

ALAN STREET



STREET A

MACDONALD ROAD

STREET A



REYNOLDS STREET

MACDONALD ROAD

STREET B



ALLAN STREET

327 Reynolds Street (Former OTMH Site) Oakville, Ontario

Planning Rationale

Prepared by Batory Planning + Management – January 2025

EXECUTIVE SUMMARY

Batory Planning + Management has been retained by Fernbrook Homes (OTMH) Ltd. ("Owner") as the planning consultant for the proposed residential redevelopment of the former Oakville Trafalgar Memorial Hospital (OTMH) lands in Oakville ("Subject Lands"). The Subject Lands are bound by Reynolds Street to the west, MacDonald Road to the north, Allan Street to the east, and Wyndham Manor Long Term Care Centre to the south. It is approximately 5.7 hectares in size. Within the Subject Lands is the Subject Site, which forms an irregular L-shape comprised of the northmost portion and northeast corner of the Subject Lands. The Subject Site is approximately 1.21 hectares in size.

In 2013, the Town's Planning Services Department completed the South Central Public Lands Study (SCPLS) and brought forward a report to Council with recommendations and next steps to implement recommended land use redevelopment options for the sites identified as part of the study, including three school sites and the OTMH site (Appendix A).

Whereas the preferred option from the SCPLS contemplated a mix of apartments, townhouses, and detached dwellings comprising the entire northern half of the Subject Lands, the master plan for the Subject Lands was changed following additional public consultation input. The updated master plan was endorsed by Council on June 27, 2017 and the implementing Official Plan and Zoning By-laws approved December 4, 2017 as per Planning Staff recommendation (Appendix B).

The Proposed Development of the Subject Site represents infill density that is scaled appropriately to fit within its context and carries forward the intent of the previously approved OPA/ZBA in achieving complete communities. It maintains a low rise form that respects the local established character with minor adjustments responding to requests from the new purchasers, improving the new builds' architectural features and functionality.

The Proposed Development consists of 19 individual lots with frontages between 14.5 metres and 15.65 metres intended to accommodate built forms of single detached dwellings, and 2 medium density blocks to accommodate 16 townhouses. Each unit is provided a minimum of 2 private parking spaces with access provided from the existing public streets - Reynolds Street, McDonald Road, and Allan Street - as well as a new public road.

The Proposed Development has previously been deemed to conform to the objectives of the applicable planning framework by Planning Services Staff (Appendix C). It balances the Official Plan's numerous goals and objectives for expanding the range of housing options in well-serviced locations.

This rationale provides an overview of the local context and changes to the Proposed Development, a review and analysis of the policy framework, and a rationale of the Zoning By-law Amendment required to facilitate minor changes.

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5. SUMMARY AND CONCLUSIONS **50**

- Appendix A - South Central Public Lands Study - Final Recommendations and Next Steps
- Appendix B - Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments
- Appendix C - Planning Services Memo - Draft Plan of Subdivision
- Appendix D - Public Information Meeting Invitation & Presentation Slides
- Appendix E - Draft Zoning By-law Amendment

1.

LOCAL
CONTEXT
OVERVIEW

1. LOCAL CONTEXT OVERVIEW

1.1 SITE + LOCAL CONTEXT

Subject Site

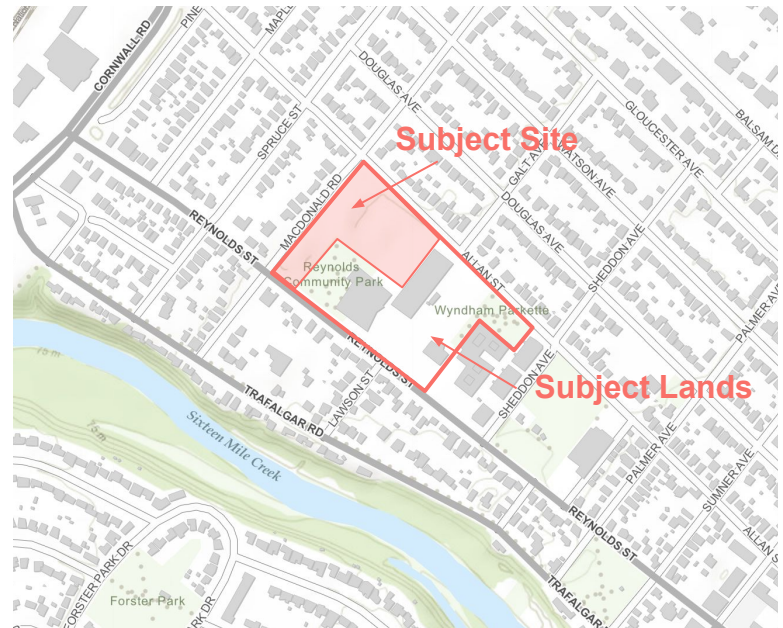
The Subject Site is located in Ward 3 in the Town of Oakville and part of what is known municipally as ‘the former Oakville-Trafalgar Memorial Hospital (OTMH) lands’. It is approximately 570 metres southeast of the Oakville GO station.

The former OTMH lands are bound by Reynolds Street to the west, MacDonald Road to the north, Allan Street to the east, and Wyndham Manor Long Term Care Centre to the south. It is approximately 5.7 hectares in size. Within the Subject Lands is the Subject Site, which forms an irregular L-shape comprised of the northmost portion and northeast corner of the Subject Lands.

The Subject Site consists a site area of approximately 1.21 hectares. It has approximately 188.35 metres of frontage along MacDonald Road, 171.05 metres of frontage along Allan Road, and 41.50 metres of frontage along Reynolds Road.

It is located within the Old Oakville neighbourhood in south-central Oakville near the shore of Lake Ontario. The site is conveniently located between Downtown Oakville to the south and the Oakville GO station to the north. It benefits from proximity to Trafalgar Road, a Major Transportation Corridor which stretches south from Lake Ontario north to Georgetown and beyond to Dufferin Road as Highway 25.

The immediate context is characterized by mainly low density residential forms with some medium density apartments along Reynolds Street and Sheddon Avenue.





Looking southeast towards the Subject Site from MacDonald Road and Reynolds Street intersection



(Left) Looking northeast towards the MacDonal Road frontage of the Subject Site; (Right) Looking southwest towards the MacDonal Road frontage of the Subject Site



(Left) View towards the Subject Site from the sidewalk along Reynolds Street Park; (Right) View towards the interior of the Subject Site from the new public road and MacDonal Road intersection

Surrounding Context

The Subject Site is located within the Old Oakville neighbourhood in south-central Oakville near the shore of Lake Ontario. The neighbourhood is anchored by the historic Downtown Oakville and benefits from proximity to Lake Ontario, the GO train station, and Trafalgar Road, a Major Transportation Corridor. Trafalgar Road is designated a growth corridor with the area surrounding the Oakville GO station designated as a node to facilitate higher density transit oriented developments, contemplating heights of up to 20 storeys.

In the immediate Old Oakville context, due to its historic nature, there are several Heritage Conservation Districts and properties within the area. While some properties have retained their heritage asset, other non-designated properties have redeveloped with architectural design and details that generally respect the established character.

Uses surrounding the Subject Site include:

North: North of the Subject Site lands are designated Low Density Residential. This designation continues further north up to Cornwall Road, where other uses such as Neighbourhood Commercial and Natural Areas buffer between the residential neighbourhoods and Growth Area surrounding the GO station.

Immediately north of the Subject Site are single detached houses and the Grace Lutheran Church of Oakville. The single detached lot and built form pattern continues north up to Pine Avenue. North of Pine Avenue is the Natural Area and Oakville GO station growth node.

East: Lands to the east are designated Low Density Residential. This designation is almost consistent through the south east Oakville area with the exception of intermittent Natural Areas, Parks and Open Spaces, and the Parkway Belt.

On the opposite side of Allan Road to the east of the Subject Site are single detached houses. This form of residential development is the predominant form continuing east of the Subject Site and only varies where there are parks, schools, and places of worship.

South: To the south of the Subject Site are lands that form part of the OTMH lands. These lands are designated Parks and Open Space, Medium Density Residential.

Consistent with the master plan, these lands have been redeveloped as a public park, community centre, seniors oriented houses, and associated parking structure. The former Oakville Trafalgar High School (OTHS) is designated under Part IV of the *Ontario Heritage Act* and proposed to be preserved.

Further south are lands designated Medium Density Residential, High Density Residential, Parks and Open Space, and Private Open Space. Three blocks of Low Density Residential separate these areas from the Downtown Growth Area.

West: West of the Subject Site, across Reynolds Road, are lands also designated Low Density Residential, which consist of single detached dwellings followed by Sixteen Mile Creek.



Context photos taken December 2024 (top to bottom, left to right): Oakville Trafalgar Community Centre and Reynolds Street Park; existing streetscape; future site of a three storey residential condo development; single detached residential redevelopments; Oakville GO station

1.2 AREA SCHOOLS, CHILDCARE, COMMUNITY SPACES, AND PARKS

Broadening the contextual catchment area to a 1.5 kilometre radius (15-20 minute walking distance) captures schools, public parks, daycare centres, community and recreation areas, places of worship, and other amenities that support residential uses.

The area benefits from walkable access to public and private schools, and childcare facilities. Within the vicinity are the following schools and daycare facilities:

- MacLachlan College - Lower School Campus (private; Pre-K to Grade 6)
- New Central Public School (HDSB; JK to Grade 6)
- St. Mildred's-Lightbourn School (private; JK to Grade 12)
- Linbrook School (private; JK to Grade 8)
- Alfajrul Bassem Academy (private; JK - Grade 12)
- Oakwood Public School (HDSB; JK to Grade 5)
- Modern Montessori Academy (private; JK to Grade 8)
- Chartwell House Early Learning Centre
- Kids & Company Oakville Cornwall
- KidLogic
- BrightPath Oakville Child Care Center
- Oakwood EarlyOn Child and Family Centre
- Positive Minds Daycare
- Step One Child Care
- Thistleoaks Child Care Centre
- Zen Garden Child Care Center
- Hopedale Montessori School
- Maple Tree Montessori Childcare

Recreation and open spaces located in the immediate vicinity include Wyndham Parkette, Wallace Park, Oakville Curling Club, Wallace Park Tennis Club, and the Master Plan associated future community centre and park blocks. The lakefront as well as several other neighbourhood parks are also available within a 15-20 minute walking distance with additional recreation facilities and amenities, such as soccer fields and dog parks.

1.3 TRANSPORTATION NETWORK

As Provincial planning trends and policies increasingly focus on recognizing, leveraging, and promoting the effectiveness of transit-oriented communities, there is emphasis for decision making authorities to optimize on transit investment through developments that encourage pedestrian and transit friendly design.

Road Network

The Subject Site is located along a Major Transportation Corridor - Reynolds Street. Reynolds Street is also identified as a Minor Arterial in Schedule C Transportation Plan of the Official Plan, where traffic is carried in one northbound and one southbound lane. The other bordering streets - MacDonald Road and Allan Street - are identified as Minor Collector roads and are also designed to accommodate two lanes of traffic with one lane for each direction of travel.

130-160 metres to the west is Trafalgar Road. Similar to Reynolds Street, it is identified as a Major Transportation Corridor and Minor Arterial with one traffic lane for each direction. North of Cornwall Road, Trafalgar Road upgrades to a Regional Transit Priority Corridor and Major Arterial carrying traffic in three lanes for each direction with additional left and right turning lanes at intersections.

Active Transportation Network

There is a growing network of cycling infrastructure that supports and is often coupled with other forms of active transportation, including walking, transit, and rolling, resulting in the redesign of streets to re-prioritize modal space allocation. The Town's Active Transportation Plan identifies Trafalgar Road, MacDonald Road, and Allan Street as Proposed Signed Bike Routes. Existing bike routes within the vicinity include that of the Waterfront Trail as well as the Chartwell Road and Linbrook Road Signed Bike Routes.

Sidewalks are provided on at least one side of the right of way for pedestrian safety and comfort.

Transit Network

Within a 5 minute walking distance are two surface routes that serve the Subject Site. There is immediate access to Oakville Transit route 11 Linbrook and approximately 350 metres to the north is a stop for route 4 Speers - Cornwall, a frequent service route. Commuters also benefit from proximity to the Oakville GO station, located a 1.3 kilometre or 18 minute walking distance from the Subject Site. The Oakville GO station provides commuters with connection to GO and VIA Rail services, and nearly the entirety of Oakville Transit system, including the following transit routes:

- VIA Rail Windsor-Toronto
- VIA Rail Maple Leaf
- GO Transit train route Lakeshore West
- GO Transit bus route 18 Lakeshore West
- GO Transit bus route 56 Hwy 407 West
- Oakville Transit route 1 Trafalgar
- Oakville Transit route 4 Speers - Cornwall
- Oakville Transit route 5 Dundas
- Oakville Transit route 10 West Industrial
- Oakville Transit route 11 Linbrook
- Oakville Transit route 13 Westoak Trails
- Oakville Transit route 14/14a Lakeshore West
- Oakville Transit route 15 Bridge
- Oakville Transit route 18 Glen Abbey South
- Oakville Transit route 19 River Oaks
- Oakville Transit route 20 Northridge
- Oakville Transit route 24 South Common
- Oakville Transit route 26 Falgarwood
- Oakville Transit route 28 Glen Abbey North
- Oakville Transit route 120 East Industrial
- Oakville Transit route 190 River Oaks Express



Bus Routes

- Solid lines indicate regular service
- Wider lines indicate more frequent service
- Dashed lines indicate rush hour or limited service

During the mid-day, a bus comes every...

30 minutes (15-20 min rush hour)

4 5 14 24

30 minutes

3 12 13 15 18

19 20 28

45-60 minutes

1 6 11

Rush hour only

10 26 34 37 120 190

★ Subject Site

○ 800 metre radius

Visit oakvilletransit.ca for information on schedules, fares and other services.

Oakville Transit System Map Excerpt

2.

PROPOSED
DEVELOPMENT

2. PROPOSED DEVELOPMENT

2.1 PROPOSED DEVELOPMENT SUMMARY

The Proposed Development is for minor adjustments to a previously approved development application initiated by the Town through consultation with the public (File No. 42.24.017).

Specific Low Density Residential lots require slight modification to respond to proposed revisions to the architectural variety that is proposed for a number of the individual residential detached dwellings. These changes are limited to individual lots and proposed to be implemented through a tailored site-specific zoning by-law amendment as opposed to the overall site to address case by case variances to the proposed building height, maximum garage door width and maximum garage size, and lot coverage.

Despite the requested changes, the intent of the Proposed Development remains largely unchanged from the previously approved plans, including site layout, proposed use and built form, setbacks, and streetscape design.

Vehicular access will continue to be provided to individual lots from the surrounding streets with a proposed L-shaped public road connecting from MacDonald Road to Allan Street providing access to the Medium Density Residential future development, proposed park, and existing parking garage.



Proposed Development - Site Plan

2.2 PLANNING HISTORY

On March 19, 2012, Planning & Development Council approved the Terms of Reference for the South Central Public Lands Study (SCPLS) and the associated Council Subcommittee. Over the course of a year, the SCPLS was carried out with extensive community engagement and technical analysis to determine future land development concepts for four sites in Ward 3, including the Linbrook, Chisholm, and Brantwood school sites, and the OTMH site.

On November 14, 2012, a Stakeholder Meeting/Think Tank took place and Staff received initial feedback on the creation of draft concepts for the OTMH site. Open House #1 was held December 5, 2012 to introduce the Preliminary Land Use Options to the public. A technical review followed suite in January 2013, where the Preferred Land Use Options were determined and further assessed for potential financial revenue, then presented to the public at Open House #2 on February 12, 2013.

A Final Recommendations & Next Steps Report was presented to Planning & Development Council on March 18, 2013, which included technical and financial reports and analysis from consultants as well as public comments.

The public consultation process for this Study was extensive, including a mailing contact list of approximately 730 as well as advertisements in the Oakville Beaver and information screens at town facilities.

A set of preliminary directions were provided to guide the future development of the OTMH site. These included the following considerations:

The OTMH site encompassed a 6.7 hectare site area, including the hospital buildings which were scheduled to close by the end of 2015 and sold to the Town by Halton Healthcare Services, the former Oakville Trafalgar High School building, and Wyndham Manor Long Term Care Centre. The latter was severed from the Subject Lands, leaving 5.4 hectares for redevelopment.

At the time, the Livable Oakville Plan designated the OTMH site as Institutional but also identified it as a Potential Residential Redevelopment Area and provided site-specific policies to guide future redevelopment ensuing the hospital relocation. The policies provided for a mix of housing types, including detached, multiple attached, and low rise apartments.

The former Oakville-Trafalgar High School building was and continues to be designated under Part IV of the *Ontario Heritage Act*, protecting the property and its cultural heritage value from future alterations or demolition.

The site was also determined to be large enough to accommodate a new 2,800 square metre community centre replacing the Centennial Pool with a new 25 metre pool and other community facilities and associated park by the Recreation and Culture department through their Parks, Recreation and Library Facilities Master Plan.

Lastly, there was shared interest from the community and Wyndham Manor Long Term Care Centre to retain the hospital's parking structure to accommodate existing and future parking needs.

The Town's four Preliminary Land Use Options were prepared and presented to at the December 2012 open house to receive public feedback and a Preferred Land Use Option was presented in the February 28, 2013 Staff Report following additional consultation with the community, Subcommittee, and stakeholder groups.

The Preferred Land Use Option provided for the central location of the new community centre and park, the retention of the parking garage and high school buildings, and delineation of the residential redevelopment area. Staff were directed by Council to undertake the implementation steps for the recommended land use option identified in the South Central Public Lands Study - Final Recommendations and Next Steps Report at the March 18, 2013 Planning and Development Council Meeting.

On June 27, 2017, Council endorsed a Master Plan for the former OTMH site, based on the Preferred Land Use Option which Council approved in principle at the March 18, 2013 Planning & Development Council meeting and was refined through extensive public consultation.

A Public Meeting Report was presented at the October 11, 2017 Planning & Development Council Meeting, and shortly thereafter, a Recommendation Report on December 4, 2017, introducing the planning mechanisms to implement the Master Plan and facilitate the future development of the Subject Lands through proposed Official Plan and Zoning By-law Amendments (File No. 42.24.017 - By-law 2017-130 and By-law 2017-131).

The Master Plan includes a community centre, associated park and parking garage, residential land uses, the preservation of the former OTHS, and an area for future seniors oriented housing. It was premised on the following principles:

- A new community centre should have a closer relationship with any park facility
- The area east of Wyndham Manor must continue to accommodate existing easements and fire routes
- A “green connection” should be considered through the site for pedestrian access and enhanced connectivity to other park locations in the broader area
- The community centre should be located near the existing parking garage to utilise existing parking, thereby eliminating the need for new parking
- A total of 80 parking spaces are required by Wyndham Manor staff
- The permitted uses and residential density for the redeveloped lands must be consistent with the Liveable Oakville Plan

- New development must be compatible with the established, neighbouring community
- The heritage aspects of the OTHS are required to be conserved
- The Chimney Swift colony is required to be protected under the *Endangered Species Act, 2007*

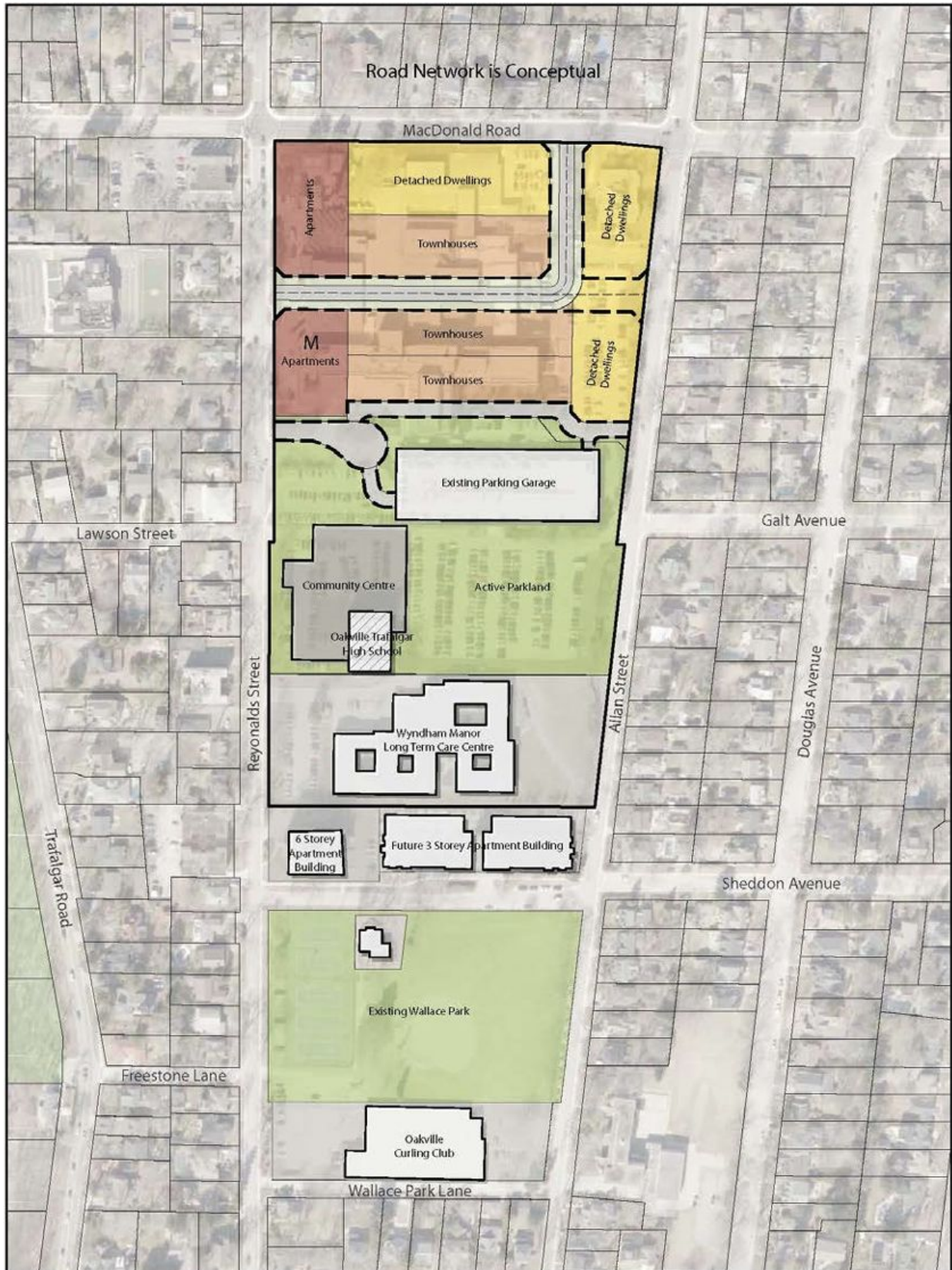
The lands intended to accommodate residential development were designated and zoned for 19 single detached lots (RL3-0 SP 383) and a medium density block for 16 freehold townhouse lots (RM1 SP 383) accessed by a new public street. The regulations for the detached residential lots were intended to be similar to that of Special Provision 10, which applies to a majority of the lands to the east and north of the Subject Site.

Staff’s Recommendation Report, dated November 13, 2017, anticipated that there may be need to amend the proposed zoning and noted that “should there be a requirement in the future to vary the proposed zoning for the former hospital site, the matter will be subject to Council’s review and consideration.”

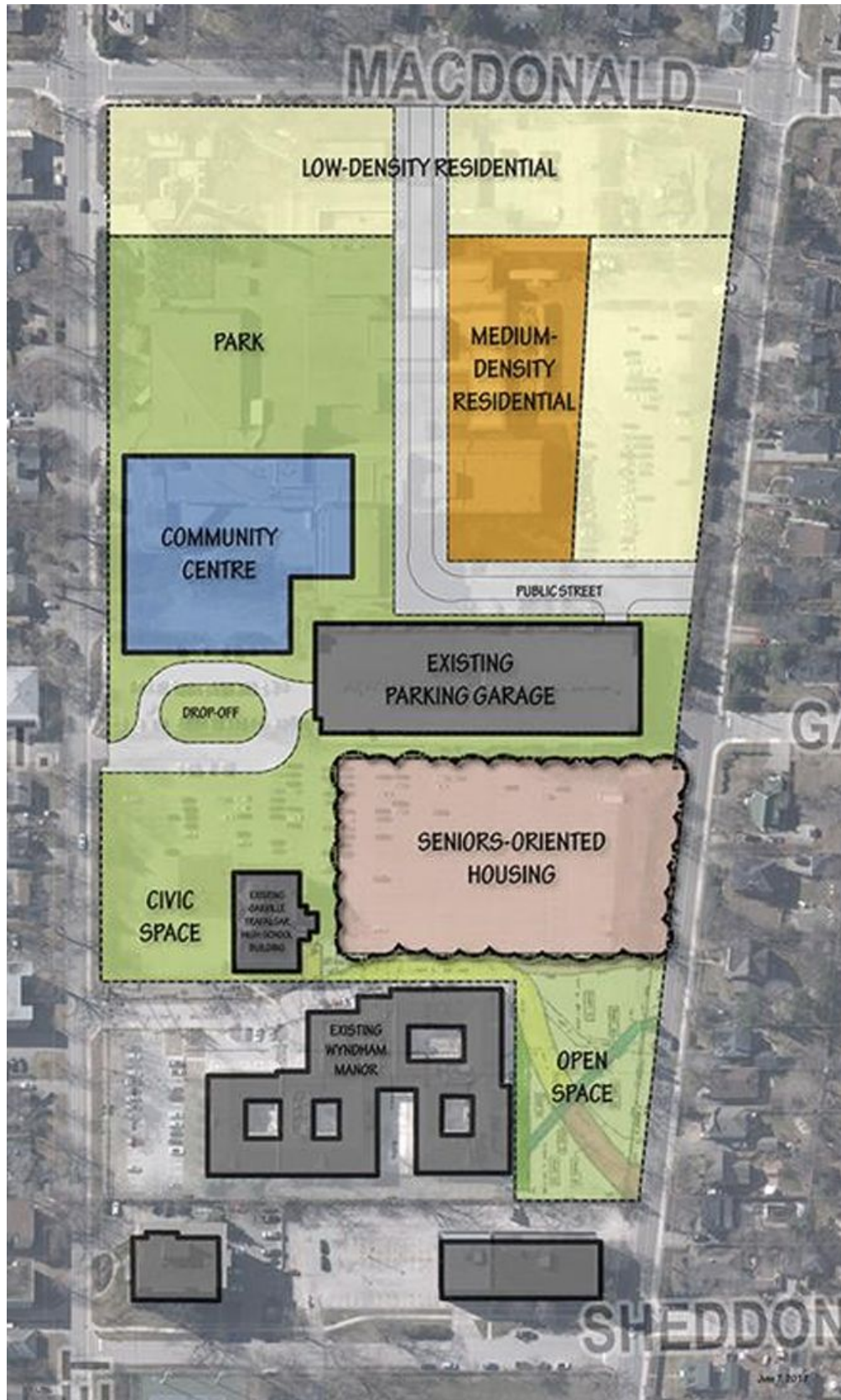
Following the implementation of the Official Plan land use designations and Zoning By-law provisions, a City-initiated Draft Plan of Subdivision application (File No. 24T-18001/1613) was prepared and approved to create the following blocks:

- Lots 1-19: single detached dwelling lots
- Blocks 20-21: two townhouse blocks for 16 multiple attached dwelling units
- Block 22: future community centre/park/existing parking garage
- Block 23: former OTHS
- Block 24: open space

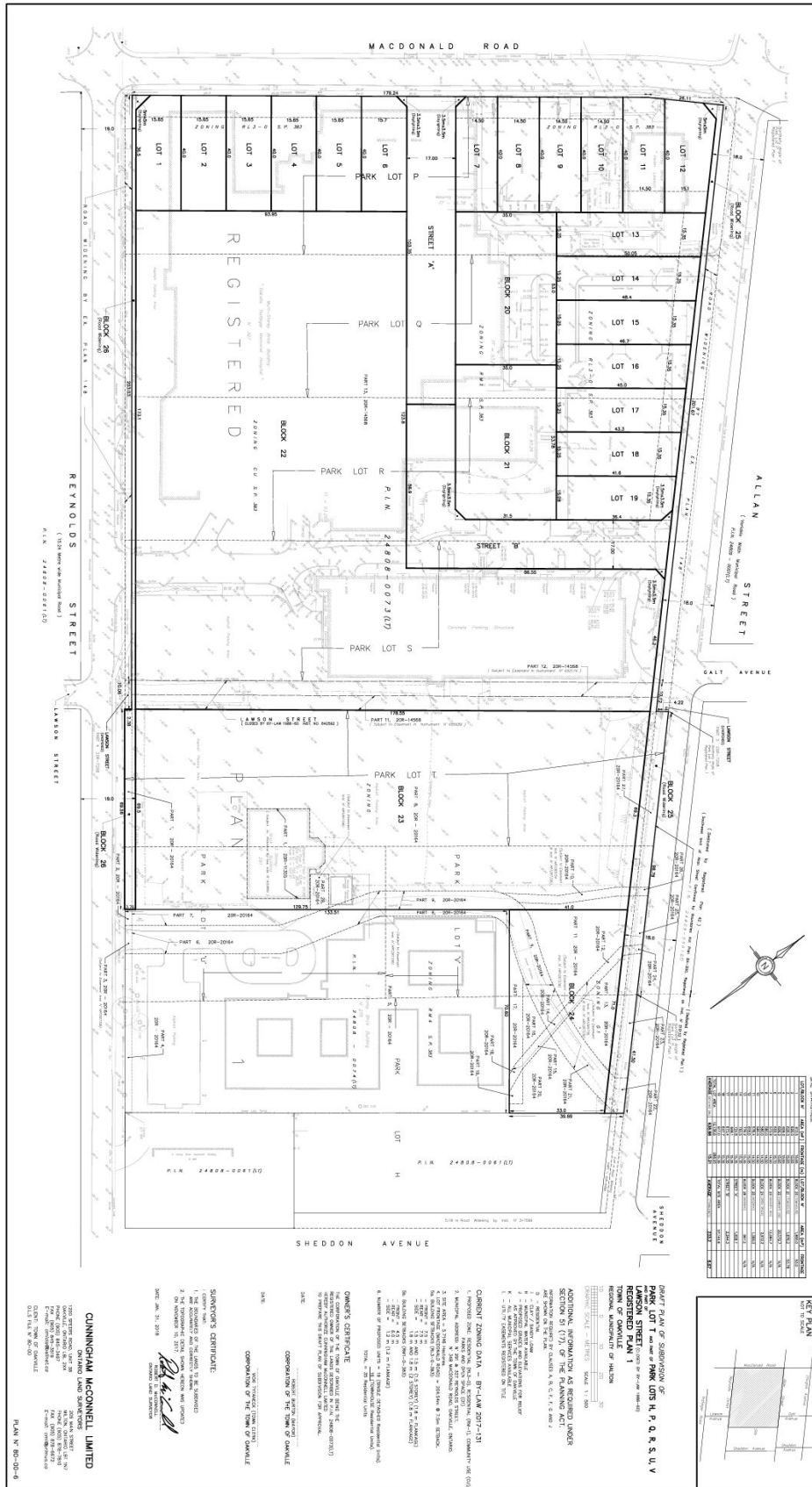
Block 22 was also subject to a subsequent consent application to establish and convey the lands to the Town to facilitate the construction of a park and community centre ahead of the registration of the subdivision.



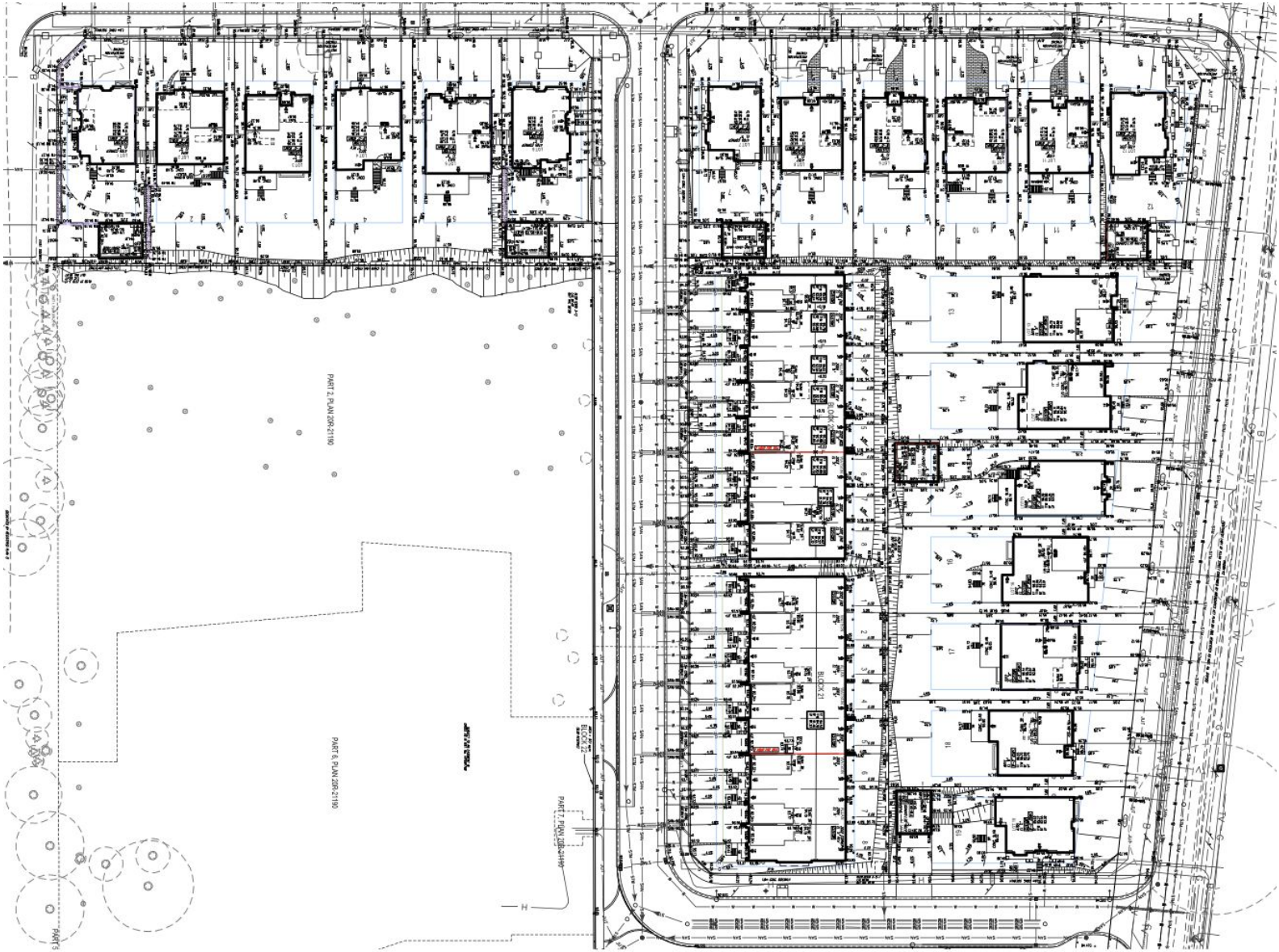
Staff recommended land use option - February 19, 2013



Council endorsed site Master Plan - June 2017



Draft Plan of Subdivision



Proposed Development lot siting

2.3 BUILDING DESIGN AND LANDSCAPING

The Proposed Development envisions a development that is well-integrated within the neighbourhood by thoughtfully addressing the surrounding context, including the adjacent heritage district to the west, existing low density housing to the north and east, and new park and community centre.

The height and massing proposed are a compatible form of infill development within the Old Oakville neighbourhood. Ranging from 8.79 metres to 9.95 metres in height, the Proposed Development has been sited, massed, and scaled to fit appropriately into the planned and evolving context of the South East Oakville district. The Proposed Development benefits from its proximity to amenities as well as transit and natural features to promote a healthy and complete community.

Building orientation, setbacks, and siting have been carefully considered to reflect that of the surrounding context while taking on more contemporary architectural elements, such as integrated garages, which are also starting to appear more as individual properties in the area redevelop.

The intentional design treatment and architectural direction has been followed to create a compatible and cohesive, but not redundant, streetscape that supports the established public realm character and meets municipal planning policies and guidelines. The streetscape proposed is a result of multiple iterations following discussions with Planning and Urban Design Staff to introduce a high quality, and custom development scheme.

The density proposed matches that which was planned and approved by the Town through the OTMH redevelopment Master Plan for the Low Density Residential designation, accounting for 19 single detached residential units for lots 1-19, representing a density of 15.6 units per hectare.

The architectural styles of the Proposed Development have been deliberately and meticulously designed to ensure compatibility with the surrounding context while also fostering the neighbourhood's eclectic range of homes. Rather than using repetitive "cookie-cutter" templates, the Proposed Development proposes attractive new built forms in the area that transition from the surrounding context through unique designs that blend well together in material selection, facade treatments, fenestration, and roofline variation for curbside appeal.

The variation in building material is augmented by the architectural articulation through windows, and push-pull massing to break up the building facades and provide aesthetic interest.

It also provides for CPTED elements with ample openings to the street for natural surveillance, improving sense of safety through design and interaction with the public realm.

The Landscape Plan and site layout aims to preserve as many of the existing trees as feasible. To compensate for the removed trees and to add to the existing healthy canopy growth in the area, the Proposed Development provides for new trees that line streets to frame the public roads and provide a natural buffer between the public and private realms. This is consistent with what is present in the surrounding context.

After extensive discussions with Staff and feedback from area residents, new pedestrian walkways have been allocated along the east and north sides of the new public road - adjacent to the townhouse blocks. The existing sidewalk along MacDonald Road is proposed to remain. Allan Street will continue to be served by the existing sidewalk along the east side.

ALAN STREET



STREET A

MACDONALD ROAD

STREET A



REYNOLDS STREET

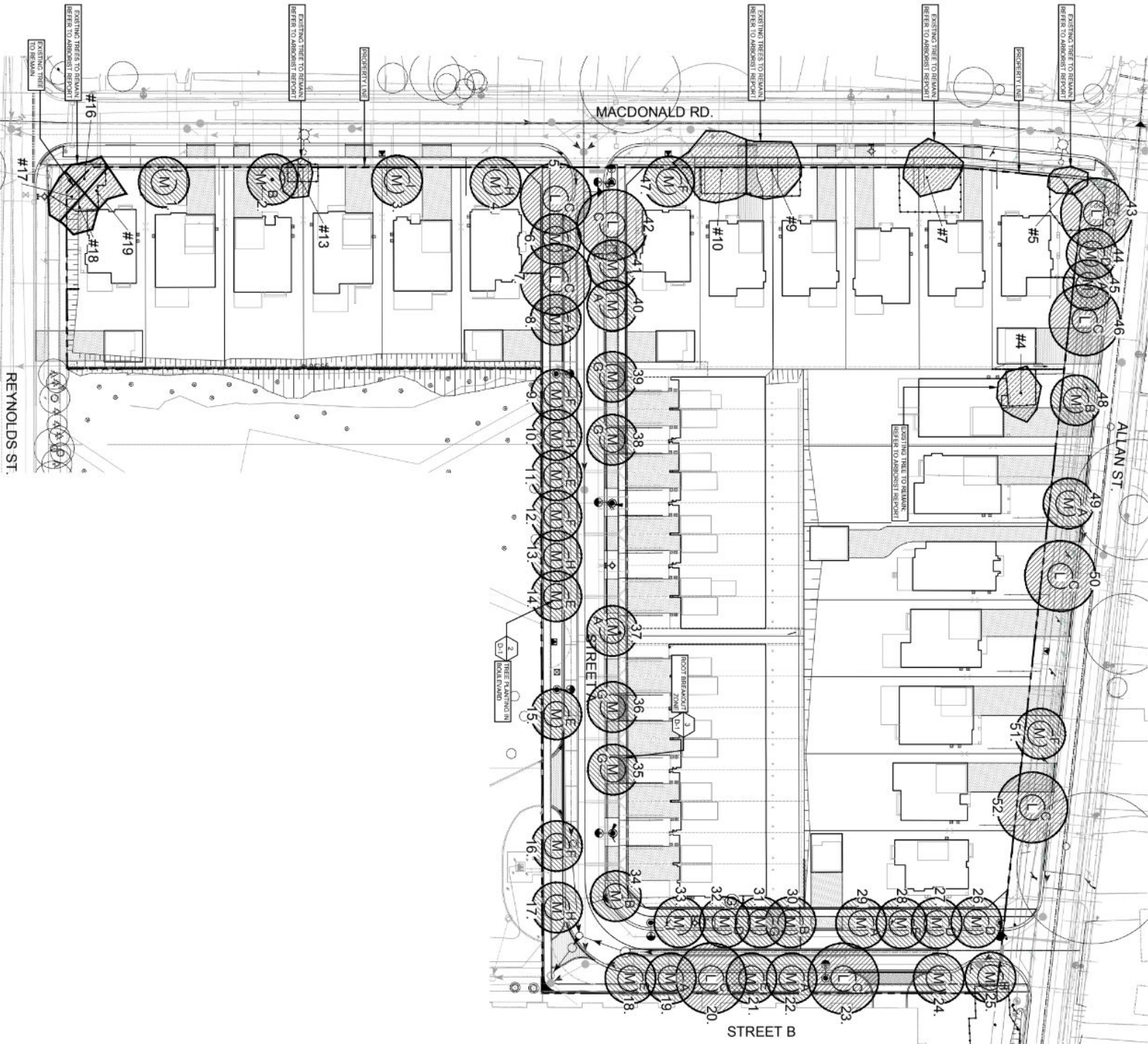
MACDONALD ROAD

STREET B



ALLAN STREET

Proposed Development – streetscape elevations



Proposed Development – Canopy Coverage Plan

2.4 REQUIRED APPLICATIONS

As confirmed through discussions with Town Staff, the Proposed Development requires planning applications to amend the Zoning By-law through a tailored site-specific draft by-law for the changes sought.

The amendment to Zoning By-law 2014-014 (ZBA) is required to permit the Proposed Development by addressing provisions relating to building height, maximum lot coverage, maximum garage door width, and maximum accessory structure height on a lot by lot basis.

As outlined further herein, the proposed ZBA is consistent with the Provincial planning direction and framework, including the newly implemented Provincial Planning Statement, and conforms with the Regional and Local Official Plans. The draft ZBA is included herein as Appendix D.

2.5 COMMUNITY ENGAGEMENT

The Owner has opted for a rezoning application as opposed to a series of Minor Variance applications to provide a comprehensive review of the changes sought and to provide the public with a more encompassing opportunity to review and provide comment on the zoning changes required to facilitate the Proposed Development.

In addition to the considerable community engagement undertaken by the Town of Oakville throughout the South Central Public Lands Study, and Master Plan development and implementation stages, the Owner also initiated public consultation ahead the formal application submission on December 17, 2024 through a virtual Public Information Meeting (PIM) (meeting invitation included in Appendix D).

A total of 13 participants were present, including members from the project team, local and regional Ward 3 Councillors, Planning and Urban Design Staff, and members of the public, including representatives from the Trafalgar Chartwell Residents Association.

The meeting started with a brief introduction, and proceeded with an overview of the site and area context, history of the development site, and description of the Proposed Development. The presentation was led by Batory Planning + Management with input from Hunt Design Associates to discuss the architectural vision and design (presentation slides in Appendix D).

Following the presentation was an open Q & A session with members from the project team available to answer questions in their relevant fields, such as landscaping. Town Staff were present to provide planning process details, as well as additional information relating to the history of the development site and associated studies and planning applications.

Questions and comments raised included those pertaining to:

- The specific deviations from the applicable zoning by-law provisions. Batory noted that there is a chart highlighting the deviations for each lot. There will be a revised chart showing these details more clearly in the rezoning application package and supporting images and that the intent for the new development is to fit into the surrounding context.
- Planning Staff’s feedback on the proposal. Batory and Staff noted that what is being proposed is a result of discussions with Planning and Urban Design Staff.
- The detached rear yard garages. Batory noted that these are detached garages with coach house opportunities and were encouraged by Town Staff to increase the architectural variation in the development.
- The planning application process. Staff confirmed that a Minor Variance application could’ve been sought but the Owner and Staff felt it would be more comprehensive of a review and provide a better opportunity for public consultation through a rezoning application.
- A schedule to understand neighbourhood impact regarding construction. Batory noted that this can be shared once there is better determination on timelines.
- The coach houses being used as rental units. Batory noted that this is a permitted use and the opportunity exists but that is not the outright intent of Owner.
- Additional images or renderings of what is being proposed. Hunt Design noted that they are not available at this time but shared the streetscape drawings and detailed the architectural features.

- Sidewalks proposed along Allan Street. Batory confirmed that there will not be a new sidewalk along Allan Street but the one along MacDonald Road would be maintained and a new one would be proposed along the new public road for the proposed townhouses. Staff noted that this decision was a result of public consultation with neighbourhood residents who preferred to utilize the existing Allan Street sidewalk in favour of preserving existing canopy. Bike lanes were also considered but pushed back by residents. There is a question about whether two sidewalks are needed in the new internal road but this is still being contemplated.
- Request for access to the PIM slides and recording. Batory noted that this would be provided as part of the formal application package.
- The use of the coach houses for Airbnbs. Staff noted that they have short term accommodation regulations and that a process exists to obtain necessary permissions to facilitate short term rental uses. There is a Provincial mandate which applies to all of Ontario to create more housing supply by permitting up to three units per lot. The local zoning by-law provides the provisions to regulate additional dwelling uses.

Attendees were advised that the PIM is not a statutory meeting but one which the Owner held at the direction of Staff to introduce an anticipated application submission and to receive initial public feedback. Attendees were made aware that once a formal application is received by Planning Staff, it would be made available for public review and a statutory public meeting would take place with their comments being heard by Council in advance of a decision.

The representative from Trafalgar Chartwell Residents Association requested a copy of the PIM slides, and will be sent a set once the application has been received by Planning Staff for review and is deemed complete.

3.

PLANNING FRAMEWORK SUMMARY

3. PLANNING FRAMEWORK SUMMARY

3.1 PROVINCIAL POLICIES



Planning Act, R.S.O 1990, c. P.13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including: the adequate provision and efficient use of infrastructure, the orderly development of safe and healthy communities; the adequate provision of a full range of housing, the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians; and the appropriate location of growth and development.



Provincial Planning Statement, 2024

On April 10, 2024, the Ministry of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* and released an updated Proposed Provincial Planning Statement, 2024 to supplement the series of legislative changes aimed at supporting Ontario’s Housing Supply Action Plan, which targets the construction of 1.5 million new homes in Ontario by 2031. On October 20, 2024, the Provincial Planning Statement was introduced to streamline province-wide land use planning policy by effectively consolidating and replacing the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

The new document provides municipalities with the tools and flexibility to build more homes to support the Provincial target of building 1.5 million new homes by 2031. It focuses on facilitating continued growth within the Province through policies that will result in increasing intensification - particularly around transit investments, promoting a range and mix of housing options, providing infrastructure to support development, and making more land available for development.

Bill 23: *More Homes Built Faster Act, 2022* and 2031 Municipal Housing Targets

On October 25, 2022 the Ontario Government introduced Bill 23, the *More Homes Built Faster Act 2022*, that proposes extensive changes to the planning and land development system in Ontario. On the same day Bill 23 was introduced, the Province issued a bulletin assigning housing targets to selected lower and single tier municipalities in Southern Ontario. The Province’s goal for the Bill is to facilitate the construction of 1.5 million new homes, of which 33,000 homes are targeted in Oakville, by 2031.

3.2 REGION OF HALTON OFFICIAL PLAN

On March 30, 1994 the Official Plan for the Regional Municipality of Halton (ROP) was adopted by Regional Council and subsequently approved by the Minister of Municipal Affairs and Housing (MMAH) on November 27, 1995. The ROP has seen several reviews and iterations since then, the latest being that of the 2021 and 2022 amendments which sought to conform the ROP to updated Provincial plans and policies while meeting the needs of the regional community in accommodating the 2051 growth projection.

However, due to changes in the Provincial planning framework which were implemented as part of Bill 23, *More Homes Built Faster Act, 2022*, and Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*, Halton Region has become an upper tier municipality without planning responsibilities as of July 1, 2024.

As a result, the ROP has been deemed an official plan of the local municipalities, including the Town of Oakville. The ROP is therefore reviewed as a supplementary local official plan until such a time it is revoked and/or amended by the respective municipalities.

Part II sets the planning vision for the ROP:

Regional Council supports the concept of “sustainable development”, which meets the need of the present without compromising the ability of future generations to meet their own need... The overall goal is to enhance the quality of life for all people of Halton, today and into the future.

Map 1H Regional Structure designated the Subject Site as “Urban Area”, between a “Secondary Regional Node”, “Major Transit Station Area (MTSA)” and “Regional Intensification Corridor”. Map 3 Functional Plan of Major Transportation Facilities identifies Reynolds Street and Trafalgar Road as “Minor Arterials” leading to a “Major Transit Station Area” and “Urban Growth Centre” serviced by a “Priority Transit Corridor”.

Minor Arterials are intended to mainly serve local travel demands with connections to Urban Areas within the same municipalities. They should be able to carry moderate to high volumes of traffic and accommodate active transportation, including local transit services (Policy 173(1); Table 3).

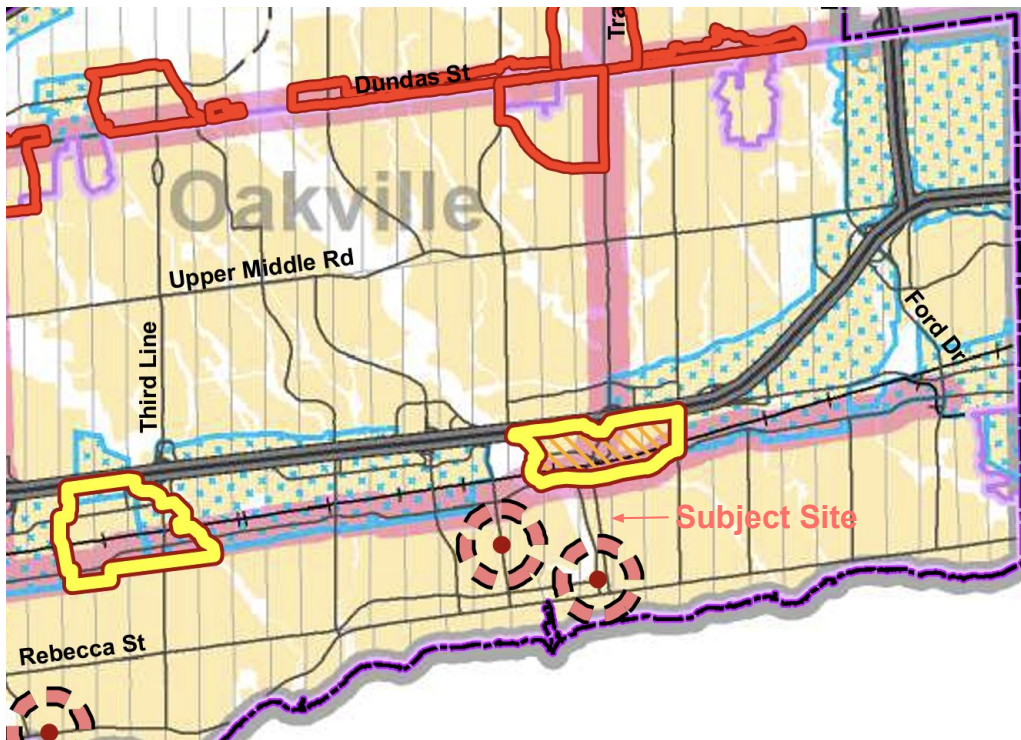
As per Policy 51(1) and 78, Urban Areas are where urban services are provided to accommodate concentrations of existing and future development. This growth management strategy has been employed to ensure efficient use of land and infrastructure.

Policy 72 states that the goal of the Urban Area is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.

The ROP implements the Provincial population growth projections for the Town of Oakville accordingly:

- **2021:** 222,000
- **2041:** 313,460
- **2051:** 349,990

These are intended to be met through 19,400 new housing units by 2041 within the Built-Up Area, representing 45% of all new units.



- Urban Area
 - Built Boundary
 - Employment Area
 - Regional Urban Boundary
 - Commuter Rail Corridor
- Strategic Growth Areas**
- Urban Growth Centre
 - Major Transit Station Area (MTSA)
 - Primary Regional Nodes
 - Secondary Regional Nodes
 - Regional Intensification Corridor in Regional Urban Boundary
 - Regional Intensification Corridor outside of Regional Urban Boundary

Former Region of Halton Official Plan Map 1H Regional Urban Structure



- Urban Growth Centre
 - Major Transit Station Area
 - Proposed Major Transit Station
 - Airport
 - Rail Line
 - Major Road
 - Lot and Concession Line
 - Municipal Boundary
- Highway 413 & Northwest GTA Transmission Corridor**
- Corridor Protection Area
 - Hamlet Area
 - Urban Area
 - Higher Order Transit Corridor
 - Commuter Rail Corridor
 - Priority Transit Corridor
 - Regional Urban Boundary
 - HPBATS Corridor Protection Area
 - Provincial Highway
 - Major Arterial
 - Multi-Purpose Arterial
 - Minor Arterial
 - Provincial Freeway
 - Proposed Major Arterial

Former Region of Halton Official Plan Map 3 Functional Plan of Major Transportation Facilities

3.3 TOWN OF OAKVILLE OFFICIAL PLAN

The Livable Oakville Plan (2009) (the “Plan”) was adopted by the Town of Oakville on June 22, 2009 and approved by the Region of Halton on November 30, 2009. Its current iteration incorporates amendments up to August 31, 2021. Livable Oakville establishes the desired land use patterns for lands within the Town of Oakville. It coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated throughout the municipality, and establishes the policy framework for decision making to provide certainty in the planning process.

As mandated by the *Planning Act*, the OP sets objectives and policies to guide how the City will grow and develop. The goals and policies of the current OP are provided to plan for the 2031 population and growth forecasts and provide the basis for various facets of city building, including land use and urban design, transportation, housing, culture and heritage, the environment, and the economy.

The OP designates the Subject Site as “Residential Areas” in Schedule A1 Urban Structure, and “Low Density Residential” and “Medium Density Residential” on Schedule G South East Land Use. The review of the OP will be scoped to that of the Low Density Residential, where changes are proposed.

MacDonald Road and Allan Street are identified as “Minor Collector” roads while Reynolds Street is identified as a “Minor Arterial” road on Schedule C Transportation Plan.

Part B of the Plan provides Guiding Principles to create a livable community. Section 2.2.1 speaks to preserving and creating a livable community in order to: preserve, enhance, and protect the distinct character, cultural heritage, living environment and sense of community of neighbourhoods.

Section 2.2.2 details the objective of providing choice throughout the Town in order to:

- a. enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs to the community throughout all stages in life;
- c. foster the Town’s sense of place through excellence in building and community design.

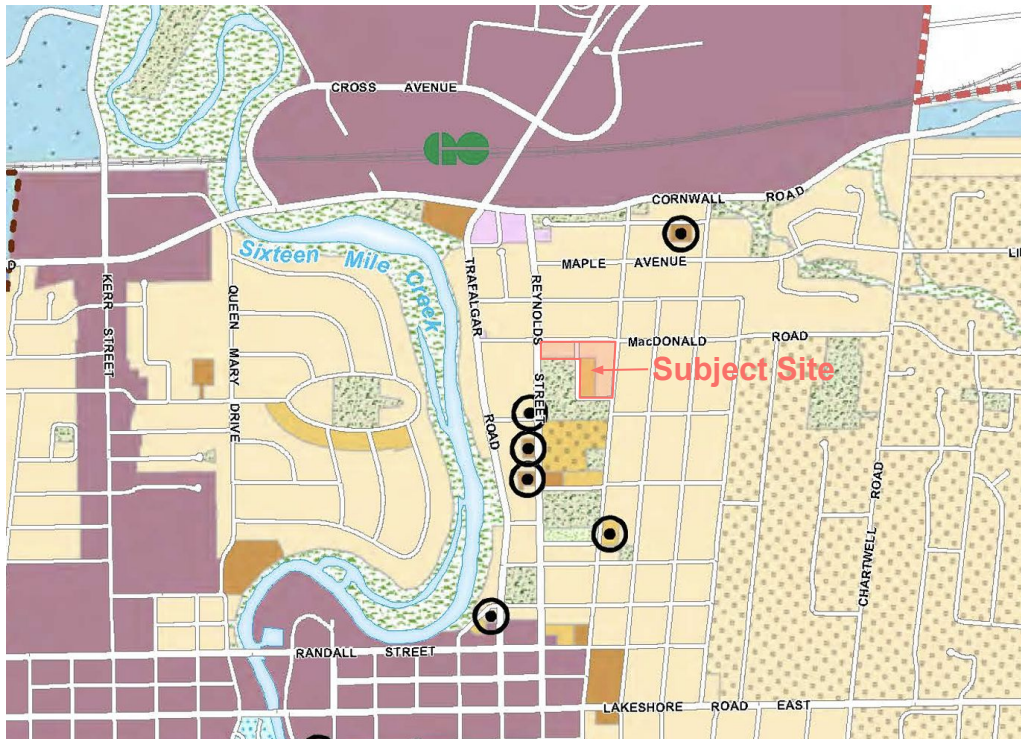
Urban Structure and Growth Management

The OP provides an Urban Structure framework and associated policies to delegate where and how the Town will grow, ultimately guiding its character and form. It sets a comprehensive foundation for land use designations and takes into account environmental features, transportation and utility corridors, the open space network, growth nodes and corridors, employment areas, residential areas, and cultural heritage resources.

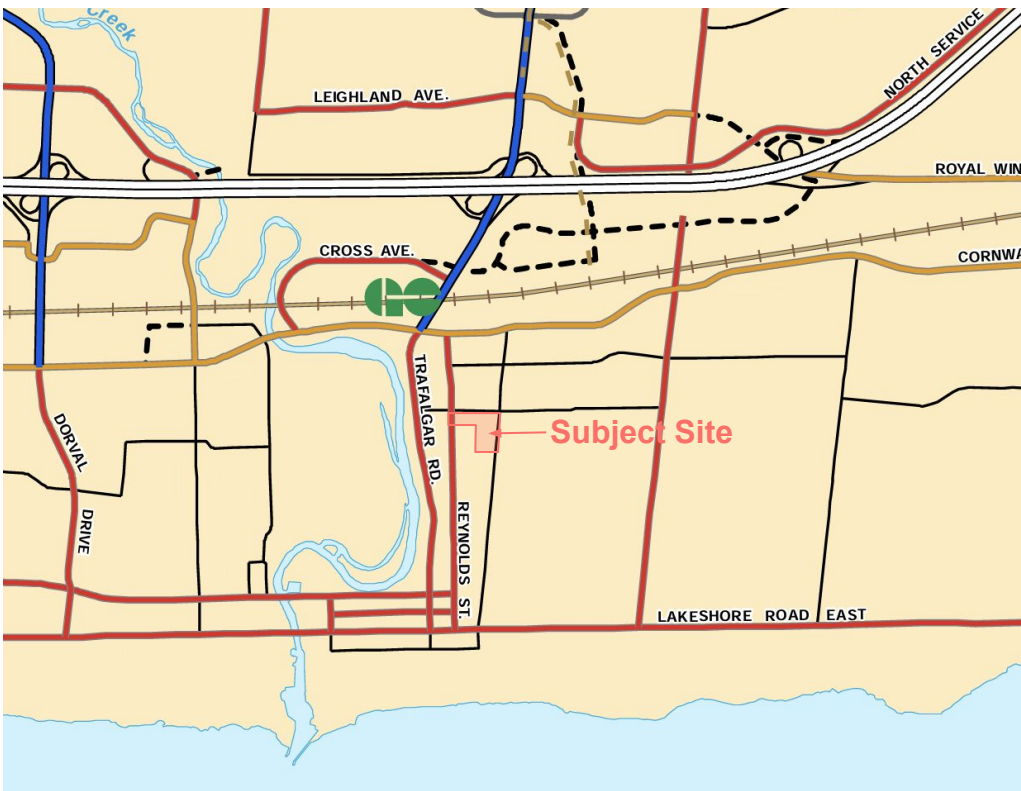
Policy 3.9 notes that Residential Areas include low, medium, and high density residential uses as well as residential supportive uses, such as a schools, places of worship, and recreational and commercial uses.

Section 4 highlights applicable Provincial growth forecasts, to which local municipalities are directed to plan for and accommodate. There is a general Provincial shift to more compact urban form and intensification within the built-up areas.

The current iteration of the OP plans for growth management based on the 2031 growth forecasts, including a population of 255,000. This represents a 41,241 population increase since the 2021 census (213,759 population count; Statistics Canada, 2021 Census of Population).



Town of Oakville Official Plan Schedule G South East Land Use excerpt



Town of Oakville Official Plan Schedule C Transportation Plan excerpt

Population growth in the Town is intended to be accommodated through the development of Residential Areas within the existing built boundary with Growth Areas as a the focus for higher forms of intensification. 14,390 new residential units are targeted to be built within the Built Boundary to achieve intensification targets (Policy 4.4).

Per Policy 4.3, lands outside of Growth Areas are predominantly considered stable residential communities. As such, growth and change in the form of infill redevelopment occurring within established neighbourhoods should recognize and preserve the character of these areas and uphold the overall urban structure.

Residential Policies

The Town of Oakville OP contains policies regarding the provision of a full range of housing types, forms, and densities in Section 11. It reiterates that the majority of intensification and development will occur within Growth Areas while intensification within stable residential communities are intended to maintain and protect the existing established character.

Policy 11.1.8 stipulates the various instances in which intensification within stable residential communities may occur, including on lands designated Low Density Residential on existing vacant lots, where it is compatible with the lot area and lot frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies.

Policy 11.1.9 lists the evaluation criteria for development within stable residential communities to maintain and protect existing neighbourhood character, including:

- a. The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.
- b. Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.
- d. Where applicable, the proposed lotting pattern of development shall be compatible within the predominant lotting pattern of the surrounding neighbourhood.
- f. Surface parking shall be minimized on the site.
- 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.

Within the Low Density Residential designation, permitted uses are listed in Policy 11.2.1 as a range of low density housing types, including detached dwellings, semi-detached dwellings, and duplexes. A density cap of 29 units per site hectare is permitted within the Low Density Residential designation (11.2.2).

Urban Design Policies

Section 6 of the OP discusses the importance of good urban design in creating vibrant and livable places that contribute to a sense of identity. To achieve a high standard of urban design and architectural quality, the Town provides policies to guide development.

General urban design objectives are provided in Policy 6.1.1, providing for:

- a. Diversity, comfort, safety and compatibility with the existing community;
- b. Attractive, barrier free, and safe public spaces, such as streetscapes, gateways, vistas, and open spaces;
- c. Innovative and diverse urban form and excellence in architectural design.

Per Policy 6.1.2 a), development and public realm improvements will be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, where alternative design approaches may be proposed with appropriate justification and consultation with the Town.

Policy 6.4.2 details how new development should contribute to the creation of a cohesive streetscape through:

- a. Placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b. Framing the street and creating a sense of enclosure;
- c. Providing variation in facade articulation and details;
- e. Incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;

Policy 6.9 addresses built form, noting that buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping, and signage (Policy 6.9.1); building design being compatible with the existing and planned surrounding context in a creative manner (6.9.2); buildings presenting active and visually permeable facades to adjacent streets through the use of windows, entry features, and human-scaled elements (6.9.5); variation in building mass, facade treatment, and articulation to avoid sameness (6.9.7); and compatible building heights and form with adjacent existing development, where a variety in rooflines should be created through subtle variations in roof form and height (6.9.9 and 6.9.10).

A frequent term used in the OP is “*compatible*”, which is defined in the Glossary (Section 29.5) as “*the development or redevelopment of uses which may or may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.*”

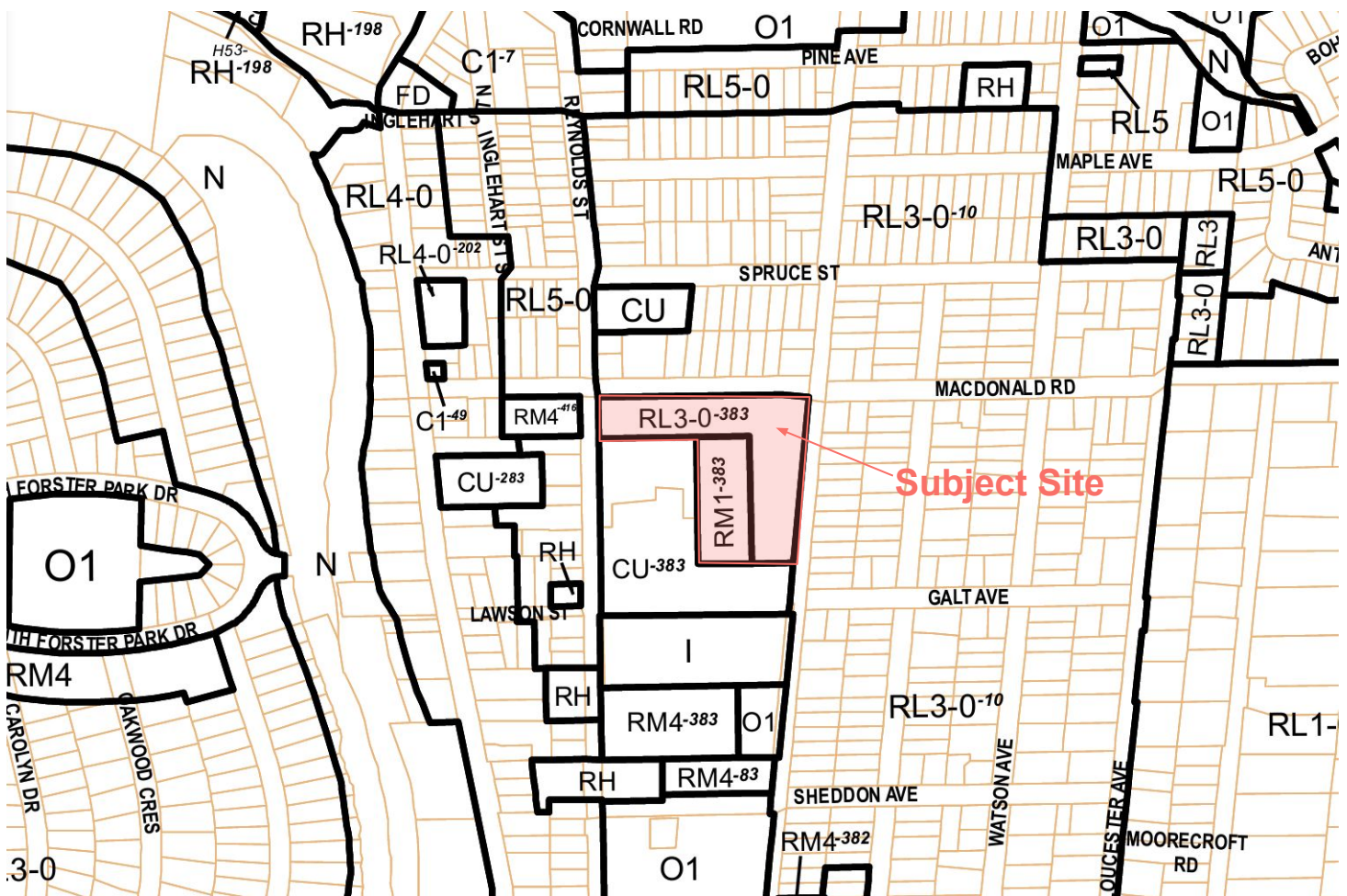
3.4 OAKVILLE ZONING BY-LAW 2014-014

To implement the intent of official plan policies, a zoning by-law document provides various provisions and performance standards to regulate land development.

Zoning By-law 2014-014 applies to lands south of Dundas Street and lands north of Highway 407. The area of the Subject Site zoned “Residential Low 3” with a -0 Suffix and Special Provision 383 (RL3-0-383) is the subject of the Proposed Development and this Zoning By-law Amendment application.

Permitted uses within the RL3 Zone are limited to attached or detached additional residential units, a bed and breakfast, conservation use, day care, detached dwelling, emergency service facility, home occupation, lodging house, public park, pirate home day care, short-term accommodation, and stormwater management facility.

The site specific zoning regulations are reflective of previous planning applications to implement the OTMH Master Plan.



Town of Oakville Zoning By-law 2014-014 Map 19(8) excerpt

3.5 PLANS AND GUIDELINES

Town of Oakville Housing Pledge

To meet the Provincial growth target of building 1.5 million homes by 2031, the Government of Ontario assigned Housing Targets to municipalities across the Province, including a target of 33,000 new homes in Oakville. Council approved the Housing Pledge assigned by the Province, highlighting action items to facilitate meeting the mandated housing target. The progress in fulfilling the Town’s commitment can be tracked online through the Housing Pledge [website](#).

Planning and Development Staff have also prepared the Housing Strategy and Action Plan (HSAP), which was approved by Council December 10, 2024. The HSAP consists of nearly 70 actions the town can take to achieve positive housing outcomes, including improved affordability and enhanced housing choice.



Livable by Design Urban Design Manual - Design Guidelines for Stable Residential Communities

The Design Guidelines for Stable Residential Communities (UDG) was created as a supplementary design document for the urban design policies of the OP by demonstrating how compatibility can be achieved when introducing new development in stable residential communities with established neighbourhood character. Though it is not enforced as policies, reference to the guidelines is strongly encouraged to assist in achieving preferred design outcomes.

As the previous planning applications to implement the OTMH Master Plan addressed overarching Guidelines Principles, this review of the UDG will be scoped to guidelines that are affected by the proposed changes in zoning provisions and their relation to the neighbourhood context.

Section 1.2 provides a list of guiding principles, one of which is the create a sense of identity through distinct and vibrant communities. This should be achieved through fostering compatible and adaptable forms of development.

Section 3.1.1 describes neighbourhood character as the collective qualities and patterns that distinguish a particular area from another. It is the intent of the UDG to ensure that new development maintains and protects the established character of neighbourhoods by positively contributing to the surrounding neighbourhood character with compatible built form and architectural expression that complement the qualities of the surrounding residential community (3.1.1.1 and 3.1.1.2). Where more than one new dwelling is proposed, there should be a series of distinct designs to avoid repetition (3.1.1.3).

Section 3.1.3 addresses scale and promotes the use of the human scale to create comfortable pedestrian environments. Development should not have the appearance of being substantially larger than the existing dwellings in the immediate vicinity and if it is, the use of smaller building elements that respond to the contextual neighbourhood patterns should be employed (3.1.3.1).

Sections 3.2 and 3.2.5 reference architectural context and notes that rather than replicating or imitating historic architectural styles, it would be more appropriate for new developments within this surrounding context to incorporate specific, commonly used architectural elements and materials to achieve visual cohesiveness in maintaining the character of the neighbourhood.

For example, larger dwellings can consider well proportioned elements to balance the larger built form with smaller adjacencies, using features such as facade projections, variation in roof forms, porches, horizontal detailing, and variation in building materials and colours (3.2.1.1).

Proposed buildings that are taller than the existing building heights are encouraged to consider various transition elements, such as increasing separation distances, constructing mid-range building features, incorporating upper storey living spaces within the roof structure as well as facade articulation (3.2.2).

Section 3.2.6 provides guidelines for garages and accessory structures, focusing on minimizing the visual impact of garages and surface parking areas along the streetscape to foster a pedestrian oriented environment.

New developments with an attached garage should integrate this feature into the home such that it fits into the overall design of the building as a flush or recessed component, diminishing its prominence on the front facade (3.2.6.1 and 3.2.6.2).

In the same regard, accessory structures such as detached garages should be designed to fit with the quality, style, materials, and colour of the primary dwelling and well articulated where there is visibility from the public realm (3.2.6.5 and 3.2.6.6).

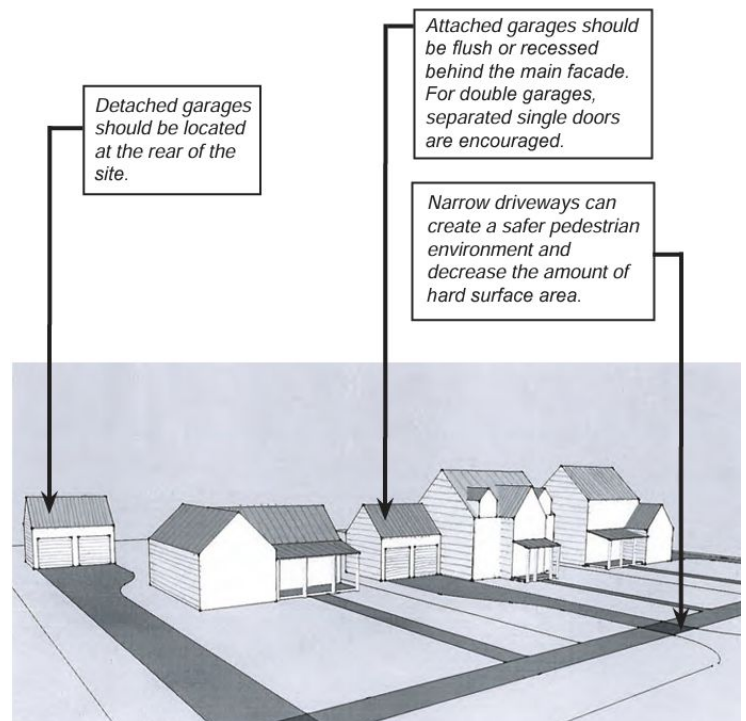


Illustration of preferred garage and accessory structures design

4.

PLANNING
EVALUATION

4. PLANNING EVALUATION

4.1 PLANNING ACT, R.S.O 1990, c. P. 13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including:

- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- the appropriate location of growth and development;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the mitigation of greenhouse gas emissions and adaptation to a changing climate; and,
- the promotion of built form that:
 - o is well-designed,
 - o encourages a sense of place, and,
 - o provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

Analysis

The Proposed Development has been designed with regard for the matters of Provincial interest established in Section 2 of the *Planning Act*.

The Subject Site has been approved for residential development as part of previous planning applications, including a draft plan of subdivision to accommodate new residential dwelling units within the former OTMH lands.

The Proposed Development increases the housing supply through appropriate and compatible infill development on vacant lands that generally meet the vision of the former OTMH lands Master Plan. The 19 single detached units are designed and intended to target families looking to move into the established low density residential neighbourhood, where amenities such a proximity to public and private schools, the GO train station, and lakefront trail are favoured.

The proposal relates to the existing and evolving low rise context with compatible design to not unduly impact the established neighbourhood character. It has been designed to respond to the existing streetscape, mitigate impact to adjacencies, and provide a variety in building articulation to create an attractive and interesting infill development that complements the existing neighbourhood character.

The proposed range in single detached and townhouse development surrounding park and community centre amenities represents efficient use of land and infrastructure investment including transit, and creates a mixed use, pedestrian oriented environment to encourage active forms of transportation.

The proposal reflects the orderly development of lands within a fully serviced, transit supported context that is planned to accommodate limited growth to help meet the Town's growth targets in an efficient and appropriate manner by protecting and supporting Provincial, Regional, and Municipal investments.

Overall, the Proposed Development has regard for the relevant matters of Provincial interest outlined in Section 2 of the *Planning Act*.

4.2 PROVINCIAL PLANNING STATEMENT, 2024

On April 10, 2024, the Ministry of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* and released a proposed Provincial Planning Statement, 2024 (“PPS”). The final version of the new PPS came into effect October 20, 2024.

The PPS consolidates the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe and consequently revokes the two documents while encapsulating the series of legislative changes aimed at supporting Ontario’s Housing Supply Action Plan, which targets the construction of 1.5 million new homes in Ontario by 2031.

It prioritizes compact and transit supportive design to optimize investments in infrastructure and public service facilities to improve access to housing, quality employment, services and recreation for residents.

Section 2.1 of the PPS requires planning authorities regard Provincial growth forecasts and provide for an appropriate range and mix of housing options and densities.

Section 2.2 directs planning authorities to permit and facilitate a range of development types to support residential intensification that would result in a net increase in residential units, which efficiently use land, resources, infrastructure, and public service facilities. It also promotes transit supportive development and the prioritization of intensification nearby transit.

Sections 2.3 recognize settlement areas as the focus areas for growth and development and reiterate the importance of efficiently using land and optimizing existing and planned infrastructure and public service facilities.

Section 2.9 ties land use planning with climate change mitigation, directing planning authorities to reduce greenhouse gas emissions through compact, transit supportive development.

Analysis

The Proposed Development is supportive of the Provincial direction to optimize land and infrastructure investment by providing housing in a previously approved lot pattern to facilitate appropriate infill intensification within a stable community near transit and active transportation corridors.

It introduces a form of housing that is compatible with the eclectic low density stock, increasing the range of housing supply available for future residents. It also maintains the direction for a high quality and attractive residential development an otherwise vacant lot.

The location promotes the concept of transit oriented communities and development by increasing density in a sensitive manner near transit routes to promote potential ridership. It also supports active modes of transportation being along a proposed cycling routes and through its siting within walking distance to commercial streets, a planned growth centre, and other amenities supportive of the residential functions, such as parks and a community centre.

The design of the Proposed Development with significant landscaped areas and proximity to amenities promotes environmental sustainability to mitigate climate change impacts while contributing to a meaningful scale of housing to accommodate growth forecasts within a well serviced and established settlement area.

In our opinion, the Proposed Development conforms to the policy direction of the Provincial Planning Statement in achieving its vision to increase the supply and mix of housing options on lands nearby existing and future transit corridors to support a the efficient use of land and public infrastructure investment.

4.3 RESIDENTIAL LAND USE POLICIES

The Region and City’s Official Plan contain a comprehensive set of policies to direct growth to certain strategic growth areas, primarily those well served by transit and amenities nearby transportation corridors. While strategic growth areas are intended to absorb a significant portion of growth, residential areas outside designated growth areas are also anticipated to change, albeit at more moderate levels.

The former ROP and Chapter 4 of the OP work in tandem to establish a vision for the Region and Town. They contain a series of objectives and guiding principles for policy directions that help achieve the vision for vibrant and attractive communities that work to meet the Provincial growth mandates.

Growth is intended to be met predominantly through the redevelopment of Built-Up Areas, with a minimum target of 45% of the 19,400 new housing units to be delivered through infill and intensification developments (ROP Table 2). The policies contained within both documents direct the vast majority of new population growth into the existing Urban Areas to make efficient use of infrastructure investments and support cost effective development patterns such as more compact forms near transit (ROP Policy 72.1 (2) and (7)). The ROP directs the local municipalities to carry forward this direction in their respective OPs and promotes the concept of complete communities, where development patterns reduce the reliance of private automobiles and encourages active modes of transportation and transit.

ROP Policy 85 (1) and (4) aim to establish appropriate densities to achieve housing targets where more efficient use of existing developed lands increases the supply of housing while maintaining the physical character of existing neighbourhoods.

ROP Policy 86 (10) b) also requires local OPs and zoning by-laws permit additional residential units,

including in a building or structure ancillary to a detached house. This is coupled with Policies 86 (11) and (13) which encourages local municipalities and the development industry to provide innovative building design solutions for additional housing units provided that the physical character of existing neighbourhoods can be maintained.

OP Policy 3.9 anticipates growth in Residential Areas provided that the area character is preserved and overall urban structure upheld. These policies are considered alongside the balance of relevant policies throughout the OP when ascertaining the appropriateness of development within areas designated as Low Density Residential within Residential Areas.

OP Policy 4.3 and the policies contained within Section 11 acknowledge that while Residential Areas are generally stable areas where development activity will be limited, that does not preclude them from infill development or mean that they will be static, nor that new development need to emulate the existing patterns. Rather, new infill development should be sensitive to the existing and planned character by providing appropriate transitions in use, built form, density, and scale for compatible residential development.

OP Policy 11.1.9 provides a series of evaluation criteria for development within stable residential communities to maintain and protect existing neighbourhood character.

Analysis

The Proposed Development introduces a new 19 unit single detached development with high regard for design and neighbourhood fit. It is on an underutilized within an area context characterized by a range of low density housing forms and styles, access to green space and a lake shore trail, institutional uses supportive of the residential function, and commercial and retail services, as well as higher order transit.

It is acknowledged that the Subject Site is designated in a low and medium density category within the Residential land use designation. The Proposed Development is scoped to that of the Low Density Residential designation, specifically the 19 detached dwelling lots.

The Subject Site maintains the intent of the ROP and OP in locating infill residential development in an area accessible to transit and active modes of transportation as well as a well programmed amenity scheme to support the residential use, as described Section 1.2 of this Planning Rationale.

In accordance with the growth management, housing, and residential land use policies, the infill development is proposed in an appropriate form through compatible design, albeit requiring slight deviations in a lot by lot case from the applicable zoning by-law provisions. It integrates residential development through a proposal that meets the intent of the former OTMH lands Master Plan, as prepared and approved by Town Staff and Council to meet the housing targets of the Province, Region, and City in a fiscally responsible and contextually sensitive manner.

Redevelopment projects can include a range of scales and densities in an effort to seamlessly enhance existing communities with older housing stock through the infill of vacant or underutilized lots for new housing. The importance is that the infill development fits within the established character context and minimizes undue impacts on adjacent properties.

The Proposed Development has been designed to reflect this consideration and proposes an appropriate level of infill development, aligned with the approved draft plan of subdivision plans and Official Plan designations, balancing the growth management policy intent with those of housing policies and land use.

Despite the slight deviation in scale and massing from the zoning provisions, the Proposed Development is representative of the type of neighbourhood scale of infill development that should reasonably be anticipated within Residential Areas outside of Growth Areas.

The proposed level of development on the Subject Site is consistent with that was approved through previous planning applications to facilitate residential development and only seeks changes as they relate to building height and specific elements, namely the garage.

All other aspects, such as lot frontage, building setbacks, number of storeys, parking, and driveway dimensions meet the performance standards applicable to the Subject Site. This is a result of attention to design in respecting and reinforcing the existing physical character of surrounding buildings and the streetscape. This is in line with the evaluation criteria set out in Policy 11.1.9, including:

- a. The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.

The Owners have worked through several iterations of the Proposed Development with Planning and Urban Design Staff from the Town of Oakville prior to this submission to ensure that the scale, height, massing, architectural character and materials are compatible with the existing surrounding context.

The Proposed Development is unique from other contemporary residential developments in that there is a variety of architectural styles that work together in establishing a cohesive character for a development that blends in with the neighbourhood, whereas other similar developments often opt for monotonous, repetitive designs.

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

The Proposed Development is compatible with the setbacks, orientation, and separation distances within the neighbourhood, largely due to adherence to the applicable zoning standards.

- d. Where applicable, the proposed lotting pattern of development shall be compatible within the predominant lotting pattern of the surrounding neighbourhood.

The proposed lotting pattern is compatible within the predominant lotting pattern of the surrounding neighbourhood, as previously established by the Town-initiated planning applications, including Official Plan and Zoning By-law Amendments, as well as Draft Plan of Subdivision. These are the result of extensive public consultation and what the area residents and Council have determined as appropriate and compatible.

- f. Surface parking shall be minimized on the site.

Surface parking has been minimized on the site with the use of integrated garages and rear yard accessory structures containing a detached garage component.

It is important to note that though this is an OP policy direction, it needs to be regarded contextually as the vast majority of the surrounding dwellings do not have garages (attached or detached) and the use of surface parking at the front and side yards is prevalent.

- 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.

The impacts of service areas, access, circulation, privacy and microclimatic conditions are minimal, if at all existent as a result of the scale of development and appropriate mitigation measures, such as buffering and physical separation through roads, landscaping, and trees.

The Proposed Development meets the intent of the ROP and OP policies as they related to growth management, housing, and the residential land use designation.

A Zoning By-law Amendment is proposed to modestly increase the maximum building height; maximum garage size, height, and door width; and maximum lot coverage on a lot by lot basis. These changes do not affect the land use designation prescribed in the Official Plan and continue to meet the relevant policies' intent and direction of creating new compatible low density residential units in an established stable neighbourhood.

The Proposed Development is broadly consistent with the Regional and Town Official Plans and supports the objectives of the Provincial planning framework. It has been designed to respect the prevailing neighbourhood character while accommodating a previously approved level of growth within a currently vacant and underutilized site. The introduction of new, carefully considered architectural designs complement and enhance the neighbourhood character.

4.4 URBAN DESIGN BRIEF

Official Plan Policies

Regarding urban design, Official Plan Section 6 notes that good urban design is an integral part of the planning process and provides the following objectives under 6.1.1:

- a. Delivery, comfort, safety and compatibility with the existing community;
- b. Attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c. Innovative and diverse urban form and excellence in architectural design;

Urban design policies are implemented through design documents (ie. Livable by Design Urban Design Manual) and zoning and accordingly referenced when evaluating the urban design merits of proposed development applications with alternative design approaches (Policies 6.1.2 a) and c)).

Policy 6.4.2 emphasizes the importance of new developments contributing to cohesive streetscapes through the placement and orientation of building entrances, creation of street edges, variation in facade articulation, and landscaping elements.

Policy 6.9 addresses built form, noting that buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping, and signage (Policy 6.9.1); be compatible with the existing and planned surrounding context in a creative manner (6.9.2); create visually permeable facades through the use of windows, entry features, and human-scaled elements (6.9.5); provide variation in building mass, facade treatment, and articulation to avoid sameness (6.9.7); and a variety in rooflines through subtle variations in roof form and height (6.9.9 and 6.9.10).

Livable by Design Urban Design Manual Guidelines

The UDG is referenced as a design tool which provides in depth guidelines in implementing the Town's urban design OP policies. It describes neighbourhood character as the collective qualities and patterns that distinguish a particular area from another (Section 3.1.1) and intends to ensure that new development maintains and protects the established character of neighbourhoods.

Section 3.1.1.3 favours a variety as opposed to repetitive design when multiple new dwellings are proposed and promotes architectural expression that complements the qualities of the surrounding residential community (3.1.1.1 and 3.1.1.2).

Sections 3.1.3 promotes the use of the human scale to create comfortable pedestrian environments. Where larger built forms are proposed, Section 3.2.1.1 encourages the use of building articulation to foster a relationship with buildings in the vicinity and to break down the scale.

Further to this, proposed buildings that are taller than the existing building heights are encouraged to employ transition elements, such as separation distances, mediary projections, and incorporating upper storey living spaces within the roof structure (Section 3.2.2).

Within historic contexts, Section 3.2.5 directs building designs to incorporate specific elements rather than attempting to replicate historic architectural styles to achieve a visual cohesiveness that maintains the integrity of the historic neighbourhood.

Lastly, Section 3.2.6 provides design direction on garages, both attached and detached, to minimize the visual impact of car and parking related features.

Analysis

The Proposed Development recognizes that Residential Areas, particularly those in stable communities, will be protected and strengthened through compatible infill development to positively contribute to the existing character.

In the previous Draft Plan of Subdivision application, Staff opined that the low density residential area along MacDonald Road and Allan Street is envisioned as a gentle transition from the existing single detached housing towards denser uses on the site (townhouses).

The existing homes along the surrounding residential streets are predominantly small, one to two storey buildings with newer development trending towards larger dwellings. There is a diverse range in architectural styles but many share similar architectural and design elements, such as front porches and verandahs, living spaces incorporated into the roof, variation in roof lines, street facing entrances and windows, rear yard detached garages, and building materials (ie. siding, stucco, brick masonry).

The Proposed Development incorporates these design features into a wide array of finishes for a varied and attractive streetscape design with architectural styles that draw from the surrounding context to not only appropriately fit into the established neighbourhood character, but also function as a transitional component to the townhouse blocks.

It is representative of high quality urban design and architectural expression, each home resonating with custom finishes that is reflective of the surrounding “no two homes are the same” curb appeal. There has been a very thoughtful and careful effort on the design team’s part with direction the Town Staff in developing a compatible streetscape, despite there being slight deviation from the zoning provisions.

Height

The Proposed Development ranges in building height from 8.79 metres to 9.95 metres, where 9.0 metres is the prescribed maximum height in the site-specific zoning provision. While some of the deviation can be attributed to the change in grade along the Subject Site, others were deliberate design decisions to provide for better building proportions, varied rooflines, and appropriate transition to the townhouse blocks.

The increase in height is well proportioned to other elements of the built form and facade design with the use of a high degree of facade articulation, horizontal datum lines, and incorporation of second storey living spaces into the roof to break up the vertical scale, as exemplified below with the two tallest lots (Lot 1 and Lot 13).



LOT 1



LOT 13

Building Entrances and Fenestration

Regardless of the architectural style, the proposed facade designs all feature centralized building entrances with porch details to emphasize the human scale. Building entrances incorporate a high degree of glazing either within the door itself or as an entry feature. A high degree of additional fenestration is also proposed throughout the building facade to create the perception of natural surveillance through “eyes on the street” design, a CPTED best practice that also works to orient buildings towards the street and animate the streetscape.

The streetscape drawing provided as part of the architectural package all highlight glazing through blue shading, as shown below.



Garages and Accessory Structures

The Proposed Development utilizes a mix of integrated and detached garages with a focus on minimizing the visual impact of automobile related spaces by relegating the detached garages to the rear yard, ensuring integrated garages are either flush or recessed from the building facade, and offsetting the driveway with soft landscaping and tree planting. These design attributes balance the functional use of the garage with designing for pedestrian comfort and streetscape aesthetic.

The use of detached garages is provided almost exclusively at corner lots, where there is a clear urban design benefit in maintaining the curb for the greatest extent of the intersection as possible and providing main building frontages without garages and driveways for pedestrian comfort and enhanced streetscaping.

Detached garages are incorporated into rear yard coach house accessory structures, in which five of the six require an amendment to the zoning by-law to facilitate additional space for ancillary uses, such as office spaces or potential secondary residential units (at the discretion of the homeowner). This provides the opportunity to support recent Provincial, Regional, and Municipal planning policy shifts to increase housing supply, with additional residential units in the form of garden suites, laneway suites, basement apartments, and multiplexes being considered compatible forms of low density infill development.

Notwithstanding the deviation from the zoning by-law with respect to garage height and door width, the Proposed Development provides for single garage door designs with an equal level of attention in quality, style, materials, and colour to mitigate their prominence on the public realm to continue to foster a cohesive neighbourhood character streetscape and pedestrian oriented environment.

Landscaping

The Landscape Plan and site layout aims to preserve as many of the existing trees as feasible and proposes additional trees to compensate for the removed trees and to add to the existing healthy canopy growth in the area. New trees are placed along the front lot lines to frame the public roads, offset driveways, and provide a natural buffer between the public and private realms. This is consistent with what is present in the surrounding context.

Accessory Structures

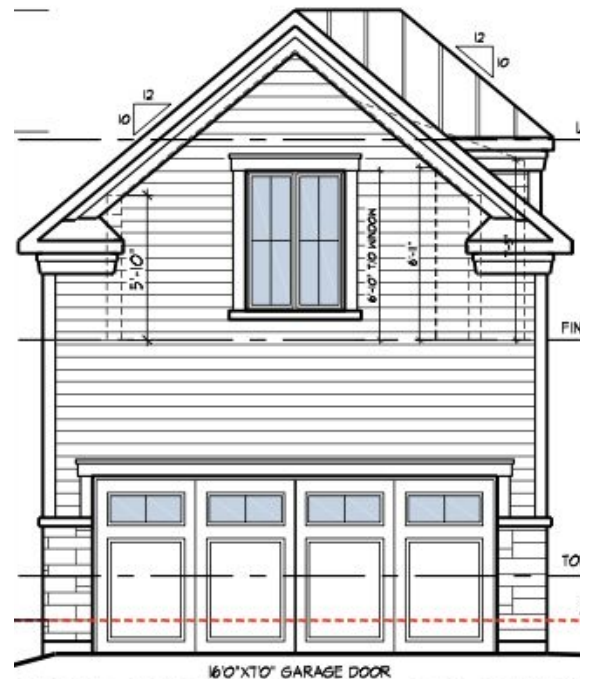
A total of 6 accessory structures are proposed as ‘coach houses’ as part of the overall development concept. The coach houses are primarily provided as detached garages with additional space contained for flexible use. This has been considered for the benefit of the future occupants, who may utilize the additional space for a range of possible uses, including storage, a workshop, home office, or guest suite.

The deviations from the applicable zoning standards will apply on a lot by lot basis to address exceedances in the following areas:

	Maximum Lot Coverage For All Buildings and Structures	Maximum Garage Height (metres)
Required	25%	6.0
Lot 1	29.00%	6.8
Lot 6	28.80%	5.51
Lot 7	28.97%	6.34
Lot 12	28.88%	8.18
Lot 15	27.51%	8.6
Lot 19	28.99%	7.5

Where a maximum lot coverage provision of 25% applies, the Proposed Development requires a deviation of +2.51% to +4.00% to permit the additional coverage necessitated to accommodate the coach houses, which are slightly larger than the typical detached garage.

The coach houses have been designed with as much attention to detail and architectural style as the proposed residential buildings to ensure a cohesive fit and attractive streetscape. They also do not abut any existing neighbouring properties. They are proportioned to other elements of the built form and facade design has been provided with articulation through variations in fenestration, rooflines, and materials to match the corresponding dwelling building.



Proposed Development - example coach house front elevations (top to bottom) Lot 6 and Lot 19

High Quality Architectural Design

This level of variation in a multi lot residential development is very rare, particularly in contemporary developments, where the standard practice is to reduce variation for cost and construction efficiencies. The high quality of architectural design provided in the Proposed Development is an indication of the Owner’s commitment to building developments of a high standard to attract homeowners who appreciate the level of care in the project and its part in contributing to the character of the community.

The architect and project team have worked closely with Town Planning and Urban Design Staff to put forward a creative solution to propose a new development that positively contributes the neighbourhood character established within a stable neighbourhood.

The Proposed Development is planned and organized to fit with the existing context, frame and support streets, protect the natural heritage to the greatest extent possible and improve the public realm through an attached human scaled design and tree lined street. This is achieved by locating buildings parallel to the street with consistent front yard setbacks, locating main building entrances on the prominent building facades so that they address the street and are clearly visible and directly accessible from a public street and complemented with ample windows, and relegate garage spaces to rear yards where they would otherwise have the greatest streetscape impact.



MACDONALD ROAD



Proposed Development - example streetscapes

4.5 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The Proposed Development requires an amendment to Special Provision 383 contained in Zoning By-law 2014-014. The amendment is necessary to increase the permitted height other necessary performance standards related to the garage component, to facilitate the Proposed Development.

A summary of the site and lot specific proposed amendments to Zoning By-law 2014-014 are as follows:

- o Increasing maximum height for Lots 1, 2, 5, 6, 7, 12, 13, 14, 15, 16, 17, 18 and 19;
- o Increasing maximum lot coverage for all buildings and structures for Lots 1, 6, 7, 12, 15, and 19;
- o Increasing maximum garage door width for Lots 2, 3, 4, 5, 13, 14, 16, 17, and 18;
- o Increasing the maximum garage height for Lots 1, 7, 12, 15, and 19; and,
- o Amending By-law mapping as necessary to permit the proposed development.

The changes are proposed to be applied specifically to the lots where the Proposed Development is in non-compliance with the current Zoning By-law provisions, as opposed to the overall site. All other performance standards, including minimum lot frontage, lot area, setbacks, daylight triangle, parking, storeys, and driveway dimensions are in compliance.

5.

SUMMARY AND CONCLUSIONS

5. SUMMARY AND CONCLUSIONS

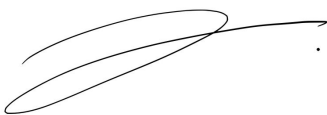
The Proposed Development is an appropriate scale of development to provide additional new housing in an area well served by existing and planned transit, parks, schools, and community facilities. It replaces a vacant redevelopment site with a 19 unit single detached infill development that is consistent with the former OTMH lands Master Plan and has been formulated to meet the direction of various levels of planning policy and fit into an established neighbourhood character through compatible architectural design. The surrounding context is characterized by an eclectic mix of predominantly low rise houses ranging in scale from one to two storeys, with taller buildings nearby, and anticipated applications for additional infill and intensification developments in the vicinity, which can still continue to fit well within the low density character area provided appropriate design considerations.

The Proposed Development promotes the integration of land use planning, growth management, transit supportive development, and infrastructure planning to achieve a cost-effective development pattern that better optimizes public investments and existing services while maintaining and protecting the Town's urban structure. The proposal will facilitate residential development in a compatible form that has been thoughtfully designed to meet urban design objectives regarding built form and the public realm while helping the Town meet its growth targets.

It is worthwhile revisiting the term “*compatible*”, which is defined in the OP Glossary as “*the development or redevelopment of uses which may or may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.*” Places are intended and anticipated to evolve over time, not remain static. The Proposed Development represents an efficient use of land and appropriate level of growth, being sited, designed, and massed to limit its impact on surrounding properties, and balances the objectives of Provincial and local policy.

In our opinion, the Proposed Development is consistent with the intent of relevant Provincial and Town policy documents, relevant guidelines, and current best practices, and represents good planning. It implements the policy direction of the new Provincial Planning Statement as well as other Provincial and Regional documents, appropriately balances the Official Plan's numerous goals and objectives for growth management, residential land use, enhancement of the public realm, and expands the range of housing options available for forecasted growth while appropriately limiting impacts related to building mass and scale on surrounding areas.

Respectfully submitted,



Jacqueline Lee
Intermediate Planner



Paul Demczak, MCIP, RPP
Principal

APPENDIX A



REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: MARCH 18, 2013

FROM: Planning Services Department PD-024-13
DATE: February 28, 2013
SUBJECT: **South Central Public Lands Study - Final Recommendations and Next Steps**
LOCATION: South Central Oakville
WARD: Multiple Wards: 2 & 3 Page 1

RECOMMENDATION:

1. That the report from the Planning Services Department, dated February 28, 2013, and entitled *South Central Public Lands Study – Final Recommendations and Next Steps* be endorsed.
2. That staff be directed to undertake the implementation steps for the recommended land use options for the subject sites as identified in the report PD-024-013.
3. That staff consider the proposed town facilities and park areas proposed with the recommended land use options for the sites as part of the upcoming 10 year capital plan.
4. That the work of the South Central Public Lands Study Council Subcommittee be deemed complete and that the Subcommittee be dissolved.

KEY FACTS:

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

- The South Central Public Lands Study (SCPLS) has been carried out over the past year and included extensive community engagement and technical analysis.

From: Planning Services Department

Date: February 28, 2013

Subject: South Central Public Lands Study - Final Recommendations and Next Steps

- This report summarizes the public process and technical analysis and provides a staff recommended land use option for each of the four study sites in Ward 3 – the Linbrook, Chisholm and Brantwood school sites, and the Oakville-Trafalgar Memorial Hospital (OTMH) site.
- The staff recommendation regarding the retention of a single pad ice arena and the existing park facilities on the Oakville Arena site was endorsed by Council on October 29, 2012.
- The Appendices to this report include several background documents referred to in the report and contain more detailed information.
- The Comment/Options section provides a discussion regarding the evolution of the land use options – from “preliminary,” to “preferred,” to “staff recommended” – for the three school sites and the OTMH site.
- The staff recommended land use option for each site is based on an evaluation of the physical and policy contexts for each site, the evaluation criteria and consideration of the community input through the extensive public engagement process.
- Staff recommend that Council endorse the land use options as they represent the most appropriate land uses for the site and community and are in the public interest.
- A number of implementation steps are required for the disposition and future redevelopment of the sites. These steps are intended to ensure continued control by the town of the future redevelopment through zoning regulations, design guidelines and necessary development conditions, to ensure development is reflective of the character of the community as provided for in the Livable Oakville Plan.
- Based on the recommendation of the South Central Public Lands Study Council Subcommittee, it is intended that on March 18, 2013 the Planning and Development Council will hear public delegations and refer further consideration of this report to the meeting of April 8, 2013. On April 8, Planning and Development Council will also hear public delegations and consider this report.

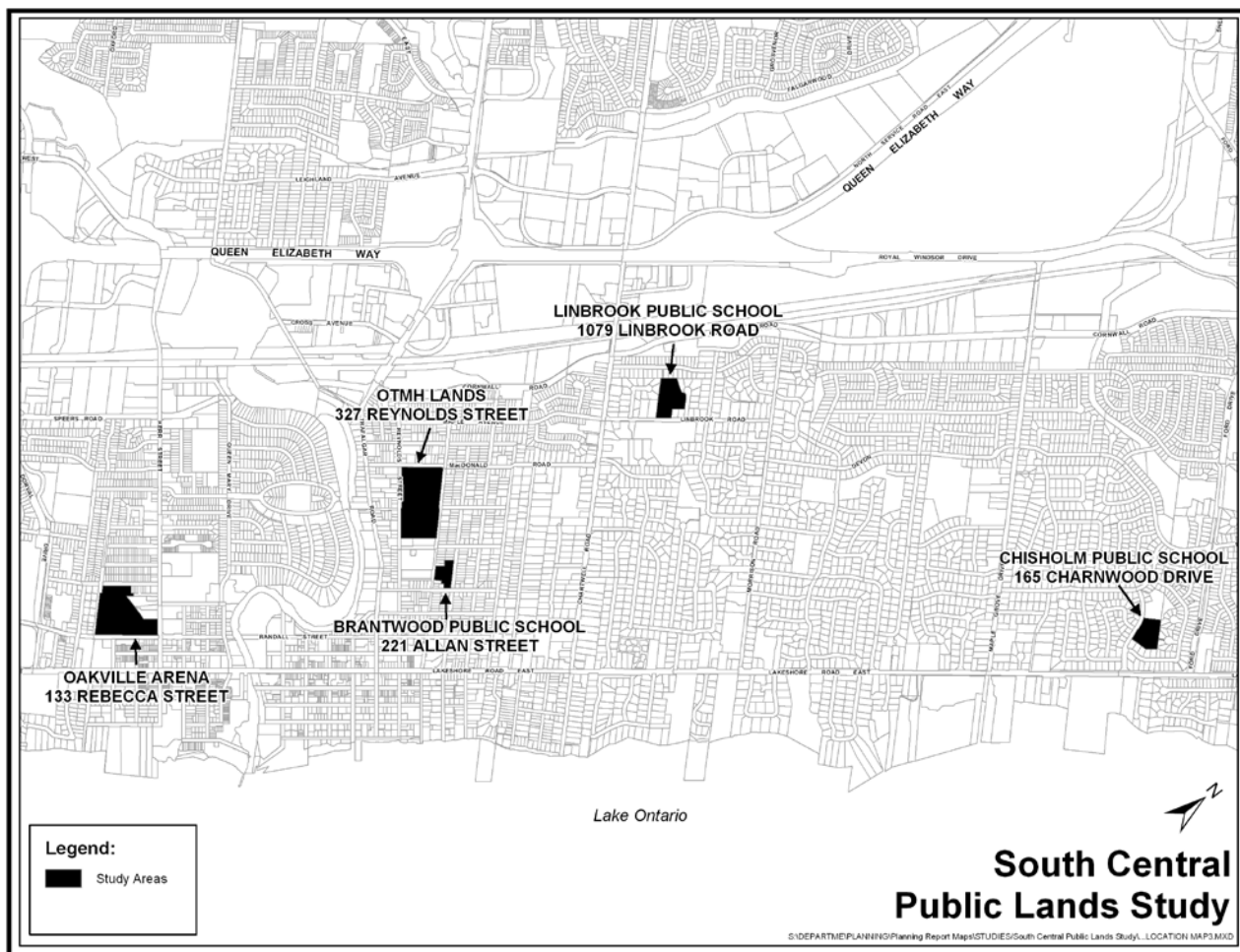
BACKGROUND:

On March 19, 2012 Council approved the terms of reference for the South Central Public Lands Study (SCPLS), which is a comprehensive land use study focused on three surplus school sites (i.e., Brantwood, Chisholm and Linbrook Public Schools), the Oakville-Trafalgar Memorial Hospital site, and the Oakville Arena site, including the surrounding Trafalgar Park.

The purpose of the study was to:

- determine the ability to fit any recreational needs established in the final Parks, Recreation and Library Facilities Master Plan on the sites;
- identify other public or community needs that may be accommodated on the sites; and,
- define a preferred land use option for each of the sites included in the study.

Study Sites



From: Planning Services Department
 Date: February 28, 2013
 Subject: South Central Public Lands Study - Final Recommendations and Next Steps

All of the study sites are owned by the Town of Oakville, except for the Oakville Trafalgar Memorial Hospital (OTMH) site, which the town will acquire from Halton Healthcare Services for \$1 when construction of the new hospital at Third Line and Dundas Street is complete. The three school sites were declared surplus by the Halton District School Board, closed in June 2010, and purchased by the town in April 2012 for a total of \$12.84 million. Council purchased the school sites to have greater certainty over the determination of the potential future land uses.

Council Subcommittee

On March 19, 2012 Council also approved the terms of reference for the study’s Council Subcommittee, which consists of Mayor Burton (Chair), as well as Councillor Bird, Councillor Damoff, Councillor Duddeck and Councillor Gittings.

The Subcommittee met seven times over the course of the study, and received reports and presentations regarding preliminary directions, preliminary land use options, public engagement, preferred land use options, and finally, staff recommended land use options.

Study Process

The staff recommended land use options discussed later in this report (see Comments/Options) were arrived at through an extensive study process described below. Additional information related to the study process is also provided later in this report and through the study web page at www.oakville.ca (search: South Central Public Lands Study).

Date	Event	Item/Description
March 19, 2012	Planning & Development Council	- Terms of Reference for Study - Terms of Reference for Council Subcommittee for Study
<i>Background Review (+ Completion of Parks, Recreation & Library Facilities Master Plan)</i>		
April 25, 2012	SCPLS Council Subcommittee	- Work Program
June 12, 2012	SCPLS Council Subcommittee	- Updates re: Parks, Recreation & Library Facilities Master Plan and upcoming Study Information Night
June 21, 2012	Study Information Night	- Presentations re: Parks, Recreation & Library Facilities Master Plan and South Central Public Lands Study - Information Stations re: Study Sites
June 21 – August 1, 2012	South Central Survey	- Opportunity for public input re: parks, recreation and library facilities for south central Oakville, as well as potential uses and considerations for study sites

PLANNING AND DEVELOPMENT COUNCIL MEETING

From: Planning Services Department
 Date: February 28, 2013
 Subject: **South Central Public Lands Study - Final Recommendations and Next Steps**

Date	Event	Item/Description
September 11, 2012	SCPLS Council Subcommittee	<ul style="list-style-type: none"> - Report re: Public Consultation - Study Information Night & South Central Survey Findings - Report re: Parks, Recreation and Library Facility Master Plan Inputs to South Central Public Lands Study (draft)
October 23, 2012	Community Services Committee	<ul style="list-style-type: none"> - Report re: Draft Parks, Recreation and Library Facilities Master Plan - Report re: Oakville Arena
October 29, 2012	Council	<ul style="list-style-type: none"> - Parks, Recreation and Library Facilities Master Plan approved in principle - Direction for facilities to be considered through the SCPLS - Oakville Arena – single pad ice arena and existing park facilities to be maintained at Trafalgar Park; heritage impact assessment and preliminary architectural concepts to be prepared, subject to the 10-year capital forecast
November 6, 2012	SCPLS Council Subcommittee	<ul style="list-style-type: none"> - Report re: Parks, Recreation and Library Facility Master Plan Inputs to South Central Public Lands Study (final) - Update re: Other Land Uses Explored - Report re: Preliminary Directions for Land Use Options and Process for Study Completion
<i>Preliminary Land Use Options</i>		
November 14, 2012	Stakeholder Meeting/Think Tank	<ul style="list-style-type: none"> - Initial feedback re: draft land use options for school sites - Creation of draft concepts for OTMH site
December 4, 2012	SCPLS Council Subcommittee	<ul style="list-style-type: none"> - Report re: Preliminary Land Use Options, Think Tank and Open House
December 5, 2012	Open House #1	<ul style="list-style-type: none"> - Preliminary Land Use Options
January 2013	Technical Review	<ul style="list-style-type: none"> - Staff and consultants evaluated Preliminary Land Use Options and generated Preferred Land Use Options - Financial analysis of potential revenue
<i>Preferred Land Use Options</i>		
February 5, 2013	SCPLS Council Subcommittee	<ul style="list-style-type: none"> - Report re: Update on Public Process - Presentation re: Preferred Land Use Options (Consultants)
February 6, 2013	Stakeholder Meeting	<ul style="list-style-type: none"> - Presentation re: Preferred Land Use Options (Consultants)
February 12, 2013	Open House #2	<ul style="list-style-type: none"> - Technical Analysis of Preliminary Land Use Options - Preferred Land Use Options, including Technical Analysis

From: Planning Services Department
 Date: February 28, 2013
 Subject: South Central Public Lands Study - Final Recommendations and Next Steps

Date	Event	Item/Description
<i>Staff Recommended Land Use Options</i>		
February 19, 2013	SCPLS Council Subcommittee	<ul style="list-style-type: none"> - Report from Consultants re: Preferred Land Use Options, including technical and financial analysis (Appendix A) - Presentation re: Public Comments from Open House #2 and Staff Recommended Land Use Options
March 18, 2013	Planning & Development Council	<ul style="list-style-type: none"> - Report re: Final Recommendations & Next Steps - Opportunity for public delegations
April 8, 2013	Planning & Development Council	<ul style="list-style-type: none"> - Opportunity for more public delegations - Council Decision

Public Consultation

As indicated above, public consultation has been an integral part of the South Central Public Lands Study (SCPLS). Staff encouraged residents to be involved and provide input throughout the study. Public events, an online survey, stakeholder meetings, a study web page and email updates were used to keep residents informed of the study’s progress. Public consultation was also coordinated with the Recreation and Culture and Parks and Open Space departments due to the interrelationship between the SCPLS and the Parks, Recreation and Library Facilities Master Plan (“the Master Plan”).

Owners of properties within 120 m of the study sites were mailed invitations to attend each public event. The same invitations were sent to the study’s email contact list (based on lists from the previous OTMH Lands Study and Rebecca/Dorval Special Policy Area Vision), which has grown to approximately 730 contacts. Public events were also advertised in the Oakville Beaver and on information screens at town facilities.

Study Information Night

Approximately 170 people attended a Study Information Night about the Master Plan and the SCPLS in Oakville Arena’s Kinsmen Pine Room on June 21, 2012. The night included presentations about each project and a question and answer period (available on TownTV at www.oakville.ca). Afterward, attendees had the opportunity to review displays and ask questions at ‘information stations’ about the Master Plan process, the SCPLS process and each of the study sites. There were also large-format comment sheets where attendees could share their ideas about the strengths, weaknesses and opportunities related to each of the study sites.

South Central Survey

A survey about the Master Plan and the SCPLS was launched on June 21, 2012 and remained open until August 1, 2012. The survey was available to be completed online or in hard copy. It was promoted with the notices for the Study Information Night, via emails, on information screens at town facilities, and on bookmarks available at the check-out counters at the Woodside and Central libraries.

A total of 556 people submitted responses on behalf of their households. The survey included many open-ended questions about what people would like to see on the study sites. The suggestions for recreation facilities and parks space were provided to the team working on the Master Plan for information purposes. A report about the survey was presented to the Subcommittee on September 11, 2012.

Residents' Associations

The residents' associations in Wards 2 and 3 have been actively engaged in both the Master Plan and the SCPLS projects. In the summer of 2012, all eleven residents' associations formed the Oakville Community Centres Coalition (OCCC) to lobby for a community recreation hub in each ward – one at Oakville Arena/Trafalgar Park in Ward 2, plus a new “full-sized community centre hub” on the OTMH site in Ward 3, including a pool if Centennial Pool was to be closed. In October 2012, the OCCC provided a 1,425-signature petition to Council in support of the final Master Plan, which recommended that Oakville Arena be renovated or rebuilt, and that a community centre, including a 25 m pool (to replace Centennial Pool), be located in southeast Oakville.

Stakeholder/Focus Group

Because of the number of people interested in the SCPLS, staff primarily relies on the town's web site and drop-in style open houses to share information with the public. Staff met with a stakeholder group twice in preparation for each of the two open houses. They served as a focus group, and their feedback helped to inform and improve the materials presented to the public. The stakeholder group was comprised of up to two representatives from each of the Ward 2 and 3 residents' associations (selected by each residents' association) and the Kerr Street Seniors Centre, plus about three owners of properties abutting each of the study sites from the study email contact list.

Open House #1

The first open house was a broadly promoted drop-in event at Oakville Arena's Kinsmen Pine Room on December 5, 2012 that attracted approximately 230 visitors.

From: Planning Services Department
Date: February 28, 2013
Subject: South Central Public Lands Study - Final Recommendations and Next Steps

It featured information stations about the Master Plan, the SCPLS process, and each of the study sites. The primary purpose of the open house was to collect feedback on the preliminary land use options for the three surplus school sites and the OTMH site. The Open House also provided an opportunity to display information about the final Master Plan and the recommendations for the Oakville Arena as adopted by Council. Staff from the Planning Services, Recreation and Culture, and Parks and Open Space departments was on hand to answer questions and encourage participation in the interactive elements. Visitors could indicate their preferences about the options and the proposed evaluation criteria using colour-coded stickers, and add their ideas to oversized comment sheets. A report on the feedback from the first open house was presented to the Subcommittee on February 5, 2013.

Open House #2

The technical analysis of the preliminary land use options was conducted by staff and a consulting team, and the preferred land use options generated by that analysis were presented at a second open house at Oakville Arena's Kinsmen Pine Room on February 12, 2013. Approximately 175 visitors attended. An update regarding the public comments received was provided to the Subcommittee on February 19, 2013. A summary of the comments is provided in Appendix B.

Email

Throughout the study, residents have used email to share their ideas with staff about the study sites and ask questions. Staff used email updates to the growing contact list to keep residents informed about public events, the online survey, and new information on the study web page. On February 22, 2013 an email update was issued to advise that the staff recommended land use options, which were presented to the Subcommittee earlier that week, were posted on the study web page. This was done to allow an extended period of public review.

COMMENT/OPTIONS:

Through an iterative and collaborative process, staff developed and revised land use options for each of the sites. A discussion of the evolution of the land use options – from “preliminary,” to “preferred,” to “staff recommended” – for the three school sites and the OTMH site is provided on the following pages. There is also a section summarizing the required implementation or next steps for each site.

A number of implementation steps are required for the disposition and future redevelopment of the sites. These steps are intended to ensure continued control by the town of the future redevelopment through zoning regulations, design guidelines and necessary development conditions, to ensure development is reflective of the character of the community as provided for in the Livable Oakville Plan.

The supporting information is provided in the Appendices to this report:

- Appendix A – Report: *Preferred Land Use Options* (larger images)
- Appendix B – Public Comments from Open House, February 12, 2013
- Appendix C – Other Public Comments re: Preferred Land Use Options
- Appendix D – Staff Recommended Land Use Options (larger images)
- Appendix E – Public Comments re: Staff Recommended Land Use Options
- Appendix F – Concept/Proposal for Medical/Seniors Services at OTMH Site
- Appendix G – Financial Considerations: Staff Recommended Land Use Options

The staff recommended land use options were presented to the Subcommittee on February 19, 2013. They have been available for public review on the study web page since the last email update was issued on February 22, 2013.

Financial Analysis

One of the evaluation criteria used in the technical analysis of the options was a cost benefit review which looked at financial considerations and potential impacts. The intent of this financial analysis was to present a high order estimate of the viability of the varying development options. Applying a residual land value approach to the analysis provides a conservative estimate of both revenue and costs for each of the sites.

Staff received several comments that the lot values provided in the analysis of the preferred land use options were too low. It is noted that the consultants used a cost estimate based on lot frontage of what a knowledgeable developer would expect to pay for an unserviced lot, reflective of the Town's role in the future sale of the lands. The analysis, designed to test viability with a sound level of certainty, is intended to be conservative. Through the subsequent implementation steps, this conservative estimate provides the town with certainty that the implementation will be financially viable.

A similar analysis was carried out for the staff recommended land use options. A summary of the financial considerations for the staff recommended land use options is found in Appendix G. The consultant's original assumptions have been updated to include the cost estimates for the community centre and parkland development as provided for in the recent Development Charges By-law study.

Throughout the study staff has stressed that, while there is a correlation between the value from the sale of the lands and the amount available to be provided to the town's reserve for consideration in its capital budget, the financial values and costs are not a determining factor in a planning assessment to recommend final land use options. They are provided to identify whether or not the options are viable.

The funds from the disposition of the proposed residential portion of the OTMH site, as well as the funds from the sale of the development lands within the school sites, would be deposited into a Town reserve.

When the town reviews its 10-year capital plan, it considers the timing and capital funding for all town projects, including:

- the final site design concept for the proposed community centre, park, and other land uses consistent with the recommended land use option endorsed by Council, on the OTMH site; and,
- the new parkland and playgrounds on the school sites and related costs.

Funding is allocated to projects from capital reserves funded through the tax levy, the annual tax levy contribution to capital, or Development Charges if the project is eligible under the Development Charges Act, 1997. In the case of the OTMH community centre, approximately 1/3 of the project cost can be funded from Development Charges.

The decisions made by Council in relation to the projects to be considered in the 10-year capital forecast are made in the context of a number of factors including growth projections, community needs and scheduling/phasing matters such as the timing of the closure of the hospital and the Town's acquisition of the site.

Linbrook – 1079 Linbrook Road

The Linbrook Public School site is located in a mature, low-density residential neighbourhood across the street from St. Mildred's-Lightbourn School (a private school for girls, preschool to grade 12).

The site, which is just less than two hectares in size, has frontage on Linbrook Road and David Avenue and is accessible by a path from Melvin Avenue. It is currently occupied by a vacant school building. A circular driveway from Linbrook Road connects to a paved parking area on the east side of the building. The school grounds are open and relatively flat, except for the woodlot occupying more than a third of the property at the north end.

The property was recently designated under Part IV of the *Ontario Heritage Act* for the circa 1930s one-room schoolhouse at the southeast corner of the building.

Preliminary Directions

The majority of the site is designated Low Density Residential (e.g., detached dwellings) in the Livable Oakville Plan. A residential density of up to 10 units per site hectare is permitted. The Plan would also permit the site to be used for a community use such as a private school or place of worship. A 0.19 ha (0.46 acre) lot adjacent to David Avenue is designated as Parks and Open Space.

Initial input regarding the future use of this site was mixed. People indicated that they would like to see the building reused, that the site should be developed for detached dwellings or seniors housing, or, most commonly, that it should be a town-operated community facility and/or park.

Based on the final Parks, Recreation and Library Facilities Master Plan ("the Master Plan") and the input from the Recreation and Culture and Parks and Open Space departments, the Linbrook site is not required for parkland or any town recreation facilities. However, the woodlot should be maintained and consideration could be given to reinstating a playground adjacent to it.

There are no other town-operated facilities or services that could be accommodated on the site. The Region of Halton also advised that it has no interest in the site.

The town received an expression of interest from a party interested in using the site for a private boys' school. This use may be permitted in accordance with the community use policies in the Livable Oakville Plan.

Preliminary Land Use Options

The preliminary land use options were developed based on the Livable Oakville policies applying to the site and the surrounding area. They provided for either a private community use (e.g., private school or place of worship) or low density residential redevelopment with the woodlot maintained. All of the options developed included the opportunity for the heritage schoolhouse at the southeast corner of the existing school building to be conserved.

At the December 2012 open house regarding the preliminary land use options, most visitors indicated a preference for the residential redevelopment options for the Linbrook site. The “public preferred” option (selected by most visitors as their first preference) retained the woodlot and included seven residential lots. Many visitors were concerned that a private school use would worsen the traffic on Linbrook Road already generated by St. Mildred’s-Lightbourn School. Most of the written comments submitted expressed an interest in keeping the entire site for a town park.

Preferred Land Use Option

Staff worked with a consulting team led by The Planning Partnership, and supported by N. Barry Lyon Consulting, on a detailed evaluation and analysis of the preliminary land use options for the Linbrook site. The information collected at the open house in December 2012 regarding the “public preferred” option, and the technical analysis by staff and the consulting team, led to the generation of a preferred land use option. That option was presented to the Subcommittee on February 5, 2013 then displayed at the public open house on February 12, 2013 along with the technical analyses of both the preliminary and preferred options. The report entitled, *South Central Public Lands Study, Preferred Land Use Options*, was provided to the Subcommittee prior to their meeting on February 19, 2013 and is attached as Appendix A (see page 12 re: the Linbrook site).

The preferred land use option for the Linbrook site included the retention of the woodlot and potential playground area, a new cul-de-sac off of David Avenue, and lots for nine detached dwellings (including a lot for the heritage schoolhouse to be renovated and reused as a private residence).

It is noted that the woodlot and potential playground area represent a relocation and increase of the 0.19 ha (0.46 acre) parkland lot adjacent to David Avenue owned by the town prior to the purchase of the adjacent school property. The parkland is accessible via a walkway from Melvin Avenue and the proposed cul-de-sac off of David Avenue.

The preferred land use option had some lots with frontages of approximately 20 m (66'), which many residents who attended the February 2013 open house thought were too small compared with other lots in the area. The public comments regarding the preferred land use options are included in Appendices B and C.

Staff Recommended Land Use Option

The staff recommended land use option includes a slightly enlarged woodlot area, and six lots for detached dwellings that would be consistent with the "R01" zoning of the surrounding neighbourhood (i.e., minimum 30.5 m (100') frontage and 1393.5 m² (0.34 acres) lot area).

Preferred Land Use Option February 5, 2013		Staff Recommended Land Use Option February 19, 2013	
Woodlot & Potential Playground	0.81 ha	Woodlot & Potential Playground	0.86 ha
Road (17.5 m right-of-way)	0.24 ha	Road (17.5 m right-of-way)	0.24 ha
Residential Redevelopment	0.91 ha	Residential Redevelopment	1.03 ha
- Lots with min. 39 m frontage	2	- Lots with min. 39 m frontage	6
- Lots with min. 20 m frontage	7	(R01 zoning)	

The staff recommended option would provide for a minimum estimated value of \$5.5 million based on the analysis as described in the Financial Analysis section above, and in Appendix G.

In its evaluation of the options for Linbrook, and in the preparation of the recommended option, staff considered the results of the technical analysis and the public input. The retention of the woodlot and creation of a potential playground area, both accessible to the public and in public ownership, were considered extremely important factors. While there was interest in the consideration of a private community use (such as a private school) as an option, it would not provide for the ability to access the open space, nor provide for the most certainty in relation to long-term land use. A private school could increase traffic in the area, which was strongly opposed through public comments. Public comments also expressed the importance of maintaining and protecting the stability of the residential neighbourhood with detached dwellings on lots that were similar in size to those in the immediate area.

The staff recommended land use option for the Linbrook site represents good planning. The retention of the woodlot, and a potential playground area, combined with low density residential redevelopment is compatible with existing development in the surrounding neighbourhood.

In summary, the staff recommended land use option:

- maintains and protects the stability of the residential community;
- provides certainty regarding long-term land use;
- improves access to the woodlot and a public (town-owned) pedestrian connection from Melvin Avenue to David Avenue; and,
- maintains the designated heritage schoolhouse.

Implementation

In order to implement the staff recommended land use option for the Linbrook site the following is needed:

- an amendment to the Livable Oakville Plan to redesignate the woodlot as Parks and Open Space and all of the new lots as Low Density Residential under the Residential Lands (R1/R01) Special Policy Area;
- an amendment to the Zoning By-law to apply R01 zoning to the detached residential lots and an open space zone to the woodlot and potential playground;
- a draft plan of subdivision to create the new road and new lots;

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- a heritage impact assessment, an amendment to the heritage designation by-law, and heritage permits for the alteration and conversion of the school building for a private residence; and,
- a strategy for the sale of the residential portion of the lands setting out the terms and conditions of the sale and development.

The required official plan amendment, zoning by-law amendment and draft plan of subdivision would be subject to approval processes prescribed by the *Planning Act*.

Chisholm – 165 Charnwood Drive

The Chisholm Public School site is located in an established residential neighbourhood in southeast Oakville near Ford Drive and Lakeshore Road East. It is adjacent to Charnwood Park, which is heavily wooded.

The site is about 1.5 hectares in size and has frontage and two driveway entrances on Charnwood Drive. The school yard is also accessible by pathways from Bonnylyn Court and Charnwood Park. The site is currently occupied by a vacant one-storey school building built in the early 1970s. There is a paved parking lot on the north side of the building. Adjacent to the park, there is a playground and a number of mature trees.

Preliminary Directions

The site is designated Low Density Residential (e.g., detached dwellings) in the Livable Oakville Plan. A residential density of up to 29 units per site hectare is permitted. The Plan would also permit the site to be used for a community use such as a private school or place of worship.

Initial input regarding the future use of this site was mixed. Many people indicated that because the building was in good condition, it should be reused for a town-operated facility such as a small community centre or branch library. Others wanted to see the entire site used for a park and some thought the site should be sold for development.

Based on the final Parks, Recreation and Library Facilities Master Plan, from October 2012, and consultation with Recreation and Culture and Parks and Open Space departments, the Chisholm site is not required for any recreation facilities. However, consideration should be given to maintaining the playground. There are no other town-operated facilities or services that could be accommodated on the site. The Region of Halton also advised that it has no interest in the site.

Preliminary Land Use Options

The preliminary land use options prepared by town staff provided for either a private community use (e.g., private school or place of worship) or residential redevelopment of seven to 11 lots on a new cul-de-sac directly opposite Castle Crescent, with or without a playground. All of the options included the addition of a “woodlot extension” to Charnwood Park.

At the December 2012 open house regarding the preliminary land use options, 47% of the visitors that indicated a first preference for the Chisholm site selected a residential redevelopment option. Of those, most (41% overall) selected one of the

two options that retained a playground. A total of 40.5% selected the private community use option. There was a notably higher community interest in having a private community use on this site than on the other two school sites. Most of the public comments expressed an interest using more, or all, of the site as a town park.

Preferred Land Use Option

Staff worked with a consulting team led by The Planning Partnership, and supported by N. Barry Lyon Consulting, on a detailed evaluation and analysis of the preliminary land use options for the Chisholm site. The information collected at the open house in December 2012 regarding the “public preferred” options, and the technical analysis by staff and the consulting team, led to the generation of a preferred land use option. That option was presented to the Subcommittee on February 5, 2013 then displayed at the public open house on February 12, 2013 along with the technical analyses of both the preliminary and preferred options. The report entitled, *South Central Public Lands Study, Preferred Land Use Options*, was provided to the Subcommittee prior to their meeting on February 19, 2013 and is attached as Appendix A (see page 25 re: the Chisholm site).

The preferred land use option for the Chisholm site features the retention of the wooded area and playground adjacent to Charnwood Park, a new cul-de-sac off of Charnwood Drive, 11 lots for detached dwellings, and a connection to the existing walkway from Bonnylyn Court. The proposed cul-de-sac was configured differently than the one in the preliminary land use options; it was moved adjacent to the proposed woodlot extension and playground area to create a safer, more accessible neighbourhood feature.

At the February 2013 open house, many residents commented that the 11 lots shown in the preferred land use option were too small and that they wanted to see more open space for active play. The public comments regarding the preferred land use options are included in Appendices B and C.

Staff Recommended Land Use Option

The staff recommended land use option (next page) includes nine lots that are consistent with the “R02” zoning (i.e., minimum 22.5 m frontages), which is predominant in the surrounding area. This option also has a slightly enlarged playground area.

Preferred Land Use Option February 5, 2013		Staff Recommended Land Use Option February 19, 2013	
Woodlot & Playground	0.26 ha	Woodlot & Playground	0.31 ha
Road (17.5 m right-of-way)	0.28 ha	Road (17.5 m right-of-way)	0.29 ha
Residential Redevelopment	0.99 ha	Residential Redevelopment	0.93 ha
- Lots	11	- Lots with min. 22.5 m frontage	9

The staff recommended option would provide for a minimum estimated value of \$5.5 million based on the analysis as described in the Financial Analysis section above, and in Appendix G.

In its evaluation of the options for Chisholm, and in the preparation of the recommended option, staff considered the results of the technical analysis and the public input. Given that the site is internal to an established neighbourhood, there is an interest in integrating it with its surroundings while minimizing impacts. This is best achieved by providing improved access to the woodlot and maintaining the playground area in public ownership. The redevelopment of the remainder of the site for detached dwellings with similar lot sizes will provide long-term certainty and maintain stability.

The staff recommended land use option represents good planning. The retention of the wooded area and playground, combined with low density residential redevelopment is compatible with existing development in the surrounding neighbourhood.

The staff recommended land use option:

- maintains and protects the stability and character of the residential community;
- provides certainty regarding long-term land use;
- improves access to the woodlot and playground; and,
- provides a public (town-owned) pedestrian connection from Bonnylyn Court to Charnwood Drive.

Implementation

In order to implement the staff recommended land use option the following is needed:

- an amendment to the Livable Oakville Plan to redesignate the woodlot and playground portion of the site as Parks and Open Space;
- an amendment to the Zoning By-law to apply R02 zoning to the detached residential lots and an open space zone to the woodlot and potential playground;
- a draft plan of subdivision to create the new road and new lots; and,
- a strategy for the sale of the residential portion of the lands setting out the terms and conditions of the sale and development.

The required official plan amendment, zoning by-law amendment and draft plan of subdivision would be subject to approval processes prescribed by the *Planning Act*.

Brantwood – 221 Allan Street

The Brantwood Public School site is located in a mature, low-density, residential area of Old Oakville. It is across the street from the Oakville Curling Club and Wallace Park, and about a block southeast of the Oakville-Trafalgar Memorial Hospital site.

The site is about 0.9 hectares in size and has frontage on Allan Street, Palmer Avenue and Douglas Avenue. It is currently occupied by a vacant two-storey school building. The front (9-room) portion of the building, on the west side of the property, facing Allan Street is within the Trafalgar Road Heritage Conservation District. The entire property is listed on the town's *Register of Properties of Cultural Heritage Value or Interest*. There is driveway access from Allan Street to a paved parking lot on the south side of the building. The school grounds are open and flat, and there is a playground adjacent to Douglas Avenue. There are mature trees, primarily along the edges.

Preliminary Directions

The site is designated Low Density Residential (e.g., detached dwellings) in the Livable Oakville Plan. A residential density of up to 29 units per site hectare is permitted. The Plan would also permit the site to be used for a community use such as a private school or place of worship.

There was a strong interest in the community in having a medical facility on this site or the hospital site, which would require an official plan amendment. The town also received an expression of interest to use the entire site for a private school. Many of the initial public comments regarding this site suggested that it be used for a town facility and/or park. There has continued to be a strong interest in maintaining a playground on the site. Others suggested that the site would be appropriate for residential redevelopment, particularly housing suitable for seniors as there is a lack of such housing in the area.

Based on the final Parks, Recreation and Library Facilities Master Plan, from October 2012, and consultation with Recreation and Culture and Parks and Open Space departments, the Brantwood site is not required for any recreation facilities. Based on the town's provision targets for playgrounds, the preliminary direction was that consideration could be given to maintaining a playground on the Brantwood site if Council decided not to include one in the larger park to be located adjacent to the new community centre on the OTMH site. The town typically provides a playground in parks next to community centres, and the new playground would be approximately 500 to 600 m (on public roads) from the existing Brantwood playground. Wallace Park, which does not have a playground, is across Allan Street from the Brantwood site and approximately 250 m (on public roads) from the existing playground adjacent to Douglas Avenue.

There are no other town-operated facilities or services that could be accommodated on the site. The Region of Halton also advised that it has no interest in the site.

Preliminary Land Use Options

The preliminary land use options prepared by town staff provided a range of redevelopment options, from reusing the entire site for a private community use (e.g., a private school or place of worship), to subdividing it into 14 residential lots. Other options were hybrids of these. One included a private community use in the central portion of the site and four new residential lots on Douglas Avenue. Another proposed nine residential lots on Douglas with a private community use, multi-unit residential use or medical use in the front portion of the school building. All but the 14-lot option would allow for the retention of the front portion of the building, which is within the Trafalgar Road Heritage Conservation District. None of the initial options included park space.

At the December 2012 open house regarding the preliminary land use options, most visitors selected “none of the above” as their first choice for the Brantwood site, but did offer comments. The majority asked for the playground behind the school to be maintained. Many wanted the entire open space along Douglas Avenue to be maintained. Some people felt that a new playground at the new larger park on the OTMH site would be too far away and was not appropriate.

Preferred Land Use Options

Staff worked with a consulting team led by The Planning Partnership, and supported by N. Barry Lyon Consulting, on a detailed evaluation and analysis of the preliminary land use options for the Brantwood site. The information collected at the open house in December 2012, and the technical analysis by staff and the consulting team, led to the generation of two preferred land use options. Those options were presented to the Subcommittee on February 5, 2013 then displayed at the public open house on February 12, 2013 along with the technical analyses of both the preliminary and preferred options. The report entitled, *South Central Public Lands Study, Preferred Land Use Options*, was provided to the Subcommittee prior to their meeting on February 19, 2013 and is attached as Appendix A (see page 18 re: the Brantwood site).

Both of the preferred land use options for the Brantwood site provided for the reuse of the front portion of the school building for a medium density residential housing form (e.g., condo apartment units), combined with lots for detached dwellings on Douglas Avenue. One option included 10 lots, and the other included seven plus a parkette for a relocated playground at the corner of Douglas and Palmer Avenues.

It was noted that in order to reuse the front portion of the school building, an official plan amendment would be required to permit a medium density housing form. However, the overall density of the preferred options would fall within the permitted range of the existing Low Density Residential designation.

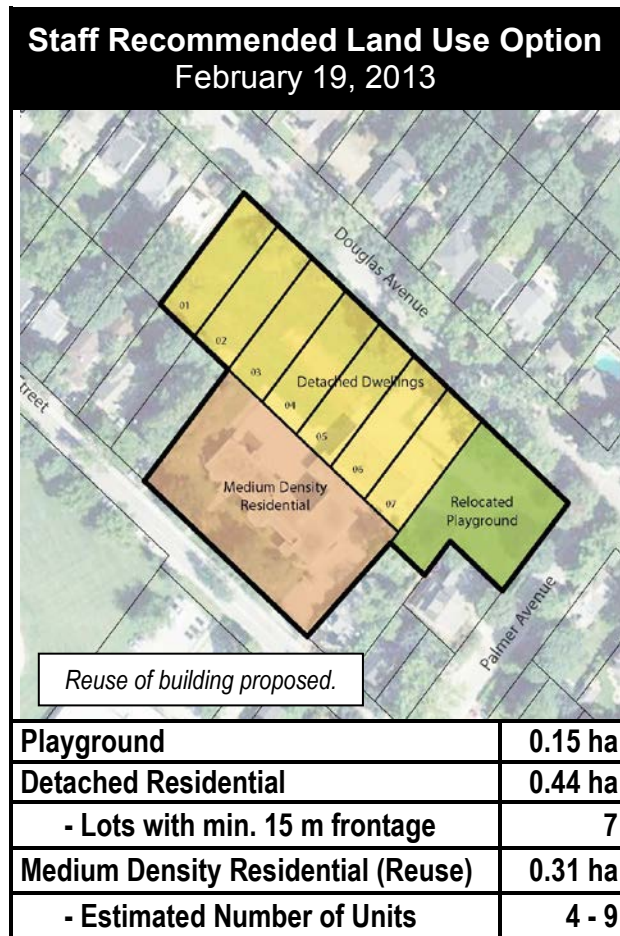
Many visitors to the February 2013 open house indicated that the preferred land use option with the playground addressed their concerns. Others still want to see all of the former school yard used as a town park. There was positive feedback about the potential to reuse the front portion of the school building.

Staff Recommended Land Use Option

The staff recommended land use option for the Brantwood site is the same as the preferred land use option that included the relocated playground. It is anticipated that the reuse of the front portion of the school building could accommodate five to nine condominium apartment units.

It is staff's opinion that the conservation of buildings with heritage value is extremely important. When considering the options for the Brantwood site, it was staff's position that the heritage value of the original school building, which is within the Trafalgar Road Heritage Conservation District, should be evaluated as well as the potential to reuse the building. The entire property is listed on the town's *Register of Properties of Cultural Heritage Value or Interest*.

The staff recommended option could provide for a minimum estimated value of \$3.3 million. Should the retention of the front portion of the school building not be feasible, consideration could be given to the redevelopment of the portion of the site adjacent to Allan Street for five detached residential lots. The estimated value of this alternative is \$4.4 million. Either scenario would maintain and protect the stability and character of the area.



The introduction of a private community use (e.g., a private school) on a whole or a portion of the site would not provide any certainty with respect to long-term land use or allow public access to any of the existing open areas. Such a use could also increase traffic and public comments were provided that reinforced concerns about traffic impacts.

The redevelopment of detached residential lots along Douglas Avenue (with R10 zoning), with the retention of an open space area to relocate the playground would ensure enhanced public access to the playground while maintaining and protecting the stability in the neighbourhood.

The staff recommended land use option represents good planning. The option maintains the front portion of the school building within the Trafalgar Road Heritage Conservation District first through the consideration of a conversion for apartment units (4 to 9). Should this not be possible, five detached residential lots could be provided along Allan Street in addition to the seven detached lots to be provided along Douglas Avenue (R10 zoning). The provision of park space at the corner of Palmer and Douglas Avenues can be used to relocate the existing playground area on the site.

The staff recommended land use option:

- maintains and protects the stability and character of the residential neighbourhood;
- recognizes the heritage district and the listed heritage resource;
- provides certainty regarding long-term land use; and,
- maintains a playground area on Douglas Avenue.

Implementation

In order to implement the staff recommended land use option the following is needed:

- an amendment to the Livable Oakville Plan to redesignate the park area and permit converted residential units (apartments) within the existing school building;
- an amendment to the Zoning By-law to permit the converted apartment units, to apply R10 zoning to the detached residential lots, and to apply an open space zone to the playground area;

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- a heritage impact assessment and heritage permits for the alteration and conversion of the school building for residential apartments;
- a reference plan and development agreement to create parcels of land for the playground and residential redevelopment; and,
- a strategy for the sale of the lands setting out the terms and conditions of the sale and development.

Oakville-Trafalgar Memorial Hospital

The Oakville-Trafalgar Memorial Hospital (OTMH) site is located in a mature, residential area east of downtown Oakville and the Oakville GO station. It is about 6.7 hectares in size and has frontage on Reynolds Street, Macdonald Road and Allan Street. The property includes the existing hospital buildings, the former Oakville Trafalgar High School building, and the Wyndham Manor Long Term Care Centre.

The hospital is scheduled to close by the end of 2015, once the existing hospital functions are fully relocated to the new hospital currently under construction at Third Line and Dundas Street. As part of Council's agreement to contribute financially to the construction of the new hospital, it secured the option for the town to purchase the OTMH property from Halton Healthcare Services for one dollar. It is intended that the town will acquire the hospital property in 2015.

A severance will be required to create a separate parcel for the Wyndham Manor Long Term Care Centre, leaving an area of about 5.4 hectares to be considered for redevelopment.

Preliminary Directions

The Livable Oakville Plan designates the OTMH site as Institutional to recognize the existing uses, but also identifies it as a Potential Residential Redevelopment Area. It provides site-specific policies intended to guide future redevelopment once the hospital relocates.

The former Oakville-Trafalgar High School building is designated under Part IV of the *Ontario Heritage Act* and the Plan's policies encourage its retention. The building has been vacant for nearly twenty years. It is currently home to a chimney swift colony. The birds are a threatened species under provincial and federal legislation and they return from Peru each spring to roost in the school's four chimneys.

The Parks, Recreation and Library Facilities Master Plan recommends that a new 2,800 m² (approximate) community centre be located in south central Oakville. The Master Plan also recommends that Centennial Pool be replaced with a new 25 metre pool, and that the new pool be combined with another community facility. Of the study sites, only the OTMH site is large enough to accommodate a new community centre and 25 metre pool. Additional park facilities were also identified for south east Oakville, which are typically located in association with a community centre, including a basketball court, a playground and a skateboard park. The land areas required for these facilities were initially provided by the Recreation and Culture department.

There are no other town-operated facilities or services that could be accommodated on the site. The Region of Halton also advised that it has no interest in the site.

There is a strong interest among area residents in having a medical facility such as an urgent care clinic, walk-in clinic and/or diagnostics lab on the OTMH site. Prior to February 2013, the Province, through the Local Health Integration Network (LHIN), had not identified any public healthcare facilities to be accommodated on the site in the long-term. Staff agreed to explore the potential for a private medical clinic. A private medical clinic would require an amendment to the Livable Oakville Plan.

Interest was also expressed in retaining the hospital's existing parking structure, which can accommodate approximately 500 cars, or about half of the parking currently provided on the site. Halton Healthcare Services has indicated that the structure is in good condition. The Wyndham Manor Long Term Care Centre also requires more parking to be allocated to its staff and visitors and have informally expressed an interest in accessing parking off-site with any redevelopment.

The Livable Oakville Plan policies were developed prior to the Parks, Recreation and Library Facilities Master Plan and prior to the identification of the need to retain land on the hospital site for a community centre. The intent of the policies for the OTMH site was to provide for a mix of housing types (e.g., detached, multiple attached, and low-rise apartments) with an overall development density (i.e., 29 units per site hectare) applied to the whole site, recognizing that the various housing types would be spread throughout the site at different individual densities. In order to maintain the intent of allowing for a mix of housing types, the application of how the development density is applied on the site has been considered by staff.

Preliminary Land Use Options

The four preliminary land use options for the OTMH site were prepared by the town in collaboration with the community stakeholder group.

- Two of the options put the new community centre, pool and associated parkland and the north end of the site. Of these, one retained the parking garage and the other included surface parking.
- The other two options put the community facilities central to the site, and included the potential to incorporate portions or elements of the heritage high school building. Of these, one retained the parking garage and the other included surface parking.

- In all of the options, a mix of detached dwellings, townhouses and 3-4 storey apartments was proposed on the lands not required for the community facilities. A potential location for a private medical building was also provided.

At the December 2012 open house regarding the preliminary land use options, most people identified the options with the community centre central to the site as their first option preference. Many provided comments regarding the park facilities and comments about the type of residential development proposed. Some were concerned about the mix and type of development, lack of conservation of the high school and the impacts from new roads.

Preferred Land Use Options

Staff worked with a consulting team led by The Planning Partnership, and supported by N. Barry Lyon Consulting and MJMA (architects), on a detailed evaluation and analysis of all of the preliminary land use options for the OTMH site. The options also required “ground truthing” regarding the facility fit requirements for the community centre. The ground truthing identified the need for a larger building and land area for the community centre. Based on the technical analysis and the information collected at the open house in December 2012 regarding the “public preferred” options, three preferred options were prepared by the consultants.

Those options were presented to the Subcommittee on February 5, 2013 and discussed with the stakeholder group on February 6, 2013. The options were then displayed at the public open house on February 12, 2013. A report entitled, *South Central Public Lands Study, Preferred Land Use Options*, was provided to the Subcommittee prior to their meeting on February 19, 2013 and is attached as Appendix A.

Staff continued to hear a range of comments on the preferred land use options. Many expressed a preference to have the community centre located centrally on the site and to retain the parking garage. Some commented that they were pleased to see the mix of housing and others noted that the number of units and density was too high.

The Trafalgar Chartwell Residents Association (TCRA) submitted comments regarding the provision of a medical facility on the OTMH site, as well as a sketch for the redevelopment of the site, which predominantly includes detached dwellings north of a centrally located community centre.

Staff Recommended Land Use Option

The staff recommended land use option for the OTMH site (next page) provides for the central location for the new community centre and park space. The option provides for the parking garage to be retained and used in conjunction with the community centre. It also provides for the high school building to be retained and integrated within the new community centre development.

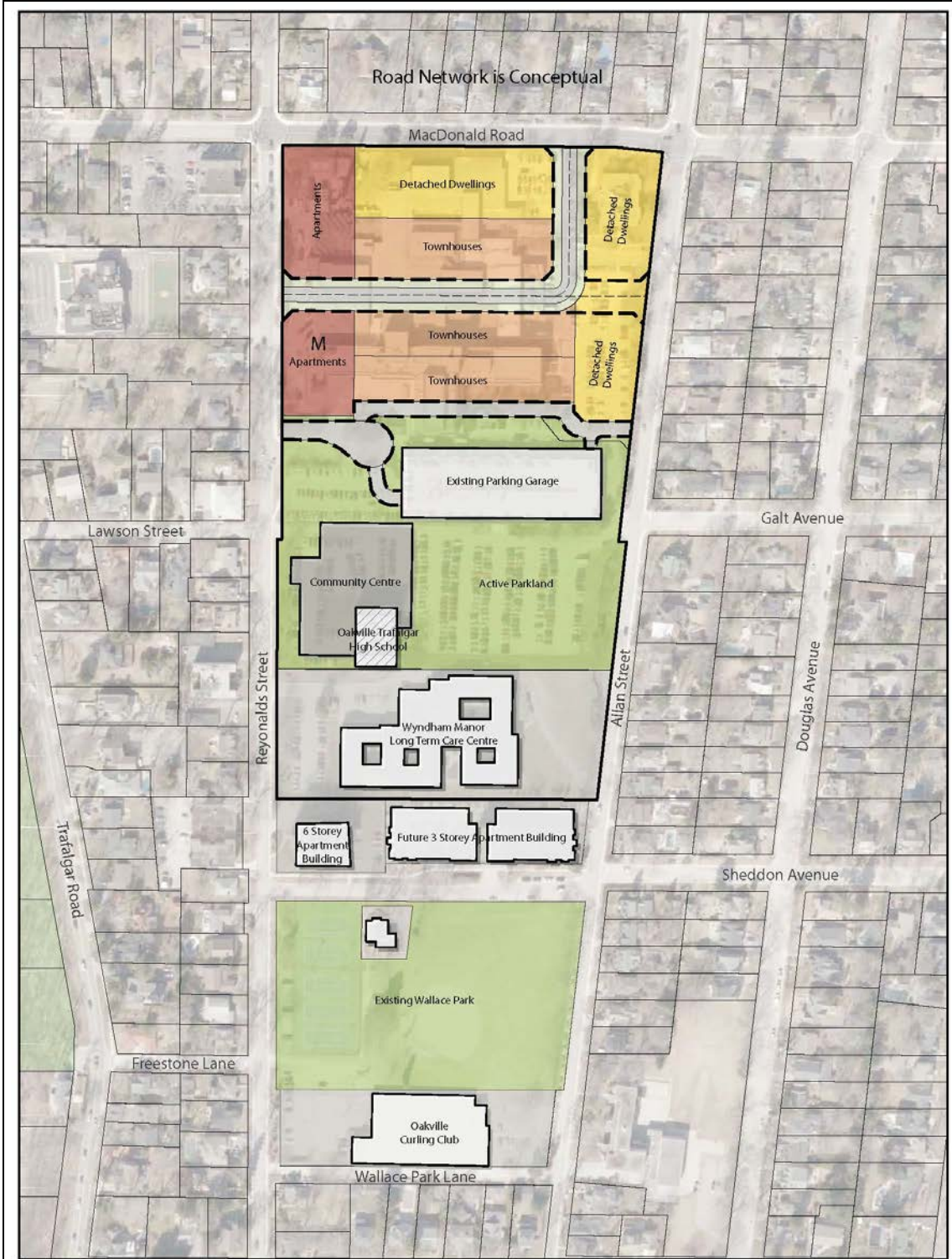
The redevelopment area is to be located at the north end of the site. The area can be accessed by a public road which can be configured as a through road with access from Reynolds to Allan Street, or from Reynolds Street to Macdonald Road. There are to be a mix of residential housing types provided, as provided for in the Livable Oakville Plan, with single detached lots with R10 zoning provided along Allan Street and along MacDonald Road. Townhomes should be oriented internally within the site and low-rise apartments a maximum of 4 storeys in height are to be provided on Reynolds Street. Staff are recommending that the maximum number of units to be developed on the site be 156 with the inclusion of a medical facility (206 units without the medical facility).

The recommended option also identifies the provision for a medical facility on a block along Reynolds adjacent to the community centre.

The staff recommended option could provide for a minimum estimated value of \$23.4 million based on the analysis described in the Financial Analysis section above, and in Appendix G.

On February 19, 2013, following the development of the staff recommended option, staff received a notice from the Mississauga Halton LHIN of a concept proposal for a facility of between 23,000 to 33,000 gross square feet for a medical/seniors health facility (see Appendix F). Staff were able to meet with representatives from the Mississauga Halton LHIN on February 26, 2013 to discuss options for the provision of the concept as part of the OTMH site redevelopment. Given the flexibility of the space to accommodate the various requirements for the medical/seniors facility, there appear to be opportunities to possibly incorporate space (for a seniors day care and wellness facilities) as part of the town's community centre with additional space for medical facilities in a separate building on an adjacent site. Staff recommend that continued discussion with the Mississauga Halton LHIN be undertaken to preserve the opportunities to integrate the medical/seniors facility as part of the redevelopment of the OTMH site.

Staff Recommended Land Use Option February 19, 2013



As noted earlier in the report, when the Livable Oakville Plan was adopted in 2009, it anticipated residential redevelopment across the entire OTMH site. The Plan allows for detached dwellings, townhouses and low-rise apartments (e.g., 3-4 storeys) and permits up to 29 units per site hectare.

This could result in up to 156 units on the site if applied to the existing property area of 5.38 hectares (excluding Wyndham Manor). The number of units would decrease depending on how much public land is required to be deducted from the site. The removal the lands required for public roads, plus the recently recommended community centre and park, substantially reduces the area originally identified for residential redevelopment. To accommodate the same number of units and housing mix as originally intended, the actual density (units per hectare) was applied to the redevelopment block.

The preliminary land use options and the preferred land use options show a mix of residential uses based on public input. At the open house in December, most visitors preferred the options which retained a mix of housing types.

The preferred land use options prepared by the consulting team considered higher densities and yields given their assessment of compatibility with the surrounding neighbourhood, and because the facility fit analysis determined that more land was required for the community centre. The estimated yields provided by the consultants were from 191 to 265 units.

The community context for the OTMH site provides for a range of housing types and densities. The area surrounding the site includes single detached residential lots zoned R10 (with a density on average of approximately 14 units per site hectare), as well as a mix of low-rise apartments that range in height and density (50 to 187 units per site hectare). The recommended land use option for the OTMH site, with the parameters for the location of the housing types and height limits, as well as a maximum on the total number of units, will provide for a compatible community development. The implementation of development on the OTMH site will be controlled by the town through zoning regulations, design guidelines and development conditions to ensure the site is not overbuilt and that development is undertaken which is reflective of the character of the community as provided for in the Livable Oakville Plan.

The staff recommended land use option represents good planning. The option maintains the central location for the community centre and park while preserving the opportunity to maintain the existing parking garage. The option will also allow for the preservation and integration of the existing designated heritage resource of the high school also allowing for the consideration of the protection of the chimney swift colony on site. The mix of land uses and number of units proposed, as well as the

inclusion of a block for a medical facility, while requiring some changes to the Livable Oakville Plan policies, conforms to the intent of the Livable Oakville Plan and preserves and maintains the existing character of the community.

The staff recommended land use option:

- provides clear parameters for the future redevelopment of the site that conforms to the intent of the Livable Oakville Plan policies;
- meets the needs as directed from the Master Plan;
- is compatible with the existing community;
- recognizes and protects the heritage designated property; and,
- provides flexibility for the inclusion of a medical/seniors facility.

Implementation

In order to implement the staff recommended land use option the following is needed:

- a detailed design for the community centre and park and the potential inclusion of space for a medical/seniors facility;
- an independent heritage impact assessment for the former high school, an amendment to the heritage designation by-law, and heritage permits for the alteration and conversion of the former high school;
- an independent environmental impact assessment related to the chimney swift habitat in the former high school;
- an amendment to the Livable Oakville Plan to redesignate the lands for the community centre and park area, to recognize the maximum number of units and height limits, and to permit private medical uses;
- an amendment to the Zoning By-law to permit the redevelopment;
- the development of design guidelines for the residential redevelopment as well as the parking garage retention; and,
- a strategy for the development and sale of the lands which may include partnerships.

Conclusion

Council initiated the South Central Public Lands Study last spring to:

- determine the ability to fit any recreational needs established in the final Parks, Recreation and Library Facilities Master Plan on the sites;
- identify other public or community needs that may be accommodated on the sites; and,
- define a preferred land use option for each of the sites included in the study.

The comprehensive study process detailed in this report addressed input from a Council Subcommittee, stakeholders and the public, as well as detailed technical reviews by staff and consultants. The staff recommended land use options considered the Livable Oakville Plan, the Parks, Recreation and Library Facilities Master Plan, heritage resources, the protection of trees, and “no net loss” of playgrounds. They were also grounded to ensure facility fit and infrastructure requirements, as well as financial considerations.

With Planning and Development Council’s endorsement of this report, including the staff recommended land use options and steps for implementation, the town will have identified:

- the portion of each of the three surplus school sites to be retained by the town, allowing the town to proceed with the disposition of the portion of each site to be redeveloped;
- parameters for the redevelopment of the OTMH site so that the town may explore various implementation opportunities; and,
- the estimated value of the lands, as well as the estimated cost of the public facilities to be used as input to the town’s 10-year capital forecast.

Direction regarding the timing and funding of the community facilities identified within the South Central Public Lands Study will come through the finalization of the 10-year capital forecast, which is expected to be brought forward in early summer.

Staff recommend that Planning and Development Council endorse the land use options as they represent the most appropriate land uses for the site and are in the public interest, and that staff be directed to undertake final detailed site design concepts and the implementation steps for the recommended land use options for the subject sites as identified in this report.

CONSIDERATIONS:

(A) PUBLIC

Public consultation has been an integral part of the South Central Public Lands Study and the process to arrive at the staff recommended land use options. Details about the public's role in the study are provided in the Background section of this report.

The *Planning Act* approvals required to implement the staff recommended land use options for the three surplus school sites and the OTMH site will include additional opportunities for public input.

(B) FINANCIAL

Based on the information provided in Appendix G, the total estimated values and costs associated with the staff recommended land use options are as follows:

Revenue Estimate:	\$37.6 – 51 million
Cost Estimate:	\$34.4 million

When the town reviews its 10-year capital plan, it considers the timing and capital funding for all town projects, including the proposed community centre and park on the OTMH site, the parkland and playgrounds on the school sites, and related costs. Funding is allocated to projects from reserves, the tax levy, and Development Charges if the project is eligible under the *Development Charges Act, 1997*. Approximately 1/3 of the OTMH community centre cost would be funded from Development Charges and the cost of acquiring the surplus school sites at \$12.84 million would need to also be reconciled.

The 10-year capital forecast is expected to be brought forward in early summer 2013.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The Planning Services, Recreation and Culture, and Parks and Open Space departments are working cooperatively on the South Central Public Lands Study, and the implementation of the Parks, Recreation and Library Facilities Master Plan, as it relates to south central Oakville.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- enhance our natural environment
- continuously improve our programs and services
- be accountable in everything we do
- be innovative in everything we do
- be fiscally sustainable

(E) COMMUNITY SUSTAINABILITY

Future land use options will be reviewed to ensure compliance with the Town's sustainability objectives.

APPENDICES:

Appendix A	Report from The Planning Partnership
Appendix B	Public Comments from Open House (February 12, 2013)
Appendix C	Other Public Comments re: Preferred Land Use Options
Appendix D	Staff Recommended Land Use Options
Appendix E	Public Comments re: Staff Recommended Land Use Options
Appendix F	Concept/Proposal for Medical/Seniors Services at OTMH Site
Appendix G	Financial Considerations: Staff Recommended Land Use Options

Prepared by:
Lesley E. Gill Woods, MCIP, RPP
Planner
Long Range Planning

Recommended by:
Diane Childs, MCIP, RPP
Manager
Long Range Planning

Submitted by:
Dana Anderson, MCIP, RPP
Director of Planning Services

APPENDIX B



OAKVILLE

REPORT

PLANNING & DEVELOPMENT COUNCIL MEETING

MEETING DATE: DECEMBER 4, 2017

FROM: Planning Services Department

DATE: November 13, 2017

SUBJECT: Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131

LOCATION: Area bounded by Reynolds Street, Macdonald Road and Allan Street.

WARD: 3

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RECOMMENDATION

1. That the proposed town-initiated official plan and zoning by-law amendments (File No. 42.24.017, former Oakville-Trafalgar Memorial Hospital lands) be approved.
2. That By-law 2017-130, a by-law to adopt amendment Number 23 to the Livable Oakville Plan be passed.
3. That By-law 2017-131, a by-law to regulate the use of the property be passed.
4. That notice of Council's decision reflects that the comments from the public have been appropriately addressed.

KEY FACTS

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

- The 2013 South Central Public Lands Study (SCPLS) explored the future redevelopment potential of four sites in Ward 3 – the Linbrook, Chisholm and Brantwood school sites and the Oakville-Trafalgar Memorial Hospital (OTMH) site. Through that study Council endorsed the staff recommended land use

From: Planning Services Department

Date: November 13, 2017

Subject: **Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131**

options for the three surplus school sites and endorsed in principle the staff recommended land use option for the OTMH.

- On June 27, 2017, Council endorsed a Master Plan for the OTMH site based on extensive public consultation in narrowing down several options.
- The Master Plan constitutes a development concept that was based on several planning and design principles. Future development of the site includes a community centre and park, the existing parking garage, residential development, and the potential for seniors-oriented housing.
- Amending the Official Plan and Zoning By-law is premised on Council's commitment to opening the South East Community Centre by September 2020, and developing the balance of the property for residential uses, in accordance with the direction of the 2013 SCPLS recommendation.
- A statutory public meeting was held on October 10, 2017.

BACKGROUND

The 2013 South Central Public Lands Study (SCPLS) was a comprehensive land use study focussed on several school sites, the Oakville-Trafalgar Memorial hospital (OTMH) site, and the Oakville Arena site. The study incorporated extensive community engagement and technical analyses for each of the sites. Through this study, Council endorsed, in principle, a land use option for the former OTMH.

Throughout 2017 there has been additional public consultation regarding the overall design of the whole OTMH site and its component land uses. The Master Plan incorporates a new community centre and park, residential development, the preservation of the former Oakville-Trafalgar High School (OTHS) and parking garage, and an area for future seniors-oriented housing.

Council approved this updated site master plan in June 2017 which was derived from the public's input on several different site design options. At a statutory public meeting, draft policies and regulations were presented for Council's, and the public's, consideration.

Site Description

The former OTMH site is situated within an established residential area north-east of downtown Oakville and south-east of the Oakville GO station. Including Wyndham Manor, it is approximately 6.7 hectares in size and has frontage on Reynolds Street, Macdonald Road and Allan Street. The property includes the existing hospital buildings (which are to be removed) and the former Oakville-Trafalgar high school (OTHS) building.

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Subject: **Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131**

The Wyndham Manor Long Term Care Centre is immediately south and adjacent to the subject site. When the town acquired the former hospital site, Wyndham Manor was not included. The remaining lands, without Wyndham Manor, are 5.7 hectares in area while the Open Space lands immediately east of Wyndham Manor are approximately 0.3 hectares, but encumbered by a number of easements for utilities and fire access.

The former OTHS building is designated under Part IV of the *Ontario Heritage Act*. The building has been vacant for more than 20 years and is currently home to a chimney swift colony that roost in the school's four chimneys. The birds are a threatened species under both provincial and federal legislation.

POLICY FRAMEWORK

The applications are subject to the following policy framework: the Provincial Policy Statement (PPS 2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Halton Region Official Plan, and the Oakville Official Plan and Zoning By-law.

Provincial Policy Statement

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.

Section 2.1.7 of the PPS does not permit development in habitat of threatened species, except in accordance with provincial and federal requirements. Further, section 2.6.1 requires the conservation of significant built heritage resources and cultural heritage landscapes. All planning decision must be consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe

The 2017 Growth Plan was released on May 18, 2017, and came into effect on 1 July 2017 replacing the 2006 Growth Plan. The Growth Plan provides a framework for implementing the Province's Vision for building stronger, prosperous communities by managing growth. The Plan directs growth to built-up areas through intensification where development proposals can efficiently use existing transportation and servicing infrastructure.

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Halton Region Official Plan

The lands are designated “Urban Area” according to the Region’s Official Plan. Lands within the “Urban Area” are intended for residential and employment growth. Policy 76 states that the range of permitted uses is to be in accordance with Local Official Plans and Zoning By-laws. All development, however, is subject to the policies of the Regional Plan.

It is also an objective of Halton Region to meet the provision of Assisted Housing and Special Needs Housing throughout the Region. There is the potential to work with Halton Region to facilitate opportunities for seniors-oriented housing on this site.

Town of Oakville Official Plan

The Livable Oakville Plan designates the site as “Institutional” to recognize the former hospital and associated uses, but also identifies it as a “Potential Residential Redevelopment Area”. Section 26.1 provides site-specific policies intended to guide future redevelopment once the hospital is demolished. Specifically, section 26.1.2 states:

“Redevelopment shall consider the following requirements in addition to those in section 11.1.9:

- a) Development should maintain and improve public parkland, pedestrian, cycling and vehicular access and connect to the surrounding neighbourhood and community.*
- b) Development will be subject to a phasing plan.*
- c) Development proposals will demonstrate, compatibility and integration with the surrounding land uses by ensuring an effective transition in built form between areas of different development heights. Transition in built form will act as a buffer between proposed development and planned uses and should be provided through appropriate design, siting, setbacks and the provision of public and private open space and amenity space.*
- d) Development shall protect and enhance natural features.*
- e) Development will be required to provide the necessary community infrastructure, transportation infrastructure and other services required to maintain a complete community.*
- f) Development shall protect and enhance existing cultural heritage features and, where feasible, integrate such features into the development of the lands.”*

Further, the policies in section 26.1.3 permit a mix of low and medium density housing types on the OTMH site, subject to maintaining a maximum overall

From: Planning Services Department

Date: November 13, 2017

Subject: **Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131**

development density of 29 units per net hectare. These policies formed the basis of the preferred site master plan.

With respect to the former OTHS, the existing Official Plan policy states:

“The Town shall encourage the maintenance and preservation of the old Oakville Trafalgar High School building, which is designated under the Heritage Act, in any development on the site.” (s.26.1.4)

Prior to the re-development of the site, section 26.1.1 of the Official Plan requires the completion of a visioning exercise along with a number of site-specific studies including a transportation demand analysis and a functional servicing study, among others. These studies are currently underway and will inform the final amendments for Council’s consideration.

PROPOSED AMENDMENTS

Master Plan

As noted above, the Council-endorsed site master plan (see Appendix 1) includes a new community centre, preservation of the OTHS, park space, residential development and an area for seniors-oriented housing. The master plan was premised on a number of planning and design principles.

The resulting Master Plan incorporates an area of low density residential along Macdonald Road and Allan Street expected to have a total of 19 detached lots. A new public street will connect Macdonald Road to Allan Street and provide frontage for two medium density residential blocks which will accommodate 16 freehold townhouse lots.

The parking garage remains at the southern limit of the new street and can access the new street from an existing access point. The street also frames the eastern edge of the new park. The community centre is focussed towards Reynolds Street and Lawson Street creating a new formal intersection which will allow direct connection to the parking garage from the west and provide access to the area south of the parking garage.

With the design of the Community Centre, the public entrance area is being considered in a holistic way such that it can seamlessly extend south of the drop-off to help anchor the future public space in front of the OTHS. Although the future use of the OTHS has not been determined, it is important to design the public realm in a manner that allows an ease of transition to the future OTHS public space.

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The Master Plan serves to implement the policies of the in-effect section 26.1 of the Official Plan as outlined above.

Proposed Official Plan Amendment

The proposed Official Plan Amendment serves to re-designate the site to allow for the implementation of lands uses consistent with the Master Plan exercise.

Public Uses

The public uses proposed for the site include the Community Centre, a park, and the existing parking garage. The implementing Zoning By-law incorporates regulations which will permit the operation of the parking garage in conjunction with the community centre.

A new entrance to the site is created at Lawson Street and Reynolds Street which will allow access to not only the community centre and parking garage, but also to the former OTHS building and associated civic space, and the future seniors-oriented housing area.

The park north of the community centre is approximately 0.6 hectares in size and will be subject to a comprehensive design exercise with opportunities for public consultation. As well, the open space area east of Wyndham Manor can be used for park purposes, but because of the numerous easements and utilities on the site, it is not expected to be actively programmed.

Residential Uses

A mix of housing types is proposed which would maintain the Official Plan's objective of limiting density to 29 units per hectare. This includes lands to be designated for low density residential uses along the south side of Macdonald Road and the west side of Allan Street. There is a total of 19 detached dwellings proposed.

A block of medium density residential is proposed on the east side of the new public street, across from the future park and community centre. It is expected to be developed for a total of 16 townhouses.

The cumulative density of these four blocks is just over 20 units per hectare and well within the limit of 29 uph.

From: Planning Services Department
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Subject: **Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131**

Seniors-oriented Housing

During the Master Plan exercise, a number of comments noted the need for creating opportunities to “age-in-place”. This suggested a variety of options could be considered for residents to down-size to smaller, affordable, more manageable properties or dwelling units without the need to leave the community. Discussion also focussed on opportunities for older adults who need some provision of care and who may not be living as independently.

As such, the draft Official Plan Amendment presented in October 2017 to Council offered direction for a maximum height and density, but did not speak to potential providers or the type of housing that could be programmed. Comments received during the public consultation process spoke to the lack of clarity or assurances related to how the seniors-oriented housing could be developed, its built form and housing type.

In response, a seniors-oriented housing development could range from independent seniors-living to assisted-care. It could be provided either through a public entity (i.e. Halton Region), or as a for-profit business. Although there is no pre-determined layout or built form, it is preferred that a seniors’ provider consider the foregoing and tailor a development scenario which could meet the community’s various needs and through this exercise determine how the development would operate.

The Planning tools can provide some certainty to how the lands will develop. Also, given that the lands are owned by the Town, there is an added level of certainty through provisions that can be built into a purchase and sale agreement for the future operator of the site.

The proposed land use designation for the seniors housing area would be a medium-density designation. The purpose of this designation is primarily to account for the type of intended use – being a retirement home or long term care home, both of which are permitted as-of-right in the designation. It also includes a density range of between 30 and 50 units per hectare. Based on the conceptual size of the area (without the OTHS), that could translate to a maximum of 35 independent dwelling units. A maximum height limit of four storeys is also recommended as part of the site-specific policy, which is a comparable height to that of the existing parking garage.

It is also expected that the seniors housing component will incorporate the former high school building in some respect, along with a civic space in front of the building. Through the statutory public meeting process, a number of comments were provided regarding the use of the space between the OTHS and Reynolds Street and the desire to maintain the area for public use.

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In response, a policy has been clarified in the Official Plan Amendment to direct the preservation of the space for public purposes and access. This space is expected to be developed in conjunction with the OTHS yet reflect similar design cues to that being considered in front of the new Community Centre such that one public space is created that extends from the Community Centre entrance south to the OTHS to the southerly property limit. The space in front of the OTHS does not have a specific design intent, but can be used for formal or passive activities and reflect the heritage significance of the OTHS.

Because the OTHS is a designated building pursuant to the *Ontario Heritage Act*, further analysis for potential re-use of the building is required. The building can be used for a variety of initiatives, whether for independent apartments, offices or community uses that could support seniors programming.

The re-use of the former high school building will require:

- Council approval of a heritage permit; and,
- Documentation, prepared to the satisfaction of the Ministry of Natural Resources and Forestry, regarding the alterations to the chimneys and the maintenance or replacement of the chimney swift habitat.

The Wyndham Manor Long Term Care Centre is immediately south and adjacent to the subject site. When the town acquired the former hospital site, Wyndham Manor was not included; however, it was associated with the hospital use and enjoyed the same "Institutional" designation. This designation does not reflect the use of the site well in the context of the Official Plan's hierarchy of land use designations. Through the current amendments being considered by staff, it is appropriate to extend the "Medium Density" residential designation to the Wyndham Manor site. Again, this designation permits a long term care home. Staff is recommending complementary zoning regulations which recognise the existing built form on the site. Any consideration to redevelop the property or modify the built form in the future would require modifications to the proposed Zoning By-law amendment.

The proposed Official Plan Amendment also includes the re-designation of the 0.3 hectare open space block immediately east of Wyndham Manor. These lands are encumbered by a number of easements for utilities and fire access in favour of Wyndham Manor and must be maintained. This parcel could therefore be designated as Parks & Open Space which will preserve its use for passive park purposes. It is not expected that this parcel will be programmed for more active uses, but its future use will be considered in the overall review of park facilities to be undertaken for the broader area.

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The proposed redevelopment concept adheres to section 11.1.9 of the Official Plan by proposing a complementary development that is compatible with the neighbouring property fabric, considers the extension of the public street network and infrastructure, adds community uses and accounts for the preservation of a heritage building.

Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment includes regulations affecting the siting of the community centre within its lot. There are also regulations for the residential development which seeks to ensure the siting of future houses is complementary to the existing residential fabric. The regulations for the detached residential lots are similar to that of Special Provision 10 which applies to the majority of the lands to the east and north of the site. There are provisions proposed with similar metrics for lot frontage, coverage and height.

A comparison of the regulation of the RL3-0-10 zone compared to that proposed follows:

RL3-0 SP 10 (surrounding area)	RL3-0 Special Provision 383
Minimum frontage of 18m (RL3)	Minimum frontage of 14.5m
Maximum lot coverage for: 1-storey dwelling of 25% 1.5-storey dwelling of 22% 2-storey dwelling of 19% (SP 10)	Maximum lot coverage for all dwelling types of 25%
Maximum garage floor area 38m ² (SP 10)	Same
1.5-storey w/attached garage 1.5m 2-storey w/attached garage 1.8m (SP 10)	Same
Minimum landscaping coverage in the front yard is not regulated by 2014-014	Minimum landscaping coverage in the front yard of 60%
Maximum garage door width facing a road for an attached garage is not regulated by 2014-014	Maximum garage door width facing a road for an attached garage of 4m

The medium-density residential area anticipates the development of a townhouse form, up to 16 units. As such, a standard zoning category of RM1 is recommended.

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The only site-specific regulation included is to permit a reduced flankage yard from the standard 3 metre setback to 1.2 metres, consistent with the interior side yard setback.

The regulations affecting the community centre provide some flexibility to the overall siting by providing reduced setbacks to the new public street.

Staff is not currently proposing regulations for the seniors housing area. It is preferred that a future zoning by-law amendment process be considered by Council at the time of a specific planning application. A separate application can be brought before Council which responds to the area's needs, and be in consideration of Council-approved policy. This will also allow for a fulsome public consultation through the planning application process within the parameters set by the proposed Official Plan Amendment.

The passive space east of Wyndham is proposed to have a complementary zone to that of the proposed re-designation which will allow its use for park purposes. It is considered appropriate to allow these lands to be zoned Open Space (O1). The use of these lands for park purposes will augment the surrounding parks network.

Should there be a requirement in the future to vary the proposed zoning for the former hospital site, the matter will be subject to Council's review and consideration.

Future Planning Approvals & Next Steps

The proposed seniors-oriented housing will be subject to a future development application. Therefore, any development scenario would require support from various technical studies as outlined through the Town's Official Plan and town procedures.

Future disposition of surplus lands not used for town purposes would be required to follow the Town's standard procedure and protocol. The individual residential lots will need to be created; however, that could occur through different means such as a typical subdivision process through creation by Reference Plan. This has not been determined since further analysis is required to ensure continued co-ordination between the residential development and that of the new Community Centre and Park.

The ultimate width of the boundary roads, and the facilities (i.e. street lights sidewalks etc.) within the right-of-way would be required to follow the Town's Official Plan. The rights-of-way and facilities for the three boundary roads (Reynolds Street, Allan Street and Macdonald Road) will be confirmed through a transportation study currently underway.

From: Planning Services Department

Date: November 13, 2017

Subject: **Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131**

There is also a Functional Servicing Study being undertaken to identify the manner in which the community centre and future residential lands will be serviced for water, sanitary and stormwater purposes.

Should Council approve the proposed amendments, Staff will continue to work towards implementation of the Master Plan, development of the Community Centre and Park, as well as future disposition of the residential lands. Staff will also seek opportunities to develop the seniors-oriented housing lands as quickly as possible.

CONCLUSION

An extensive public consultation process led to Council endorsing a site Master Plan for the former OTMH site. The proposed amendments serve to implement this Master Plan and facilitate the future development of the former Oakville-Trafalgar Memorial Hospital lands.

CONSIDERATIONS

(A) PUBLIC

The public has been engaged for several years throughout the process of determining the how the former hospital site will be re-purposed. Through the consultation and statutory processes, numerous submissions were made and considered in the preparation of the amending documents.

(B) FINANCIAL

Supporting studies are being undertaken based on the capital budget established for this project by Council in 2016. Future sale of the residential lands will advance Council's desire to replenish Town reserves.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Consultation with the other town departments, public agencies and the general public has been on-going. Public comments have been addressed through the amending documents.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- have environmentally sustainable programs/services
- be innovative in everything we do
- be the most liveable town in Canada

From: Planning Services Department

Date: November 13, 2017

Subject: **Recommendation Report - former Oakville-Trafalgar Memorial Hospital Lands, Proposed Official Plan and Zoning By-law Amendments - File No. 42.24.017 - By-law 2017-130 and By-law 2017-131**

(E) COMMUNITY SUSTAINABILITY

The redevelopment of the former hospital lands is premised on achieving the town's sustainability objectives.

APPENDICES

Appendix A – Location Map

Appendix B – Council-endorsed site Master Plan (June 2017)

Appendix C – extract from existing Official Plan

Appendix D – proposed text changes to Official Plan

Appendix E – extract from existing Zoning By-law 2014-014

Appendix F – Public Comments

Prepared and Recommended by:

Gabriel A.R. Charles, MCIP, RPP

Senior Manager, Current Planning & Urban Design

Submitted by:

Mark Simeoni, MCIP, RPP

Director, Planning Services

APPENDIX C

Memo

To: Mr. Domenic Lunardo, Program Co-ordinator, Downtown Projects
From: Planning Services
Date: February 1, 2018
Subject: Draft Plan of Subdivision - Former Oakville-Trafalgar Memorial Hospital Lands

This memo is provided in satisfaction of the scoped planning justification memo with urban design principles required as per the pre-consultation agreement signed on January 24th, 2018. It is supported by Council's recent approval of an Official Plan Amendment and Zoning By-law Amendment pertaining to the former Oakville-Trafalgar Memorial Hospital Lands and provides an overview of the subject draft plan of subdivision application and brief applicable policy, by-law and other technical requirements.

Location

The former Oakville-Trafalgar Memorial Hospital ('OTMH') is bound by Reynolds Street to the west, MacDonald Road to the north, Allan Street to the east, Wyndham Manor Long Term Care Centre to the south and is 5.7 hectares in size (including the 0.3 ha open space block east of Wyndham Manor Long Term Care Centre which is encumbered by a number of easements).



Figure 1: Air Photo

The subject lands are comprised of the northern portion of the former OTMH lands, as conceptually shown on Figure 1.

Memo

Background

The subject lands are located within a settlement area (town) and built boundary (generally south of Dundas Street) and were identified as a special policy area pursuant to the Livable Oakville Plan (2009).

26.1.1 The Special Policy Area relating to the hospital lands may be considered, following a Town-initiated community visioning exercise, through the planning application process with the submission of the following studies and any other requirements under section 28.17:

- a) transportation demand analysis;*
- b) traffic impact study;*
- c) planning justification report;*
- d) urban design brief;*
- e) functional servicing study; and,*
- f) community infrastructure assessment.*

26.1.2 Redevelopment shall consider the following requirements in addition to those in section 11.1.9:

- a) Development should maintain and improve public parkland, pedestrian, cycling and vehicular access and connect to the surrounding neighbourhood and community.*
- b) Development will be subject to a phasing plan.*
- c) Development proposals will demonstrate compatibility and integration with the surrounding land uses by ensuring an effective transition in built form between areas of different development heights. Transition in built form will act as a buffer between proposed development and planned uses and should be provided through appropriate design, siting, setbacks and the provision of public and private open space and amenity space.*
- d) Development shall protect and enhance natural features.*
- e) Development will be required to provide the necessary community infrastructure, transportation infrastructure and other services required to maintain a complete community.*
- f) Development shall protect and enhance existing cultural heritage features and, where feasible, integrate such features into the development of the lands.*

26.1.3 Notwithstanding the Institutional designation, the lands may be redeveloped in accordance with the permitted uses and policies of the Low Density Residential designation and may also include the uses permitted in the Medium Density Residential designation. Community uses may also be permitted.

Memo

26.1.4 The Town shall encourage the maintenance and preservation of the old Oakville Trafalgar High School building, which is designated under the Heritage Act, in any development of the site.

The 2013 South Central Public Lands Study was a comprehensive land use study focused on several school sites, former OTMH lands, and the Oakville Arena site. The study incorporated extensive community engagement and technical analyses for each of the sites. Through this study Council endorsed, in principle, a land use option for the former OTMH.

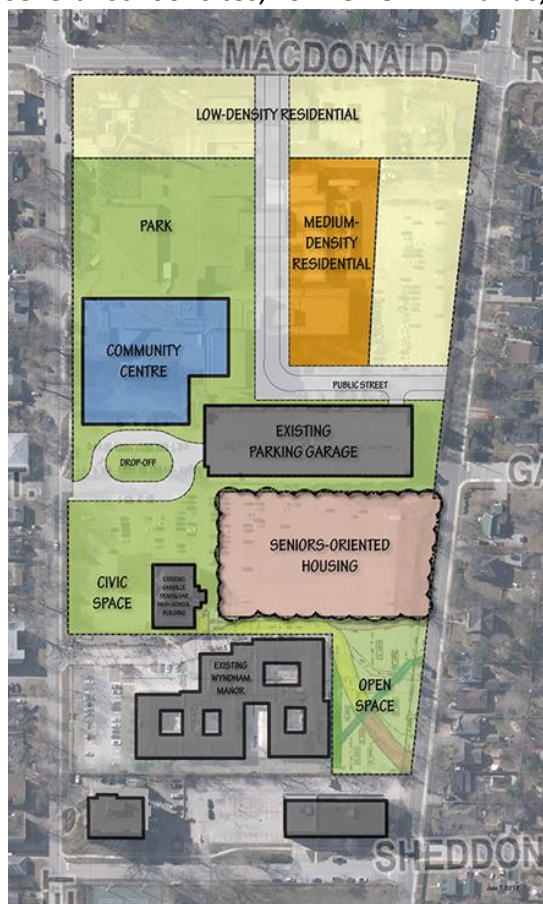


Figure 2: Approved Former Hospital Site Master Plan

Throughout 2017 additional public consultation was undertaken regarding the overall design of the OTMH and its component land uses. The Master Plan incorporates a new community centre and park, residential development, the preservation of the former Oakville-Trafalgar High School (“OTHS”) and parking garage, and an area for future seniors-oriented housing.

The former OTHS building is located immediately north of the Wyndham Manor Long Term Care Centre and is designated under Part IV of the *Ontario Heritage Act*. The building has been vacant for more than 20 years and is currently home to a chimney swift colony that roost in the school’s four chimneys. The birds are a threatened species under both provincial and federal legislation.

Council approved the updated site master plan in June 2017 (Figure 2), which was derived from the public’s input on several different site design options, and approved the implementing Official Plan Amendment and Zoning By-law Amendment on December 4th, 2017. The amendments are now in full force and effect.

The staff report dated November 13, 2017 should be referred to regarding the planning rationale and assessment related to the Official Plan and Zoning By-law Amendments which established the low and medium density residential land use designation of the subject lands, zoning performance standards including lot size, and overall conformity with the aforementioned 2009 Livable Oakville Special Policy Area.

Memo

Proposed Draft Plan of Subdivision

The draft plan of subdivision is comprised of 19 individual lots with a frontage between 14.5 m - 15.7 m intended to be developed with single-detached dwellings, 2 medium density residential blocks intended to be developed with 16 townhouses and 1 block for a 17.0 m public road.

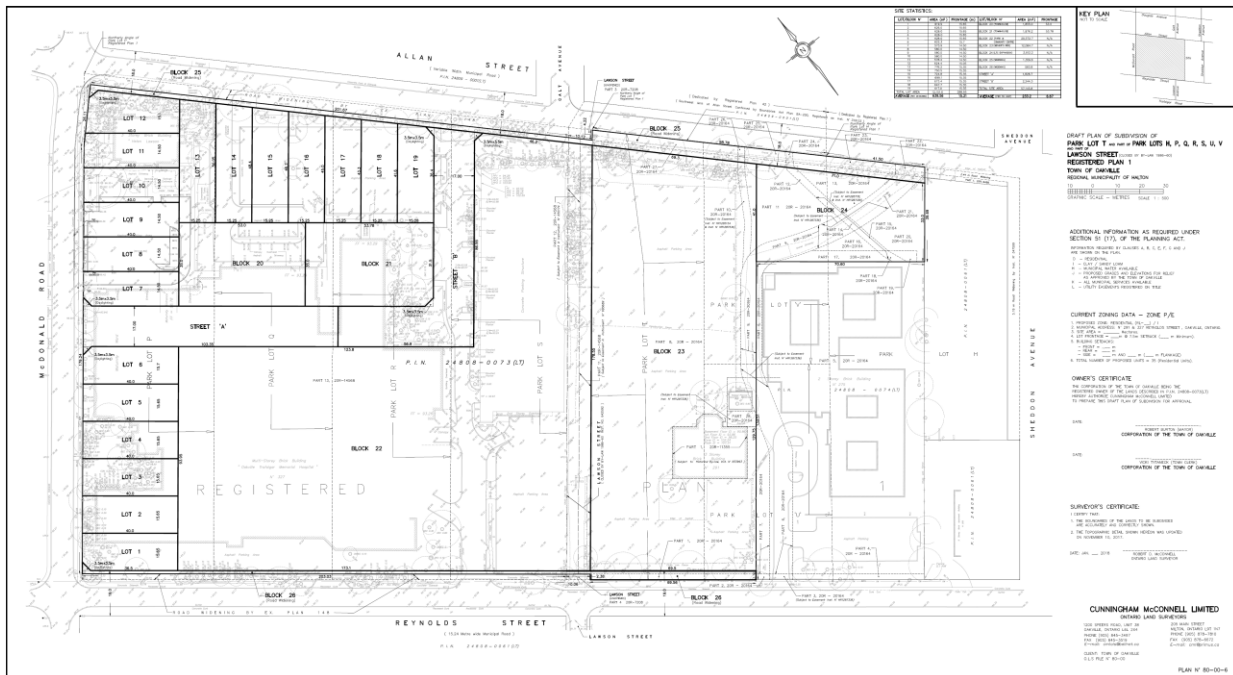


Figure 3: Draft Plan of Subdivision

In addition, road widening's as part of the larger OTMH redevelopment will be conveyed to the town, as part of this draft plan of subdivision.

As part of the larger site, a consent application is intended to be submitted to facilitate the establishment of three blocks over the remainder of the former hospital site for the purpose of: a park block, a block for the future community centre (including the existing parking garage), and a block for the preservation and reuse of the former OTHS building including the integration of seniors-oriented housing and open space uses.

9. SUPPORTING STUDIES

a. FUNCTIONAL SERVICING REPORT

A Functional Servicing Report submitted as part of the subject plan of subdivision application will outline the water, wastewater and stormwater servicing requirements for the subject lands and development of the proposed subdivision in order to assess the feasibility of adequately servicing the lands.

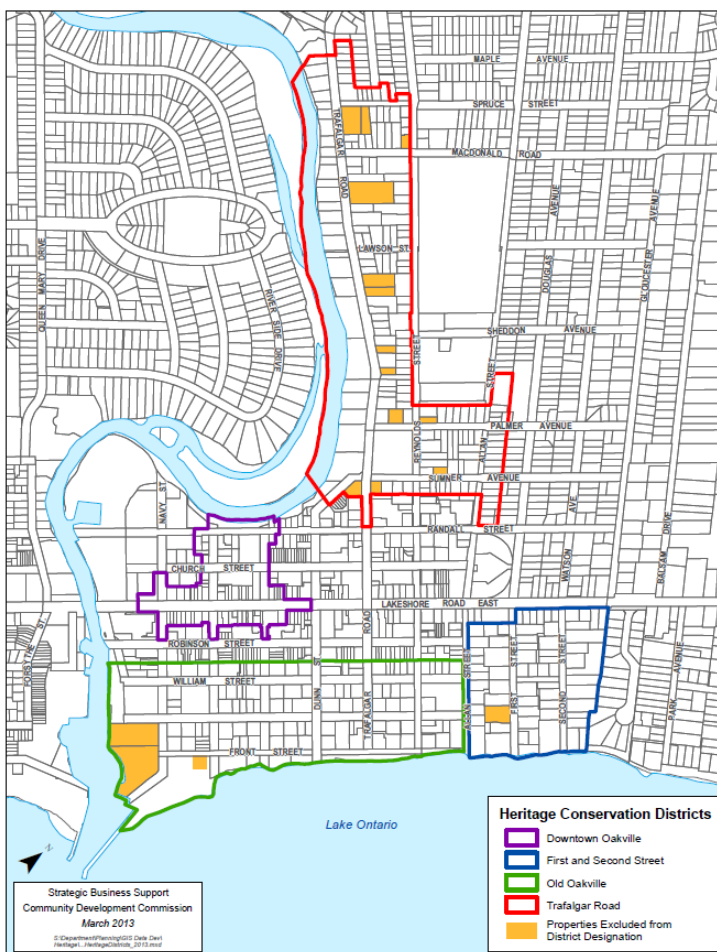
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b. TRANSPORTATION IMPACT STUDY

A Transportation Demand and Traffic Impact Study was prepared in support of the subject draft plan of subdivision application. The analysis concluded that under the existing (2017) and future (2025) traffic conditions, all of the study area intersections are operating satisfactorily and no intersection operational improvements are required. Relative to the pre-existing hospital land use, the proposed development will result in a significant decrease of traffic volumes along the Cornwall Road section between Trafalgar Road and Reynolds Street, along Reynolds Street and Allan Street. More detailed recommendations including future review of turning lanes, pedestrian connections and right-of way width are detailed in the study.

c. HERITAGE IMPACT ASSESSMENT

The subject lands are located adjacent to the Trafalgar Road Heritage Conservation



District (along Reynolds Street). The OTHS building, located on adjacent lands, is also designated under Part IV of the *Ontario Heritage Act*. Pursuant to the *Livable Oakville Plan*, the town may require a heritage impact assessment in both circumstances (adjacent designated heritage building and heritage conservation district). This approach is consistent with related PPS policies and conforms to related Growth Plan policies.

A Heritage Impact Assessment will be submitted in due course, and is expected to identify any related

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matters that should be considered in the review of the draft plan of subdivision application and included as conditions of draft plan approval.

d. ENVIRONMENTAL SITE ASSESSMENT

An environmental assessment will be submitted as part of the plan of subdivision application which will provide an assessment of the subject lands in accordance with Provincial requirements.

e. TREE PRESERVATION REPORT

A tree preservation report submitted as part of the subject plan of subdivision application will provide a summary of a tree inventory of all existing trees on the subject lands, as well as a description of planned tree preservation measures. Tree preservation and new tree plantings to assist in achieving the town's tree canopy cover target can be included as draft plan conditions.

8. CURRENT PLANNING POLICY FRAMEWORK

This application is subject to the following policy framework: the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), Halton Region Official Plan, and the Town of Oakville Official Plan (Livable Oakville) and Zoning By-law. The broad policy framework as it applies to the proposed application is outlined below.

a) PROVINCIAL POLICY STATEMENT (PPS), 2014

The Provincial Policy Statement ('PPS') provides a policy led planning system, recognizing there are complex relationships among environmental, economic and social factors in land use planning. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. All planning decisions are required to be consistent with the PPS.

Section 1 of the PPS promotes building strong healthy communities by managing and directing land use to achieve efficient and resilient development and land use patterns. Section 1.1.1 of the PPS notes that healthy, liveable and safe communities are sustained by, among other matters;

- *promoting efficient development and land use patterns which sustain the financial wellbeing of the province and municipalities over the long term (1.1.1 a);*
- *accommodating an appropriate range and mix of residential, institutional, recreation, park and open space, and other uses to meet long-term needs (1.1.1 b);*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1 c);*

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- *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1 d);*
- *improving accessibility for persons with disabilities and older persons (1.1.1 e);*
- *ensuring that necessary public service facilities are or will be available to meet current and projected needs (1.1.1 g); and,*
- *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate (1.1.1 h).*

The subject lands are located within a settlement area which are broadly “the focus for growth and development” and “their vitality and regeneration shall be promoted” (1.1.3.1). In directing growth to settlement areas, planning authorities are to “identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs” (1.1.3.3).

In regard to housing, the PPS directs planning authorities to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. This is to be done by directing new housing developments to locations where appropriate levels of infrastructure and public service facilities are or will be available (1.4.3 c), promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities (1.4.3 d), and establishing development standards for residential intensification and redevelopment which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety (1.4.3 e).

The land use permissions, density and zoning performance standards of the redevelopment were established through the Official Plan Amendment (OPA 23) and Zoning By-law Amendment approved by Town Council on December 4th, 2017.

Section 1.1.3.3 also states that “Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources ...”

Section 2 of the PPS states that Ontario's long-term prosperity, environmental health, and social well-being depend on, among other matters, conserving biodiversity, and protecting natural and cultural heritage resources for their economic, environmental and social benefits.

The following sections of the PPS with respect to natural heritage are applicable to the redevelopment of the former hospital site, which includes the subject lands, and requires consideration:

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2.1.5 *Development and site alteration shall not be permitted in:*

d) significant wildlife habitat;

2.1.7 *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*

2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The former hospital lands contain an identified Chimney Swift habitat within the chimneys of the former Oakville Trafalgar High School (OTHS) building. Chimney Swifts are identified as a threatened species under Ontario's *Endangered Species Act*.

As part of the demolition of the hospital, it did not trigger any legislative requirements in regards to the known Chimney Swift habitat in the adjacent OTHS building, provided the high school was not involved in the demolition. While the provisions of the *Endangered Species Act* do cover protection of habitat, for the Chimney Swift this was restricted to the chimney they actually inhabit (and the immediate adjacent area around the chimney) based on Regulation 242/08, Section 23.8 of the ESA.

Given this, the subject lands and proposed draft plan of subdivision, which do not include the significant wildlife habitat, is consistent with the PPS. Notwithstanding, it is recognized that future consideration and study of the Chimney Swift habitat will be required as part of a future rezoning and/or site plan application associated with the redevelopment of the OTHS building and potentially the seniors-oriented housing adjacent to the OTHS building as contemplated as part of the Council endorsed Master Plan.

The cultural heritage policies of the PPS are applicable, including the following:

2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Other policies also apply to the subject lands, such as criteria for stormwater management, and will be addressed in more detail as part of the associated supporting studies.

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b) GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Growth Plan for the Greater Golden Horseshoe 2017 ('Growth Plan') came into effect on July 1, 2017 replacing the 2006 Growth Plan. The Growth Plan provides a framework for implementing the Province's vision for building stronger, prosperous communities by managing growth. The Plan directs growth to built-up areas through intensification where development can efficiently use existing infrastructure. The plan promotes a compact built form and increased densities with a mix of residential uses.

The policies for where and how to grow and manage growth direct forecasted growth to settlement areas "focused in delineated built-up areas" [2.2.1.2 c) i]. The subject lands are within the settlement area and are within the delineated built-up area.

Section 2.2.1.4 notes the Plan supports the achievement of complete communities that:

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

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- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development.*

The proposed draft plan of subdivision works to implement the approved Official Plan Amendment and Zoning By-law Amendment for the former hospital site. The approved Official Plan Amendment and Zoning By-law Amendment uphold the broader level policies of the Growth Plan and supports the achievement of complete communities.

Section 2.2.2 of the Growth Plan sets minimum intensification targets for the level of growth that is to occur within the delineated built-up area as a percentage of total growth within Halton Region. The proposed draft plan of subdivision contributes to the achievement of the minimum intensification targets as set out in the Growth Plan.

Section 2.2.2.4 notes that “all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) encourage intensification generally to achieve the desired urban structure;*
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;*
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed draft plan of subdivision implements the Official Plan and Zoning By-law. Further, overall the density of the proposed new housing component is within the range of ‘low density residential’, as defined by the Livable Oakville Plan, which is reflective of the surrounding area.

Other policies also apply to the subject lands, such as criteria for stormwater management and cultural heritage and will be addressed in more detail as part of the associated supporting studies.

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c) HALTON REGION OFFICIAL PLAN

The Halton Region Official Plan sets out the growth and development goals, objectives and policies to guide growth and change across the Region of Halton. The OMB has issued a series of decisions regarding the partial approval of ROPA 38 to the Halton Region Official Plan. The policies of ROPA 38 are in force with the exception of site-specific and policy-specific matters unrelated to this application.

The subject lands (i.e. the lands subject to the proposed draft plan of subdivision) are designated “Urban Area” in the Halton Region Official Plan.

The objectives of the Urban Area are, among other objectives, to support growth that is compact and supportive of transit usage; provide a range of identifiable, inter-connected and complete communities of various sizes, types and character; to promote the adaptive re-use of brownfield and greyfield sites; and to facilitate and promote intensification and increased densities.

Policy 76 states a “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 this Plan.”

d) LIVABLE OAKVILLE PLAN

Livable Oakville is the town’s official plan for the lands south of Dundas Street and north of Highway 407. It provides land use designations and policies to guide development to the year 2031. The Plan was adopted by Council in June 2009 and approved by Halton Region in November 2009, with modifications, as it was deemed to conform to the 2006 Growth Plan and the Region’s Official Plan, as amended, and to be consistent with the 2005 Provincial Policy Statement. A number of parties appealed the Region’s decision to the Ontario Municipal Board. The Board subsequently adjudicated the majority of the appeals and approved the Plan, with further modifications, in May 2011.

The Livable Oakville Plan designated the former hospital site and subject lands as “Institutional” which recognized the former hospital and associated uses. The Plan also identified the former hospital site as a special policy area being a “Potential Residential Redevelopment Area” and including site-specific policies to guide future redevelopment once the hospital was demolished. In order for redevelopment to take place, the Plan required the completion of a visioning exercise for the reuse of the property, along with a number of site-specific studies including a transportation demand analysis and a functional servicing study, among others.

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On June 27, 2017, following extensive public consultation (i.e. visioning exercise), Council endorsed a preferred Master Plan for the redevelopment of the former hospital site. To enable the Master Plan and future redevelopment of the site, Council approved a town-initiated Official Plan Amendment (OPA 23) on December 4, 2017. OPA 23 redesignated the former hospital site from “Institutional” to “Low Density Residential”, “Medium Density Residential” and “Parks and Open Space” in accordance with the preferred Master Plan. The OPA enables the redevelopment of the property for:

- a community centre;
- a park block;
- the maintenance of the existing parking garage;
- an “L-shaped” street on the east side of the new park block and north of the existing parking garage, connecting Macdonald Road and Allan Street;
- residential land uses, consisting of detached dwellings fronting onto Macdonald Road and Allan Street and townhouses fronting onto the new “L-shaped” street, which does not exceed a density of 29 units per site hectare;
- an area for seniors-oriented housing and supporting uses on the southern portion of the site;
- the preservation of the existing former Oakville-Trafalgar High School (OTHS) building, which is designated under Part IV of the Ontario Heritage Act, to be integrated with seniors-oriented housing;
- a publicly accessible civic space in front of the former OTHS, adjacent to Reynolds Street; and,
- a passive park space along Allan Street.

The proposed draft plan of subdivision (i.e. the subject lands) affects the northern portion of the former hospital site. The subject lands include the residential land use designation “Low Density Residential” and “Medium Density Residential” and contains the new “L-shaped” street as per the approved Official Plan Amendment. The draft plan of subdivision proposes to create a block for the creation of 19 single detached residential lots fronting onto MacDonald Road and Allan Street, and 16 townhouse residential lots fronting the new “L-shaped” street.

The proposed draft plan of subdivision implements the approved Official Plan Amendment for the subject lands pertaining to the northern portion of the Council adopted Master Plan for the former hospital site.

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e) ZONING BY-LAW 2014-014

The subject lands are zoned RL3-0 S.P. 383 and RM1 S.P. 383. The draft plan of subdivision has been drafted to fully comply with the Zoning By-law, including meeting or exceeding minimum lot area and frontage requirements. The proposed size, shape and orientation of the proposed lots comply with the zoning by-law and provide generally rectangular shape building lots.

f) SECTION 51(24) OF PLANNING ACT

Section 51(24) of the *Planning Act*, applies to the subject plan of subdivision and provides that in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
 - As outlined in this memo, a number of Provincial, Regional and local planning policies apply to the subject development, which are related to matters of Provincial Interest. The supporting studies will address these matters in more detail and conformity with applicable policy will be assessed further as part of the technical review of the development application.
- (b) whether the proposed subdivision is premature or in the public interest;
 - The proposed plan of subdivision implements an extensive public consultation process, approved master plan and is reflective of the recent Official Plan Amendment and the as-of-right zoning permissions pursuant to Zoning By-law 2014-014. The supporting studies will provide more information such as whether the lands can be feasibility serviced, which will be reviewed and assessed further through the development application.
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
 - Conformity with the Livable Oakville Plan will be assessed in more detail as part of the review of this development application, and through the reports and studies required in support of this development application.
- (d) the suitability of the land for the purposes for which it is to be subdivided;
 - The land is suitable for the proposed subdivision and uses as it implements an extensive public consultation process and approved master plan for redevelopment of the larger former hospital lands.
- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
 - No affordable housing units are proposed on the subject lands.

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(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

- The number, width, location and proposed grades of all streets will be assessed in more detail as part of the Functional Servicing Report and Transportation Impact Study. The new public road proposed will meet the Town's engineering standards.

(f) the dimensions and shapes of the proposed lots;

- Rectangular lots are proposed with lot frontage and lot area which comply with the zoning by-law.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

- The subject lands are part of a larger site that has been comprehensively planned. The development of the proposed plan of subdivision will be coordinated with adjacent development. Conditions of draft plan of subdivision approval will set out any necessary and appropriate conditions on matters to be addressed prior to the registration of the subdivision.

(h) conservation of natural resources and flood control;

- The subject lands are not part of the natural heritage system and are not regulated by Conservation Halton.

(i) the adequacy of utilities and municipal services;

- The proposed plan of subdivision largely utilizes existing utilities and municipal services. Functional servicing and stormwater management will be addressed in more detail by the Functional Servicing Report. Related draft plan conditions could be imposed, as required.

(j) the adequacy of school sites;

- The draft plan of subdivision, as proposed, would result in 19 single-detached dwellings and 16 townhomes. The adequacy of school sites will be confirmed through the respective school board's review of the development application, and draft plan conditions and warning clauses may be imposed.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

- Not applicable, however as part of the larger development public uses will be reestablished in the form of a new park, community centre and recreation facilities.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

- The proposed development constitutes redevelopment of part of a larger land parcel within the built boundary which mostly utilizes existing infrastructure including roads, water and waste water and transit. A relatively minor expansion to the public road network is proposed

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to accommodate the 16 multiple attached dwellings internal to the site. Overall, the development represents an efficient use of energy.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

- Through review of this draft plan of subdivision, the Council will have authority to require none, some or all of the lots to be subject to site plan control. Overall, the draft plan of subdivision proposes generally rectangular shape lots with modest changes of grade. Access to each lot can be accommodated from existing and proposed public roads.

APPENDIX A - URBAN DESIGN GUIDING PRINCIPLES AND DIRECTION

The proposed Master Plan envisions new sustainable development which is well-integrated within the existing neighbourhood. The Master Plan is designed to carefully address the existing context such as adjacent heritage district, traditional low density housing and historic structure (Oakville Trafalgar High School) on the former hospital site.

KEY STRUCTURING ELEMENTS

The proposed Master Plan includes the following key components:

- Low and medium density residential area with a new public road;
- Community Centre with two pools, gymnasium, aerobic studio, weight room, two multipurpose rooms and a walking track;
- Seniors-oriented development;
- Three distinctive open space areas, interconnected by pedestrian linkages;
- Existing parking garage; and
- Existing historic Oakville Trafalgar High School.

GUIDING DESIGN PRINCIPLES

Following are the main design principles guiding the future development.

1. Creating distinct and vibrant community

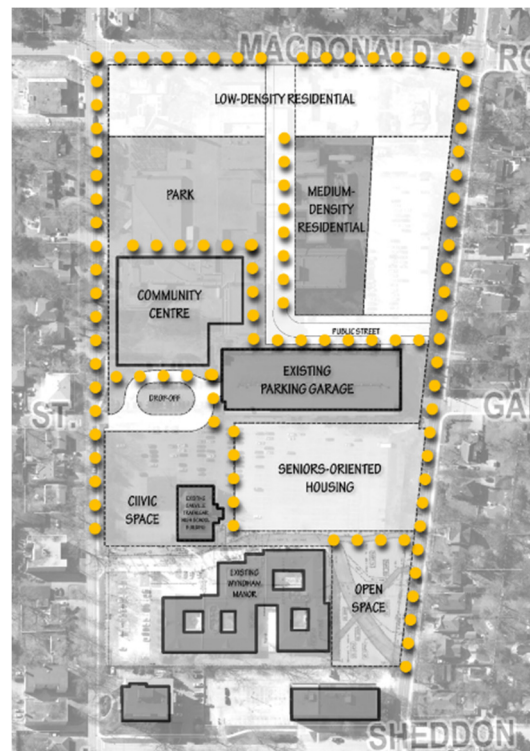
A liveable community features well-connected distinct spaces with a diversity of uses. When designed well, such community encourages public interaction and provides engaging places for people.

The proposed Master Plan envisions community and residential uses which will be well-connected through a new public street and linkages through the three new public open spaces.

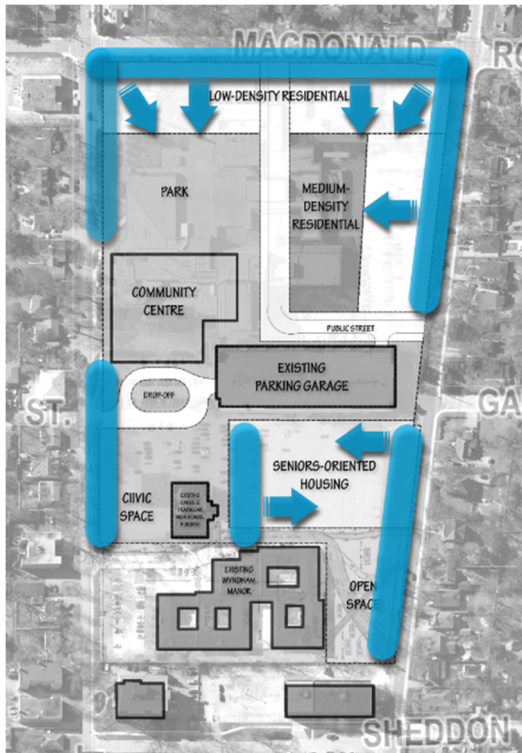
All proposed built form will be designed to orient active spaces toward the public realm to help creating a recognizable and vibrant community.

2. Fostering compatibility and context-specific design

Integration of new development into an existing context is a crucial principle for any infill project.



Active frontages will be designed along public realm.



New development will gradually transition from low-rise form.

The proposed development will be gradually transitioning from the existing low-rise form. Low density residential development is proposed along the existing residential streets with a medium density block internal to the site. Two of the new developments might be considerably larger in scale than the surrounding neighbourhood (Community Centre and potentially Senior-oriented Housing). Buildings of larger form will be carefully designed to integrate within the existing context by ensuring the proposed massing, height, rhythm, street presence, and materials will complement the established surroundings. The historic structure on the site will be open for views through a new Civic Space.

3. Enhancing connectivity and accessibility

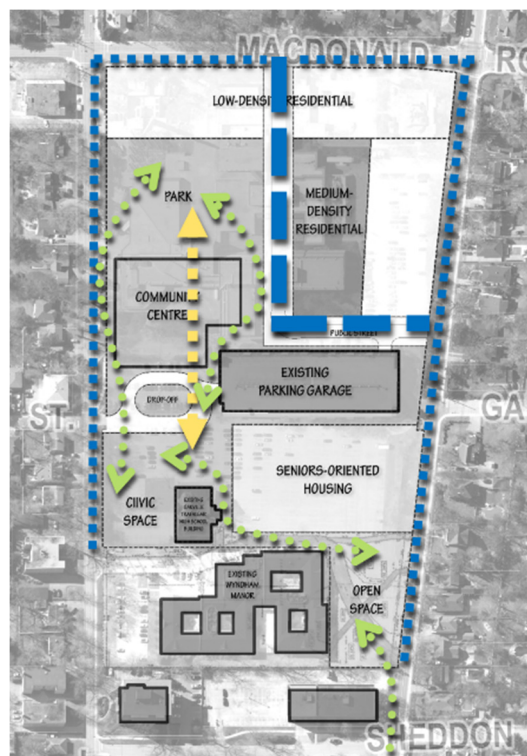
Promoting active modes of transportation is a basic design principle for any new development within the Town.

The proposed development will provide further linkages within the community by introducing a new public street and several pedestrian connections throughout the open spaces. Street-related built form will be designed with focus on creating interesting, permeable façades to invite pedestrian movement.

4. Integrating sustainability and resiliency

As an urban design principle, sustainability relies on accommodating growth through creating complete communities. To support this principle, focus should be on providing compact developments supporting alternative transportation modes and promoting alternative energy use and green building design.

New development should incorporate high environmental standards for every project. Energy efficient and environmentally friendly design should be integrated as one of the key components of the design and construction process. Permeable paving materials, water

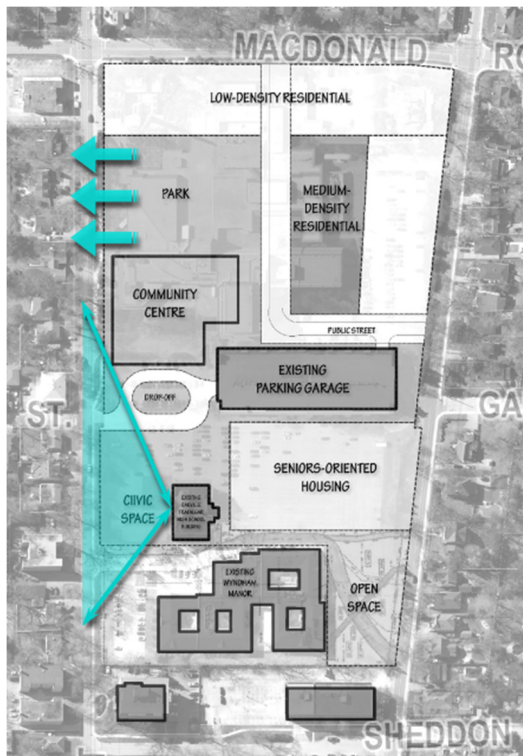


New public road and pedestrian linkages will connect future development with the existing neighbourhood.

collection and storage, green roof application, photovoltaics and sun/shade controls are a few of the sustainable techniques to consider within new development.

5. Preserving built heritage, cultural and natural resources

As an urban design principle, legacy is focused on the preservation and enhancement of built heritage, cultural features and landscapes, significant public views, and natural heritage systems and features.



The new Park and Civic Space will open the views toward the heritage district.

The adjacent Old Oakville Heritage Conservation District features early vernacular homes, nineteenth-century lakeside cottages, turn-of-the-century luxury houses and churches. Architectural styles are diverse and include 19th-century Georgian, Neo-Classical, Victorian and Classical Revival, many of which are a vernacular interpretation of the style. There is also an existing historic building on site - Oakville Trafalgar High School.

New development will achieve compatibility between old and new elements and it will strengthen community identity.

The new Park, Civic Space and the green linkage along the Community Centre will celebrate the heritage district by creating widely open views toward it. The new development will respect the built heritage not by imitating the historic elements; rather by creating built form that responds and supports the heritage structures by focusing on similar scale and proportionality, and on opening the views toward them.

6. Inspiring creativity and innovation

As Oakville continues to evolve, new development and redevelopment will contribute to and build upon the unique community features, attributes and distinct identity.

As an urban design principle, creativity encourages development that incorporates a range of inspired and innovative design solutions that positively respond to the scale and materiality of the local context.

New development will consist of a high-quality built environment, pedestrian-focused spaces, attractive streetscapes, enhanced views and large flexible gathering places which will all respond to their local surroundings and which will enhance the existing community.

DESIGN DIRECTION

Town's Livable by Design Manual sets the framework for desirable and compatible development. This document should be used for guidance for all new development. Following is additional high-level design direction for the specific areas within the Master Plan.

Low density residential area

The low density residential area along MacDonald Road and Allan Street is envisioned as a gentle transition from the existing single-detached housing toward denser uses on the site.

The existing homes along MacDonald Road and Allan Street are predominantly small, 1-1.5 storey in height with few 2-storey structures. The design is diverse and a large part of the character of the area is created by this diversity, as well as by the mature vegetation.

The low density development should reflect the existing houses in the area by including smaller, one-storey elements, incorporating second storey living spaces within the attic and recessing the garage behind the main wall. Corner units should address both streets.



New low density development should respect the existing character of the area by:

- Creating lot patterns similar to those existing in the area;

- Designing massing broken into smaller elements with one-storey components to better integrate with the existing context (refer to Town’s Design Guidelines for Stable Residential Communities);
- Creating wide variety of the designs with no repetitions of the same models on one street;
- Designing garages setback from the main wall;
- Addressing corner lots with homes featuring the same level of detail on both fronting, as well as flanking elevations, and oriented towards both streets;
- Upgrading rear elevations of all units backing onto the park;
- Creating a rear yard / park relationship through innovative design solutions;
- Preserving mature trees; and
- Providing strategically placed and narrow driveways at the property line to allow for street trees which would complement the existing mature trees in the area.

Medium density residential area

The medium density residential area along new public street will frame the new park from the east side. It will have a high visibility and it should be designed to feature living spaces facing west to overlook the new street and the park.



The medium density development should frame the Park with visually interesting and varied built form. Strong focus should be placed on living spaces located at, or close to the ground level, overlooking the Park.

New medium density development will create attractive, pedestrian-friendly environment by:

- Framing the street with built form located parallel to the street;
- Creating strong visual connectivity with the park;
- Designing living spaces facing the park and functional porches open toward the street;
- Minimizing the driveways and garages;
- Creating distinctive architecture with varied façade planes, materials and colours to add interest to the built form; and
- Placing entrances at, or close to the grade level.

Community Centre

The new Community Centre will create a focal point of the neighbourhood. It should be inviting and open to its visitors and connected with the community. Following are strategies to achieve these goals:

- Community Centre should be located prominently on the site and where possible, create views which emphasize its community character and openness;
- To create a landmark within this community, the Community Centre should feature unique architecture and distinct identity;
- The building should be oriented to define the streetscape with interesting and permeable façades;
- Strong connections toward the Park, as well as the Civic Space must be created and accentuated;
- Main entrance(s) should be connected to municipal sidewalk with wide, easily accessible walkways; and
- An attractive gathering space in front of the building should be designed with a strong focus on pedestrian movement.

Preliminary rendering for the proposed Community Centre, south view.



Existing Parking Garage

The existing parking garage is a 4-storey structure in the central location of the site. It provides an important facility for the new Community Centre and potentially for the re-use of the historic Oakville Trafalgar High School building. The existing structure's façade is outdated and in a need of an upgrade.

Through redevelopment of the site, the garage could be either integrated within the new development, or a façade advancement which would complement the surrounding development should be proposed. If feasible, leasable spaces for retail/service uses should be incorporated along the ground floor facing public streets. Additional community-oriented uses for the uppermost deck of the structure should be also explored.

The façades of a parking garages should be:

- Providing architectural treatments which add visual interest; and
- Screening the cars behind by additional architectural features such as “second skin” elements and vertical landscape treatments with plantings.

Façade treatment to provide screening and to add visual interest should be designed through redevelopment of the former hospital site.



Existing Oakville Trafalgar High School Building

Key characteristics of this property which embody the physical, historical and contextual significance of the Oakville Trafalgar High School include the following attributes, as they relate to all four exterior elevations of the two-storey portion of the school building:

- The form and footprint of the building;
- The form of the overall roof which is defined by its three intersecting gable roofs with three stepped gables on the west elevation and two stepped gables on the east elevation;
- The red brick cladding in Stretcher Bond;
- Stone coping above the five gables;
- The above-grade portion of the lakestone foundation including stone lintels and sills for the basement windows;
- Placement of the doors and windows;
- Stone sills and lintels;
- Two attic air vents with stone sills and lintels on the west elevation;
- Two round attic openings with decorative brick and stone surrounds on the east elevation;
- Exposed wood eaves;
- Four red brick chimneys with stone coping;
- Stone marker on west elevation which reads “1909”;
- Stone marker on west elevation which reads “Oakville High School”;
- The historic and current orientation of the building with the front of the building facing Reynolds Street; and
- Views of the building from Reynolds Street.



Historic photograph of Oakville Trafalgar High School.

The original 1909 building will be retained and restored as much as possible. The one-storey rear wing of the building is not considered to be a significant portion of the original building; the priority is the primary 2-storey school building. The windows have not been included as features since the original ones are long-gone or deteriorated. The intent is to replicate the original style of windows based on historical photographs, mostly 1/1 wood windows. Other non-wood materials could be contemplated. However, the original pane design is important to keep. The building has always had copper eavestroughs – ideally, these would be restored or replaced in kind. The roof material is asbestos cement tile in a fish scale pattern. From historical photographs, this appears to be original; a modern equivalent that suits the building while not looking too radically different from the historic cement tiles should be considered. Views from Reynolds Street will be maintained and enhanced.

The project team will work closely with the heritage architects and consultants to ensure that the proposed design respects the heritage features. Heritage Impact Assessment will be required to be submitted for the final design to show how the proposal respects the heritage features and a heritage permit will be required for the work.

Seniors-Oriented Housing

The future senior housing development will be accessible from Allan Street.

Composition of smaller massing elements is envisioned for the site to reflect both the small-scale housing along Allan Street, as well as the historic building on the west side. If an adaptive re-use of the Oakville Trafalgar High School could be contemplated for the seniors-oriented housing, the historic building might be incorporated into this development.



Lower form massing close to the historic building and along Allan Street might gradually transition into a higher form toward the centre of the site. Larger built form should be designed as a composition of smaller elements to respond to the character of the area.



This development will be designed to:

- Carefully frame existing heritage resource with a built form that responds to the historic structure's height and massing;
- Provide a lower form massing along Allan Street to gradually transition from the existing development on the east side of the street;
- Introduce landscaping along Allan Street to complement the existing landscaping in the area;
- Providing comfortable separation distance between living areas of the senior-oriented development and the existing parking garage (min. 25 metres); and
- Providing pedestrian connections toward Allan Street as well as toward the Civic Space.

Open Space System

There are three separate public spaces proposed on the site: Park, Civic Space and Open Space.

These areas will be designed with different functions, from active and passive recreational uses to more formal gathering space.

A variety of facilities such as walkways, pedestrian lighting, play and sport structures, seating, weather protection elements, informal and formal open landscaped areas and potential heritage garden (in front of the historic building) should be included in the design, based on the specific function of the area.

All three open spaces will be interconnected by strong and legible pedestrian linkages with the ultimate goal of creating a well-connected network of publicly accessible open spaces within surrounding neighbourhoods.

They will be open to the adjacent streets to achieve public views and wide access.

A civic Space will be located along Reynolds Street, in front of Oakville Trafalgar High School building and framed by the existing Parking Garage and the new Community Centre. This urban square will feature passive open area consisting of a larger hard surface area(s) balanced with formal landscaped areas.

A portion of this area will function as a main vehicular entrance to the parking structure and a drop-off area for the Community Centre. The design must provide enough flexibility to accommodate shared space for both vehicular movement and a safe pedestrian movement.

The Civic Space will be designed to create a successful gathering space by:

- Creating larger non-fragmented open area which would be flexible for a wide variety of social functions, such as small performances or community markets;
- Opening new development toward the square and framing it with active uses at the ground and enhanced entrances facing the square where feasible;
- Designing highly articulated façades facing the square;
- Encouraging active outdoor spaces, such as patios;

- Creating surfaces which are flush wherever possible to allow for fully accessible pedestrian movement;
- Opening the views toward the historic building and highlighting its heritage values with appropriate references through landscaping (such as heritage gardens) and/or plaques, public art, etc.;
- Providing coordinated furnishing including weather protection, pedestrian lighting, variety of seating in both sunny and shaded areas, movable furniture and other small-scale elements (e.g. planters, sculptures and water features) to create an interesting and welcoming environment; and
- Planting large stature trees in strategic locations to soften the hard surface area, create comfortable microclimate by mitigating winds and providing shade, and to create a memorable open space.



Successful gathering spaces are designed for a wide variety of social functions.



IMPLEMENTATION

The above principles and design direction for the Low and Medium Density Residential areas will be implemented through the use of Architectural Control established once the subdivision is draft approved, prior to the Building Permit stage. All of the other development on the former hospital site will be subject to the Rezoning and/or Site Plan process through which the town's staff will evaluate the proposal's compliance with this document. A Heritage Impact Assessment will be required for development of any property adjacent to, or in close proximity to the boundaries of a Heritage Conservation District. A Heritage Permit will be required for restoration of the Oakville Trafalgar High School.

APPENDIX D

November 27, 2024

NOTICE OF PUBLIC INFORMATION MEETING
ZONING BY-LAW AMENDMENT
291 – 327 REYNOLDS STREET, OAKVILLE

You are invited to attend a Virtual Public Information Meeting hosted by Batory Planning + Management on:

Tuesday, December 17, 2024, 6:30 PM – 7:30 PM

Login: **Zoom.com**

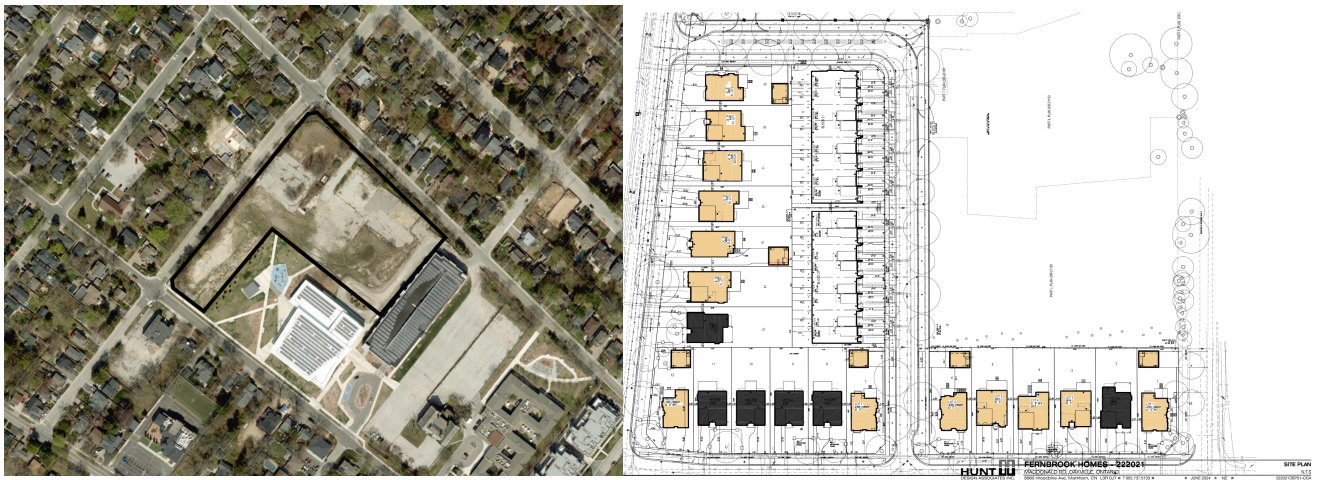
Meeting number (access code): **814 5427 0838**

Meeting password: **328241**

Join by Phone: **+1 647 374 4685**

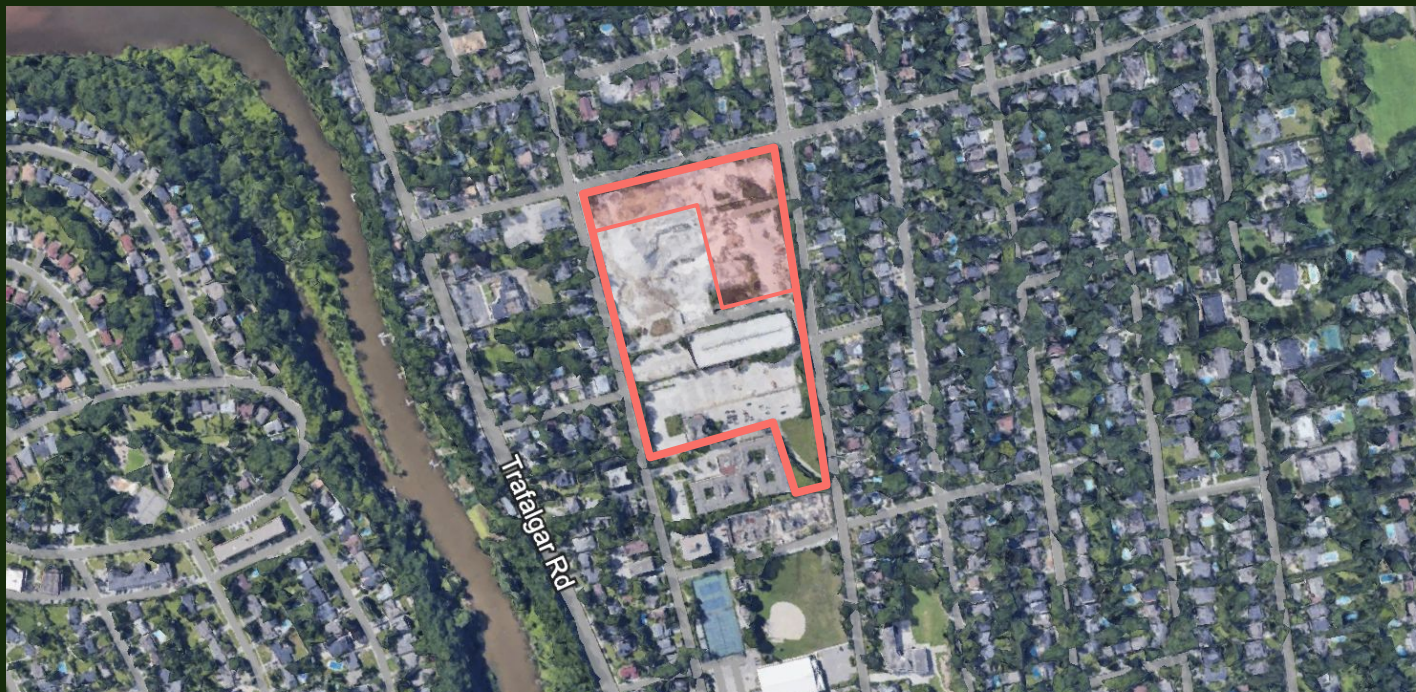
The purpose of this Public Information Meeting is to provide an informal opportunity for you to learn more about the proposed development, ask questions and share your comments with the property owner. Town staff will hold the required Statutory Public Meeting with Town Council at a later date. Separate notices will be provided for this future meeting.

The proposed development is comprised of 19 lots for detached dwellings and 16 townhouse dwellings. The applicant is seeking site-specific zoning provisions to a number of the detached dwelling lots which will provide for an improved architectural variation to the previously approved detached dwellings. No additional lots are being proposed as part of this application.



As this will be a live forum and we expect to have many more questions than time to reasonably address them, we invite you to submit questions to info@batory.ca in advance and we will endeavour to answer as many of your questions as possible.

We hope that you will join us, and we look forward to the conversation!



BATORY
Planning + Management

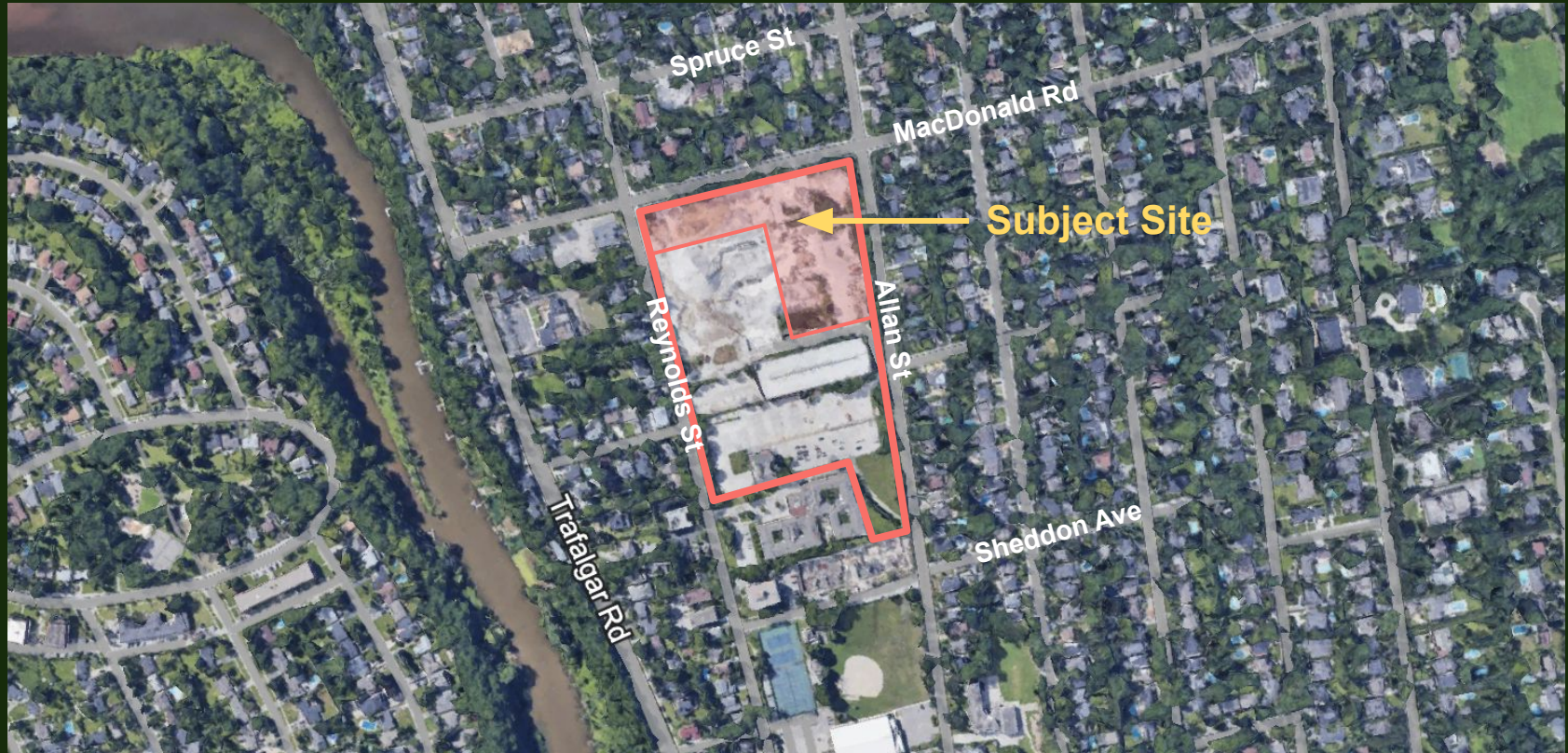
Fernbrook
HOMES

HUNT
DESIGN ASSOCIATES INC.

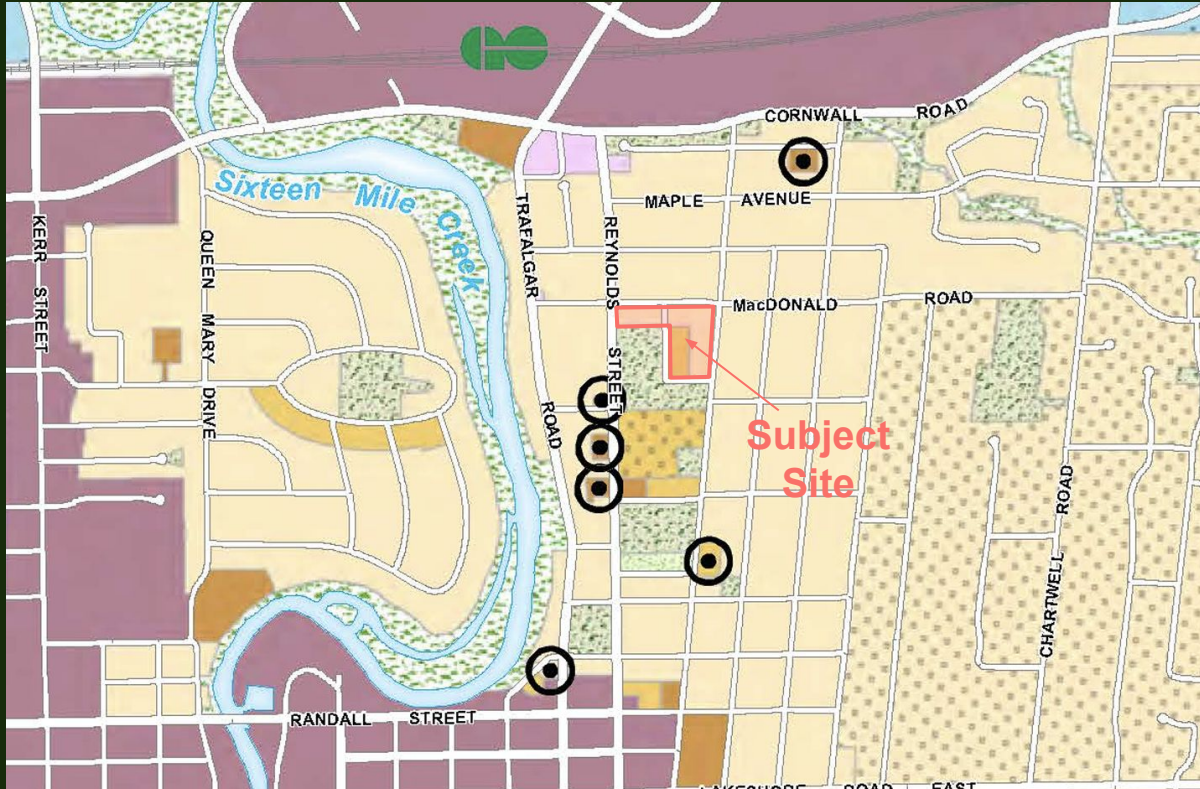
Former OTMH Lands Public Information Meeting

December 17, 2024

Subject Site and Surrounding Context

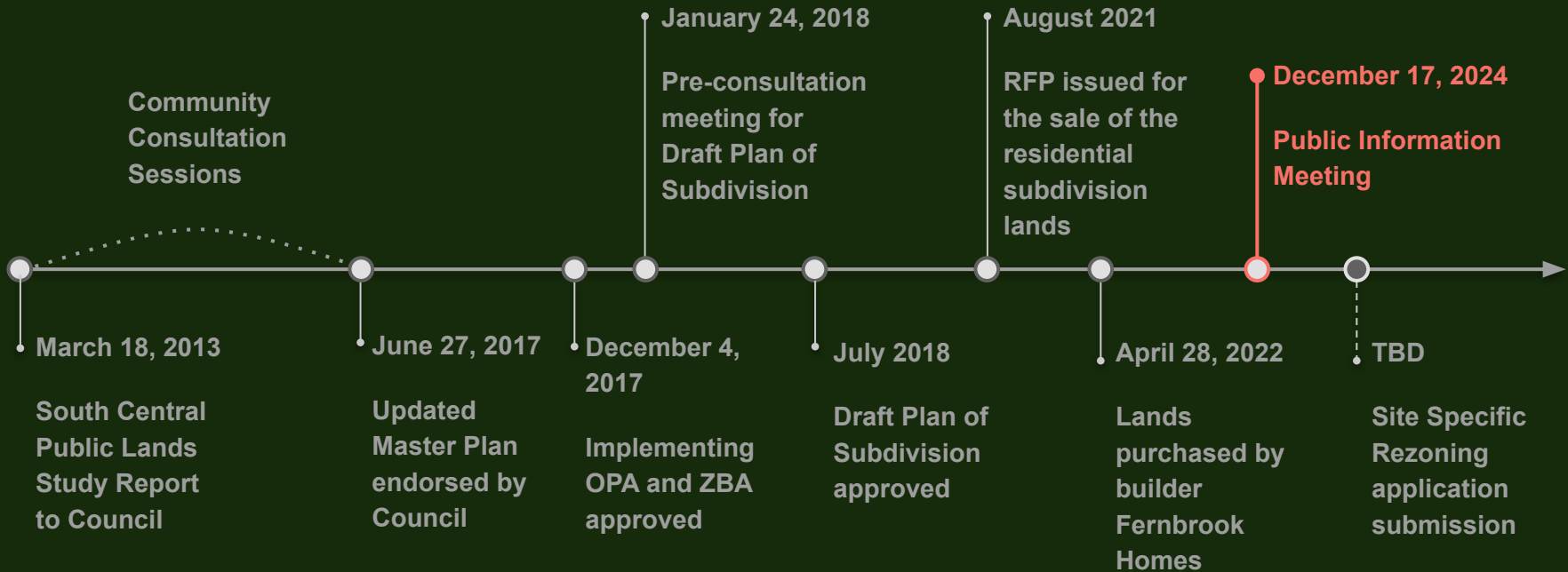


Surrounding Context



- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- WATERFRONT OPEN SPACE
- UTILITY
- GROWTH AREA*
- SPECIAL POLICY AREA

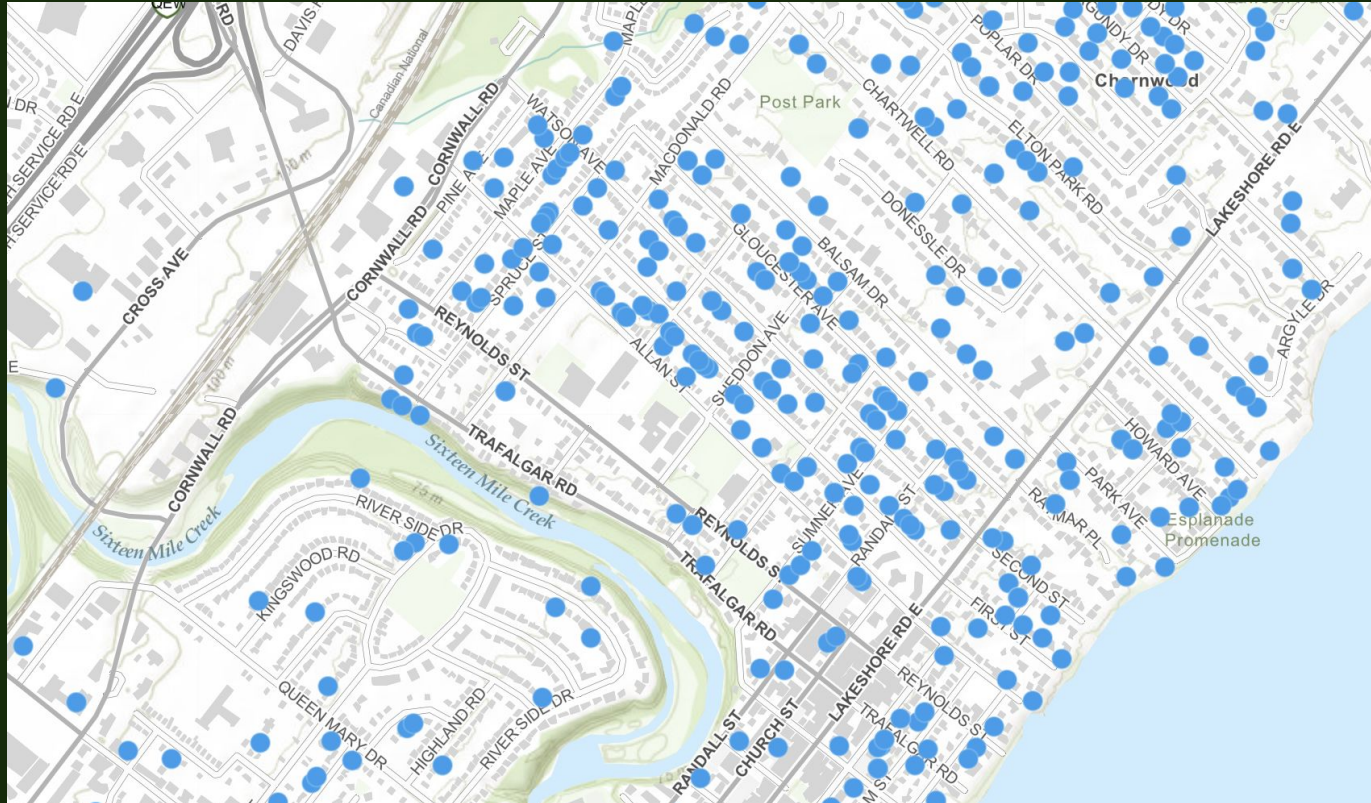
Application History



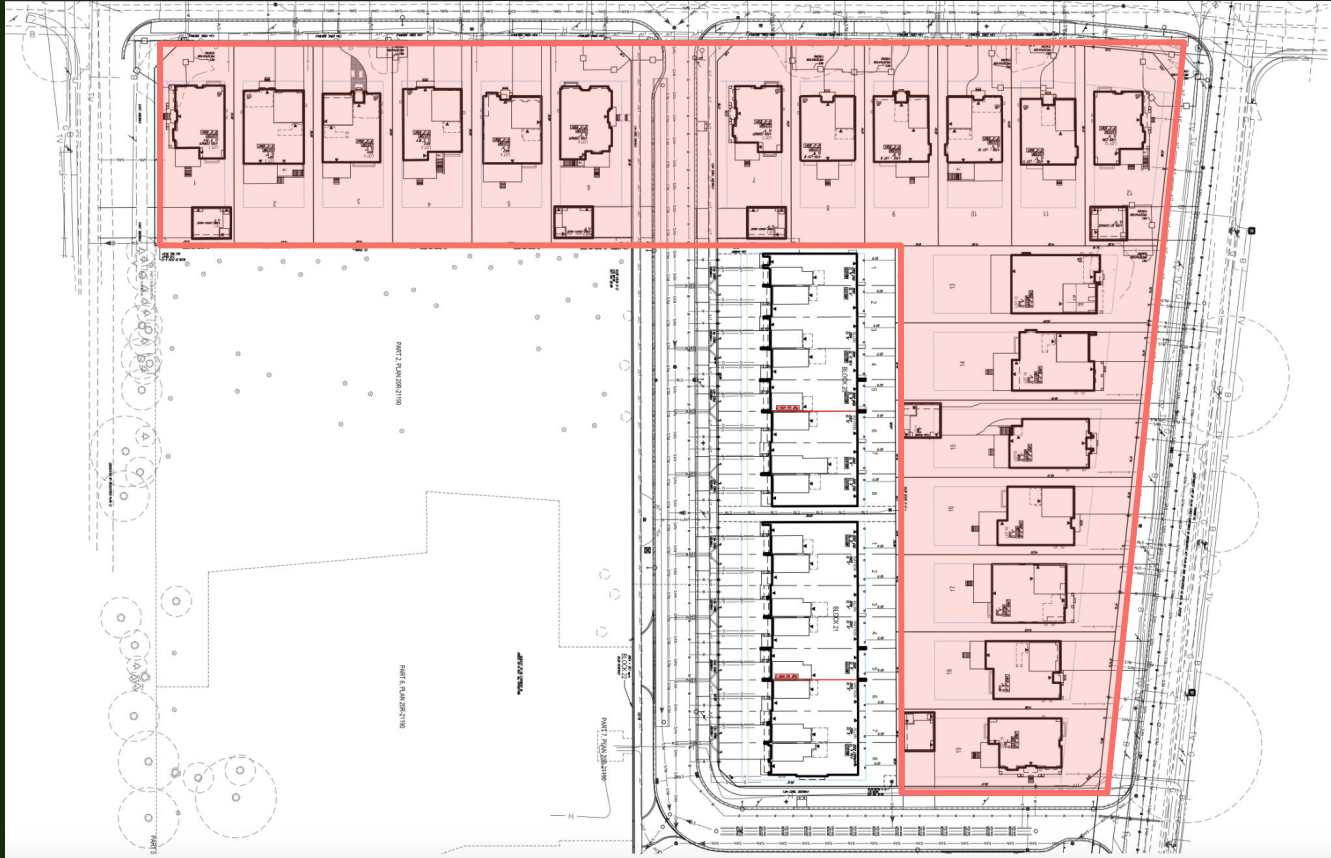
Vision

- Establish a strong and attractive residential community within the local neighborhood through streetscape and building design that compliments and reinforce the existing character
- Create new supply and mix of housing on former surplus municipal lands designated by the Town for future residential development
- Optimize public service infrastructure, including transit, to promote efficient use of services and facilities
- Follow an approvals and implementation strategy that respects the design principles of the previous planning application approvals, while acknowledging the needs of future residents and evolving neighbourhood character

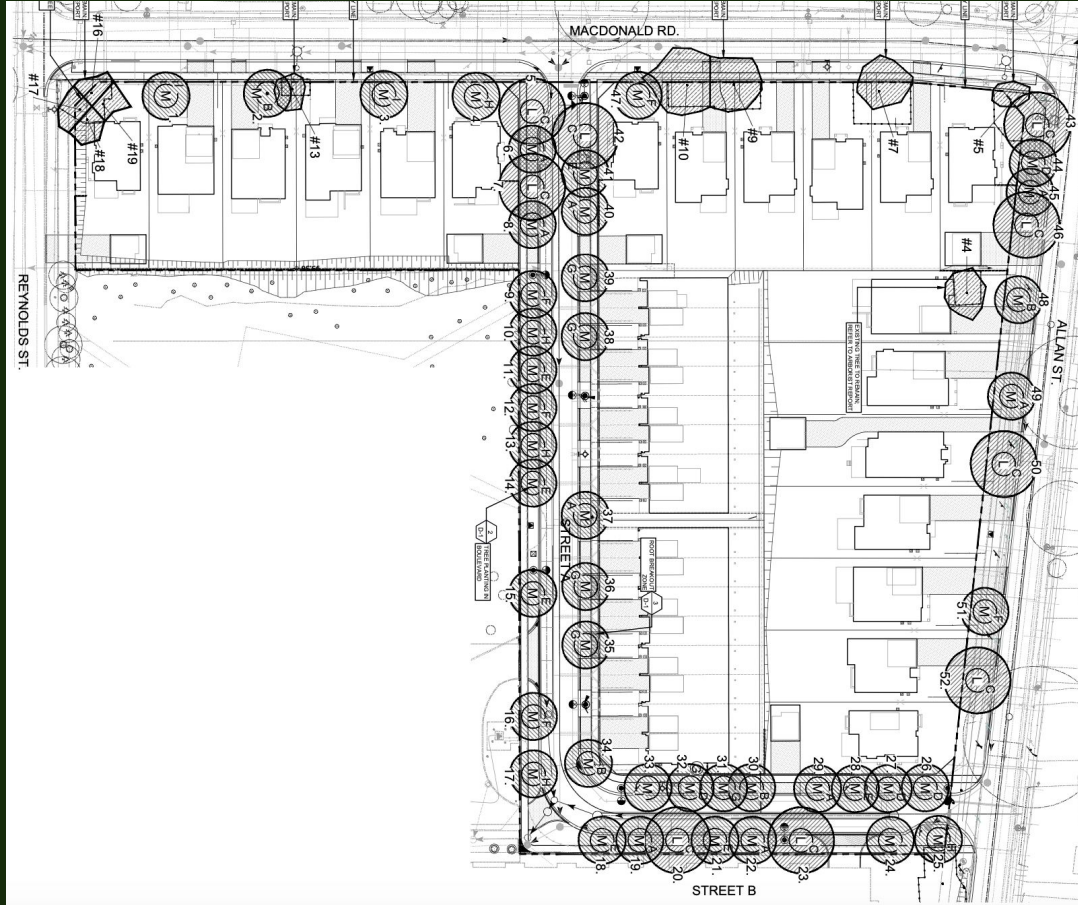
Committee of Adjustment History



Proposed Development



Landscape Plan & Canopy Cover Plan



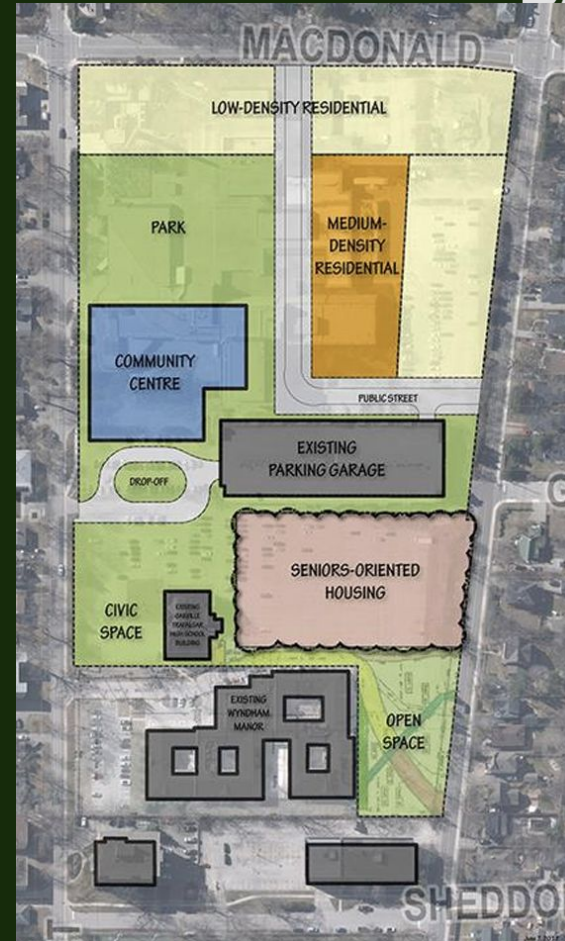
Proposed Development - Streetscape



Proposed Development

Site Stats

Type of Units	Single Detached
Total Number of Units	19 (lot specific zoning)
Building Height	2 storeys (up to 9.95 m)
Parking Spaces	Integrated garage / rear ancillary structure
Garage Door Width	Up to 4.87 m (16')
Garage Size	Up to 39.74 sm
Lot Coverage	Up to 31.74%



Next Steps

- Receive community feedback on Proposed Development changes
- Prepare Site Specific Zoning By-law Amendment application
- Continue to collaborate with the Public and Town Staff towards good planning outcomes

Thank you!

APPENDIX E

DRAFT ZONING BY-LAW AMENDMENT

**THE CORPORATION OF THE TOWN OF OAKVILLE DRAFT
BY-LAW NUMBER 2025-XX**

Being a By-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of lands Described as Park Lot T and Part of Park Lots H, P, Q, R, S, U, V and Part of Lawson Street on RP 1;

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2014-014, as amended; and,

WHEREAS authority is provided pursuant to Section 34 of the Planning Act, R.S.O 1990, C.P.13 to pass this by-law; and

NOW THEREFORE the Council of the Corporation of the Town of Oakville hereby enacts that Zoning By-law 2014-014, as amended, be further amended as follows:

1. This By-law applies to the lands on the southwest corner of Allan Street and Macdonald Road, as identified on Schedule “A” to this By-law.
2. Map 19 (8) of By-law 2014-014, as amended, is further amended by rezoning the lands as depicted on Schedule “A” to this By-law.
3. Part 15, Special Provisions, of By-law 2014-014 as amended, is further amended by a revision to Section 15.383.1 as follows:

383	291, 327 Reynolds Str., 348 Macdonald Rd former Oakville Trafalgar Memorial Hospital site	Parent Zone: RL3-0, CU, RM1, RM4
Map 19 (8)		(2024-XXX)
15.383.1 Zone Provisions for RL3-0-383		
The following regulations apply to all lands:		
b)	Maximum lot coverage for all buildings and structures	Lot 1: 29.00% Lot 6: 28.80% Lot 7: 28.97% Lot 12: 28.88% Lot 15: 27.51% Lot 19: 28.99%

d)	Maximum garage door width facing a road for an attached private garage	Lot 2: 4.87 m Lot 3: 4.87 m Lot 4: 4.87 m Lot 5: 4.87 m Lot 13: 4.87 m Lot 14: 4.87 m Lot 16: 4.87 m Lot 17: 4.87 m Lot 18: 4.87 m
j)	Maximum height	Lot 1: 9.8 m Lot 2: 9.26 m Lot 5: 9.74 m Lot 6: 9.41 m Lot 7: 9.86 m Lot 12: 9.47 m Lot 13: 9.73 m Lot 14: 9.86 m Lot 15: 9.53 m Lot 16: 9.91 m Lot 17: 9.8 m Lot 18: 9.15 m Lot 19: 9.67
k)	Maximum height of accessory building or structure	Lot 1: 6.8 m Lot 7: 6.34 m Lot 12: 8.18 m Lot 15: 6.8 m Lot 19: 7.5 m

4. In all other respects the provisions of By-law 2014-014 shall apply.

This By-law shall come into force and effect in accordance with the provisions of the Planning Act, R.S.O 1990, C.P.13.

This By-law read a FIRST, SECOND, and a THIRD time and finally PASSED on the ____ day of _____, 2025.

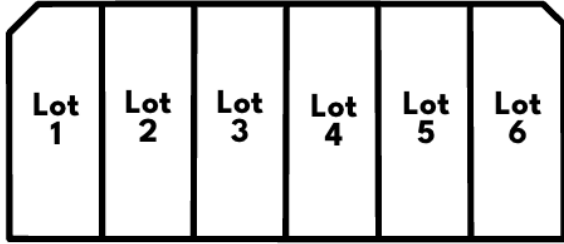
Mayor

Clerk

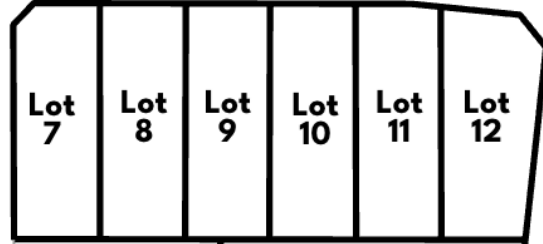
Schedule "A"

MACDONALD ROAD

REYNOLDS STREET



NEW PUBLIC ROAD



ALLAN STREET

