

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: NOVEMBER 12, 2012

FROM: Planning Services Department

PD-062-12

DATE: August 14, 2012

SUBJECT: Old Bronte Road/Khalsa Gate Streetscape Plan - Implementation

LOCATION: Old Bronte Road/Khalsa Gate in Palermo Village

WARD: 4

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RECOMMENDATION:

1. That staff be delegated authority to dispose of surplus road allowance on Old Bronte Road/Khalsa Gate described in Table 1 of the staff report "Old Bronte Road/Khalsa Gate Streetscape Plan – Implementation" dated August 14, 2012, at fair market value and conditional upon zoning approvals, to the satisfaction of the CAO and Town Solicitor.
2. That staff be authorized to transfer surplus road allowance of 2.5 metres, at nominal value, from Khalsa Gate south of Pine Glen Road, to facilitate the ultimate width of Regional Road 25 until the Regional Plan is amended to require a dedication.

KEY FACTS:

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

- Old Bronte Road/Khalsa Gate was originally a regional road, but became a local town road in 2007 when Regional Road 25 was built. Old Bronte Road/Khalsa Gate no longer carries a high volume of traffic.
- The Old Bronte Road/Khalsa Gate Streetscape Plan, which supports a narrow road width, was endorsed by Council on April 10, 2012.
- The current right-of-way (road allowance) of Old Bronte Road/Khalsa Gate is upwards to 46 metres and far greater than the 20 metres required for a minor collector road in the Livable Oakville Plan.
- As new development occurs on Old Bronte Road/Khalsa Gate, there are opportunities to sell surplus land to adjacent landowners, thereby narrowing

the road and achieving the objectives of the Livable Oakville Plan and streetscape plan to enhance walkability, urban design and sustainability.

- The Halton Region Transportation Master Plan specifies an expansion for Regional Road 25 from 42 to 47 metres, with a 2.5 metre conveyance on each side of the road. This requirement has not yet been reflected in the Regional Official Plan. To accommodate the region, a land swap of 2.5 metres from Regional Road 25 to Old Bronte Road/Khalsa Gate is recommended. The Region will move any underground utilities encumbering the land.

BACKGROUND:

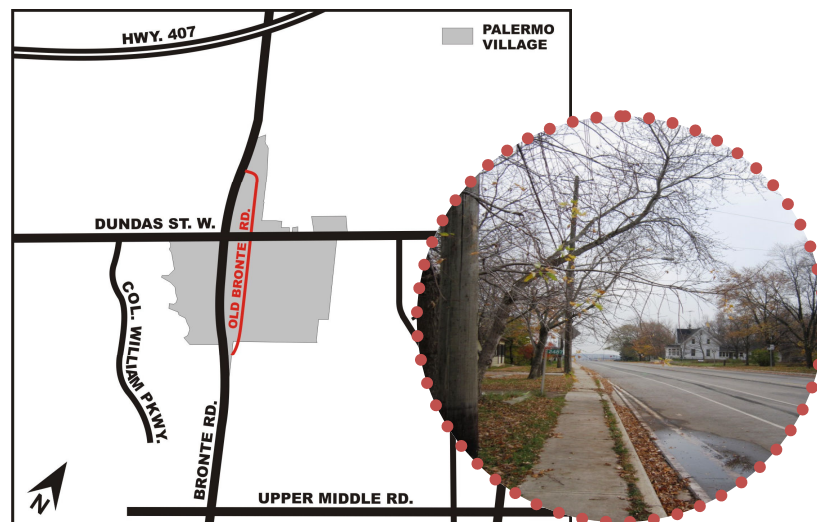
The purpose of this report is how to implement the Old Bronte Road/Khalsa Gate Streetscape Plan, which is Council endorsed.

Location

Old Bronte Road/Khalsa Gate is located in Palermo Village in Ward 4 (see Figure 1). The road was a provincial highway (The King's Highway No. 25) between approximately 1930 and 1997. The province then downloaded the road to Halton Region. To accommodate greater traffic demands, the region constructed and opened Regional Road 25 as a by-pass in 2007. At that time, Old Bronte Road/Khalsa Gate was transferred to the Town of Oakville and is now a town-owned road.

Today, traffic levels along Old Bronte Road/Khalsa Gate are low. There is limited connectivity to adjacent streets due to the median along Dundas Street and the dead end on the southern terminus of the road. As a result, Palermo Village is a quiet area, with traces of the historic village that once existed.

FIGURE 1. Location and photo of Old Bronte Road/Khalsa Gate in Palermo Village



Conditions on Old Bronte Road/Khalsa Gate

Palermo Village is a unique place within the Town of Oakville, with many historical attributes. Previously, it had existed as a hub with all the components of a complete community: a community hall, a school, two churches, stores and a park. It was an attractive and intact urban centre, with homes, jobs and sidewalks in between. The main street of Palermo Village, Old Bronte Road/Khalsa Gate is a town-owned, local road.

Today, there are only traces left of the village that once existed, including buildings recognized as cultural heritage resources. Along Old Bronte Road/Khalsa Gate there is a residential community and several places of worship, with more development and features for Dundas Street planned in the near future. Currently, Old Bronte Road/Khalsa Gate is characterized with overhead and underground utility lines, an absence of pedestrian amenities and little apparent connection to the community (see Figure 2).

FIGURE 2. Photo of Khalsa Gate, south of Pine Glen Road



The importance of a streetscape plan

The Livable Oakville Plan identifies Palermo Village as a growth area with the goal to develop as a transit supportive, pedestrian oriented, mixed use community. The plan establishes Old Bronte Road and Khalsa Gate as a main street and active corridor in Palermo Village.

Prompted by Section 22.4.2 of the Livable Oakville Plan, detailed urban design and streetscape guidelines were prepared for Palermo Village to establish standards for built form and the treatment of public and private realms. A streetscape, or street design plan, is meant to ultimately transform Old Bronte Road/Khalsa Gate into a celebrated public space that is safe, attractive and accessible (see Figure 3). Over the course of a year, a multi-disciplinary team comprised of engineering, planning, development and regional staff was formed and met regularly to discuss feasible options for the redesign of the street. The project incorporated a policy review, site mapping, virtual tour, site and building design standards and character areas for focused development. Heritage preservation and integration are imperative to the streetscape plan.

FIGURE 3: 3D sketch of a portion of Old Bronte Road showing a temporary seasonal market



The streetscape plan is based on public input

The streetscape plan involved numerous opportunities for the public to provide input such as the study webpage, stakeholder meetings, open houses, public meetings with Council, an interactive public workshop and a staff-led street tour (see Figure 4). The community expressed strong interest in seeing Palermo Village become a walkable, active main street with commercial uses and heritage preservation. The vision was for a people-friendly atmosphere instead of a utilitarian road for just cars. The final plan shaped this message through a streetscape plan that was endorsed by Town Council on April 10, 2012.

FIGURE 4: A public street tour on October 4, 2011 for the Old Bronte Road/Khalsa Gate Streetscape Plan



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COMMENT/OPTIONS:

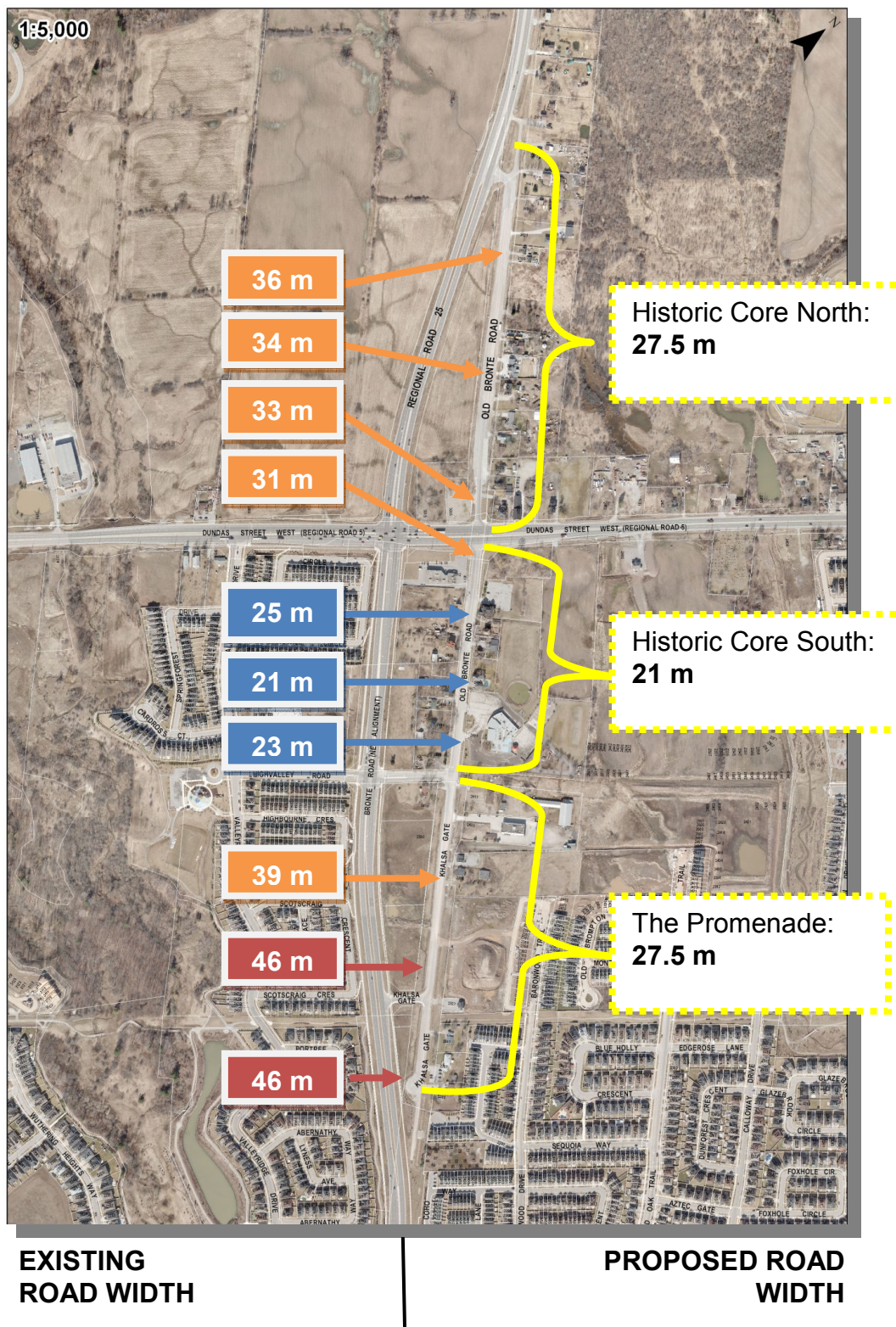
“Right-sizing” Old Bronte Road/Khalsa Gate

Old Bronte Road/Khalsa Gate now has a strategy in place to become a better, people-friendly street for the public. The endorsed streetscape plan envisions two lanes of traffic, wide sidewalks, well-marked crosswalks, accessibility features, street parking, bike paths, lighting and street trees.

In order to ensure the success of this street, the streetscape and right-of-way for Old Bronte Road/Khalsa Gate must be re-sized. The streetscape plan recommends a reduced right-of-way (road width) of 27.5 m for the portions of the street north of Dundas Street and south of Pine Glen Road. For the middle portion, south of Dundas Street and north of Pine Glen Road, the suggested right-of-way is 21 m – which closely reflects what currently exists (see Figure 5). “Right-sizing” the road still provides sufficient space to achieve the required planting volume for medium stature trees (i.e. 30m³).

Given the location of active development applications, the focus of this report is the implementation of the streetscape plan south of Pine Glen Road. For the area north of Dundas Street, similar strategies could be employed in the future.

FIGURE 5. Existing and proposed road widths for Old Bronte Road/Khalsa Gate



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How to get there?

The implementation of the Old Bronte Road/Khalsa Gate Streetscape Plan will occur through the redevelopment of the lands along the existing road. The streetscape plan will guide redevelopment as it proceeds through the planning process. Conditions of approval for draft plans of subdivision and site plans will ensure developers implement and contribute to the streetscape design and treatment fronting their properties as provided in the plan.

Current and future developments can best implement the objectives of the Council endorsed streetscape plan if the following matters are addressed:

- Timely action with respect to the disposition of land; and,
- Making surplus lands available at fair market value, appraised early in the process and subject to the approval of the CAO and Town Solicitor.

To ensure that current and future developments can best implement the objectives of the Council endorsed streetscape plan, the town needs to be prepared to take timely action with respect to the disposition of surplus road allowance. Failure to act in a timely manner could result in the land being left out of the development application due to the uncertainty and delays associated with the current system. In order to address this issue it is proposed that staff be delegated authority to dispose of the surplus road allowance within the Old Bronte Road/Khalsa Gate corridor at fair market value to the satisfaction of the CAO and Town Solicitor. The fair market value of the land will be determined through appraisals in the normal course. It is proposed that the closing of any transaction would be conditional on the development achieving necessary zoning approvals. Figure 6 and Table 1 provide an indication of which lands are surplus and could be sold.

In addition, Halton Region has a Transportation Master Plan that identifies the widening of Regional Road 25 which has not yet been reflected in the Regional Official Plan. Since the region's ability to compel a transfer of land is limited, a land swap from Regional Road 25 to Old Bronte Road/Khalsa Gate is recommended to achieve the required road allowance. In addition, the region will move the gas utility line in order to facilitate the transfer. A transfer of excess road allowance to the region for nominal value can be justified for this purpose since Old Bronte Road/Khalsa Gate was originally transferred to the town from the region for a nominal cost.

FIGURE 6: Locations of properties abutting Khalsa Gate, south of Pine Glen Road

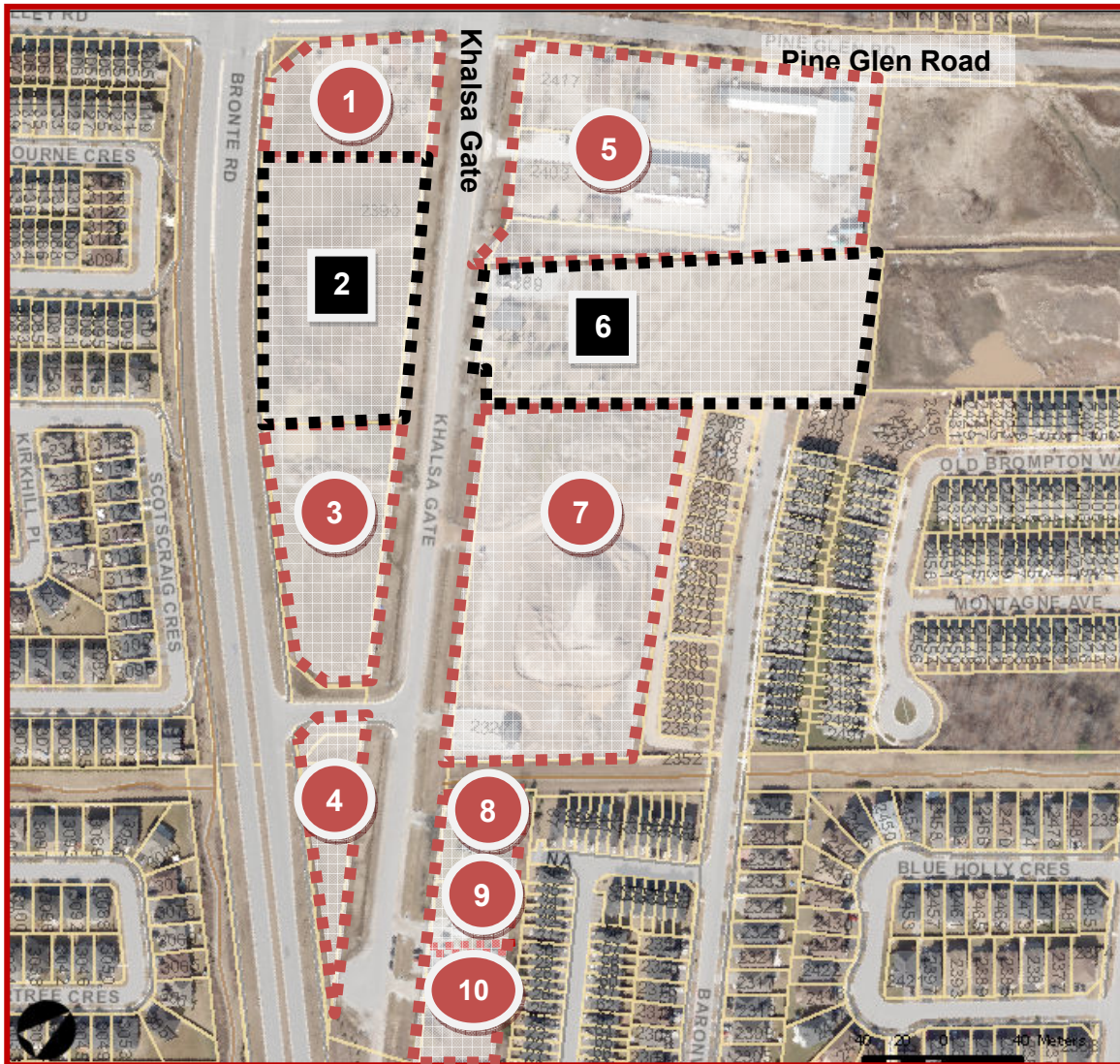



TABLE 1. Available lands along Old Bronte Road/Khalsa Gate south of Pine Glen Road

| | Location | Land owner | Existing/ <i>proposed land use</i> | Excess road width available (approx.) abutting Old Bronte Road/Khalsa Gate |
|---|---|---|---------------------------------------|--|
|  | 2418 Khalsa Gate | | vacant | 6 m* |
|  | 2390 Khalsa Gate | Willowbay Investments (Ballantry Homes) | <i>152 stacked townhouses</i> | 6 m* |
|  | No municipal address (south of 2390) | Willowbay Investments (Ballantry Homes) | vacant | 6.5 m* |
|  | Southern terminus, west side of Khalsa Gate | Town of Oakville, Mattamy and Halton Region | vacant | 6.5 m* |
|  | 2417/2403 Khalsa Gate | Halton Sikh Cultural Association | Sikh Temple | 9 m |
|  | 2389/2385 Khalsa Gate | Peppergate Developments Inc. | <i>147 stacked townhouses</i> | 1.9 m + a 9 m piece in the southern part of site |
|  | 2327 Khalsa Gate | Bronte Community Developments (Crystal Homes) | vacant | 5 m** |
|  | 2317 Khalsa Gate | | single detached home | 7 m** |
|  | 2307 Khalsa Gate | | medical office | 7 m** |
|  | 2295 Khalsa Gate | | architectural office | 8 m** |

* land available in addition to the 2.5 metres for the widening of Regional Road 25

** includes current property line to the underground water pipe. About 2.5 m of more land is available if the water pipe is moved.

Active development applications apply to location 2 and 6 in Figure 6 and Table 1.

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2390 Khalsa Gate – Ballantry Application

There is currently a development application by Ballantry Homes for 152 stacked townhouses on 2390 Khalsa Gate (for more information on the development proposal, visit: <http://www.oakville.ca/business/da-1843.html>). As the region requires an additional 2.5 metres of land from the Ballantry site, staff recommends that the town swap 2.5 metres of existing road along Khalsa Gate to the region to accommodate this shift. Details of the application will come forward to Council through the upcoming Public Meeting and development process.

Previous attempts to convey additional surplus lands to reflect the streetscape plan were unsuccessful. At this time, Ballantry Homes is not interested in any further land purchases.

Conclusion

Old Bronte Road/Khalsa Gate, the main street in Palermo Village, has an inconsistent and excessively wide road allowance that challenges the success of Palermo Village as a future destination. Due to its former use as a provincial highway, parts of Old Bronte Road /Khalsa Gate have a wide road allowance. Vast expanses of underutilized and no longer necessary road allowance limit the potential to create an attractive streetscape. Narrow roads have the ability for new buildings to be brought up close to the street to frame the road and be more inviting to walk.

As lands along Old Bronte Road/Khalsa Gate redevelop, excess road allowance, owned by the town, may remain under-utilized. The excessively wide road can create a barrier for compact development to occur. This is a major concern to the future development of Palermo Village. If left unattended, there will be a road the size of a highway through what could otherwise be a quaint village.

With the expansion of Regional Road 25 and current development applications, the town is presented with the opportunity to dispose of excess land and narrow the street. Doing so will contribute to a walkable and memorable street in Palermo Village and enable the implementation of the Old Bronte Road/Khalsa Gate streetscape that is community driven and Council supported.

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CONSIDERATIONS:

(A) PUBLIC

The public was engaged throughout the streetscape plan process via mail, email, the website, public meetings, open houses and a workshop with street tour.

(B) FINANCIAL

The town would gain funds by selling surplus lands along Old Bronte Road/Khalsa Gate at fair market value.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The sale of land would be integrated into the development planning process and would be assessed in conjunction with Realty Services and Development Engineering, with approvals from the CAO and Town Solicitor.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be innovative in everything we do
- be dedicated in everything we do
- enhance our cultural environment
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

Narrowing the road width will contribute to social sustainability by improving walkability, allowing accessibility and community cohesion.

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