



REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: NOVEMBER 6, 2017

FROM: Planning Services Department

DATE: October 16, 2017

SUBJECT: Evaluation of Redevelopment Potential, 1020 - 1042 Sixth Line,
1463291 Ontario Inc. (Dunpar Developments Inc.), File No.
Z.1516.02

LOCATION: West side of Sixth Line, just north of QEW

WARD: 5

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RECOMMENDATION:

That the report dated October 16, 2017, from Planning Services Department, be received.

KEY FACTS:

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

- The applications for Official Plan Amendment and Zoning by-law Amendment submitted by 1463291 Ontario Inc. (Dunpar Developments Inc.) were refused by Council on March 20, 2017.
- In addition, a Council resolution was passed providing staff direction to undertake a review of the subject lands and their context to determine what appropriate redevelopment opportunities exist, in consultation with the local residents and the applicant.
- In response to this direction, meetings were held with area residents and the applicant on June 15, 2017, September 28, 2017 and October 5, 2017 for the purpose of identifying opportunities and constraints related to the future development of the site.
- The applicant has appealed the Official Plan Amendment and Zoning By-law Amendment application to the Ontario Municipal Board. A pre-hearing conference in this matter has been scheduled for November 14, 2017.

BACKGROUND:

Detailed information with respect to the background of this application and the policies applicable to the site is provided in the report on this matter to the Planning Development Council meeting of March 20, 2017. Key information is summarized below.

Subject Lands and Context

The site, consisting of 5 properties (1020 to 1042 Sixth Line), is located on the west side of Sixth Line, just north of the QEW and North Service Road East. The overall site area including the 16 Mile Creek valley land is 3.23 hectares. Approximately half of the site contains the 16 Mile Creek Valley. The tableland area is approximately 1.47 hectares. Frontage on Sixth Line is approximately 104 metres. The QEW pedestrian underpass is located just to the south of the site and connects the site to the Midtown Oakville Growth Area identified in the Livable Oakville Plan.

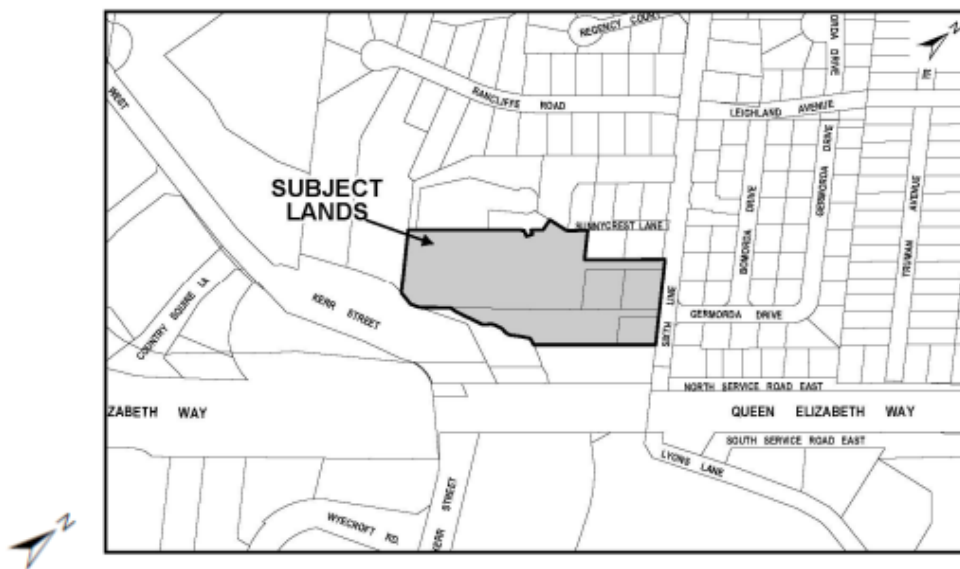


Figure 1

The lands west of Sixth Line, including the subject property, are zoned RL1-0 and characterized by one and two storey detached dwellings. These well treed lots are large to very large in size and are created along wide public rights of way with the exception of Sunnycrest Lane (to the north of the subject property), which is a private road. The dwellings are set back from the road and are well separated from each other.

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The lands east of Sixth Line (Bomorda Drive, Germorda Drive, Truman Avenue) are zoned RL2-0 and possess large wide lots situated on public rights-of-way with a suburban cross-section of open swales. The streetscape and lots are a balance between mature trees and landscaping with dwellings ranging in height from one to two storeys.

From a policy perspective, the subject lands are within a *Special Policy Area* under the Livable Oakville Plan that was designed to protect the character of the area by preserving the pattern of large lots. The subject *Special Policy Area* is unique for several reasons. It is the only such area north of the QEW and at 10 ha is smaller than other areas. Unlike these other areas, it is located at the edge of a community instead of containing several neighbourhoods. It is also located in close proximity to the QEW. Details of these matters and their influence on the development potential of the site are further discussed later in this report.

One of the properties (1042 Sixth Line) is currently listed on the Oakville Heritage Register in Section F as a property of potential cultural heritage value and/or interest (not designated) based on the c.1900 frame Arts and Crafts style home. The Heritage Impact Assessment suggested the potential for a Part IV designation under the *Ontario Heritage Act*. This lot is accessed through a treed driveway (the alley).

Current Applications and Appeals

The submitted Official Plan and Zoning By-law Amendment application, refused by Town Council, sought permission to develop the site for 81 new townhouse units, six of which are back to back style and the retention of the detached dwellings at 1024 and 1042 Sixth Line. Specifically, the Official Plan Amendment proposed the following:

- to redesignate the developable area from *Low Density Residential with Special Policy Area* to *Medium Density Residential*;
- to remove the *Special Policy Area* overlay, which reflects a maximum density of up to 10 units per site hectare;
- to permit a maximum density of 56.5 units per site hectare; and,
- to redesignate the top of bank setback from *Natural Area* to *Private Open Space* with permissions for the existing dwellings and structures to remain.

The Zoning By-law Amendment proposed to rezone the developable portion of the site from *Residential Low (RL1-0)* and *Natural Area (N)* to *Residential Medium (RM1 and RM2)* and *Private Open Space (O2)*, each zone with site specific regulations to permit the proposed redevelopment of the site.

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The applications were refused by Council on March 20, 2017. The applicant appealed Council's refusal decision to the Ontario Municipal Board (OMB) on March 31, 2017. The OMB has scheduled the initial pre-hearing meeting on this matter for November 14, 2017.

Council Direction

In addition to refusing the application, Council passed the following resolution on March 20, 2017:

That Council direct Planning Services staff to undertake a review of the subject land and their context to determine what appropriate redevelopment opportunities exist, having regard to the issues identified in the Planning Services report dated March 7, 2017, in consultation with the local residents and the applicant.

This report responds to that direction and is being provided prior to the prehearing to allow the information contained in this report to be considered by Council and inform the Town's position for the pre-hearing. Additional information related to the appeal is provided in a separate confidential report from the Legal Department appended elsewhere in the agenda.

COMMENTS/OPTIONS:

The March 7, 2017 Planning Report undertook an analysis of the original development application. A number of policy related and technical issues were identified, that led planning staff to put forth a recommendation that the application be refused.

Issues identified within the March 7, 2017 report included the following:

Policy Issues:

- Introduction of a high density development into a low density residential neighbourhood;
- Failure to conform to section 4.3 of the Livable Oakville which requires that redevelopment outside of the Growth Areas preserve the character of the areas and uphold the overall urban structure of the Town.
- Introduction of a built form and density in a manner that did not conform to Section 11.1.9 of Livable Oakville, being the criteria that guide in maintaining and protecting the existing neighbourhood character;
- Inadequate consideration of the protection of the cultural heritage resources on site. The Heritage Impact Assessment suggested the potential for a Part IV designation under the *Ontario Heritage Act*. The merits of the cultural

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heritage landscape component of the site including the allee (treed driveway of 1042 Sixth Line) must also be considered.

- Introduction of a private condominium road to service the proposed development; and
- The proposed retention of two dwellings (including the heritage dwelling) within the valley lands and the impact on the Town's ability to take ownership and protect the valley lands and top of bank as part of the Town overall natural heritage system in accordance with the Town's standard practice and policies.

Technical Matters:

- Incomplete identification of technical constraints including the delineation of the valley land limits and top of bank buffers constraints.
- Impact of development on existing tableland trees; and,
- Proposed access onto Sunnycrest Lane, being a private lane.

These technical and policy issues continue to be relevant to the assessment of the development potential of the site.

Public Consultation

In response to Council's direction, three meetings were conducted with the area residents and the applicant on June 15, September 28 and October 5, 2017.

The first meeting (June 15, 2017) allowed residents the opportunity to define the issues that were of concern to them. The following generally summarizes issues raised by the public. Notes taken at this meeting reflecting comments, concerns and questions of the public are attached as Appendix A:

- Noise impacts from the QEW;
- Official Plan and Zoning Conformity (transition, maintaining character)
- Transportation Matters;
- Construction Matters;
- Stormwater Management;
- Provision of Utilities;
- Heritage;
- Tree Preservation;
- Parkland Dedication;
- Preference to maintaining existing Official Plan and Zoning; and,
- Environmental Impact Study.

The second meeting (September 28, 2017) confirmed staff's understanding of the public comments/concerns raised from the June 15, 2017 meeting, and then

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identified the issues as opportunities and constraints for the site. The comments/concerns were translated into a "Bubble Diagram" (Appendix B), prepared by the applicant, effectively identifying the constraints and general areas where development could and could not occur based on these opportunities and constraints.

These identified opportunities and constraints include:

- Protection of the top of bank and associated buffer area and of the Sixteen Mile Creek valley area;
- Incorporation of a buffer strip along Sixth Line for the purpose of creating an effective buffer or transition between the development on the east side and the new development;
- Protection of the treed driveway (the Allee) at 1042 Sixth Line with increased building setbacks;
- Protection of an existing Gingko Tree in the area around the listed heritage building;
- Appropriate development interface with Sunnycrest Lane. Access would not be supported; and,
- Possibility of retention of two existing dwellings (including the listed heritage building) within the top of bank buffer along the 16 Mile Creek valley remained subject to consideration.

The identified constraints would assist in permitting redevelopment of the site while maintaining and protecting the character of the existing neighbourhood as envisioned by the Livable Oakville policies.

The third meeting, held on October 5, 2017, allowed the applicant to prepare and present a Draft Concept Plan (see Appendix C), which they represented as implementing the "Bubble Diagram". Noise and Traffic consultants retained by the applicant also attended to further address technical issues raised by the public.

The applicant's solicitor has advised that the draft concept plan has been provided "for the purposes of allowing Town staff to consider the "constraints" to development that exist on the site and to enable staff to consider the form and density of development that could occur on the site, and to assist staff in forming an opinion on what might be acceptable to them." At this stage, the applicant has not submitted or revised its existing application or submitted an application for draft plan of condominium or subdivision based on this concept. Town staff has not completed the type of detailed review of the concept that would be part of that process. However, the Concept Plan is useful for the purpose of illustrating the type of development which may be possible and for identifying additional issues.

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The draft concept plan presented by the applicant contains the following:

- 69 total overall units - 67 new units – 65 townhouses, two (2) semi-detached units and the two (2) existing detached dwellings. These two detached dwelling are proposed by the applicant to remain. The southerly existing dwelling at 1020 Sixth Line partially extends beyond the stable top of bank of the Sixteen Mile Creek as currently identified.
- Single access via private lanes from Sixth Line;
- Protection of the allee (treed driveway);
- Delineation of the staked top of bank, geotechnical top of bank and 15 metre top of bank setback buffer based on current studies;
- Introduction of an open space area along the west side of Sixth Line south of the site entrance, identified by the applicant as parkland dedication;
- No connection to Sunnycrest Lane; and,
- Protection of a number of tableland trees and introduction of new tree plantings.

Considerable discussion took place with respect to the issue of traffic, and the potential impact that the proposed development would have on contributing to the traffic congestion in the area. In this regard, a Traffic Report had been submitted with the original proposal, wherein it was determined that all intersections would operate at acceptable levels, no improvements were required to accommodate this development. Parking would also be provided in accordance with the town's Zoning By-law.

Written submissions from the public received as part of the above referenced process are contained within Appendix D.

Various matters contained within the Environmental Impact Assessment and geotechnical study including but not limited to the final definition of valley land limits and top of bank buffers and associated areas remain outstanding and must still be confirmed by Conservation Halton, Halton Region and Ministry of Natural Resources and Forestry (where Species at Risk are involved).

Staff have been advised by the applicant's consultant that the area outside the top of bank buffer area is approximately 1.235 hectares, while the total amount of table land (including the top of bank buffer area) is approximately 1.47 hectares. The 69 units would result in an overall density of 47 uph based on the tableland (1.47 ha). The Livable Oakville plan excludes buffer areas from the calculation of density. The 67 units within the area beyond the buffer (1.235 ha.) would result in a density of 54.25 uph within that area.

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Considerations for Appropriate Redevelopment of the Site

As noted above, the lands are currently subject to a *Special Policy Area* overlay which limits the maximum density of the site to 10 uph. This policy was designed to protect the character of areas with development patterns consisting of substantially large lots. Although these lands are subject to a *Special Policy Area* overlay, similar to other lands within the town, there are also distinctions that may allow for additional redevelopment.

The size of the *Special Policy Area* associated with this site is smaller and more isolated than other areas subject to this *Special Policy Area* overlay, as can be seen by the excerpt from the Livable Oakville Plan below (Figure 2). The Sixth Line *Special Policy Area* site is a small isolated area containing only two public streets and a private lane; and is bound by Sixth Line, 16 Mile Creek valley, Morrison Creek Diversion Channel and the QEW. The other *Special Policy Areas* reflect large contiguous neighbourhoods, on numerous well connected streets.

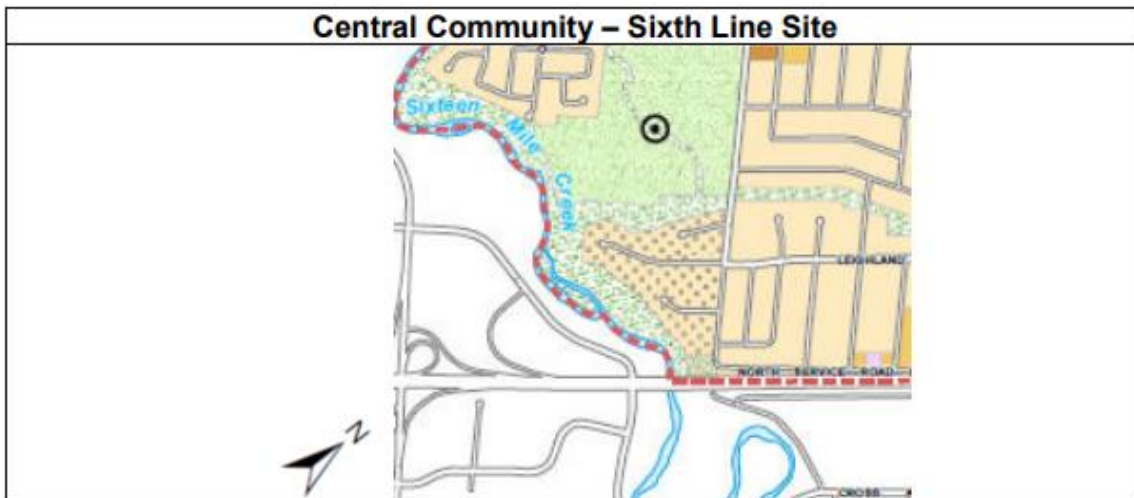


Figure 2

The site, as shown of Figure 3 below, is on the edge of the community, separated by the QEW from the Midtown Growth Area, as defined by the Livable Oakville Plan, and the Sixteen Mile Creek valley to the west. Pedestrian access to the Midtown Core Growth Area is made by the QEW pedestrian underpass. The site is approximately 1000 metres from Oakville Place and the Oakville GO Station.

While maintaining the character of the area remains important, the size and isolated nature of this area provides an opportunity for change at the edge of the neighbourhood that would allow for redevelopment without altering this character.

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The proximity to the QEW, Midtown, GO Station and Oakville Place make this site a candidate worthy of consideration for an appropriate level of redevelopment.



Figure 3

The site has remained undeveloped/underutilized for a number of years. Noise related issues from the QEW may have deterred development of single detached dwellings on large lots, similar to that in the neighbourhood, on this site.

A review of the area (Figure 4 below) identifies that there are no other comparably large lots with the ability to redevelop in the immediate neighbourhood. The surrounding area is an established residential area, with redevelopment consisting of the replacement of original housing stock on existing lots (tear downs and replaced with larger detached homes). This site represents the only site within the immediate area which may be suitable for redevelopment of this nature. Appropriate redevelopment of this site is not expected to undermine the stable character of this neighbourhood.

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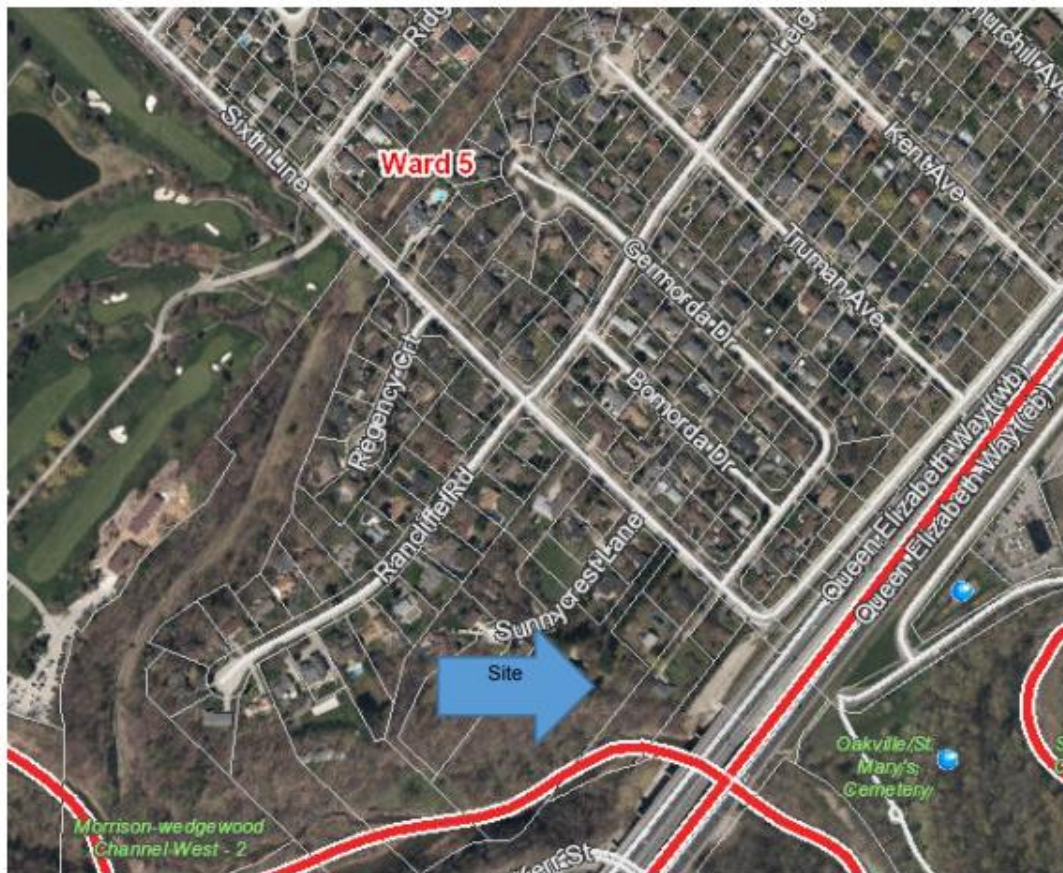


Figure 4

Within the Livable Oakville Plan, Sixth Line, south of Leighland Avenue/Rancliffe Road, and the North Service Road East, are designated as a minor collector roads. Minor collector roads are designated to accommodate moderate volumes of intra-community traffic with 5,000 vehicles per day volumes and 20 metre right of ways. Leighland Avenue is a major collector road designed to accommodate intermediate volumes of intra-community traffic with 10,000 vehicles per day volumes and 26 metre wide right of way. As a result, staff is satisfied that the level of development proposed can be accommodated within the transportation network.

Any redevelopment of the site must provide the ability to protect valuable natural heritage resources such as the 16 Mile Creek valley, top of bank areas and tableland trees, including the allee associated with 1042 Sixth Line and trees along the Sixth Line frontage.

Any redevelopment proposal must conform with Sections 2.2 (Guiding Principles), Section 4.3 (Residential Intensification Outside of Growth Areas), and Section

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11.1.9, collectively upholding the town's urban structure, and maintaining and protecting neighbourhood character.

In consideration of the discussion above related to the characteristics of this site within the *Special Policy Area*, opportunities exist to redevelop the site at densities greater than presently exists within the Livable Oakville Plan. *Medium Density Residential* development would be appropriate for the area subject to design in a manner that would both address the physical constraints of the property and maintain the character of the area. Under the Livable Oakville Plan, this would permit a density range of 30 to 50 units per site hectare. Respecting the constraints identified in the 'Bubble Plan', in particular the buffer along Sixth Line, the retention of the allee, the protection of the Sixteen Mile Creek Valley and the appropriate interface with Sunnycrest Lane, would allow for development at this level.

While new development is not permitted within the top of bank buffer, the Livable Oakville Plan policies recognize that existing development may remain, particularly when the existing development (1042 Sixth Line) has cultural heritage value. Additional consideration is necessary with respect to the existing dwelling at 1020 Sixth Line which is not of heritage interest, in poor condition, and is located partially below the yet to be confirmed stable top of bank. In addition to Town policies, Conservation Halton regulations would apply to this area.

Matters to be addressed

This report is intended to outline principles of redevelopment that could be applied to the site. It is emphasized that staff's review of the draft concept plan is preliminary and is not an endorsement of the plan submitted. The existing technical work necessary to establish the developable area remains subject to review and has not yet been accepted by the appropriate public authorities. Additional technical reports would be required as part of any future applications related to the development.

Although staff have not reviewed the Concept Plan in detail, the following comments are provided based on the principles described in this report:

- A continuous buffer strip is required along Sixth Line, tapering from a width of approximately 16 m adjacent to the allee to approximately 11 m at the southerly edge. Units 26 and 27 and part of 25 are within this area. In addition, this area is identified on the plan as parkland. A public park at this location and in this configuration would not be supported as parkland dedication and should remain part of any condominium as private open space.

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- The protection of the allee is critical. Additional information would be required to confirm that building setbacks from the allee are sufficient to protect the health of these trees.
- The concept plan shows new development in the form of a driveway within the buffer area. This would not be permitted under relevant policies.
- Additional consultation is required with Conservation Halton on the existing dwelling situated partially below a yet to be confirm stable top of bank of the Sixteen Mile Creek. In the event that the existing houses remain within the top of bank buffer area, consideration would be required to identify appropriate land areas providing amenity space for these dwelling units. Public ownership of portions of this buffer area should be accommodated, if feasible.
- Additional evaluation of the interface with Sunnycrest Lane would be required including the preservation of existing vegetation.

These technical matters remain unresolved, at the time of writing this report, which collectively have the potential to impact the overall unit count and resultant density.

Issues to be explored through further applications or processes include the treatment and ownership of the valley lands and buffers, the potential heritage designation of the listed dwelling and allee. Opportunities for landscape preservation and/or enhancement consistent with these principles would also occur through future processes. Zoning regulations would need to consider the matters described in this report particular to maintaining the character of the area.

CONSIDERATIONS:

(A) PUBLIC

Notice to the public of this meeting has been provided.

(B) FINANCIAL

Not applicable to this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Matter from various departments and agencies will be addressed through the OMB process.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

Not applicable to this report.

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APPENDICES:

Appendix A - Public Comments from June 15, 2017 Meeting
Appendix B - Bubble Diagram
Appendix C - Draft Concept Plan
Appendix D - Public Comments from Process

Prepared by:
Robert H. Thun, MCIP, RPP
Senior Planner
Current Planning – West District

Recommended by:
Charles McConnell, MCIP, RPP
Manager
Current Planning – West District

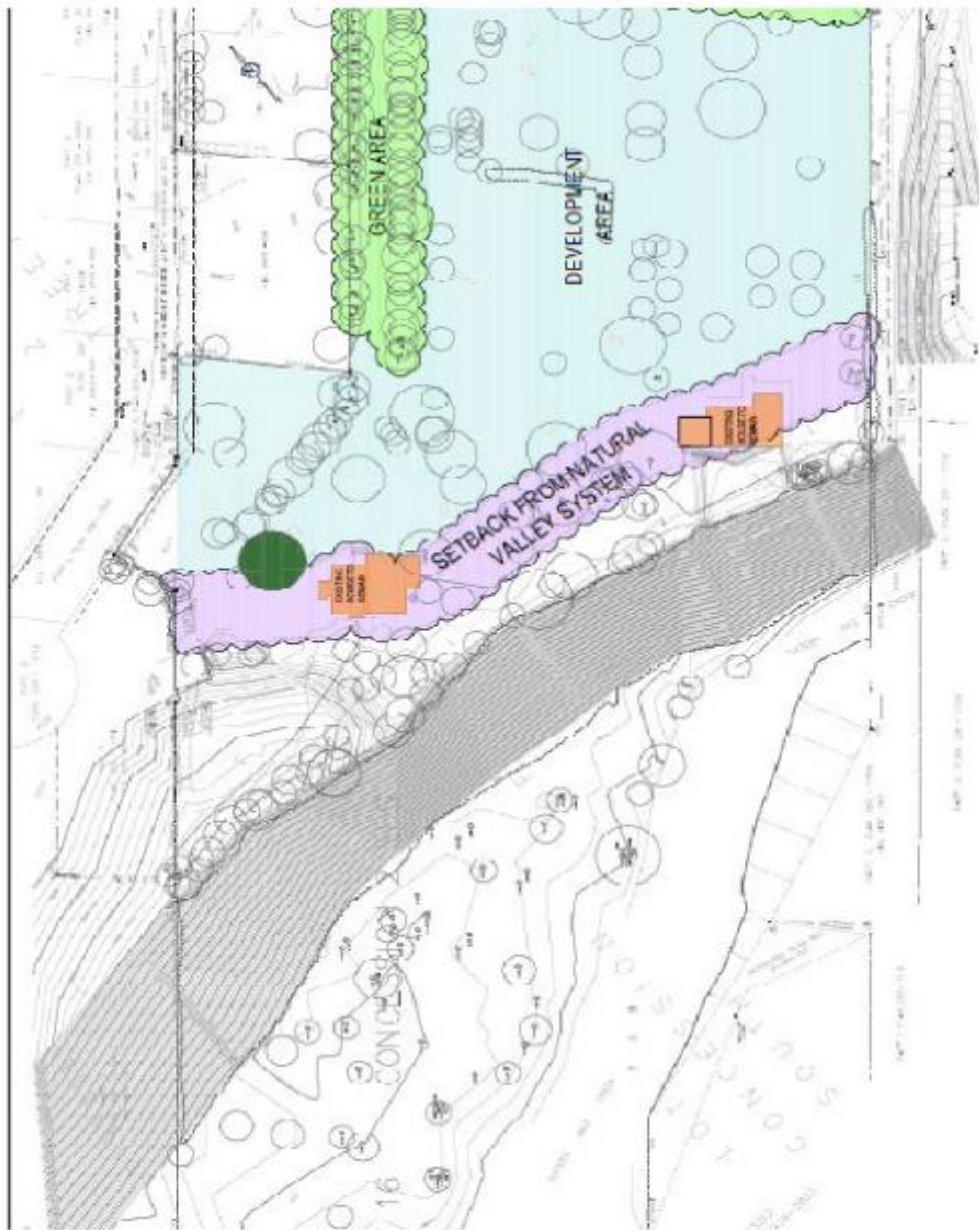
Submitted by:
Mark H. Simeoni, MCIP, RPP
Director, Planning Services

Appendix A

Issues Raised at June 15, 2017 meeting

- Noise impacts associated with the development of the land. Does noise go up the valley from QEW? Does development help mitigate impacts to existing neighbourhood, deflection of noise towards existing residents, Look for creative solutions, alternate forms of noise barriers across QEW to help mitigate noise, 427 south of 401
- What is the limit for medium density?
- How many units can be built on the site with existing OP and zoning?
- Noise – complex issue, do we need detailed modelling to review noise, impacts to/within and external to the site, need for expertise, weather impacts? What time of day, season etc. are the noise studies done?
- Impacts of noise on the quality of life and potential ramifications to resale values
- Traffic – does not consider access to Trafalgar, number of cars generated by development, fulsome review of impacts. Lin Rogers transportation study information, bike lanes
- Traffic emanating from Trafalgar site?
- Construction / road closures on Trafalgar and QEW, impact on Sixth Line
- Drug activity
- Runoff LID's, solutions to stormwater management
- Transportation – Transportation Master Plan, College Park study
- Ownership of unit, probably younger families and traffic generated busing/school accommodations,
- Height of proposed development, preference single detached homes
- Has the developer considered maintaining the Official Plan and zoning
- Traffic – impact of construction activity on existing roads
- Sunnycrest Lane – sediment control? fencing going up
- Impacts on utilities – hydro, bell, cogeco
- Solar
- Oakville hydro - impacts, capacity issues?
- Location of bell fibre, private property, sunnycrest lane vs. randcliffe
- Number of units based upon existing frontage
- Total number of units and their heights transition between east and west sides off 6th Line
- What is the experience of walking along 6th Line
- Importance of trees and the alley, what is the replacement of removed trees
- "Bubble Diagram" type of approach to development concepts
- Conversion of property for a public park or developed partially and rest for park
- Where does cash in lieu get spent, is it locally used?
- Underpass issues and safety
- Strong support from residents for maintaining the OP
- Willing to enhance neighbourhood while recognizing development potential

Appendix B – Bubble Diagram



Appendix C – Draft Concept Plan



Enlargement of Development Area



Appendix D – Public Comments from Process

N. L. Urquhart - ___ Bomorda Drive

File Z.1516.02

Without prejudice

Further to meeting on June 15, 2017

This meeting was called to discuss the following resolution

"The Council direct Planning Services to undertake a review of subject lands and their context to determine what appropriate redevelopment exists having regard to the issues identified in the PLANNING Services report dated March 7, 2017, in consultation with local residents and the applicant"

The meeting started with all attendees signing in and marking on a map the location of their property.

Prior to the initial meeting on March 7, 17, I and some of my neighbours went around getting signatures for a petition against this rezoning and submitted it to the clerk's office. A few of the residence who signed the petition could not or did not attend for various reasons this should be noted.

At the meeting on June 15,17 it seemed that the onus was on the residence to voice their concerns, when in fact it should also be on Dunpar Developments Inc. to show what benefit if any this development would have on the community.

Also it was stated more than once that this property" has to be developed" when in fact for over a hundred years, at least the 30 years that I have lived here and the 50 or more years that some of my neighbors lived and payed taxes here it has functioned very well. The former residences of the existing house on the property 1020 – 1042 Sixth Line, lived worked and raised families not once did someone raise the question, that their property must be redeveloped.

If you look at the map where we marked our properties in relation to the Dunpar property you have to go pretty far afield to add up to 81 residences, with this proposed development you are adding approximately 60% more residences in a very restricted area. My math might be a little off but you get the picture. You have a petition signed by most of the immediate residents that was given to the Town Clerk after the 1st informal meeting was called.

Without malice or prejudice this proposed zoning change brought forth by Dunpar Inc. and presented to the community by councillor Jeff Knoll does not conform to any of the criteria set out in the "Livable Oakville document "and if we acknowledge that this document was written by professionals (who did their due diligence) from the Planning, zoning and governing branches of the Town of Oakville then this proposal should not have seen the light of day and therefore should be denied.

The zoning should remain the same and should not be changed (from low density with a special policy overlay to in essence high density) to benefit the one at the expense of the many. Spot zoning should be frowned upon not rewarded.

If this project goes ahead we owe an apology to all those who spent time and effort to draw up this document and we owe the tax payers a refund for any and all money spent.

Brian Schiedel – email dated October 6, 2017

Hello Rob,

First let me thank you and the Town's staff for the work you have done in facilitating these meetings.

You have given up several evenings to give this matter a full airing.

I wanted to provide my input, as I have throughout the process, on the latest submission from Dunpar.

I am sure the Town's Official Plan took a lot of people, a lot of work, at a considerable cost to develop the framework that all development requests will be governed.

It recognized the unique character and charm of this corner of the College Park neighbourhood, and set it within the building and development codes.

The Plan is clear that these properties are subject to a Special Policy Area overlay and are designated as Residential Low Density Lands.

Neither of the Dunpar proposals come close to fitting these requirements.

Most of the residents of this neighbourhood are long term home owners, as you have heard at these meetings, and they care deeply about the area.

After attending all the meetings and listening to all the presentations, there remains no reason that I can see to consider changing the density and character compatibility requirements as laid out in the Official Plan.

I could not disagree more with our councilors about accepting this proposal, though it is not acceptable nor consistent with the Official Plan, would be better than the unknown.

This is a special neighbourhood with great citizens and it deserves to be fought for.

I hope that your team will reflect this in your recommendation.

I also hope that Council will pick up the fight.

From: [Brent Janes](#)
To: [Charles McConnell](#); [Robert Thun](#); [Long Dave](#)
Cc: [Jeff Knoll](#); [Marc Grant](#)
Subject: Re: Sixth Line Development - Oct 12
Date: Thursday, October 12, 2017 15:23:13

Hi,

As there were so many questions being asked at the previous meetings, I never had a good opportunity to get this one out:

Does the planning of Oakville consider low density housing to be a thing of the past or is there plans to retain or grow it?

I have neighbours moving here from the GTA explicitly because of the single detached housing opportunities and the belief of the area retaining its unique "charm". I assume we are still called a "Town" vs. "City" due to the rest of our citizens and City Hall wanting to retain this feeling and not become a crowded metropolis but somewhere we can retreat from such conditions.

The proposed development area remaining as is or altered slightly to allow a few more single detached homes seems to me more in keeping with the best "livable" Oakville conditions for existing and future residents.

Regards,
H.Brent Janes

N. L. Urquhart - ___ Bomorda Drive

Robert & Nancy Urquhart

█ Bomorda Drive

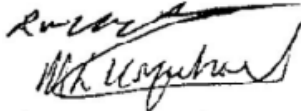
Oakville, Ontario

L6H 1Y2

Reference: File no. Z.1516.02

Without prejudice

As all the homes in the immediate area are on large lots and not more than two stories high in keeping with the livable Oakville document, we could see this special policy area being rezoned for single family dwellings on minimum 65 foot wide lots.



Robert & Nancy Urquhart

RECEIVED
JUN 13 2017
CLERK'S DEPT

Benny Liu – Germorda Drive – email October 4, 2017

This is Benny Liu, and I am the owner of ___ Germorda Dr. Oakville. I am writing to express my opposition to the zoning by-law amendment that proposes to turn the five big single family lots on Sixth Line and North Service Road to 81 townhouses.

I believe my neighbors have expressed how the proposed development plan violates the Livable Oakville Plan etc., but I'd like to give some personal feelings towards the matter which I believe somewhat represent what made us come to Oakville and what will continue to make people want to live in Oakville in the future, especially for younger generations.

I came from China when I was 18 years old to pursue my university and master's education and started working and living in downtown Toronto since 2013. I moved to Oakville in 2016 after my wife and I got married and started thinking about raising children. Initially, I did not want to buy a house just to leave all my city life behind, not to mention buying a house in Oakville where the matured Chinese community in North York and Richmond Hill was so far away. However, this all changed when my friend and realtor showed me the listing of ___ Germorda Dr. and showed me around the neighborhood on a cold winter night, I asked him to send in the offer immediately. The community has this incredible welcoming and comforting vibe, with apparently old but very well maintained bungalows sitting on 100 by 100 lots with huge trees, everybody had a big lawn and a garden full of flowers well-tended, houses had healthy distance with each other with no McMansions that are five feet away from each other (which is quite often seen in Richmond Hill and North York).

For ___ Germorda – The bungalow was rebuilt in 2006 by the previous owner with additions based on the 1958 structure. It is very open concept with over-sized windows/sliding doors in every room including my master ensuite bathroom. However, with the trees, hedges and fences strategically and esthetically placed, nobody could peek into my backyard or bathrooms/bedrooms even though I am on the corner. I have seen a lot of newly built multi-million dollar houses in Richmond Hill, and I am confident that the privacy of home owner was never seen better protected in those mansions than my bungalow in Oakville. Though it does not cost much to have some trees and fences in place, the level of care and creativeness the previous owner put onto this property is unparalleled and will not be met by any builder who does mass production, and that is the most precious character of my house and literally every home owner that I have met in my neighborhood has his/her own story with the house. When I walked around the neighborhood I realized I did not see any two houses that looked identical, every house was different. Then I started realizing all the home improvements done by home owners and felt the love and care people have put in their homes and their pride to show for it. This

is what changed my mind and this is what I believe the most precious character of the neighborhood that are quickly disappearing in the general GTA area with the fanatic real estate market that made people start looking at their houses more as investments rather than homes.

Again, I do not want to reiterate what my neighbors have said about noise, traffic or pollution that will come with the development for the next five years and then the new 81 families, but I do like to suggest the council to consider the **repercussion** if the plan is approved. There are a lot of big lots along Sixth Line, in Ranchcliffe and along the vertical portion of Germorda, and a lot of the current owners are retirees who might soon consider to sell and move. The approval of the plan will encourage more builder to come into our neighborhood, and acquiring just a handful of properties will give them enough land to build another project like the currently proposed one. Worst of all – the new builders will have a precedent to refer to. **If the town does not reject this proposal, it will not be able to reject the next one.**

I do understand nothing last forever. With the dramatic population growth of GTA, we are bound to experience increase in density in the neighborhood and I am fine with it. But the proposed plan will increase the density of population in the neighborhood barbarically, which could lead to departure of home owners in the surrounding area who value their privacy and quality of life and result in a disastrous deterioration of community quality. I would suggest we increase the density gradually and most importantly – increase the density in a more organic way that does not come at the cost of losing the current character of the community. Therefore, I will not oppose if the builder decides to divide the acquired lots into smaller lots and build two-storey houses.

Thanks a lot for your time and hope this adds some perspectives to the case.

David Long – Rancliffe Road – email dated October 12, 2017

**SUBJECT: Revised Development Proposal
 Proposed Official Plan and Zoning By-law Amendment
 1020 – 1042 Sixth Line
 1463291 Ontario Inc. (Dunpar Developments Inc.)
 Z.1516.02, Ward 5**

Dear Sirs,

Firstly, I would like to thank you and Councillors Knoll and Grant on behalf of the community for the time and effort you have all contributed in holding and moderating the series of evening meetings over the past few months which have enabled the residents of the area to discuss the above proposed development. This is very much appreciated as it shows your level of concern and willingness to engage with the community on important local issues.

Secondly, I would like to make the following comments on behalf of the community regarding the revised development proposal (RDP) which was presented to the community on October 5. (All references are to the Planning Services Department Report dated March 7, 2017.)

SUMMARY

The major changes to the revised development proposal are as follows:

- Reduction of the number of townhouses to be built from 81 to 65
- Increasing the setback from the Sixth Line (but only for the block of townhouses facing the Sixth Line)
- Preservation of the laneway and the coniferous trees along its southern border
- Elimination of the access to Sunnycrest Lane

In summary, while the revised development proposal marginally improves some of the planning inadequacies and deficiencies of the first proposal, it is still far from conforming to most of the important planning guidelines. Therefore it should remain unacceptable from a planning perspective.

COMMENTS

1. The original plan had a density of 56 units per ha while the revised proposal is 45 units per ha. This is still a considerable increase in density to the surrounding neighbourhood which is zoned for a maximum of 10 units per ha. (page 2)
2. This area is not designated as a "node" for future development intensification by Town Council as implied by Livable Oakville 11.1.8. (page 10, 15, 22)
3. There is no change to the important criteria of Livable Oakville 11.1.9 for the built form of development, including scale, height, massing, architectural character and materials. The revised development uses the same design and build of townhouses as the first proposal and therefore remains out of character and therefore incompatible with Livable Oakville 11.1.9. (page 10, 16, 22)
4. While the setbacks for the townhouses facing the Sixth Line have been increased to provide a buffer from the community (see note 9), there is no change to the setback for the units which face south and are positioned immediately to the south of the laneway. The easternmost of those units, which is closest to the Sixth Line, remains a mere 2 or 3 metres from the property line and sidewalk and therefore is incompatible with Livable Oakville 11.1.9 b). (page 17)
5. To increase the setback of the units facing the Sixth Line, all the units in the north/south blocks had to be moved to the west. This has forced the most southwestern units and the access road to be moved further into the 15 metre long term stable top of bank area. This encroachment should not be allowed for the preservation of the bank under Livable Oakville 16.1.9 c). (page 12, 19)
6. The neighbourhood residents firmly believe that the Transportation Study understates the reality of potential traffic congestion in the area. Based on daily experience the rush hour traffic congestion in the area is currently very difficult for many residents yet the study concluded that the extra congestion from the development would be manageable. With 83 dwellings and (an estimated) 130 new cars accessing Sixth Line, the Transportation Study only assumed 28 cars or 22% would exit the development in the morning rush hour. We find this hard to believe and therefore are sceptical of the Study's conclusion regarding the acceptability of the additional traffic in the area. Our reference point is Rancilffe Rd. which is a similar one-access road and which experienced a higher traffic usage ratio.
7. The RDP has only one access road into and out of the development. Given that there are 67 dwellings in the RDP with (an estimated) 105 resident cars and with more cars available using temporary parking, this is a huge load factor on such a small road network and will jeopardize emergency services and rush hour circulation within the development. Cars will be backed up into the housing blocks waiting to exit. This problem remains from the original development proposal.
8. We remain concerned about the potential noise affects and the lower quality of life for the residents of this development from its location vis-à-vis the QEW. This does not meet the quality of life objectives envisioned in Livable Oakville. This deficiency has not changed.
9. The RDP remains not in conformity with The Livable Oakville Plan, Part C, Section 6 Urban Design. The units are unchanged at 4 stories in height and therefore there is no transition in building height with the existing community. In addition there is still a significant destruction of the urban forest including both trees and large cedar hedges. The extensive urban forest on the property is part of the community's identity and also its destruction is not in keeping with the Town's new tree bylaw. (page 18)
10. I refer to The Planning Services Department Report dated March 7, 2017 Appendix E – Public Comments, and wish to point out that these public comments still remain valid with the RDP. There has been no measureable improvement with the RDP to satisfy the Town's policy guidelines which resulted in the rejection of the original proposal.

Dear Sirs

Thank you for your efforts regarding the proposed development by Dunpar on Sixth Line.

Donna and I encourage you to recommend the revised proposal by Dunpar. We look forward to the life that the addition of a new neighbourhood will bring to a challenging group of properties. Residents on Rancliffe Road and in the area below Leighland have been spoiled by little or no traffic in the area and we all knew there would come a time when that would change with the growth of our town and surrounding communities. We would like to avoid a repeat of the Great Gulf development north of Dundas.

Today's home buyers are demanding and knowledgeable. Home builders know they must meet the challenge and we trust Dunpar will use best practice principles when designing and choosing materials to achieve quiet enjoyment within the townhome units. One of Donna's friends recently moved into her new Dunpar home on Trafalgar Road and she seems quite pleased with her purchase.

Usage of the underpass walkway will become more significant as new people move into the neighbourhood. Many will need to walk to the GO station so we ask that you work with the builder to make the approach to the walkway more inviting and safer.

As loud and disappointing as it is, we believe that the noise from the QEW is an MTO issue not a Dunpar issue and will encourage our neighbours to approach the MTO with their concerns. Many of the concerned residents with a voice at the meetings live closer to the valley and we do not believe they will experience any improvement or worsening of sound from the highway once the development is completed.

We look forward to your continued efforts on this matter and we encourage you to find a way to move this project forward.