

Table 1 showing Maximum Development Potential under existing zoning

No. & Type of Existing Units		No. & Type of Potential Units	Total Max. Units	Percent Increase
Single Family	109	25	134	22.9
Semi-Detached	24	--	24	0.0
Multiple Attached	15	--	15	0.0
Apartment	14	--	14	---
TOTAL	162	25	187	15.4

As a result of subdividing existing oversized lots, building on existing vacant lots, assembling parcels of land to form a building lot, and seeking a minor variance to permit the development of a lot, a total of 25 additional units can be built. It should be noted that this number is a maximum under the existing zoning by-law provisions and assumes that no existing building will be demolished.

Table 2 showing effect of maximum potential units on Housing Density

Existing Units	162
Size of Area, Gross Acres	70.1
Size of Area, Site Acres	27.5
Existing Units Gross Acres	2.3
Existing Units/Site Acres	5.9
Potential Units	25
Potential Total Units	187
Total Units/Gross Acre	2.7
Total Units/Site Acre	6.9

Table 2 shows that the effect of the additional units would increase the unit per gross acre density from the existing figure of 2.3 u.p.g.a. to the potential of 2.7 u.p.g.a. and from the existing unit per site acre density figure of 5.9 to a potential 6.9 u.p.s.a. It should be noted that Table 1 and Table 2 assume full development under existing by-law provisions.

In part 1.5 Trends and Issues, it was noted that increased development of sites was an issue. It is seen by many that additional development should be carefully considered in terms of its effect on the existing character and historic homes within the area. In Sections 4, 5 and 6 this question will be dealt with in more detail.

2.0. Movement Systems

2.1. General

The existing road pattern within the area conforms to the Town's original plan which provided for the formal layout of blocks (see Section B 1.1). Out of this has emerged a series of streets each contributing to and supporting the movement of the local residents.

2.2. Traffic Circulation

Traffic problems in the area are minimal due to the nature and amount of traffic generated, the type and density of land uses, and the number of people using the system. The majority of trips to and from the area are made by residents.

Robinson Street, which is the northern boundary of the area is the most traversed road in the area. It is immediately south of Lakeshore Road East, the major east-west arterial in the Central Business District, connecting the Old Oakville Community with adjacent communities.

All east-west routes within the area have as their eastern boundary, Allan Street, with the exception of Front Street which terminates at Dunn Street. The western boundary of Robinson and William Streets is Water Street which runs parallel to the Sixteen Mile Creek. King Street terminates at the bank of the creek and Front Street ends at Navy Street.

All north-south routes within the area are accessible onto Robinson Street, the northern boundary of the area and onto Lakeshore Road East, with the exception of Water Street.

There is no vehicular exit on Navy Street, south of Front Street, on Allan and Reynolds Street and Trafalgar Road south of King Street. In addition there are two one-way streets within the district, being Front Street, directing traffic eastward, and Dunn Street between Front and King Streets, directing traffic northward.

Traffic circulation is currently controlled by means of intersection stop signs. Robinson Street from Navy to Allan Street, permits a continuous east - west traffic flow.

All north-south routes are accessible onto Robinson Street, the northern boundary of the area and onto Lakeshore Road East. Trafalgar Road functions as a principal north-south arterial road immediately north of the area and is recognized as having that feature in Part Two, Vl, 4, C, ii, of the Official Plan. In a regional context Trafalgar Road provides direct access onto the Q.E.W. and extends north of the Town becoming a regional road traversing the entire Region of Halton providing access onto Highway 401 as well.

Part Two, B, 1 of the Plan, establishes the following goal:

"The Plan seeks the establishment of circulation systems which facilitate essential increments between linked activities but which at the same time are designed to intrude as little as possible on the environmental quality of the activity areas." (Official Plan P. 59)

This goal plays a very important role in the assessment of the district character; the physical, environmental, and aesthetic characteristics could lend support for designation.

2.3. Roads

The Official Plan for the Oakville Planning area, Part Two, Vl 2 identifies a general system of road classification. Within this classification all roads in the area, with the exception of Robinson Street can be classified as serving a purely local function. The Official Plan defines the "local" road as;

"one of providing service (access) to individual land uses. It is typically performed by a street which caters to no through traffic and which simply leads from private properties to those roads having a collector or even an arterial function." Official Plan P. 60.

Robinson Street has a collector function:

".....that of connecting the purely local streets with those having an arterial function and as its name implies, has a feeder or distributor effect. This function is commonly performed by a road having regular access for private uses, and on which traffic operates at low speeds." (Official Plan P. 60).

Collector roads carry medium traffic volumes and provide both traffic service and land service. Robinson Street links the local roads to the arterial roads in the Central Business District immediately north of the area.

Local streets which connect to the collector streets and in some instances to arterial streets are primarily designed for land services. The criteria for the planning and design of local streets are oriented to the abutting land uses rather than to traffic needs. There were no traffic volume figures calculated for any of the intersections at the local level due to the minimal amount of traffic generated.

A report entitled "Town of Oakville Road Needs Study and Maintenance Management System 1976 - 1985" clearly defines the Town's road system, provides inventory data for all roads, identifies deficiencies, estimates financial needs to eliminate them and studies any specific problems related to the road system. The study identifies the area generally south of Robinson Street as an area that will be requiring road improvements within a 6 - 10 year time period.

The Department of Public Works report entitled "Town of Oakville Proposed 1980 Capital Budget and 4 year Forecast for the years 1980 - 1984" dated April, 1980, identifies the following projects within the study area.

TABLE NO. 3
Local Roadway Construction Projects
1980

1980

King Street
Navy St to Dunn St
Engineering & Const-
ruction 2 lane local
road, with curb and,
gutters, storm sewers
and sidewalk replace-
ment.

1981

King Street
Dunn Street to Allan Street

1982

William Street
Navy Street to Dunn Street

1983

William Street
Dunn Street to Allan Street

1984

George Street
Robinson Street to Front Street

Improvements in the street system
are not to provide the capacity
needed to meet growing traffic
demands, but are to reconstruct
structurally deficient pavement.

In assessing each individual local road section as well as the lane collector road within the area, it was noted that the area is not completely built up to full municipal standards. As the 1979 Capital Budget and 4 year forecast for Public Works indicates the area will be experiencing municipal improvements over the next four years.

In August, 1979 public meetings were held with area residents to discuss the planned reconstruction of William Street. The results of the meetings halted the proposed construction project along William Street. As a result of this, a temporary advisory group was set up to advise the LACAC on the subject of Streetscapes. In September, 1979 three draft reports were put before LACAC on the subject of streetscapes. Section 4.0, Streetscape Elements, addresses the characteristics and significance of the local road network and summarizes the findings of the temporary advisory group.

2.4. Parking

At the present time both public and private parking facilities are provided.

On street parking facilities include meter parking for 43 spaces on the south side of Robinson Street as well as a regulated two hour parking provision on one side of most local roads in the area. The latter provisions are sign controlled. Sections of the roads which do not permit parking are also clearly marked. There are some road sections where parking is only allowed on Sundays.

Off-street parking facilities in the area include private and municipally administered surface parking spaces. These facilities are required for the various zones and uses in accordance with minimum requirements of the zoning by-law. There are 121 off-street surface parking spaces in the area, excluding those facilities for residential uses, (See Table No. 3 below).

TABLE No. 3

Parking Facility	Location	No. of Spaces
Murray House Hotel	Robinson Street	50
Oakville Parking Auth.	Robinson Street	35
Harbour Village Shop	Navy Street	7
Four Winds Art Gallery	Robinson Street	4
Perma Clean Laundry	Reynolds Street	6
Shelley's Restaurant	Robinson Street	9
Private Parking	Robinson Street	10
TOTAL		121

2.5. Public Transit

There are no existing transit routes through the area. It is adequately served by and is within walking distance of the present transit facilities located in the Central Business District.

2.6. Pedestrian Paths

The pedestrian movement system is enhanced by the presence of open spaces available in the area in terms of the parkland and the waterfront orientation. Other factors encouraging pedestrian oriented activities include the quiet atmosphere and the absence of intense vehicular traffic movement in the area. This results in increased pedestrian safety and a decrease in noise and pollution levels in the area.

The Oakville Historical Society conducts a regular historic walking tour of the area including several of the historic residences and other buildings within the area. This is the only formally administered pedestrian oriented activity in the area, but many local residents and others visit the area regularly for leisure activities.

While the heritage value of the area is an important attraction to many people, additional pedestrian oriented activities are encouraged by the physical amenities found as part of the natural environment. One such amenity is the lake, where public access is provided by Lakeside Park and Dingle Park. This is further discussed in Section 6.0.

3.0. Population

3.1. General

Figure No. 6 shows the boundaries of the area in relation to the boundaries of Statistics Canada's census tract 604 and the Ministry of Revenue's (Assessment Division) map sub-areas 3020, 3030 and 4010. It is clear from Figure No. 6 that these boundary lines do not coincide with each other. However generalizations of a few characteristics will be made based upon observations from data at the census tract and map sub-area levels.