

## **RESIDENTIAL COMMUNITIES**

### **1.1    OLD OAKVILLE COMMUNITY -FIGURES "H1" AND "H2"**

#### Background

The Old Oakville Community extends from the lakefront to the Queen Elizabeth Way in the north, and from Appleby College and Morden Road on the west, to Morrison Creek in the east. The community focuses on the harbour at the mouth of the Sixteen Mile Creek.

The community includes areas of historic homes south and north of the Central Business District, which at one time formed most of the original Oakville settlement. Other residential neighbourhoods contain many homes dating from the turn of the century. Also within its bounds is located the major existing commercial hub of the Town centered around Lakeshore Road.

Major commercial development in the community is confined to two main shopping districts:

- the Old Oakville Central Business District
- the Kerr Street Community Shopping Area

#### **1.1.1    OLD OAKVILLE CENTRAL BUSINESS DISTRICT**

- a) This centre is intended to serve as a major downtown centre for the Town, as well as to provide community shopping facilities for the Old Oakville Community.
- b) Every effort will be made to protect adjacent residential neighbourhoods by such means as speed control, parking restrictions, and discouragement of through traffic.
- c) Parking facilities will be located in central parking lots; such parking facilities, if uncovered, will be adequately landscaped. It is intended, whenever possible, to integrate such facilities with building structures and/or to provide convenient pedestrian connections to shopping areas.
- d) Residential uses combined with commercial uses or free-standing will be encouraged to relocate in the downtown and on Kerr Street to promote life and movement in those areas beyond the work-day

hours. Such projects will have to exhibit considerable ingenuity in their design to afford residents ample private open space in the form of terraces and patios. Such accommodation should provide maximum privacy between private living spaces as well as adequate separation from commercial activity.

- e) Commercial-recreation and entertainment facilities will be encouraged to play a vital role in the planned activities for the downtown core.
- f) Uses permitted in the Downtown Central Business District will be controlled by site plan control and encouraged to reflect the scale of surrounding structures. Reference will be made to the Downtown Streetscape Study in all site plan approvals. Buildings will not be permitted to exceed four storeys within the Downtown Central Business District.
- g) Notwithstanding the policy with respect to the four-storey height limit, the property at the northeast corner of Lakeshore Road and Chisholm Street will be permitted to have a six-storey elevation on John Street, subject to the following criteria:
  - The use of the property and buildings shall be primarily as a residential senior citizens' retirement home.
  - The Lakeshore Road frontage shall be developed with a maximum of six storeys on only the easterly half of the subject property adjacent to the abutting 16-storey residential apartment building.
  - The Lakeshore Road frontage shall be developed with a maximum one-storey structure on the westerly half of the property adjacent to Chisholm Street.
  - The architectural design of the building in its elevation shall use setbacks from the street edges to give the visual impression of several vertical planes.
  - The architectural design shall use materials, colours, roof treatments and detailing to reduce the effect of height as perceived at the street level.

The six-storey and one-storey height limits on the Lakeshore Road frontage represent a graduated decrease in height from the adjacent 16-storey residential apartment building in the east to

Chisholm Street on the west. The overall floor area that would otherwise be permitted in the plan is being consolidated on the easterly and northerly portions of the site to allow the residents to remain in the existing facility during construction of the six-storey facility. With the application of appropriate architectural design and massing, and the consideration of averaging height across the Lakeshore Road frontage, the scale of the six-storey and five-storey portions of the building are intended to approximate four storeys.

- h) The portion of the Central Business District east of Sixteen Mile Creek, as shown on Figure "H1", is designated as a Community Improvement Area. Improvements will be made to the Community Improvement Area in accordance with the policies in Part C, Section 13 of this Plan.
- i) Notwithstanding the policy with respect to the four-storey height limit, the property at the northeast corner of Randall Street and Reynolds Street will be subject to a five storey height limit.

#### 1.1.2 KERR STREET BUSINESS DISTRICT

- a) Three commercial nodes are contemplated for the Kerr Street Area; the Community Shopping Centre at Speers Road; the Kerr-Cowan Area; and the area between Rebecca Street and Lakeshore Road. These nodes are to be linked by commercial and residential uses either combined with commercial or free-standing, running the length of Kerr Street from the C.N. tracks in the north to Lakeshore Road in the south.
- b) The Kerr/Cowan Central Business Node is the focus for Kerr Street commercial, community and neighborhood activity. Its central pedestrian plaza surrounded by a variety of commercial, business and residential uses complemented with its own municipal parking area mark it as the focal point of the entire Kerr Street area.
- c) Mixed commercial and residential uses will be encouraged to develop on the east side of Kerr Street between Herald Avenue and the CN tracks through redevelopment of less vital residential uses.
- d) In the mixed commercial-residential designation between Deane Avenue and Speers Road, locally oriented convenience type of retail activity shall be encouraged.

- e) In the Kerr Street commercial area, a diversity of both building styles and heights will be sought, although redevelopment buildings will not be permitted to exceed four storeys.
- f) In the area between Rebecca Street and Lakeshore Road, from Forsythe Street to Maurice Drive, commercial uses shall be encouraged. While commercial activities will be the principal uses in this area, it is intended that residential-commercial developments will also be encouraged.
- g) The portion of the Kerr Street Business District, as shown on Figure "H2", is designated as a Community Improvement Area. Improvements will be made to the Community Improvement Area in accordance with the policies in Part C, Section 13 of this Plan.
- h) In the area immediately south of Lakeshore Road, west of Kerr Street, the full range of commercial uses and residential uses and combined commercial/residential uses will be encouraged. South of the lands which abut Lakeshore Road and north of the Residential Low Density on the north side of Burnet Street is a transition area, where a limited range of commercial uses which are not major generators of traffic and noise, and which are primarily non-retail uses will be permitted. The height of buildings in the transition area will not exceed two storeys.

### 1.1.3 CORNWALL ROAD AREA

- a) This area, centered around the Trafalgar Road/Cornwall Road intersection, and extending east and west along Cornwall Road, is a transition area and interface between the Midtown Core Employment Lands District and the Old Oakville Community. As such, regard shall be had for the urban design guidelines established and contained in Part C of the Midtown Core Land Use Planning Study dated March 29, 1999, as they may apply to this area.
- b) Uses permitted in the Arterial Commercial designation north of Cornwall Road, west of Trafalgar Road, are as follows:
  - i) retail warehousing and Large Scale Retail Sale of Merchandise (which includes a broad variety of goods, merchandise, substances, articles or things that are offered or kept for sale directly to the public at retail, but specifically excluding a department store, a food supermarket or a

- grocery store);
  - ii) offices;
  - iii) auto commercial uses (excluding auto body shops and auto wreckers);
  - iv) service commercial uses, hotels and restaurants;
  - v) public and institutional uses;
  - vi) commercial recreation facilities;
  - vii) non-profit clubs and organizations;
  - viii) private and commercial education facilities; and
  - ix) community facilities such as parks, urban squares and open space linkages.
- c) High Density Housing -- The residential densities shall be as shown on Figure "H1".
- d) The design of High Density Housing development shall provide for appropriate building design and on-site amenities which shall include:
- indoor and outdoor recreation areas;
  - adequate separation between buildings;
  - exterior use areas of an appropriate size;
  - landscape buffers and site landscaping;
  - appropriate width and acceptable construction standards for internal roads;
  - adequate visitor and resident parking;
  - appropriate refuse storage and handling facilities;
  - building design which is appropriate to both the surrounding architecture and natural landscaping;

- appropriate noise abatement measures.
- e) The High Density Housing areas shall be geared predominately towards adult living because of the distance to elementary schools and because of the lack of public amenity space for children in this area.
- f) The High Density Housing development south of Cornwall Road shall permit a maximum of 173 apartment units and one detached dwelling. The development shall be controlled in terms of building height, massing, setback, and overall design to be compatible with the existing single family residential character of the area to the south.

The implementing Zoning By-law shall ensure that the building height along the top-of-bank shall be significantly less than portions of the site further removed from the valley to protect the view of residents further from the valley, and to ensure compatibility with the single family housing to the south. In addition, a 7.5 metre public walkway will be established from Trafalgar Road to Old Mill Road along the top-of-bank of the Sixteen Mile Creek.

- g) All high density residential uses shall be constructed in such a fashion so as to ensure that indoor noise levels meet or exceed the acceptable standards of the Ministry of the Environment. To this end, all residential development proposals within 300 metres of the C.N.R. line shall be submitted to the C.N.R. and the Ministry of the Environment for site plan review. Conditions requiring the provision of any necessary noise attenuation measure shall be incorporated into the site plan control agreement and/or implementing Zoning By-law.
- h) The High Density Residential area located at the northwest quadrant of Cornwall Road and Trafalgar Road shall be permitted to contain a maximum of 175 apartment units and a single neighbourhood shopping centre not to exceed 930 m<sup>2</sup> of gross leasable area.
- i) The High Density Residential area west of Old Mill Road, north of Speers Road, shall be permitted to contain a single neighbourhood shopping centre not to exceed 930m<sup>2</sup> of gross leasable area. In addition, this area may contain up to 2,300m<sup>2</sup> of non-retail commercial space, including such uses as office space and private recreation facilities.

- j) The proximity of High Density Residential development to the Oakville GO Station will be recognized and enhanced through the improvements to the pedestrian connections to the station.
- k) Commercial-Residential Uses -- In the area east of Trafalgar Road, a broad range of retail, service, professional, and financial uses will be permitted. In addition, residential uses will be encouraged to locate in conjunction with these uses. Redevelopment in this area shall not exceed a height of three storeys. This Plan anticipates that Inglehart Street will be closed through this commercial area and sold to encourage the comprehensive redevelopment of the lands between Trafalgar Road and Reynolds Street.
- l) In the event that such a redevelopment cannot be accomplished, Inglehart Street shall be closed south of Cornwall Road and alternate access shall be provided to the commercial area of Inglehart Street from either Trafalgar Road or Reynolds Street.
- m) In no event will the residential portion of Inglehart Street be used as the primary access to the commercial area of Inglehart Street.
- n) In the commercial-residential designation east of Reynolds Street, a more limited range of commercial uses shall be permitted along with more restrictive site development standards to ensure compatibility with the adjacent residential uses.
- o) At the northeast corner of Trafalgar Road and Cornwall Road, an area of a maximum 4 hectares of Neighbourhood Commercial Centre uses excluding service stations is designated west of the Lower Morrison Creek, and an area of a minimum of 2 hectares of Parkland is designated to the east of the Creek.

This area should be an attractive gateway to the Old Oakville Community. The development in this location should be a collection of buildings diverse in design and character and in harmony with each other and the established residential development to the south.

#### 1.1.4 RESIDENTIAL POLICIES

- a) The Plan contemplates consolidation, rehabilitation, and partial redevelopment of this community which is expected to achieve an ultimate population of 20,000.

- b) Modest population increases may result from medium density redevelopment in the Central Business District and the area surrounding it. The Plan envisages preservation of the better qualities of older neighbourhoods with many historic buildings and the restoration of the homes in the West Harbour neighbourhoods.
- c) Proposed development and redevelopment must be carried out at a scale and with a character in sympathy with the surrounding residential neighbourhoods. The residential infill policies found in Part C, Section 7 of this Plan apply to all infill developments in this community.
- d) In the West Harbour area, the lands on the south side of Walker Street between Tannery Park and the Regional Waterworks may be redeveloped for medium density residential uses. More specifically, no more than 14 dwelling units shall be permitted on these lands, and this development shall be of a scale and design which compliments the adjacent neighbourhood and contains open space links along the waterfront.
- e) A six unit apartment will be permitted in the building at the southeast corner of Burnet Street and Brant Street. Redevelopment of the property, other than minor improvements to the existing building will not be permitted unless the use of the property were to revert to a lower density. The number of units permitted in the existing building will not be permitted to exceed six apartment units.
- f) Notwithstanding the Residential Low Density designation, the lands at the southwest corner of Burnet Street and Forsythe Street are permitted a density of 28 units per site hectare.
- g) On the east side of Forsythe Street, south of Lakeshore Road West, the site designated Residential Medium Density and permitting a density of 33 units per site hectare will include a walkway at or near the southerly end of the site. Furthermore, notwithstanding Part C, Section 7.2, the site will require site plan approval.
- h) Notwithstanding the policies of Part D, Section 1.2, on the east side of Forsythe Street north of Lakeshore Road West, the site designated High Density Residential shall be permitted a maximum of 68 apartment units and a maximum height of 119.80 metres Canadian Geodetic Datum, exclusive of rooftop elements.



The design of the building at this site shall incorporate the following:

- a) A 3 storey base height along Lakeshore Road West with significant terracing above the third storey,
- b) A minimum 8.5m public use area measured from the property boundary adjacent to Sixteen Mile Creek,
- c) A meaningful and substantial entrance and access to the floodplain from the building (preferably the lobby) on the Creek side face of the building such that the outdoor amenity space on the floodplain becomes easily accessible and integral to the building itself,
- d) A design which integrates the walls of the lower floors of the building used for parking with the design of the floors above the parking.

#### 1.1.5 INSTITUTIONAL

- a) The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.
- b) All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular use will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.
- c) Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.
- d) Notwithstanding the foregoing, it is intended that the site known as the Oakville Trafalgar High School at 291 Reynolds Street will be used for a hospital and/or a long term care residential facility. In the redevelopment of this site, the Town shall encourage the maintenance and preservation of the original school structure, which is considered to have heritage value.

1.1.6 GREENLAND POLICIES

General Policies

- a) It is proposed that certain lands within the Sixteen Mile Creek Valley be maintained in their present state as wildlife areas. In cooperation with the Conservation Authority, the Town will continue a long term program for the acquisition of lands in the valley for the purpose of conservation, recreation, and harbour development.
- b) Pedestrian access from residential areas, through and around the Central Business District and throughout the park system, is a key objective of this Plan. It is desirable that pedestrian-oriented and motorized travel modes be separated as much as possible.

- i) Waterfront

It is the intent of the Plan to promote the most efficient and attractive use of the Oakville Harbour for pleasure boating and other public and private indoor and outdoor recreational uses.

The harbour may also include private open space. Such areas may be owned or leased by the municipality or be wholly owned and operated by private agencies, and will include such uses as boating clubs offering mixed recreational facilities. .

Commercial uses servicing the harbour and its users, including such uses as marine storage and services and restaurants will be encouraged adjacent to the harbour.

It may be necessary to utilize and/or install recreational facilities within some waterfront designated lands in order to perform both local and non-local parkland functions.

- ii) Parkland

Local Parkland consists of parkettes, neighbourhood parks and community parks. Figures H1 and H2 identifies the location of the existing parkland areas.

Trafalgar Park, which is located on the northeast corner of the intersection of Rebecca Street and Felan Avenue, not only

provides a local function but also provides a function for the Town as a whole.

iii) Natural Areas

The Fourteen Mile, Sixteen Mile and Morrison Creek systems are designated in the Town of Oakville Official Plan on Figure F1 and F2. Where the lands are designated 'Natural Area' on Figures H1 and H2, they are more specifically designated 'ESA' and/or 'Valley Land/Watercourses' on Figure F1 and F2. The policies contained within Part D, Section 4 as they apply to each specific feature are intended to apply.

Notwithstanding the policies contained in Part D, Section 4 of the Town of Oakville Official Plan, in the event of a natural disaster damaging or destroying part or all of an existing private open space use on lands designated "Natural Area", the owner, being Appleby College, shall be permitted to rebuild and/or restore the use to its previous condition subject to the owner demonstrating, to the satisfaction of the Town, by way of an Environmental Impact Statement, that erosion and any adverse impacts to water quality, water quantity, slope stability, wildlife habitat, existing vegetation and drainage will be minimized and existing valley slopes will not be disturbed by the proposed development. Necessary mitigation measures shall be implemented to the satisfaction of the Town.

Once filed, the EIS will be processed as expeditiously as possible by the municipality in order to minimize, as much as possible, the disruption or discontinuity of the established use on the subject property.

1.1.7 HERITAGE CONSERVATION DISTRICTS

Three areas within the Old Oakville Community are designated as Heritage Conservation Districts in accordance with Part V of the *Ontario Heritage Act*.

The first District, being the "Old Oakville Heritage Conservation District" is generally bounded by the Sixteen Mile Creek on the west, Allan Street on the east, and Lake Ontario on the south. The northern boundary is generally described as the rear lot line of those lots on the north side of William Street. A document entitled, "Old Oakville Downtown Residential Area Heritage Conservation District Plan (1980)" provides detailed guidelines of this area.

The second District, being the "First and Second Street Heritage Conservation District" is bounded by the east side of Allan Street, Lake Ontario to the south, Lakeshore Road East to the north and the rear lot lines of those lots on the east side of Second Street to the east. A document entitled, "First and Second Street Area Heritage Conservation District Plan (1988)" provides detailed guidelines for this area.

The third District, being the "Trafalgar Road (Third) Heritage Conservation District" is generally bounded by Dunn Street, the Sixteen Mile Creek and Trafalgar Road on the west, Spruce Street on the north, and Reynolds Street and a portion of Allan Street on the east. The southern boundary is generally described as the rear lot line of those lots on the south side of Sumner Avenue, and a portion of Randall Street and Trafalgar Road. A document entitled "Trafalgar Road Heritage Conservation District Plan (1994)" provides detailed guidelines for this area.

The boundaries of the three Districts are more accurately described and depicted on Figure "H1" "Old Oakville Community -- East of Creek".