

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: MARCH 19, 2018

FROM: Planning Services Department

DATE: February 26, 2018

SUBJECT: Public Meeting Report - Zoning By-law Amendment - IMH
Queens Ltd. - 297 Queens Avenue - File No. Z.1513.28

LOCATION: 297 Queens Avenue

WARD: 5

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RECOMMENDATION:

That the comments from the public with respect to the zoning by-law amendment application by IMH Queens Ltd., File No. Z.1513.28, be received.

KEY FACTS:

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

- A zoning by-law amendment application was submitted on October 27, 2017 by IMH Queens Ltd. to permit development of a new 10-storey rental apartment building containing 159 units. A 10-storey rental apartment building currently exists on the property and is intended to remain.
- The purpose of the zoning by-law amendment is to modify the regulations of the existing Residential High (RH) zone pertaining to building setbacks, landscape coverage and parking based on the proposed design and configuration of the proposed building. The existing zoning already permits an additional 10-storey rental apartment building as-of-right on the subject site.
- The site is located west of Trafalgar Road on the north side of Queens Avenue.
- The subject lands are currently designated High Density Residential and zoned (RH) Residential High.
- The application was deemed complete on November 23, 2017, prior to royal assent of Bill 139.
- A Public Information Meeting (PIM) was held at Town Hall on January 24, 2018. A total of 30 people attended the meeting.
- Staff will bring forward a recommendation report for Council's consideration at a future Planning & Development Council meeting.
- The application has been circulated to internal departments and public agencies for review and comment.

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File No. Z.1513.28**BACKGROUND:**Purpose

The purpose of this report is to introduce the planning application in conjunction with the statutory public meeting. Council will hear public delegations on the application, ask questions of clarification, and identify matters to be considered. The report is to be received and no recommendations on the application are being made at this time.

The report outlines the proposed development and identifies matters raised to date through the technical review and public consultation. Following the statutory public meeting and once the review is complete, staff will bring forward a recommendation report for consideration by Planning and Development Council.

The subject application was deemed complete on November 23, 2017, prior to royal assent of Bill 139. A Public Information Meeting was held at Town on January 24, 2018 and 30 members of the public attended the meeting.

Location

The site is located west of Trafalgar Road and north of Queens Avenue (see Figure 1) at 297 Queens Avenue.

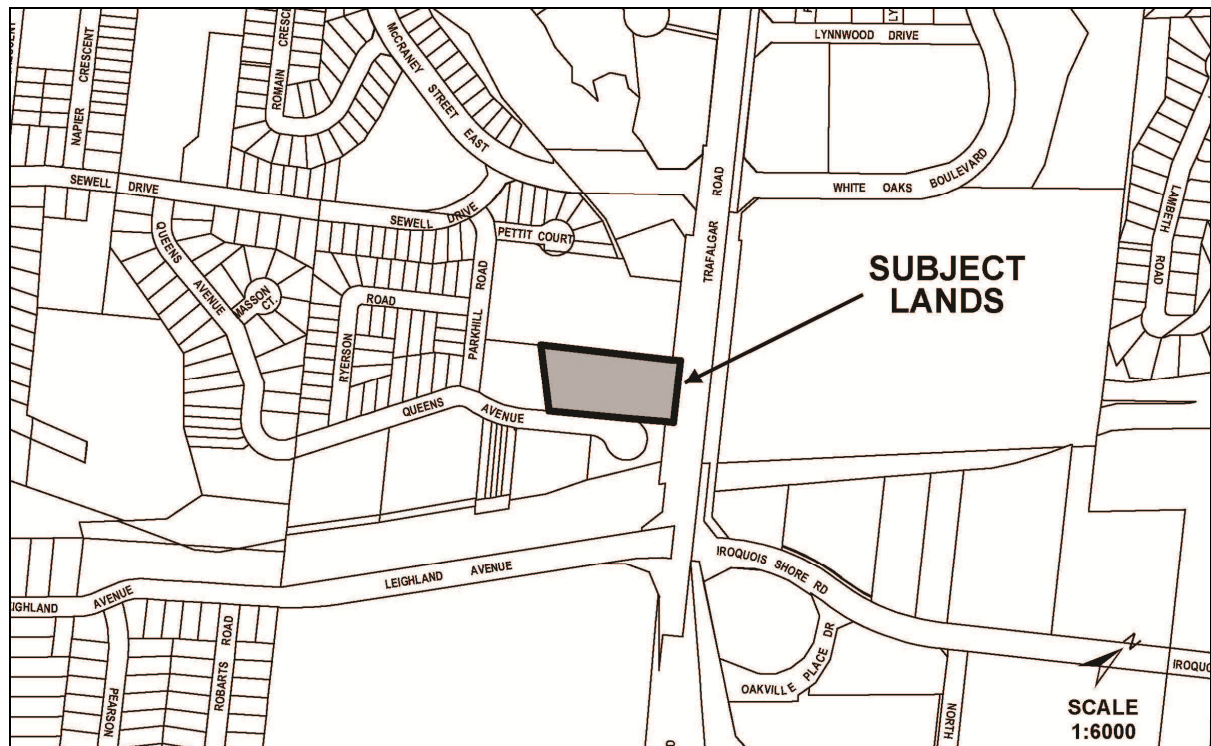


Figure 1 - Location Map

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Proposal

The applicant has submitted a Zoning By-law Amendment application to rezone the property from Residential High (RH) to Residential High (RH) with a site specific special provision. The applicant seeks approval to permit the lands to be developed with an additional 10-storey rental apartment building containing 159 rental units. The existing 10-storey rental apartment building on the property has 99 units. Both rental buildings combined would provide a total of 258 units on the site with a total proposed density of 300 units per hectare (uph).



Figure 2 – Massing model of proposed development

The new building is being proposed on the portion of the subject property between the existing rental building and Trafalgar Road.

The proposed building has a 6-storey and a 10-storey component as shown in Figure 2. The 10-storey portion of the building will be located along the northern property line and the 6-storey portion located on the southern portion of the property parallel to Trafalgar Road.

The new building is proposed to face Trafalgar Road and contain residential units at ground level with individual pedestrian access to Trafalgar Road as well as internal access to the building. These ground-level units are located at the same level as the two proposed levels of underground parking. This design is intended to provide a pedestrian-oriented building façade along Trafalgar Road instead two levels of parking structure potentially fronting onto Trafalgar Road. A main pedestrian entrance to the building will also be located on Trafalgar Road.

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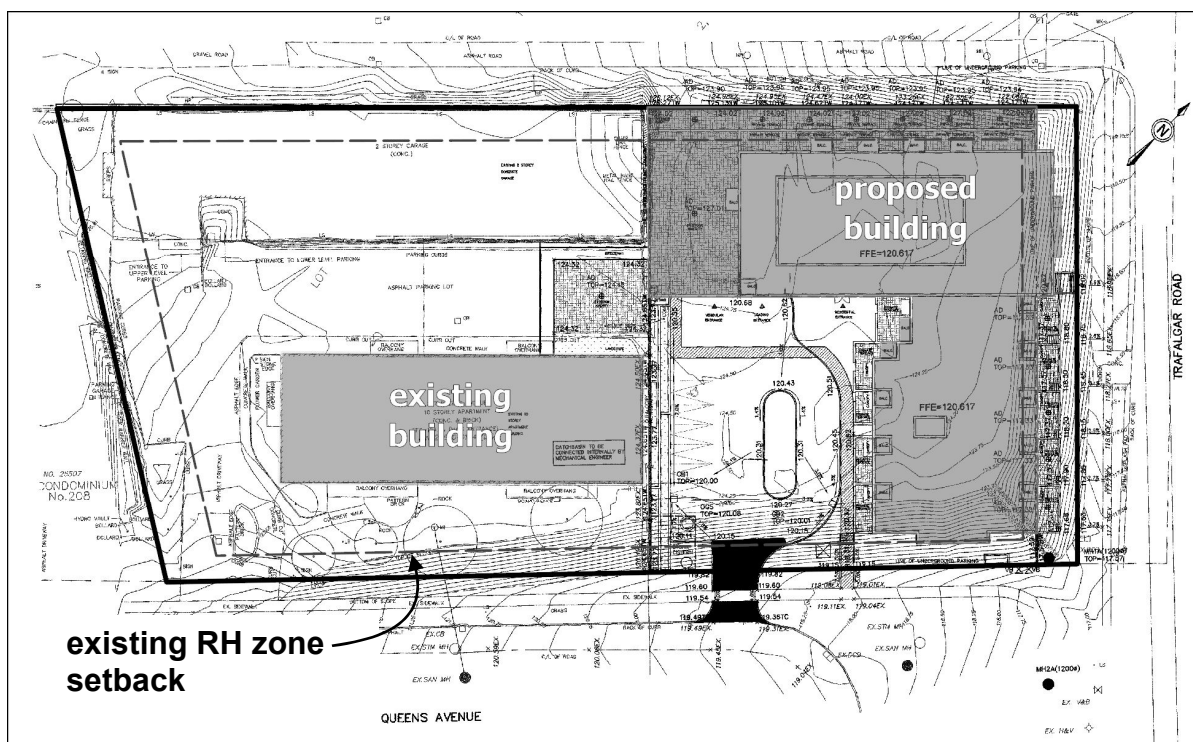


Figure 3 – Conceptual site plan of proposed development

The applicant is proposing a new driveway access from Queens Avenue to serve the proposed development separately from the existing rental building on the subject property. Vehicular access from Trafalgar Road is not permitted by the Region of Halton, leaving Queens Avenue as the only public street from which to provide vehicular access for the proposed development.

The applicant proposes to rezone the subject lands to add the following site-specific regulations to the existing Residential High (RH) zoning on the subject lands to reflect the design and configuration of the proposed building:

Residential High (RH) Zone	Required	Proposed
Front yard setback (Trafalgar Road)	7.5 m	3.23 m
Flankage yard setback (Queens Avenue)	3.5 m	3.08 m
Interior Side yard setback (north)	4.5 m	0 m
Minimum landscaping coverage	10%	5%
Minimum required total vehicle parking	189 spaces	174 spaces
(Minimum required residential parking)	(149 spaces)	(142 spaces)
(Minimum required visitor parking)	(40 spaces)	(32 spaces)
Minimum dimensions of a Type A barrier-free parking space	3.65 m x 5.7 m	3.4 m x 5.7 m

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Site Description

The subject land has a total area of 0.8569 hectares with 80.1 metres of frontage along Queens Avenue and 63.8 metres of flankage on Trafalgar Road. A 10-storey rental residential apartment building currently exists on the subject land.

Surrounding Land Uses

The surrounding land uses are as follows:

North – a reservoir site owned by the Region of Halton with Utility (U) zoning abuts the subject site

South – Queens Parkette (public open space owned by the Town of Oakville) abuts the subject site and Queens Avenue Retirement Residence – a 6-storey residential seniors' apartment building with Residential High (RH) zoning – is located across Queens Avenue from the subject site.

West – a 7-storey residential apartment condominium building with Residential High (RH) zoning abuts the subject site.

East – Oakville Town Hall is located to the east across Trafalgar Road from the subject site

POLICY FRAMEWORK:

The applications are subject to the following policy framework: the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Halton Region Official Plan, the Livable Oakville Official Plan and Zoning By-law 2014-014.

Provincial Policy Statement

The Provincial Policy Statement is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

On February 24, 2014, the Ministry of Municipal Affairs and Housing issued a new PPS under Section 3 of the *Planning Act*. The new PPS replaces the 2005 statement and is effective April 30, 2014. All planning decisions must be consistent with the PPS.

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The PPS indicates that existing settlement areas shall be the focus of growth and development¹. Within settlement areas, land use patterns shall be based on densities that are transit-supportive where transit is planned or exists and that support active transportation². Settlement area land-use patterns shall also be based on opportunities for intensification and redevelopment, particularly where planning authorities have identified appropriate locations for intensification and redevelopment³.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe, 2017 was released on May 18, 2017 and came into effect on July 1, 2017, replacing the Growth Plan for the Greater Golden Horseshoe, 2006. The Growth Plan is a long-term plan that works together with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment. The Plan directs growth to built-up areas through intensification where development proposals can efficiently use existing transportation and servicing infrastructure.

All decisions made on or after July 1, 2017 in respect of the exercise of any authority that affects a planning matter are required to conform to the Growth Plan (2017).

The Growth Plan emphasizes an intensification-first approach to development to make better use of existing infrastructure – such as transit corridors; transit facilities; sewer, water and stormwater systems, etc⁴. The Plan indicates that,

“Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow.”⁵

A guiding principle of the Province’s Growth Plan is to,

“prioritize intensification and higher densities to make efficient use of infrastructure and support transit viability”⁶.

In discussing where and how to accommodate growth in the province, the Growth Plan directs growth and development,

¹ Section 1.1.3.1, Provincial Policy Statement (2014)

² Section 1.1.3.2 Provincial Policy Statement (2014)

³ Sections 1.1.3.2 and 1.1.3.3, Provincial Policy Statement (2014)

⁴ p.12, Section 2.1, Growth Plan for the Greater Golden Horseshoe (2017)

⁵ p.12, Section 2.1, Growth Plan for the Greater Golden Horseshoe (2017)

⁶ p.5, Section 1.2.1, Growth Plan for the Greater Golden Horseshoe (2017)

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“to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas”⁷.

Region of Halton Official Plan

The Ontario Municipal Board has issued a series of decisions regarding the partial approval of Regional Official Plan Amendment (ROPA) 38 to Halton Region's Official Plan. The policies of ROPA 38 to Halton Region's Official Plan are in force with the exception of site-specific and policy-specific matters unrelated to this application.

The lands are designated as 'Urban Area' in the 2009 Regional Official Plan. The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities”. One of the objectives of the Urban Area (Policy 72(1)) is to “accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently”. The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of the Regional Plan.

An objective of the Halton Region Official Plan is that intensification areas, including intensification corridors, will achieve higher densities than the surrounding areas⁸. The Regional Official Plan indicates that intensification corridors as areas identified in the official plans of local municipalities consisting of areas along Higher Order Transit Corridors among others⁹. Trafalgar Road is identified in the Halton Region Official Plan as a Higher Order Transit Corridor¹⁰.

Livable Oakville Official Plan

The Livable Oakville Official Plan was approved by the Ontario Municipal Board on May 10, 2011. The site is designated as 'High Density Residential' and within the 'Trafalgar Road Corridor Special Study Area' on Schedule I, Central Land Use (see Figure 4).

The subject lands are located in a stable residential community as identified by the Livable Oakville Official Plan. Part D, Section 11 applies and states the following:

⁷ pp.10-11, Section 2.1, Growth Plan for the Greater Golden Horseshoe (2017)

⁸ p.38, Section 78(9), Halton Region Official Plan (2009)

⁹ pp.38-39, Section 80(3), Halton Region Official Plan (2009)

¹⁰ Map 3, Halton Region Official Plan (2009)

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“11.1.4 *Development* shall conform with the policies relating to urban design and sustainability set out in Part C.

“11.1.8 *Intensification* within the stable residential communities shall be provided as follows:

- a) Within the stable residential communities, on lands designated medium Density Residential and High Density Residential, there may be underutilized lands on which additional development may be appropriate. Intensification of these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements of section 11.1.9 and all other applicable policies of this Plan.”

The policy criteria within Section 11.1.9 for evaluating development applications within all stable residential communities is as follows:

“11.1.9 *Development* within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood *character*:

- a) The built form of *development*, including scale, height, massing, architectural character and materials, is to be *compatible* with the surrounding neighbourhood.
- b) *Development* should be *compatible* with the setbacks, orientation and separation distances within the surrounding neighbourhood.
- e) Roads and/or municipal *infrastructure* shall be adequate to provide water and wastewater service, waste management services and fire protection.
- f) Surface parking shall be minimized on the site.
- h) 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.
- j) *Development* should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.

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- k) The transportation system should adequately accommodate anticipated traffic volumes.
- l) *Utilities* shall be adequate to provide an appropriate level of service for new and existing residents.”

Section 11.4 outlines the permitted uses and density for the subject lands as follows:

“11.4 High Density Residential

11.4.1 Permitted Uses

The High Density Residential land use designation may permit a range of high density housing types including *multiple-attached dwelling* units, apartments, retirement homes and long-term care homes.

11.4.2 The density range is to be between 51 to 185 units per *site hectare*.”

Section 11.1.10 establishes a link to additional policies in Part E of Livable Oakville set out for identified *Special Policy Areas* that are designated for residential uses:

“11.1.10 *Special Policy Areas* that are designated for residential uses are also described in Part E and are also subject to policies set out in Part E.”

Official Plan Amendment #5 to the Livable Oakville Official Plan came into effect on October 16, 2014. This amendment implemented the recommendations of the Trafalgar Road Corridor Planning Study, finalized in 2014, into the official plan (see Section 26.3 below). The amendment resulted in sites designated for High Density Residential within the Trafalgar Road Corridor Study area being provided the opportunity for intensification of up to 300 units per site hectare.

The subject site is located within the Trafalgar Road Corridor Special Study Area boundary and the additional policies found in section 26.3 also apply to the subject lands:

“26.3 Trafalgar Road Corridor (QEW to Dundas Street)

The lands adjacent to Trafalgar Road, between the QEW and Dundas Street, are a *Special Policy Area* known as the Trafalgar Road Corridor. This corridor provides a direct link between Midtown Oakville and the Uptown Core, and contains a number of vacant or underutilized sites that can accommodate *transit-supportive intensification*.

The boundary of the Trafalgar Road Corridor *Special Policy Area* is identified on Schedule I, Central Land Use. Large sites that are not wholly within the Trafalgar Road Corridor *Special Policy Area* boundary on Schedule I, Central Land Use, shall be deemed to be within the *Special Policy Area*.”

“26.3.1 Development Concept

The Trafalgar Road Corridor *Special Policy Area* is intended to provide for the redevelopment of specific properties along Trafalgar Road to provide *transit-supportive development* which supports and creates an urban connection between Midtown Oakville and the Uptown Core.

The Trafalgar Road Corridor consists of a wide range of existing land uses including low and medium density residential uses. *Development* shall be designed to respect the built and planned context, and in accordance with the design direction contained in the Livable by Design Manual.”

“26.3.2 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply to the Trafalgar Road Corridor *Special Policy Area*.

a) Urban Design

- ii) The public realm shall accommodate multi-modal transportation, a high quality streetscape, and promote pedestrian and cyclist mobility with connections to transit and amenities.
- iii) Development shall promote safe and convenient access to transit stops and stations, and should be integrated with transit stops, where possible. Barriers, such as boundary fences, shall be discouraged.
- iv) Development and redevelopment should provide a seamless transition between the public and private realms and promote access between the built form and public realm along the street edge.
- v) Buildings adjacent to Trafalgar Road shall be sited parallel to the Trafalgar Road frontage having their principal entrances oriented towards, and accessible from, Trafalgar Road.

- vi) Public views of civic buildings, natural features and open spaces, and Lake Ontario shall be maintained or created on Trafalgar Road. Views and vistas shall be achieved through the strategic siting and design of buildings, layout of pedestrian circulation and open space systems.

vii) Gateways

The intersections of Trafalgar Road with the QEW, and Trafalgar Road with Dundas Street, are major gateway locations. The intersection of Trafalgar Road with Upper Middle Road is a minor gateway location.

- Gateways should be enhanced by features such as prominent buildings, strategic building placement, urban squares, landscape features and public art.

viii) Parking

- Below grade parking shall be encouraged. Above grade parking structures may be permitted if screened from view and incorporated into mixed use buildings.
- Above grade parking structures shall not be located adjacent to existing low-rise residential neighbourhoods.
- Surface parking shall be discouraged; however, where surface parking is provided it shall be in the side or rear yard and appropriately screened from the public realm.”

“26.3.3 Land Use Policies

Land use designations for the lands within the Trafalgar Road Corridor *Special Policy Area*, excluding those lands within the Uptown Core, are provided on Schedule I, Central Land Use. The following policies apply specifically to the lands within the Trafalgar Road Corridor *Special Policy Area*, excluding those lands within the Uptown Core.

- b) Notwithstanding section 11.1.8 c) and 11.4.2, on lands designated High Density Residential within the Trafalgar Road Corridor *Special Policy Area*, there may be underutilized lands on which additional *development* may be appropriate.

Intensification of these lands may be considered to occur up to 300 units per *site hectare*.”

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Council has also approved official plan amendments regarding the Town's Urban Structure on September 26, 2017 (By-law 2017-079). As of the date of this report, these town-initiated official plan amendments are not in full force and effect. They are currently being reviewed by Halton Region as the approval authority.

As part of these urban structure official plan amendments, Schedule A1 (Urban Structure) identifies the areas along Trafalgar Road, including the subject lands, as "Nodes and Corridors". The Town-approved official plan amendment indicates the following intention for Nodes and Corridors within Oakville:

"Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification."¹¹

"The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the town's strategic growth areas as the term is defined in the Growth Plan, 2017."¹²

As defined by the Growth Plan, a 'strategic growth area' is an area that has been identified by a municipality to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.¹³

Zoning By-law 2014-014

The lands are currently zoned (RH) Residential High. A site-specific zoning by-law is proposed to reflect the design and configuration of the proposed development. An additional 10-storey is already permitted as-of-right under the existing zoning permissions for the subject property. The proposed site-specific zoning by-law amendment is simply seeking reduced building setbacks, reduced landscape coverage and reduced parking requirements (see the 'Proposal' section above for details regarding the proposed site-specific regulations).

¹¹ p.9, Section 3.6, approved By-law 2017-079

¹² p.10, Section 3.6, approved By-law 2017-079

¹³ p.86, 'Definitions', Growth Plan of the Greater Golden Horseshoe, 2017.

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Figure 4 – Existing Zoning By-law Excerpt (Zoning By-law 2014-014)

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COMMENT:

The proponent has provided the following studies in support of the application which has been circulated to various public agencies and internal Town departments, and which are under review:

- Planning Justification Report and Urban Design Brief
- Transportation Impact Assessment
- Functional Servicing and Stormwater Management Report
- Conceptual Site Plans, Landscape Plans and Building Elevations
- Site Servicing, Grading and Drainage Plans
- Shadow Analysis
- Environmental Site Assessment (Phase I)
- Environmental Noise Assessment
- Waste Management Plan

The reports to support the application can be found on the Town's website at <http://www.oakville.ca/business/da-27651.html>.

Matters to be considered

A complete analysis of the application will be undertaken and will include a review of (but not limited to) the following matters:

- consistency / conformity with applicable Provincial, Regional and Town policy
- emerging policy (urban structure amendments)
- impact / integration of the proposed development on adjoining properties and surrounding neighborhood
- technical review of proposed servicing and stormwater management infrastructure
- technical review of the Transportation Impact Assessment

Comments received from the March 19, 2018 public meeting will be considered and included in a forthcoming recommendation report.

The following is preliminary commentary on a number of selected matters that have been identified by staff, and/or identified through public comment already received with respect to the application, that are worth highlighting.

Consistency / Conformity with the Policy Framework

The proposed development represents a form of development that is strongly encouraged by the policy framework established by the Provincial Policy Statement (PPS), Growth Plan, Regional Official Plan and Livable Oakville Official Plan.

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The proposed 10-storey rental apartment building represents compact built-form along a transit corridor identified for intensification which takes advantage of existing municipal infrastructure to provide a proposed residential density of 300 units per site hectare as part of a complete community.

It is important to note that the proposed zoning by-law amendment only seeks consideration for reduced building setbacks, reduced landscape coverage requirements, and reduced parking requirements. It is already possible under the existing zoning on the subject site to develop a 10-storey building with an equivalent number of units (i.e. density) to the one being proposed. It is conceivable that a building containing an equal number of units as the proposed building – albeit smaller units (i.e. all units less than 75 m²) – with a design and configuration that adheres to existing zoning regulations can be developed under the existing zoning for the subject property. In this scenario, the development would not require a zoning by-law amendment and could proceed directly to the site plan approval stage as an as-of-right development.

Further review will be undertaken by staff to review the requested site-specific zoning regulations to evaluate whether the deviations of the proposal from the standards regulations of the (RH) Residential High zone and general provisions of the Zoning By-law are appropriate.

Impact / integration of the proposed development on adjoining properties and surrounding neighborhood

In particular, staff will analyze the proposed development in the context of Section 11.1.9 of the Livable Oakville Official Plan and the Livable by Design Manual in order to determine appropriateness of the proposed development and its ability to maintain and protect the existing neighbourhood character.

The following is preliminary commentary on selected evaluation criteria contained in Section 11.1.9:

BUILT FORM & SETBACKS

The proposed height of the new building is equivalent to the existing building on site and meets the height requirements of the standard (RH) Residential High zone currently applied to the property¹⁴

The effect of the proposal would be reduced setback from Trafalgar Road, along the Regional reservoir site, and along portion of the site that abuts the Queens Parkette and Queens Avenue street. None of these property lines

¹⁴ The maximum building height in the Residential High (RH) zone is “The *height* legally existing on the *lot* on the effective date of this By-law”, Table 6.3.9, Zoning By-law 2014-014.

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about a property with existing residential development that might be impacted by built form with smaller setbacks than the standard requirements of the (RH) Residential High zone.

The existing low-density, smaller-scale built form of the surrounding development is shielded from the massing impact of the proposed building by existing high-density development adjacent to the subject site. The existing 10-storey building on the subject site, the 6-storey seniors retirement home south of Queens Avenue and the existing 7-storey condominium apartment building at the corner of Queens Avenue and Parkhill Road are located in between the proposed building and the smaller-scale portion of the neighbourhood.

The application proposes 5% landscaping coverage on the site whereas the standard zoning by-law requirement is a minimum of 10% landscape coverage. The applicant has requested a site-specific reduction of the minimum landscaping coverage requirement. Zoning By-law 2014-014, however, does indicate that any landscaping provided on the roof of a building can be counted towards the minimum landscaping requirement. Staff note that the applicant could meet the minimum 10% landscaping requirement by providing landscaping on the roof of the proposed building.

ACCESS, CIRCULATION, PRIVACY AND SHADOWING

A separate driveway access is proposed for the development from Queens Avenue. The existing driveway access on Queens Avenue that currently serves the existing building on the subject property will not be used to provide access to the proposed building.

The Region of Halton will not permit vehicular access directly from Trafalgar Road.

Residential parking for the proposed building will be contained in a new underground parking structure containing two levels of parking. Visitor parking spaces and a drop-off loop are proposed on site, located between the existing building on site and the proposed building.

The proposed building has been designed to incorporate tower separations of at least 30 metres directly in front of the building facades for both the proposed existing buildings. This meets the intent of the Town's tower spacing guidelines intended to protect the privacy of both existing and future residents.

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The shadow study submitted in support of the application indicates that the predominant shadows from the proposed building will not impact the existing residential development in the neighbourhood as they will primarily fall onto Trafalgar Road.

TRAFFIC CONSIDERATIONS

Public comments to date indicate concern with respect to whether the existing street network can accommodate the traffic generated from the proposed development.

Town transportation staff have reviewed the Transportation Impact Assessment submitted in support of the application and have provided detailed comments to the applicant. Staff anticipate a revised TIA which addresses these comments will be submitted shortly for staff review.

As part of the TIA preparation, a trip generation survey was conducted by the applicant's consultant at the subject site to determine the traffic generated by the existing building on site. The trip generation survey undertaken for the existing building provides an opportunity to evaluate a high-density rental apartment building situated in the identical location and setting as the proposed building. As such, this trip generation count provides a comparable foundation for estimation of trip generation for the proposed development.

The proximity of the subject site to Trafalgar Road, the Oakville GO Station, Sheridan College and other destinations means that accessibility and options for alternative modes of transportation such as Go Transit, Oakville Transit, bicycles and walking in this location have reduced the vehicle trip generation for the subject site.

The TIA indicates that the traffic anticipated to be generated by the proposed development will be supported by the existing street network within the neighbourhood and Town.

PARKING CONSIDERATIONS

The applicant is requesting a decreased parking rate from the standard parking requirements of the Zoning By-law. Based on the anticipated sizes of the proposed 159 residential units, the Zoning By-law currently requires a total of 189 parking spaces (149 for residents and 40 for visitors) for the proposed development. The application is proposing to provide a total of 174 parking spaces (142 for residents and 32 for visitors), a deficiency of 15 parking spaces. The proposed parking rate reflects an overall ratio of 1.09 spaces per unit.

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The applicant has submitted a Parking Justification Study in support of the application. The study is premised on an actual evaluation of the parking needed by the existing rental apartment building on site. This is a comparable foundation for estimating the parking that will be required by the proposed rental apartment building because it represents an equivalent development in the same location and context within Oakville. The study indicates that the overall parking needs at the existing building on site is approximately 0.82 spaces per unit.

These reduced parking rates have historically been supported in this area due to the accessibility of public transit along Trafalgar Road, the site's proximity to the Oakville GO Station, and its proximity to Sheridan College within walking distance of the site. Trafalgar Road is identified as a strategic growth area for compact, transit-supportive intensification. In the longer term, reduced parking rates in this corridor and in proximity to the Town's urban growth centre will help prevent an overbuilding of parking. Working to prevent an overbuilding of parking will work in concert with future intensification densities along the corridor to increase the viability of transit and enhance the Town's and Region's ability to provide higher order transit along Trafalgar Road.

A number of developments have been approved within the Trafalgar Road corridor with a variety of overall parking ratios ranging from approximately 1 space per unit up to 2.2 spaces per unit. The parking ratios approved for each of the various developments have each been established on case-by-case basis with considerations specific to each individual development. The approved development represent a variety of building forms including freehold townhouses, condominium townhouses, stacked townhouses, condominium apartment buildings and rental apartment buildings. The approvals for the various parking ratios have also come through different approval routes including Council-approved zoning by-laws, minor variances approved through the Committee of Adjustment and by order of the Ontario Municipal Board. The proposed parking ratio for the subject development falls within the range of parking ratios represented by the various approvals along Trafalgar Road.

Staff are also reviewing the proposal in the context of the Livable by Design manual for the Town of Oakville as an additional measure of the appropriateness of the proposed development within the Trafalgar Road context. The proposed 10-storey building is classified as a mid-rise building within The Livable by Design manual

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which indicates that most tall and mid-rise buildings will typically be located within the Town's Growth Centres and along intensification corridors.¹⁵

CONCLUSION

Planning staff will continue to review and analyze the proposed application and address all technical matters, if any, along with submitted public comments, and report to Council at a future meeting. No further notice is required. However, written notice of any future public meetings will be provided to those who have made written and/or verbal submissions.

CONSIDERATIONS:

(A) PUBLIC

Notice for this meeting was distributed to all properties within 120 metres of the subject property and included on the sign posted on the site.

A Public Information Meeting (PIM) was held on January 24, 2018. There were 30 members of the public that attended the PIM.

Comments received from the public have been included in Appendix A.

(B) FINANCIAL

None arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The application is currently in circulation to internal departments and public agencies for comment. Comments received from the circulation will be included in the future recommendation report.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The proposed development will be reviewed to ensure compliance with the Town's sustainability objectives of the Livable Oakville Official Plan.

¹⁵ p.26, Section 3.1, 'Tall and mid-rise buildings', Livable by Design Manual, Part A

From: Planning Services Department

Date: February 26, 2018

Subject: **Public Meeting Report - Zoning By-law Amendment - IMH Queens Ltd. - 297 Queens Avenue -
File No. Z.1513.28**

APPENDICES:

Appendix A – Public Comments Received

Prepared by:

Geoff Abma, MCIP, RPP

Planner

Current Planning – East District

Recommended by:

Heinz Hecht, MCIP, RPP

Manager

Current Planning – East District

Submitted by:

Mark H. Simeoni, MCIP, RPP

Director, Planning Services