

June 16, 2011

Mr. Tim Smith
Urban Strategies Inc
197 Spadina Ave, Ste 600
Toronto, ON M5T 2C8

Re: CLC/DND Development – Rebecca Street

For your consideration, the following are comments and ideas based on feedback from SCORA members and neighbours from your proposed plan for the former DND properties. Southwest Central Oakville Residents Association represents residents in the general vicinity surrounding this property.

Feedback Key Points:

- **Density at 26.7 homes/hectare is almost universally viewed as way too high** and the biggest concern by the residents. In their view, with the exception of a limited number of townhomes along Dorval, the balance of the development should be close to the established areas to the west which is at 14/hectare.
- **The number of townhomes far exceed** both expectations as well as the Official Plan guidelines for this special development property which allowed for “a portion of the property adjacent to Dorval Drive”. It did not allow for townhouses in interior blocks nor along Rebecca.
- **Loss of the Dorval treed streetscape is of high concern** to the residents. This heavily treed entrance to our neighbourhood and downtown Oakville is considered a real asset of our area and to replace that with a wall of townhomes close to the sidewalk will meet considerable protest by residents. Other major town arteries such as Upper Dorval, Ford Drive and Upper Middle Road all have treed streetscapes, include some with interior buffer streets. [*“ I really like the present Dorval streetscape with all the trees/shrubs.” / “We really didn't like the string of townhouses facing Dorval” / “No housing along Dorval. Leave the trees and bushes and have the houses in the enclave behind them.”*]
- **The garage alleyways are considered by many as unattractive and fraught with practical** issues such as snow removal , guest parking and security concerns. Our realtors indicate a marketplace preference for attached garages with direct home entry.
- **RO3 standards state 18m frontages for single family homes.**
- **The park area** ideally should be bigger with more open green space and less concrete paths.

We believe that the plan needs a significant rethink !

One resident stated quite well what a lot of others expressed: *“There seems to be a conflict between the original proposal (visioning) and the proposal presented at the meeting at St. James School. My general impression now is that there is an emphasis on density and profit as opposed to the needs of the neighbourhood. CLC needs to go back to the drawing board to find ways to reduce density, RETAIN THE GREENSCAPE along Dorval to minimize development impact, preserve as many trees as possible within development [as originally proposed], and completely rethink access roads.*

A "Rethink" Plan

Attached is a concept plan we feel more closely reflects the thoughts of the community. This is not intended to be a complete plan but more to stimulate new thinking of the key elements of the development community.

1. **An interior street should parallel Dorval Drive** and be separated from Dorval by the green wall of trees (current plus enhanced). The townhomes will face onto this street with integrated front garages and fenced backyards facing onto the park for many units. This results in:
 - i. Dorval Drive will retain its beautiful green streetscape.
 - ii. Alleyways of backyard garages will be eliminated.
2. **These townhomes to be on the bottom portion of Dorval.** Upper Dorval will be single family homes siding onto the interior road.
3. **A row of townhouses is suggested along Rebecca** to provide a buffer to the interior properties. This is a compromise to the Official Plan and is preferred to going further up Dorval. There will be no interior blocks of townhomes.
4. **The Rebecca townhomes will face onto the interior street.** Backyards will be on Rebecca and have a fence and heavy treed streetscape as per Dorval as buffer. Consideration could be given to the interior road close to Rebecca if the low intersection at Tudor is acceptable.
5. **The balance of the development will be single family homes and parkland** more reflective of the surrounding neighbourhood and more compatible with the RO3 zoning. Further allowance for intensification was allowed in this concept with 50' lots for the interior and north end lots. From CLC perspective, the larger but fewer lots should still meet your revenue target. It should be noted that when the OP was being determined for this property, some townhouse format was allowed for intensification in order that the single homes properties to be larger and in keeping with the neighbouring community to the west.
6. **Access roads, traffic concerns and paths:** This plan shows only one road onto Dorval. It could be a full access N & S depending on the study. While everyone has concerns about traffic, the proposed access roads did not rank as high on the concern-scale as other items expressed above. We have asked the town to conduct an all development integrated traffic study. Access paths to the site from Mary, Dorval, Rebecca and the west will need to be considered.

We hope that you will take this proposal seriously and present a new plan that is more reflective of the density intended for that property and area, and be more respectful of feel of the community and the treed streetscapes that we so treasure.

Sincerely,
Charles Johnston
President – SCORA
Southwest Central Oakville Residents Association