

SPRUCE STREET

- **My wife Sue and I moved into the Spruce Street neighbourhood in 1986, over 38 years ago**
- **There have been many changes over nearly 4 decades but the character of the neighbourhood has been steadfastly protected by Staff at the Town Planning Department**
- **In the immediate block which the subject property is within, there are 18 homes on Spruce Street between Reynolds Street and Allan St. Over our 38 years, there have been major renovations or rebuilds of 13 of the 18 homes – almost all have only required minor variances to complete the respective renovation or rebuilding. We have never objected.**
- **This proposal for a Plan of Subdivision on the former church property is very different for a host of reasons than anything that has ever been proposed in this neighbourhood**
- **As my neighbours have already done an excellent job of outlining and addressing, this proposal is non-compliant in almost every aspect to the current zoning by-law and planning considerations**

- **The proponent recently submitted a document entitled “Planning Rationale Report” which (starting at page 23) spends nearly 4 pages associating this land with the Provincial Policy Statement – the report goes on further in its Executive Summary on page 42 to double down on its rationalization and references Provincial Policy twice in its conclusion**
- **This is a disingenuous attempt to exceed zoning restrictions in nearly every aspect in order to cram 7 lots into an historic neighbourhood and attempt to rationalize doing so based on Provincial Policy. Please don’t let us go down that path in this instance – there is no logic in such rationale and not the type of densification that the Province is advocating. Sound planning principles should never be ignored. I have been working on a major planned Transit Oriented Community with the Province and the City of Toronto for 7 years – I can tell you first hand that the Province does not support intensification at the cost of poor planning. The Province will go out of its way to respect Official Plans and related zoning by-laws. It has recently turned over responsibility at the Provincial level for Transit Oriented**

Communities to the Minister of Infrastructure to ensure that proper considerations are given and the Provincial Government is respectful of the requirements of municipal authorities.

- **Under this umbrella, the Developer's and its various consultants have thrown responsible and prudent planning aside and failed to address important issues of safety, infrastructure, environment and the important planning principle (which I hope we never lose sight of in Oakville), "consistency with the character of the neighbourhood".**
- **As Mr. Hammond described at the outset of this session, the Developer has checked technical boxes without addressing the implications of the proposal**
- **Unfortunately, this same approach has been adopted for 2 critical issues which the Town must adopt as material concerns regarding the viability of this Proposal.**
- **Firstly, the Developer has checked the box by delivering an Arborist Report from GreenPrint Consulting Arborists dated April, 2023. The report outlines that in order for the development to proceed, as contemplated by the proposed plan, there will need to be 11**

trees destroyed (and 1 other will incur injury) – these are not just any trees – there are 11 of them, almost all of which are 80 - 100 years old and average approximately 100 feet in height – think about that – that consideration alone should stop all of us in our tracks. To give you an idea of the size of these beautiful trees, Town policy technically requires the Developer to plant 65 trees to replace the 11 that will be destroyed – replacement or checking this box is NOT what is at stake here. We all, including I submit, Spruce Rose Inc., cannot stand idly by and watch 11 stately and historic trees be chopped down, all in the interests of having double lane driveways on more lots. It is submitted that if there is only 4-5 lots approved in accordance with permitted zoning, then at least 7 of these 100 year old trees will be saved. Chopping down trees is not progress and let me reiterate, not what the Province had in mind as it encourages densification.

- **The second very important concern, which also suffers from a “check the box” mentality, is the traffic study submitted as part of this proposal. Crozier Consulting Engineers submitted a**

report to the Town dated December 15, 2023 and it is completely inadequate inasmuch as it does not address the glaring issues raised by this proposal. The scope of the Crozier Traffic Report was limited by the Developer to 2 items: (i) spacing between driveways; and (ii) access to the intersection. The study does not address site lines for access to the sidewalks and roads, traffic volumes, sight distances, speed and turning radius, especially for the 3 proposed lots on Reynolds – this is compounded by the fact that the developer has inserted wide driveways which will place cars side by side and thereby further restrict the turning radius.

- The Towns proposed Mid-Town development will dramatically increase the north/south traffic (pedestrian and vehicular) and the increased traffic flow with cars backing across Reynolds will create a dangerous traffic environment**
- Crozier references the standards in the “Geometric Design Guides for Canadian Roads” yet they failed to bring to the Town a Traffic Assessment Study or TAS – this is standard in the consideration of processing a new Plan of Subdivision. Further, the sight**

distances and horizontal and vertical curves are inputs which have not been studied – on this point, I have every expectation that an independent traffic and driveway study will conclude that the driveway configurations and numbers are not recommended, particularly as they relate to Reynolds Street.

- **There is no sound planning rationale for letting this development proceed as proposed. To what end is achieved by letting it proceed in the manner proposed? It is not legally compliant in almost every respect. It has failed to recognize the dangerous safety environment of effectively 6 lanes of driveways backing onto Reynolds Street which is already an overly busy and dangerous north/south corridor and promises to get worse. The all-important character of the neighbourhood has been ignored, including by the demolition of 11 stately tress, the hall mark of the neighbourhood. There is a reasonable solution to all of this which is to develop 4-5 lots largely in compliance with the existing zoning – that is doing what is right and what a good corporate citizen in our Community should be doing. Thank you.**