

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: JULY 7, 2014

FROM: Planning Services Department

PD-054-14

DATE: June 13, 2014

SUBJECT: Recommendation Report, New Horizon Group
3340 Dundas Street West Inc., File No.: Z.1434.02 and 24T-12010
(By-law 2014-059 and By-law 2014-060)

LOCATION: 3340 Dundas Street West

WARD: 4

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RECOMMENDATION:

1. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary;
2. That the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision by New Horizon Group 3340 Dundas Street West Inc. (File Z.1434.02, 24T-12010), as revised, be approved;
3. That By-law 2014-059, a by-law to adopt an Official Plan Amendment to the Livable Oakville Plan as it applies to 3340 Dundas Street West (New Horizon Group 3340 Dundas Street West Inc.), be passed;
4. That the Director of Planning Services be authorized to grant draft plan approval to the Draft Plan of Subdivision (24T-12010) submitted by New Horizon Group 3340 Dundas Street West Inc. prepared by GSP Group, dated revised May 29, 2014, subject to the conditions contained in Appendices 'B1 and B2' of staff report PD-054-14;
5. That once 24T-12010 has been draft approved by the Director of Planning Services, the Town enter into a Subdivision Agreement to the satisfaction of the CAO and Town Solicitor, or designates;
6. That the Subdivision Agreement be executed in accordance with By-law 2013-057; and
7. That By-law 2014-060 be passed.

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KEY FACTS:

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

- This report recommends approval of an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application which would have the effect of permitting the development of a 73 unit multiple attached residential project.
- The site (3340 Dundas Street West) is located on the south side of Dundas Street West, west of Colonel William Parkway. Access is presently from Dundas Street West. Future access will be from Elder Lane and Stalybridge Drive.
- The applications were received on December 21, 2012 and deemed complete on January 25, 2013.
- A Public Information Meeting was held on March 7, 2013 and the Statutory Public Meeting was held on April 8, 2013.
- Following the Statutory Public Meeting, the applicant revised their proposal, which had the effect of reducing the number of dwelling units from 75 to 73 and increased the size of the Dundas Street West road widening as required by Halton Region.
- The effect of the Official Plan Amendment would be to increase the density for the Medium Density Residential designated portion of the site from 50 upsh to 55 upsh (total of 73 units). This is an increase of seven (7) dwelling units total above that permitted by the present 50 upsh density.
- The modifications to the Zoning By-law and Official Plan Amendment are considered minor in nature and no further notice is recommended.
- The revised proposal ensures development on a public road and meets the requirements of the Town's intensification policies.
- Staff are recommending approval of the application.

BACKGROUND:

The purpose of this report is to provide a full staff review of the application and a recommendation on the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to allow the development of 73 multiple attached dwelling units on the site.

The applications were submitted on December 21, 2012 by New Horizon Group 3340 Dundas Street West Inc. The application was deemed complete on January 25, 2013. The Statutory Public Meeting was held on April 8, 2013.

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COMMENT/OPTIONS:

Original Proposal

The applicant submitted a site specific Official Plan Amendment to permit a *maximum density of 57 units per site hectare* within the Medium Density Residential designation, a Zoning By-law Amendment to rezone the subject site from “*Parkway Belt Agricultural – PBA*” to a *site specific R7 zoning category* and a Draft Plan of Subdivision for a 75 unit multiple attached development consisting of 51 street townhouses and 24 back-to-back townhouses. This development is proposed to have access from the extension of Elder Lane and Stalybridge Drive.

Revised Proposal (April 2014)

Following the Statutory Public Meeting, the applicant reviewed the various comments and revised the Draft Plan of Subdivision to reflect 73 total units as outlined in the table below. The internal road right-of-way alignments have been slightly adjusted to reflect Town comments on transition between the existing built subdivision to the east and this property. Further, the draft plan, as shown below as Figure 1, has been revised to reflect a 7.3 metres wide Dundas Street West road widening as required by Halton Region.

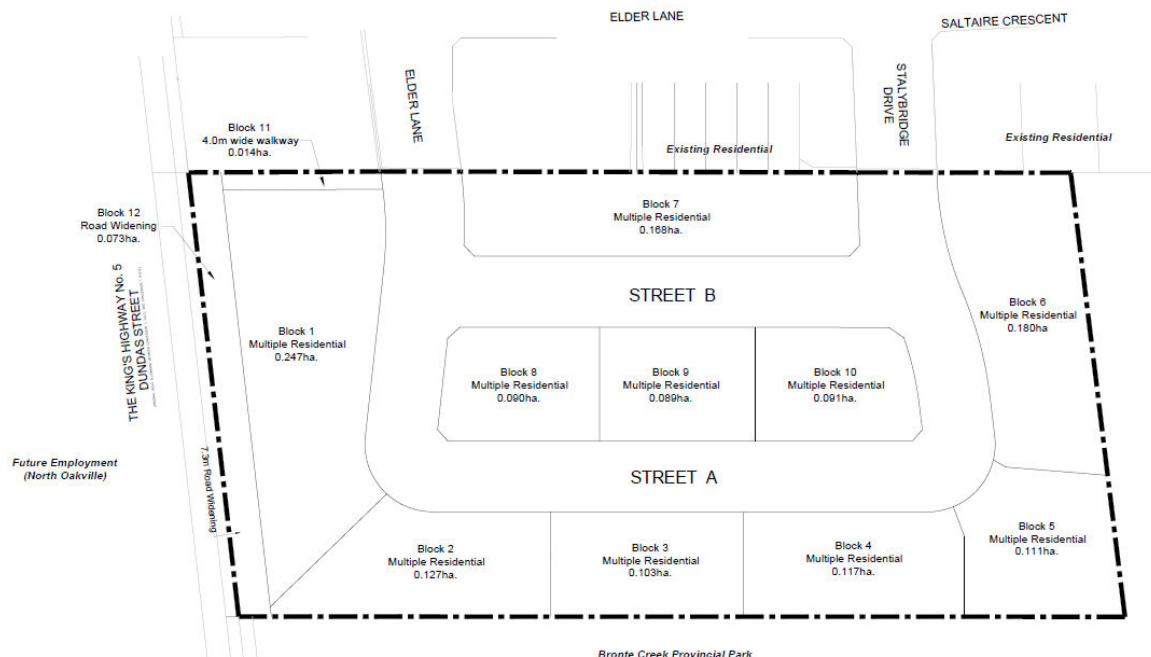


Figure 1 – Draft Plan

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Draft Plan Feature	Number of Units	Area (Ha)	Density (upsh)
Street townhouses (Blocks 1 – 7)	49	1.322	55.2*
Back to Back townhouses (Blocks 8 - 10)	24		
Walkway	-	0.014	
Road Widening	-	0.073	
Roads	-	0.580	
TOTAL	73	1.989	

Note: * - Density is calculated based upon the net developable area which excludes roads, walkways and road widenings. Part F, Section 29.4.1 allows for minor variations from numerical requirements without an amendment to the Official Plan.

Description of Draft Plan

- Block 1 consists of two (2) storey multiple attached units (street townhouses) backing onto Dundas Street and fronting onto the extension of Elder Lane. The units have been designed with a maximum Dundas Street West setback of 2.5 metres.
- Blocks 2 to 7 consist of two (2) storey multiple attached units (street townhouses) fronting onto a public road. Block 7 (8 units total) backs onto the existing Elder Lane townhouses (6 existing, 4 to be built by Monarch once Elder Lane extended)
- Blocks 8 to 10 consist of three (3) blocks of eight (8) units each containing three (3) storey multiple attached units (back to back townhouse units). These units front onto public roads.
- Elder Lane and Stalybridge Drive are to be extended by this subdivision. Streets A and B will be 16 metres wide except for the transitions to the subdivision which will be 18 metres.
- A four (4) metre wide walkway from the extension of Elder Lane is proposed to connect the subdivision to Dundas Street West.

The applicant has been working with the Ministry of Natural Resources (MNR) on the creation of an additional wetland feature on the Bronte Creek Provincial Park lands to the west of this site. These works are presently underway.

Location and Site Description

The site, identified on the airphoto below with a star, is 2 ha (4.9 acres) in size and is located on the south side of Dundas Street West, west of Colonel William Parkway. The existing frontage along Dundas Street West is approximately 100

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metres. All structures on the property, including the house, sheds and barn, have been removed.



Figure 2 – Airphoto of Site

Surrounding Land Uses

To the east – residential: multiple attached dwellings (street and condominium townhouses), detached dwellings and a dog kennel

To the north – agricultural – future employment development

To the south and west - Bronte Creek Provincial Park

POLICY FRAMEWORK

Provincial Policy Statement (PPS) – 2014

The Provincial Policy Statement is intended to promote a policy led system, which recognises 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 Provincial Policy Statement (PPS) 2014 under Section 3 of the *Planning Act*. The new PPS replaces the 2005 statement and is effective April 30, 2014. Staff are currently reviewing the new PPS and will be reporting to Council shortly.

The subject application is consistent with the new PPS.

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Region of Halton Official Plan

The Ontario Municipal Board has issued a series of decisions regarding the partial approval of ROPA 38 to the Halton Region's Official Plan. Development applications are being reviewed in accordance with the approved policies of ROPA 38.

The lands are designated "Urban Area" according to the Region's 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.

Regional staff has no objection to the above referenced applications subject to a number of Draft Plan of Subdivision conditions. The Regional letter, dated April 2, 2014 outlining the conditions of draft approval, is found within Appendix A.

Livable Oakville Plan

The Livable Oakville Plan was approved by the Ontario Municipal Board on May 10th, 2011 and is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe.

The development area is designated as '*Medium Density Residential*' and '*Parks and Open Space*' on Schedule H, West Land Use.

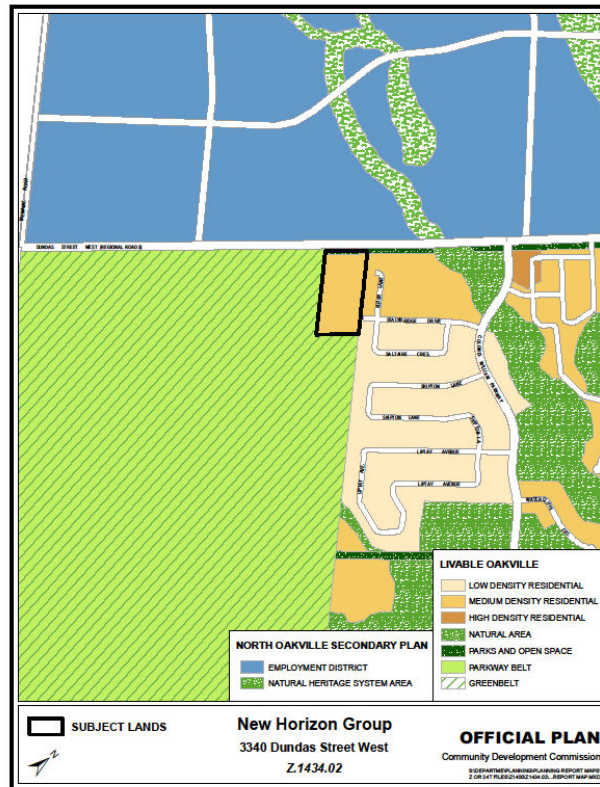


Figure 3 – Livable Oakville Plan

Part D, Section 11.3 of the Livable Oakville Plan states the following.

11.3 Medium Density Residential

11.3.1 Permitted Uses

The Medium Density Residential land use designation may permit a range of medium density housing types including multiple-attached dwelling units, stacked townhouses, and apartments.

11.3.2 The density range is to be between 30 to 50 dwelling units per site hectare.

An Official Plan Amendment application has been submitted to change the density of the Medium Density Residential designation on this site from a maximum of 50 upsh to 55 upsh. This is an increase of five (5) units per hectare above that permitted by the *Medium Density Residential* designation and represents a total unit increase of seven (7) units from 66 units to 73 units. The applicant is maintaining the multiple attached built form that is permitted within the Medium Density designation.

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Part D, Section 17.2.1 Parks and Open Space of the Livable Oakville Plan states the following.

Permitted Uses

Uses permitted within the Parks and Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; trails; cultural heritage uses; cemeteries; conservation uses including fish, wildlife and forest management; essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities; and, legally existing uses, buildings and structures.

Block 12 of the proposed draft plan, which reflects the Parks and Open Space designation referenced above, is land necessary for the widening of Dundas Street West consistent with the above referenced policy and the requirements of Halton Region.

Zoning

The site is currently zoned Parkway Belt Agricultural (PBA) within By-law 1984-63 and Existing Development (ED) within By-law 2014-014. Appendix C provides a comparison of existing and proposed zoning regulations.

PLANNING ANALYSIS:

Planning matters considered

Physical Context

The subject property presently fronts onto Dundas Street West and has a width of approximately 100 metres and depth of approximately 200 metres.

Two roadways, being Elder Lane and Stalybridge Drive, which were developed from the previously approved and registered Monarch 5b subdivision terminate along the easterly lot line of the subject property. These existing roadways are 18 metres wide with sidewalks on both sides. Future access to the subject lands was always contemplated from Elder Lane and Stalybridge Drive, and not from Dundas Street West.

A combination of street and condominium multiple attached dwellings and detached dwellings front onto these existing roadways.

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Conformity with the Livable Oakville Plan

Pursuant to section 4.3 of the Livable Oakville Plan, development to accommodate intensification will be focused within the six designated growth areas. However, there is recognition that some growth and change may occur outside the growth areas provided that the character of the area is preserved and the overall urban structure of the Town is upheld.

The subject lands are designated Medium Density Residential and are located within a stable residential area.

These lands are subject to the policies of Part D, Section 11 – Residential, including Section 11.1.8 and 11.1.9 that govern intensification within stable residential communities.

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

c) 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.”

Proposed OPA - Density Analysis

Under the Livable Oakville Plan, the area proposed for residential development is designated as *Medium Density Residential*. This designation permits multiple attached dwelling units, stacked townhouses and apartments to a maximum density of 50 units per site hectare.

If the site were to be developed on private roads as a condominium at the maximum density limit permitted of 50 upsh, a total of 95 units could be developed in the permitted multiple attached, stacked townhouses or apartment form.

If the current 73 unit proposal were considered on a private roadway, it would result in a density of 38.4 units per site hectare, which is below the maximum permitted density limit for the Medium Density Residential designation.

Section 11.1.5 of the Livable Oakville Plan states:

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“Development on private roads shall be discouraged. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, development through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.”

The applicant met with Town planning staff prior to the formal submission of the applications. It was staff's position that development should be developed on public roads and requested the applicant to investigate the extension of the existing public roads as originally envisioned by the previous Monarch subdivision (Phase 5b).

Under the current Livable Oakville Plan, 66 units would be permitted on the lands at the maximum density of 50 upsh. The proposal introduces seven (7) additional units, for a total of 73 units. This increases the density to 55 upsh.

Part F: Implementation and Interpretation, Section 29.4.1, Numerical Requirements, of the Livable Oakville Plan states:

“Minor variations from numerical requirements in this Plan may be permitted without a Plan amendment, provided the general intent of this Plan is maintained.”

Based upon the review of the proposal which maintains the existing built form of the existing neighbourhood, maintains the public road network as previously envisioned, no technical adverse impact of the 73 units and in consideration that the lands had a maximum density of 55 upsh prior to the Livable Oakville Plan, staff considers the increase in density to 55 units per site hectare to be an appropriate level of intensification. OPA 231 is discussed further in the report.

Land Use Compatibility

The relevant policies of Section 11.1.9 are presented in the following section along with corresponding commentary:

“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”.

The term *compatible* in the Livable Oakville Plan is defined as *“the development or redevelopment of uses which may not necessarily be the same as, or similar to, the*

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existing development, but can coexist with the surrounding area without unacceptable adverse impact”.

The adjacent lands have been developed as townhouses and detached dwellings.

The majority of the site is proposed for two storey multiple attached dwelling units.

The proposed three storey multiple attached units (back to back dwellings), which are located internal to the site on Blocks 8, 9 and 10, are consistent with the range of housing forms outlined within the Medium Density residential land use designation.

The proposed scale, height, massing and architectural character in the development application is considered compatible with the surrounding neighbourhood.

“b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.”

The development introduces setbacks and building orientations that are compatible with adjacent development and are reflective of the existing character of the surrounding neighbourhood.

“c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.”

The majority of the proposed units are two (2) storeys in height. The three (3) storey back to back units within Blocks 8, 9 and 10 are internal to the site. Two storey dwellings are proposed to back onto the existing and future two storey townhouse units on Elder Lane and side onto the existing detached dwellings on Saltaire Crescent.

“d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.”

As seen on Figure 4b, the proposed lotting pattern is considered to be compatible with the predominant lotting pattern of the surrounding neighbourhood as seen on Figure 4a.

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Figure 4a

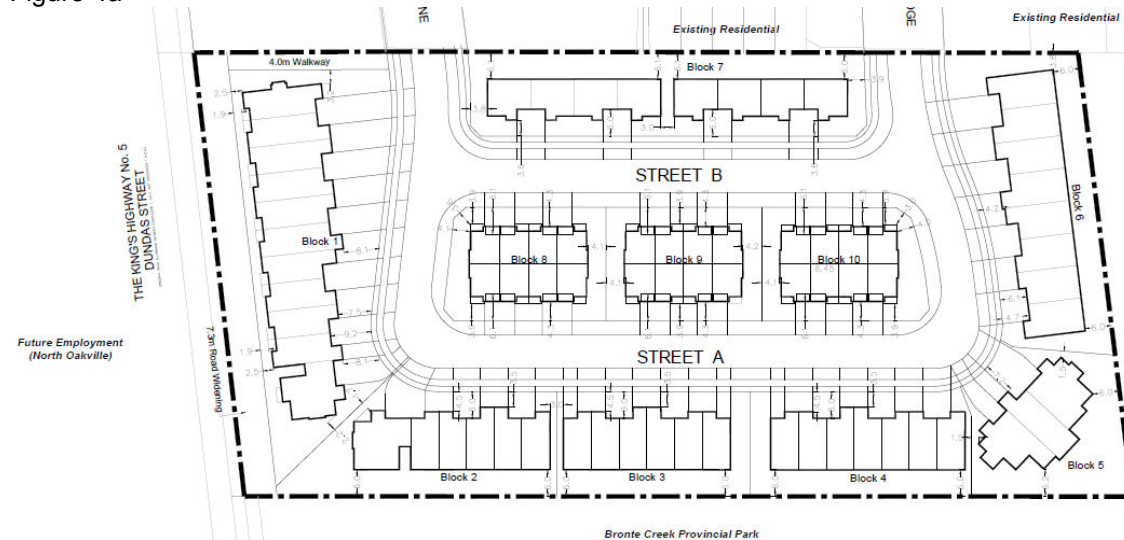


Figure 4b

“e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.”

Halton Region and the Town’s Development Engineering Department have reviewed the proposed roads and municipal infrastructure and determined these to be acceptable.

“f) Surface parking shall be minimized on the site.”

Each unit shall possess a minimum of two parking spaces, one in the garage and one on the driveway.

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‘g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.’

The applicant is extending the public street network of Elder Lane and Stalybridge Drive. A 4 metre wide walkway (Block 11 on the draft plan) connecting Elder Lane to Dundas Street West has been incorporated into the plan.

“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.”

No negative impacts are anticipated on adjacent properties as a result of this proposed development.

The applicant, with the approval of the Ministry of Natural Resources, has removed a manure pile created by the previous landowner on the Bronte Creek Provincial Park and is presently constructing an additional wetland in its place.

Two storey townhouses exist on Elder Lane. The applicant is proposing two storey multiple attached units within Block 7 backing on these existing Elder Lane townhouses. The existing fence wooden fence along the rear property limit of the Elder Lane townhouses as shown on Figure 5 is to remain.



Figure 5 – Fence behind existing Elder Lane townhouses

The detached dwellings on Saltire Crescent are two storeys. The applicant is proposing two story dwellings on Block 6 which abuts these units.

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A four metre wide walkway block, labeled as Block 11 on Figure 1 and shown on Figure 4b, will separate the proposed townhouse units on Block 1 from the existing dog kennel on Dundas Street West. A noise barrier will be erected along the easterly Block 1 limit closest to the dog kennel property as per the noise study. Warning clauses will also be included within the subdivision agreement, advising of the existing kennel to the east and noise from that source may periodically affect the use of the property.

“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.”

The existing street pattern is being maintained together with the introduction of a walkway to Dundas Street West.

“k) The transportation system should adequately accommodate anticipated traffic volumes.”

Traffic generated by this development can be accommodated on the existing road network. No traffic or transportation issues or concerns were raised through the process.

A comment was raised at the Statutory Public Meeting related to the potential for an access to Dundas Street West. Dundas Street West is a major arterial to be developed with a 50 metre right-of-way. The Region does not support an access from this subdivision to Dundas Street West due to the availability of access from Elder Lane and Stalybridge Drive.

“l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.”

All required utilities shall be provided to this development.

The development was evaluated in accordance with the applicable policies of 11.1.9 and determined to maintain and protect the character of the area.

Conformity with General Policies for Urban Design, Streetscape and Landscape

The Livable Oakville Plan, Part C, Section 6 Urban Design sets out policies for compatibility with the existing community and compatibility in terms of height and transitions between existing and new development. These policies are as follows:

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“6.1.1 a) to provide diversity, amenity, comfort, safety and compatibility with the existing community;

6.5.3 New development shall ensure that proposed building heights demonstrate compatibility with adjacent existing development by employing an appropriate transition of height from new to existing development.”

The proposed development has been designed to respond to these urban design objectives and policies. The Urban Design Brief was reviewed by staff and accepted. The final Urban Design Brief aided in the preparation of the proposed Zoning By-law Amendment and provided guidance to the site design.

Proposed Zoning By-law Amendment

A site specific Zoning By-law Amendment has been created for the purpose of accommodating the proposed development.

The current application was subject to a notice that the Town's Zoning By-law was to be amended to permit the proposed development. Since that time, the new Town Zoning By-law, By-Law 2014-014, was approved by Council. Until the new Town Zoning By-law is in full force and effect, any proposed development requires conformity with both the new and old By-laws and therefore an amendment to the new Zoning By-law 2014-014 is also required. No further notice is required to amend the new Zoning By-law based on the notification of public meeting having been met.

The following are the basic principles of the proposed Zoning By-law Amendment:

- Establish base zoning categories based upon the new and old Zoning By-laws for the proposed residential uses contemplated.
- Establish an 'O1' zone for the Dundas Street West road widening and the four (4) metre wide walkway.
- Permit a maximum of 73 multiple attached units
- Establish block by block regulations including lot areas, yards and projections based upon the new and old Zoning By-laws; and,
- Introduce a definition for back to back townhouse units into Zoning By-law 1984-063.

The proposed site specific by-law appropriately recognizes the design to accommodate this development which is in keeping with the general intent of the Livable Oakville Plan and maintains the character of the existing neighbourhood.

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Staff have evaluated the proposed development in the context of the Livable Oakville Plan, surrounding neighbourhood and the site's characteristics and support the proposed Zoning By-law Amendment. The modifications to the zoning are minor compared to those presented at the statutory public meeting; therefore, no further notice for a public meeting is required. The proposed Zoning By-law 2014-060 can be found within the by-laws sections of the July 7, 2014 Planning and Development Council agenda.

Matters from the Public Meeting

The following section provides a staff response and analysis of the matters raised at the public meeting.

Traffic Impacts

A concern was raised about snow removal along Stalybridge Drive and impacts on on-street parking. In discussion with Town Works staff, no public concerns have been raised related to snow clearing on Stalybridge Drive or Elder Lane. Below is a picture from mid-summer and another following the December 13/14, 2013 storm. Sufficient room exists on the road for two way traffic. Parking is only permitted on one side of Stalybridge Drive.



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Figure 6 - Stalybridge Drive and Elder Lane intersection

Condominium short-cutting

The New Horizon site has two exit points, these being the extensions of Stalybridge Drive and Elder Lane. A concern was raised about traffic from this site short-cutting through the 3275 Stalybridge Drive condominium site. Planning staff have driven the suggested short-cut route and suggest that there is no time-savings.



Figure 7 – Condominium roadway off of Elder Lane

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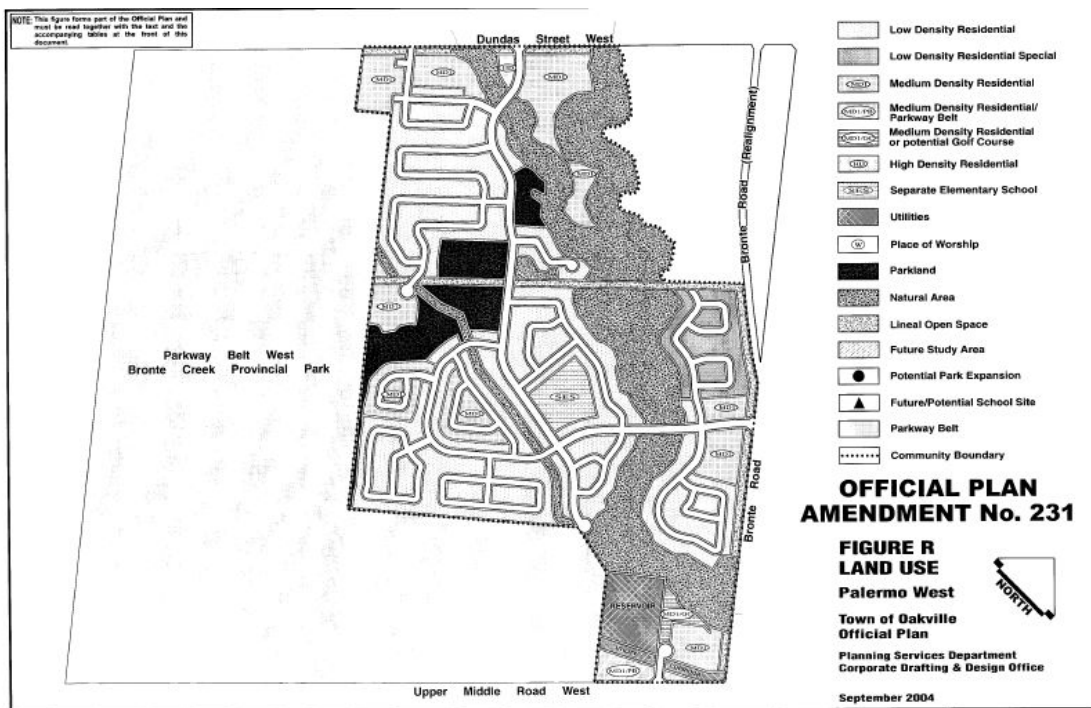
Official Plan History

At the Statutory Public Meeting, a comment was raised that the subject site had a maximum density of 35 units per site hectare.

The lands west of Bronte Road (Regional Road 25) were originally designated for employment purposes through OPA 78 (By-law 1993-117).

On September 12, 2003, the OMB issued a decision related to a proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision submitted by 1293529 Ontario Limited (Monarch-Liptay Partnership), Rickmar Holdings and Pineberry Estates Inc. The OMB approved OPA 222 to re-designate the area bounded by Upper Middle Road, Dundas Street, Regional Road 25 and the Bronte Creek Provincial Park as a new residential community – Palermo West. OPA 222 introduced a Medium Density Residential designation with a density range of 22 to 55 units per hectare.

On October 25, 2004, Council approved OPA 231 to re-designate the subject site from *Parkway Belt* to *Medium Density Residential (MD1)* and *Lineal Open Space*.



The 2006 Official Plan (Palermo West Community – Part E, Sec 1.11c) iii) states:

iii) *Residential Medium Density*

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The Residential Medium Density designation shall permit multiple-attached dwelling types such as townhouses, stacked townhouses, duplexes, triplexes, and quadraplexes. Development will be permitted within a general range of density from 22 to 55 units per site hectare. Detached and semi-detached dwellings will be allowed within this designation, provided the density falls within the density range specified for Residential Medium Density.

In addition, notwithstanding the provisions of this Section, long term care facilities shall be a permitted use in Residential Medium Density designations.

In May 2011, the OMB approved the Livable Oakville Plan. The Medium Density Residential density in Livable Oakville Plan is 30 to 50 units per hectare.

Prior to the recently approved OPA 4 by By-law 2014-013, the Livable Oakville Plan under Part E, Section 27.3.1 Schedule H (West) Exceptions identified several sites within this community with the same Medium Density Residential designation and density range of 22 to 55 upsh. The closest areas with this density are on the southeast corner of Dundas Street West and Colonel William Parkway with another being located on the cul-de-sac off of Liptay Avenue.

Submitted Public Comments

Creation of a Playground/Green Space

The development has been reduced to 73 units from the original 75 unit proposal. This represents the completion of the community in this area. Additional playground/green space was not contemplated nor has the Parks and Open Space staff suggested the need for additional space.

Consideration of two car garages to reduce on-street parking

The design of the units is undertaken by the applicant. The proposed streets are public streets. On-street parking has been accommodated. No technical concerns were raised about the on-street parking proposed.

CONCLUSION

The Planning department undertook a circulation of the application to ensure that all technical matters have been satisfactorily addressed.

Staff is satisfied that the application conforms to the overall policy direction of the Livable Oakville Plan and other relevant policy documents, and recommends approval of the application.

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The proposal represents good planning. The proposal completes the development of this area.

The subject subdivision was reviewed in relation to Section 51 (24) of the *Planning Act* and has been determined to comply with this section.

On this basis, staff recommend approval of the application.

CONSIDERATIONS:

(A) PUBLIC

A Public Information Meeting together Statutory Public Meeting was held on this application. Several members of the public spoke at the Statutory Public Meeting. A courtesy notice has been provided to those who participated in the entire process.

(B) FINANCIAL

Payment of cash-in-lieu of parkland in accordance with Town By-law 2008-105 and Section 42 of the *Planning Act* will be payable prior to building permit issuance. Development Charges will also be payable at building permit issuance at the rates then in effect and based upon density criteria (in the case of the back to back townhouses) net of demolition credits on non-exempt structures.

The four (4) metre wide walkway proposed to connect the development to Dundas Street West is a local cost and not subject to DC reimbursement. The revised Draft Plan of Subdivision allows for the wider road widening and any regional sidewalk/pathway linkages in accordance with the Livable Oakville Plan.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The various internal departments and external agencies have been part of the technical review of the application and have provided their input into this 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 generally complies with the sustainability objectives of Livable Oakville.

From: Planning Services Department

Date: June 13, 2014

Subject: **Recommendation Report, New Horizon Group 3340 Dundas Street West Inc., File No.: Z.1434.02 and 24T-12010 (By-law 2014-059 and By-law 2014-060)**

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APPENDICES:

Appendix A – Regional Comments

Appendix B1 and B2 – Conditions of Draft Approval

Appendix C – Zoning Table

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