

APPENDIX B

From: Chris Curran
Sent: Friday, November 3, 2023 4:51 PM
To: Cathy Duddeck <cathy.duddeck@oakville.ca>; Jessica Warren <jessica.warren@oakville.ca>; Jill Marcovecchio <jill.marcovecchio@oakville.ca>; Natasha Coric <natasha.coric@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>
Subject: Submission for Development 42 Lakeshore OPA1715.25, Z.1715.25 Ward 2

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Hello all

Chris Curran resident of Chisholm Street

The height of the property greatly exceeds the other structures along the south side of Lakeshore. Although discussions have always referenced a ten floor building, once amenity and mechanical spaces are included, the effective height is similar to 12 floors. This will have a direct impact on the neighbourhood as it affects privacy and shadowing. At a virtual meeting with Batory on July 25, 2023 the discussions of neighbour privacy and shadow casting were touched upon. Interestingly at that meeting the shadow plan that was presented

did not include the impact in December when the shadows are longest. The development application on the Town website refers to updated shadow analysis diagrams but those diagrams are not available as part of that same web page. I believe that the height of the building at close to 42 metres will cast winter shadows that will seriously impact the surrounding properties to the south and east of the development.

I quote from the news release dated October 26, 2023, commenting on the Ford Government's decision to Halton Region Official Plan:

In 2017, Town Council unanimously approved an Oakville Plan Amendment, OPA 15, that reinforced the Town's official plan's direction of growth to corridors and growth centres with frequent transit service.

Please do the right thing for your constituents and neighbours

Thank you. Chris Curran

From: Kurt Strobele
Sent: Monday, November 13, 2023 10:24 PM
To: Jill Marcovecchio
Cc: Jessica Warren; Natasha Coric; Ray Chisholm; Andrea Holland; Town Clerks
Subject: Re: Register as a Delegation 42 Lakeshore W, OPA 1715.25 Public meeting , Nov 13

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Thank you Jill,
In addition to the 6 photos please
add my comments in the email below addressed to Kathy Duddeck to the record.
Thank you.
Kurt

From: Kurt Strobele
Date: November 13, 2023 at 8:21:31 PM EST
To: Cathy Duddeck <cathy.duddeck@oakville.ca>
Cc: ray.chisholm@oakville.ca
Subject: Re: Can I speak, I did register for item 6.1

Thank you Councillor,

I appreciate your suggestion and will forward my summary points to you now to pass on the Planning Director.

The key objections to the proposed development were eloquently and consistently raised by yourself, Councillor Chisholm, and the other presenters

- excessive height
- excessive density 153 units on less than a 0.7 acre property
- unmanageable traffic increase
- does not fit into the Streetscape and character of this neighbourhood

The main purpose of my presentation was to show the 5 photographs of buildings ,(they were submitted to the Town Clerk and acknowledged today)

95 Brookfield Road,
205 Lakeshore Road
128 Garden Drive
New Bldg - east of 205, Lakeshore
105-131 garden drive

that the city has approved in recent years , as well as one that is currently going through permitting process on 105 -131 Gordon Drive.

All five buildings are either three or four story buildings.

My appeal to the council and to staff is to apply the same criteria to 42 Lakeshore as it did to those recent buildings.

The 52 objections that Manlio Marescotti and myself collected show that the community strongly

oppose the current application, but would support a three or four story building that would meet the current Zoning and By-laws.

The sixth photo shows the

42 Lakeshore application photograph with an outline of what a four story building would look like in that location.

Thank you

Kurt Strobele

From: JOHN SOMERS
Sent: Monday, November 13, 2023 3:04 PM
To: Town Clerks
Subject: Planned development at Lakeshore/Chisholm

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I've lived close by (for 12 years on Anderson street) .I am not happy with this proposed Building application. Mainly because of the traffic challenges this amount of units will present to our community. 152 units? Really?

With the renovations of Tannery park (which is very successful and welcome) -this did indeed present a huge problem to the neighbourhood - mostly because of increased traffic in our area . This has decreased in the past year but still presents challenges to the residents .

152 units equals about 250 new residents - do the math! Our neighbourhood will experience additional traffic congestion / pedestrian safety / visitor street parking /resident street parking /access to lakeshore Road from adjoining connecting roads/service truck street parking for the 152 units/noise pollution/etc.

The amount of units should be reduced to half the proposed plan.

Yours

Ian Somers

42 LAKESHORE ROAD WEST PUBLIC MEETING

FORMAT

ICON
ARCHITECTS

BATORY
Planning + Management



IF THERE IS ANYONE WATCHING THE LIVE STREAM OF THIS MEETING ON OAKVILLE.CA AND YOU WISH TO SPEAK TO THIS ITEM PLEASE CALL 905-815-6095 AND WE WILL CONNECT YOU TO THE MEETING. YOU WILL BE CALLED UPON TO SPEAK FOLLOWING THE REGISTERED DELEGATIONS



42 Lakeshore Rd W

THE LOCAL CONTEXT



THE LIVABLE OAKVILLE PLAN: PLANNING CONTEXT

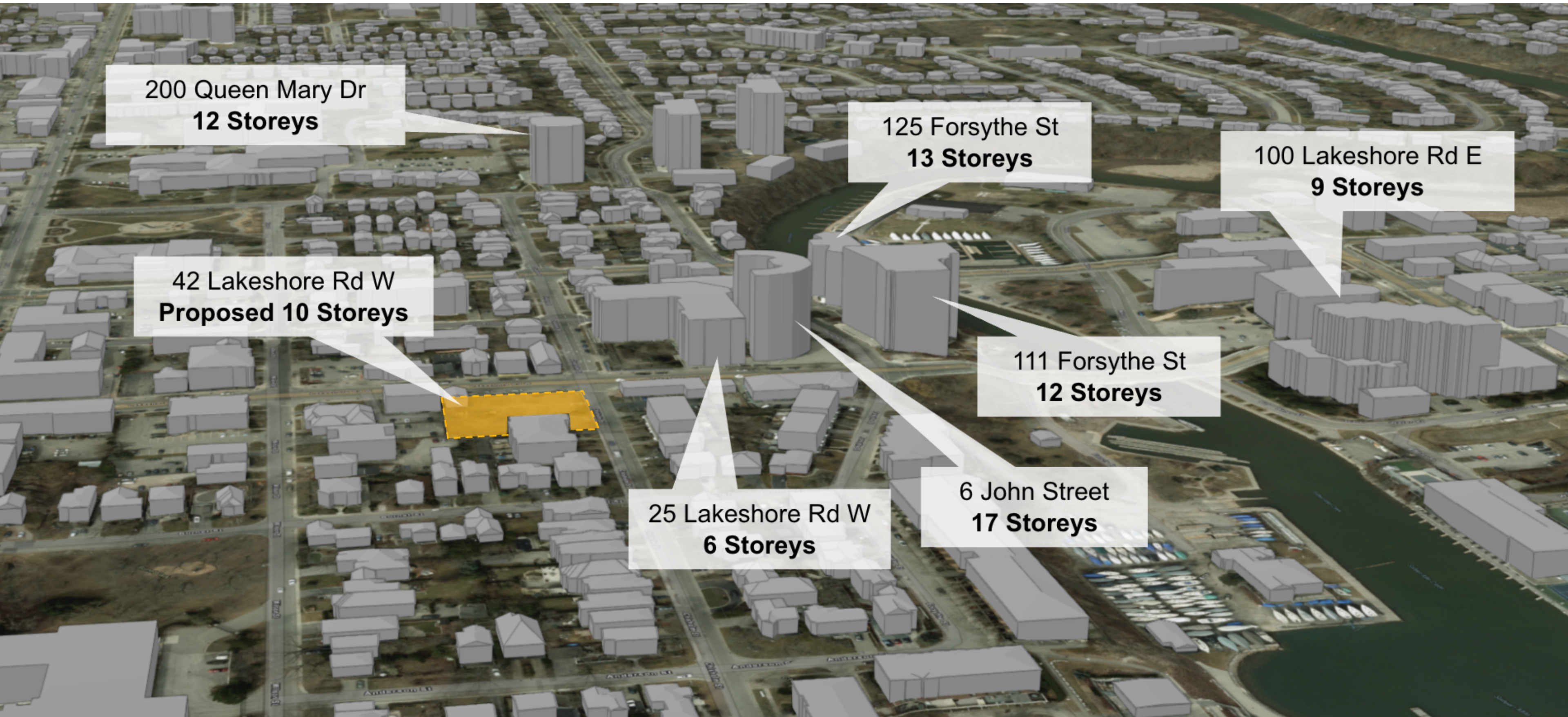


- Located in the Kerr Village Growth Area; Main Street 1 Designation
- Site Specific Policy which allows a 5-storey building on this site, subject to a Section 37 Agreement.
- Growth Area Policies contemplate:
 - Growth and Intensification in a higher density, mixed use, compact urban form
 - Great streetscaping and fit within context
 - High quality design and public space, with active ground floors.

OAKVILLE PLAN ZONING BY-LAW 2014-014



- Map 19(7a) of the Town of Oakville Zoning By-Law 2014-014: the subject site is zoned CBD: sp 17; Central Business District, Special Provision 17.



200 Queen Mary Dr
12 Storeys

42 Lakeshore Rd W
Proposed 10 Storeys

125 Forsythe St
13 Storeys

100 Lakeshore Rd E
9 Storeys

111 Forsythe St
12 Storeys

25 Lakeshore Rd W
6 Storeys

6 John Street
17 Storeys

THE LOCAL CONTEXT - BUILDING HEIGHT

ON-SITE HERITAGE: MCCRANEY-ROBERTSON HOUSE

- Designated under Part IV of the Ontario Heritage Act by the municipality in 2009.
- Built c. 1880. The building served as the residence of William McCraney, born in 1831, who became the Mayor of Oakville from 1872 to 1874
- In 2016, the former Magnolia tree, a heritage attribute of the property, was removed from the site by a previous landowner.
- The existing building is in poor condition and no longer contains many of its identified heritage attributes have been damaged or removed, including the original stucco, wood trim, and windows.



RECENT CONSULTATION

- The project team attended the West Harbour Residents' Association AGM on April 25th, 2023 at the Oakville Yacht Squadron.
- A series of display boards were posted near the entrance to the meeting with the project team on-hand to answer any questions. A presentation by the project team was followed by Q and A and comments from those in attendance. Over 100 people attended the meeting.
- On July 25, 2023, a subsequent PIM (virtual) was held with over 40 attendees, which provided further information on the project as well as a Q and A and comments.



IN SUMMARY

- Proposed 10-Storey mixed use building
- Located in a Growth Area and designated Main Street 1 where the Town anticipates contextually appropriate growth and change.
- New apartment housing, a variety of unit sizes
- New landscaped courtyard area.
- High quality architectural design, materials, and landscaping. The proposed building seeks to respond to the climate objectives of the Town.
- A greater setback from the adjacent low-rise areas to the south / designed to limit overlook.
- Activates a vacant, main street corner with new commercial space.



THANK YOU

ANY COMMENTS/QUESTIONS CAN BE SENT TO RILEY MCKNIGHT AT
RILEY.MCKNIGHT@OAKVILLE.CA AND THE TOWN CLERK AT
TOWNCLERK@OAKVILLE.CA





ICON
ARCHITECTS



ADDITIONAL SLIDES & --- INFORMATION

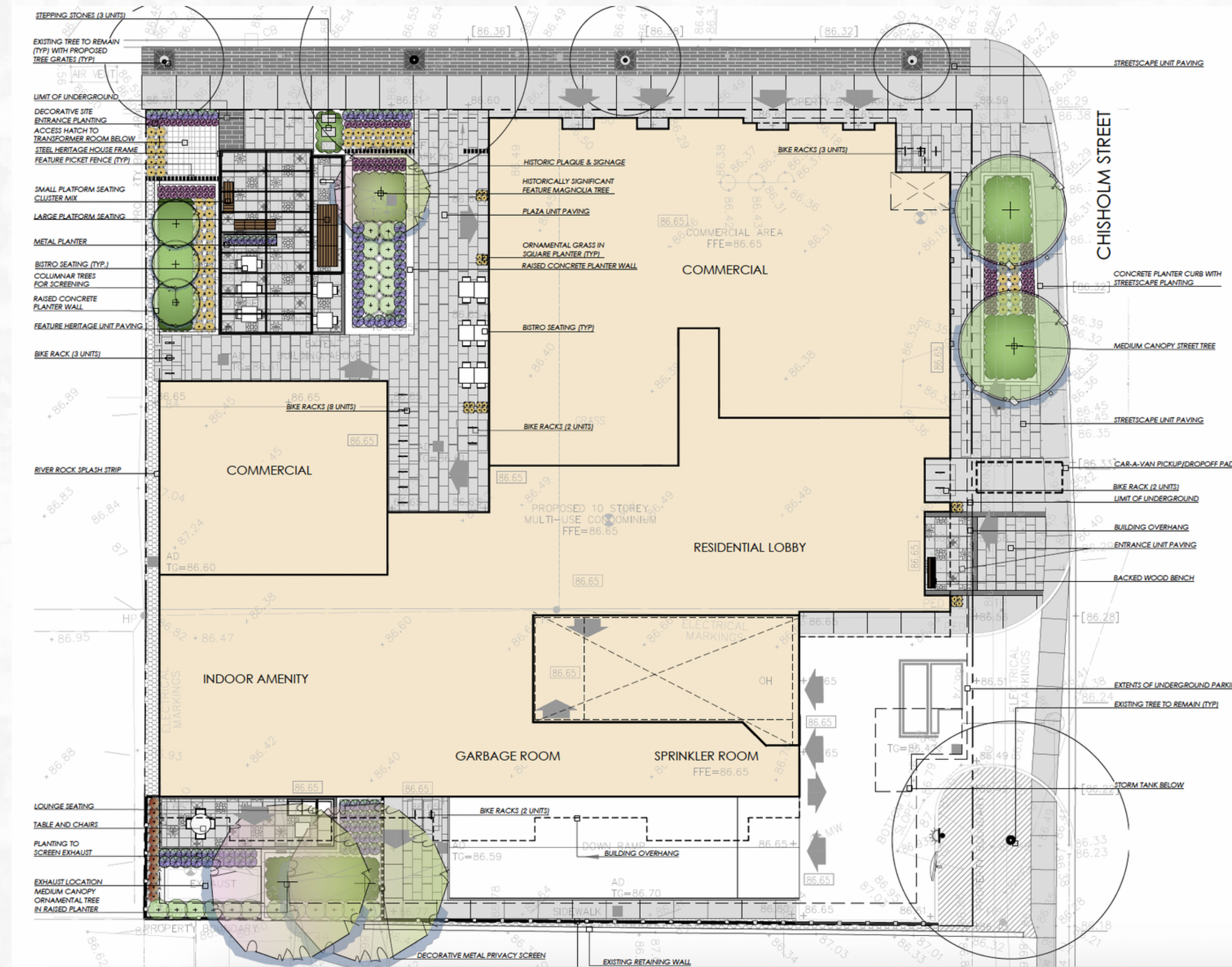
SUMMARY PROJECT STATS

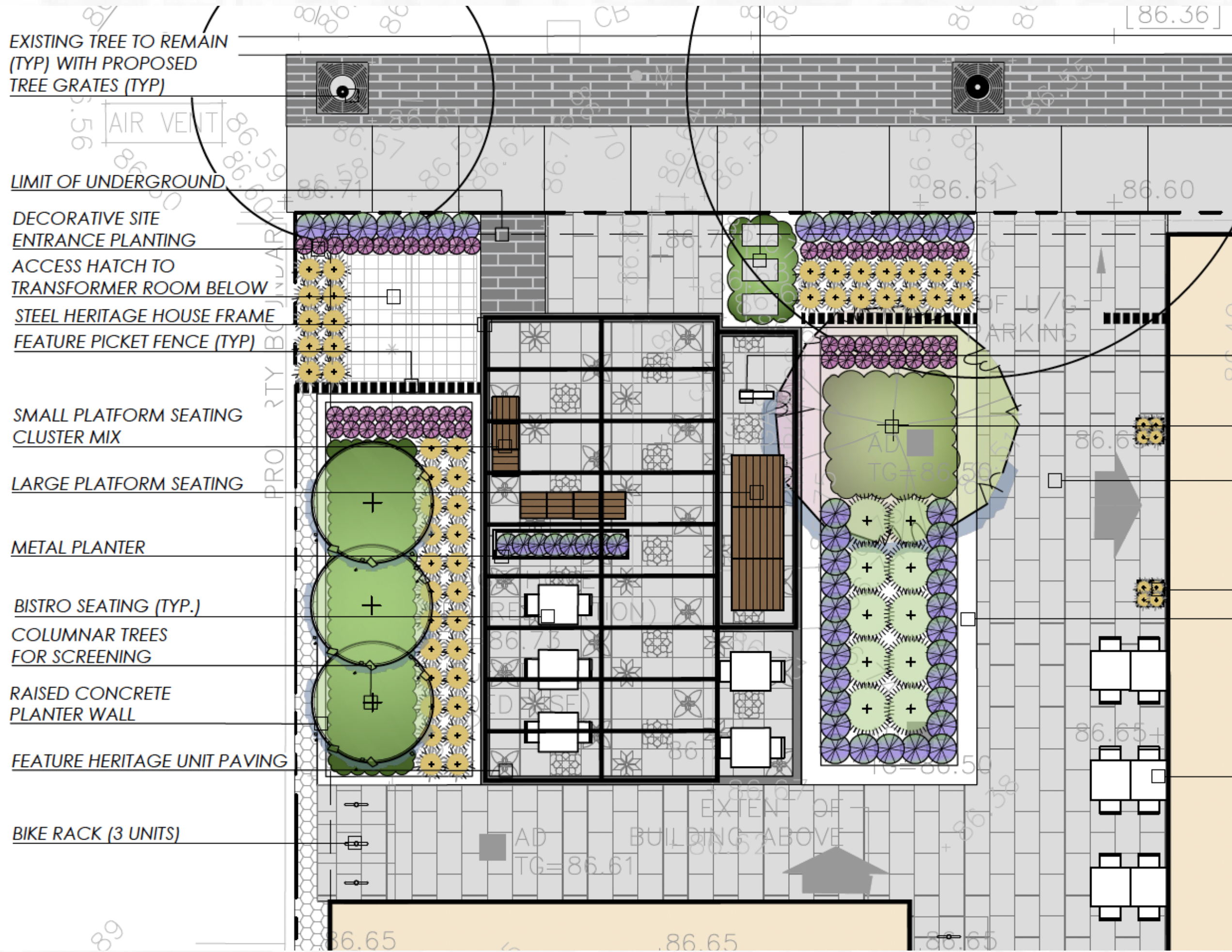


- Proposed 10-Storey mixed use building
- Includes landscaped courtyard area and interpretive heritage structure in place of McCraney-Robertson House
- 152 residential units (Inc. 1/2/3 bed layouts)
- 630 square metres of ground floor commercial space.
- 183 Parking spaces
- Rooftop Amenity area
- High quality architectural design, materials, and landscaping, including a Magnolia tree.

GROUND FLOOR PLAN

- Several new and retained trees along street frontages. New landscaping and wide pedestrian areas.
- Interpretive, landscaped courtyard.
- Commercial space fronting Lakeshore Rd,
- Residential lobby and vehicle entrance on Chisholm Street.
- Internal loading space





INTERPRETIVE LANDSCAPED COURTYARD

- High quality landscaped courtyard space fronting Lakeshore Rd.
- Structure reflecting the form of the original McCraney-Robertson House with heritage signage.
- A Magnolia Tree and a variety of other planting.
- A variety of seating areas

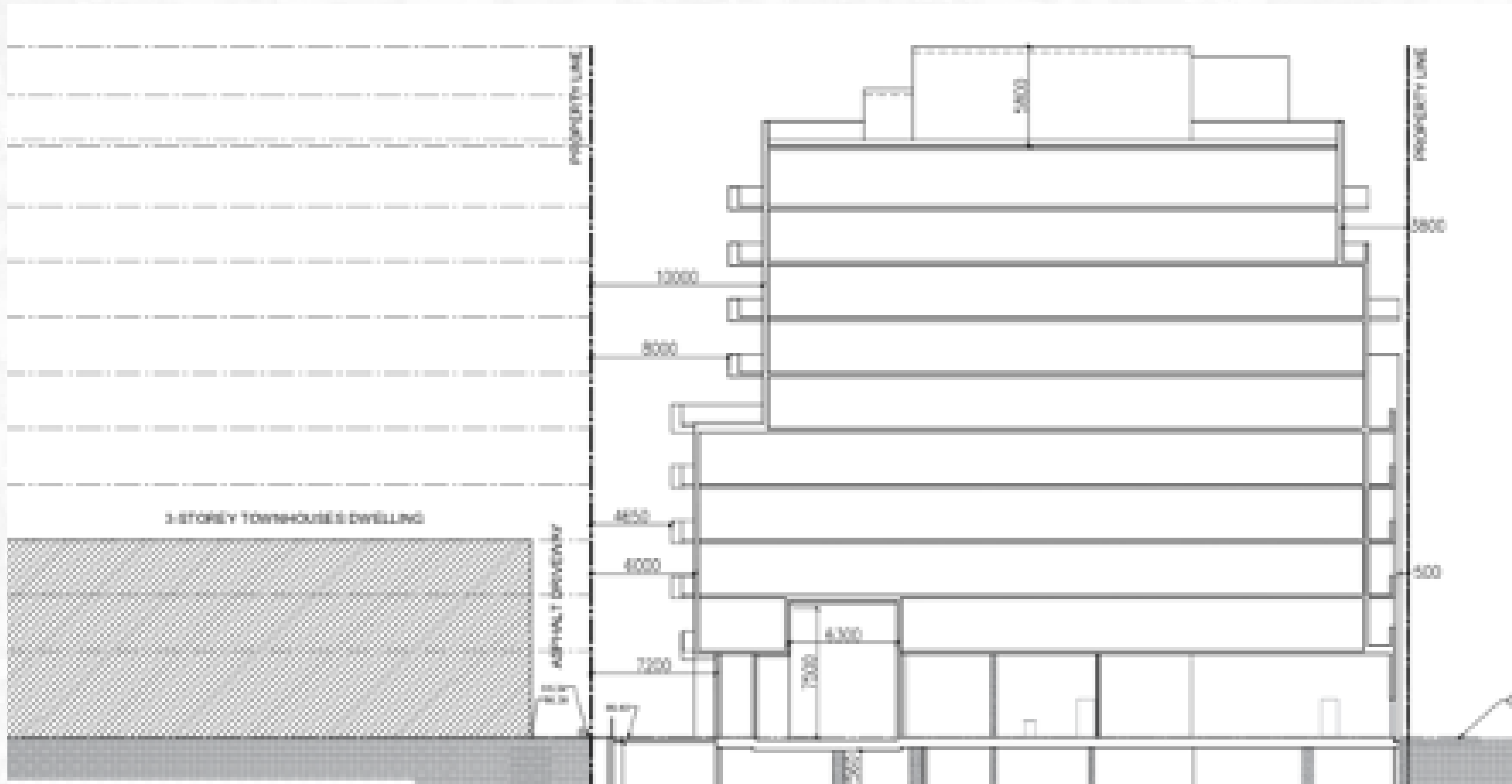
COURTYARD OVERHEAD RENDERING



COURTYARD STREETSCAPE IMPROVEMENTS



SITE SECTION





SHADOW STUDY

APRIL 21



LAKESHORE RD W

CHISHOLM ST

WILSON ST

BURNET ST

APRIL 21, 08:54 AM



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LAKESHORE RD W

CHISHOLM ST

WILSON ST

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ICON
ARCHITECTS



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CHISHOLM ST

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APRIL 21, 10:54 AM



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APRIL 21, 11:54 AM



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CHISHOLM ST

WILSON ST

BURNET ST



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APRIL 21, 12:54 PM



LAKESHORE RD W

CHISHOLM ST

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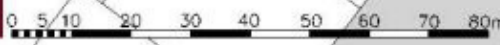
LAKESHORE RD W

CHISHOLM ST

WILSON ST

BURNET ST

APRIL 21, 02:54 PM





LAKESHORE RD W

CHISHOLM ST

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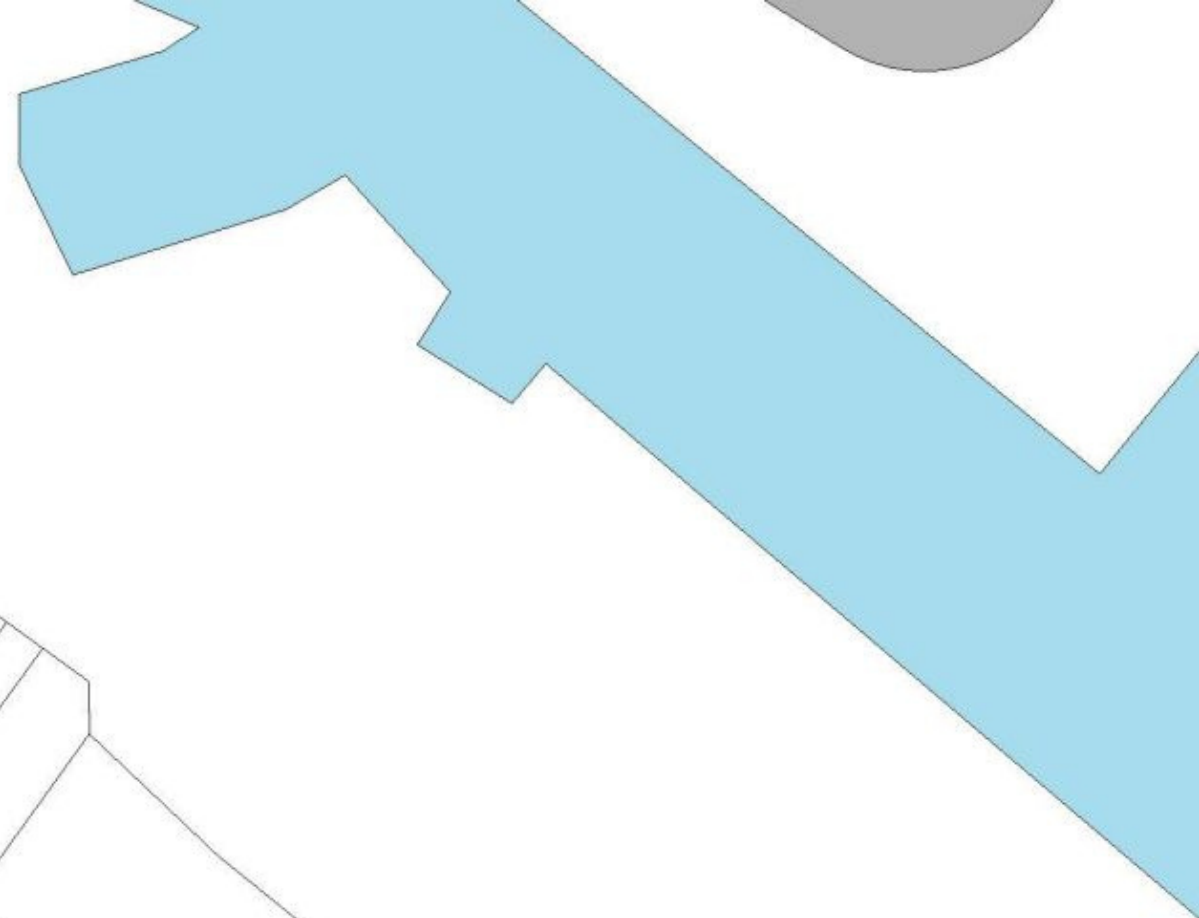


LAKESHORE RD W

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LAKESHORE RD W

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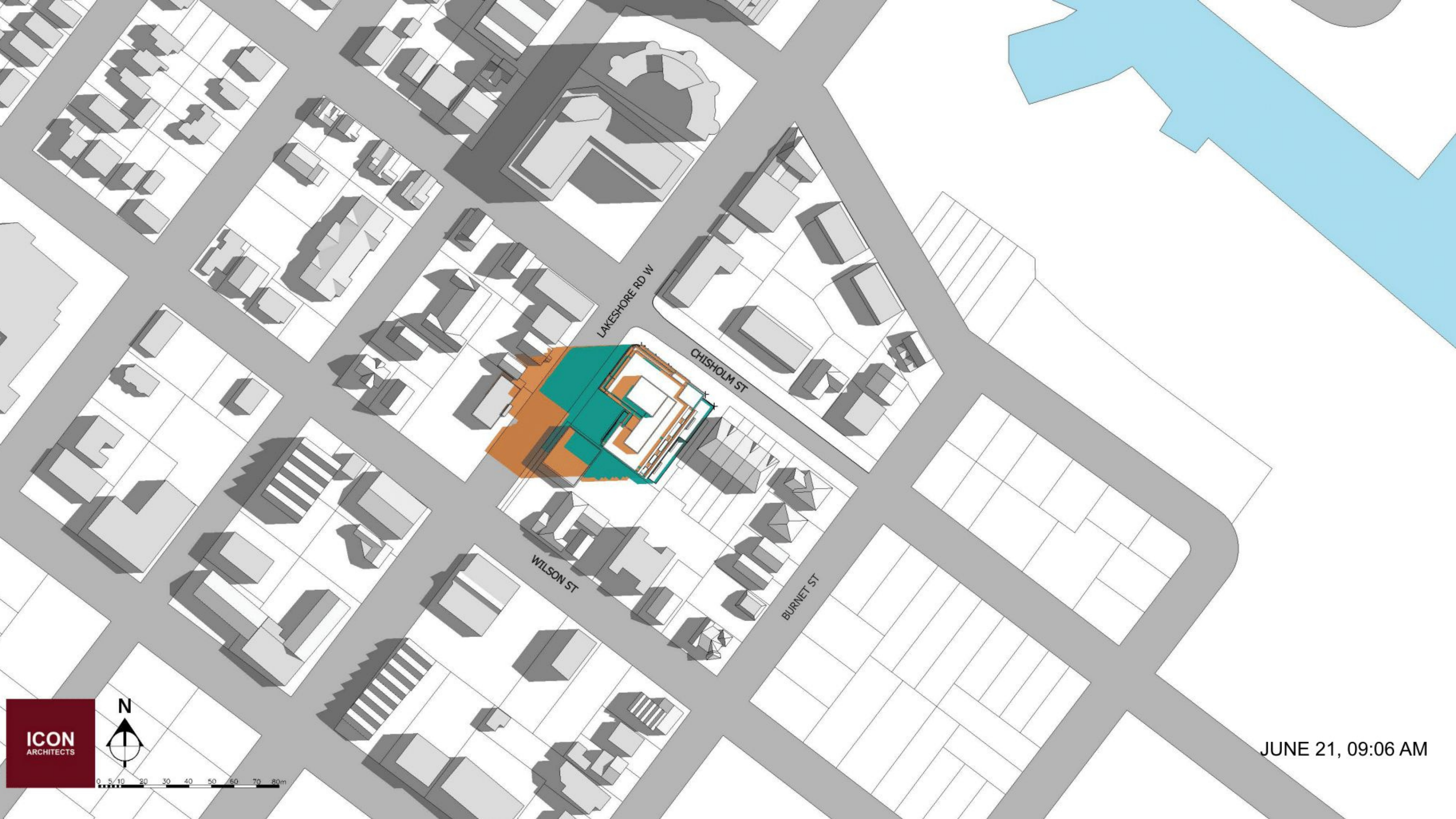
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SHADOW STUDY

JUNE 21



LAKESHORE RD W

CHISHOLM ST

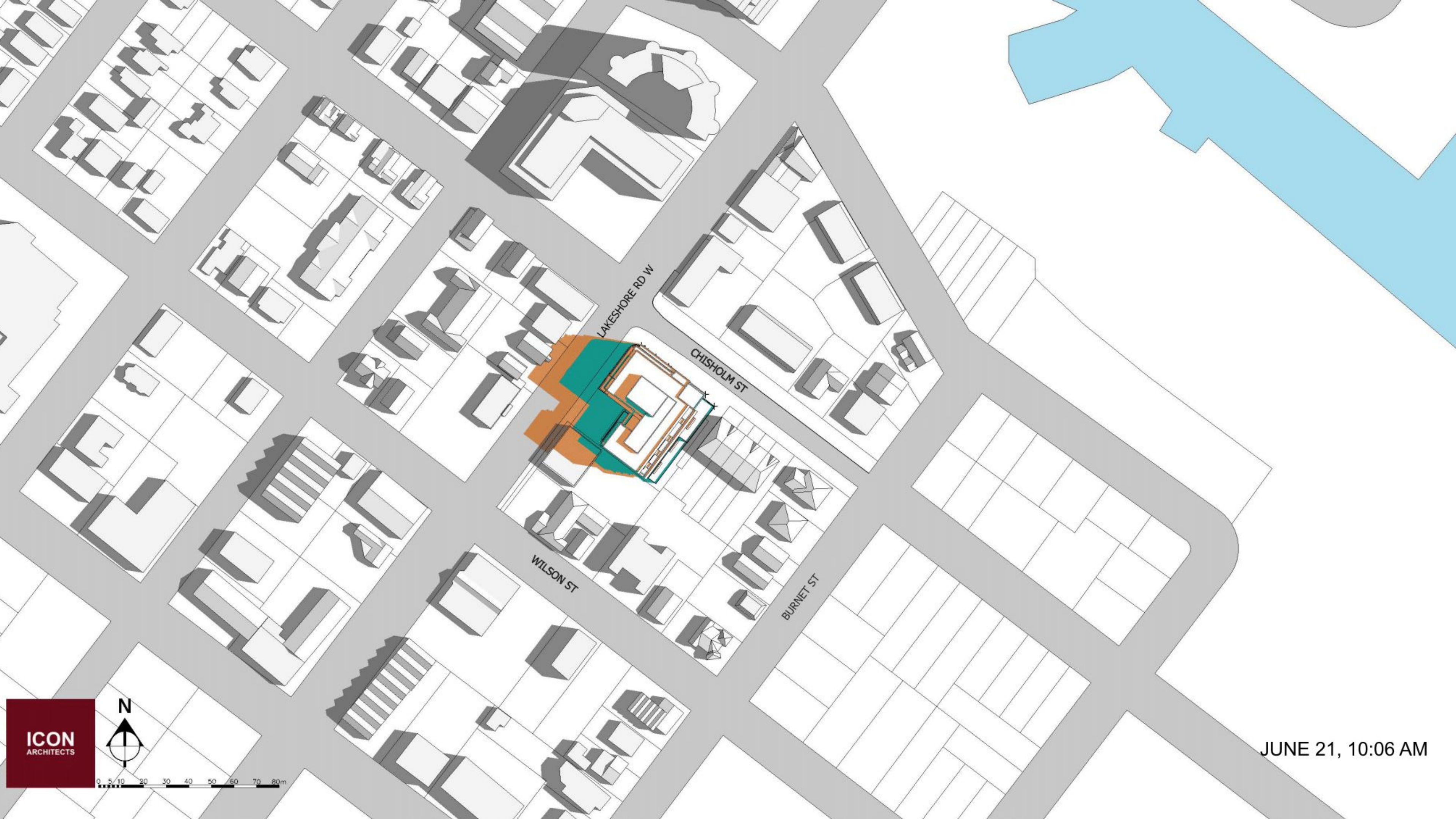
WILSON ST

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LAKESHORE RD W

CHISHOLM ST

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JUNE 21, 11:06 AM



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JUNE 21, 12:06 PM



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JUNE 21, 01:06 PM



LAKESHORE RD W

CHISHOLM ST

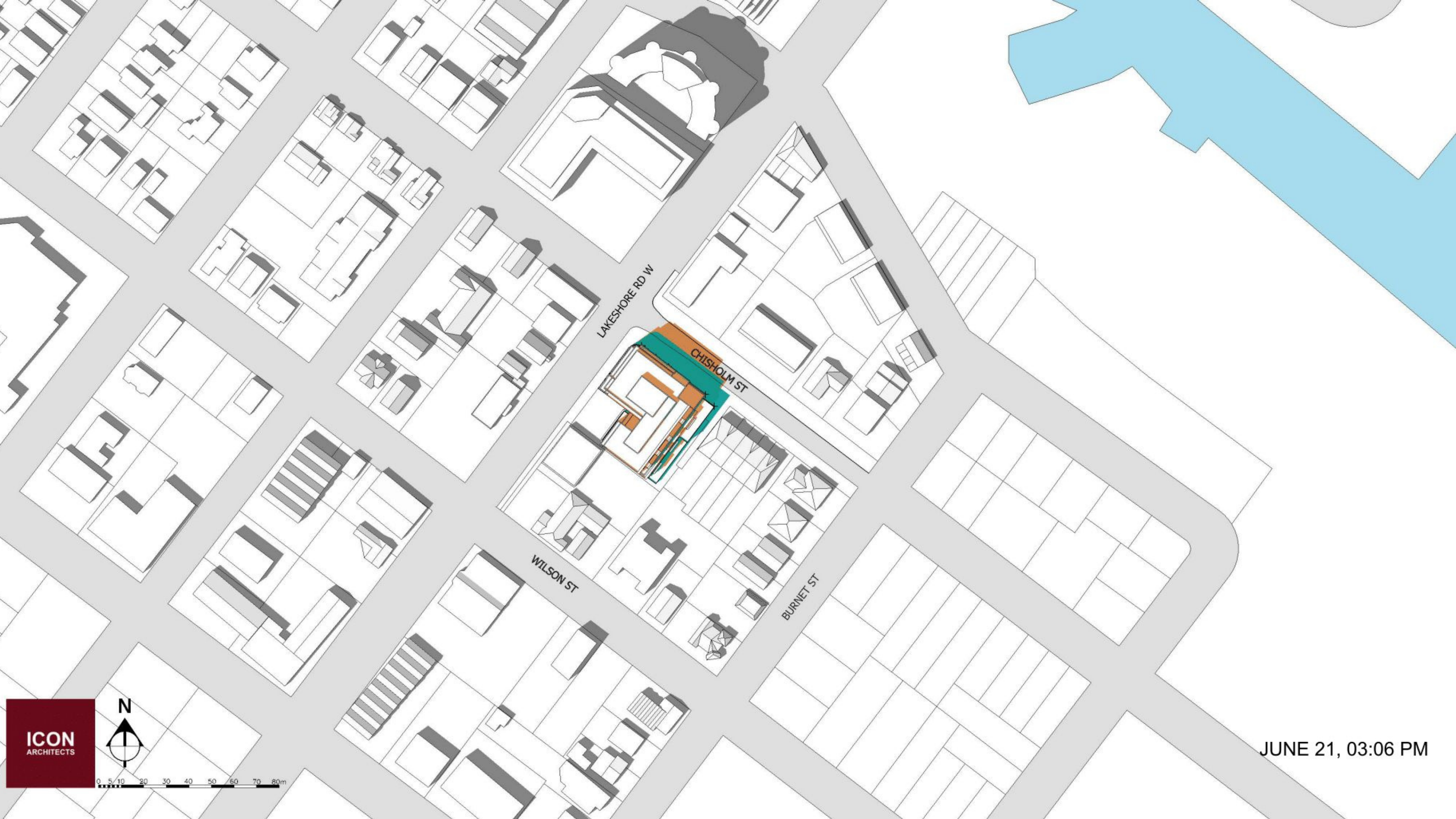
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JUNE 21, 02:06 PM



LAKESHORE RD W

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JUNE 21, 03:06 PM



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JUNE 21, 04:06 PM



LAKESHORE RD W

CHISHOLM ST

WILSON ST

BURNET ST



0 5 10 20 30 40 50 60 70 80m

JUNE 21, 05:06 PM

From: liza Drozdov
Sent: Monday, November 13, 2023 8:44 AM
To: Town Clerks
Subject: RE: 42 Lakeshore Road West

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Attention of the Planning and Development Council, Town of Oakville:

I have lived at Burnet Street for the past 31 years and have seen many changes in both my neighbourhood. Most of the original houses have been either demolished and rebuilt or renovated, but those changes, for the most part, have been positive and have not impacted the quality of life in the neighbourhood.

However, the proposed development at 42 Lakeshore Road will have significant and detrimental affect to both the quality of life in the neighbourhood, as well as—speaking for residents in the immediate environs of the proposed development—will affect property values.

Personally speaking: A ten story building will directly overlook my lot and will effectively remove my privacy.

Speaking generally: a building of that size, with that many units, will severely and negatively affect traffic flow both on Lakeshore and on Chisholm street—which is a narrow street already beset with challenges around parking and traffic flow. That number of cars coming and going will congest street traffic on Lakeshore (which is already quite difficult to access with a car or cross as a pedestrian). That traffic will be forced onto Burnet and Chisholm, impacting everyone who lives there.

Whatever concessions the developers are proposing with regard to garbage pick up (a weekly occurrence) are minor compared to the constant, daily, ongoing issue of parking and excess traffic. The proposed building is simply too tall, with too many proposed units.

Thank you for your consideration

Elizabeth Drozdowski
Burnet Street
Oakville, ON
L6K 1B6

From: Chris Cahill
Sent: Monday, November 13, 2023 6:50 AM
To: Town Clerks; Ray Chisholm; Cathy Duddeck; Rob Burton
Subject: Fwd: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

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Dear Sir or Madam,

I live at Anderson street. I have reviewed the information on the town site relative to the proposal for zoning By-Law amendment. I have also reviewed the submission from Linda and Andrew Dorrington included here. Densifying should not destroy the character of communities. I agree wholeheartedly with their well articulated comments and opposition to this amendment.

We purchased our property in 2022 and are very concerned about the devaluation of our property when you add such high density housing that will average down the value of real estate given the number of small units and the increase of traffic.

Densifying should also leverage housing that allows for a walk to a Go station not a bus stop. Forcing more traffic on the streets to access public transport is not helpful.

From:
Sent: November 8, 2023 6:24 PM
To: townclerk@oakville.ca; ray.chisholm@oakville.ca; cathy.duddeck@oakville.ca; mayor@oakville.ca
Subject: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

Linda and Andrew Dorrington

[Devon Road](#)

Oakville

ON L6J 2M1

Attention: The Town Clerk

Town of Oakville

Clerk's Department

[1225 Trafalgar Road](#)

Attention:

Ray Chisholm ray.chisholm@oakville.ca

Cathy Duddeck cathy.duddeck@oakville.ca

Re: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

Dear Sir/Madam,

We are joint owners of [Chisholm Street, Oakville](#) and as such are directly impacted by the proposed development at [42 Lakeshore Road West](#). We have reviewed, in detail, the documents pertaining to this development on the Town of Oakville website, and we hereby formally submit our response to the proposed by-law amendment and development on this property.

Firstly, we fully understand and appreciate the current pressures on the Federal, Provincial and Municipal Governments across Canada to address the housing crisis facing the country. We understand that densifying existing urban and exurban areas is preferable to eroding the greenbelt and creating further sprawl. We also understand that expanding communities into new areas is more costly for local governments who then have to provide infrastructure, transportation and services to these communities.

Having said that, we believe that this push to densify existing communities needs to be undertaken very carefully and thoughtfully so as not to destabilize, overshadow, overwhelm and change the character of existing neighbourhoods.

We have gone through this application carefully and we strongly object to the proposal to re-zone [42 Lakeshore Road West](#) to allow for a building of the size and density as set out in this application by Format Lakeshore Inc. and its consultants, Batory Planning & Management. In summary, the project proposal references multiple instances of non-compliance with Town standards and relies on opinions not supported by the facts of their own studies. The detailed reasons for our objection are set out below.

1. HEIGHT, MASS, DENSITY, SCALE AND CHARACTER

It is our view that this proposed building is altogether too high, too dense and its mass and scale does not transition sensitively relative to the other residences on the south side of Lakeshore between Kerr and Forsythe streets and as such it does not protect the physical character of the existing neighbourhood.

On review, this proposal is not in accordance with the **Halton Region Official Plan (ROP)**, specifically, the two policies identified below.

Policy 79.3(6) of the Halton ROP requires: *“Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the **protection of the physical character of these neighbourhoods through urban design.**”*

Policy 86 (11) *“Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures **provided that the physical character of existing neighbourhoods can be maintained.**”*

The height, mass and scale of this proposed building is too great relative to the other residential homes south of Lakeshore Road in this immediate neighbourhood and as such does not protect the physical character of the neighbourhood. The distinct “West Harbour” neighbourhood (sub-area) is bounded by Forsythe Street, Lakeshore Road West, Kerr Street and South to the lake, regardless of its position in the wider Kerr Street Strategic Growth Area, which includes a number of distinct sub-areas.

Chisholm Street south of Lakeshore Road West, where this proposed development is situated, is entirely residential, apart from the gelato shop on the southwest corner. This new development will entirely change the character of this small neighbourhood. The neighbourhood currently consists of 36 houses and townhouses and the increase of 152 additional units in this neighbourhood will entirely change the character of the area.

Furthermore, this proposed building is not supportive of the **Town of Oakville’s Official Plan, Livable Oakville**, for several reasons.

As stated in the Batory Planning and Urban Design Rationale document, Section 6.9 of Oakville’s Official Plan emphasizes compatibility with buildings in the surrounding context through location, orientation, scale, fit and transition. This section directs that new developments should ensure that proposed building heights and form are

compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing.

This property (42 Lakeshore West) was previously approved for a 5-storey building of no higher than 18.0 metres. This proposed new 10-storey building will more than double that height to 38.25 metres. **That is 20.25 metres greater than was previously approved and permitted.**

In addition, the Oakville Official Plan guideline regarding right-of-way widths is not being respected. The Official Plan recommends that the “development should be situated below a 45-degree angular plane projected over the property above a height of 80% of that width (20.8 metres) or a maximum of 6 storeys.”

This proposed new building exceeds the suggested angular plane and overall building height restrictions by 20.25 metres and is five storeys higher than is permitted. The step backs and setbacks are not sufficient to address or ameliorate the significant increase in mass and scale relative to the other residences and commercial buildings on the south side of Lakeshore Road West.

Existing mixed use (residential and street -facing business premises) on Lakeshore West are significantly lower in height and minimal impact on the overall character of the neighbourhood. Existing higher-rise buildings are all on the Northside of Lakeshore West or distant from the West Harbour neighbourhood with minimal impact on the West Harbour community.

Section 3.3.21 of the Oakville Official Plan and the guidelines recommend that buildings above 6 storeys are set back a minimum of 5.5 metres from side property lines. The proposed development is set back just 0.79 metres from the west property line. **That proposed setback is 4.71 metres less than recommended in the Town of Oakville’s own plan for development in Oakville.**

Construction of this building will effectively dictate how the adjacent properties on the west side of Lakeshore Road will have to be used in the future. A 38.25-metre-high building, with no windows and only 0.79 metre setback from the property line, will mean that any future development on the adjacent properties will be constrained by the impacts on shadow, wind, light and view, resulting from this 10-storey building which does not meet the setback recommendations in the guidelines of the Oakville Official Plan. Future developers of the adjacent property will have to take into account that west-facing occupants, whether residential or commercial, will be looking over an alleyway and onto a blank wall opposite. **This certainly is not in keeping with, nor does it protect, the physical character of the existing neighbourhood as required by the Halton Region Official Plan.**

There is insufficient evidence to support the impact conclusions in the project proposal and its non-compliance with existing Town of Oakville standards.

2. SHADOW IMPACTS

The Town of Oakville Terms of Reference for Shadow Impact Assessments set out clear criteria for determining the impact of shadows cast by development. These criteria consider the impact on private residential properties, public space and the potential for solar energy.

Format and Batory acknowledge that their impacts exceed the limits set by the town. Their conclusion, however, is that these impacts are “modest” and “minor” are unsubstantiated.

Public Realm Impacts

Regarding the impact on public space, and as stated in the developer’s own shadow study, on 21 April and on 21 September the sidewalks on Lakeshore Road West had continuous sunlight for only 4 hours (from 1:54 to 5:54 pm). The town requires that public sidewalks receive at least 5 hours of sunlight per day on 21 April, 21 June and 21 September. This 20% non-compliance with the minimum standard set by the town is characterized by the developer as “modest.” This non-compliance is justified by the developer based on what they claim are the impacts of the existing approved development and other structures in the area. However, these studies were not provided to the public in this application for comparison, so we are unable to accept the opinions of the developer. Our conclusion is that these shadow impacts are not modest. Furthermore, non-compliance by other developments should not be allowed to set a precedent at variance with the Town’s stated standards.

The Chisholm Street sidewalk only received a little over 4 hours (less than the required 5 hours) of continuous sunlight on 21 April. On 21 September Chisholm Street sidewalk only received 2 hours of continuous sunlight in the morning. The developer claims that a “significant portion” of this sidewalk received full sunlight from 8:34 am to 1:34 pm. However, the developer does not identify which portion of the Chisholm Sidewalk received the sun, nor do they define what they mean by “significant portion.”

Allowance for Solar Energy

In the context of global warming and the climate crisis more and more people are moving to solar and other sources of renewable energy. Future developments should facilitate rather than inhibit the future adoption of solar energy to power and heat homes.

In view of this, the Town of Oakville's terms of reference require that new developments do not exceed two consecutive hours of shadow on 21 December.

The developer's shadow study shows that the proposed 10-storey building will exceed the consecutive two-hour requirement on three properties in the vicinity, at the northwest and southeast corners of Lakeshore Road West. These properties will experience three hours of shadow consecutively on 21 December should this building be approved. This will impact the feasibility of any future installation of solar energy panels on these buildings and goes against all the efforts being made to combat and adapt to climate change.

Section 11.1.9 of the Livable Oakville Plan states that *"Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy and **microclimatic conditions such as shadowing.**"*

What is clear is that the shadow analysis does not meet the Town of Oakville's Terms of Reference and the standards, nor the Livable Oakville Plan. The developers claim that the three criteria set by the Town are "generally" met and that increases in shadow are "minor". This opinion is not congruent with the intention, nor the standards set by the Town of Oakville, and is unsupported by the results of the developer's own studies.

3. TRAFFIC IMPACTS

The developer had a traffic study conducted by LEA Consulting and this document is available on the town website, however, it is largely indecipherable to the lay person or general members of the public due to the extensive use of jargon acronyms and opinions unsupported by the provided data. The developer's Rationale/Planning Justification Report mentions that this study was conducted and concludes that the traffic impacts resulting from this proposed 10-storey, 152-unit building, will be "minimal".

We find it significant that the developer and their consultant, Batory, have not seen fit to provide a detailed analysis in plain language in their Rationale/Planning Justification Report as they did with other subjects. This omission gives the impression that the developer is not being completely transparent or that the study is less than comprehensively supportive of their opinions.

Before this zoning by-law amendment is considered, we require the traffic study be explained to residents without obfuscation and jargon and the opinions justified in terms that can be understood by those who are not qualified traffic engineers and will be most impacted by the increased traffic resulting from this proposed development.

Section 11.1.9 of the Livable Oakville Plan states that within all stable residential communities, *“The transportation system should adequately accommodate anticipated traffic volumes...”* Without further study and greater clarity, it is not clear from the development proposal that the traffic volumes can be adequately accommodated.

It is our view, as the people most impacted by the proposed development, that the congestion and noise impacts from the increased traffic caused by this development will not be minimal.

Congestion and Noise

Based on common sense and experience, our position is that it is unrealistic to believe that adding potentially 183 new vehicles, plus construction vehicles, moving trucks for residents, weekly garbage collection and additional commercial activity and deliveries will have a “minimal” impact on the local neighbourhood and residents in the area. It is simply not possible that all of this additional traffic in the area will have a minimal impact.

In order for the residents and users of the new development to enter and exit the parking garage and access Lakeshore Road West they will be circulating the block from Chisholm to Burnet and then Wilson, Forsythe or Kerr streets. This will add a significant amount of additional traffic to what are relatively quiet narrow residential streets.

The additional traffic in and out of the new building and in the surrounding local streets will have a significant impact on not only congestion but also noise levels in the neighbourhood.

We have not seen a noise study done regarding this development. Is there one? If not, why is it not required and why was it not conducted?

Parking

The average Canadian household has 1.5 cars each. 41% of the units in the proposed development will have two or three bedrooms and it is reasonable to estimate that those units will house two adults each (and some children). Indeed, the one-bedroomed units could also house two adults each. If we assume that each unit has two adults, they could potentially each need a car. That would require 304 parking spots. If we use the national average of 1.5 cars per household as a guide, the building will require 228 parking spots. While these numbers may not be reached, it is safe to say that 152 resident parking spots will be insufficient. Where will all the additional cars park?

And, even if the parking provisions meet the Town guidelines, it is unclear from the traffic study, how this increased number of cars and resulting traffic congestion will be accommodated in the proposed development.

Chisholm Street is narrow and already has a problem with parking and through traffic congestion. At certain times of the day and the week (specifically in the summer or weekends/public holidays) it is difficult for two-way traffic to pass due to the parking on the west side of the street. Removing the street parking to allow for freer traffic flow will simply exacerbates the traffic and parking congestion on other streets in the residential West Harbour neighbourhood.

Face the reality of inadequate public transit

It is clear from the Rationale/Justification Report that the developers purport to be contributing to climate change solutions by constructing a building with insufficient parking. On page 48 of the Rationale/Justification Planning Report, the developer's state that *"the limited amount of proposed parking – 1 spaces (sic) per unit, excluding visitor parking – reflects the intent of the Growth Area to encourage transit use and eschew personal automobile travel where possible."*

While we understand that the Provincial Policy Statement (2020), Policy 1.1.3.3 sets out that *"Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development,"* and that Policy 1.6.7.4 *"promotes land use patterns, densities, and mixes that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation"*, the fact is that:

- a. Public transit in Ontario is simply neither adequate nor extensive enough to meet the needs of our increasing population. Toronto, Oakville and the GTA simply cannot compete with cities such as London, New York, Tokyo or Barcelona, etc. when it comes to providing flexible, far reaching, frequent, high-speed public transportation. We simply do not have the public transit infrastructure in the GTA to meet the transportation needs of our residents.

Expecting developer's to effectively force residents into using public transit rather than personal vehicles by not providing adequate parking is cynical and not a realistic solution to the transit problem or to combatting greenhouse gas emissions. When there is inadequate public transit, people will always rely on their own vehicles which provide more efficient, reliable, flexible, and convenient transportation.

- b. The climate in the GTA is such that from October to May (7 months) the average monthly low temperatures are between +3 degrees and -12 degrees C. The high temperatures for these months are between -4 and +12 degrees C. That means for much of the year people will, and do in fact, "eschew" active transportation as the weather conditions go from being unpleasant to downright dangerous for walking a cycling in snow and ice.

Lakeshore Road West and East is a high traffic corridor and cyclists take their lives in their hands on this busy road. Furthermore, there is no bike lane on Lakeshore between Wilson and Forsythe.

The 152 bicycle parking spaces are commendable, but these spots are unlikely to be fully utilized as for much of the year, and for many of the elderly residents this mixed-use building is apparently targeting, bicycles are simply not a practical option.

- c. The developer acknowledges that there are no planned changes to the existing study area transport network within the 5-year window of their study (i.e., before 2027.) This means that the Town has no plans to enhance the transport network within the next five years however, this proposed new development will add significant traffic to the West Harbour and surrounding neighbourhoods.

- d. Patronizing “transit-based strategies” referenced in the Traffic Study (e.g., “encourage residents to utilize alternative modes to the personal vehicle to undertake daily activities” or “promotional materials” for “alternative travel modes”) are a condescending cop-out for so-called experts who will not have to live with the consequences of their unsubstantiated opinions and places the responsibility on residents for ameliorating the traffic congestion they acknowledge will occur. The developer’s advice for residents to avoid congestion by changing the resident’s lifestyle, is simply disingenuous given a deficient proposal and absent any stated/concrete future support from the Town of Oakville.

On 19 January 2022 Turo Canada and Leger released their Car Ownership Index study. This study shows that:

- 83% of Canadians own or lease a vehicle.
- 81% of car owners feel it is impossible not to own a car and they have no plans to not own a car in the future.
- The reasons given by Canadian car owners for owning a vehicle are convenience (31%), commuting (30%) and freedom (17%).

The reality is that the citizens of Canada, and certainly Oakville, will remain dependent on personal automobiles (bicycles are at best a seasonal option for a certain demographic and not for the elderly and physically challenged residents at any time of year).

Provincial and other Governments simply decreeing the use of transit or active transportation will not make it so. Developers who cynically aim to get their projects approved by greenwashing their intentions without providing any concrete steps to evidence how the decree is implemented will not actually address the issues they purport to be solving.

Where there is no viable alternative, people will “eschew” active transportation and public transit and will use cars.

4. CONCLUSION

While we understand the political and real-life pressures on all levels of Government to address the housing crisis and the so-called climate crisis, we find the proponent's attempt to characterize their project as an answer to these problems unconvincing. The developer, like any other business is motivated by profit, and it is our view that our neighbourhood should not be hastily sacrificed for the wrong reasons.

Residents are well-aware that the Town of Oakville is anxious to receive its share of the Federal Government's Housing Accelerator Fund. We are concerned that the Town of Oakville may rush to approve this zoning by-law amendment as an indication that Oakville is compliant with the conditions set by the Minister of Housing, Infrastructure and Communities in his letter to Mayor Burton on 25 October 2023. However, we believe that making short-term decisions to secure Federal funding (or for other reasons) and approve this application to change our by-laws is not the way to build well-balanced sustainable communities and is not in alignment with Livable Oakville.

We ask the Town of Oakville to consider very carefully their decision regarding this re-zoning application. Once this zoning by-law amendment is made, it opens the door and sets a precedent for other such applications in Oakville. Please think about what has made Oakville a successful community and what gives it its distinct character and appeal. Should this zoning by-law amendment be approved and the 10-story building be constructed, there will be no going back.

Yours faithfully,

Linda and Andrew Dorrington

From: [Kurt Strobele](#)
To: [Town Clerks](#)
Cc: [Jill Marcovecchio](#); [Jessica Warren](#); [Natasha Coric](#); [Andrea Holland](#)
Subject: Re: Register as a Delegation 42 Lakeshore W, OPA 1715.25 Public meeting , Nov 13
Date: Monday, November 13, 2023 12:02:20 AM
Attachments: [image0.jpeg](#)
[image1.jpeg](#)
[image3.jpeg](#)
[image4.jpeg](#)
[image5.jpeg](#)
[image7.jpeg](#)

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Jill,

Could you please have these 6 photos ready for me to speak to at the above meeting Monday night.
My Cell is if there are any questions.

Thank You
Kurt Strobele



Kurt Strobele

> On Nov 9, 2023, at 8:26 AM, Town Clerks <TownClerk@oakville.ca> wrote:
>
>
>
> Good day,
>
> Thank you for contacting the Town of Oakville.
>
> Your correspondence has been forwarded to Council and Committee Services staff for review and response.
>
> Regards,
> Laura Pennal
> Clerk's Information Administrator
>
>
>
>
>
> Town Clerks | Town of Oakville | 905-845-6601 | www.oakville.ca
>

> Please consider the environment before printing this email.

> <http://www.oakville.ca/privacy.html>

>

>

> -----Original Message-----

> From: Kurt Strobele

> Sent: Wednesday, November 8, 2023 10:26 PM

> To: Town Clerks <TownClerk@oakville.ca>

> Subject: Register as a Delegation 42 Lakeshore W, OPA 1715.25 Public meeting , Nov 13

>

> SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>

>

> I hereby formally wish to register to make a presentation at the above public meeting on Monday.

> I look forward to obtain instructions as to how to participate in person.

> Thank you

> Kurt Strobele

> Forsythe Street







128 GARDEN DRIVE

NO PARKING
EXCEPT FOR
EMERGENCY VEHICLES
AND VEHICLES
AUTHORIZED BY
THE PROPERTY
MANAGER



A new development is being proposed in your neighbourhood



The town has received application(s) to consider a change to the Official Plan and Zoning By-law and to permit a new four storey retirement residence.



The above image represents the applicant's proposal as submitted and may change.

105, 113 - 131 Garden Drive
West District, Ward 2
File: OPA1617.46 and Z.1617.46



Planning questions?

Contact the Planning department at 905-845-6601 or planning@oakville.ca, quoting the file number.



Feedback and comments?

Please review the materials for this application and submit any comments to the Town Clerk at townclerk@oakville.ca.



Public meeting:

Monday, April 12, 2021 at 6:30 pm
Video conference broadcast from Council Chamber
www.youtube.com/TownofOakvilleTV



More information

To review the application and for more information about this matter, including information about preserving your appeal rights contact the Planning department, visit oakville.ca and search the file number provided, or scan this QR code.





FORMAT

42 LAKESHORE WEST
OAKVILLE, ONTARIO

42 Lakeshore

(87 Chisholm)

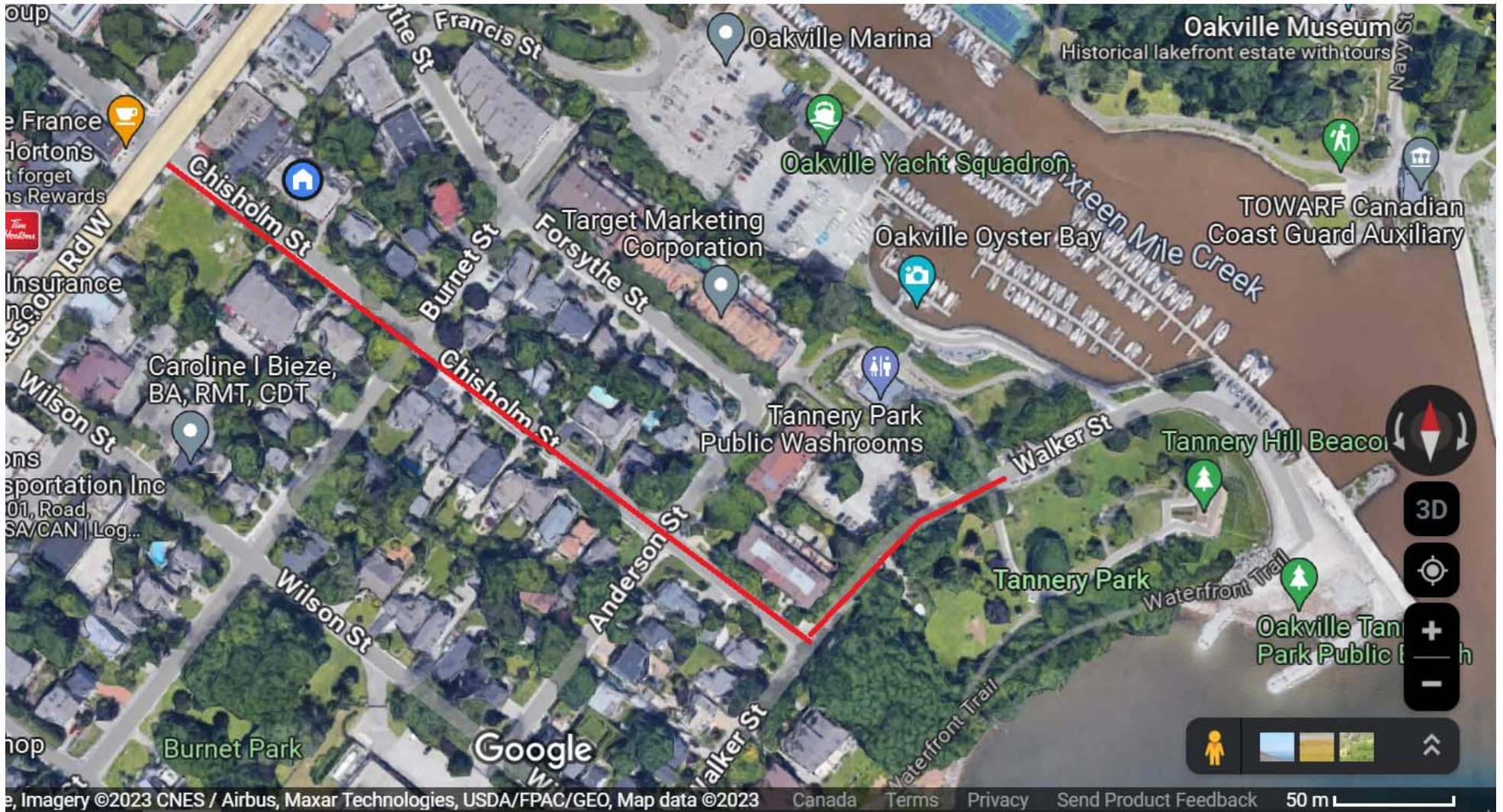
Overview

- The previous developer worked extremely hard to propose a 5-storey mixed-use building with 47 dwelling units that was acceptable to the local residents. This was a 60% amendment to the existing height plan.
- A 10 storey building is a 500% increase to the original plan and 100% increase to the previous 5 story plan.
- The current population of Chisholm south of Lakeshore is 36 dwellings and the new plan of 152 dwelling units is a 422 % increase, is completely unacceptable.
- There are NO buildings over 4 stories south of Lakeshore and west of 16 mile creek

Traffic

- Starting in March 2021 the community has had multiple meeting with the Town and Police over traffic on Chisholm and the Tannery Parks.
 - Only destination park that you need to drive through residential streets
 - Grid lock happens in the evening, weekends and holidays
 - Residence cannot leave their properties
 - +80 of traffic is Tannery Park Traffic
- On Chisholm the Town has tried no parking, 2 hr parking, increased ticketing, etc. and still today there is gridlock where nothing moves.
- This is a safety issue as emergency vehicles are limited and it has created accidents at this intersection. (There are Town and Police records)

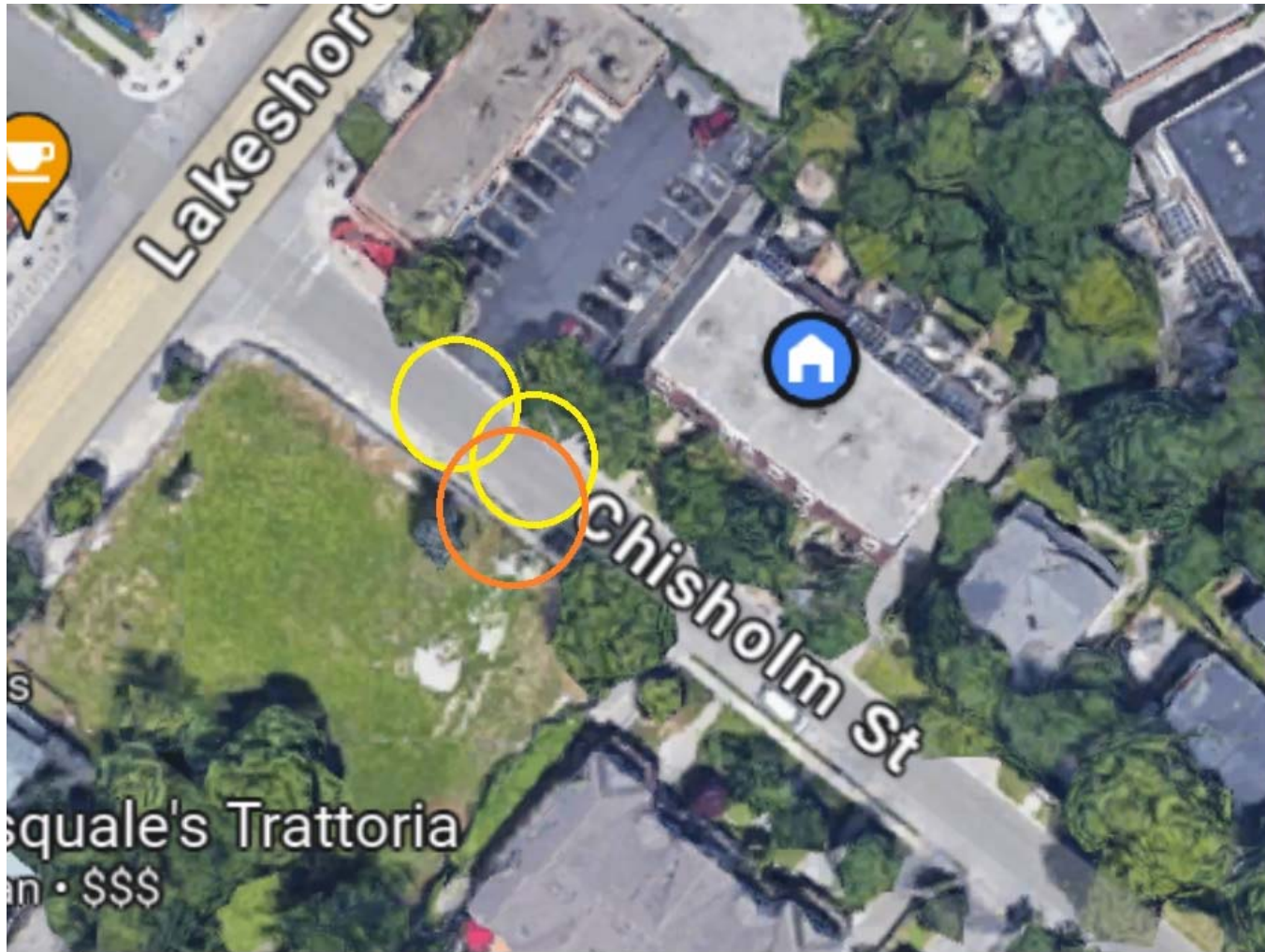
Tannery Park



Traffic Example July 2023



Entry / Exit Gridlock



Parking

- This plan does not provide enough parking for residents, visitors and the commercial units. This will overload the already full parking on the street and to the gridlock.
- The commercial property directly to the east could not get an amendment for a residential second story and had to provide 15 parking spots for the 4 commercial businesses on their property when it was built. This proposal is not in line with what was demanded of other developers.

The Building

The two new developments (just completing) in the area are under 5 stories and the community is accepting of these. Both of these are financially viable. They are also increasing density

The two newer buildings in Kerr Village have a green component to the design. One Eleven has beautiful grounds and parkland around it as the Kensington has almost a half acre of park and green area on its roof with trees, etc. This project has very little to no green space and the small sliver to the south is in the shade all day.

One Eleven and Kensington have set backs in its design. There are no setbacks on all sides after 5 stories.

Shadow Study is not done when it matters the most, during winter. The shadows of a 10 story building will cast shadows for blocks around. There are no visual examples provided.

The project set a new mark for population density and is not in line with the community, all the developments in Kerr Village and the Kerr Plan.

Privacy of the neighborhood will disappear with a high density 10 story building looking down on every home for blocks.

Conclusion

Our community would like to see the site developed in a responsible way where the developer and the community create value for each other.

This proposal (with its height, footprint and density) is not an amendment but a biblical change to Kerr Village, its plan and our community. It seems to only create value for the developer and the community will pay the price.

This proposal does not reflect the character and value of the community and the Town of Oakville.

From: John Cupp
Sent: Sunday, November 12, 2023 5:53 PM
To: Riley McKnight; Robert Thun; Town Clerks
Cc: Ray Chisholm; Cathy Duddeck
Subject: Proposed Development of 42 Lakeshore Road West

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached, please find my strong objection to the proposed development at 42 Lakeshore Road West in Oakville.

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.17**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, rob.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, John Cupp the owner(s) and living at
Forsythe Street, OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 parking stalls).

Given the existing traffic congestion created during busy times by the Wilson) and ice cream parlour and the lack of traffic light at the Chisholm intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units developed on the site will be:
- the streetscape and adjacent buildings, with virtually all new project taller than 5 storeys and 25 units. [an exception is the re-development of the existing building, which is an infinitely larger site]); and

- the character of the neighbourhood, as it essentially doubles the number of units in the immediate area.

Hopefully the developer can come up with an alternate plan which is much more in keeping with the character and vision of Oakville; and which will maintain a small town sense of community, and continue to make it the best place to live in Canada. This plan, as it sits now, certainly appears to be contrary to our present perspective.

All the best... John (Cupp)

Sent from my iPad in the beautiful Town of Olde Oakville on the splendiferous shores of lovely Lake Ontario.

From: Lorna Sinclair
Sent: Sunday, November 12, 2023 4:37 PM
To: Town Clerks
Cc: Cathy Duddeck; Ray Chisholm; Riley McKnight; Robert Thun
Subject: OBJECTION-42 Lakeshore Road West Proposal File No: OPA 1715.25, Z.1715.25, Ward 2
Attachments: Town Council Submission- 42 Lakeshore West.pdf

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached our objection to the official plan and zoning by-law amendments with respect to the Format 42 Lakeshore Road West development.

We purchased Chisholm on September 30, 2023 assuming that a new 5 storey development was going in next door. Although 5 storeys seemed out of character with the immediate neighborhood, we understand the current focus on densification and the proposed building was attractive and we thought that overall it would enhance the streetscape on Lakeshore West.

On October 15 we were sent Cathy Duddeck's email advising of a new proposal for a 10 storey development to replace the previous 5 storey plan, and our reaction cannot be put in writing here (was similar to the reaction we had a few years ago when the Town proposed the removal of many mature trees along Lakeshore West, where we currently live, in order to build bike lanes). Please see the attached submission for a detailed summary of our new neighborhood's concerns and the numerous Town standards violations this project requires, in particular the highlighted areas.

Respectfully,

Lorna Sinclair and Chris Fregren

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, Lorna Sinclair + Chris Fregren the owner(s) and living at -
Chisholm, OAKVILLE

We just purchase not living there yet.

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

** Please also see attached Submission by the owners of 80 Chisholm. Before this zoning amendment is considered, we require the Town's comments and/ or answers to the highlighted issues.*

In addition, the proposed height of the building and number of units does not fit:
- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Lorna Sinclair
Signature

Nov 9/2023
Date

Chris Fregren
Signature

11.9.23
Date

I.sinclair56@outlook.com

From: Lorna Sinclair
Sent: November 10, 2023 4:11 PM
To: Lorna Sinclair
Subject: FW: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

Linda and Andrew Dorrington
Devon Road
Oakville
ON L6J 2M1

Attention: The Town Clerk
Town of Oakville
Clerk's Department
1225 Trafalgar Road
Oakville
ON L6H 0H3

8 November 2023

Attention:
Ray Chisholm ray.chisholm@oakville.ca
Cathy Duddeck cathy.duddeck@oakville.ca

Re: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

Dear Sir/Madam,

We are joint owners of Chisholm Street, Oakville and as such are directly impacted by the proposed development at 42 Lakeshore Road West. We have reviewed, in detail, the documents pertaining to this development on the Town of Oakville website, and we hereby formally submit our response to the proposed by-law amendment and development on this property.

Firstly, we fully understand and appreciate the current pressures on the Federal, Provincial and Municipal Governments across Canada to address the housing crisis facing the country. We understand that densifying existing urban and exurban areas is preferable to eroding the greenbelt and creating further sprawl. We also understand that expanding communities into new areas is more costly for local governments who then have to provide infrastructure, transportation and services to these communities.

Having said that, we believe that this push to densify existing communities needs to be undertaken very carefully and thoughtfully so as not to destabilize, overshadow, overwhelm and change the character of existing neighbourhoods.

We have gone through this application carefully and we strongly object to the proposal to re-zone 42 Lakeshore Road West to allow for a building of the size and density as set out in this application by Format Lakeshore Inc. and its consultants, Batory Planning & Management. In summary, the project proposal references multiple instances of non-compliance with Town standards and relies on opinions not supported by the facts of their own studies. The detailed reasons for our objection are set out below.

1. HEIGHT, MASS, DENSITY, SCALE AND CHARACTER

It is our view that this proposed building is altogether too high, too dense and its mass and scale does not transition sensitively relative to the other residences on the south side of Lakeshore between Kerr and Forsythe streets and as such it does not protect the physical character of the existing neighbourhood.

On review, this proposal is not in accordance with the **Halton Region Official Plan (ROP)**, specifically, the two policies identified below.

Policy 79.3(6) of the Halton ROP requires: *“Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the **protection of the physical character of these neighbourhoods through urban design.**”*

Policy 86 (11) *“Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures **provided that the physical character of existing neighbourhoods can be maintained.**”*

The height, mass and scale of this proposed building is too great relative to the other residential homes south of Lakeshore Road in this immediate neighbourhood and as such does not protect the physical character of the neighbourhood. The distinct “West Harbour” neighbourhood (sub-area) is bounded by Forsythe Street, Lakeshore Road West, Kerr Street and South to the lake, regardless of its position in the wider Kerr Street Strategic Growth Area, which includes a number of distinct sub-areas.

Chisholm Street south of Lakeshore Road West, where this proposed development is situated, is entirely residential, apart from the gelato shop on the southwest corner. This new development will entirely change the character of this small neighbourhood. The neighbourhood currently consists of 36 houses and townhouses and the increase of 152 additional units in this neighbourhood will entirely change the character of the area.

Furthermore, this proposed building is not supportive of the **Town of Oakville’s Official Plan, Livable Oakville**, for several reasons.

As stated in the Batory Planning and Urban Design Rationale document, Section 6.9 of Oakville’s Official Plan emphasizes compatibility with buildings in the surrounding context through location, orientation, scale, fit and transition. This section directs that new developments should ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing.

This property (42 Lakeshore West) was previously approved for a 5-storey building of no higher than 18.0 metres. This proposed new 10-storey building will more than double that height to 38.25 metres. **That is 20.25 metres greater than was previously approved and permitted.**

In addition, the Oakville Official Plan guideline regarding right-of-way widths is not being respected. The Official Plan recommends that the “development should be situated below a 45-degree angular plane projected over the property above a height of 80% of that width (20.8 metres) or a maximum of 6 storeys.”

This proposed new building exceeds the suggested angular plane and overall building height restrictions by 20.25 metres and is five storeys higher than is permitted. The step backs and setbacks are not sufficient to address or ameliorate the significant increase in mass and scale relative to the other residences and commercial buildings on the south side of Lakeshore Road West.

Existing mixed use (residential and street -facing business premises) on Lakeshore West are significantly lower in height and minimal impact on the overall character of the neighbourhood. Existing higher-rise buildings are all on the Northside of Lakeshore West or distant from the West Harbour neighbourhood with minimal impact on the West Harbour community.

Section 3.3.21 of the Oakville Official Plan and the guidelines recommend that buildings above 6 storeys are set back a minimum of 5.5 metres from side property lines. The proposed development is set back just 0.79 metres from the west property line. **That proposed setback is 4.71 metres less than recommended in the Town of Oakville's own plan for development in Oakville.**

Construction of this building will effectively dictate how the adjacent properties on the west side of Lakeshore Road will have to be used in the future. A 38.25-metre-high building, with no windows and only 0.79 metre setback from the property line, will mean that any future development on the adjacent properties will be constrained by the impacts on shadow, wind, light and view, resulting from this 10-storey building which does not meet the setback recommendations in the guidelines of the Oakville Official Plan. Future developers of the adjacent property will have to take into account that west-facing occupants, whether residential or commercial, will be looking over an alleyway and onto a blank wall opposite. **This certainly is not in keeping with, nor does it protect, the physical character of the existing neighbourhood as required by the Halton Region Official Plan.**

There is insufficient evidence to support the impact conclusions in the project proposal and its non-compliance with existing Town of Oakville standards.

2. SHADOW IMPACTS

The Town of Oakville Terms of Reference for Shadow Impact Assessments set out clear criteria for determining the impact of shadows cast by development. These criteria consider the impact on private residential properties, public space and the potential for solar energy.

Format and Batory acknowledge that their impacts exceed the limits set by the town. Their conclusion, however, is that these impacts are "modest" and "minor" are unsubstantiated.

Public Realm Impacts

Regarding the impact on public space, and as stated in the developer's own shadow study, on 21 April and on 21 September the sidewalks on Lakeshore Road West had continuous sunlight for only 4 hours (from 1:54 to 5:54 pm). The town requires that public sidewalks receive at least 5 hours of sunlight per day on 21 April, 21 June and 21 September. This 20% non-compliance with the minimum standard set by the town is characterized by the developer as "modest." This non-compliance is justified by the developer based on what they claim are the impacts of the existing approved development and other structures in the area. However, these studies were not provided to the public in this application for comparison, so we are unable to accept the opinions of the developer. Our conclusion is that these shadow impacts are not modest. Furthermore, non-compliance by other developments should not be allowed to set a precedent at variance with the Town's stated standards.

The Chisholm Street sidewalk only received a little over 4 hours (less than the required 5 hours) of continuous sunlight on 21 April. On 21 September Chisholm Street sidewalk only received 2 hours of

continuous sunlight in the morning. The developer claims that a “significant portion” of this sidewalk received full sunlight from 8:34 am to 1:34 pm. However, the developer does not identify which portion of the Chisholm Sidewalk received the sun, nor do they define what they mean by “significant portion.”

Allowance for Solar Energy

In the context of global warming and the climate crisis more and more people are moving to solar and other sources of renewable energy. Future developments should facilitate rather than inhibit the future adoption of solar energy to power and heat homes.

In view of this, the Town of Oakville’s terms of reference require that new developments do not exceed two consecutive hours of shadow on 21 December.

The developer’s shadow study shows that the proposed 10-storey building will exceed the consecutive two-hour requirement on three properties in the vicinity, at the northwest and southeast corners of Lakeshore Road West. These properties will experience three hours of shadow consecutively on 21 December should this building be approved. This will impact the feasibility of any future installation of solar energy panels on these buildings and goes against all the efforts being made to combat and adapt to climate change.

Section 11.1.9 of the Livable Oakville Plan states that *“Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy and microclimatic conditions such as shadowing.”*

What is clear is that the shadow analysis does not meet the Town of Oakville’s Terms of Reference and the standards, nor the Livable Oakville Plan. The developers claim that the three criteria set by the Town are “generally” met and that increases in shadow are “minor”. This opinion is not congruent with the intention, nor the standards set by the Town of Oakville, and is unsupported by the results of the developer’s own studies.

3. TRAFFIC IMPACTS

The developer had a traffic study conducted by LEA Consulting and this document is available on the town website, however, it is largely indecipherable to the lay person or general members of the public due to the extensive use of jargon acronyms and opinions unsupported by the provided data. The developer’s Rationale/Planning Justification Report mentions that this study was conducted and concludes that the traffic impacts resulting from this proposed 10-storey, 152-unit building, will be “minimal”.

We find it significant that the developer and their consultant, Batory, have not seen fit to provide a detailed analysis in plain language in their Rationale/Planning Justification Report as they did with other subjects. This omission gives the impression that the developer is not being completely transparent or that the study is less than comprehensively supportive of their opinions.

Before this zoning by-law amendment is considered, we require the traffic study be explained to residents without obfuscation and jargon and the opinions justified in terms that can be understood by those who are not qualified traffic engineers and will be most impacted by the increased traffic resulting from this proposed development.

Section 11.1.9 of the Livable Oakville Plan states that within all stable residential communities, *“The transportation system should adequately accommodate anticipated traffic volumes...”* Without

further study and greater clarity, it is not clear from the development proposal that the traffic volumes can be adequately accommodated.

It is our view, as the people most impacted by the proposed development, that the congestion and noise impacts from the increased traffic caused by this development will not be minimal.

Congestion and Noise

Based on common sense and experience, our position is that it is unrealistic to believe that adding potentially 183 new vehicles, plus construction vehicles, moving trucks for residents, weekly garbage collection and additional commercial activity and deliveries will have a “minimal” impact on the local neighbourhood and residents in the area. It is simply not possible that all of this additional traffic in the area will have a minimal impact.

In order for the residents and users of the new development to enter and exit the parking garage and access Lakeshore Road West they will be circulating the block from Chisholm to Burnet and then Wilson, Forsythe or Kerr streets. This will add a significant amount of additional traffic to what are relatively quiet narrow residential streets.

The additional traffic in and out of the new building and in the surrounding local streets will have a significant impact on not only congestion but also noise levels in the neighbourhood.

We have not seen a noise study done regarding this development. Is there one? If not, why is it not required and why was it not conducted?

Parking

The average Canadian household has 1.5 cars each. 41% of the units in the proposed development will have two or three bedrooms and it is reasonable to estimate that those units will house two adults each (and some children). Indeed, the one-bedroomed units could also house two adults each. If we assume that each unit has two adults, they could potentially each need a car. That would require 304 parking spots. If we use the national average of 1.5 cars per household as a guide, the building will require 228 parking spots. While these numbers may not be reached, it is safe to say that 152 resident parking spots will be insufficient. Where will all the additional cars park?

And, even if the parking provisions meet the Town guidelines, it is unclear from the traffic study, how this increased number of cars and resulting traffic congestion will be accommodated in the proposed development.

Chisholm Street is narrow and already has a problem with parking and through traffic congestion. At certain times of the day and the week (specifically in the summer or weekends/public holidays) it is difficult for two-way traffic to pass due to the parking on the west side of the street. Removing the street parking to allow for freer traffic flow will simply exacerbates the traffic and parking congestion on other streets in the residential West Harbour neighbourhood.

Face the reality of inadequate public transit

It is clear from the Rationale/Justification Report that the developers purport to be contributing to climate change solutions by constructing a building with insufficient parking. On page 48 of the Rationale/Justification Planning Report, the developer's state that *“the limited amount of proposed parking – 1 spaces (sic) per unit, excluding visitor parking – reflects the intent of the Growth Area to encourage transit use and eschew personal automobile travel where possible.”*

While we understand that the Provincial Policy Statement (2020), Policy 1.1.3.3 sets out that “Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development,” and that Policy 1.6.7.4 “promotes land use patterns, densities, and mixes that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation”, the fact is that:

1. Public transit in Ontario is simply neither adequate nor extensive enough to meet the needs of our increasing population. Toronto, Oakville and the GTA simply cannot compete with cities such as London, New York, Tokyo or Barcelona, etc. when it comes to providing flexible, far reaching, frequent, high-speed public transportation. We simply do not have the public transit infrastructure in the GTA to meet the transportation needs of our residents.

Expecting developer’s to effectively force residents into using public transit rather than personal vehicles by not providing adequate parking is cynical and not a realistic solution to the transit problem or to combatting greenhouse gas emissions. When there is inadequate public transit, people will always rely on their own vehicles which provide more efficient, reliable, flexible, and convenient transportation.

2. The climate in the GTA is such that from October to May (7 months) the average monthly low temperatures are between +3 degrees and -12 degrees C. The high temperatures for these months are between -4 and +12 degrees C. That means for much of the year people will, and do in fact, “eschew” active transportation as the weather conditions go from being unpleasant to downright dangerous for walking a cycling in snow and ice.

Lakeshore Road West and East is a high traffic corridor and cyclists take their lives in their hands on this busy road. Furthermore, there is no bike lane on Lakeshore between Wilson and Forsythe.

The 152 bicycle parking spaces are commendable, but these spots are unlikely to be fully utilized as for much of the year, and for many of the elderly residents this mixed-use building is apparently targeting, bicycles are simply not a practical option.

3. The developer acknowledges that there are no planned changes to the existing study area transport network within the 5-year window of their study (i.e., before 2027.) This means that the Town has no plans to enhance the transport network within the next five years however, this proposed new development will add significant traffic to the West Harbour and surrounding neighbourhoods.

4. Patronizing “transit-based strategies” referenced in the Traffic Study (e.g., “encourage residents to utilize alternative modes to the personal vehicle to undertake daily activities” or “promotional materials” for “alternative travel modes”) are a condescending cop-out for so-called experts who will not have to live with the consequences of their unsubstantiated opinions and places the responsibility on residents for ameliorating the traffic congestion they acknowledge will occur. The developer’s advice for residents to avoid congestion by changing the resident’s lifestyle, is simply disingenuous given a deficient proposal and absent any stated/concrete future support from the Town of Oakville.

On 19 January 2022 Turo Canada and Leger released their Car Ownership Index study. This study shows that:

1. 83% of Canadians own or lease a vehicle.

2. 81% of car owners feel it is impossible not to own a car and they have no plans to not own a car in the future.
3. The reasons given by Canadian car owners for owning a vehicle are convenience (31%), commuting (30%) and freedom (17%).

The reality is that the citizens of Canada, and certainly Oakville, will remain dependent on personal automobiles (bicycles are at best a seasonal option for a certain demographic and not for the elderly and physically challenged residents at any time of year).

Provincial and other Governments simply decreeing the use of transit or active transportation will not make it so. Developers who cynically aim to get their projects approved by greenwashing their intentions without providing any concrete steps to evidence how the decree is implemented will not actually address the issues they purport to be solving.

Where there is no viable alternative, people will “eschew” active transportation and public transit and will use cars.

4. CONCLUSION

While we understand the political and real-life pressures on all levels of Government to address the housing crisis and the so-called climate crisis, we find the proponent’s attempt to characterize their project as an answer to these problems unconvincing. The developer, like any other business is motivated by profit, and it is our view that our neighbourhood should not be hastily sacrificed for the wrong reasons.

Residents are well-aware that the Town of Oakville is anxious to receive its share of the Federal Government’s Housing Accelerator Fund. We are concerned that the Town of Oakville may rush to approve this zoning by-law amendment as an indication that Oakville is compliant with the conditions set by the Minister of Housing, Infrastructure and Communities in his letter to Mayor Burton on 25 October 2023. However, we believe that making short-term decisions to secure Federal funding (or for other reasons) and approve this application to change our by-laws is not the way to build well-balanced sustainable communities and is not in alignment with Livable Oakville.

We ask the Town of Oakville to consider very carefully their decision regarding this re-zoning application. Once this zoning by-law amendment is made, it opens the door and sets a precedent for other such applications in Oakville. Please think about what has made Oakville a successful community and what gives it its distinct character and appeal. Should this zoning by-law amendment be approved and the 10-story building be constructed, there will be no going back.

Yours faithfully,

Linda and Andrew Dorrington

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, Shirley Casola the owner(s) and living at
[REDACTED] Burnet Street, OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not fit:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Shirley Casola
Signature

Nov 12, 2023
Date

Signature

Date

From: Manlio Marescotti

Sent: Friday, November 10, 2023 4:43:32 PM

To: Riley McKnight <riley.mcknight@oakville.ca>; Robert Thun <robert.thun@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>

Subject: Objection to proposed amendment of Official Plan and Zoning By-Law : 42 Lakeshore Rd West (file #: OPA 1715.25, Z.1715.25)

Good afternoon,

Earlier today I delivered to the "reception desk" at the Town offices a package of 52 signed petitions objecting to the proposed amendment. The signed petitions were gathered from a section of homes in the immediate area. They do not represent a canvas of the entire neighbourhood south of Lakeshore Rd and stretching between Brookfield Rd and Forsythe St, as the number of petitions would likely be double in that case. In addition to these signed petitions, we are aware that many homeowners emailed their objection directly to your attention. Please consider these petitions as a strong indication of the neighborhood's objection to the size and scale of the proposed development at 42 Lakeshore Road West.

I would appreciate confirmation that the package of signed petitions has been received by the Planning Department. I, along with many neighbours, plan to attend the Planning and Development Council meeting on November 13.

Kind regards,

Manlio Marescotti
Forsythe St.

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From: Anthony & Brenda Ward-Smith

Sent: Friday, November 10, 2023 12:59 PM

To: Riley McKnight <riley.mcknight@oakville.ca>; Robert Thun <robert.thun@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>

Cc: Des Molyneux

Subject: File No. OPA 1715.25 AND Z.1715.25

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**OBJECTION TO OFFICIAL
42 LAKESHORE ROAD WE**

SUBMISSION TO COUNCIL

Attention: Riley McKnight, F
Rob Thun, Senio
Ray Chisholm, T
Cathy Duddeck,

I/we, BRENDA AND
ANTHONY WARD-

FORSYTHE ST,

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, Petra & Mark Rinas the owner(s) and living at
Wilson St, OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not fit:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Petra Rinas
Signature

November 8th, 2023
Date

Mark Rinas
Signature

Nov. 8. 23
Date

From: Simon Samsworth

Sent: Thursday, November 9, 2023 11:04:06 AM

To: Riley McKnight <riley.mcknight@oakville.ca>; Robert Thun <robert.thun@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>

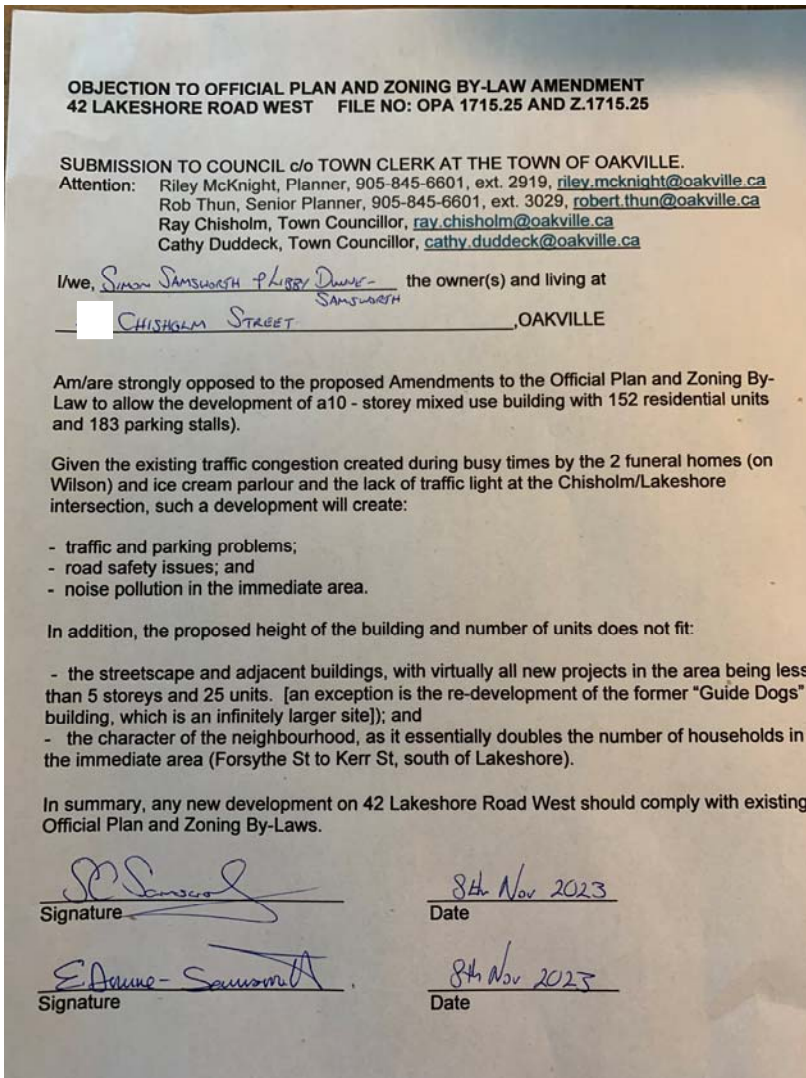
Cc: Libby Dunne-Samsworth

Subject: 42 Lakeshore Road West development plan

Some people who received this message don't often get email from ssamsworth@gmail.com. [Learn why this is important](#)

Good morning,

We have lived at Chisholm Street since 1995 and seen a lot of changes in the neighbourhood in that time. In our view the proposed development of 42 Lakeshore Road West simply does not work for the neighbourhood. We are concerned about the scale of the building and also the significant traffic volume which will be added to all the surrounding streets. Turning right onto Lakeshore from Chisholm is usually busy enough but I don't even try to turn left onto Lakeshore because of the traffic. Cars, garbage trucks, and delivery vans, exiting and entering 42 Lakeshore will be travelling on Chisholm to Walker Street, east to Forsythe or west to Kerr or Brock in order to reach traffic lights. In short the whole area is going to experience a huge increase of traffic on streets that either have no or limited sidewalks.



We therefore add our names to the objection to this development.

From: Alan Kouba

Sent: Tuesday, November 7, 2023 4:35 PM

To: Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>

Subject: 42 Lakeshore Road West

Some people who received this message don't often get email from alan@kouba.ca. [Learn why this is important](#)

Hi Ray / Cathy,

Jean and I live at Forsythe St. and we have watched the procession of signs change from one developer to the next at 42 Lakeshore Rd West.

We are surprised and concerned that now a ten storey building with over one hundred and fifty units is proposed for this property. Such a large development would more than double the total number of existing residences in the area. The resulting extra vehicle traffic will likely cause significant congestion at this junction.

It was our understanding that a five story development had been approved and this would seem to us to be a better solution.

We sincerely hope that the Town will adhere to the existing approved five storeys and refuse the latest proposal of ten stories.

Regards,
Jean and Alan Kouba

From: Karen MacDonald

Sent: Tuesday, November 7, 2023 8:06 AM

To: rilev.mcknight@oakville.ca; Robert Thun <robert.thun@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>

Subject: : Proposed development of 42 Lakeshore Rd West at Chisholm

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<https://aka.ms/LearnAboutSenderIdentification>]

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**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca

Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca

Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca

Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, GARY AND KAREN MACDONALD the owner(s) and living at

[REDACTED] FORSYTHE STREET, OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not fit:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

K MacDonald
Signature

Nov 7 2023
Date

[Signature]
Signature

Nov 7 2023
Date

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, Lynette and Hossam Shiaty the owner(s) and living at

Forsythe St., OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

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- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.



Signature

November 7, 2023
Date



Signature

November 7, 2023
Date

From: Norman Pridgeon

Sent: Monday, November 6, 2023 10:56:43 AM

To: Riley McKnight <riley.mcknight@oakville.ca>; Robert Thun <robert.thun@oakville.ca>

Cc: Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>

Subject: OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT 42 LAKESHORE ROAD WEST

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OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT 42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner | Rob Thun, Senior Planner

CC Ray Chisholm, Town Councillor, Cathy Duddeck, Town Councillor

Dear sirs,

We live at Forsythe street Oakville and want to place on record that we are strongly against the proposed Amendments to the Official Plan and Zoning By- Law to allow the development of a10 storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the two funeral homes (on Wilson street) the ice cream parlour and the lack of traffic light control at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not resonate with the existing surrounding area:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]); and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Yours faithfully,

Norman & Dianne Pridgeon

Forsythe street
Oakville L6K 3R7

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click

From: Max Farley
Sent: Friday, November 10, 2023 4:00 PM
To: Town Clerks
Cc: Rob Burton; Cathy Duddeck; Ray Chisholm
Subject: OPA and Z.1715.25 – Format Lakeshore Inc. – 42 Lakeshore Road West – response from 86 Chisholm St

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We are not opposed to the idea of development at 42 Lakeshore road, but have serious concerns about the currently proposed plan. The proposed height is significantly taller than the approved height, and would be an intrusion into the existing neighbourhood. Of greater concern is the proposed density of 152 dwelling units, particularly with only one parking spot per unit.

The traffic impact on an already busy street will likely make Chisholm St, which can be log jammed during busier hours of the day, into a dangerous gridlock. It is not a wide road, and when cars are parked on the west side of the street, bidirectional flow is not possible. Should this project proceed "as is", I anticipate the Town will have no choice but to make Chisholm a one way street south of Lakeshore to prevent gridlock extending onto Lakeshore road due to tenants and visitors trying to enter/exit the new building. With only one parking spot per unit, very limited guest parking, and new retail stores on the ground floor, we anticipate significant illegal / rogue parking in the neighbourhood as well.

The proposed height and density would be more appropriate in the proposed midtown area of Oakville, where it is closer to the transit hubs.

Again, we are not anti-development, but we do not support this sort of density for this building. The very feasible solution would be fewer, larger units at a higher price point to ensure the developer still makes a strong return on their investment. Please, let's not sacrifice the livability of Oakville in order to try to achieve density targets handed down from other levels of government.

Sincerely

Max Farley / Ceilia Bai

Chisholm St, Oakville, ON, L6K 3H7

From: Anne Hughes
Sent: Friday, November 10, 2023 10:42 AM
To: Town Clerks
Subject: Re: Proposal for development of 42 Lakeshore Rd West at Chisholm.
Attachments: Petition--42 Lakeshore November 5 2023.pdf

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I apologize as I attached an incomplete version. Please use this one.

Thanks

Sent from my iPad

On Nov 10, 2023, at 3:38 PM, Anne Hughes <annehughes58@gmail.com> wrote:

Hello, I understand there is a petition being signed by our community. Here are our signatures to it. Please acknowledge receipt and that it will be forwarded to the appropriate people.

Thank you

Anne and Mark Hughes

<Petition--42 Lakeshore November 5 2023.pdf>

Sent from my iPad

On Nov 2, 2023, at 6:39 PM, Town Clerks <TownClerk@oakville.ca> wrote:

Good day,

Thank you for contacting the Town of Oakville.

Your correspondence has been forwarded to the appropriate parties for review.

Regards,

Laura Pennal

Clerk's Information Administrator

Town Clerks

Town of Oakville | 905-845-6601 | www.oakville.ca

Vision: A vibrant and livable community for all

Please consider the environment before printing this email.

<http://www.oakville.ca/privacy.html>

From: Anne Hughes

Sent: Thursday, November 2, 2023 2:21 PM

To: Town Clerks <TownClerk@oakville.ca>; Rob Burton <Mayor@oakville.ca>; Jonathan McNeice <jonathan.mcneice@oakville.ca>; Sean O'Meara <sean.o'meara@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>; David Gittings <david.gittings@oakville.ca>; Janet Haslett-Theall <janet.haslett-theall@oakville.ca>; Peter Longo <peter.longo@oakville.ca>; Allan Elgar <allan.elgar@oakville.ca>; Marc Grant <marc.grant@oakville.ca>; Jeff Knoll <jeff.knoll@oakville.ca>; Natalia Lishchyna <natalia.lishchyna@oakville.ca>; Tom Adams <tom.adams@oakville.ca>; Scott Xie <scott.xie@oakville.ca>; Nav Nanda <nav.nanda@oakville.ca>

Subject: Proposal for development of 42 Lakeshore Rd West at Chisholm.

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk, Mayor and Councillors,

I live on Forsythe St that runs parallel to Chisholm, at the corner of Forsythe and Anderson. Whilst I do not have objections to the development of 42, Lakeshore Rd West, I do have objections to the proposed amendments to the official plan.

A ten storey building (well, probably ten plus storeys with the mechanical etc on top) with 152 residential units plus an unspecified number of commercial and retail units would be completely out of character in the south of Lakeshore so-called West Harbour residential area consisting of low rise buildings. It will stick out like a sore thumb, have far reaching invasion of privacy of many homes and gardens simply because of its height, minimal setback and roof top terrace, shadow surrounding properties when the sun is at it lowest thus reducing their property value, place a burden on our narrow roads with extra vehicular and possibly motorcycle traffic thus putting our many pedestrians in the area at risk.

The roads in West Harbour are not wide, there are few sidewalks meaning pedestrians can stray towards towards the centre of roads, especially along Forsythe St and we have many, many pedestrians out walking around the area and going to Tannery Park. We already have much traffic going to Tannery Park with visitors not knowing the roads. The recent introduction of stop signs at some junctions has helped slow down traffic but we still get speeders. With allowed parking some of our roads become single file, Chisholm being one of them. Chisholm does not have traffic lights; the closest roads with traffic lights from Chisholm leading to Lakeshore with traffic lights are Kerr and Forsythe St. The corner of Anderson and Forsythe is blind. The proposed vehicular access to this building is not far down from Chisholm from Lakeshore so traffic will not only use Chisholm but also Kerr and Forsythe to access Lakeshore to get to the QEW, Dorval or Trafalgar. Chisholm is a one way street (the wrong way) on the other side of Lakeshore.

Does the number of parking spaces (183) include those for the proposed commercial and retail units? Most couples have more than one car. Where are the extra cars going to be parked? The traffic study was carried out not at peak times when traffic along Lakeshore is bumper to bumper. A minimum of 185 cars plus delivery trucks is a very large burden for this area to carry. People generally do not rely solely on public transport and bicycles are impractical in winter no matter what current policy is.

In summary, I am sorry to say the proposed development is far too large to fit in our area. A proposed development of an 8 storey, 19 unit, 33 parking space building at 435 Reynolds in 2021 gave rise to the same objections from local residents and this development has not taken place. Please do not approve the 10 storeys requested for 42 Lakeshore Rd West. Please request them to lower the density by preferably reducing the number of floors or by increasing unit size to reduce the amount of traffic that will be generated by this building. The developer's cost per square foot should be the same and people would pay the higher price for a larger unit. After all, these units are not intended to be affordable. The developers are not being considerate of the existing neighbourhood and this building, as proposed, will severely impact the quality of life of many of our residents, potentially reduce the value of the surrounding homes and have a detrimental impact on traffic flow and safety of pedestrians.

Yours faithfully,

Anne Hughes
Forsythe St
Oakville

Sent from my iPad

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, Anne and Mark Hughes the owner(s) and living at

_____, OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 183 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not fit:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

MLH
Signature

AS Hughes
Signature

Nov 10 2023
Date

NOV 10 2023
Date

OBJECTION TO
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST
FILE NO: OPA 1715.25 AND Z.1715.25

SUBMISSION TO COUNCIL c/o THE TOWN CLERK AT THE TOWN OF
OAKVILLE

Jim Purkis
I, NANCY PURKIS the owner(s) and living at
Forsythe St, OAKVILLE L6K3R7

am strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units. Any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Such a development will create:

- traffic problems (parking for 152 cars);
- road safety issues; and
- noise pollution in the immediate area and Lakeshore Road

In addition, the proposed project does not fit:

- the streetscape and adjacent buildings; and
- the character of the neighbourhood (Forsythe St to Brock St)

In summary, the proposed project will have a negative impact on the appeal of living in the area and reduce the value of existing homes.

Nancy B Purkis
Signature

Nov 3/23
Date

JR Purkis
Signature

Nov 3/23
Date

From: Heather Gaber

Sent: Wednesday, November 8, 2023 8:20 PM

To: Andrea Holland <andrea.holland@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>; Jessica Warren <jessica.warren@oakville.ca>; Jill Marcovecchio <jill.marcovecchio@oakville.ca>; Natasha Coric <natasha.coric@oakville.ca>; Vicki Tytaneck <vicki.tytaneck@oakville.ca>

Subject: Submission for Development 42 Lakeshore OPA1715.25, Z.1715.25 Ward 2

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are writing to share our objection to the proposed development at 42 Lakeshore Rd West. We live at Chisholm St, almost directly across from the proposed entrance/exit for the proposed development.

Many of our neighbours have sent emails detailing the many questionable studies completed by the developer and have wonderfully summed up the concerns many of us have with the findings.

Our foremost concern is safety. We have two small children and live on the side of the street without a sidewalk. Therefore, whenever we walk our daughter to school or head to the park we must either jaywalk or walk along the street. We have experienced near misses in the past as people tend to come quickly off Lakeshore. Additionally, we have been witness to more than a few accidents at the intersection of Lakeshore and Chisholm.

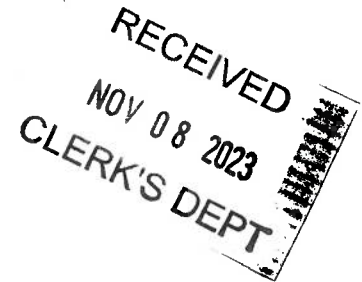
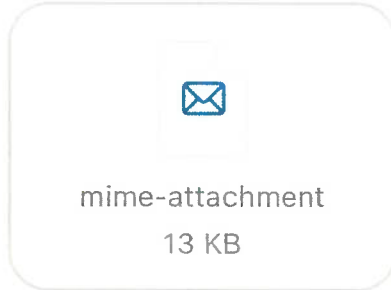
There are no lights at this intersection which is the main road for both visitors and town employees heading to the Tannery. Not to mention the constant jaywalking across Lakeshore to get to shops across the road. This intersection is already quite busy and dangerous. Putting another driveway with 180+ cars this close to the intersection will be chaos.

We are worried about the lack of parking spaces for this development as it is bound to spill over onto the streets surrounding (all of which are too narrow to support both parked cars and two-way traffic).

Please consider the safety of the residents and visitors of this area when making this decision. We cannot provide you with studies to the contrary, but from our own experience living here for the past 5 years approving a building of this size will do harm to the community.

Anthony Kulla and Heather Gaber

Regards,



**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.
 Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
 Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
 Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
 Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

I/we, KELLY BEALES the owner(s) and living at
CHISHOLM ST., OAKVILLE

Am/are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 152 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not fit:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Kelly Beales Nov. 7/23
 Signature Date

 Signature Date

From: george botros
Sent: Wednesday, November 8, 2023 9:15 PM
To: Town Clerks
Subject: 42 Lakeshore Rd. W. application to change zoning
Attachments: 42 Lakeshore Rd. W. .pdf

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir\Madam,

We live at Burnet street, and I am hereby writing to you to express our deep concern and disapproval of the proposed zoning change at 42 Lakeshore Rd West, Oakville with the intention of building a 10-storey building.

The details of our opinion and concerns are listed in the attached letter.

I am also attaching photos other recently completed and under construction projects, all respecting the current reasonable zoning by law.

Unfortunately, we will not be able to attend the meeting on November 13th but I deposited a copy of the attached letter at the town reception to make sure this opinion would be read and accounted for.

Regards,

George Botros, P.Eng., ing.

Consulting Engineer











Oakville, ON

08 NOV 2023

Dear Sir\Madame

I am righting to you to express our **deep concern regrading the proposed official plan and zoning by law amendments at 42 Lakeshore Rd. West, Oakville.**

The proposed amendments are made with **the shocking intention of building a 10-storey building** as explained in detail by the developer in a zoom meeting attended by dozens of neighbours who, all expressed serious objection.

The proposed building lot s currently approved for a **4-storey building and received a site-specific exemption allowing for a fifth storey.** This allowance would be the maximum anyone should be allowed to build on this lot due to multiple reasons as follows:

- 1- The west harbour is a historic neighborhood of unique and calm character, the presence of a huge building of this sort will ruin this aspect.
- 2- Chisholm is a tiny street, we can not imagine a 10-storey building negative impact on sunlight penetration, traffic, and noise levels.
- 3- Parking is already challenging in the area and several complaints have been presented to the town in this regard. When the building intends to offer only one parking spot per unit and few visitor spots for visitors, the remaining vehicles are guaranteed to create a never-ending problem for the whole area.
- 4- There have been many issues related to traffic in and out of tannery park, speeding, and associated noise if the new building gets approved the area will most probably be unlivable.
- 5- Due to the stunning 152 units intended to be offered, including the majority being tiny units, and the expectations of large numbers of short-term rentals, there will be a sharp twist of the demographics and characteristics of this beautiful neighbourhood.
- 6- All the arguments and alleged studies mentioned by the developer during our meeting were far from being objective or convincing to eve a single attendee.
- 7- Every current project in the area respected the nature of the place and abided by the zoning rules (like 205 lakeshore Rd W., 174 Lakeshore Rd. W. and including projects still under construction like Lakeshore Rd W. and Maurice drive building). The older, close by higher buildings are overlooking the creek and lake, are north of lakeshore and do not infringe upon or overpower any detached or townhome dwellings within proximity.

Our family-and every neighbour we have talked to - sincerely hope you refuse the unreasonable proposal to prevent the loss of west harbour as we know it forever, while other areas of the town are already approved for mid-rise and high-rise buildings as in the coming midtown project.

Sincerely,

George Botros and Family

Burnet Street, Oakville, ON – L6K 1B5

Tel:

Email:

From:
Sent: Wednesday, November 8, 2023 6:24 PM
To: Town Clerks; Ray Chisholm; Cathy Duddeck; Rob Burton
Subject: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Linda and Andrew Dorrington
Devon Road
Oakville
ON L6J 2M1

Attention: The Town Clerk
Town of Oakville
Clerk's Department
1225 Trafalgar Road
Oakville
ON L6H 0H3

8 November 2023

Attention:
Ray Chisholm ray.chisholm@oakville.ca
Cathy Duddeck cathy.duddeck@oakville.ca

Re: OPA1715.25 Ward 2 Official Plan Amendment and Zoning By-law Amendment

Dear Sir/Madam,

We are joint owners of Chisholm Street, Oakville and as such are directly impacted by the proposed development at 42 Lakeshore Road West. We have reviewed, in detail, the documents pertaining to this development on the Town of Oakville website, and we hereby formally submit our response to the proposed by-law amendment and development on this property.

Firstly, we fully understand and appreciate the current pressures on the Federal, Provincial and Municipal Governments across Canada to address the housing crisis facing the country. We understand that densifying existing urban and exurban areas is preferable to eroding the greenbelt and creating further sprawl. We also understand that expanding communities into new areas is more costly for local governments who then have to provide infrastructure, transportation and services to these communities.

Having said that, we believe that this push to densify existing communities needs to be undertaken very carefully and thoughtfully so as not to destabilize, overshadow, overwhelm and change the character of existing neighbourhoods.

We have gone through this application carefully and we strongly object to the proposal to re-zone 42 Lakeshore Road West to allow for a building of the size and density as set out in this application by Format Lakeshore Inc. and its consultants, Batory Planning & Management. In summary, the project proposal references multiple instances of non-compliance with Town standards and relies on opinions not supported by the facts of their own studies. The detailed reasons for our objection are set out below.

1. HEIGHT, MASS, DENSITY, SCALE AND CHARACTER

It is our view that this proposed building is altogether too high, too dense and its mass and scale does not transition sensitively relative to the other residences on the south side of Lakeshore between Kerr and Forsythe streets and as such it does not protect the physical character of the existing neighbourhood.

On review, this proposal is not in accordance with the **Halton Region Official Plan (ROP)**, specifically, the two policies identified below.

Policy 79.3(6) of the Halton ROP requires: *“Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the **protection of the physical character of these neighbourhoods** through urban design.”*

Policy 86 (11) *“Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures **provided that the physical character of existing neighbourhoods can be maintained.**”*

The height, mass and scale of this proposed building is too great relative to the other residential homes south of Lakeshore Road in this immediate neighbourhood and as such does not protect the physical character of the neighbourhood. The distinct “West Harbour” neighbourhood (sub-area) is bounded by Forsythe Street, Lakeshore Road West, Kerr Street and South to the lake, regardless of its position in the wider Kerr Street Strategic Growth Area, which includes a number of distinct sub-areas.

Chisholm Street south of Lakeshore Road West, where this proposed development is situated, is entirely residential, apart from the gelato shop on the southwest corner. This new development will entirely change the character of this small neighbourhood. The neighbourhood currently consists of 36 houses and townhouses and the increase of 152 additional units in this neighbourhood will entirely change the character of the area.

Furthermore, this proposed building is not supportive of the **Town of Oakville’s Official Plan, Livable Oakville**, for several reasons.

As stated in the Batory Planning and Urban Design Rationale document, Section 6.9 of Oakville’s Official Plan emphasizes compatibility with buildings in the surrounding context through location, orientation, scale, fit and transition. This section directs that new developments should ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing.

This property (42 Lakeshore West) was previously approved for a 5-storey building of no higher than 18.0 metres. This proposed new 10-storey building will more than double that height to 38.25 metres. **That is 20.25 metres greater than was previously approved and permitted.**

In addition, the Oakville Official Plan guideline regarding right-of-way widths is not being respected. The Official Plan recommends that the “development should be situated below a 45-degree angular plane projected over the property above a height of 80% of that width (20.8 metres) or a maximum of 6 storeys.”

This proposed new building exceeds the suggested angular plane and overall building height restrictions by 20.25 metres and is five storeys higher than is permitted. The step backs and setbacks are not sufficient to address or ameliorate the significant increase in mass and scale relative to the other residences and commercial buildings on the south side of Lakeshore Road West.

Existing mixed use (residential and street -facing business premises) on Lakeshore West are significantly lower in height and minimal impact on the overall character of the neighbourhood. Existing higher-rise buildings are all on the

Northside of Lakeshore West or distant from the West Harbour neighbourhood with minimal impact on the West Harbour community.

Section 3.3.21 of the Oakville Official Plan and the guidelines recommend that buildings above 6 storeys are set back a minimum of 5.5 metres from side property lines. The proposed development is set back just 0.79 metres from the west property line. **That proposed setback is 4.71 metres less than recommended in the Town of Oakville's own plan for development in Oakville.**

Construction of this building will effectively dictate how the adjacent properties on the west side of Lakeshore Road will have to be used in the future. A 38.25-metre-high building, with no windows and only 0.79 metre setback from the property line, will mean that any future development on the adjacent properties will be constrained by the impacts on shadow, wind, light and view, resulting from this 10-storey building which does not meet the setback recommendations in the guidelines of the Oakville Official Plan. Future developers of the adjacent property will have to take into account that west-facing occupants, whether residential or commercial, will be looking over an alleyway and onto a blank wall opposite. **This certainly is not in keeping with, nor does it protect, the physical character of the existing neighbourhood as required by the Halton Region Official Plan.**

There is insufficient evidence to support the impact conclusions in the project proposal and its non-compliance with existing Town of Oakville standards.

2. SHADOW IMPACTS

The Town of Oakville Terms of Reference for Shadow Impact Assessments set out clear criteria for determining the impact of shadows cast by development. These criteria consider the impact on private residential properties, public space and the potential for solar energy.

Format and Batory acknowledge that their impacts exceed the limits set by the town. Their conclusion, however, is that these impacts are “modest” and “minor” are unsubstantiated.

Public Realm Impacts

Regarding the impact on public space, and as stated in the developer's own shadow study, on 21 April and on 21 September the sidewalks on Lakeshore Road West had continuous sunlight for only 4 hours (from 1:54 to 5:54 pm). The town requires that public sidewalks receive at least 5 hours of sunlight per day on 21 April, 21 June and 21 September. This 20% non-compliance with the minimum standard set by the town is characterized by the developer as “modest.” This non-compliance is justified by the developer based on what they claim are the impacts of the existing approved development and other structures in the area. However, these studies were not provided to the public in this application for comparison, so we are unable to accept the opinions of the developer. Our conclusion is that these shadow impacts are not modest. Furthermore, non-compliance by other developments should not be allowed to set a precedent at variance with the Town's stated standards.

The Chisholm Street sidewalk only received a little over 4 hours (less than the required 5 hours) of continuous sunlight on 21 April. On 21 September Chisholm Street sidewalk only received 2 hours of continuous sunlight in the morning. The developer claims that a “significant portion” of this sidewalk received full sunlight from 8:34 am to 1:34 pm. However, the developer does not identify which portion of the Chisholm Sidewalk received the sun, nor do they define what they mean by “significant portion.”

Allowance for Solar Energy

In the context of global warming and the climate crisis more and more people are moving to solar and other sources of renewable energy. Future developments should facilitate rather than inhibit the future adoption of solar energy to power and heat homes.

In view of this, the Town of Oakville's terms of reference require that new developments do not exceed two consecutive hours of shadow on 21 December.

The developer's shadow study shows that the proposed 10-storey building will exceed the consecutive two-hour requirement on three properties in the vicinity, at the northwest and southeast corners of Lakeshore Road West. These properties will experience three hours of shadow consecutively on 21 December should this building be approved. This will impact the feasibility of any future installation of solar energy panels on these buildings and goes against all the efforts being made to combat and adapt to climate change.

Section 11.1.9 of the Livable Oakville Plan states that *"Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy and **microclimatic conditions such as shadowing.**"*

What is clear is that the shadow analysis does not meet the Town of Oakville's Terms of Reference and the standards, nor the Livable Oakville Plan. The developers claim that the three criteria set by the Town are "generally" met and that increases in shadow are "minor". This opinion is not congruent with the intention, nor the standards set by the Town of Oakville, and is unsupported by the results of the developer's own studies.

3. TRAFFIC IMPACTS

The developer had a traffic study conducted by LEA Consulting and this document is available on the town website, however, it is largely indecipherable to the lay person or general members of the public due to the extensive use of jargon acronyms and opinions unsupported by the provided data. The developer's Rationale/Planning Justification Report mentions that this study was conducted and concludes that the traffic impacts resulting from this proposed 10-storey, 152-unit building, will be "minimal".

We find it significant that the developer and their consultant, Batory, have not seen fit to provide a detailed analysis in plain language in their Rationale/Planning Justification Report as they did with other subjects. This omission gives the impression that the developer is not being completely transparent or that the study is less than comprehensively supportive of their opinions.

Before this zoning by-law amendment is considered, we require the traffic study be explained to residents without obfuscation and jargon and the opinions justified in terms that can be understood by those who are not qualified traffic engineers and will be most impacted by the increased traffic resulting from this proposed development.

Section 11.1.9 of the Livable Oakville Plan states that within all stable residential communities, *"The transportation system should adequately accommodate anticipated traffic volumes..."* Without further study and greater clarity, it is not clear from the development proposal that the traffic volumes can be adequately accommodated.

It is our view, as the people most impacted by the proposed development, that the congestion and noise impacts from the increased traffic caused by this development will not be minimal.

Congestion and Noise

Based on common sense and experience, our position is that it is unrealistic to believe that adding potentially 183 new vehicles, plus construction vehicles, moving trucks for residents, weekly garbage collection and additional commercial activity and deliveries will have a "minimal" impact on the local neighbourhood and residents in the area. It is simply not possible that all of this additional traffic in the area will have a minimal impact.

In order for the residents and users of the new development to enter and exit the parking garage and access Lakeshore Road West they will be circulating the block from Chisholm to Burnet and then Wilson, Forsythe or Kerr streets. This will add a significant amount of additional traffic to what are relatively quiet narrow residential streets.

The additional traffic in and out of the new building and in the surrounding local streets will have a significant impact on not only congestion but also noise levels in the neighbourhood.

We have not seen a noise study done regarding this development. Is there one? If not, why is it not required and why was it not conducted?

Parking

The average Canadian household has 1.5 cars each. 41% of the units in the proposed development will have two or three bedrooms and it is reasonable to estimate that those units will house two adults each (and some children). Indeed, the one-bedroomed units could also house two adults each. If we assume that each unit has two adults, they could potentially each need a car. That would require 304 parking spots. If we use the national average of 1.5 cars per household as a guide, the building will require 228 parking spots. While these numbers may not be reached, it is safe to say that 152 resident parking spots will be insufficient. Where will all the additional cars park?

And, even if the parking provisions meet the Town guidelines, it is unclear from the traffic study, how this increased number of cars and resulting traffic congestion will be accommodated in the proposed development.

Chisholm Street is narrow and already has a problem with parking and through traffic congestion. At certain times of the day and the week (specifically in the summer or weekends/public holidays) it is difficult for two-way traffic to pass due to the parking on the west side of the street. Removing the street parking to allow for freer traffic flow will simply exacerbates the traffic and parking congestion on other streets in the residential West Harbour neighbourhood.

Face the reality of inadequate public transit

It is clear from the Rationale/Justification Report that the developers purport to be contributing to climate change solutions by constructing a building with insufficient parking. On page 48 of the Rationale/Justification Planning Report, the developer's state that *"the limited amount of proposed parking – 1 spaces (sic) per unit, excluding visitor parking – reflects the intent of the Growth Area to encourage transit use and eschew personal automobile travel where possible."*

While we understand that the Provincial Policy Statement (2020), Policy 1.1.3.3 sets out that *"Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development,"* and that Policy 1.6.7.4 *"promotes land use patterns, densities, and mixes that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation"*, the fact is that:

- a) Public transit in Ontario is simply neither adequate nor extensive enough to meet the needs of our increasing population. Toronto, Oakville and the GTA simply cannot compete with cities such as London, New York, Tokyo or Barcelona, etc. when it comes to providing flexible, far reaching, frequent, high-speed public transportation. We simply do not have the public transit infrastructure in the GTA to meet the transportation needs of our residents.

Expecting developer's to effectively force residents into using public transit rather than personal vehicles by not providing adequate parking is cynical and not a realistic solution to the transit problem or to combatting greenhouse gas emissions. When there is inadequate public transit, people will always rely on their own vehicles which provide more efficient, reliable, flexible, and convenient transportation.

- b) The climate in the GTA is such that from October to May (7 months) the average monthly low temperatures are between +3 degrees and -12 degrees C. The high temperatures for these months are between -4 and +12 degrees

C. That means for much of the year people will, and do in fact, “eschew” active transportation as the weather conditions go from being unpleasant to downright dangerous for walking a cycling in snow and ice.

Lakeshore Road West and East is a high traffic corridor and cyclists take their lives in their hands on this busy road. Furthermore, there is no bike lane on Lakeshore between Wilson and Forsythe.

The 152 bicycle parking spaces are commendable, but these spots are unlikely to be fully utilized as for much of the year, and for many of the elderly residents this mixed-use building is apparently targeting, bicycles are simply not a practical option.

- c) The developer acknowledges that there are no planned changes to the existing study area transport network within the 5-year window of their study (i.e., before 2027.) This means that the Town has no plans to enhance the transport network within the next five years however, this proposed new development will add significant traffic to the West Harbour and surrounding neighbourhoods.
- d) Patronizing “transit-based strategies” referenced in the Traffic Study (e.g., “encourage residents to utilize alternative modes to the personal vehicle to undertake daily activities” or “promotional materials” for “alternative travel modes”) are a condescending cop-out for so-called experts who will not have to live with the consequences of their unsubstantiated opinions and places the responsibility on residents for ameliorating the traffic congestion they acknowledge will occur. The developer’s advice for residents to avoid congestion by changing the resident’s lifestyle, is simply disingenuous given a deficient proposal and absent any stated/concrete future support from the Town of Oakville.

On 19 January 2022 Turo Canada and Leger released their Car Ownership Index study. This study shows that:

- 83% of Canadians own or lease a vehicle.
- 81% of car owners feel it is impossible not to own a car and they have no plans to not own a car in the future.
- The reasons given by Canadian car owners for owning a vehicle are convenience (31%), commuting (30%) and freedom (17%).

The reality is that the citizens of Canada, and certainly Oakville, will remain dependent on personal automobiles (bicycles are at best a seasonal option for a certain demographic and not for the elderly and physically challenged residents at any time of year).

Provincial and other Governments simply decreeing the use of transit or active transportation will not make it so. Developers who cynically aim to get their projects approved by greenwashing their intentions without providing any concrete steps to evidence how the decree is implemented will not actually address the issues they purport to be solving.

Where there is no viable alternative, people will “eschew” active transportation and public transit and will use cars.

4. CONCLUSION

While we understand the political and real-life pressures on all levels of Government to address the housing crisis and the so-called climate crisis, we find the proponent’s attempt to characterize their project as an answer to these problems unconvincing. The developer, like any other business is motivated by profit, and it is our view that our neighbourhood should not be hastily sacrificed for the wrong reasons.

Residents are well-aware that the Town of Oakville is anxious to receive its share of the Federal Government’s Housing Accelerator Fund. We are concerned that the Town of Oakville may rush to approve this zoning by-law amendment as an indication that Oakville is compliant with the conditions set by the Minister of Housing, Infrastructure and Communities in his letter to Mayor Burton on 25 October 2023. However, we believe that making short-term decisions to secure Federal funding (or for other reasons) and approve this application to change our by-laws is not the way to build well-balanced sustainable communities and is not in alignment with Livable Oakville.

We ask the Town of Oakville to consider very carefully their decision regarding this re-zoning application. Once this zoning by-law amendment is made, it opens the door and sets a precedent for other such applications in Oakville. Please think about what has made Oakville a successful community and what gives it its distinct character and appeal. Should this zoning by-law amendment be approved and the 10-story building be constructed, there will be no going back.

Yours faithfully,

Linda and Andrew Dorrington

From:
Sent: Wednesday, November 8, 2023 1:08 PM
To: Town Clerks
Subject: Proposal for 42 Lakeshore Road West

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Council c/o the Town Clerk at the Town of Oakville, Clerk's department

I am a resident of Ward 2 and am writing to express my views and my opposition to the proposed new development at 42 Lakeshore Road West.

In summary, I believe strongly that the 42 Lakeshore Road West development simply should not be allowed to proceed as currently proposed. The Town of Oakville ("Town") should take all reasonable steps to prevent it from proceeding as proposed. This includes not approving the development, even if such denial results in the application being appealed to the Ontario Land Tribunal.

I understand that the subject property was initially proposed to be a 5-storey mixed-use building with 23 units that conformed with the existing Town zoning and was acceptable to local residents. Changing the development proposal to a 10 storey 152 unit high density building which is non-compliant with Oakville's existing zoning in so many ways is excessive and completely unreasonable. Why does the Town have zoning by-laws in the first place if such an extreme deviation is approved?

The proposed development consists of 152 dwellings on a very small footprint which is totally inconsistent with the characteristics of the local neighbourhood. Increasing the existing 36 single family households on Chisholm Street to more than 180 by concentrating 152 condominiums (with two thirds being single bedroom units) on one property makes the proposal absurdly inconsistent with the surrounding neighbourhood.

I understand that deviating from the existing zoning to allow a 10-storey high density building has been justified by the developer by comparing to the high-rise buildings north of Lakeshore Rd and those clustered around 16-mile creek. This isolated comparison is ludicrous and cannot be the justification for dropping a 10-storey high-rise into a predominantly residential neighbourhood. When looking for a fair comparison, I would urge you to weight any comparison on the immediate neighbours (east-west-south) to derive an appropriate proxy for what is (and is what is not) consistent with the neighbourhood. If you choose to look, you will see nothing that resembles what is proposed for 42 Lakeshore.

I understand that when reviewing this proposal, the Town will be influenced by the Ontario Government's Bill 23 (More Homes Built Faster Act 2022). With respect to Bill 23, I note the following:

- The proposal consists overwhelmingly of single bedroom units (65%) which does NOT diversify the neighbourhood housing options (a stated objective of Bill 23).
- The proposed development does NOT provide an appropriate transition of height and separation distances within the immediate context and is definitely NOT designed to mitigate impacts on the neighborhoods to the south, east or west (both are stated objectives of Bill 23).
- The subject lands are NOT within the Provincially imposed growth areas.

The Town should take all available steps to prevent the Provincial government from circumventing the purpose of municipal councils. Approving this development proposal solely on the basis of meeting the Provincial government's Bill 23 "headline" of adding 31,000 new homes in Oakville completely negates the requirement of Town planning or Town Council functions.

The various studies (traffic, shadow, stormwater, etc) provided to support the proposal all appear to acknowledge the impacts to the neighbourhood, but not surprisingly conclude that the impacts will be small and therefore the development should be allowed as proposed. Such conclusions are highly qualitative and do not account for the cumulative impacts on the neighbourhood. Furthermore, all of these consultants are paid by the developer and therefore obviously not unbiased in their opinions.

Lastly, while I acknowledge that the attractiveness of any development is a personal preference, I would point out a few aspects of the proposal which seem misaligned with a progressive vision for Oakville:

- Extremely small units with many less than 500 sqft (equivalent to a unit 22' x 22').
- Proposed parking is woefully inadequate in a modern development:
 - typical size referenced is 2.7m x 5.7m
 - No EV charging shown.
 - 1 bicycle parking per residential unit, 0 bicycle parking provided for commercial units

I would urge all Councilors to vote on this proposal in a manner that is consistent with what is best for Oakville long term.

Chris Jarratt

From: Anna Keaney
Sent: Monday, November 6, 2023 10:50 AM
To: Town Clerks
Cc: Riley McKnight; Robert Thun; Ray Chisholm; Cathy Duddeck
Subject: 42 Lakeshore Rd West OPA1715.25 - Submission OPPOSING amendments to current zoning by-law
Attachments: 42 Lakeshore W.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached a scanned copy of our signed submission indicating our strong opposition to any amendments to the zoning by-law for the proposed development noted above. Specific reasoning for our position is noted in the submission.

Thank you,
Jim & Anna Keaney
Chisholm St
Oakville
L6K 3W2

**OBJECTION TO OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
42 LAKESHORE ROAD WEST FILE NO: OPA 1715.25 AND Z.1715.25**

SUBMISSION TO COUNCIL c/o TOWN CLERK AT THE TOWN OF OAKVILLE.

Attention: Riley McKnight, Planner, 905-845-6601, ext. 2919, riley.mcknight@oakville.ca
Rob Thun, Senior Planner, 905-845-6601, ext. 3029, robert.thun@oakville.ca
Ray Chisholm, Town Councillor, ray.chisholm@oakville.ca
Cathy Duddeck, Town Councillor, cathy.duddeck@oakville.ca

^{JK}
We, JIM AND ANNA KEANEY the owner(s) and living at

CHISHOLM ST, OAKVILLE
L6K 3W2

^{JK}
We are strongly opposed to the proposed Amendments to the Official Plan and Zoning By-Law to allow the development of a 10 - storey mixed use building with 152 residential units and 152 parking stalls).

Given the existing traffic congestion created during busy times by the 2 funeral homes (on Wilson) and ice cream parlour and the lack of traffic light at the Chisholm/Lakeshore intersection, such a development will create:

- traffic and parking problems;
- road safety issues; and
- noise pollution in the immediate area.

In addition, the proposed height of the building and number of units does not fit:

- the streetscape and adjacent buildings, with virtually all new projects in the area being less than 5 storeys and 25 units. [an exception is the re-development of the former "Guide Dogs" building, which is an infinitely larger site]; and
- the character of the neighbourhood, as it essentially doubles the number of households in the immediate area (Forsythe St to Kerr St, south of Lakeshore).

In summary, any new development on 42 Lakeshore Road West should comply with existing Official Plan and Zoning By-Laws.

Signature

Date

Signature

Date

-----Original Message-----

From: Gudrun Bennett

Sent: Saturday, November 4, 2023 12:49 PM

To: West Harbour <wharbourresassoc@gmail.com>

Cc: Cathy Duddeck <cathy.duddeck@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; townClerk@oakville.ca;
Anne Hughes

Subject: Re: 10 story building on Chisholm

[Some people who received this message don't often get email from
at <https://aka.ms/LearnAboutSenderIdentification>]

Learn why this is important

A strong argument against the proposed project is the fact that the concept of ultra small condos for rent at high rates does not seem successful, witness the cancellation of thousands of planned condos in Toronto and, right at our doorstep at Bronte and Lakeshore Roads most of the units remain empty two years after completion.

I am disappointed in the Whra not taking a stand. How many people have really voted for the project vs against. One or two? Let's have some Numbers.

Gudrun Bennett

Sent from my iPad

> On Nov 4, 2023, at 11:22 AM, West Harbour <wharbourresassoc@gmail.com> wrote:

>

>

> Hello Residents

>

- >
- >
- > Hello Residents
- >
- > In response to those members who believe that the WHRA should be taking a stand against the application to build a ten storey condominium on the property at 42 Lakeshore Road West, below are some of the reasons we must stay neutral. We understand that the residents who would be directly affected by such a large building are angry and wish to take up a fight against the application but, given the law as it stands, the final decision on any application lies with the Ontario Land Tribunal. Your WHRA Executive does not have the legal expertise to properly explain Bill 23 and anyone who wishes to appeal a decision on the application would be well advised to seek legal opinion.
- >
- > • We have heard differing opinions both for and against this application; therefore if we take a stand we are not representing the whole neighbourhood.
- >
- > • The application has not yet been heard by the Town Council.
- >
- > • The Town will be holding a public meeting on November 13th, at which time all residents are invited to express their opinions about the application in advance of the Town Council meeting. We have circulated the document from the Town which explains the purpose of the meeting.
- >
- > • We have advised all residents to present their views to their Town Councillors who will take all submissions into consideration when the application comes before Council.
- >
- > • If the Town approves the application the WHRA is not in a position to make an appeal at the Ontario Land Tribunal. The appeal fee is \$10,000 and if the appeal fails then court costs would be added.
- >
- > • If the Town denies the application the developer can appeal to the Ontario Land Tribunal, which makes the final decision.
- >
- > Thanks for your understanding
- > Your WHRA Executive

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Mark Majewski

Sent: Thursday, November 2, 2023 3:28 PM

To: Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>; Jill Marcovecchio <jill.marcovecchio@oakville.ca>; Jessica Warren <jessica.warren@oakville.ca>; Natasha Coric <natasha.coric@oakville.ca>; Andrea Holland <andrea.holland@oakville.ca>; Vicki Tytaneck <vicki.tytaneck@oakville.ca>

Subject: Submission for Development 42 Lakeshore OPA1715.25, Z.1715.25 Ward 2

I am writing to express my views to the proposed new development at 42 Lakeshore Road West. This is a follow-up to the town clerks on Oct 27th to comment in person at the review.

This development simply should not be allowed to proceed as it has many issues for the community:

The previous developer worked extremely hard to propose a 5-storey mixed-use building with 47 dwelling units that was acceptable to the local residents. This was a 60% amendment to the existing height plan. The current developer is not working with the community but selling its idea. A 10 storey building is a 500% increase to the original plan and 100% increase to the previous 5 story plan. The current population of Chisholm south of Lakeshore is 36 dwellings and the new plan of 152 dwelling units is a 422 % increase, is completely unacceptable. It's simply a poorly planned development.

Traffic / Parking:

With the construction on the Tannery park there have already been multiple meetings with the Town over the last two years as traffic become gridlocked in the evenings and weekends. On Chisholm the Town has tried no parking, 2 hr parking, increased ticketing, etc. and still today there is gridlock where nothing moves. This is a safety issue as emergency vehicles are limited

and it has created accidents at this intersection. (There are Town and Police records and I have photos if needed)

This plan does not provide enough parking for residents, visitors and the commercial units. This will overload the already full parking on the street and to the gridlock.

The commercial property directly to the east could not get an amendment for a residential second story and had to provide 15 parking spots for the 4 commercial businesses on their property when it was built. This proposal is not in line with what was demanded of other developers.

Building:

The two new developments (just completing) in the area are under 5 stories and the community is accepting of these. Both of these are financially viable.

The two newer buildings in Kerr Village have a green component to the design. OneEleven has beautiful grounds and parkland around it as the Keslington has almost a half acre of park and green area on its roof with trees, etc. This project has very little to no green space and the small sliver to the south is in the shade all day.

OneEleven and Keslington have set backs in its design. There are no setbacks on all sides after 5 stories.

Shadow Study is not done when it matters the most, during winter. The shadows of a 10 story building will cast shadows for blocks around. There are no visual examples provided.

The project set a new mark for population density and is not in line with the community, all the developments in Kerr Village and the Kerr Plan.

Privacy of the neighborhood will disappear with a high density 10 story building looking down on every home for blocks.

Conclusion

Our community would like to see the site developed in a responsible way where the developer and the community create value for each other. This proposal (with its height, footprint and density) is not an amendment but a biblical change to Kerr Village, its plan and our community. It seems to only create value for the developer and the community will pay the price.

This proposal does not reflect the character and value of the community and the Town of Oakville.

Mark Majewski

Chisholm Street

Oakville, ON, L6K 3H8

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Gregg
Sent: Tuesday, October 24, 2023 9:09 PM
To: Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>
Cc: _Members of Council <MembersofCouncil@oakville.ca>
Subject: 42 Lakeshore

Hi.

My wife and I are impressed with the effort and results Battery has put into the plan and design of the proposed building.

We all have to realize and accept more intensification is the order of the day. There are other sizeable buildings nearby. This new building adds beauty to the streetscape. Also, since it is on Lakeshore, property owners to the south cannot raise the famous shadowing complaint since the sun is generally in southern sky.

I don't know for certain as yet, but it appears they are not going over luxurious considering the smallish square footage and small kitchen and bath areas. Hopefully, they aren't going to go the route of recent downtown condo projects that were and are very high end.

IDK the target price ranges, but hope the place will be relatively affordable.

Our only concern is that we wish there were some larger units because the square footage per unit is certainly on the small side. Other than one unit is a poor location, nothing is even over 1100'.

We hope this building can finally proceed as is with only possible some larger or combined units.

Parking space is on light side. But it seems the trend all over to never have enough spaces. If it were up to me, I'd add another level of parking.

Gregg Andrews /
Sent from my Samsung S10.

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Scot Adams
Sent: Sunday, October 29, 2023 5:33 PM
To: Cathy Duddeck <cathy.duddeck@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>
Cc: Martin ; Shevawn Adams
Subject: Fwd: 42 Lakeshore

Ms Duddeck and Mr. Chisholm:

I write today to express my concerns regarding the proposed development at 42 Lakeshore West. I reside at Anderson Street just two blocks from the proposed development and frequently drive and walk along Chisholm Street so I am very familiar with the site and the alternatives proposed for the site over the past several years.

Let me start by saying that I am in favour of densification where consideration is given to scale and appropriateness for the neighbourhoods for which such densification is proposed. In the context of an ever growing population, thoughtful densification is more desirable than sprawl. The Livable Oakville plan strongly supports densification in transit serviced neighbourhoods such as Midtown Oakville, the Uptown Core, Palermo Village and Kerr Village. The proposed development does meet some of the qualifications of the plan in terms of streetscape and mixed use development but pushes the boundaries of intensification with consequent negative impacts on the surrounding community.

I have attended several of the online meetings and WHRA meetings where the proponent, represented by Batory Urban Planning, has detailed their submission. The quality of the construction and the thoughtful streetscape is quite attractive but the size of the project leads to three major problems for the neighbourhood; height, occupant density, and traffic.

The height of the property greatly exceeds the other structures along the south side of Lakeshore. Although discussions have always referenced a ten floor building, once amenity and mechanical spaces are included, the effective height is similar to 12 floors. This will have a direct impact on the neighbourhood as it affects privacy and shadowing. At a virtual meeting with Batory on July 25, 2023 the discussions of neighbour privacy and shadow casting were touched upon. Interestingly at that meeting the shadow plan that was presented did not include the impact in December when the shadows are longest. The development application on the Town website refers to updated shadow analysis diagrams but those diagrams are not available as part of that same web page. I believe that the height of the building at close to 42 metres will cast winter shadows that will seriously impact the surrounding properties to the south and east of the development.

Occupant density is my biggest concern. The developer is proposing 152 units with associated parking. The developer's argument for the number of units is to make the project economically viable. Density can be reduced by enlarging the units without necessarily reducing the selling price per square foot. Reduced occupant density could also lead to a reduction in the number of parking spots required which in turn leads to construction cost savings.

More residents leads to more traffic and safety concerns. 152 units requires 152 parking stalls plus additional guest parking. As Martin has mentioned in his email below, Chisholm Street is already a very busy, very narrow street providing access to 36 current Chisholm households as well as visitor access to Tannery Park. Even assuming that there is no overflow of new resident parking onto the surrounding streets, the neighbourhood roadways could not support such a large number of resident vehicles. Currently, traffic jams regularly occur both northbound and southbound on Chisholm Street. During the summer months the backup on northbound Chisholm turning both left and right onto Lakeshore can extend past Burnet Street. It is important to note that the included traffic data collection studies were undertaken during springtime weekdays. There is little traffic at this time. The serious congestion periods are summertime weekends when it is not uncommon to line up to exit onto Lakeshore, and when the lineups on Lakeshore can stack back towards Dorval. I can only imagine what the backup will be like on weekday mornings as 153 households leave the building to drive to the GO Train station.

I do support development and I do believe that densification makes sense but I cannot support this development going forward in its current configuration.

Respectfully,

Scot Adams
Anderson Street, Oakville

----- Forwarded message -----

From: **Martin**

Date: Sat, 28 Oct 2023 at 13:17

Subject: 42 Lakeshore

To: Linda Dorrington

>, Giles Marks

Mark Majewski

Chris

Copeling

, Scot Adams

Hello folks,

This is just about my final submission – I have not heard back from the WHRA as to whether they are prepared to distribute submissions to WHRA members

Martin

I am writing to express my views and my opposition to the proposed new development at 42 Lakeshore Road West.

This development simply should not be allowed to proceed under the current proposal. The previous developer worked extremely hard to propose a 5-storey mixed-use building with 47 dwelling units that was acceptable to the local residents. A 10 storey building, with such great density, twice the number of stories for which the property is zoned and 152 dwelling units, is completely unacceptable, not only in terms of height, but also the number of units and the consequent impact on both people and traffic on the local community. I believe the majority of local residents are opposed to this project in its current form.

The planned building proposes 152 dwellings, an extremely high density, especially given the characteristics of the local neighbourhood. There are currently 36 households on Chisholm Street and that would rise to more than 180 if the project is approved. While there are some high rise buildings clustered around 16-mile creek, this is not a justification to extend high-rise, or even what is described as mid-rise, to the area under consideration. There are no other high-rise buildings in the neighbourhood. A 5-storey building, which is what the land is zoned for, would be much more reasonable. The whole concept of very small dwelling units in this location, with limited public transportation options is not in keeping with the character of the neighbourhood. The building would be better suited to the type of development intended to occur in the mid-Town area of Oakville.

I quote from the news release dated October 26, 2023, commenting on the Ford Government's decision to Halton Region Official Plan:

In 2017, Town Council unanimously approved an Oakville Plan Amendment, OPA 15, that reinforced the Town's official plan's direction of growth to corridors and growth centres with frequent transit service.

I wish to make the point that Lakeshore Road West is not one of those corridors and it is clearly unreasonable for the developers to claim that the property is suitable within the Kerr Street growth area

The traffic study completely missed the point – it being stated that there would be virtually no impact on Chisholm traffic during weekday business hours. The planners have completely failed to understand the flow of traffic on Chisholm Street, especially at weekends and especially during the evenings when the highly successful gelato store is in full swing, let alone the noisy and frequent traffic running at high speed to Tannery Park. The impact of ingress and egress of traffic to the proposed building along Chisholm has not been understood.

Chisholm Street is already overcrowded and traffic is a real problem. The planned building proposes a total of 183 parking spaces. To add another 183 or more cars with entry and exit on Chisholm St would be an absolute nightmare, let alone the exponential increase in attendant visitor traffic. As relates to traffic, the study does seem to miss the mark. Even assuming that all current households on Chisholm have three cars, the number of vehicles requiring access to their homes on that street alone would significantly more than double. That increase is not nominal as the traffic study concludes. Also, allowing for visitor spaces, the plan seems to include one parking spot per dwelling. The average ratio for cars in Ontario is 1.5 per dwelling. Where is it contemplated that all these possible extra vehicles might go – where will they park?

Furthermore, Chisholm street is one-lane in each direction. However, parking is permitted on the West side, giving rise to significant traffic jams during popular use periods, because when vehicles are parked the available road width is small causing difficulties to the flow of northbound and southbound traffic and, if a wide vehicle is on the road, vehicles cannot pass each other at all. The study also does not account for the tremendous increase in traffic eastbound along Lakeshore Road West, especially at weekends. This traffic is often stop and go from well west of Chisholm Street right into the downtown area, which leads to tremendous jams northbound on Chisholm Street as traffic tries to enter Lakeshore Road West in both an easterly and westerly direction.

The Shadow Study included in the planning materials is deficient as it omits all drawings showing the impact if shadows on local properties. However, the previous Batory study showed examples of the shadowing impact, with little falling along Chisholm and mostly along Lakeshore Rd. I found that study extremely difficult to believe and think that the shadowing impact on local properties is much greater than the study finds. Furthermore, without drawings it is impossible to see exactly what is being claimed but the previous study clearly omitted the most likely periods when a disturbing shadow would be formed.

Finally, the height and footprint of the proposed building gives rise to serious concerns about privacy in terms of outlook over local properties, despite attempts to mitigate the impact by stepping back some of the balconies.

In closing, I want to state that I and many local residents do want to see this land developed, but in a responsible way that reflects community and Town goals and is in keeping with the character of the neighbourhood, with an expectation of reasonable density and traffic impacts.

Martin Brown

Chisholm Street

Oakville, ON, L6K 3H7

Dear Councillor Duddeck,

I am writing to express my support for the proposed development on the vacant lot at 42 Lakeshore Rd West in the Kerr Village growth area. My name is Geoffrey Belcher, and I am a resident of Ward 2. The development application, which seeks an amendment to the zoning and official plan to allow for a 10-story structure, can be found in detail here: <https://www.oakville.ca/getmedia/f35efca1-f3b1-4f09-96ce-e012f6482245/da-171525-DraftOPA-S1.pdf>.

While the proposed 10-story building exceeds the current height limit of 5 stories in this area, I firmly believe that this development is crucial in addressing the housing challenges facing Oakville. Our town is grappling with a shortage of affordable housing, and our zoning regulations have, at times, proven to be inflexible in accommodating the evolving needs of our community.

I intend to participate as a delegate in the upcoming meeting to discuss specific issues related to this proposal. However, even before the meeting, I would like to convey my hope that the Council and the developers can reach a mutually beneficial agreement on this project. As a young resident of Oakville, I believe it is essential to reconsider the existing rules governing what can be built in this area. By doing so, we can pave the way for my generation to access affordable and abundant housing options, thus ensuring a more sustainable and inclusive future for Oakville.

Sincerely,

Geoffrey Belcher
Hi Ray and Cathy..

I am writing again to let you know my wife and I are firmly opposed to the 10 story proposed development.

This development is way out of proportion in regards to existing size and density... It will change the tenor of our area, create traffic safety issues especially near the park at the corner of Chisholm and Burnet..

There are many areas without sidewalks in this area, and there is no fencing around the park. This will be devastating to the homes on Chisholm especially between Burnet and Lakeshore..

Approving this could create a domino effect along Lakeshore, High density should be preserved where it belongs, in midtown as already proposed.. Everyone else has followed the four story guideline, and for the life of me I don't understand why this developer would be treated differently..

You should be considering the interests of existing voting residents as opposed to potential developers who as you know only care about the bottom line, and again as you know don't care what they do to an established neighbourhood..

My wife and I are hoping and expecting that you will support our neighborhood, and vote against this inappropriate development..

Sincerely,

Dr James Kovacs
Dr Mary Zamora
Burnet St Oakville

Hi Cathy and Ray

I think the current zoning for Lakeshore Road is for a maximum height of 4 stories but with 42 Lakeshore being grandfathered in at 5 stories. My question is this: if the application for 10 stories at 42 Lakeshore were to be approved, would this affect the zoning for the one storey properties to both the east and the west of that building or would any future application have to be considered on its own merit?

Thanks.

Carole Gilbert

> Dear Cathy and Ray,

>

> As a resident of West Harbour neighbourhood it has come to my attention that the Town will be voting on the proposed building named above.

> Personally I think that building a 10 story building is would not suit the neighbourhood, or it's needs. Both practicality from the traffic perspective density or the lower value it would bring to all the residential properties.

> All in all it would behove us to keep the charm and beauty of Oakville.

>

> Kind Regards

>

>

> Neven Božović

Burnet St.

> Oakville L6K 1C2

Dear Councillor: Having given the matter some attention I perceive that the building proposed for the site is incongruous with the main road and adjoining side streets.

As to volume and density the additional vehicles to be reasonably expected, owned by residents and added to by visitors and service personnel will cause utter mayhem in the adjoining side streets and further hinterland of the proposed building.

I have been a resident of Oakville for fifty-five years, having moved to Canada from a place where overcrowding and congestion became unbearable.

I raised my family here and they are raising theirs, likewise.

I do not want what I found to become synonymous with what I disdained for the first thirty years of my life.

Thus I oppose the building as proposed and suggest that something more conducive to the location be considered.

Sincerely, K.P. McCarthy.

Hi Ray / Cathy,

??

We are residents of Forsythe St. and have followed the various applications for the redevelopment of the above mentioned property over the years.

??

Unfortunately, we will be away when the Public Meeting will be taking place on November 13th for the most recent proposal.

??

I wanted to convey a couple of considerations while you debate the merits or otherwise of the Format Lakeshore Inc. application.

??

Firstly, I'm stunned that 152 residential units can fit into 10 storeys on this property, especially if the ground floor is for commercial use.?? The units must be exceeding small. ??

??

By my count there are about 140 residential units in the area bounded by the Sixteen Mile Creek to the East and Kerr St. to the West, Lakeshore to the North and the Lake to the south.?? This development will more than double the residences in the area.?? Along with this will come congestion.

??

Wilson St. can be congested when there are visitations or funerals at the two funeral homes. Chisholm St. is always congested in the summer months with the popular La Dolce Vita Ice cream store.?? I cannot see how access for 152 units can be on Chisholm St. without creating bedlam at times.

??

The previous 5 story development that was proposed is more in character with the neighbourhood.

??

We do hope that the rezoning of this land will not go forwards.

??

Regards.

??

Brian and Helen Gore

Forsythe St.

From: Mark Majewski
Sent: Friday, November 3, 2023 1:35 PM
To: Town Clerks
Subject: Re: FW: Submission for Development 42 Lakeshore OPA1715.25, Z.1715.25 Ward 2

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Laura,

Just to let you know, I have all the emails and presentations from the Town about the traffic issue on Chisholm over the past two years. Its to much to send. At the Town Phoebe, Jim Barry and Jill will also have them.

Regards,

Mark

On Fri, 3 Nov 2023 at 08:56, Town Clerks <TownClerk@oakville.ca> wrote:

Good day,

Thank you for contacting the Town of Oakville.

Your correspondence has been forwarded to the appropriate parties for review.

Regards,

Laura Pennal

Clerk's Information Administrator

Town Clerks

Town of Oakville | 905-845-6601 | www.oakville.ca

Vision: A vibrant and livable community for all

Please consider the environment before printing this email.

<http://www.oakville.ca/privacy.html>

From: Mark Majewski

Sent: Thursday, November 2, 2023 3:28 PM

To: Ray Chisholm <ray.chisholm@oakville.ca>; Cathy Duddeck <cathy.duddeck@oakville.ca>; Jill Marcovecchio <jill.marcovecchio@oakville.ca>; Jessica Warren <jessica.warren@oakville.ca>; Natasha Coric <natasha.coric@oakville.ca>; Andrea Holland <andrea.holland@oakville.ca>; Vicki Tytaneck <vicki.tytaneck@oakville.ca>

Subject: Submission for Development 42 Lakeshore OPA1715.25, Z.1715.25 Ward 2

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I am writing to express my views to the proposed new development at 42 Lakeshore Road West. This is a follow-up to the town clerks on Oct 27th to comment in person at the review.

This development simply should not be allowed to proceed as it has many issues for the community:

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The project set a new mark for population density and is not in line with the community, all the developments in Kerr Village and the Kerr Plan.

Privacy of the neighborhood will disappear with a high density 10 story building looking down on every home for blocks.

Conclusion

Our community would like to see the site developed in a responsible way where the developer and the community create value for each other. This proposal (with its height, footprint and density) is not an amendment but a biblical change to Kerr Village, its plan and our community. It seems to only create value for the developer and the community will pay the price.

This proposal does not reflect the character and value of the community and the Town of Oakville.

Mark Majewski

Chisholm Street

Oakville, ON, L6K 3H8

From: Ray Dube
Sent: Friday, November 3, 2023 10:42 AM
To: Town Clerks; Ray Chisholm; Rob Burton; Ray Dube
Subject: 42 Lakeshore Road West Format Lakeshore Inc. OPA1715.25, Z.1715.25, Ward 2

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am going on record in my opposition to the request for an amendment to existing zoning by laws for this proposed development. The livable oakville official plan was a well thought out, collaborative project with the town staff and residents and therefore should be upheld in this and any other proposed development brought forward. The developer would have been well aware of the zoning in place prior to beginning any work on this project so it seems completely unacceptable that they should not only want to ignore the existing by laws, but to ask to increase the density by over double what would be outlined in the official town plan.

As a long time resident we have seen traffic on our residential streets increase greatly with the increased use of Tannery Park and other developments along Lakeshore Rd. While we can support the current level of development for housing and for the additional use of public parkland in the area, this proposed development will add 120+ cars and greatly increased density with over 150 dwelling units proposed on this relatively small lot. While we are not opposed to residential development on this property, the level of density proposed will increase safety and noise concerns by adding greatly to the already busy traffic on Lakeshore Rd and in turn greatly increase traffic congestion on the small residential street of Chisholm and surrounding streets.

We therby request town council and the planning dept to hold to the official plan and decline this application as presented.

Ray Dube
Chisholm Street

From: Gudrun Bennett
Sent: Thursday, November 2, 2023 3:38 PM
To: Rob Burton; Ray Chisholm; Cathy Duddeck; Town Clerks
Cc: Bryan Bennett; Anne Hughes
Subject: Fwd: Proposal for development of 42 Lakeshore Rd West at Chisholm.

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My husband and I live at Forsythe Street and share all of the same concerns voiced by Anne Hughes. If allowed to proceed as proposed by the developers, Oakville's charm will be destroyed bit by bit. Please do not allow that to happen. We can never undo it or get it back.

Gudrun and Bryan Bennett

Forsythe street
Oakville,

Begin forwarded message:

From: Anne Hughes
Date: November 2, 2023 at 2:21:00 PM EDT
To: TownClerk@oakville.ca, mayor@oakville.ca, jonathan.mcneice@oakville.ca, sean.omeara@oakville.ca, Ray Chisholm <ray.chisholm@oakville.ca>, Cathy Duddeck <cathy.duddeck@oakville.ca>, dave.gittings@oakville.ca, janet.haslett-theall@oakville.ca, peter.longo@oakville.ca, allan.elgar@oakville.ca, marc.grant@oakville.ca, jeff.knoll@oakville.ca, natalia.lichchyna@oakville.ca, tom.adams@oakville.ca, scott.xie@oakville.ca, nav.nanda@oakville.ca
Subject: Proposal for development of 42 Lakeshore Rd West at Chisholm.

Dear Town Clerk, Mayor and Councillors,

I live on Forsythe St that runs parallel to Chisholm, at the corner of Forsythe and Anderson. Whilst I do not have objections to the development of 42, Lakeshore Rd West, I do have objections to the proposed amendments to the official plan.

A ten storey building (well, probably ten plus storeys with the mechanical etc on top) with 152 residential units plus an unspecified number of commercial and retail units would be completely out of character in the south of Lakeshore so-called West Harbour residential area consisting of low rise buildings. It will stick out like a sore thumb, have far reaching invasion of privacy of many homes and gardens simply because of its height, minimal setback and roof top terrace, shadow surrounding properties when the sun is at its lowest thus reducing their property value, place a burden on our narrow roads with extra vehicular and possibly motorcycle traffic thus putting our many pedestrians in the area at risk.

The roads in West Harbour are not wide, there are few sidewalks meaning pedestrians can stray towards towards the centre of roads, especially along Forsythe St and we have many, many pedestrians out walking around the area and going to Tannery Park. We already have much traffic going to Tannery Park with visitors not knowing the roads. The recent introduction of stop signs at some junctions has helped slow down traffic but we still get speeders. With allowed parking some of our roads become single file, Chisholm being one of them. Chisholm does not have traffic lights; the closest roads with traffic lights from Chisholm leading to Lakeshore with traffic lights are Kerr and Forsythe St. The corner of Anderson and Forsythe is blind. The proposed vehicular access to

this building is not far down from Chisholm from Lakeshore so traffic will not only use Chisholm but also Kerr and Forsythe to access Lakeshore to get to the QEW, Dorval or Trafalgar. Chisholm is a one way street (the wrong way) on the other side of Lakeshore.

Does the number of parking spaces (183) include those for the proposed commercial and retail units? Most couples have more than one car. Where are the extra cars going to be parked? The traffic study was carried out not at peak times when traffic along Lakeshore is bumper to bumper. A minimum of 185 cars plus delivery trucks is a very large burden for this area to carry. People generally do not rely solely on public transport and bicycles are impractical in winter no matter what current policy is.

In summary, I am sorry to say the proposed development is far too large to fit in our area. A proposed development of an 8 storey, 19 unit, 33 parking space building at 435 Reynolds in 2021 gave rise to the same objections from local residents and this development has not taken place. Please do not approve the 10 storeys requested for 42 Lakeshore Rd West. Please request them to lower the density by preferably reducing the number of floors or by increasing unit size to reduce the amount of traffic that will be generated by this building. The developer's cost per square foot should be the same and people would pay the higher price for a larger unit. After all, these units are not intended to be affordable. The developers are not being considerate of the existing neighbourhood and this building, as proposed, will severely impact the quality of life of many of our residents, potentially reduce the value of the surrounding homes and have a detrimental impact on traffic flow and safety of pedestrians.

Yours faithfully,

Anne Hughes
Forsythe St
Oakville

Sent from my iPad

From: Anne Hughes
Sent: Thursday, November 2, 2023 2:21 PM
To: Town Clerks; Rob Burton; Jonathan McNeice; Sean O'Meara; Ray Chisholm; Cathy Duddeck; David Gittings; Janet Haslett-Theall; Peter Longo; Allan Elgar; Marc Grant; Jeff Knoll; Natalia Lishchyna; Tom Adams; Scott Xie; Nav Nanda
Subject: Proposal for development of 42 Lakeshore Rd West at Chisholm.

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Yours faithfully,

Anne Hughes
Forsythe St
Oakville

Sent from my iPad

From: Peter McAdam
Sent: Monday, October 30, 2023 4:45 PM
To: Town Clerks
Cc: Cathy Duddeck; Ray Chisholm; Peter McAdam; Rob Burton
Subject: 42 Lakeshore Road West Format Lakeshore Inc. OPA1715.25, Z.1715.25, Ward 2

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We therby request town council and the planning dept to hold to the official plan and decline this application as presented.

--

Peter McAdam
Forsythe St, Oakville, Ont., L6K 3C4

From: Martin
Sent: Saturday, October 28, 2023 6:25 PM
To: Town Clerks; Ray Chisholm; Cathy Duddeck; Rob Burton
Cc: Riley McKnight
Subject: FW: 42 Lakeshore Application for condominium
Attachments: 42 Lakeshore Submission.docx

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Town of Oakville

I am attaching my submission relating to the Application by Format Lakeshore Inc to build a condominium property at 42 Lakeshore Road West, Oakville, ON. This is attached as a Word document and also in text below

I am writing to express my views and my opposition to the proposed new development at 42 Lakeshore Road West.

This development simply should not be allowed to proceed under the current proposal. The previous developer worked extremely hard to propose a 5-storey mixed-use building with 47 dwelling units that was acceptable to the local residents. A 10 storey building, with such great density, twice the number of stories for which the property is zoned and 152 dwelling units, is completely unacceptable, not only in terms of height, but also the number of units and the consequent impact on both people and traffic on the local community. I believe the majority of local residents are opposed to this project in its current form.

The planned building proposes 152 dwellings, an extremely high density, especially given the characteristics of the local neighbourhood. There are currently 36 households on Chisholm Street and that would rise to more than 180 if the project is approved. While there are some high rise buildings clustered around 16-mile creek, this is not a justification to extend high-rise, or even what is described as mid-rise, to the area under consideration. There are no other high-rise buildings in the neighbourhood. A 5-storey building, which is what the land is zoned for, would be much more reasonable. The whole concept of very small dwelling units in this location, with limited public transportation options is not in keeping with the character of the neighbourhood. The building would be better suited to the type of development intended to occur in the mid-Town area of Oakville.

I quote from the news release dated October 26, 2023, commenting on the Ford Government's decision to Halton Region Official Plan:

In 2017, Town Council unanimously approved an Oakville Plan Amendment, OPA 15, that reinforced the Town's official plan's direction of growth to corridors and growth centres with frequent transit service.

I wish to make the point that Lakeshore Road West is not one of those corridors and it is clearly unreasonable for the developers to claim that the property is suitable within the Kerr Street growth area

The traffic study completely missed the point – it being stated that there would be virtually no impact on Chisholm traffic during weekday business hours. The planners have completely failed to understand the flow of traffic on Chisholm Street, especially at weekends and especially during the evenings when the highly successful gelato store is in full swing, let alone the noisy and frequent traffic running at high speed to Tannery Park. The impact of ingress and egress of traffic to the proposed building along Chisholm has not been understood.

Chisholm Street is already overcrowded and traffic is a real problem. The planned building proposes a total of 183 parking spaces. To add another 183 or more cars with entry and exit on Chisholm St would be an absolute nightmare, let alone the exponential increase in attendant visitor traffic. As relates to traffic, the study does seem to miss the mark. Even assuming that all current households on Chisholm have three cars, the number of vehicles requiring access to their homes on that street alone would significantly more than double and, in reality, traffic is more likely to triple. That increase is not nominal as the traffic study concludes. Also, allowing for visitor spaces, the plan seems to include one parking spot per dwelling. The average ratio for cars in Ontario is 1.5 per dwelling. Where is it contemplated that all these possible extra vehicles might go – where will they park?

Furthermore, Chisholm street is one-lane in each direction. However, parking is permitted on the West side, giving rise to significant traffic jams during popular use periods, because when vehicles are parked the available road width is small causing difficulties to the flow of northbound and southbound traffic and, if a wide vehicle is on the road, vehicles cannot pass each other at all. The study also does not account for the tremendous increase in traffic eastbound along Lakeshore Road West, especially at weekends. This traffic is often stop and go from well west of Chisholm Street right into the downtown area, which leads to tremendous jams northbound on Chisholm Street as traffic tries to enter Lakeshore Road West in both an easterly and westerly direction.

The Shadow Study included in the planning materials is deficient as it omits all drawings showing the impact if shadows on local properties. However, the previous Batory study showed examples of the shadowing impact, with little falling along Chisholm and mostly along Lakeshore Rd. I found that study extremely difficult to believe and think that the shadowing impact on local properties is much greater than the study finds. Furthermore, without drawings it is impossible to see exactly what is being claimed but the previous study clearly omitted the most likely periods when a disturbing shadow would be formed.

Finally, the height and footprint of the proposed building gives rise to serious concerns about privacy in terms of outlook over local properties, despite attempts to mitigate the impact by stepping back some of the balconies.

In closing, I want to state that I and many local residents do want to see this land developed, but in a responsible way that reflects community and Town goals and is in keeping with the character of the neighbourhood, with an expectation of reasonable density and traffic impacts.

Martin Brown

Chisholm Street

Oakville, ON, L6K 3H7

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