

Municipality of Lakeshore – Report to Council

Growth and Sustainability

Planning Services



To: Mayor and Members of Council

From: Daniel Mercer, urbaniste, RPP, MCIP, Division Leader - Community Planning

Date: March 27, 2025

Subject: Oriole Park Subdivision – Request for Extended Length of the Cul-de-Sac

Recommendation

Direct Administration to proceed with Option 2 to support a phased approach to the development with a temporary cul-de-sac length of 250 m in Phase 1 on 1714 Oriole Park Drive, as presented at the April 8, 2024 Council Meeting.

Strategic Objectives

This report does not relate to a Strategic Objective.

Background

Cooper Estates Ltd. requested a delegation to Council to make a presentation regarding the length of a proposed cul-de-sac within the Oriole Park Draft Plan of Subdivision. The property is located at 1714 Oriole Park Drive in the community of Woodslee, north of County Road 46, and currently contains a single detached dwelling. It is an irregular shaped lot of 13.5 acres in total, with limited frontage along Oriole Park (approximately 60 m) and a large rear section behind eight other residential dwellings and backing onto the Belle River (Attachment 1),

The plan of subdivision is in the design and background study stage. The approval authority, the County of Essex, has been actively involved in the review of the draft plan but has not yet deemed the application to be complete.

The proposed residential plan of subdivision includes ten (10) single detached dwellings and twenty-six (26) semi-detached dwelling units and is appropriately zoned for the proposed use. The proposed 20 m (66 ft) right-of-way cul-de-sac providing access from Oriole Park Drive is 318 m (1043 ft). Lakeshore's Development Manual currently allows for a length of up to 250 m (800 ft) for temporary cul-de-sacs, where development is planned to proceed in stages. The maximum permanent cul-de-sac length is 150 m. The extended length proposed by Cooper Estates Ltd. for Oriole Park accommodates a

potential future phased approach to the subdivision should future property acquisition become available (Attachment 1, Figure 1.0: Concept Plan).

It is understood that the draft plan incorporates a 15 m (49 ft) turning radius to accommodate the Municipality's emergency response vehicles (Attachment 1, Figure 2.0: Fire Route Plan). As part of their review, Operations has confirmed that the proposed cul-de-sac layout provided by the developer meets these requirements.

Comments

Planning supports the intensification and diversification of housing options in the Community of Woodslee, especially the current proposal which includes semi-detached lots. While this lot presents particular challenges, residential development through infill development will be a positive benefit to the community, and a different type of housing choice not currently available. There is sewage servicing capacity available in Woodslee. The subject property is designated in the Official Plan as residential and is zoned as Hamlet Residential (HR) – permitting low density residential. In order to develop the rear portion of the property to allow for more infill residential development, the only street configuration option currently available would be as a cul-de-sac. The proposal generally conforms to the Official Plan and Zoning By-law. Through discussions with the developer and the County of Essex, it is proposed that part of the rear of the lot along the Belle River can be placed into a common ownership block to preserve the natural heritage features.

The length of the proposed cul-de-sac exceeds the length contained in the Lakeshore Development Manual. The comments from Lakeshore Operations are included as Attachment 2. Operations does not support the permanent extended length of 318 m, and has requested a redesign of the subdivision to accommodate the guidelines in the Development Manual. The risks in allowing longer cul-de-sacs are highlighted in the memo but, generally, the concerns are that there is no alternative access into and out of the subdivision during emergencies, a longer cul-de-sac length could increase traffic speed and congestion, and that non-looped water and sewer lines are not as reliable in long cul-de-sac designs. It should be noted that a temporary cul-de-sac are constructed differently than permanent cul-de-sacs and does not require full build out of curbs at the end of the bulb as the intent would be to allow for an extension in the future. Overall, the best option is that a road has two exits and is not designed as a cul-de-sac.

The developer wishes to keep the longer length to make the best use of the parcel of land and create the maximum number of lots for single detached and semi-detached units as infill development in the Community of Woodslee. If the land becomes available at some future time, the developer intends to extend the development to the south into a future phase and would extend the road to make a Crescent, eliminating the cul-de-sac. However, since no further land is currently available, this cul-de-sac layout would be considered "permanent" as per the Development Manual, as a future phased approach cannot be guaranteed. Hence, the developer has requested the delegation to Council for consideration of an exemption considering the unique circumstances of this irregular-shaped parcel and the positive community impacts of providing additional housing.

With the current 13.5 acre irregular-shaped parcel with only a single 60 m frontage on Oriole Park Drive, changing the proposed design would effectively leave a large portion of the rear of the lot as undevelopable as duplexes or singles

- If the cul-de-sac length was shortened to 150 m (as required in the Development Manual for permanent cul-de-sacs in instances where the property owner does not have a second access to a roadway), 15 dwelling units could be potentially lost versus the current lot layout.
- If the cul-de-sac was reduced to 250 m (as required in the Development Manual for temporary cul-de-sacs for phased developments where the property owner does have a second frontage option on a roadway), 12 dwelling units could be potentially lost versus the current layout
- If the cul-de-sac length was permanently reduced to 200 m (which aligns with several recent approvals for permanent cul-de-sac lengths), 8 dwelling units could be potentially lost versus the current layout.

Reducing the cul-de-sac length to any of these options from the current proposed layout of 318 m may result in permanently removing the best-case scenario, which is that the cul-de-sac be eliminated in the future in favour of a crescent shaped road with two accesses. This best-case scenario would eliminate all concerns related to emergency access, congestion, and all servicing concerns.

The following options are presented for Council consideration, with Administration recommending **Option 2**:

Option 1: Council support a maximum cul-de-sac length of 200 m, as one option proposed in the Operations Memo report (Attachment 2), which would be identified as a 'permanent' cul-de-sac in the Plan of Subdivision.

Option 2: Council support a phased approach to the development with a temporary cul-de-sac length of 250 m in Phase 1.

This option would permit the intent to extend the cul-de-sac and loop back to Oriole Park Drive should that become available through future property acquisition. The Plan of Subdivision would identify Phase 1 and 2 on the existing irregular lot at 1714 Oriole Park Drive. Phase 1 would permit development of the proposed lots up to a 250 m road length. Phase 2 would permit future development of proposed lots past the 250 m road length to the current property line. Development could only occur if a future second access is identified. A Plan of Subdivision could be proposed in the future to identify Phase 3 to incorporate future property acquisition, should it become available.

Option 3: Council support a maximum cul-de-sac length of 318 m, which would be identified as a 'permanent' cul-de-sac in the Plan of Subdivision.

As per the delegation, this option is the preferred option by the developer.

Others Consulted

County of Essex

Financial Impacts

There are no financial impacts resulting from the recommendations.

Attachments

Attachment 1: Delegation Request from Cooper Estates Limited

Attachment 2: Lakeshore Operations memo

Report Approval Details

Document Title:	Oriole Park subdivision request for longer cul-de-sac.docx
Attachments:	- Attachment 1 Request for delegation 1714 Oriole Park Dr - Cul-De-Sac .pdf - Attachment 2 - Operations Memo.pdf
Final Approval Date:	Apr 1, 2025

This report and all of its attachments were approved and signed as outlined below:

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