

**Distributed at the Planning and Development Council Meeting of  
February 11, 2019**

**Re: Item 6 – Recommendation Report, Zoning By-law Amendment, 393 Dundas  
LP, 393 Dundas Street West, File No. ZBA 1319.07, By-law 2019-006**

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**Email received from Planning Consultant for Applicant**

From: Terry Korsiak [mailto:terry@korsiak.com]  
Sent: Friday, February 08, 2019 1:12 PM  
To: ServiceOakville <ServiceOakville@oakville.ca>  
Subject: Attention Mayor Burton: 393 Dundas Rezoning - Distrikt Developments

Good morning Mayor Burton,

We are the planners for Distrikt Developments and have a staff Recommendation Report (Item 6) on Monday's PDC agenda. We have reviewed the report and support the recommendation for approval of the rezoning application. We have worked very closely with staff to come up with a high quality design that will be a jewel along Dundas and complement the other Distrikt building that Council approved last August at 407 Dundas. As you know, North Oakville has been planned around a "transit first" vision and these buildings will definitely help support the planned major transit on Dundas.

We understand that parking is an issue in North Oakville and have undertaken a number of measures to increase the amount of available parking as well as reduce the demand for parking. The current problems in North Oakville are not related to apartment buildings since nothing of substance has been built or occupied to date. As you can appreciate, apartment units are quite small, typically 600 – 800 square feet in size, and are usually occupied by singles or couples. We are aiming to provide each unit with approximately 1 dedicated resident parking space in the underground garage. To reduce the demand for parking spaces, Distrikt intends to "unbundle" the parking space from the unit, ie, purchasers will need to pay separately for the parking space. This is becoming more common as developers have found that not every homeowner needs or wants a parking space and some are happy to be able to save money on their purchase by not having it included automatically in the purchase price. These purchasers typically rely on transit, ride hailing (Uber/Lyft) and car share services to get around.

We are also providing visitor parking in accordance with the maximum of 1 space for every 5 units that is in the North Oakville zoning by-law. Similarly, we are providing parking for the small commercial component of the building as required by the zoning by-law. These visitor and commercial spaces will be on the surface behind the building. Practically speaking, the residential visitor parking is used evenings and weekends and the commercial parking is used during the day. This means that visitors will be able to use the commercial spaces during the evenings and weekends and vice versa. In addition, we have widened Trailside Drive to provide additional on street parking for

visitors and customers. This on street parking is above and beyond what is required by the zoning.

On top of all that, we have also committed to work with your staff to explore what are called "Transit Demand Management" measures. The "unbundling" of residential parking spaces is a common measure. Others include providing additional bicycle parking both for visitors and residents and exploring having "car-share" (eg Zipcar or Car2go) spaces in the building. These measures will be explored during the site plan approval process.

I hope that you can appreciate we have done a lot to respond to the parking issue and are looking at implementing some state of the art measures in the development.

FYI, we have met with Councillors Parmar and Sandhu to provide them with the same information and would be more than happy to meet with you or other members of Council if desired. Please let me know if you have any questions or would like to meet.

Thank you,

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