



Trafalgar Chartwell Residents' Association
advocating for our community

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Town Clerk at the Town of Oakville
1225 Trafalgar Road
Oakville, Ontario
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June 29, 2020

Proposed Official Plan and Zoning By-law Amendment
271 Cornwall Road and 485 Trafalgar Road
FCHT Holdings (Ontario) Corporation OPA. 1612.14 and Z.1612.14, Ward 3
Monday July 6, 2020, 6:30 pm

Mayor Burton and members of the Planning and Development Council,

T.C.R.A.'s Position Statement

Cornwall Road and Trafalgar Road is a gateway intersection to downtown and Old Oakville. We object to this Zoning Amendment because safe access and egress at the site cannot occur unless the intersection of Trafalgar Road and Cornwall Road is re-designed to accommodate high-density. This would be true even if the building heights conformed to the *current* zoning. Provincial cooperation is also necessary to enable re-building of the QEW/Trafalgar interchange before further density can be added. In addition, the project, in its current form, is inconsistent with the surrounding neighbourhood.

We are encouraged to see that the applicant's Planning Justification Report, dated September 2019, includes detailed notes covering the concerns expressed by many residents at the May 2019 public meeting. These notes accurately reflect feedback that was given by many local residents. However, we still have concerns that are not satisfied by the applicant's solutions in that report. We object to the Zoning Amendment and believe the height of the buildings should conform to the current zoning. We also believe the road improvements should be finished *before* this project is allowed to proceed.

Basis for position:

1. Traffic & Safety

- There is currently no vehicle access to the site from the north or west, and not by a main road from the south — therefore the only access for vehicles arriving at the site is from the east. This will worsen an already bad situation at the Cornwall/Trafalgar intersection, which is a very complex intersection. It already has serious safety and volume issues for cars. In addition, its design only gives the minimum consideration to use by pedestrians.
- The applicant's proposal suggests maintaining the northbound exit from the site and claims that it works well now. However it is dangerously close to a northbound right turn lane (coming from westbound Cornwall) where a speed problem already exists. The applicant also suggests completely eliminating that problematic right turn lane from Cornwall west to Trafalgar. That would address the issue of their site's exit, while only compounding other traffic problems at the intersection.
- The applicant's proposal also indicates that a left turn at Reynolds St. (from Cornwall) for cars coming from the west is a feasible solution to the lack of entry to the site. It is not feasible

within the design of the current intersection. Southbound traffic on Trafalgar turning east onto Cornwall would back up into the middle of the intersection.

- The increased volume of cars and pedestrians created by this development makes *safe* access and egress to and from the site, and vehicle movement in the surrounding area, impossible. The same would be true for an even smaller volume of cars accessing that site with the existing intersection design.

2. Zoning in the Midtown Transitional Commercial Area

- The current zoning for this site allows 4-10 stories (currently designated commercial). Notwithstanding the traffic issues mentioned in part 1, this request for 19 and 14 stories represents a dramatic change.
- 19 stories, on the edge of the high elevation over Trafalgar Road will create a visual shock at this gateway intersection — an intersection with which it is visually inconsistent. Buildings of this height will not only visually change the gateway to Old Oakville but alter the entire skyline of our town.
- The applicant's proposal estimates residential parking needs at 300 underground spaces for 292 residential units *plus* "commercial uses", which is low by the residential-only requirements of other condominiums in the area. There will also be 91 surface parking spaces removed. This raises a concern about enough surface parking remaining for the existing heavily-used plaza, and the possibility of both unit owners and visitors using the plaza's parking.
- While the 19-story condominium towers at Kerr St. and Speers Rd. may have set a precedent for height, they are not situated on a major corridor or at such a complex intersection.

3. Open Space

- The size of the site and the proposed remaining surface parking beside Whole Foods places the towers very close to Trafalgar Road. This appears to leave very little space on the site for open space and landscaping.
- The need for open space was addressed, by area residents, at the public meeting in May 2019. Based on the drawing submitted with the September 2019 proposal, we still have concerns about whether or not the applicant has adequately addressed the need for open space in a residential community.

4. Building Design

- We feel that these buildings should be, as much as possible, consistent with the surrounding neighbourhood. The aesthetic design of the existing First Capital plaza, known as Olde Oakville Marketplace, fits well with the historic residential neighbourhood, and with the only other existing residential condominiums in the area.
- Based on the preliminary design we saw at the public meeting in May 2019, combined with the vague and unclear drawings contained in the September 2019 proposal, we continue to have serious concerns about this aspect of the project, should it be approved. We would appreciate the applicant sharing clear design drawings with the community, should the project move forward.

Sincerely,
The Board, Trafalgar Chartwell Residents' Association