



# PLANNING RATIONALE REPORT

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358 Reynolds Street  
Oakville, ON

DECEMBER 2023





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**Appendix A – Draft Zoning By-law**

# 1 Introduction

This Planning Rationale Report has been prepared by SGL Planning & Design Inc. (SGL) on behalf of our client, Melrose Investments in support of a Draft Plan of Subdivision and Zoning By-law Amendment application for 358 Reynolds Street (the “subject site”) in the Town of Oakville (see **Figure 1**).



**Figure 1:** Aerial context map of 358 Reynolds Street

The report is structured as follows:

**Chapter 1:** Introduces the purpose and structure of the report,

**Chapter 2:** Outlines the existing conditions and policy context of the subject site, and the surrounding area including transportation and community service facilities.

**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 site.

**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



### 2.1 Subject Site

The subject site is a rectangular-shaped lot located on the south west corner of Reynolds Street and MacDonald Road, approximately one kilometre south of Midtown Oakville. The subject site is 0.283 hectares (0.7 acres) with frontages of 76.26 metres along MacDonald Road and 36.96 metres along Reynolds Street.

The subject site currently contains a three-and-a-half storey legal non-conforming medical office building including a large rear yard parking lot, wood fencing along the south and west property lines, and minimal landscaping along the north, east, and south property lines as shown on **Photo 1**. The subject site has one access along Reynolds Street and two accesses along MacDonalDs Road. The former office building has been unoccupied since 2018. The subject site is also designated under Part V of the Ontario Heritage Act as part of the Trafalgar Road Heritage Conservation District (TRHCD).



**Photo 1:** Subject Site looking west from Reynolds Street

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### 2.1.1 Previous Ontario Land Tribunal Decision (OLT-22-002007)

A previous application on the subject site proposed Official Plan and Zoning By-law Amendments (OPA and ZBA) to permit a new three-storey residential building consisting of 14 residential units with underground parking.

The applications were appealed to the Ontario Land Tribunal and heard in February 2022 for lack of decision. The issues before the Tribunal were to determine whether the proposed OPA and ZBA had sufficient regard for section 2 of the Planning Act, was consistent with the 2020 Provincial Policy Statement, conformed to the 2019 Growth Plan, Regional of Halton Official Plan, Town of Oakville's Livable Oakville Official Plan, had regard for the Town's urban design guidelines, was guided by the Trafalgar Road Heritage Conservation District, represented good planning, and was in the public interest.

The Tribunal allowed the appeals of the Applicant/Appellant and issued an interim order in May 2022 approving the OPA and ZBA in principle. The Tribunal withheld final approval pending written confirmation that the Parties reach an agreement on the final form of the Official Plan Amendment and Zoning By-law Amendment.

In July 2022, the Tribunal issued the Final Order with the following amendments:

- redesignate the subject site from Low Density Residential to Medium Density Residential
- rezone the subject site from Residential Low 5 to Residential Medium 4 with Special Provision 416 (discussed in **Section 2.5.2**).

## 2.2 Surrounding Area

The subject site is located within the TRHCD. The TRHCD area is generally bound by Sixteen Mile Creek to the west, Reynolds Street and Allan Street to the east, Spruce Street to the north, and Sumner Avenue to the south, best described as a mature neighbourhood.

Immediate land uses include:

### North

- Immediately north of the subject site (across MacDonald Road) are two storey single detached dwellings fronting onto MacDonald Road. The dwelling located at the north west corner of Reynolds and MacDonald Road (293 MacDonald Road) is also designated under Part IV of the Ontario Heritage Act (see **Photo 2**).





**Photo 2:** View of two storey single detached dwellings including 293 MacDonal Road (right dwelling) from MacDonal Road facing north

### East

- Immediately east of the subject site (across Reynolds Street) is the new Oakville Trafalgar Community Centre including a neighbourhood park as shown on **Photo 3** and a four storey above-ground parking garage as shown on **Photo 4**. constructed as part of a Council approved master plan for the former Oakville-Trafalgar Memorial Hospital lands (see **Figure 2**). The approved master plan 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 area in the north consisting of 19 single detached dwellings along MacDonal 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.

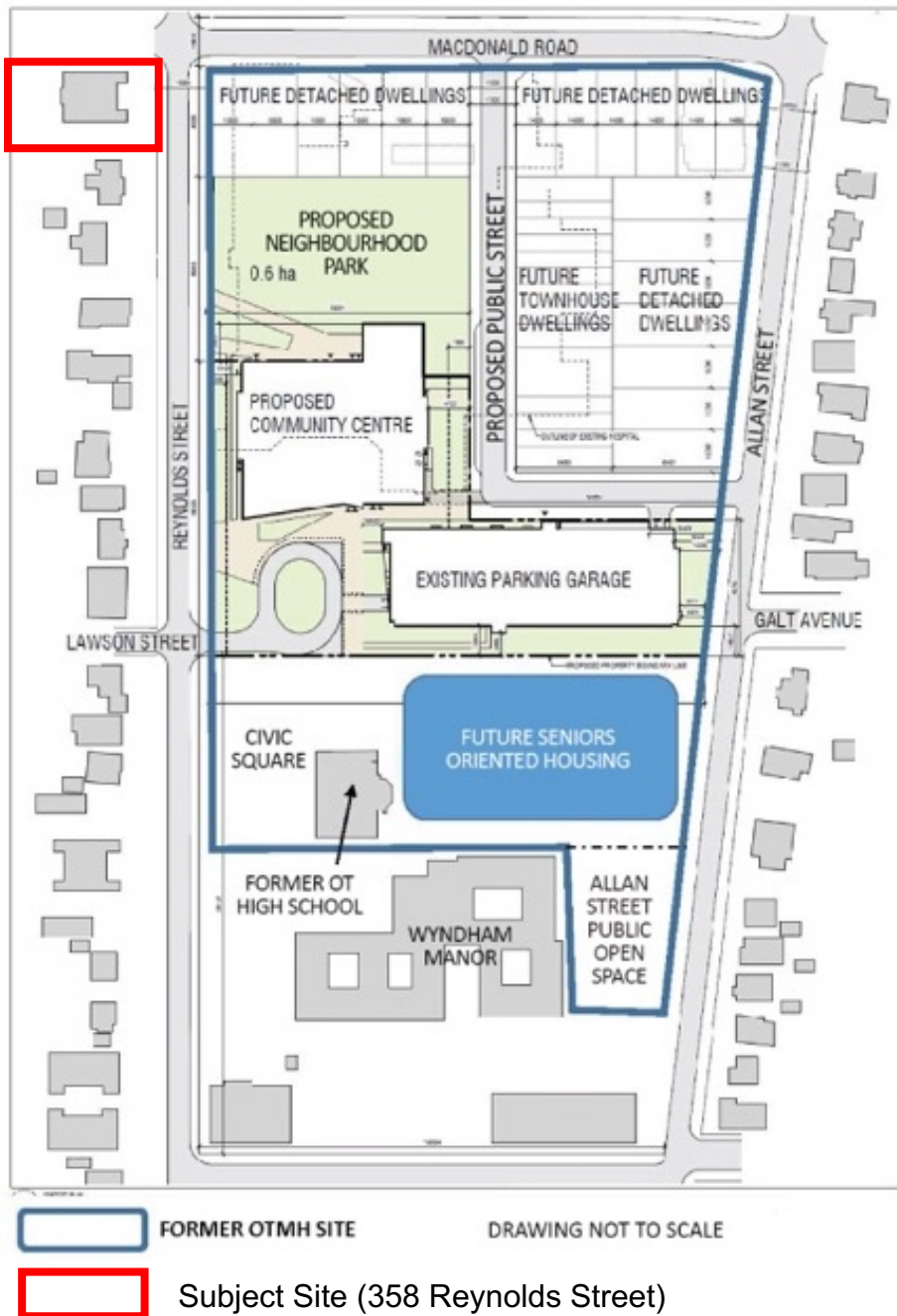


**Photo 3:** View of Oakville Trafalgar Community Centre and neighbourhood park from Reynolds Street facing east



**Photo 4:** 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 2:** Council approved Master Plan for former hospital lands

#### South

- Immediately south of the subject site is a one-and-a-half storey single detached dwelling fronting onto Reynolds Street as shown on **Photo 5** as well as a two storey single detached dwelling fronting onto Trafalgar Road. Just south of these

dwelling is MacLachlan College, a private school located at 339 Trafalgar Road as shown on **Photo 6**.



**Photo 5:** Abutting property south of the subject site facing west from Reynolds Street (350 Reynolds Street)



**Photo 6:** MacLachlan College just south of the subject site facing east from Trafalgar Road (337 Trafalgar Road)

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## West

- Immediately west of the subject site is a two storey single detached dwelling as shown on **Photo 7** with two other two storey dwellings to the west before arriving at Trafalgar Road. At the north-east corner of Trafalgar Road and Macdonald Road is a small variety store with a residential use on the second floor.



**Photo 7:** Abutting property west of the subject site facing south from MacDonald Road

The area surrounding the subject site is characterized by low to high density residential dwellings, institutional, and parks and open space uses including schools, a place of worship (Grace Lutheran Church of Oakville), a community centre, a tennis club, a curling club, parks, and a retirement home (Wyndham Manor). Multi-unit residential dwellings are found south of the subject site along Reynolds Street at 312 Reynolds Street (**Photo 8**), 288 Reynolds Street (**Photo 9**), 265 Reynolds Street (**Photo 10**), and 262-268 Reynolds Street (**Photo 11**). A recent medium density development at 331-339 Sheddon Avenue, just south of the former hospital site lands introduces two three storey buildings as shown on **Photo 12**.



**Photo 8:** 312 Reynolds Street



**Photo 9:** 288 Reynolds Street



**Photo 10:** 265 Reynolds Street



**Photo 11:** 262-268 Reynolds Street



**Photo 12:** 331-339 Sheddon Avenue

## **2.3 Community Services**

Within a 10 minute walk (800 metres to 1 kilometre) there are numerous 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 Oakville GO Station, Oakville Transit terminal, and the VIA Rail Oakville Station are also just north of the subject site within walking distance.

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

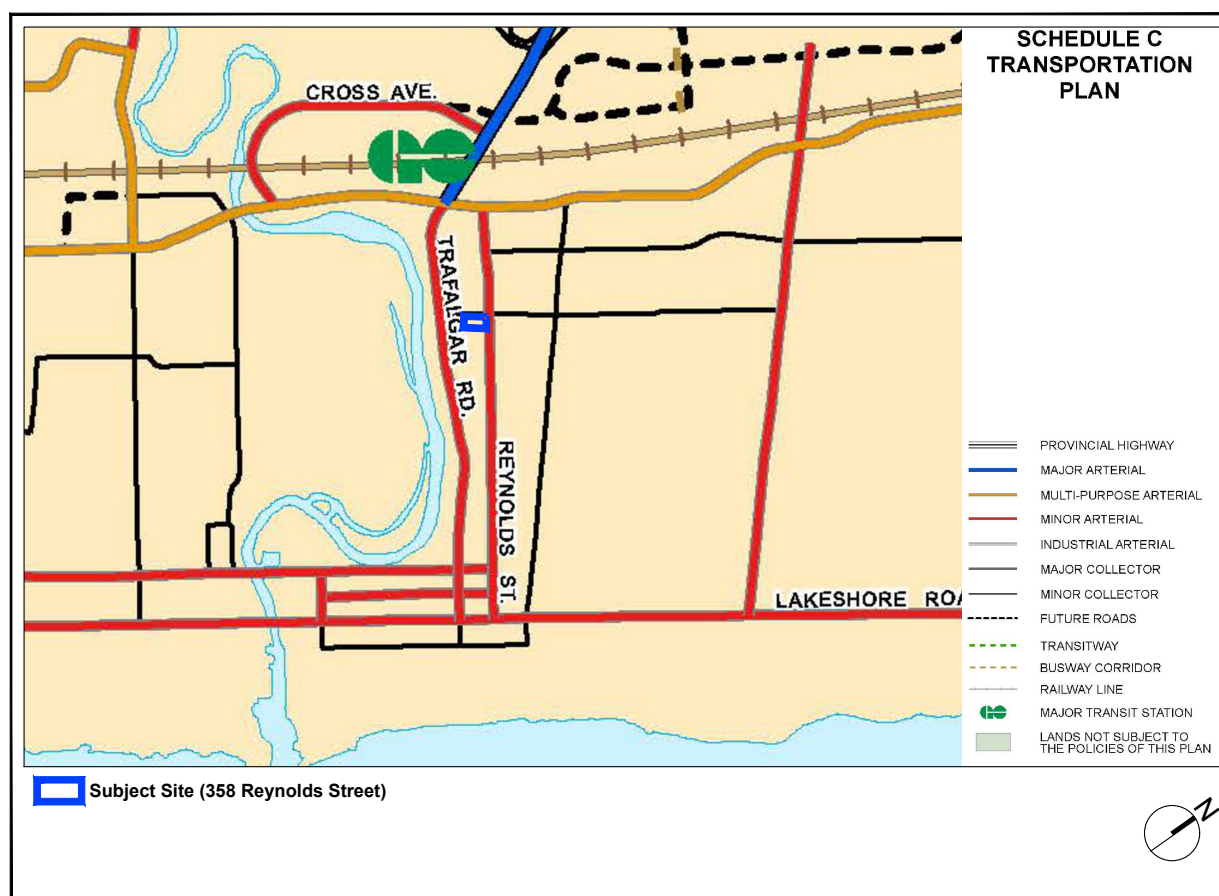
The following parks are within the 10 minute walking distance of the subject site: Oakville Trafalgar Community Centre neighbourhood park, Wallace Park, Brantwood Park, Cornwall Road Sports Park, and Post Park/Dog Park.

Other public and community facilities include: Oakville Trafalgar Community Centre, Wallace Park Tennis Club, Oakville Curling Club, Grace Lutheran Church of Oakville, Wyndham Manor Retirement Home, MacLachlan College, and Bong's Variety.



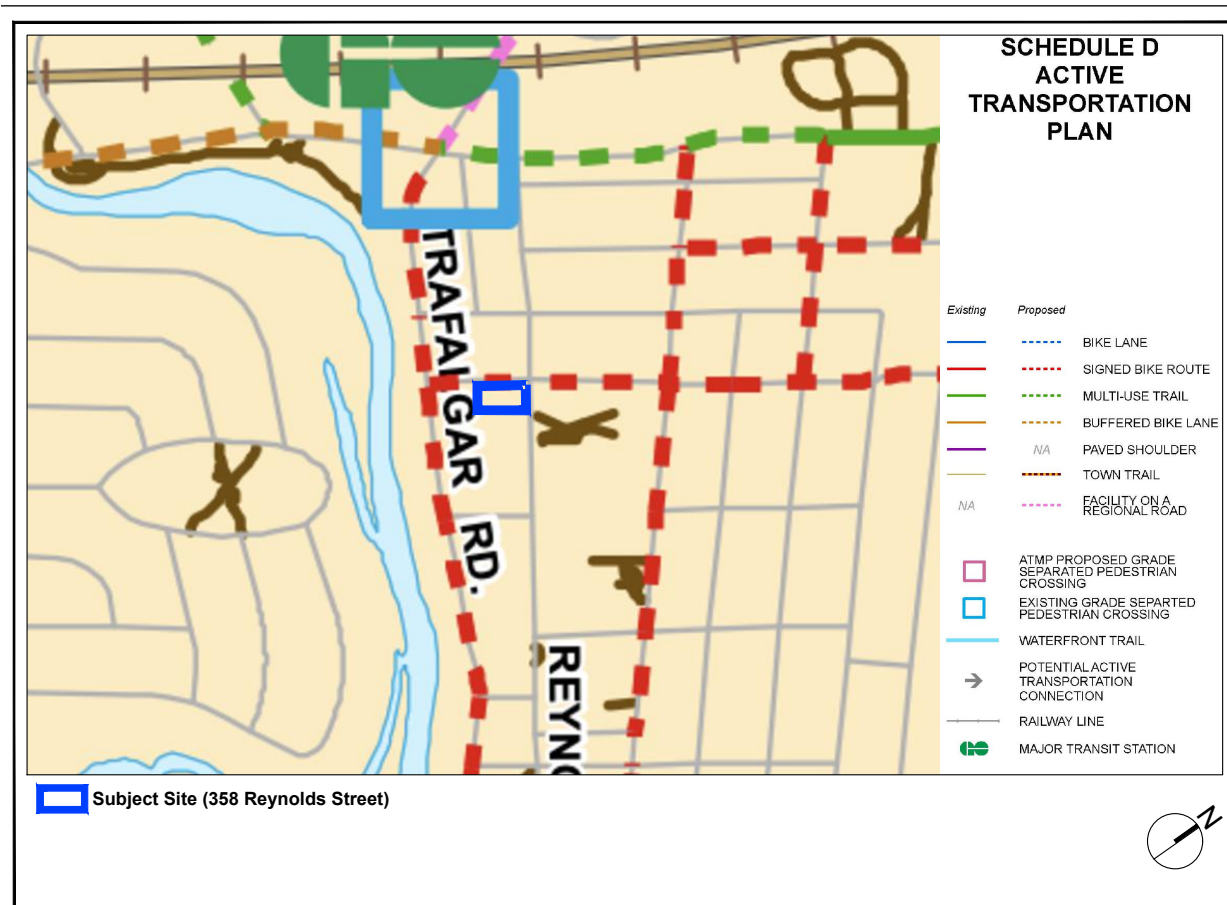
## 2.4 Transportation Network

The subject site is located in an area with nearby local and regional transit connections to the Cities of Mississauga and Burlington. The subject site is approximately 500 metres south east of the Oakville Transit Terminal in Midtown Oakville and is well serviced by existing transit routes with connections to GO Transit, MiWay, Burlington Transit, and VIA Rail. Reynolds Street is designated as a minor arterial roadway with an existing right-of-way width of 20 metres whereas the right-of-way (ROW) width in the Town of Oakville Official Plan requires a minimum of 26 metres. Reynolds Street extends north to Cornwall Road as shown on **Figure 3**. MacDonald Road is designated as a minor collector with an existing ROW of 18 metres whereas the minimum ROW in the Town’s Official Plan is 20 metres.



**Figure 3:** Oakville Official Plan – Schedule C: Transportation Plan

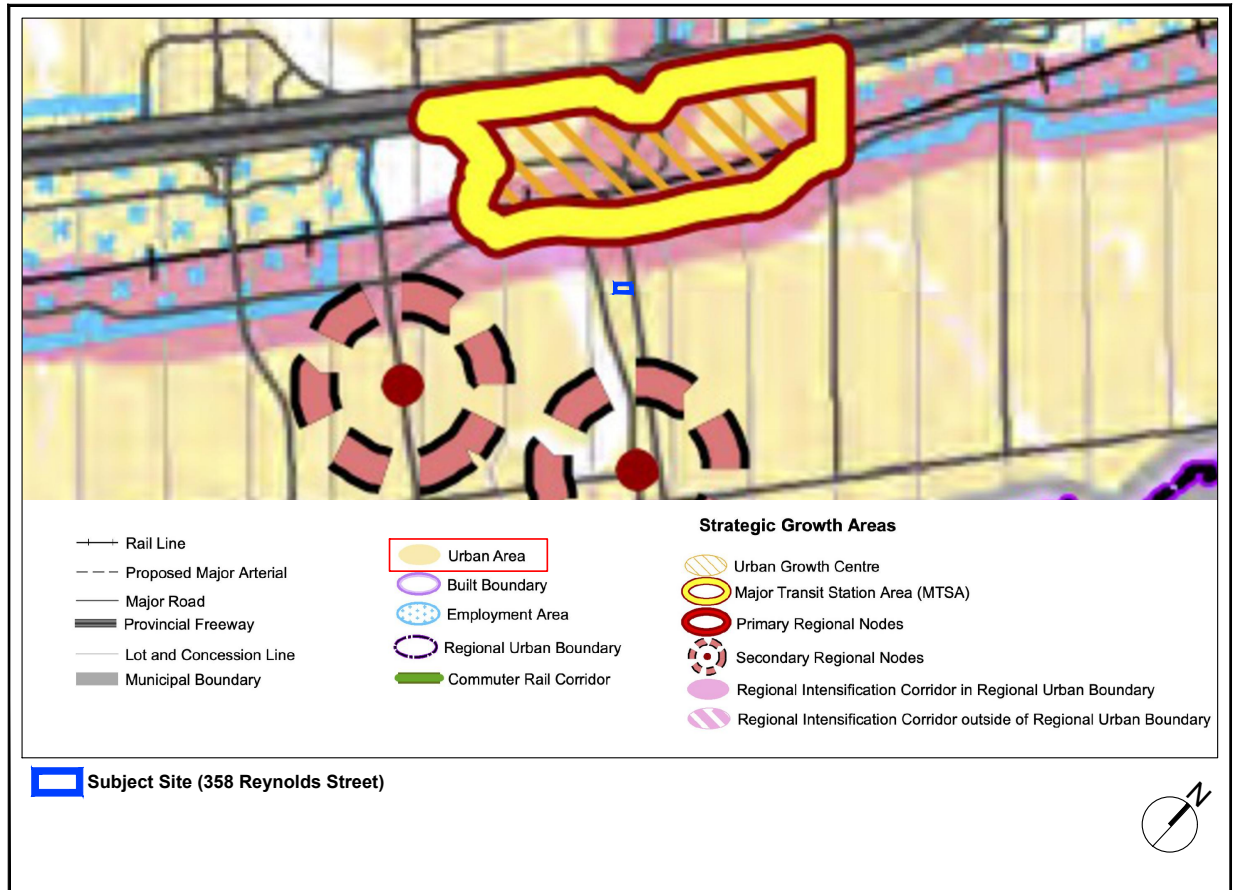
No active transportation upgrades are proposed for Reynolds Street but signed bike routes are proposed along Trafalgar Road to the west and Allan Street to the east between Cornwall Road and Randall Street as shown on **Figure 4**. An existing town trails also exists east of the subject site on the neighbourhood park portion of the Oakville Trafalgar Community Centre.



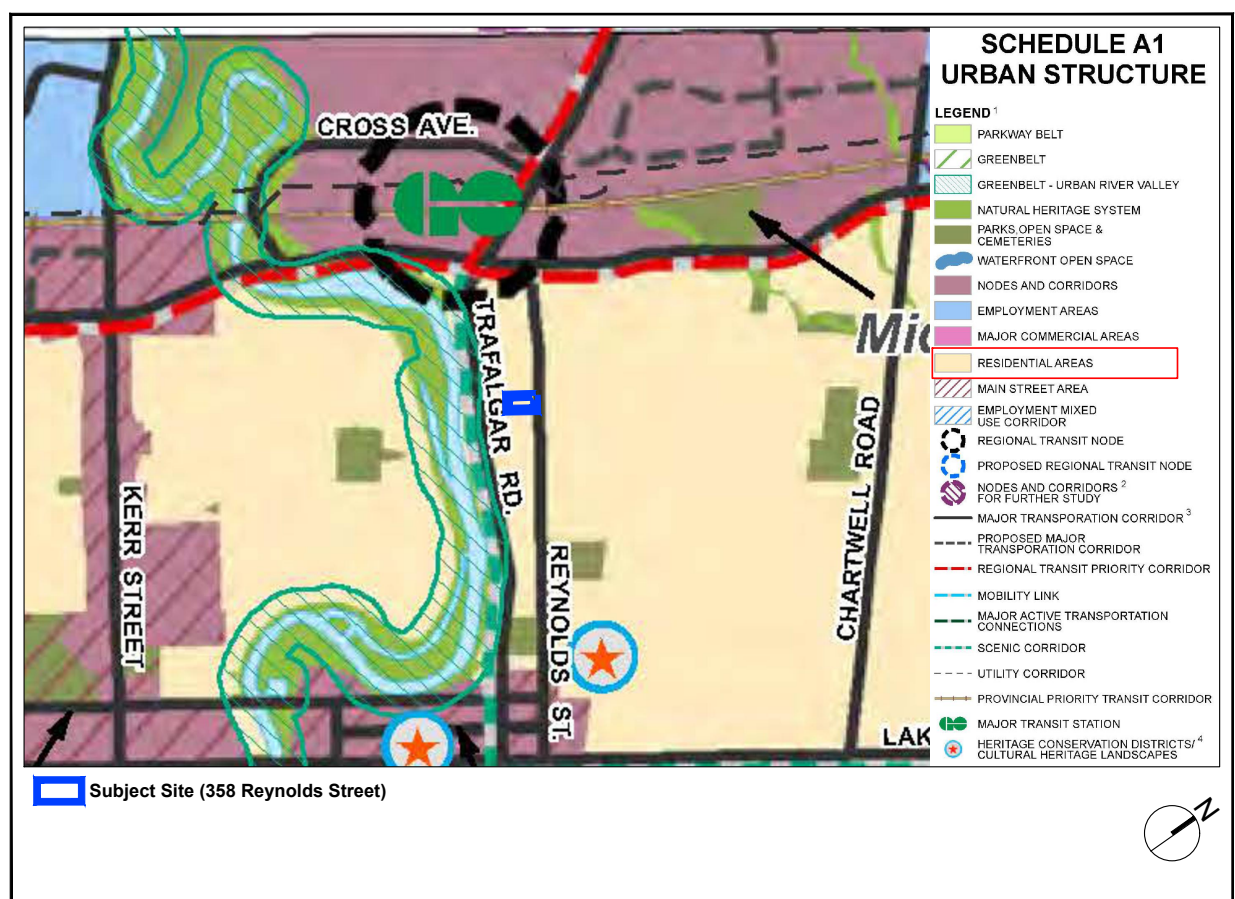
**Figure 4:** Oakville Official Plan – Schedule D: Active Transportation Plan

The Halton Region Official Plan delineates the Midtown Oakville area as a Major Transit Station Area (MTSA) as shown on **Figure 5** and the Oakville Official Plan identifies Midtown Oakville as a Regional Transit Node as shown on **Figure 6**. The subject site is 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.

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 would park-on street in front of the residence for pick-up and drop-off.



**Figure 5:** Halton Region Official Plan – Map 1h: Regional Urban Structure



**Figure 6:** Oakville Official Plan – Schedule A1: Urban Structure

The local Oakville Transit Route 11 operates on weekdays only and passes the subject site at the corner of Reynolds Street and MacDonald Road travelling between the Oakville GO Station and the Clarkson GO Station in the City of Mississauga as shown on **Figure 7**. The Oakville Transit Terminal also provides connections to several other local transit routes within and outside Town boundaries as shown on **Figure 7**.

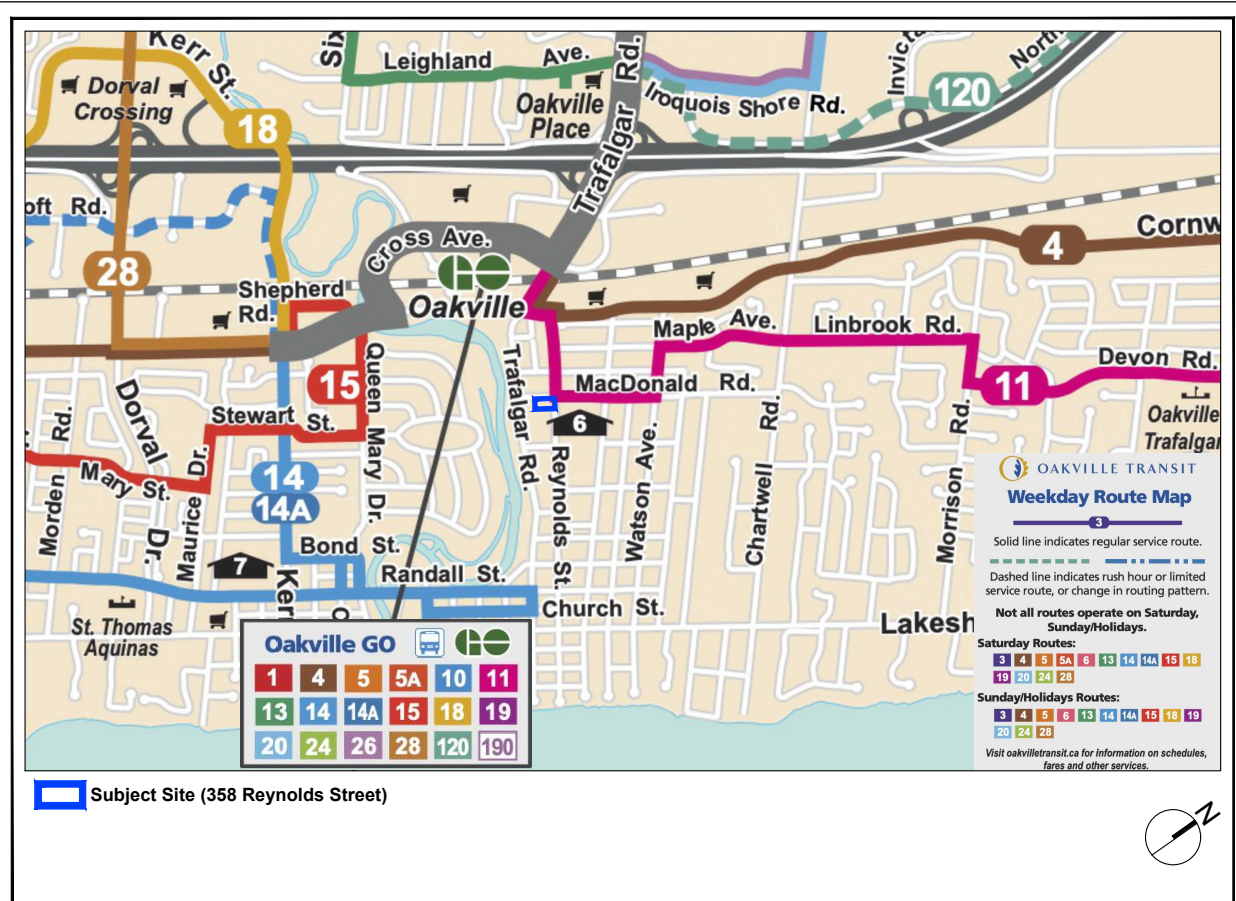
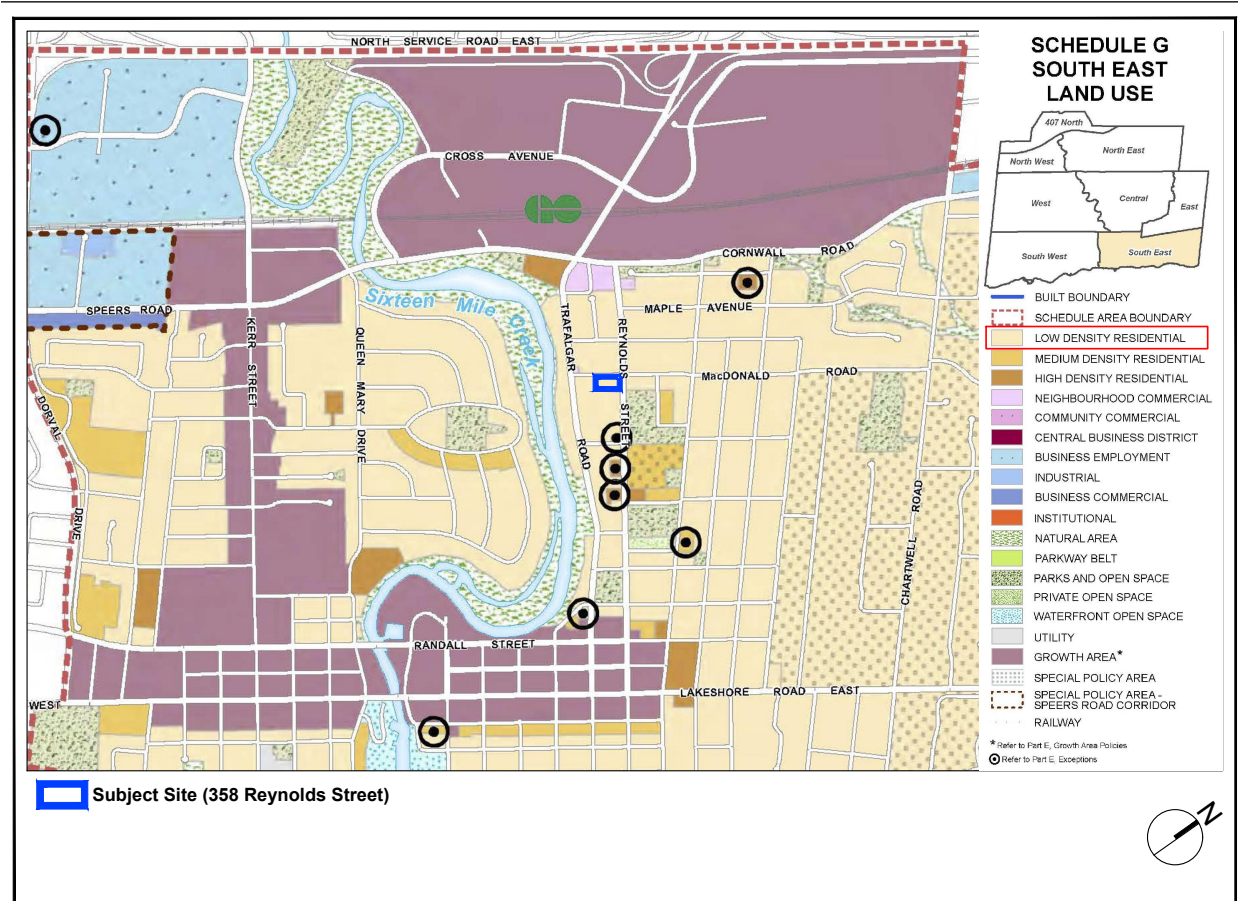


Figure 7: Oakville Transit System Map

## 2.5 Existing Policy Context

### 2.5.1 Existing Official Plan

The subject site is located in “Residential Areas” within the Town’s urban area on Schedule A1 Urban Structure in the Town’s Official Plan as shown on **Figure 6**. The subject site is designated “Medium Density Residential” as a result of the July 2022 OLT decision but Schedule G: South East Land Use of the Official Plan has not been updated to reflect the recent decision to reflect this change as shown on **Figure 8**. The Medium Density Residential designation permits multiple-attached dwelling units, apartments, retirements homes, long-term care homes, and existing detached and semi-detached dwellings. Densities range between 30 to 50 dwelling units per site hectare.



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

## 2.5.2 Existing Zoning

The subject site is zoned Residential Medium (RM4) Special provision 416 in the Town’s Zoning By-law 2014-014 (as a result of the July 2022 OLT decision) as shown on **Figure 9**. Special Provision 416 from the OLT decision dated July 2022 is outlined in **Table 1** below.

Table 1: Existing Zoning (RM4 – Special Provision 416)		
15.416.1 Zone Provisions		
a)	Minimum interior side yard for a rooftop terrace on the roof of the second storey of an apartment dwelling abutting a Residential Low Zone.	10.0 m
b)	Minimum interior side yard for a dwelling unit containing residential floor area (excluding staircases), of the third storey of an apartment dwelling oriented toward the interior lot line	10.0 m
c)	Maximum number of storeys	3

d)	Maximum height	14.35 m
e)	Balconies shall be permitted to project a maximum of 6.0m from the longest main wall of the apartment dwelling with a minimum setback of 4.5m to the interior lot line	

Permitted uses within the RM4 Zone include:

- Apartment dwelling;
- Conservation use;
- Day care;
- Emergency service facility;
- Home occupation;
- Long term care facility;
- Park, public;
- Private home daycare;
- Retirement home;
- Short-term accommodation; and
- Stormwater management facility.



**Figure 9:** Oakville Zoning By-law 2014-014

### 3 Proposed Development



#### 3.1 Draft Plan of Subdivision

The proposed development is for a three storey townhouse development consisting of 11 residential units distributed into two development blocks. Building 1 will contain five units and Building 2 will contain six units as shown on **Figure 10**. The Draft Plan of Subdivision will contain three blocks consisting of two townhouse blocks (Blocks 1 and 2) and one road widening block (Block 3) as shown on **Figure 11**.

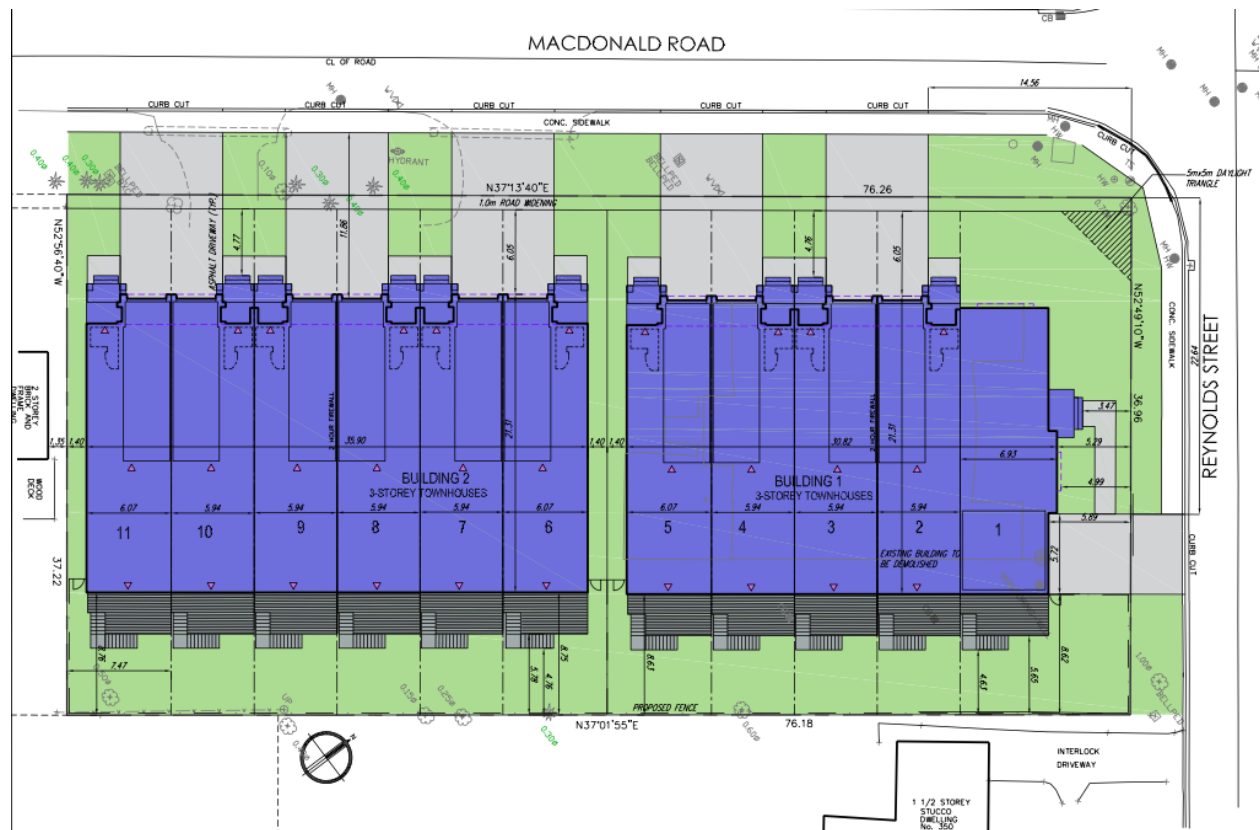
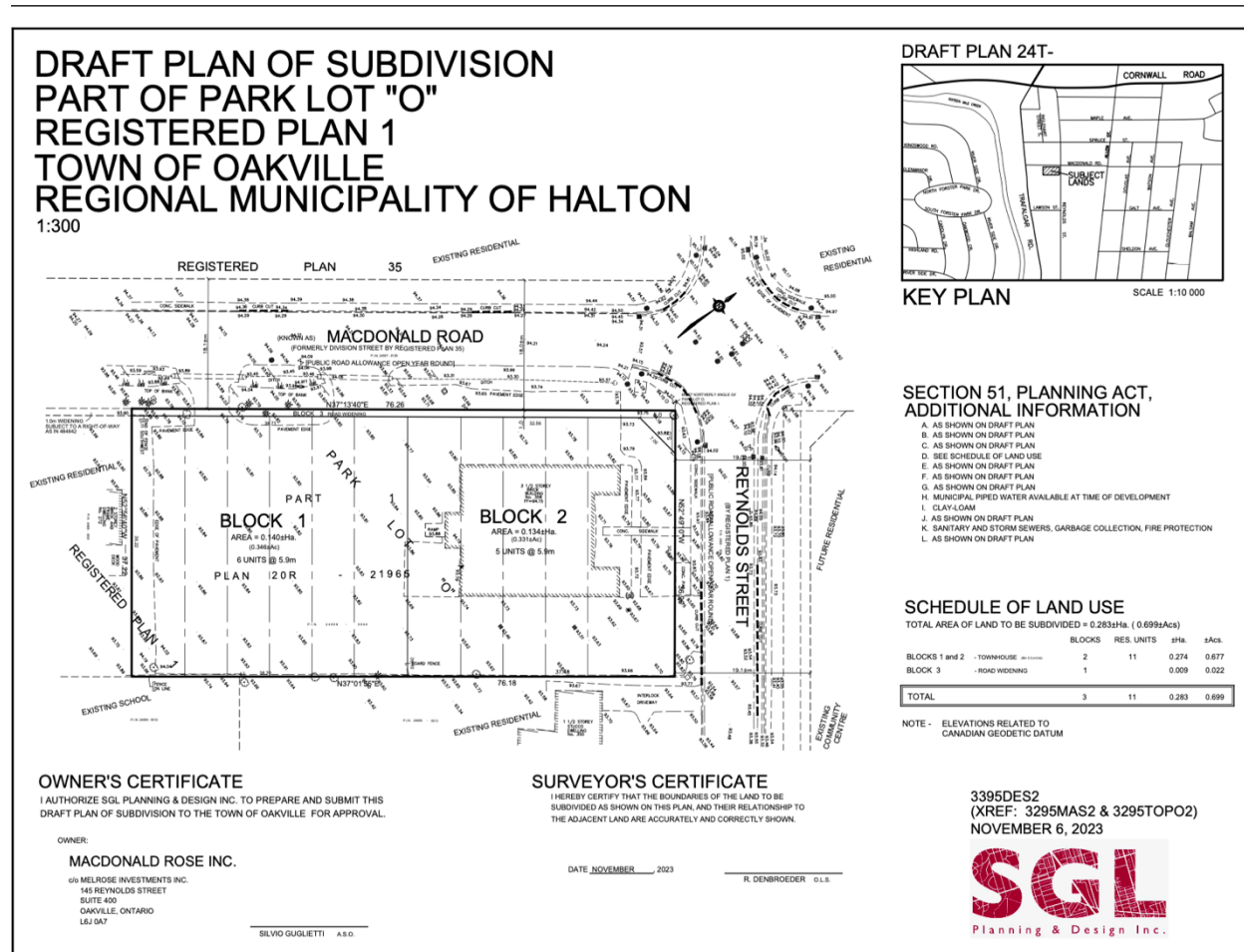


Figure 10: Proposed development site plan





**Figure 11: Proposed Draft Plan of Subdivision**

Each of the proposed 3 storey townhouse units will contain three bedrooms ranging in size from 3031 square feet to 3692 square feet.

Each townhouse unit with the exception of unit 1 will have entrances from MacDonal Road, rear yard decks, walk-out basements, tandem garages for two vehicles, and a one-car equivalent driveway access off MacDonal Road as shown on **Figures 12 and 13**. Unit 1 will have an entrance from Reynolds Street, rear yard deck, double car garage, and driveway that fronts onto Reynolds Street as shown on **Figure 14**. The nineteenth century frame and brick architectural character of the proposed development also complements the character of the overall TRHCD.

The proposed development will provide 34 vehicle parking spaces and no visitor parking spaces are required according to the Town's Zoning By-law. These 34 parking spaces will be provided by a minimum of three parking spaces for each unit; two in the garage (as tandem parking spaces except for the unit facing Reynolds Street) and one in the driveway.

The placement of the townhouse blocks are strategically set back from the front property line to generally line up with the existing setbacks of the adjacent properties to the west. The proposed front yard setback is intended to preserve 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 townhouses fronting MacDonald Road.



**Figure 12:** Front elevation rendering looking east along MacDonald Road



**Figure 13:** Rear elevation rendering



**Figure 14:** Front of corner lot elevation rendering along Reynolds Street

### 3.2 Proposed Zoning By-law Amendment

Although the existing zoning is a Residential Medium Density (RM4) zone with Special Provision 416, a zoning by-law amendment is required to permit the proposed townhouse built form. A draft Zoning By-law Amendment is included in **Appendix A** of this report.

The purpose of the amendment is to rezone the subject site “Residential Medium One Zone (RM1) Special Provision XX” to permit townhouse dwellings and obtain relief from specific zone regulations outlined in **Table 2**. The existing RM4 zone with Special Provision 416 permits a maximum height of 14.35 metres. The proposed Zoning By-law Amendment proposes a decrease in maximum height from what is currently permitted for the subject site and is more compatible with the surrounding area.

<b>Table 2: Zoning By-law 2014-014 Existing and Proposed Amendments</b>		
<b>Provision to be Amended</b>	<b>Existing</b>	<b>Proposed</b>
<b>Maximum lot frontage (Table 6.3.8)</b>	30.5 metres (RM1 Zone)	5.9 metres per dwelling
<b>Maximum height (Table 6.3.8)</b>	12 metres (RM1 Zone) 14.35 metres (RM4 Special Provision 416)	13.6 metres
<b>Motor vehicle parking space dimension (Section 5.2.3)</b>	The minimum dimensions of a parking space located in a private garage shall be 5.7 metres in length and:	Where two parking spaces are provided in tandem, the minimum length of a parking space shall be 5.65 metres and the

	<p>iii) Where tandem parking spaces are provided, 3.0 m in width per parking space;</p>	<p>minimum cumulative dimensions of the parking spaces shall be 2.7 metres in width and 11.3 metres in length.</p>
<p><b>Uncovered Platform (Definitions)</b></p>	<p>means an attached or freestanding platform or series of platforms not covered by a roof or building which is located on the same level as or lower than the first storey of the building associated with the platform. An uncovered platform covered by a permitted balcony or other platform shall continue to be an uncovered platform for the purposes of this By-law.</p>	<p>An uncovered platform can be located on the same level as or lower than the second storey of the building associated with the platform.</p>

## 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 environmental 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.*

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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 proposed development represents a logical and efficient use of underutilized land to provide 11 new townhouse units. The proposal is for the redevelopment of an existing vacant and underutilized building since 2018. The proposal will demolish the existing building and intensify the subject site to provide additional housing while minimizing land consumption and services. The subject site is also conveniently located within a 10-minute walking distance to various community services including transit infrastructure, parks, schools, and a community centres, making an efficient use of existing municipal infrastructure supporting both transit and active transportation. The subject site is also within the Town's settlement area boundary and is in close proximity to both the Midtown Oakville Growth Area to the north and the Downtown Oakville Growth Area to the south.

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:*

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*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 site is located between the Midtown Oakville Growth Area to the north and the Downtown Oakville Growth Area to the south. The Midtown Oakville area will be 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. Both Growth Areas are expected to experience population growth in primarily apartment housing forms. The proposal addresses the need for additional ground related housing forms within an intensified townhouse form thereby facilitating intensification on an underutilized plot of land with nearby transit infrastructure and community services.

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.*

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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 June 2023 (revised November 2023), the report concludes that the site is well serviced by existing municipal infrastructure and the proposed development will provide the normal expected level of service and will not create any impacts to abutting properties.

As discussed in Section 2.3 of this report, the subject site is served by weekday bus service travelling between Oakville GO Station and Clarkson GO Station at the intersection of Reynolds Street and MacDonald Road (immediately abutting the subject site) and is 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 site's proximity to existing transportation and 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 further assist in achieving the applicable guiding principles of the Growth Plan and contribute to a more complete community by providing for residential intensification and diversifying the overall housing stock in the residential neighbourhood. The proposed development is within walking distance of higher order transit and will have access to well-connected transit connections to neighbouring municipalities. The proposed development will rely on existing municipal infrastructure to ensure the efficient use of resources and services. Lastly, the design and built form of the proposed development complements the overall character of the TRHCD.

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 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, representing an efficient use of resources as identified in the Functional Servicing Report prepared by Trafalgar Engineering dated June 2023 (revised November 2023).

This development will support the achievement of complete communities by providing an increase in housing stock and increasing the diversity of housing forms in the neighbourhood and within walking distance to the Oakville Transit Terminal. The proposed development provides convenient access to existing public service facilities and is located adjacent to 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 townhouse dwelling units.

### **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 site is within the Region's "Urban Area" as shown on **Figure 5** and policy 72.1 for this area state:

*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 86.6 a) states the following housing targets should be adopted, "that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter".

### **Conformity**

The proposed intensification on an underutilized site represents an opportunity to increase the housing stock while being sensitive to the heritage character of the neighbourhood. The proposed development furthers the complete community that exists in southern Oakville and supporting the existing transit services such as the local bus route 11 and the Oakville Transit Terminal in Midtown Oakville as well as existing municipal services and infrastructure. The well-integrated transit network consisting of GO, VIA Rail, and local transit combined with the townhouse development on the site will provide the opportunity to reduce the dependence on the automobile.

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The proposed development will introduce 11 additional housing units in the form of townhouse units. This housing form represents a diversity of housing forms in a predominantly single detached neighbourhood but with some surrounding low to multi-unit residential dwellings including some higher density apartments. The built form and design of the proposed development respects the existing neighbourhood character and is compliments the cultural heritage.

As discussed above, the proposal will facilitate the development of a complete community within the Town of Oakville, 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. The proposed development also diversifies the housing stock within the Region's designated urban area and in close proximity to the Oakville GO MTSA and Urban Growth Centre.

#### **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 site as being within "Residential Areas" as shown on **Figure 6**. 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 subject site is an appropriate location for gentle intensification in the form of townhouses replacing a 3 storey office building as it is within walking distance from the Midtown Oakville Growth Area and is also in close proximity to the Downtown Oakville Growth Area to the south. Residents also have the option for Oakville Transit's Home to Hub service where users can request a pick-up in front of their residence, taking them to the nearest transit hub (i.e. Midtown Oakville or Downtown Oakville) and is immediately abutting a local bus route.

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Proposed signed bike routes along Trafalgar Road to the west and Allen Steet to the east as shown on **Figure 3** are being proposed and would provide connections to both growth areas from the subject site.

The proposed development proposes to demolish an existing vacant three-and-a-half storey office building on the underutilized site and redevelop the site with two, three storey townhouse blocks which would provide 11 new residential units. This represents an efficient use of land and resources as the subject site is currently underutilized and vacant and is serviced by existing municipal infrastructure.

Section 5.3 provides policies on Heritage Conservation and policy 5.3.5 states:

*Heritage Conservation Districts and cultural heritage landscapes on Appendix 1 shall be conserved through the careful consideration of any proposals for change within their boundaries, on adjacent lands, or in their immediate vicinity. In reviewing proposals for construction, demolition, relocation, removal or for alteration within, adjacent to, or in the immediate vicinity of a Heritage Conservation District or cultural heritage landscape identified on Schedule A1, the Town will be guided by the applicable Heritage Conservation District plan or cultural heritage landscape conservation plan.*

Policy 5.3.6 requires a heritage impact assessment where development or redevelopment is proposed:

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

### **Conformity**

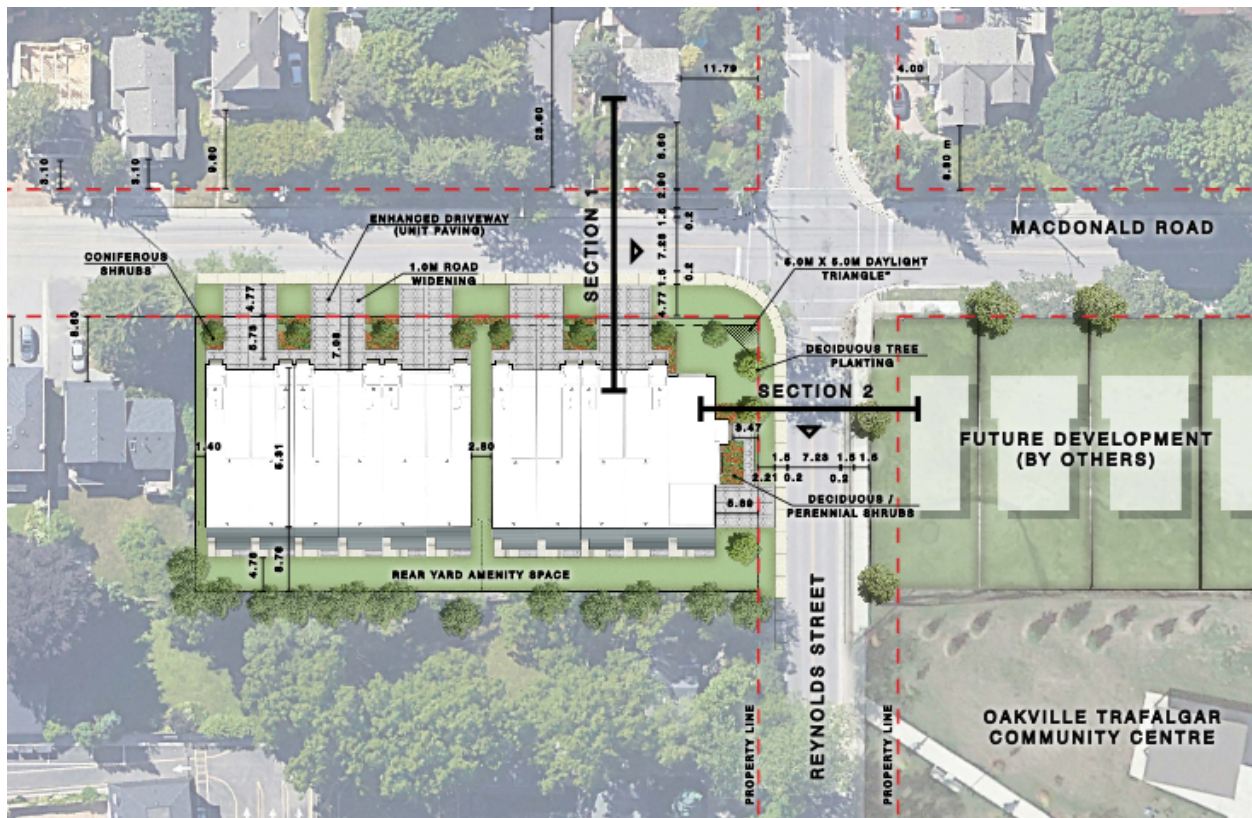
The proposed development is within the TRHCD and a Heritage Impact Assessment was conducted by Vincent J. Santamaura Architcts Inc. dated December 2023. The proposed development considered the applicable Trafalgar Road Heritage Conservation District Plan Policies and Guidelines and is designed with di-chromatic masonry with quoining and soldier course window headers and belt coursing to complement the character of the overall TRHCD. The Heritage Impact Assessment concluded that the existing building on the subject site has no heritage value and can be demolished and that the proposed townhouse development is in general compliance with the principles, objects, and guidelines of the TRHCD policies and guidelines.

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 it complements the character of the TRHCD and the buildings have been designed to be setback from the front property line to generally match the setbacks of adjacent existing dwellings as shown on **Figure 14**. The proposed development is also compatible with the existing and planned surrounding context since low to medium and high density residential uses are also found within the area, including the future development of 19 single detached dwellings and 16 townhouses on the former hospital lands to the east.



**Figure 14:** Proposed streetscape plan

Section 11 outlines Residential policies for stable residential communities and a variety of residential uses are provided including Low Density, Medium Density, and High Density Residential uses. Policy 11.1.8 states intensification within stable residential communities shall be provided as follows:

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*Within the stable residential communities, on lands designated Medium Density Residential and High Density Residential, there may be underutilized lands on which additional development may be appropriate. Intensification of these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements 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 site is currently designated Medium Density Residential based on the July 2022 OLT decision and townhouse dwellings with densities between 30 to 50 dwellings units per site hectare are permitted. Conformity with section 11.1.9 is as follows:

- a) The proposed height and scale are compatible with mix of heights in the surrounding neighbourhood. The massing conforms to the existing zoning that applies to the subject site. The architectural character has been designed to fit in and complement the existing heritage character of the neighbourhood.
- b) The proposed townhouse dwellings are oriented to MacDonald Road with the end unit oriented to Reynolds Street to reflect the orientation of the existing dwellings along these streets. The proposed dwellings meet the required setbacks of the existing zoning that applies to the subject site.
- c) The height and massing of the proposed development maintains the maximum height difference of 1.5 storeys between adjacent buildings and built form of the townhouse dwellings will create a transition in height with dormers and gables as outlined in the Urban Design Brief prepared by Nak Design Strategies dated November 2023.
- d) The proposed Draft Plan of Subdivision creates multiple lots facing MacDonald Road which closer reflects the lotting in the area compared to the existing large lot.
- e) As outlined in Section 5, the Transportation Impact Analysis prepared by C.F. Crozier & Associates Inc. dated June 2023 (revised November 2023) and the Functional Servicing and Stormwater Management Report prepared by Trafalgar Engineering dated November 2023 (revised June 2023) both conclude the proposed development will rely on existing municipal services and transportation infrastructure 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 office building including the large rear surface parking lot and replace it with two, three storey townhouse blocks. Each townhouse will only accommodate



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- one surface parking space in front of the unit except for the end unit facing Reynolds which can accommodate two surface parking spaces.
- g) The proposal does not contemplate an extension to the public street network and is therefore not applicable.
  - h) No significant grading changes are proposed for the subject site. Based on the Tree Preservation Plan prepared by GreenPrint Consulting Arborists dated October 2023, existing trees along the south property line will be protected. The shadows cast from the proposed development are reasonable and do not create any adverse impacts as shown on the Shadow Impact Analysis prepared by Nak Design Strategies.
  - i) As outlined in the Heritage Impact Assessment, the existing office building on the subject site has no heritage value and can be demolished. The proposed development will complement and not negatively impact the heritage character of the TRHCD as it is in general compliance with the principals, objectives, and guidelines of the TRHCD.
  - j) Access to surrounding community services and amenities will be maintained as part of the proposed development. The sidewalk along the east property line will be maintained to provide access to the adjacent community centre and neighbourhood park across the street. The subject site also immediately abuts a local bus route which will provide connections to the Oakville and Clarkson GO Station.
  - k) The Transportation Impact Analysis prepared by C.F. Crozier & Associates Inc. indicates that the proposed development will not create any issues with the operation of the signalized intersection at Reynolds Street and MacDonald Road and the network will continue to operate efficiently with minimal delays.
  - 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 having consideration for urban design, cultural heritage, and growth policies. The proposed development also conforms to the criteria for intensification on medium density residential designated sites within stable neighbourhoods.

#### **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.

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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 proposes to create three blocks consisting of two townhouse blocks (Blocks 1 and 2) and one road widening block (Block 3) to facilitate the development of 11 townhouse dwelling units.

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;*
- 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).*

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## 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 site is located in an established neighbourhood and is 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 site is designated Medium 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 site is currently underutilized with an existing three storey office building on-site. The proposal proposes to redevelop the site and represents an efficient use of land and resources with gentle intensification in the form of townhouses.
  - d.1) No affordable housing units are being proposed, this criterion does not apply.
- e) No new roads are being proposed.
- f) The proposed rectangular lots mimic the existing lot patterns directly adjacent to the subject site.
- g) There are no restrictions on the land and no restrictions are proposed.
- h) Six trees are proposed to be removed from the subject site and an additional four will incur injury as a result of construction. The proposed development will plant 23 replacement trees on the subject site to compensate for the removal of six trees. As outlined in the Functional Servicing and Stormwater Management Report, the proposed development results in a minor increase in permeability, creating no increase in flows in the post-development condition.
- 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 normal expected levels of service without impacting adjacent properties.

j) The subject site is located within close proximity to various community services and amenities including schools. Nearby schools include MacLachlan College, Oakville Learning Centre, and New Central Public School.

k) As part of the Draft Plan of Subdivision, a 1.0 metre road widening block is proposed to be dedicated to the Town.

l) The proposed development 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 existing character of the TRHCD and conforms to all applicable urban design guidelines as outlined in the Urban Design Brief prepared by Nak Design Strategies dated November 2023.

## 5 Supporting Studies



### 5.1 Arborist Report and Tree Preservation Plan

The Arborist Report and Tree Preservation Plan prepared by GreenPrint Consulting Arborists dated April 2022 (revised May 2023) determined that 23 regulated trees are within the subject site, six of which will require removal and four will incur injury due to construction.

All remaining trees are proposed to be retained within prescribed tree protection zones by tree protection hoarding. As compensation for the removal of six trees, 23 replacement trees are proposed to be planted on the subject site.

Based on the arborist report and tree preservation plan, if the tree preservation recommendations outlined in the report are implemented, this proposed development will not adversely affect the long-term health, safety and/or existing condition of all trees scheduled for preservation.

### 5.2 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report (FSR) prepared by Trafalgar Engineering dated November 2023 (revised June 2023) states that subject site results in a minor increase in permeability, creating no increase in flows in the post-development condition. The report also concludes that the proposed development will provide normal expected levels of service without impacting adjacent properties by implementing the proposed servicing and grading designs.

The design of water and wastewater services will be designed in accordance with the Region of Halton Design Manual. The existing water supply can adequately service the proposal. There is an existing 300mm diameter watermain along MacDonald Road and along Reynolds Street. The existing watermain along MacDonald Road is proposed to service the subject site and each townhouse will have the typical 25mm individual service connections.

The existing 200mm diameter sanitary sewer pipes along MacDonald Road and Reynolds Street can also adequately service the proposed development. Both sanitary sewer pipes along MacDonald Road and Reynolds Street are proposed to be connected to the proposed development with typical 125mm individual service connections.

The stormwater management system will be designed in accordance with Town of Oakville requirements. The existing ditch at MacDonald Road will be replaced with a 450mm storm sewer and connect to an existing 975mm diameter storm sewer on Reynolds Street designed for a 100-year storm.

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A swale is proposed between the two townhouse blocks to collect drainage, draining it south into a proposed catch basin at the south, behind the rear yards.

### 5.3 Heritage Impact Assessment

A Heritage Impact Assessment (HIA) was conducted by Vincent J. Santamaura Architect Inc. dated December 2023 to assess whether the proposed development is in compliance with the TRHCD Plan's policies and guidelines.

The policies and guidelines of the TRHCD Plan encourages the preservation of as much of the heritage value of the community as possible but recognizes that communities are constantly growing and evolving.

The proposed infill townhouse development proposes to execute the TRHCD Plan guidelines and one of the ways is to reduce the impact of the building height through the following design elements:

- The proposed building height will be similar to the existing building height with sloped roofs which are not as visually dominating than current conditions;
- A truncated hip roof with a strong eaves line at the second floor to visually reduce building height;
- Hipped side roof slopes to visually reduce the volume of the roof;
- Rear yard setbacks to keep the rear wall of the townhouse away from the existing adjoining neighbouring homes;
- Undulation within the façade depth to accentuates the vertical rhythm; and,
- A 45 degree angular plan from the ridge of neighbouring homes.

In terms of other design elements, the proposed development matches the interior side yard of the adjacent neighbour and considers projections, relationship to the street, roof design, building composition, windows and entrances, exterior cladding, street trees, boulevards, and front yard parking with respect to the guidelines of the TRHCD Plan.

The HIA reviewed the proposed development's design against the policies and guidelines of the TRHCD Plan and recommended the following:

1. The existing office building on the subject site is considered "Non-Heritage", has no heritage value and can be demolished
2. The proposed development is in general compliance with the principals, objectives, and guidelines of the TRHCD Plan;
3. The proposed development does not negatively impact the heritage character of the TRHCD; and,
4. The proposed development should be approved.

Based on the recommendations and findings of the HIA, the proposed design solution illustrates the attention to the TRHCD Plan guidelines and complements the character of the TRHCD.

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## 5.4 Transportation Impact Analysis

A Transportation Impact Analysis was prepared by C.F. Crozier & Associates Inc. dated June 2023 (revised November 2023) to assess the impact of the proposed development on the existing road network and recommend any improvements, if warranted.

Transportation Demand Management Measures are recommended to promote alternative modes of transportation including active transportation. These measures include:

- Pre-loaded PRESTO card; and
- Transportation Demand Management information package for residents on existing and future alternative modes of transportation.

The assessment indicates that based on existing and future traffic conditions, the signalized intersection at Reynolds Street and MacDonald Road will continue to operate efficiently with minimal delays. The transportation impact analysis also concludes that future trips generated as a result of the proposed development will be low compared to typical minor arterial roadways and collector roadways volumes and that the proposed development will not negatively impact future traffic conditions so traffic updates are not required or warranted.

## 5.5 Shadow Impact Analysis

A Shadow Impact Analysis was prepared by Nak Design Strategies. The Town of Oakville's Shaw Impact Analysis Terms of Reference requires:

- shadows casted by proposed developments on residential amenity space to not exceed two consecutive hours in duration after 12pm on the test dates (April 21, June 21, September 21, and December 21) (or where the adjacent site is undeveloped, on at least 60% of that site);
- public sidewalks, public plazas, public parks, and school yards receive at least five hours of continuous sunlight per day on the test dates; and
- allows adequate sunlight on building faces and roofs, shadows should not exceed two consecutive hours on December 21.

The Shadow Impact Analysis conforms to all of the requirements stated above and the shadows cast from the proposed development do not cause undue shadow impacts on the subject lands nor on the surrounding context, including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks, and other components of the public realm.

## 5.6 Urban Design Brief

An Urban Design Brief was prepared by Nak Design Strategies dated November 2023 in support of the Zoning By-law Amendment and Draft Plan of Subdivision application to permit a townhouse development at 358 Reynolds Street in the Town of Oakville. The

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Urban Design Brief describes and illustrates the design strategy for the proposed development and its vision within the Trafalgar Road Heritage Conservation District. The following is a list of vision, guiding principles, and design objectives for the Proposed development:

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

### **5.7 Environmental Site Assessment – Phase 1 and 2**

Stantec Consulting Ltd. initially prepared a Phase 1 Environmental Site Assessment (ESA) dated August 2021 followed by a Phase 2 Environmental Site Assessment dated October 2021 for the previous owner of the subject site. A letter of update dated May 2023 regarding the initial Phase 1 and 2 ESA prepared by Stantec Consulting Ltd. has been provided in support of a Record of Site Condition #230312 filed by the Ministry of the Environment, Conservation, and Parks for the proposed development. An Environmental Site-Screening Questionnaire has also been prepared as part of this proposed development.

The letter of update confirms that there have been no known contaminating activities that have occurred on the subject site since completion of the Phase 1 and 2 ESA reports.



## 6 Planning Analysis Summary



The proposed development at 358 Reynolds Street was assessed based on its appropriateness with provincial, regional, and local planning policies. It addressed 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 MacDonald Road. The proposed 3 storey townhouse development is a very similar built form to the three storey apartment building approved by the OLT. The three storey massing of the original proposed apartment building is broken up into two buildings with the massing further mitigated through the varying facades of the individual townhouse units.

The slight reduction in units on the site from what was approved by the OLT is appropriate as it provides for ground related housing units along a street that is solely comprised of ground related housing. Although the proposed maximum building height of 13.6 metres is greater than what is permitted in an RM1 Zone, it is a reduction from what is currently permitted on the site and is compatible with the surrounding area.

As outlined in this report, the subject site is currently an underutilized site that is fenced off and contains a three-and-a-half storey vacant office building with a large parking lot at the rear. Residential intensification of the site is appropriate and was confirmed as such by the OLT.

The subject site is in an area of predominantly low rise housing and well serviced by community services such as the community centre and neighbourhood park to the east, place of worship to the north, and also the commercial plaza further north in Midtown Oakville and Downtown Oakville to the south.

The proposed development proposes to create three blocks consisting of two townhouse blocks (Blocks 1 and 2) and one road widening block (Block 3) to facilitate the development of 11 townhouse dwelling units. The proposed development will use existing municipal services and rely on the existing transit service to encourage residents to use transit and active transportation.

The subject site is 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.

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For these reasons, the Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the development of 11 townhouse 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.

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## 7 Conclusion



This Planning Justification Report supports the Zoning By-law Amendment and Draft Plan of Subdivision applications which propose eleven townhouse lots on an underutilized site at 358 Reynolds Street in the Town of Oakville

The proposal at 358 Reynolds 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 character of the Trafalgar Road Heritage Conservation District.

In alignment with the provincial, regional, and local policies, the proposal for 358 Reynolds 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-\_\_**

A by-law to amend the North Oakville Zoning By-law 2014-014, as amended, to permit the use of lands described as  
358 Reynolds Street  
(MacDonald Rose Inc. File No.: Z. \_\_\_\_\_)

**COUNCIL ENACTS AS FOLLOWS:**

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

_	<b>MacDonald Rose Inc.</b>	Parent Zone: RM1
Map 19(8)	358 Reynolds Street	(2024-__)
<b>15._.1 Zone Provisions</b>		
The following regulations apply to all lands identified as subject to this special provision:		
a)	Minimum lot frontage	5.9 metres per dwelling
b)	Maximum height	13.6 metres
<b>15._.2 Parking Regulations</b>		
a)	Where two parking spaces are provided in tandem, the minimum length of a parking space shall be 5.65 metres and the minimum cumulative dimensions of the parking spaces shall be 2.7 metres in width and 11.3 metres in length.	
<b>15._.3 Special Site Provisions</b>		
a)	An uncovered platform can be located on the same level as or lower than the second storey of the building associated with the platform.	

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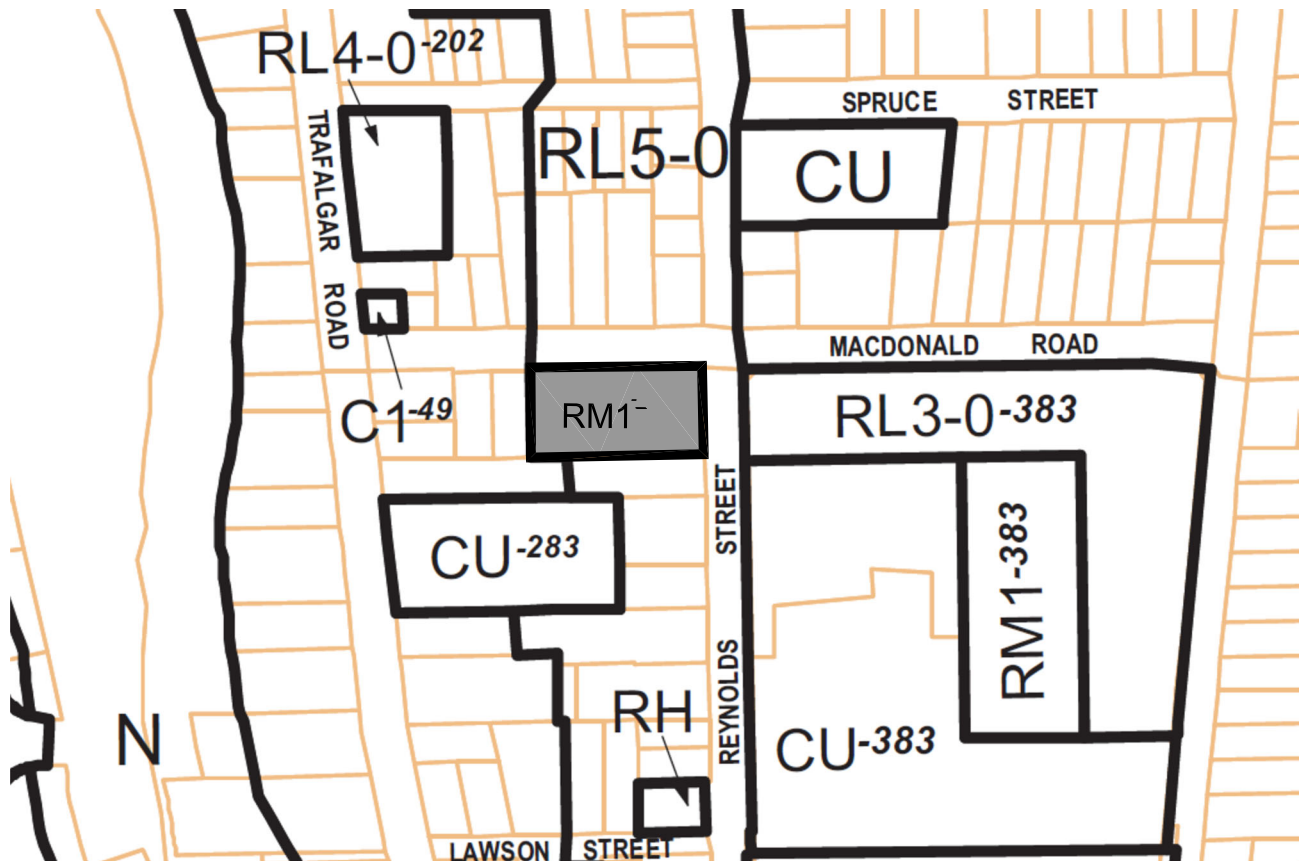
3. This By-law comes into force in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P.13, as amended.

PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2024

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

# SCHEDULE "A" To By-law 2024-\_\_



## AMENDMENT TO BY-LAW 2014-014



Rezoned from Residential Medium (RM4 sp: 416) Zone  
to Residential Medium (RM1 sp:\_) Zone

EXCERPT FROM  
MAP 19(8)