



Planning & Design Inc.

PLANNING RATIONALE REPORT

304 & 318 Spruce Street
Oakville, ON

March 2024



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Appendix A – Draft Zoning By-law

1 Introduction

This Planning Rationale Report has been prepared on behalf of our client, Spruce Rose Inc. in support of a Draft Plan of Subdivision and Zoning By-law Amendment application for 304 & 318 Spruce Street (the “subject lands”) in the Town of Oakville (see **Figure 1**).



Figure 1: Aerial context map of 304 & 318 Spruce Street

The report is structured as follows:

Chapter 1: Introduces the purpose and structure of the report.

Chapter 2: Outlines the existing site condition including the surrounding area, transportation network, community service facilities, existing designation and zoning as well as how the proposed development intends to maintain and protect the existing character of the surrounding neighbourhood.

Chapter 3: Describes the proposed development including details regarding the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications.

Chapter 4: Outlines the existing policy context applicable to the subject lands.

Chapter 5: Provides a basis for the proposed development through summaries of supporting studies.

Chapter 6: Summarizes the consistency and conformity of the proposed development in relation to applicable provincial, regional, and municipal policies.

Chapter 7: Concludes and summarizes the report.

2 Site Context



This section evaluates the proposed development on its compatibility with adjacent properties and the existing neighbourhood character. It will describe the existing characteristics and site conditions of the subject lands including its neighbourhood context and demonstrate how the proposed development complements the character of the neighbourhood.

2.1 Subject Lands

The subject lands are generally rectangular and located on the southeast corner of Spruce Street and Reynolds Street, just one kilometre south of Midtown Oakville. The subject lands have a combined lot area of 0.42 hectares (1.04 acres) and frontages of 95.72 metres along Spruce Street and 44.26 metres along Reynolds Street.

The subject lands are currently occupied by a one-and-a-half storey place of worship (Grace Lutheran Church of Oakville) and parking lot on the west portion of the site as well as a two-storey single detached dwelling with a detached garage on the east portion. A one-way driveway is provided along Spruce Street for the place of worship and detached dwelling as shown on **Photos 1** and **2**. Vegetation is provided along the north, south, and west property lines of the subject lands.



Photo 1: Subject Lands (Grace Lutheran Church of Oakville – 304 Spruce Street) looking south from Spruce Street



Photo 2: Subject Lands (318 Spruce Street) looking south from Spruce Street

The subject lands are in proximity to the Trafalgar Road Heritage Conservation District (TRHCD) as well as several heritage listed properties as shown on **Figure 2**.

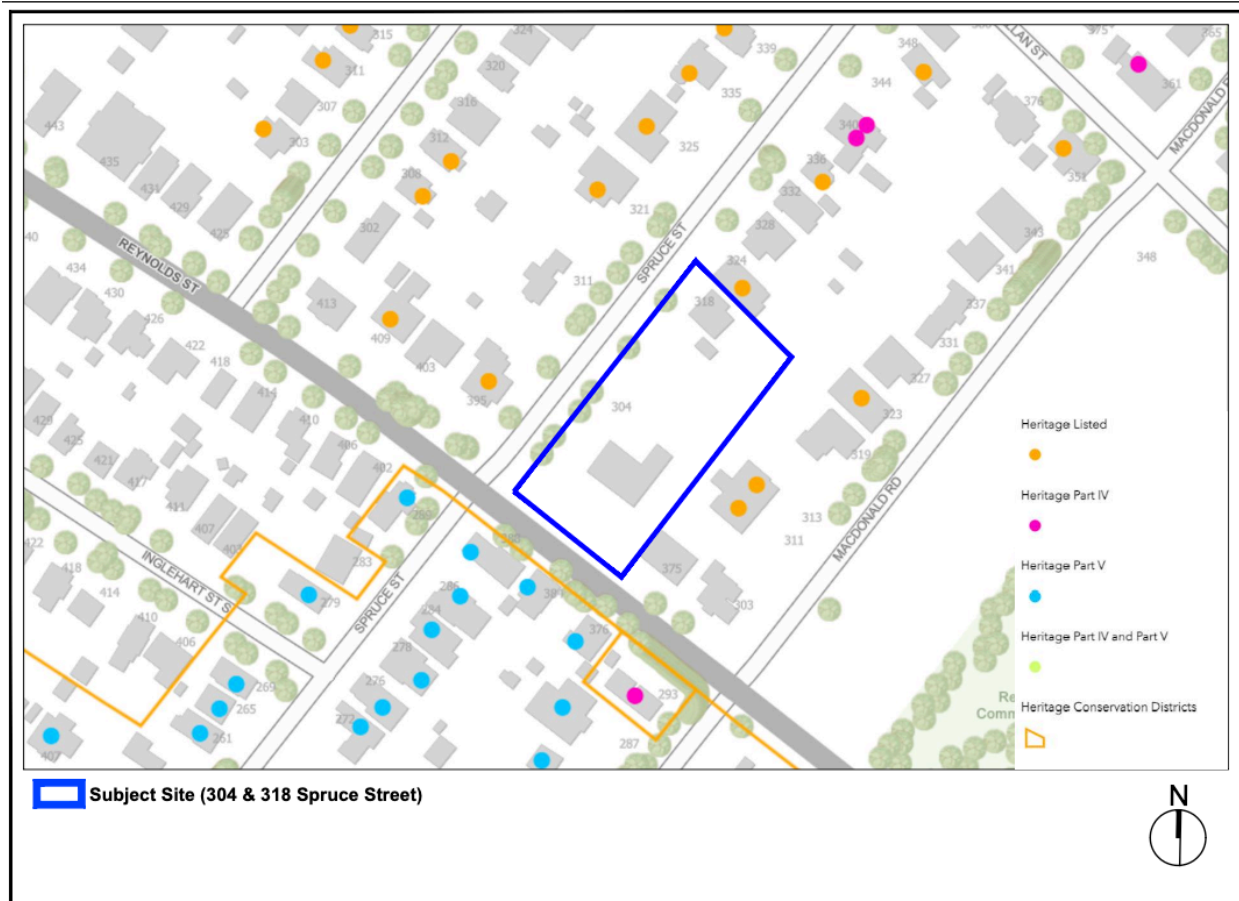


Figure 2: Town of Oakville Heritage Register

2.2 Surrounding Area

Immediate land uses include:

North

- Immediately north of the subject lands (across Spruce Street) are two storey single detached dwellings as shown on **Photo 3**. The three storey multi-unit dwelling located at the northeast corner of Spruce Street and Reynolds Street (395 Reynolds Street) is listed and of cultural heritage value or interest (see **Photo 4**).



Photo 3: View of two storey single detached dwelling from subject lands facing north



Photo 4: View of three storey multi-unit dwelling and heritage listed property (395 MacDonald Road) from subject lands facing north

East

- Immediately east of the subject lands is a heritage listed two storey single detached dwelling (324 Spruce Street) as shown on **Photo 5** and further east consist of predominately low density dwelling types.



Photo 5: View of low density dwelling types east of subject lands including 324 Spruce Street (yellow cladding) from Spruce Street facing south

South

- Immediately south of the subject lands are two-storey single detached dwellings that back onto the subject lands with some fronting Reynolds Street and MacDonald Road as shown on **Photo 6** and **Photo 7** respectively. 311 and 313 MacDonald Road are both listed and of cultural value or interest.



Photo 6: View of low density dwelling types south of subject lands from Reynolds Street facing east



Photo 7: View of low density dwelling types south of subject lands (311 and 313 MacDonal Road) from MacDonal Road facing north

- Further south of the subject lands (across MacDonald Road) is the new Oakville Trafalgar Community Centre which includes a neighbourhood park as shown on **Photo 8** and a four storey above-ground parking garage as shown on **Photo 9**. The Council approved master plan for the former Oakville-Trafalgar Memorial Hospital shown on **Figure 3** consists of:
 - A new community centre with a pool, double gymnasium, fitness centre, and multipurpose meeting rooms;
 - A neighbourhood park fronting Reynolds Street;
 - An existing above-ground parking garage;
 - A residential lots in the north consisting of 19 single detached dwellings along MacDonald Road and Allan Street, 16 townhouse dwellings internal to the site, and a new public street;
 - A seniors-oriented housing complex in the south; and,
 - A civic square.



Photo 8: View of Oakville Trafalgar Community Centre and neighbourhood park from Reynolds Street facing east



Photo 9: View of Oakville Trafalgar Community Centre and four storey above-ground parking garage from Reynolds Street facing east

Former Hospital Site - Draft Development Concept

Based on the Council approved Master Plan

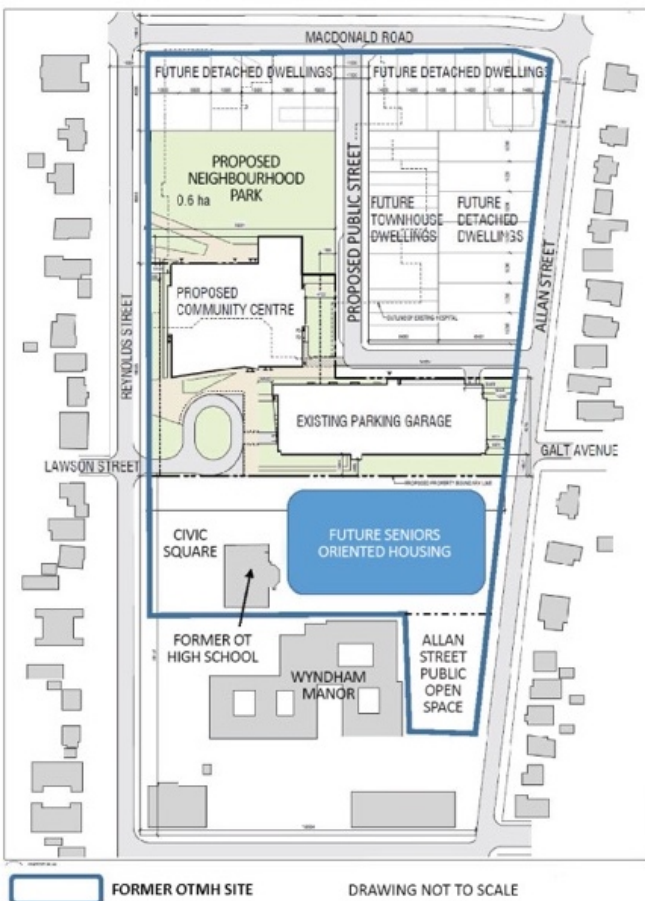


Figure 3: Council approved Master Plan for former hospital lands

West

- Immediately west of the subject lands (across Reynolds Street) are one to two storey single detached dwellings as shown on **Photo 10**. Further west of the subject lands is Sixteen Mile Creek which represents the 'edge' of the existing stable neighbourhood.



Photo 10: View of low density dwelling types west of subject lands facing west from Reynolds Street

2.3 Surrounding Developments

The subject lands are located in a mature neighbourhood with predominately low density dwelling types and some forms of higher density. **Table 1** below depicts some recently approved and active development applications within 500 metres of the subject lands.

Table 1: Surrounding Recently Approved and Active Development Applications			
Address	Proposed Development	Application Type	Status
358 Reynolds Street	11 Street Townhouses	Draft Plan of Subdivision + Zoning By-law Amendment	Active
70 Old Mill Road	12 Storey Residential Building	Official Plan Amendment + Zoning By-law Amendment	Approved
327 Reynolds Street + 348 MacDonald Road	19 Single Detached Lots + 16 Townhouse Units	Draft Plan of Subdivision	Approved
130 Cornwall Road	5 Storey Residential Building	Official Plan Amendment + Zoning By-law Amendment	Approved

2.4 Community Services & Facilities

The subject lands are in close proximity to a variety of community services and facilities including but not limited to grocery stores, restaurants, pharmacies, banks, schools, parks, commercial plazas, medical offices, community centres and retirement homes.

The Cornwall Road Commercial Plaza and Midtown Oakville which consists of many shopping opportunities is within a 800 metres walking distance north of the subject lands. Downtown Oakville is further south of the subject lands and also contains an assortment of retail, services, institutional, and commercial opportunities just outside of the 800 metre radius.

The following parks are within a 10 minute walking distance of the subject lands: Oakville Trafalgar Community Centre neighbourhood park, Maple Valley Park, Wallace Park, Brantwood Park, Cornwall Road Sports Park and Post Park/Dog Park.

Other nearby public and community facilities include: Oakville Trafalgar Community Centre, Wallace Park Tennis Club, Oakville Curling Club, Wyndham Manor Retirement Home, MacLachlan College, and Bong’s Variety.

2.5 Transportation Network

The Oakville GO Station, Oakville Transit terminal and the VIA Rail Oakville Station are approximately 500 metres northwest of the subject lands. The subject lands are serviced by local and regional transit connections to the Cities of Mississauga and Burlington as well as connections to GO Transit, MiWay, Burlington Transit and VIA Rail. The Oakville Transit routes 11 and 83 are both located at the southeast corner of Reynolds Street and Spruce Street.

The local Oakville Transit Route 11 operates on weekdays between the Oakville GO Station and the Clarkson GO Station in Mississauga as shown on **Figure 4**. Route 83, a school route operates from Oakville GO Station, south on Reynolds Street and then west towards Thomas A. Blakelock High School. The Oakville Transit Terminal is within walking distance from the subject lands and provides connections to several other local transit routes within and outside Town boundaries.

The local transit service provider (Oakville Transit) also provides shared, on-demand transit services called care-A-van and Home to Hub in addition to conventional forms of transportation (i.e. bus). Care-A-van is a door-to-door transit service for individuals with disabilities or cannot use traditional transit buses. Home to Hub provides residents with transit service to/from the nearest transit hub (i.e. Oakville GO Station and Downtown Oakville) using smaller capacity buses so users can connect with the regular fixed route transit system including connections to GO, VIA, Burlington Transit, or MiWay at the nearest transit hub. Both services offer door-to-door service for pick-up and drop-off.

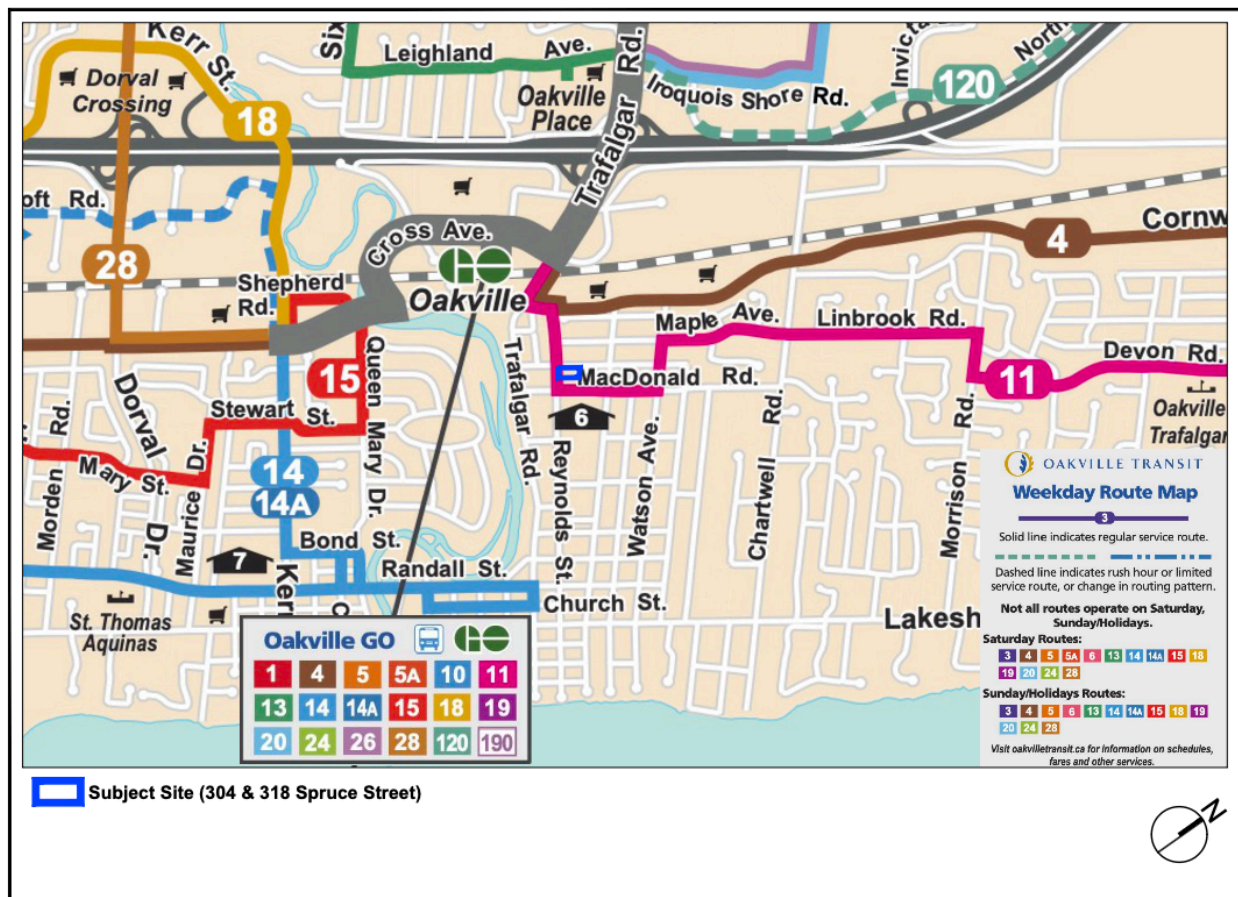


Figure 4: Oakville Transit System Map

Reynolds Street is designated as a minor arterial roadway with a minimum right-of-way width of 26 metres and Spruce Street is designated as a minor collector with a minimum right-of-way width of 20 metres.

No bike lanes are proposed or exist along Reynolds Street. An existing sidewalk wraps around the subject lands along Reynolds Street and Spruce Street. Signed bike routes are proposed along Trafalgar Road and Allan Street between Cornwall Road and Randall Street as well as along MacDonald Road as shown on **Figure 5**. An existing town trail also exists south of the subject lands on the neighbourhood park portion of the Oakville Trafalgar Community Centre lands.

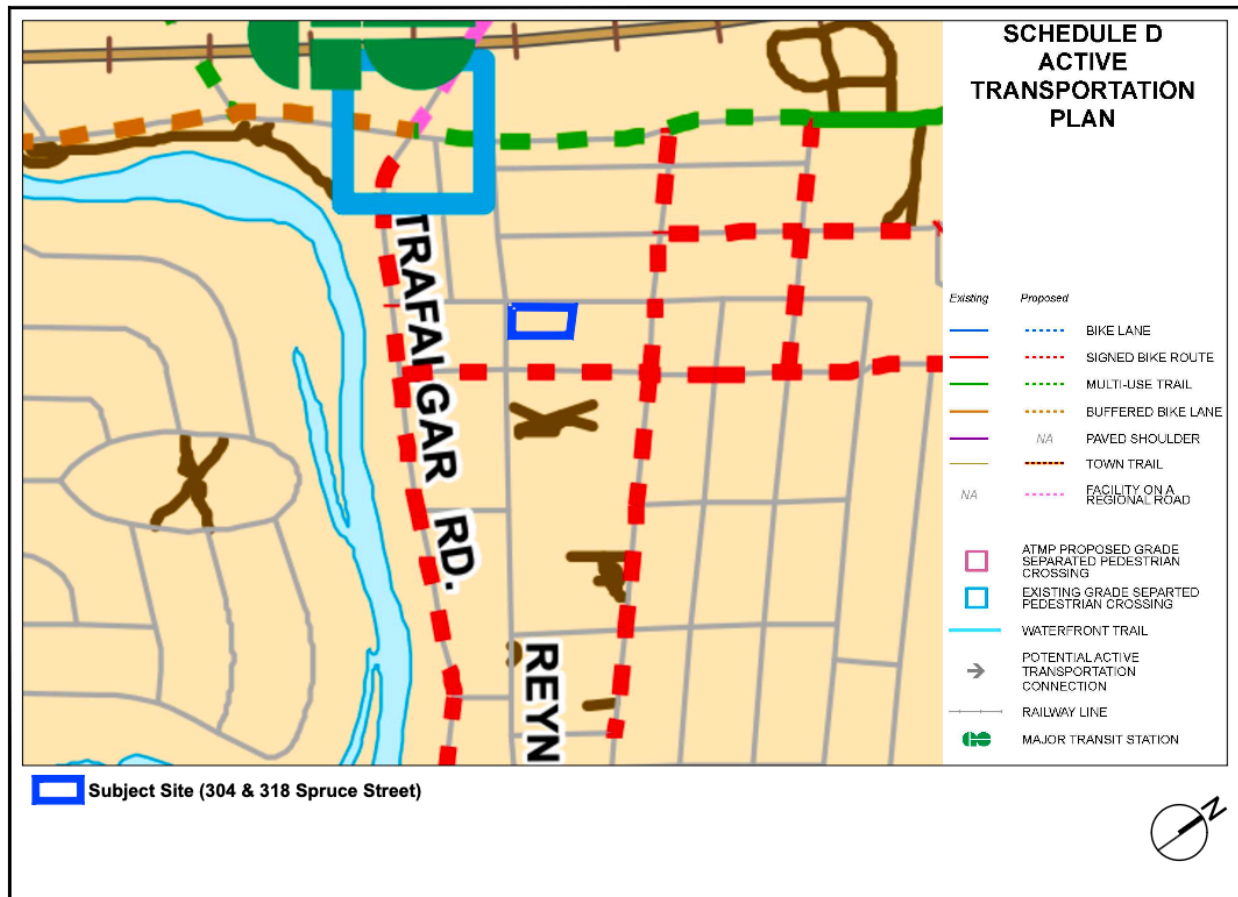


Figure 5: Oakville Official Plan – Schedule D: Active Transportation Plan

The Halton Region Official Plan delineates the Midtown Oakville area as a Major Transit Station Area (MTSA) as shown on **Figure 6** and the Oakville Official Plan identifies Midtown Oakville as a Regional Transit Node as shown on **Figure 7**. The subject lands are less than a 15 minute walking distance away from the transit node and will be well serviced by existing transit networks with local and inter-regional connections.

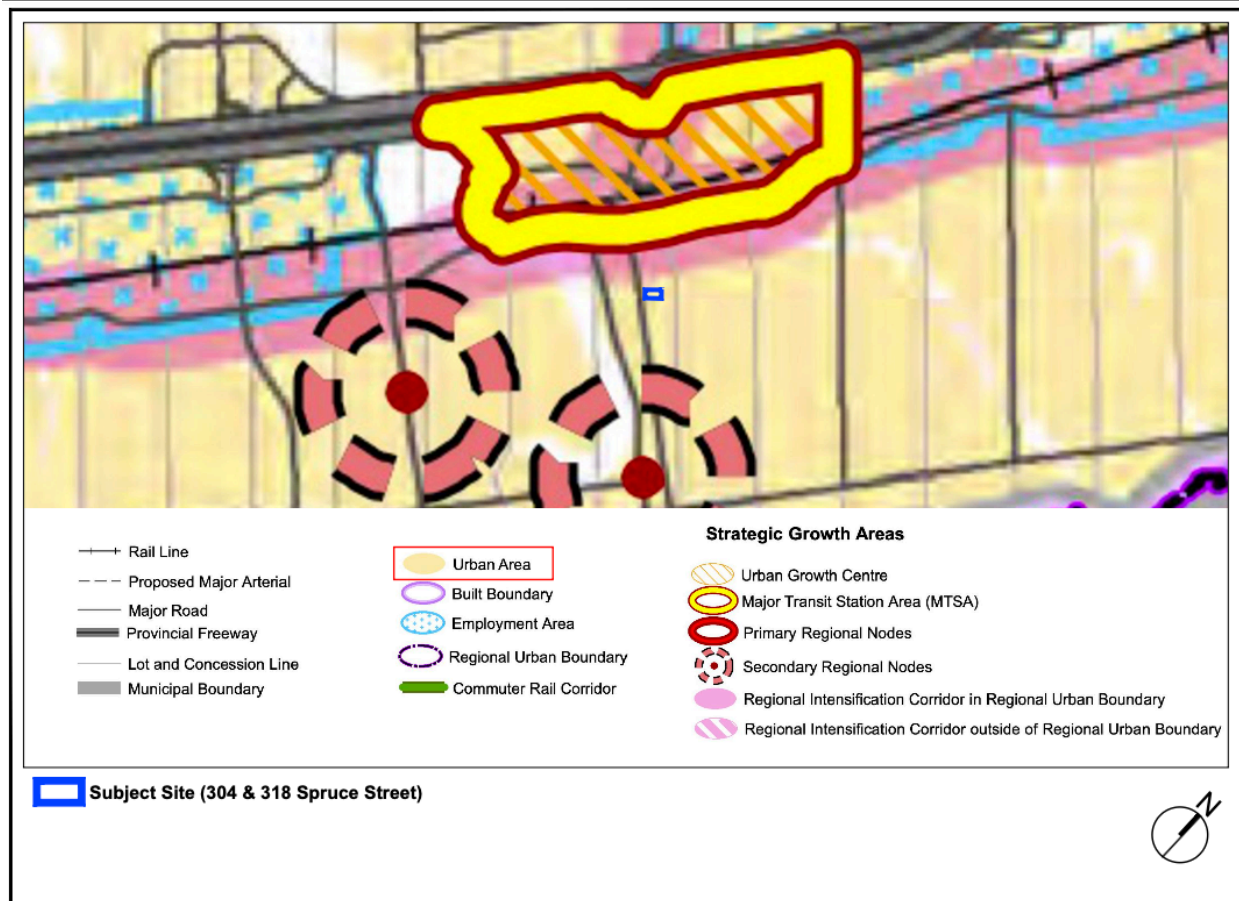


Figure 6: Halton Region Official Plan – Map 1h: Regional Urban Structure

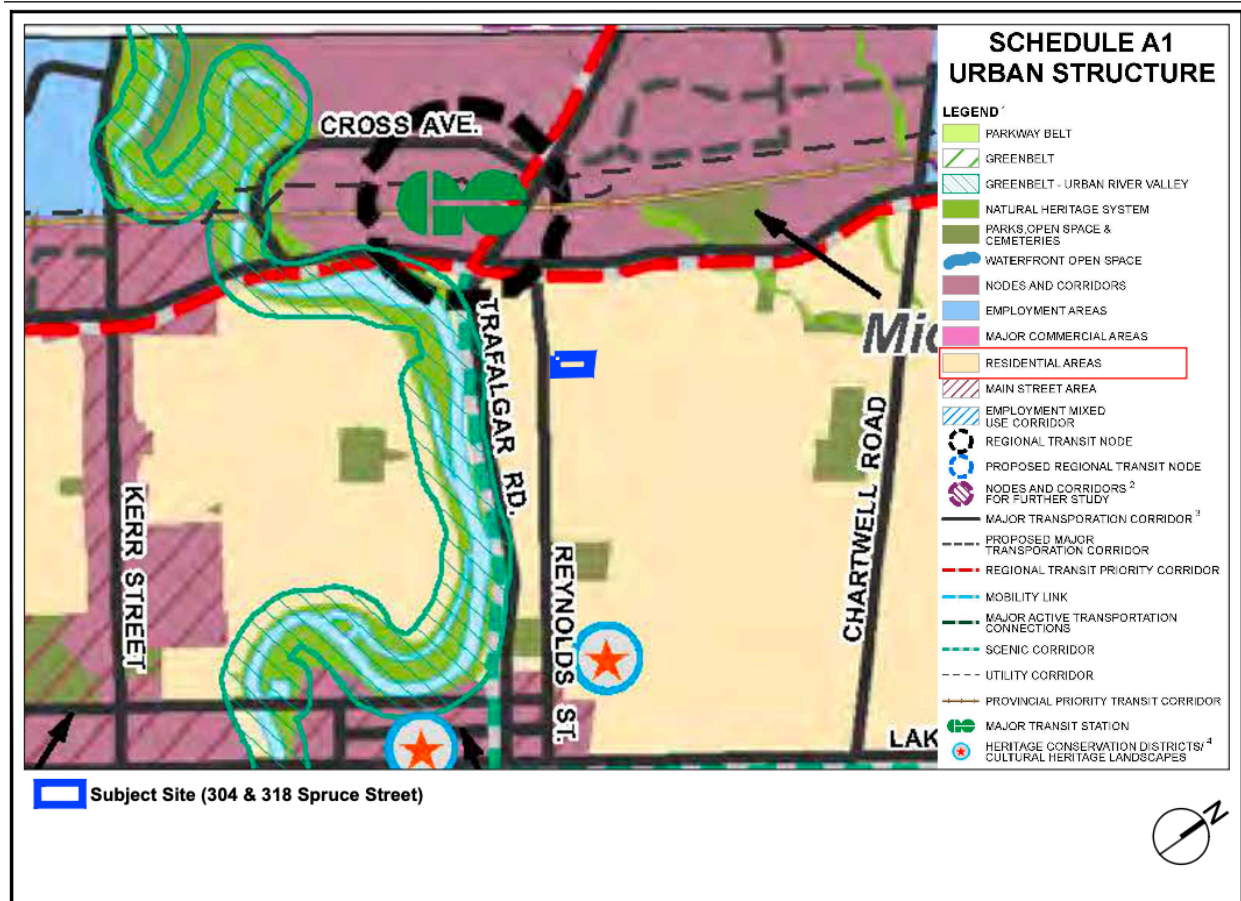


Figure 7: Oakville Official Plan – Schedule A1: Urban Structure

2.6 Existing Policy Context

2.6.1 Existing Official Plan

The subject lands are designated “Residential Areas” within the Town’s urban structure on Schedule A1 Urban Structure and “Low Density Residential” on Schedule G: South East Land Use of the Official Plan as shown on **Figures 7 and 8**. The Low Density Residential designation permits detached dwellings, semi-detached dwellings and duplexes with densities of up to 29 dwelling units per site hectare.

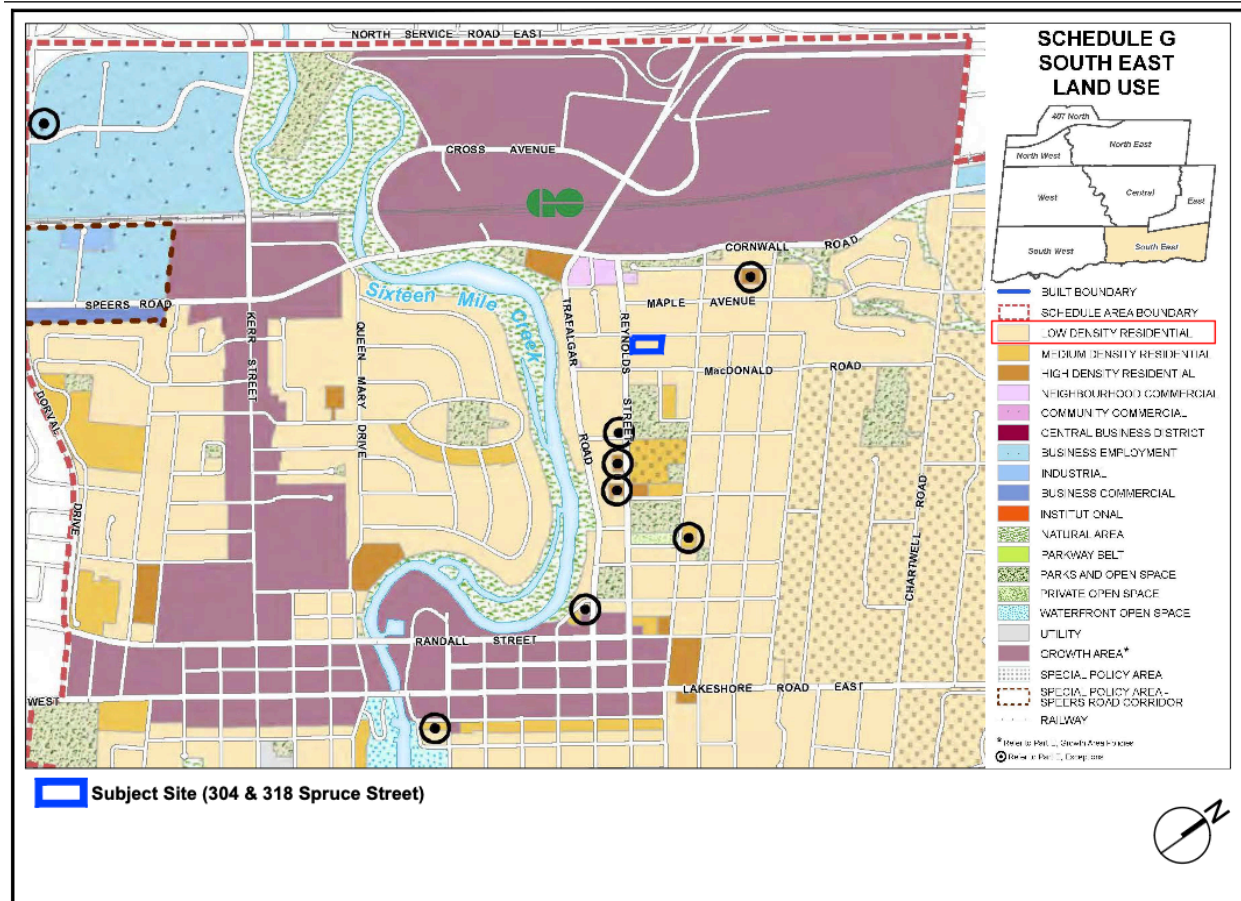


Figure 8: Oakville Official Plan – Schedule G: South East Land Use

2.6.2 Existing Zoning

The subject lands are zoned Community Use (CU) in the Town’s Zoning By-law 2014-014 as shown on **Figure 9**. Permitted uses within the CU Zone include but are not limited to place of worship, art gallery, day care, public school, and emergency shelter. The residential lands surrounding the subject lands to the north, east and south are zoned Residential Low 3 with Special Provision 10 (RL3-0 sp:10). The residential lands to the west (across Reynolds Street) are zoned Residential Low 5 (RL5-0). The recently approved detached dwellings on a portion of the former hospital lands further south of the subject lands are zoned RL3-0 sp:383.

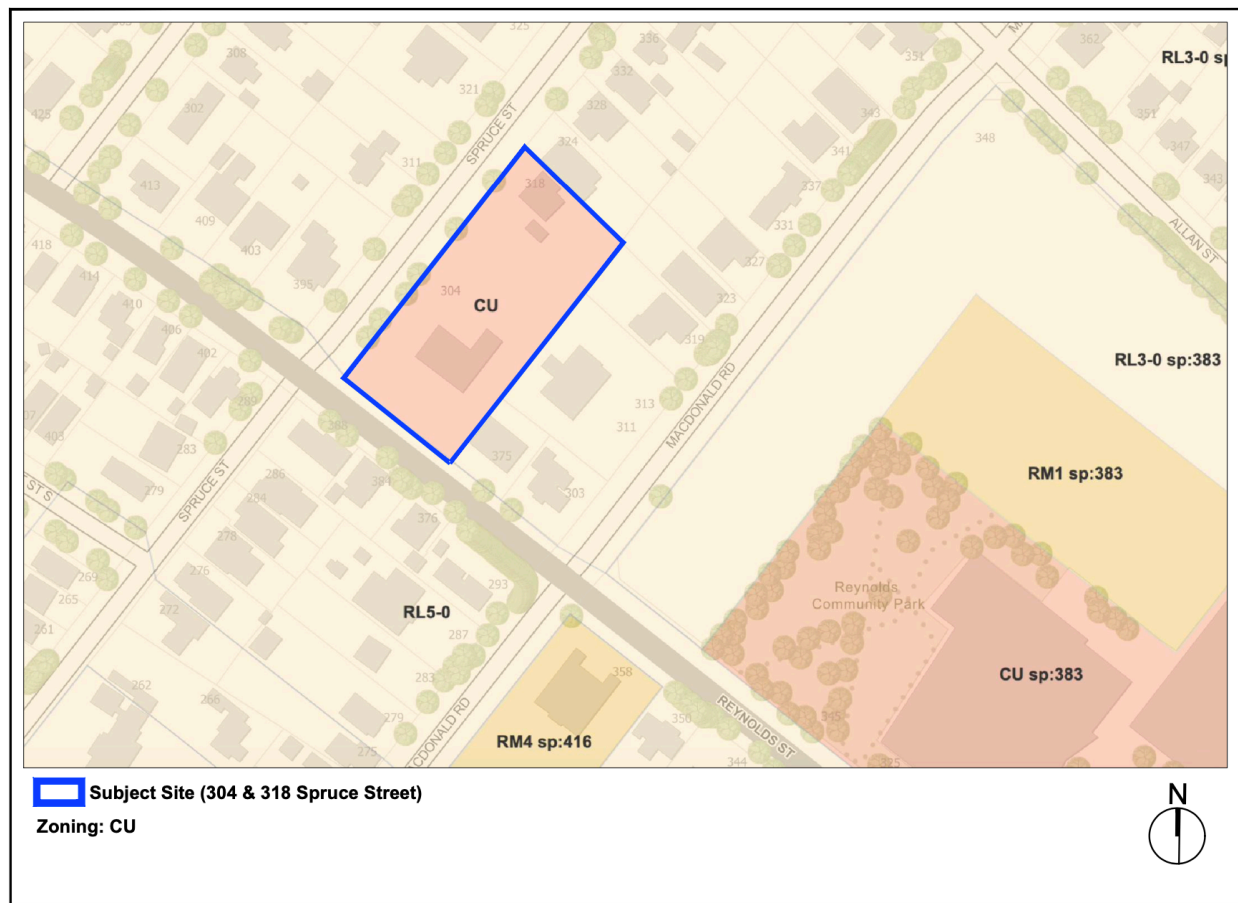


Figure 9: Oakville Zoning By-law 2014-014

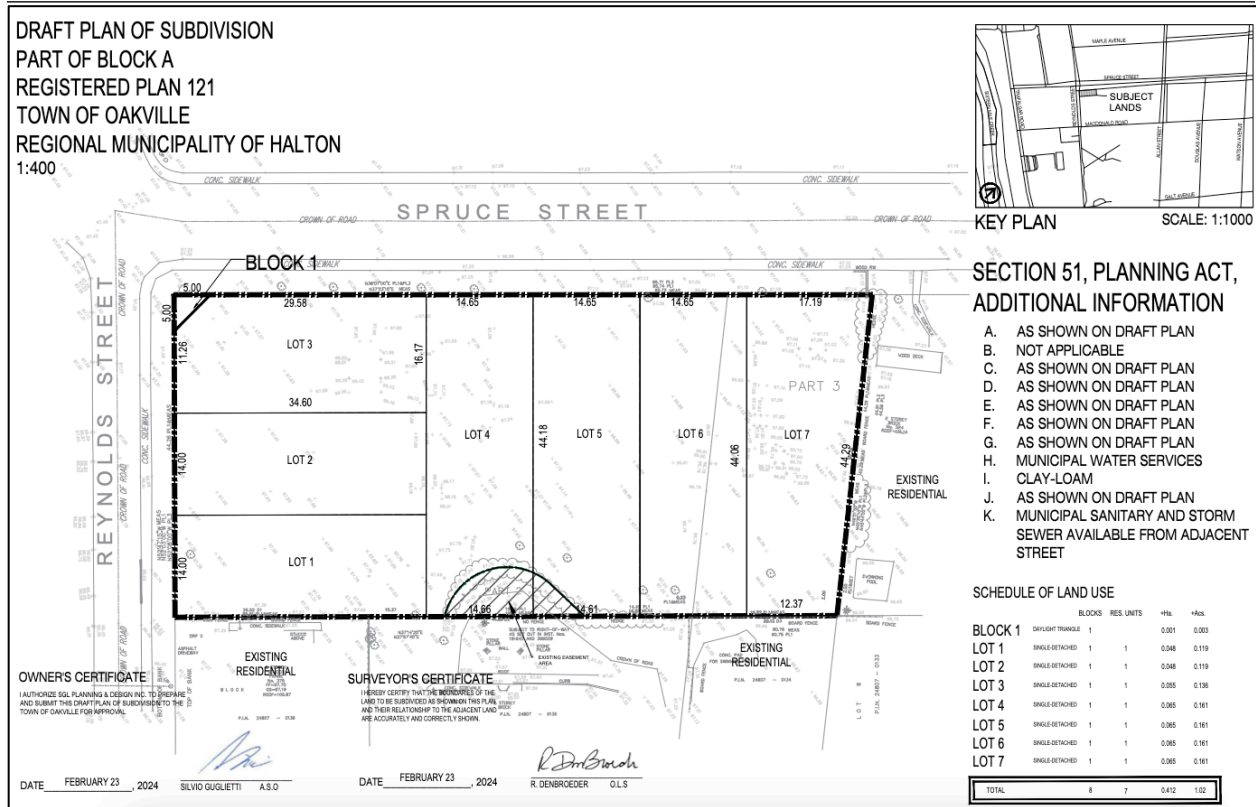


Figure 11: Proposed Draft Plan of Subdivision

The placement of the single detached dwellings are strategically set back from the front property line to generally line up with the existing setbacks of the adjacent properties. The proposed front yard setback is intended to complement the overall character of the neighbourhood characterized by deep driveways and large front yard setbacks as well as reducing the overall scale and visual height of the proposed dwellings. The proposed streetscape in **Figure 12** is intended to complement the existing architectural style, built form, and massing of the surrounding neighbourhood.



Figure 12: Proposed streetscape along Reynolds Street (top) and Spruce Street (bottom) for 304 & 318 Spruce Street

3.2 Proposed Zoning By-law Amendment

The subject lands are zoned CU and require a zoning by-law amendment to permit the proposed built form and use. A draft Zoning By-law Amendment is included in **Appendix A** of this report.

The purpose of the amendment is to rezone the subject lands “Residential Low Five Zone (RL5)” to permit detached dwellings and obtain relief from the zone regulations outlined in **Table 2**. The proposed RL5 Zone is compatible with the overall character of the surrounding low rise residential neighbourhood as minimum required frontages in the area range from 14.5 metres to 18.0 metres. Minimum frontages of 14.5 metres are approved for the RL3-0 sp:383 Zone further south; frontages of 18.0 metres are required in the adjacent RL3-0 sp:10 Zone; and frontages of 15.0 metres are required in the RL5-0 Zone to the west. Lot frontages of 14.0 to 17.2 metres are proposed for the subject lands to generally align with the existing lot frontages in the area.

Minimum Lot Area / Minimum Lot Frontage

The minimum lot area permitted in the RL5 Zone is 464.5 square metres and the minimum lot frontage is 15.0 metres. Additional regulation (2) for Table 6.3.1. states: “Within Plan of Subdivision registered after November 1, 1965, the minimum lot frontage may be reduced by 4.5 metres and minimum lot area proportionately reduced on a lot provided the average lot frontage and lot area throughout the entire Plan of Subdivision are not less than the minimum shown in the regulations tables for these zones.”

The average lot area throughout the entire Plan of Subdivision is 586.2 metres square which exceeds the minimum lot area requirement for the RL5 Zone, in fact all of the lots

exceed the minimum lot area requirement. The average lot frontage throughout the entire Plan of Subdivision is 15.1 metres which also meets the average minimum lot frontage requirements for the RL5 Zone. The minimum lot frontage is proposed to be reduced by up to 1 metre on 5 of the lots while meeting the average frontage and no reduction in lot area is proposed which meets the requirements of additional regulation (2) and therefore no relief for minimum lot area is required.

Minimum Front Yard

The proposed zoning by-law amendment seeks relief for minimum front yard. A reduction of 1.5 metres is being sought to permit an entranceway at the front of the dwelling for Lots 1 to 3. It is noted that Lots 4 to 7 meet the zone provisions of the proposed RL5 Zone and provide a minimum front yard of 7.5 metres. The proposed reduction is minor and the remainder of the dwelling frontages provide a minimum front yard of 7.5 metres measured from the property line to the garage with the exception of Lot 3 which has a minimum front yard of 7.2 metres.

Maximum Lot Coverage

Relief for maximum lot coverage is proposed to permit an increased maximum lot coverage of 44%. It is noted that Lots 3 to 7 meet the provisions of the parent RL5 Zone and relief from the provision would permit Lots 1 and 2 to have a lot coverage of 41% and 44% respectively.

Table 2: Zoning By-law 2014-014 Permitted and Proposed Provisions		
Provision to be Amended	RL5 Zone Provisions	Proposed Lots
Minimum lot area (Table 6.3.1)	464.5 square metres	482.58 square metres Meets the requirement
Minimum lot frontage (Table 6.3.1)	15.0 metres	14.0 metres on 5 lots Average 15.1 metres Meets the requirement
Minimum front yard (6.4.3(a))	7.5 metres	7.5 metres lots 4 to 7 6.0 metres for lots 1 to 3
Maximum lot coverage (Table 6.4.2)	35%	35% for lots 3 to 7 41 to 44% for lots 1 and 2

4 Policy Review



This section of the report summarizes the current policy framework and assesses the appropriateness of the proposed development with provincial, regional, and local planning policies. This section will specifically address the proposed development's consistency with the Provincial Policy Statement as well as conformity with the Planning Act, Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the Town of Oakville Official Plan.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) sets out high level policy direction for planning across Ontario related to housing, growth, infrastructure, protecting the environment and public health. The PPS promotes healthy, livable and safe communities through the efficient use of land throughout the Province of Ontario. Section 3 of the Planning Act states that all planning applications must be consistent with the PPS.

Section 1.1.1 related to healthy, livable, and safe communities state they should be sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

Section 1.1.2 states that *land shall be made available within settlement areas through intensification and redevelopment, and designated growth areas should accommodate an appropriate range and mix of housing as well as other land uses to meet projected needs for a time horizon of up to 25 years.*

Section 1.1.3.1 and 1.1.3.2 directs the focus of growth and development to settlement areas and that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Section 1.1.3.3 directs that *planning authorities shall identify locations and promote opportunities for transit oriented development that can accommodate a significant supply and range of housing options through intensification and redevelopment taking into account suitable existing or planned infrastructure. Further, Policy 1.1.3.4 states appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Consistency:

The subject lands are occupied by a one-and-a-half storey place of worship, parking lot and two storey single detached dwelling with a detached garage which are proposed to be demolished and redeveloped. The proposed development represents a logical and efficient use of underutilized land to provide seven new single detached dwelling units. The subject lands are an ideal intensification site within a stable residential neighbourhood, and the proposed development provides for intensification that efficiently uses land and infrastructure and helps to minimize negative impact of climate change but with a built form character that fits into the stable residential character. The subject lands are within walking distance of many community services and facilities including but not limited to parks, schools, community centres, restaurants, transit stations, banks and convenience stores, representing an efficient use of existing public services facilities.

Section 1.4 of the PPS provides housing policy directions with regards to housing options and stock. Specifically, Section 1.4.3 directs planning authorities:

to provide for an appropriate range and mix of housing options and densities to meet projected market- based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Consistency:

The subject lands are located just south of the Midtown Oakville Growth Area and further north from the Downtown Oakville Growth Area. The Midtown Oakville area will become a vibrant, transit-supportive, mixed use urban community and employment area while Downtown Oakville is envisioned to be an attractive, active, animated and vibrant downtown for people to live, meet, work, stay, interact and engage. The proposal addresses the need for additional ground related forms of housing by redeveloping on underutilized lands and relying on existing municipal infrastructure and community services to support the development.

Section 1.6 of the PPS outlines policies relating to infrastructure and public service facilities and that they should be provided in an efficient manner.

Section 1.6.6.2 on municipal sewage and water services states:

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

Section 1.6.7 Transportation System of the PPS calls for the facilitation of a safe and energy efficient transportation system. Section 1.6.7.2 encourages an efficient use of existing and planned infrastructure. Furthermore, Section 1.6.7.3 encourages connectivity across different modes of transportation including connections which cross jurisdictional boundaries.

Consistency:

Based on the findings of the Functional Servicing Report prepared by Trafalgar Engineering dated February 2024, the report concludes that the subject lands are well serviced by existing municipal infrastructure and the proposed development will provide the normal expected level of service and will not create any adverse impacts to abutting properties.

The subject lands are serviced by weekday local bus service travelling between Oakville GO Station and Clarkson GO Station at the intersection of Reynolds Street and Spruce Street and is also approximately 500 metres from the Oakville GO Station/Oakville Transit Terminal. The Midtown Oakville area is delineated as a MTSA and provides connections to numerous local transit routes as well as inter-regional connections to Burlington and Mississauga. As such, the proposal will encourage the use of efficient modes of transportation and minimize vehicular trips due to the subject land's proximity to existing transit infrastructure.

As discussed above, the proposal is consistent with the relevant policies and intent of the PPS 2020 to facilitate the creation of strong communities, through an efficient use of services and land and an increased housing stock, that will be supported by transit and active transportation infrastructure.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2020

The purpose of The Growth Plan for the Greater Golden Horseshoe, 2020 ("Growth Plan") is to guide the development of stronger and more prosperous communities through the management of growth within the Greater Golden Horseshoe. The Growth Plan supports the achievement of complete communities that feature a diverse mix of land uses such as residential uses and sets a framework for how and where the region will grow to year 2051.

Section 1.2.1 of the Growth Plan sets out the Plan's guiding principles for growth and relevant policies include:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*

-
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
 - *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
 - *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
 - *Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.*

Conformity

The proposed development will continue to promote the creation of complete communities and generate additional housing units to support growth which assists in achieving the applicable principles of the Growth Plan. The proposed development is within walking distance of higher order transit and will have access to well-connected transit connections to neighbouring municipalities. Finally, the proposed development will also rely on existing municipal infrastructure to ensure the efficient use of resources and services.

Section 2.2.1 of the Growth Plan directs where and how settlement areas should grow. Specifically, section 2.2.1.2 a) and c) states:

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities; and*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities.*

Section 2.2.1.4 c) and d) states:

Applying the policies of this Plan will support the achievement of complete communities that:

- c) *provide a diverse range and mix of housing options, including additional residential 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*
 - iv. *spaces, parks, trails, and other recreational facilities; and*

Conformity

The proposed development is located within the Town of Oakville's settlement area and within its built boundary. It is also located along a minor arterial connecting to the Midtown Oakville and Downtown Oakville Growth Areas as identified in the Town's Official Plan. The proposed development can also be adequately serviced by the Town's existing municipal infrastructure without creating any adverse impacts on abutting properties as identified in the Functional Servicing Report prepared by Trafalgar Engineering dated February 2024.

This development will support the achievement of complete communities by providing an increase in housing stock and is within walking distance to the Oakville Transit Terminal. The proposed development provides convenient access to existing public service facilities and is located near a neighbourhood park and community centre.

Based on the analysis above, the proposed development conforms to the intent and policies of the Growth Plan by creating a complete community that is compact, serviced by existing municipal infrastructure, and represents the efficient use of underutilized land within the Town. The proposed development will also assist the Town in reaching their intensification and growth targets by providing an increase in housing stock in the form of single detached dwelling units while fitting into the built form character of the surrounding established neighbourhood.

4.3 Region of Halton Official Plan, Office Consolidation November 2022

The Region of Halton Official Plan (RHOP) outlines long-term policies and strategies for guiding Halton's physical form, community character, growth, and development within each of its four municipalities, including the Town of Oakville.

As mentioned previously, the subject land is within the Region's "Urban Area" as shown on **Figure 6** and policy 72.1 for the Urban Area states:

72.1 The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile,*

makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.

(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.

(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.

(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.

(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

(8) To promote the adaptive re-use of brownfield and greyfield sites.

(9) To facilitate and promote intensification and increased densities.

The RHOP provides policies regarding housing in Sections 84, 85, and 86. Policy 84 notes that the goal for housing is to provide an adequate mix and variety of housing to satisfy different physical, social, and economic needs. Policy 85 notes housing should be provided through the efficient use of existing land to increase the housing stock while maintaining neighbourhood character. Policy 86.11 permits intensification for residential infill, redevelopment, and conversion of existing structures provided the physical character of the existing neighbourhood can be maintained.

Conformity

The proposed development represents an opportunity to redevelop underutilized lands as well as contributing to complete communities by providing additional population within close proximity to community facilities and commercial uses as well as supporting the existing transit services provided in the community such as Oakville Transit, GO Rail, and VIA Rail.

This gentle intensification will redevelop a place of worship, parking lot, a two-storey single detached dwelling and detached garage to provide seven housing units all in the form of single detached dwellings to maintain the low density character of surrounding area. The built form and design of the proposed development respects the existing neighbourhood built form character and compliments the cultural heritage. The proposed building material respects and complements the character of the existing neighbourhood and the nearby TRHCD.

As discussed above, the proposal will facilitate the development of a complete community within the Town of Oakville, through the intensification of the underutilized lands that will be serviced by existing municipal infrastructure and community services. The proposed development also represents an efficient use of land and resources within the Region's designated urban area while complementing the built form character of the surrounding neighbourhood.

4.4 Town of Oakville Official Plan, 2009 (Office Consolidation August 31, 2021)

The Livable Oakville Official Plan (OP) provides a policy framework for goals, objectives, and policies to manage and direct physical change within the Town.

Section 4 of the OP outlines policies for managing growth and change and directs that the majority of intensification within the Town is to occur within Growth Areas. Greater levels of height and density are planned for Midtown Oakville since it has been identified as an urban growth centre in the province's Growth Plan. Schedule A1 Urban Structure of the Oakville Official Plan identifies the subject land as being within "Residential Areas" as shown on **Figure 7**. Residential Areas include low, medium, and high density residential uses as well as community services and commercial uses that serve residents.

Section 4.3 regarding residential intensification outside of the Growth Area states that:

While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfield and brownfield sites, will be considered in the context of this Plan.

Conformity

The intensification proposed on this site in the form of 7 new single detached homes (an increase of 6) fits into the low density character of the area and upholds the urban structure of the Town.

Section 5.3 provides policies on Heritage Conservation and policy 5.3.6 requires a heritage impact assessment where development or redevelopment is proposed:

a) on, adjacent to, or in the immediate vicinity of, an individually designated heritage property;

b) within, adjacent to, or in the immediate vicinity of, the boundaries of a Heritage Conservation District;

Conformity

The proposed development is in proximity to the TRHCD and a Scoped Heritage Impact Assessment (HIA) was prepared by Vincent J. Santamaura, Architect Inc. in support of the proposal. The Scoped HIA finds that the design strategies of the proposed development including its siting, views, screening, setbacks, scale, building height, landscape open space separation, angular plane, design elements and materials are in keeping with the general good heritage design practices and do not negatively impact the heritage value of the TRHCD, the nearby designated building (293 MacDonald Road) and adjacent listed properties.

Section 6 of the OP provides Urban Design policies to achieve a high standard of urban design and architectural quality to promote sustainable, dynamic, and livable environments. Built form policies in 6.9 note that buildings should be designed to create a sense of identity and the design and placement of buildings should be compatible with the existing and planned surrounding context.

Conformity

The proposed development achieves a high quality of urban design and architecture quality as the design and setback of the dwellings complement the character of the surrounding neighbourhood. Specifically, Lots 1 to 3 are setback a minimum of 6.0 metres from the front property line and Lots 4 to 7 are setback a minimum of 7.5 metres to generally match the setbacks of adjacent existing dwellings as shown on **Figure 10** and meet the zoning by-law requirements. The proposed development will be a maximum of 2 storeys which is consistent with low rise residential character of the neighbourhood with dwelling heights ranging from 1 to 3 storeys. The architectural style is influenced by local precedents in the TRHCD and borrows from a mix of traditional architectural styles. The proposed development is compatible with the existing and planned surrounding context of both older dwellings as well as new dwellings such as the future development of 19 single detached dwellings and 16 townhouses on the former hospital lands south of the subject lands.

Section 11 of the Official Plan outlines policies for Residential Areas within the Town of Oakville. Policy 11.1.8. a) states intensification within stable residential communities shall be provided as follows:

Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, land division, and/or the conversion of an existing building into one or more units, may be considered 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 of this Plan;

The requirements of section 11.1.9 are as follows:

Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

- 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.*
- c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.*
- d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.*
- e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.*
- f) Surface parking shall be minimized on the site.*
- g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.*
- 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.*
- i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.*
- j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.*
- k) The transportation system should adequately accommodate anticipated traffic volumes.*

l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.

Conformity

The subject lands are designated Low Density Residential which permits densities of up to 29 dwellings units per site hectare. Conformity with section 11.1.9 is as follows:

- a) The density of the proposed development is 17.1 units per site hectare well under the maximum permitted in the Low Density Residential designation. The maximum height of the proposed development is 2 storeys and maintains compatibility with the immediate 2 storey dwellings to the east and south as well as with the existing low rise character of the surrounding neighbourhood with heights ranging from 1 to 3 storeys. The architectural character and material has been designed to complement and be consistent with the existing neighbourhood context and heritage character adjacent to the subject lands.
- b) The proposed detached dwellings are oriented to face Spruce Street and Reynolds Street to reflect the orientation of the existing adjacent dwellings along these streets. The proposed separation distances are generally consistent with the surrounding neighbourhood and the proposed 1.2 metres interior side yard meets the provisions of the RL5-0 Zone to the west. Lots 1 and 7 at the edges have greater separation distances from the property line and existing adjacent dwellings to ensure compatibility and meet the minimum 1.8 metre interior side yard provision for the adjacent RL3-0 sp:10 Zone. The rear yard setbacks for the proposed development meet the zone provisions of both the RL5-0 and RL3-0 sp:10 Zone by providing a minimum rear yard of 7.5 metres. As mentioned in Section 3.2, reduction for front yard setback is proposed to permit an entranceway for Lots 1 to 3 and where there is no entranceway, a minimum front yard of 7.2 to 7.5 metres is provided measured from the property line to the garage. The proposed setbacks are generally consistent with the surrounding neighbourhood and they are compatible with existing adjacent dwellings.
- c) The proposed development maintains the land use designation and housing form of the adjacent developments and this criterion is therefore not applicable.

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- d) The proposed Draft Plan of Subdivision creates multiple lots facing Spruce Street and Reynolds Street which closely reflects the lotting pattern in the area compared to the existing large lot. The lots are of similar depth to existing lots in the block and are of similar frontage to many other lots in the surrounding neighbourhood.
 - e) The Functional Servicing and Stormwater Management Report prepared by Trafalgar Engineering dated February 2024 concludes that the proposed development will rely on existing municipal services and not create any adverse impacts on the capacity of infrastructure.
 - f) The proposed development represents an improvement to what is currently existing on-site. The proposal will demolish the existing surface parking lot associated with the place of worship and provide individual double garages for each dwelling unit with driveway access along Reynolds Street for Lots 1 to 3 and along Spruce Street for Lots 4 to 7.
 - g) The proposal does not contemplate an extension to the public street network and therefore this criterion is not applicable.
 - h) No significant grading changes are proposed for the subject lands. Based on the Tree Protection Plan prepared by GreenPrint Consulting Arborists dated April 2023, existing trees along the north and south property line will be protected. Wooden rear yard fencing is proposed to improve privacy to existing adjacent dwellings. The Transportation Impact Analysis Memo prepared by C.F Crozier & Associates Inc. dated December 2023 states the proposed driveway accesses meet the minimum spacing distances between driveways and from nearest minor intersection.
 - i) The subject lands are not within a Heritage Conservation District and is therefore not applicable.
 - j) Access to surrounding community services and amenities will be maintained as part of the proposed development. The sidewalk along the west and north property line will be maintained to provide access to the local bus stop which provides connections to Oakville and Clarkson GO Station at the corner of Spruce Street and Reynolds Street as well as access to the community centre and neighbourhood park south of MacDonald Road.
 - k) Reynolds Street is classified as a Minor Arterial road in the Town's Official Plan and can accommodate intermediate volumes of traffic. It is also intended to distribute traffic to other roads as well as act as local transit

corridors. The proposed development of seven single detached dwellings is not expected to generate excessive levels of traffic.

- l) As outlined in the Functional Servicing and Stormwater Management Report, the proposed development will receive a normal expected level of service and not create any impacts to abutting properties.

As discussed above, the proposal conforms to all applicable policies in the Town's Official Plan through the intensification of an underutilized property in close proximity to a strategic growth area and MTSA while fitting in to the low rise character of the neighbourhood and having consideration for urban design, cultural heritage, and growth policies. The proposed development also conforms to the criteria for intensification on low density residential designated sites within stable residential communities.

4.5 Planning Act – Section 51 Plans of Subdivision

The Ontario Planning Act mandates how planning should be carried out in the Province of Ontario and requires municipalities like the Town of Oakville to have regard for matters of provincial interest. The proposed development does not negatively impact any matters of provincial interest and has regard for them.

Part VI of the Planning Act provides policies for the subdivision of land. Section 51(16) permits an owner of land to apply for approval of a plan of subdivision of land or part of it. The proposed development creates 7 residential lots and 1 daylight triangle block to facilitate the development of 7 single detached dwellings.

Section 51(24) of the Planning Act outlines the criteria in considering a draft plan of subdivision as follows:

- a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- b) *whether the proposed subdivision is premature or in the public interest;*
- c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- d) *the suitability of the land for the purposes for which it is to be subdivided;*
 - d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- 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;*
- f) *the dimensions and shapes of the proposed lots;*

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- 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;*
 - h) conservation of natural resources and flood control;*
 - i) the adequacy of utilities and municipal services;*
 - j) the adequacy of school sites;*
 - k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
 - l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
 - 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 or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

Conformity

- a) The proposed subdivision development is a matter of provincial interest as it will facilitate the development of additional needed housing through the intensification of an underutilized site that will be serviced by existing municipal infrastructure and has good access to community services and transit infrastructure within walking distance.
- b) The subject lands are located in an established neighbourhood and are in close proximity to existing community services and amenities including parks, schools, community centres, transit, commercial and retail uses. The proposed development is providing needed housing in an existing complete community and as such is not premature.
- c) The subject lands are designated Low Density Residential and the proposal conforms to all applicable policies in the Town's Official Plan having regard for urban design, cultural heritage, and growth policies.
- d) The subject lands are currently underutilized with an existing place of worship, parking lot, two-storey single detached dwelling and detached garage on-site. The proposal proposes to redevelop the lands which represents an efficient use of land and resources with gentle intensification in the form of seven two-storey detached dwellings.
 - d.1) No affordable housing units are being proposed.
- e) No new roads are being proposed.

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- f) The proposed rectangular lots mimic the existing lot patterns directly adjacent to the subject lands to the east and south.
 - g) An existing easement is located on a small portion of the subject lands along the south property line as shown on **Figure 11**. There are no other restrictions on the lands.
 - h) Out of the 43 regulated trees, 31 trees are proposed to be preserved and protected by tree protection zones outlined in the Tree Protection Plan prepared by GreenPrint Consulting Arborists dated April 2023. Additional replacement trees are also proposed to be planted on-site to compensate for the removal of 11 trees. As outlined in the Functional Servicing and Stormwater Management Report, post development flows for the proposed development are well below the pre-development flow for all storm systems up to the 100-year event.
 - i) The proposed development relies on existing municipal services to service the site and based on the Functional Servicing and Stormwater Management Report, the proposed development will provide expected levels of service without adverse impacts on abutting properties.
 - j) The subject lands are located within close proximity to several schools including MacLachlan College, Oakville Learning Centre and New Central Public School.
 - k) One daylight triangle block is proposed to be conveyed to the Town.
 - l) The proposed development height allows adequate sunlight on surrounding building faces and roofs for the possibility of using solar energy.
 - m) The proposed development including its lotting pattern, setbacks, and built form are strategically designed to complement the built form and landscape design of the site as well as the surrounding neighbourhood context. The proposed design aligns with the Livable Oakville Plan and guidelines outlined in the Liveable by Design Manual as described in the Urban Design Brief prepared by Nak Design Strategies dated February 2024. The subject lands will not be subject to site plan control.

5 Supporting Studies



5.1 Arborist Report and Tree Protection Plan

The Arborist Report and Tree Preservation Plan prepared by GreenPrint Consulting Arborists dated April 2023 identifies 43 regulated trees, 11 of which are proposed to be removed and one (1) will incur injury as a result of construction.

The remaining 31 trees will be preserved and tree protection zones are identified on the Tree Protection Plan. Additional replacement trees are proposed on-site to compensate for the removal of 11 trees. Based on the Arborist Report and Tree Preservation Plan, if the tree protection zones, root pruning, maintenance program and landscaping adhere to the Tree Preservation Guidelines, the proposed development will not adversely affect the long-term health, safety and/or condition of all trees intended for preservation.

5.2 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report (FSR) prepared by Trafalgar Engineering dated February 2024 states that the proposed development will not create any adverse impacts to the abutting properties and will be supported by adequate existing municipal infrastructure along Spruce Street and Reynolds Street. The FSR also states that the proposed development will experience decreased flows for all storms up to the 100-year event, and that by implementing the servicing and grading designs recommended, the proposed development will receive expected levels of service.

Municipal Water and Wastewater

The design of water and wastewater services will be in accordance with the Region of Halton. Lots 1 to 3 along Reynolds Street will be serviced by the 150 mm diameter watermain along Reynolds Street while Lots 4 to 7 will be serviced by the 300mm diameter watermain along Spruce Street. Each dwelling is proposed to have an individual 25 mm service connection.

Lots 1 and 2 will be serviced by the existing 200 mm diameter sanitary sewer along Reynolds Street and Lots 3 to 7 will be serviced by the existing 200 mm diameter sanitary sewer along Spruce Street. Each dwelling is proposed to have an individual 125mm service connection.

Storm Drainage and Stormwater Management

The majority of the site drains to the existing 675 mm diameter storm sewer along Spruce Street and the existing 750 mm diameter storm sewer along Reynolds Street. A

small portion of the subject lands flows south to the adjacent property. Overland flow travels south along Reynolds Street and east along Spruce Street.

Rear lot catch basins are proposed for the development and those catch basins behind properties which front to Spruce Street will drain out to the 675 mm diameter storm sewer along Spruce Street, while the remaining catch basins will lead to the 750 mm diameter storm sewer along Reynolds Street. Each dwelling is proposed to have a 150 mm diameter storm sewer connection as well as a sump pump to protect basements from storm sewer surcharges. The proposed 600 mm diameter sewers from the rear lot catch basins to the municipal sewers and the proposed 75 mm diameter orifice plates are sufficient in reducing post-development flows below pre-development rates for all storm systems up to the 100-year.

The Town's recommended 25 mm of water retention is maintained across the subject lands without any formal volume reduction measures given the rear yard size and desired tree protection. French drains along the swales would provide further mitigation for infiltration.

In terms of stormwater quality, sediment control fence, mud mat, sweeping and flushing of surrounding roads are proposed during the construction phase and no measures are proposed post construction as the grassed swales in the front and rear yards will provide filtration prior to discharging the water.

Grading

The grading design, specifically the swale slopes are generally flat for the proposed development. A split drainage approach is proposed for the lots and the highpoint will be set towards the front of the house so rainwater leaders are directed to the rear lot catch basins. Minor grading is proposed in a few localized areas to accommodate the drainage swales to the rear yard catch basins.

5.3 Heritage Impact Assessment

A Scoped Heritage Impact Assessment (HIA) for the proposed development was prepared by Vincent J. Santamaura, Architect Inc. dated March 2024 to assess its impact on the existing heritage value of the TRHCD to the west, the designated building (293 MacDonald Road) and adjacent listed properties. The Scoped HIA provides a detailed assessment of heritage design strategies including siting, views, screening, setbacks, scale, height, landscape open space, design elements and materials for the proposed development.

The Scoped HIA concludes the proposed design of the seven new single detached homes are sympathetic to the design, minimize impact on the heritage value and keep with the general good heritage design practices of the TRHCD, nearby designated building (293 MacDonald Road) and adjacent listed properties.

5.4 Transportation Impact Analysis

A Transportation Impact Analysis Memo was prepared by C.F. Crozier & Associates Inc. dated December 2023 to determine if the site access driveways meet the safety and operational requirements set out in the Geometric Design Guide for Canadian Roads (June 2017).

The memo states that the minimum spacing distance between existing or future driveways is met and the proposed driveways are expected to have adequate spacing. The memo also concludes that the minimum spacing distance between driveways and the nearest minor intersection are satisfied.

5.5 Urban Design Brief

The Urban Design Brief prepared by NAK Design Strategies dated March 2024 describes and illustrates the overall design strategy for the proposed development of seven (7) single detached dwellings in addition to the design vision and guiding principles. The following is a list of the community guiding principles and objectives:

- Provide attractive built form;
- Contribute to housing choice in the community;
- Create a comfortable and accessible public realm;
- Provide logical connection with existing adjacent and future communities; and
- Provide access and visibility to surrounding natural areas.

As such, the proposed design of 304 and 318 Spruce Street aligns with the Livable Oakville Plan and the design guidelines of the Livable by Design Manual.

5.6 Environmental Site Assessment – Phase 1

The Phase 1 Environmental Site Assessment (ESA) prepared by Landtek Limited dated February 2023 was completed in accordance with Ontario Regulation 153/04 (“O. Reg. 153/14”) to assess if evidence of potential and/or actual environmental contamination exists at the subject lands as a result of current and/or past activities at the subject lands and/or neighbouring properties located within 250 m of the subject lands. Since a more sensitive land use is not proposed, a Record of Site Condition is not required under O. Reg. 153/14.

One potentially contaminating activity (PCA) was identified on-site as an Area of Potential Environmental Concern (APEC) and four PCA’s were identified within 250 m of the subject lands but deemed not APECs. The APEC identified on-site (de-icing salt) was determined as not exceeding standard levels for de-icing activities.

A Phase 2 ESA is not recommended as no APECs were identified in the Phase 1 ESA.

6 Planning Analysis Summary



The proposed development at 304 and 318 Spruce Street was assessed based on its appropriateness with provincial, regional, and local planning policies. It addresses consistency with the Provincial Policy Statement as well as conformity with the Planning Act, Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the Town of Oakville Official Plan.

Based on the analysis above, the proposed development is an appropriate infill development located at the corner of Reynolds Street and Spruce Street in the Town of Oakville. The seven proposed two storey single detached dwellings generally maintain the overall character of the surrounding neighbourhood and represent a gentle intensification on the underutilized site.

The subject lands are in an area of predominantly low rise housing and are well serviced by community services such as the community centre and neighbourhood park to the south, commercial plaza to the north in Midtown Oakville and Downtown Oakville to the south.

The subject lands are well situated within walking distance to the Midtown Oakville Growth Area to the north and is only one kilometre north of Downtown Oakville to the south. Midtown Oakville also serves as a transit hub with connections to local transit and inter-regional transit, connecting future and existing residents to neighbouring cities.

The proposed development will create seven residential lots and one daylight triangle block to facilitate the development of seven single detached dwellings. The proposed development will use existing municipal services and rely on the existing transit service to encourage residents to use transit and active transportation.

For these reasons, the Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the development of seven single detached dwelling units are appropriate, are consistent with the Provincial Policy Statement, in conformity with the Planning Act, Growth Plan, Region of Halton Official Plan, and Town of Oakville Official Plan and represent good planning and are in the public interest.

7 Conclusion



This Planning Justification Report supports the Zoning By-law Amendment and Draft Plan of Subdivision applications which propose seven single detached lots on an underutilized plot of land at 304 and 318 Spruce Street in the Town of Oakville.

The proposal at 304 and 318 Spruce Street demonstrates consistency and conformity to provincial, regional and local policy direction.

The proximity to nearby community services and transit services supports the Zoning By-law Amendment and Draft Plan of Subdivision.

The proposed development respects the abutting low density residential dwellings by generally matching the existing setbacks and matches the built form character of the nearby Trafalgar Road Heritage Conservation District.

In alignment with the provincial, regional, and local policies, the proposal for 304 and 318 Spruce Street represents good planning for redevelopment of an underutilized site within the Town of Oakville and is in the public interest.

Appendix A – Draft Zoning By-law



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2024-XXX

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of lands described as 304 and 318 Spruce Street (Spruce Rose Inc. File No.: Z.XXX)

COUNCIL ENACTS AS FOLLOWS:

1. Map 19(8) of By-law 2014-014, as amended, is further amended by rezoning the lands depicted on Schedule “A” to this By-law.
2. Part 15, Special Provisions, of By-law 2014-014, as amended, is further amended by adding a new Part 15.XXX as follows:

X	Spruce Rose Inc.	Parent Zone: RL5
Map 19(8)	304 & 318 Spruce Street	(2024-XXX)
15.XX.1 Zone Provisions		
The following additional regulations apply to all lands identified as subject to this Special Provision:		
a)	Minimum front yard	6.0 metres for Lots 1 to 3 fronting onto Reynolds Street
b)	Maximum lot coverage	44% for Lots 1 and 2 fronting onto Reynolds Street

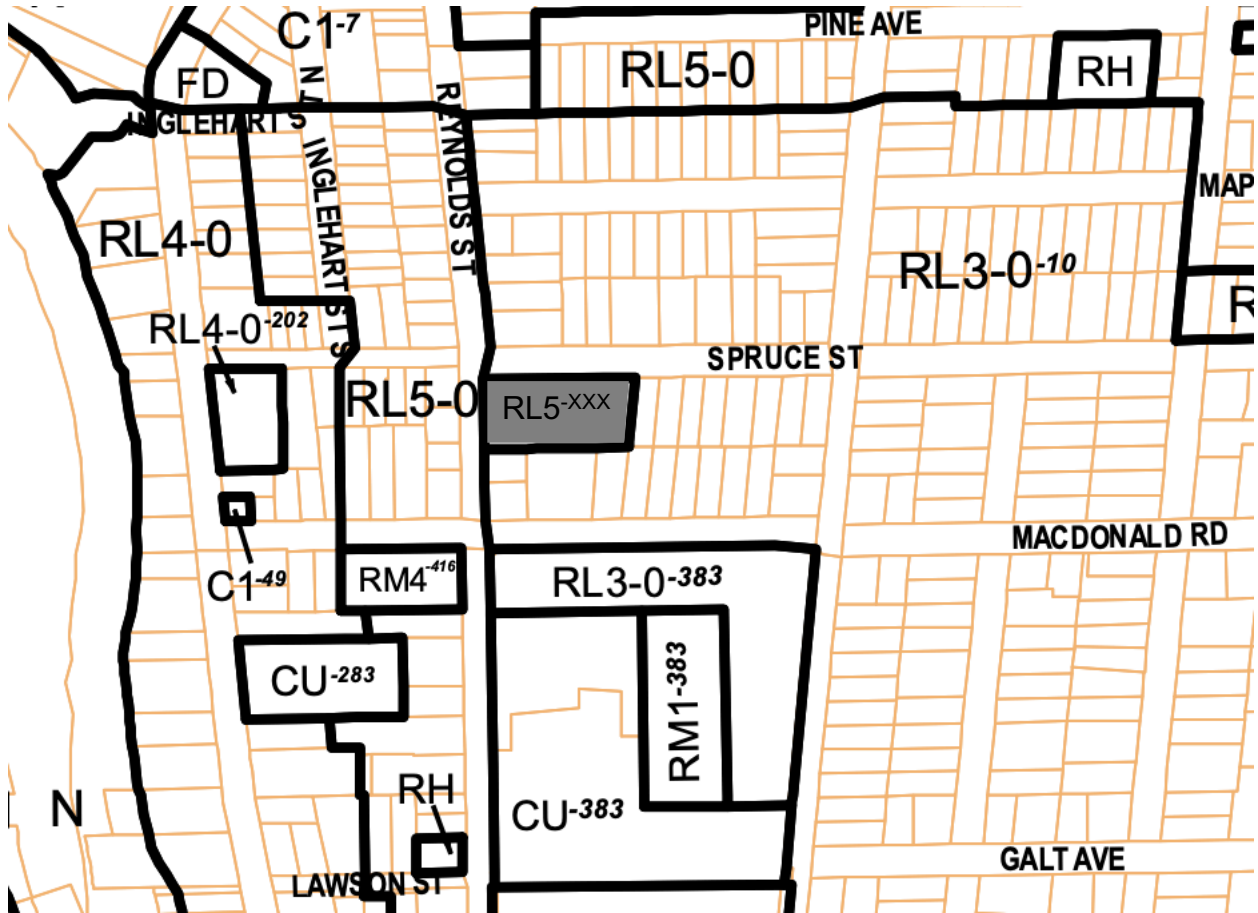
This By-law comes into force in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended.

PASSED this XX day of XXX, 2024

MAYOR

CLERK

SCHEDULE "A"
To By-law 2024-XXX



AMENDMENT TO BY-LAW 2014-014



Rezoned from Community Use (CU)
Zone to Residential Low Five Special
Provision XXX (RL5 sp: XXX) Zone

EXCERPT FROM
MAP 19(8)



SGI



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