

Addendum 1 to Comments

August 07th, 2024

Committee of Adjustment

BY VIDEO-CONFERENCE AND LIVE-STREAMING ON TOWN WEBSITE **OAKVILLE.CA**

1)

CAV A/114/2024

395 Dundas Street West

CON 1 NDS PT LOT 19 RP 20R21952 PART 1 RP 20R22479 PARTS 1 AND 2

Proposed

Under Section 45(1) of the *Planning Act*

Zoning By-law 2014-014 requirements – DUC, sp 73

1. To alter the definition of “bicycle parking space -occupant” where the bicycles are to be parked on a horizontal surface; by reducing the horizontal dimensions to at least 0.46 metres by 1.90 metres and a vertical dimension of 1.20 metres.

Comments from:

Planning & Development department, Town of Oakville - 1

Metrolinx – 1

CAV A/114/2024 – 395 Dundas St W (West District) (OP Designation: Dundas Street Urban Core)

The applicant proposes the use of stacked bicycle parking spaces within the underground parking area of the 10-storey mixed-use building currently under construction and proposed for condominium tenure (24CDM-23009/1319) on the subject property, subject to the variance listed above.

Comments on this application were initially provided by Planning and Development on August 2, 2024, stating the following: “Planning staff are aware of a deficiency in the public notice for the above application. Formal comments will be provided following the circulation of an updated notice, when the application is included in a future agenda.” The variance being sought was calculated incorrectly by the applicant; thus, a deferral of the application was recommended by Staff in order for the variance to be accurately stated. Through discussions with the applicant however, it was determined that the bicycle parking space dimensions being requested can still be accommodated within the Level P1 bicycle storage area and a deferral is no longer necessary. Building Services and Zoning confirmed if the minor variance application is approved as-is, the onus is on the applicant to ensure compliance with the approval.

Final Site Plan Approval for the site plan application (SP.1319.002/01) allowing a 10-storey mixed-use building with 349 units and 15 stacked townhouse units was granted by the Director of Planning and Development on May 19, 2022. The original application had contemplated 78 occupant bicycle parking spaces on the P2 Level and 97 occupant bicycle parking spaces on the P1 Level of the mixed-use building for a total of 175 occupant bicycle parking spaces. There is no overall net loss in bicycle parking spaces for residents. Adjustments made to the floor plans throughout the construction of the project have resulted in changes to the location of the occupant bicycle parking spaces, so that all 175 spaces have been relocated to the P1 Level. The purpose of the variance application seeks to allow the use of stacked bicycle parking spaces instead of traditional horizontal bicycle racks to help optimize the use of space and allow for the modifications to be implemented.

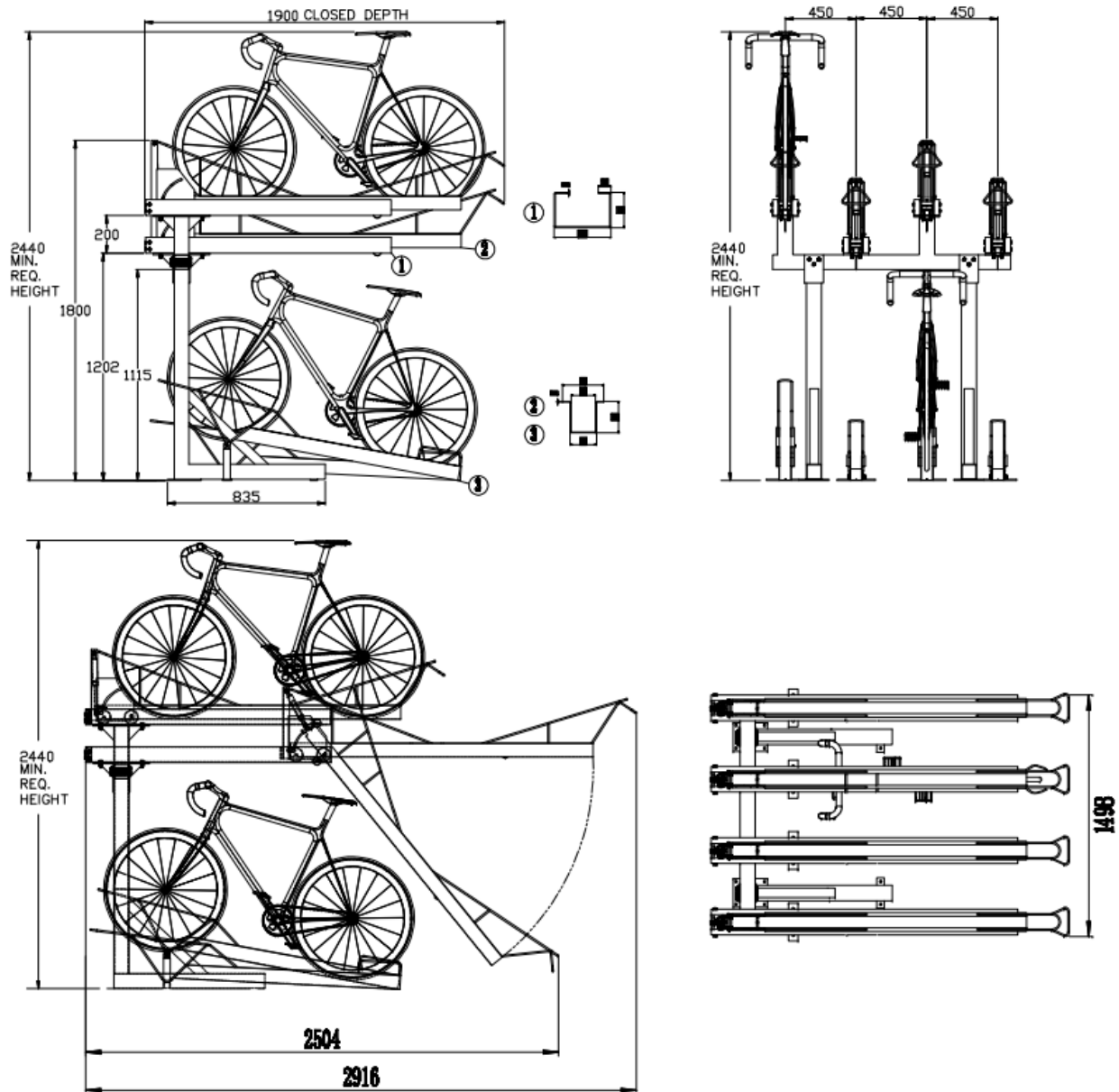
Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to authorize minor variances from provisions of the Zoning By-law provided the requirements set out under 45(1) in the *Planning Act* are met. Staff comments concerning the application of the four tests to this minor variance request are as follows:

Does the proposal maintain the general intent and purpose of the Official Plan?

The subject lands are designated “Dundas Street Urban Core” designation in the North Oakville East Official Plan, and active transportation is promoted throughout the Plan Area through the development of an extensive cycling network, and the establishment of bicycle parking standards for apartment dwelling units in the Zoning By-law. The proposal is to provide resident bicycle parking spaces using a stacked bicycle parking mechanism. It is staff’s opinion that the proposal maintains the general intent and purpose of the Official Plan.

Does the proposal maintain the general intent and purpose of the Zoning By-law?

The applicant requests relief from By-law 2009-189 by amending the definition of a “bicycle parking space – occupant” to reduce the minimum horizontal and vertical widths of bicycle parking spaces that are stored in a horizontal position. The intent of regulating bicycle parking space dimensions is to provide sufficient space for maneuvering and securement of bicycles for storage purposes. The proposal is to provide bicycle parking spaces for residents using a stacked bicycle parking mechanism that has been manufactured with reduced horizontal and vertical dimensions, as depicted below. Staff are of the opinion that the proposal is in keeping with the intent and purpose of the Zoning By-law and are supportive of the variance.



Stackable Bike Racks – February 2, 2024

Is the proposal desirable for the appropriate development of the subject lands and minor in nature?

Staff are of the opinion that the proposal represents appropriate development of the subject property and is minor in nature.

Recommendation:

Staff do not object to the proposed variance. Should this minor variance request be approved by the Committee, the following conditions are recommended:

1. That the proposed development be built in general accordance with the submitted Level P2 & P1 Floor Plan dated May 23, 2024 and Stackable Bike Rack drawing dated February 8, 2024; and,
2. That the approval expires two (2) years from the date of the decision if a building permit has not been issued for the proposed construction.



TO: Town of Oakville – Committee of Adjustment 1225 Trafalgar Road Oakville, ON L6H 0H3

coarequests@oakville.ca

DATE: August 2, 2024

RE: Adjacent Development Review: CAV A/114/2024 395 Dundas Street W, Oakville, ON
Minor Variance

BY EMAIL ONLY

Dear Committee of Adjustment,

Metrolinx is in receipt of the Minor Variance application for 395 Dundas Street W to permit the reduction of the bicycle parking space dimensions located in the underground parking for the condominium development on the subject property as circulated on July 23, 2024, and to be heard at the Public Hearing on August 7, 2024, at 7:00PM. Metrolinx's comments on the subject application are noted below:

- The subject property is located adjacent of the proposed Dundas Bus Rapid Transit (Dundas BRT) alignment.

GO/HEAVY-RAIL – ADVISORY COMMENTS

- It is advised to coordinate with Town of Oakville and Metrolinx should there be any works that may impact the proposed ROW of the Dundas BRT.
- The subject property is located adjacent to the future Dundas Bus Rapid Transit ("BRT") alignment. The Dundas BRT project was assessed under the Transit Project Assessment Process (TPAP) in accordance with Ontario Regulation 231/08. During the TPAP, an Environmental Project Report (EPR) was prepared to assess the potential environmental impacts as a result of the Project. The Environmental Project Report was available for a 30- day review period (starting February 23, 2022 – March 25, 2022); and, on April 27, 2022, the Minister of the Environment, Conservation and Parks issued a [Notice to Proceed](#) with the municipal transit project. If the applicant wishes to find out more about the Dundas BRT project, the applicant is encouraged to visit <https://www.metrolinxengage.com/en/content/dundas-brt-round-3-engagement-environmental-assessment>.

Should you have any questions or concerns, please contact Farah.Faroque@metrolinx.com.

Best Regards,

Farah Faroque

Project Analyst, Third Party Project Review

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2S3 T: (437) 900-2291