

APPENDIX A Applicable Policies

Provincial Policy Statement - 2020

The Provincial Policy Statement (2020) ('PPS') is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

The subject lands are located within a settlement area, which are to be the focus of growth and development (policy 1.1.3.1). The land use patterns within the settlement area based on densities and a mix of land uses that, among other matters, efficiently use land and resources, appropriately use the infrastructure and public service facilities that are planned or available and are transit supportive.

Part V: Policies

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 – Healthy, liveable and safe communities are 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;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- 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;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for

specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 *Settlement areas* shall be the focus of growth and development.

1.1.3.2 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 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; and
- g) are freight-supportive.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

1.2 Coordination

1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development that is integrated with *infrastructure* planning;
- b) economic development strategies;
- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
- d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
- e) ecosystem, shoreline, watershed, and Great Lakes related issues;
- f) natural and human-made hazards;
- g) population, housing and employment projections, based on *regional market areas*; and
- h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

1.4 Housing

1.4.1 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated and available* for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and

redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall 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:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable* to *low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- 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.

1.6 Infrastructure and Public Service Facilities

1.6.1 *Infrastructure and public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

- 1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:
- a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
 - b) opportunities for adaptive re-use should be considered, wherever feasible.
- 1.6.4 *Infrastructure* and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.
- 1.6.5 *Public service facilities* should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.

1.6.7 Transportation Systems

- 1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.2 Efficient use shall be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.
- 1.6.7.3 As part of a *multimodal transportation system*, connectivity with and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future uses of transit and *active transportation*.

1.6.8 Transportation and Infrastructure Corridors

- 1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.
- 1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.
- 1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

- 1.6.8.4 The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.
- 1.6.8.5 The co-location of linear *infrastructure* should be promoted, where appropriate.
- 1.6.8.6 When planning for corridors and rights-of-way for significant transportation, electricity transmission, and *infrastructure* facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.

2.6 Cultural Heritage and Archaeology

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

Growth Plan (2019)

The Growth Plan is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to transportation options.

Section 1.2.1 – Guiding Principles

- *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 to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *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.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

Section 2.2 – Policies for Where and How to Grow

2.2.1 – Managing Growth

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- 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*;

- 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*;

2.2.1.4 Applying the policies of this plan will support the achievement of *complete communities* that:

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

2.2.2.3 – Delineated Built-up Areas

All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

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

2.2.6.3 – Housing

To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 4 – Policies for Protecting What is Valuable

4.2.7 Cultural Heritage Resources

1. *Cultural heritage resources* will be *conserved* in order to foster a sense of place and benefit communities, particularly in *strategic growth areas*.
2. Municipalities will work with stakeholders, as well as First Nations and Métis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of *cultural heritage resources*.

Livable Oakville Official Plan

Section 4 – Managing Growth

4.3 Residential Intensification Outside of the Growth Areas

It is the policy of the Plan that the key focus for *development* and redevelopment to accommodate *intensification* will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. 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.

Section 5 – Cultural Heritage

Conservation of *cultural heritage resources* forms an integral part of the Town's planning and decision making. Oakville's *cultural heritage resources* shall be *conserved* so that they may be experienced and appreciated by existing and future generations, and enhance the Town's sense of history, sense of community, identity, sustainability, economic health and quality of life.

5.2 Cultural Heritage Resources

- 5.2.1 To *conserve cultural heritage resources* in accordance with applicable legislation and recognized heritage protocols, the Town:
- a) shall maintain a Register of Properties of Cultural Heritage Value or Interest;
 - b) may recognize and/or designate *cultural heritage resources*;
 - c) may establish heritage conservation districts and adopt heritage conservation district plans for each district;
 - d) may, consistent with provincial standards, establish policies, procedures, plans, and guidelines to support the identification, assessment, evaluation, management, use, registration, designation, alteration, removal, and demolition of *cultural heritage resources* or changes to their heritage status; Part C: Making Oakville Livable (General Policies) Livable Oakville C-10 Last updated: August 28, 2018
 - e) may pass by-laws providing for the entering into of easements or covenants for the conservation of property of cultural heritage value or interest; and,
 - f) may establish policies and/or urban design guidelines to recognize the importance of cultural heritage context.

5.3 Heritage Conservation

- 5.3.1 The Town shall encourage the conservation of *cultural heritage resources* identified on the register and their integration into new *development* proposals through the approval process and other appropriate mechanisms.
- 5.3.2 A *cultural heritage resource* should be evaluated to determine its cultural heritage values and *heritage attributes* prior to the preparation of a heritage impact assessment of a proposed development on the *cultural heritage resource*.
- 5.3.4 The *character* of Heritage Conservation Districts (as identified in Appendix 1) shall be preserved, maintained and enhanced through the careful consideration of plans for change within the district. In reviewing proposals for the construction, demolition, relocation or removal of buildings and structures, or for alterations, additions, renovation or restoration of existing buildings or structures within a designated Heritage Conservation District, the Town will be guided by the applicable Heritage Conservation District plan.
- 5.3.5 The Town should require a heritage impact assessment where *development* or redevelopment is proposed:
- a) on, adjacent to, or in the immediate vicinity of, an individually designated heritage property;
 - b) within, adjacent to, or in the immediate vicinity of, the boundaries of a Heritage Conservation District;

5.3.6 The Town may impose, as a condition of any *development* approvals, the implementation of appropriate measures to ensure the conservation of any affected *cultural heritage resources*, and where appropriate, their integration into new development.

Section 6 – Urban Design

6.4 Streetscape

6.4.2 New *development* should contribute to the creation of a cohesive streetscape by:

- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b) framing the street and creating a sense of enclosure;
- c) providing variation in façade articulation and details;
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;
- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g) improving the visibility and prominence of and access to unique natural, heritage, and built features.

6.9 Built Form

6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.

6.9.2 Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.

6.9.3 To achieve compatibility between different land uses, *development* shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.

6.9.7 Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.

6.9.8 Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.

6.9.9 New *development* shall ensure that proposed building heights and form are compatible with adjacent existing *development* by employing an appropriate transition of height and form from new to existing *development*, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the

public realm.

- 6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.
- 6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.
- 6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

Section 11 – Residential

The following objectives shall apply to all Residential Areas:

- a) maintain, protect and enhance the *character* of existing residential areas;
- b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;
- c) promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives;
- d) promote innovative housing types and forms to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups;

11.1 General

11.1.4 *Development* shall conform with the policies relating to urban design and sustainability set out in Part C.

11.1.8 *Intensification* within the stable residential communities shall be provided as follows:

- b) Within the stable residential communities, on lands designated Low Density Residential, there may also be sites at the intersection of arterial and/or collector roads, or sites with existing non-residential uses, that have sufficient frontage and depth to accommodate appropriate intensification through *development* approvals. *Intensification* of these sites may occur with Low Density Residential uses in accordance with section 11.1.9 and all other applicable policies of this Plan; and,
- c) 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.

11.1.9 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.
- 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.
- 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.

provide comfortable and livable domestic surroundings for themselves and their family.

Council does not seek to give primacy to any one particular interest, but seeks to ensure that any conflict amongst these interests is at best avoided or otherwise minimized.

2.3 Heritage Character

Council recognizes that:

- the Trafalgar Road Heritage Conservation District comprises a unique collection of heritage buildings and landscapes that have resulted from a century and a half of social, economic, natural and physical changes;
- this unique residential heritage character is to be conserved and protected in the process of future change.

2.4 Municipal Authority

Council recognizes that:

- district designation, under Part V of the Ontario Heritage Act, does not seek the preservation or restoration of a community to a past state, but simply establishes a mechanism for the municipal review and determination of permit applications for changes to, and within, the *built* environment of a designated district;
- it cannot compel, nor does it seek to compel, the restoration of all heritage properties within the district;

2.5 Custodial Responsibility

Council recognizes that:

- owners of heritage property are to be considered the prime custodians of the unique heritage of the Trafalgar Road Heritage Conservation District;

2.6 Management of Change

Council recognizes that:

- many heritage buildings over the past century and a half have witnessed the introduction of a variety of changes to building fabric including additions, at the rear, side and as new upper storeys;
- change in the Trafalgar Road Heritage Conservation District's built heritage and natural environments is to be expected in the future, yet it must be carefully *managed* in a manner that does not adversely affect those environments;
- any proposed change within the District shall be considered within a number of Council approved conservation, design, landscaping and planning guidelines and with consideration of the individual merits of the proposed change.

2.7 Restoration of Heritage Property

Council recognizes that:

- certain property owners will seek to restore their property and Council encourages these owners to seek grant-aid available

for eligible work and by ensuring general conformity with the applicable guidelines in this Plan.

2.8 Alteration of Property

Council recognizes that:

- certain property owners will wish to add to, alter or otherwise change their property to accommodate required living space or new facilities and Council may permit such work provided it is in general conformity with the applicable guidelines in this Plan.

2.9 Determination of Permit Applications

- all residents and property owners within the Trafalgar Road Heritage Conservation District shall be afforded fair and equitable consideration in the determination of permit applications for alterations within the District.

1.0 CONSERVATION GOALS, OBJECTIVES PRINCIPLES AND PRACTICE

1.1 Introduction

The intention of the *Trafalgar Road Heritage Conservation District Plan* is to ensure the wise management of physical change and development in order to conserve the unique character of the district and its component buildings and spaces. It is anticipated that most conservation issues in the district will be addressed through the policies and the guidelines of the plan described in the following sections.

The following goals, objectives and principles form the framework for consideration of changes to heritage buildings and their fabric. Where a particular conservation issue is not addressed in the detailed guidelines in Sections 3 and 4, the goals, objectives and principles in Sections 1 and 5 should form the basis for advice to property owners or decision making by the Town of Oakville.

1.2 Heritage Character

Although a number of houses were built prior to 1860, the Trafalgar Road district is characterized by a predominance of late nineteenth century and early to mid twentieth century building construction. A variety of building forms and styles is present in the district. Brick, frame, stucco and a combination of these materials are the main exterior wall fabric. The majority of the buildings are single detached residences, one and-a-half to two storeys in height. They represent smaller homes to larger, more grand upper middle class homes, principally located on Trafalgar Road. Wooden shingles were the predominant historical roofing material in the district. Today, with a few exceptions, all buildings in the district have asphalt shingle roofs.

Most of the buildings are vernacular forms, i.e., informal, often owner built and designed, structures that have used architectural details from one or more of the formal architectural styles. The most prevalent architectural styles and stylistic influences in vernacular form are Gothic Revival (1830-1900) and Italianate (1850-1900). There are a few vernacular examples of classic revival; one Regency Cottage; and one example of the Second Empire style (1860 -1880) located in the district. Twentieth century styles represented in the district in either pure form or vernacular include: Four-Square (1900-1930); Tudor Revival (1900-1930s); Period Revival (1900-present), Craftsman (1905-1930), Bungalow (1900-1945) and Victory Housing (1940-1950).

The distinctive architectural features of the area are its scale, mass, decorative detailing and building siting. A number of individual buildings and properties throughout the district have been extensively altered or subdivided over time due to changing tastes, economics and fashion. Trafalgar Road and Georges Square have generally retained and occasionally enhanced its overall nineteenth and early to mid twentieth century residential character coupled with a distinctive treeline and canopied streetscapes.

1.3 Trafalgar Road District Conservation Principles

The process of heritage conservation within the Trafalgar Road District not only requires recognition of its special character but also acceptance of several well-established conservation principles. The purpose of this section is to establish a context for the conservation of heritage buildings, to provide a general framework for the conservation of heritage buildings and to provide a general framework for the more detailed guidance offered in later sections.

- Replacement of architectural features should match the material being replaced in composition, design, texture, colour, size and level of craftwork.
- Surface cleaning of historic structures must only be undertaken when accumulated dirt adversely affects the historical fabric of a heritage building and undertaken only by the gentlest means possible. Sandblasting, high pressure water washing, strong chemical cleaning and other methods that may damage building materials must be avoided.
- Contemporary design of alterations and additions will be permitted where they do not destroy significant historical, architectural, streetscape or cultural features (See Design Guidelines, Section 4).
- Contemporary design or alterations and additions should be permitted where they are of a size, location, colour and material that is compatible with the prevailing character of the building, streetscape, landscape and district.
- All public works should seek to avoid adverse effects to the character of the Trafalgar Road heritage conservation district and in particular to individual heritage buildings, archaeological sites, fences, grass boulevards and distinctive trees and treelines within the district.
- **New construction comprising freestanding buildings should respect the prevailing character of: adjacent buildings; the existing streetscape, landscaping and grade levels; and the district as a whole. New construction should be of compatible design in location, size, height, setback, orientation, materials, colour, roof and roofline, fenestration, scale and proportion.**

2.0 TRAFALGAR ROAD CONSERVATION GOALS AND OBJECTIVES

2.1 District Conservation Goals

- **To maintain the residential character of Trafalgar Road Heritage Conservation District.**
- To protect and enhance existing heritage residential buildings
- To avoid the destruction of the Trafalgar Road District's heritage buildings and landscape fabric and to encourage changes that are undertaken in a manner that if such alterations or additions were removed in the future, the essential form and integrity of the heritage property would remain unimpaired.

2.2 District Conservation Objectives

2.2.1 Objectives: Heritage buildings

- To encourage continuing maintenance and repair of individual heritage buildings by property owners.
- To support the continuing care, conservation and restoration of heritage buildings wherever appropriate by providing guidance on sound conservation practice and encouraging applications to existing funding sources for eligible work.

2.2.2 Objectives: Landscape

- **To encourage the maintenance and protection of the urban landscape character of Trafalgar Road as well as avoiding or minimizing the adverse effects of public undertakings.**

- To maintain and preserve individual trees, treelines and grass boulevards within the District.
- To enhance public spaces, notably, boulevards with appropriate landscaping.

2.2.3 Objectives: Archaeology

- To avoid wherever possible the disruption or disturbance of archaeological remains of former sites of settlement and past human activity within the Trafalgar Road Heritage Conservation District.

2.2.4 Objectives: Land use

- To encourage the maintenance of a stable, low density residential environment within the District.
- To support existing uses and adaptive re-uses for residential purposes wherever feasible within the existing building stock.
- To discourage those land uses which would be out of keeping with or have detrimental effects upon the residential and open space character of the district.

2.2.5 Objectives: New development

- To discourage the demolition of existing heritage buildings and their replacement by new development.

- To permit new development where it respects or otherwise complements the prevailing character of existing heritage buildings and structures within the Trafalgar Road District.

4.5 New building construction

The introduction of new buildings into the Trafalgar Road district is part of the continuing changes that may be experienced by any community.

New development, if permitted by the Official Plan and Zoning By-law, should be compatible with the character of the adjoining properties and the streetscape. The new building should be designed to look appropriate and to be compatible in the midst of the established neighbourhood. Its appearance must be sensitive to the character of its neighbours.

The construction of new buildings should be confined to the construction of buildings on vacant lots. While not prohibited by the *Ontario Heritage Act*, the demolition of existing heritage buildings and redevelopment of the sites with new structures is actively discouraged within the district. Private Members Bill 82 (An act respecting the Town of Oakville) requires approval of a building permit prior to the granting of a demolition permit. Property owners are encouraged to work with existing buildings, altering and adding to them in a sympathetic manner rather than demolishing and building anew.

The following guidelines for new construction are intended to provide a framework for *compatible* development. They are not intended to be a detailed prescription for each new building. This should enable property owners to design creatively with a general context for future built form.

4.5.1 General Principles

As any proposed building will be a new structure within the district, it is anticipated that the structure should look new and not pretend to be historic by replicating or copying older facades. Do not mimic historic details that have no relevance in contemporary construction such as shutters and multi-paned sash.

The general factors that govern the visual relationships between an infill building and its neighbours: height, width, proportion, relationship to the street, roof forms, composition, proportion of openings, materials and colour, should be studied carefully and used as a basis for new construction.

4.5.2 New building height

One-and-a-half to two storey structures are the most dominant in the district. Building height of new structures should generally maintain the building height of adjacent properties and the immediate streetscape and should be neither noticeably higher nor lower. In areas of varied building height new development must respect adjacent buildings by being neither excessively higher nor lower.

4.5.3 Width

The majority of the buildings in the district are single detached dwellings of varying width dependent upon the lot size and stylistic derivation. Building width of new structures should maintain the building width and side yard spaces of adjacent properties and the immediate streetscape thus preserving the existing building and space rhythms within the streetscape.

4.5.4 Proportion

Proportion relates to the association of height to width. The structures in the Trafalgar Road district are generally oriented vertically, i.e., the height is greater than the width. New residential infill should maintain the proportions of neighbouring properties.

4.5.5 Relationship to the Street

There are a variety of residential building forms in various styles and arrangements within the district. There is no one predominant building line or setback that distinguishes the district. New residential infill should maintain the existing setbacks of adjacent properties. In locations where there is significant variation in setbacks, infill development should generally avoid excessive setback from or projection in front of a building line drawn from the mid-point of adjacent building facades.

The majority of the buildings in the district are aligned to a grid established by the street pattern. Two exceptions include: 279 Lawson Street which once faced onto Trafalgar Road; and 180 Allan Street which faces Sumner Avenue but has Allan Street address. New buildings should therefore, be located with the main facade parallel to the roadway. In the case of corner lots, orientation of the principal elevation to the more major street is generally preferred.

Ancillary buildings should be located towards the rear of the lot. Garages in particular should not be a dominant element of the main elevation. They are best located to the rear of the building or set back from the principal facade.

4.5.6 Roofs on new buildings

Roofs are an important visual feature in the district. The district is characterized by a variety of roof forms: front gable, side gable, cross gable, hip and truncated hip. Mansard and gambrel roofs are not commonly found on historic buildings in the district; therefore, these roof forms should be avoided. Flat or shallow pitch roofs should also be avoided in new construction.

Wooden shingles were the predominant historic roofing material in the district. The majority of the buildings now have asphalt shingle roofs. Wood or asphalt shingles would be appropriate for new construction within the district. The use of concrete, clay tile, slate, metal or composite roofs are discouraged.

Roof vents, solar panels, satellite dishes and skylights are best located to the rear of new buildings.

4.5.7 Composition

Despite the range of age and architectural styles of the buildings in the district, the structures maintain continuity because of the similarity in composition of architectural elements.

The buildings are characterized by a tripartite division of the main elevation: foundation, wall and roof.

A shallow foundation is frequently differentiated from the wall above by construction in stone. The plinth, to carry water away from the wall, provides a horizontal break between the foundation and the wall.

Above the foundation, the main entrance is generally located on the street elevation, above grade and connected by steps and path to the sidewalk. The entrance on the ground floor is balanced, either symmetrically or asymmetrically, by window openings. The second floor, when present, is characterized by a flow of windows across the wall. Upper balconies and porches are not typical elements on the main elevation of houses in the district.

The wall is set apart from the roof by the strong horizontal line of the eaves. The roof mass is often punctuated with dormers and chimneys.

New residential buildings should maintain the tripartite division of foundation, wall and roof and respect the typical architectural elements of the main facades.

4.5.8 Windows and entrances on new buildings

As a result of the rich diversity of mid-to-late nineteenth and twentieth century architectural styles represented in the district, a range of window and entrance types are evident.

While window openings are generous, the overall proportion is more wall than windows. Generally window openings are vertical format and rectangular. There are also numerous examples of segmental and round headed openings. The windows are arranged in a variety of ways, either individually, pairs, groups or composing a bay.

Examples of pointed arch and Palladian window openings, multi-pane upper sash, diamond shaped window panes and leaded coloured glass windows, and bullseye windows are also found in the district. These window types tend to accent particular architectural style as decorative elements.

New window designs are encouraged that generally reflect vertical and rectangular dimensions. On facades that face the street, windows should maintain proportions of neighbouring properties. Large, full-length, multi-storey or picture windows are best avoided.

Entrances are usually an important element of the principal elevation, frequently highlighted with architectural detailing such as door surrounds and porches and recessed or projected from the wall face for emphasis. Doors are solid or partially glazed, single or half-leaf double doors. Avoid full size double doors and large amounts of glazing. Maintain the importance of the entrance way on the main elevation.

4.5.9 Exterior cladding: materials and colours

Brick veneer, stucco cladding and a combination of these two materials are the most prevalent wall materials in the district. Wooden cladding is also represented, often in combination with stucco. There is one stone structure covered in stucco in the district. Wall materials of new construction should reflect the predominant traditional materials and their respective colours: brick (red) and stucco (light). Wood (clapboard) is also considered to be an acceptable walling material. Wooden shingles may also be considered acceptable when used on upper wall surfaces with stucco or as decorative features. Use of concrete or other masonry blocks, metal, synthetic sidings should be avoided.

Windows and doors in the area are predominantly painted wood. Avoid synthetic or metal clad window and door units and untreated or natural wood.

Stone foundations are appropriate for new construction; however, carefully selected and laid textured concrete or masonry blocks can provide a more economical alternative. Avoid using materials that were primarily utilized for wall construction such as bricks and do not parge or stucco the foundation wall.

4.6 Public Works

Public works in the district such as road and utility improvements undertaken by a variety of authorities: the Town of Oakville, the Regional Municipality of Halton, utility companies, and so on have the potential to cause disruption and damage to identified heritage features of the neighbourhood. Every effort should be made in both day-to-day operations and long term planning to minimize adverse effects to the heritage conservation district and its components.

surrounding neighbourhood replaced the strict formality of the earlier designs. The later design intent was to create a site where contemplation of nature could occur. This intention was, in part, motivated by a reaction to the overcrowding and poor living conditions in many urban areas. The creation of naturalistic civic parks was seen as a means of conveying significant social benefits to a community. Georges Square is an excellent example of this design philosophy.

Today, Georges Square is a well maintained, passive recreational space. As the existing trees mature, replacement trees should be added that duplicate the mix of over twenty-two different species. The balance of coniferous and deciduous species should also be retained. Replanting of the park in this manner will ensure that it continues to be an important heritage resource. Architectural features considered for introduction to Georges Square, such as a bandstand, should be guided by historic photographic documentation.

5.4.5 Fencing and Hedges

One of the most significant landscape features of the District is the prominence of property line hedging and fences. There are many types of low ornamental fences of painted wood or iron located along the front property line that contribute to the intimate scale of the pedestrian environment. Front yard privacy can be provided by combining hedges with low fences.

Planting hedges or shrub borders along the side property lines also contributes in a positive way to the street view since driveways and parked cars are screened from the pedestrian until they are directly in front of them.