon peak hour trips) would be distributed through any of the available road network to an arterial roadway

As part of their development application, applicants are only required to assess the impacts of the traffic generated from their completed and occupied site in their Transportation Impact Study. They are not required to analyze the traffic volumes and vehicular mix generated by site development and construction as this is a temporary condition. Through the pre-construction meetings for site plan developments, expectations are explained and reinforced. For this development, the developer has been advised of the requirement to keep through construction traffic from using roads such as Eternity Way, Phoenix Way and Post Road to access the site. Loyalist Trail is to be used to access the site once trucks leave the arterial road network. Once development and construction activity is complete, the volume of trucks is expected to decrease significantly. Furthermore, since Loyalist Trail will connect with Trafalgar Road to the east as the subdivision approvals proceed in due course, most future vehicles and truck traffic will access to the development via Trafalgar Road and Sixth Line, as opposed to only via Sixth Line at the present time. Therefore, the truck traffic is expected to decrease.

Construction Routing

Construction traffic bound for the employment lands on the north side of Loyalist Trail has been directed to use Burnhamthorpe Road to Sixth Line to Loyalist Trail to access the site. Regulatory signs indicating heavy truck restrictions have been installed on three streets (Phoenix Way, Post Road, and Eternity Way) that provide north-south connections between Burnhamthorpe Road and Loyalist Trail. These heavy truck restrictions on these three streets will remain in place after the completion of the construction of the Tafia development to remind truck drivers to take the defined route to the employment lands on Loyalist Trail.

Signals at Sixth Line and Burnhamthorpe Road East

As noted above, the section of Sixth Line adjacent to the subject subdivision will be widened to 4 lanes as part of a reconstruction project that is scheduled to begin in 2023. Included in the scope of this reconstruction project is the signalization of the intersection of Sixth Line and Burnhamthorpe Road and the intersection of Sixth Line and Loyalist Trail.

Burnhamthorpe Road East Re-construction and Character Study

The Burnhamthorpe Road Character Study and Municipal Class Environmental Assessment was completed in 2014. The study sets out the characteristics and preliminary design for Burnhamthorpe Road from Sixteen Mile Creek to Ninth Line. The corridor is split into 3 zones (West Section, Core Section, and the Transitional Section). The section between Sixth Line and Trafalgar Road is in the Transitional Section zone and will have a cross-section consisting of sidewalks, bike lanes, on-street parking and one traffic lane in each direction.

The 2023 Capital Budget request includes funds for the detailed design of Burnhamthorpe Road from Sixth Line to Trafalgar Road. Construction is currently forecasted for 2026.

Enforcement of Access and Truck Traffic

Town Development Inspections Staff continue to work with the site superintendent and developer to remind drivers of the appropriate route to access the Tafia site. As By-law Enforcement officers have no authority to stop moving vehicles, police would need to attend and stop vehicles travelling on signed No Heavy Vehicle roads. Information signs are already in place on Burnhamthorpe Road, and No Heavy Vehicle signs are on Post Road, Eternity Way and Phoenix Way, north of Burnhamthorpe Road. There is ongoing communication for truck access to utilize Sixth Line and any through movement through the north-south residential streets (Post Road, Eternity Way, and Phoenix Way) is not sanctioned by Town Staff, who will advise the superintendent if there any omissions by the developer's contracted drivers.

Traffic Calming Options and Mitigation

Loyalist Trail is classified as a connector/transit corridor as per the North Oakville East Secondary Plan. The traffic calming implementation process on roads with this classification requires public consultation at each step of the process to determine support for implementing physical traffic calming measures.

Currently, the subdivision is not assumed by the town. Traffic calming measures were not identified as a requirement at the time that the development plans for the subdivision were approved. Until the roads within the subdivision are assumed, the town cannot make any physical modifications to them, and this includes modifications to install physical traffic calming.

Once the subdivision is assumed by the town, Loyalist Trail may qualify for physical traffic calming measures if the speed study results are above the required threshold and if sufficient support exists from the area residents to implement physical traffic calming measures.

Speed cushions are the most commonly used form of physical traffic calming within Oakville today. However, other forms of passive or physical traffic calming may be

better suited to Loyalist Trail given the expected traffic types and volumes, as the noise impact of traffic going over speed cushions may not be desirable for the neighbourhood. Following assumption of the subdivision, should the residents wish to pursue traffic calming, various traffic calming options can be explored.

Radar speed display signs (RSDS), displaying a driver's speed, for both eastbound and westbound traffic could be deployed as a passive traffic calming measure on Loyalist Trail. The purchase of these signs would be covered by the town's annual traffic calming budget.

CONCLUSION:

The Planning sections of this report detail that the residential lands, the natural heritage system and the employment lands all form part of the Star Oak subdivision. The development approval process dates back to 2008, wherein the land use designations were created through the approval of the North Oakville East Secondary Plan. The former Ontario Municipal Board approved the Plan of Subdivision and Zoning By-law Amendment applications for the residential, natural heritage system and employment uses at the same time in 2017, which was noted in the Neighbourhood Information Map in addition to the Purchase and Sale Agreement, before the subdivision was registered. The Site Plan application for the Tafia property was approved in 2022, which implemented the approved vision of the employment lands and fully complied with the Zoning By-law.

Regarding the Transportation matters relating to the road network, construction routing and other traffic calming/mitigation measures, Staff continue to monitor and keep close contact with the Tafia property developer. Construction and development related truck traffic volumes can be higher than what will occur under the developed conditions, resulting in questions and concerns from area residents. The developer has been, and will continue to be, made aware of the town's by-law requirements and advised of proper truck routing, staging and timing as the property continues to be built out. Once the subdivision is assumed, physical traffic calming options can be explored. Until the roads are physically under the town's control, only passive or educational measures can be deployed.

Future development of the school sites noted in this report will also be coordinated to the extent possible in order to reduce impacts of construction on area residents. These traffic calming measures as noted in the report may be reviewed with area residents prior to implementation, as not all measures may be applicable for Loyalist Trail based on its intended future use once construction and development of the property ceases and the road has been assumed by the town.

CONSIDERATIONS:

(A) PUBLIC

None associated with this report.

(B) FINANCIAL

None associated with this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

None associated with this report.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- be the most livable town in Canada
- promote safe travel on town roads

(E) CLIMATE CHANGE/ACTION

None associated with this report.

APPENDICES:

Appendix A – Provincial and Local Planning Considerations

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