



Urban Design Brief

166 South Service Road
City Of Toronto

Prepared For
Oakville Argus Cross LP

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Table of Contents

1 Introduction	1
2 Design Vision, Guiding Principles and Objectives	4
2.1 Design Vision	5
3 Site Context Analysis	7
3.1 Subject Site	8
3.2 Area Context	10
3.3 Lot Fabric and Block Pattern	12
3.4 Surrounding Uses and Built Form Character	14
3.5 Road Network	16
3.6 Transit Networks	18
3.7 Relationships and Linkages to Existing Natural Features and Public Open Space	20
4 Policy Context	22
4.1 Livable Oakville – Town of Oakville Official Plan 2009 (Office Consolidation August 28, 2018)	23
4.2 Urban Design Guidelines	30
5 Development Plan	36
5.1 Proposal	37
6 Detailed Design Direction	45
6.1 Livable by Design Manual (LBDM) Guiding Principles	46
6.2 Site Design	49
6.3 Built Form	60
7 Sustainability Features	72
8 Conclusion	74

This Urban Design Brief (“UDB”) has been prepared by Bousfields Inc. in support of the Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications to permit the redevelopment of lands municipally known as 166 South Service Road East. The proposed development, which fronts along South Service Road and two Future Local Roads, will consist of three residential towers at 50- 58- and 44-storey sitting atop 6-storey podiums.

1

Introduction



This Urban Design Brief ("UDB") has been prepared by Bousfields Inc. in support of the Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") applications to permit the redevelopment of lands municipally known as 166 South Service Road East (hereafter referred to as the "subject site"). The proposed development, which fronts along South Service Road and two Future Local Roads, will consist of three residential towers at 50- 58- and 44-storey sitting atop 6-storey podiums. The proposal includes approximately 2,014 square metres of retail space on the ground level as well as 3,891square metres of office space. In summary, the proposal will generate a total of 1,606 residential units, with a total Net Floor Area of 107,986.5 square metres resulting in a net Floor Space Index (FSI) of approximately 11.89 times the subject site area.

The UDB describes and illustrates the proposal's design vision, principles and objectives in order to demonstrate its conformity with the Town's relevant design-related policies and direction. This UDB serves as a companion document to be reviewed in conjunction with the accompanying technical reports, including the Planning Justification Report (also prepared by Bousfields Inc.) and architectural plans prepared by Sweeny&Co Architects.

This Brief concludes that the proposed development is in keeping with the urban design framework established by the applicable planning framework documents and has appropriate regard for the design directives of the applicable guideline documents. The proposed development has been carefully organized, sited and massed in a manner that will improve a substantial block of underutilized lands and increase the permeability of the subject site through the introduction of a new public road and an enhanced public realm and pedestrian environment. The proposed building heights and massing forms will fit within the planned built form context within Midtown Oakville.

For the foregoing reasons, it is our opinion that the proposed development represents good urban design, and accordingly, we recommend and support the approval of the Official Plan Amendment and rezoning applications.

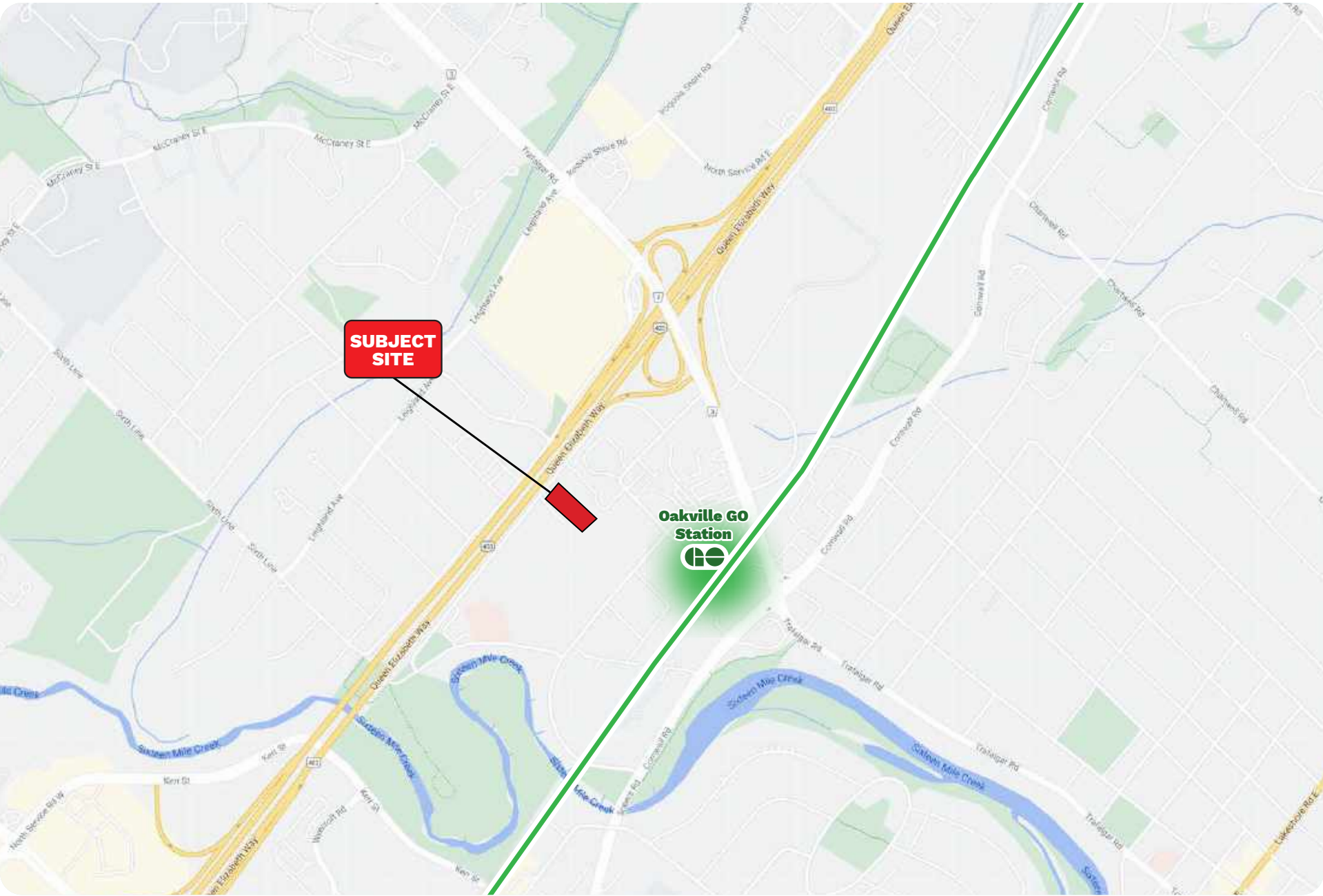


Figure 1 - Location Map

2

Design Vision, Guiding Principles and Objectives

2.1 Design Vision

The proposed development will transform an existing underutilized property with a transit-supportive mixed-use building that represents quality design and will bring prominence to the Midtown Oakville area. The proposal will contribute to the planned growth and intensification of the Midtown Area while leveraging upon its proximity to existing and planned higher-order transit. The introduction of residential, office and retail uses on the subject site, together with substantive public realm improvements will further animate and revitalize the subject site into a centre of vibrancy, establishing Midtown as a place to live, work and play.



1. Enhancing the Existing Character of the Site

- Develop a prominent and contextually appropriate building form with excellent architectural design and high-quality building materials and finishes.

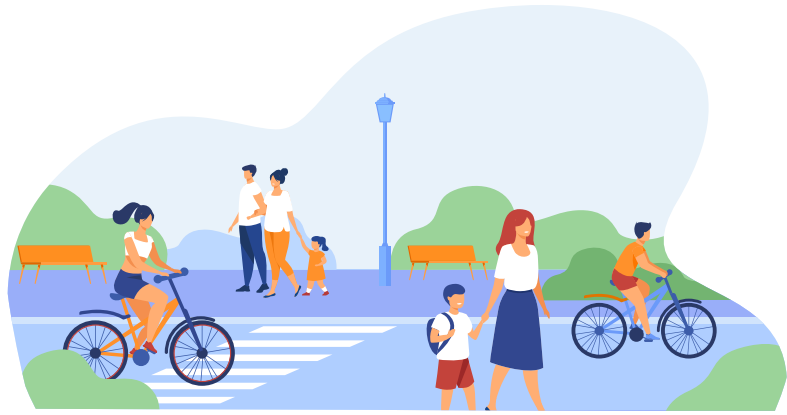
Guiding Principles and Objectives

In support of the vision statement and aligning with the Town of Oakville's design-related policies and guidelines for Midtown Oakville, the proposal considers the following and objectives:



2. Design a Transit-Supportive Development

- Provide a high-density mixed use residential development that supports existing and planned transportation infrastructure.
- Provide opportunities for alternative travel options, contribute to the modal split and encourage healthy lifestyles for all ages.



3. Create a Positive Pedestrian Experience

- Provide an appropriate building base height and tower setbacks to create a positive pedestrian experience along the public realm.
- Incorporate active uses and transparent material at the ground level that will frame the public realm and provide an animated street edge to enhance the character of the adjacent public realm, and which advance an 'eyes on the street' approach to pedestrian comfort and safety, encouraging lingering and interaction.
- Minimize the impact of vehicular and servicing areas on the pedestrian environment.
- Provide landscape treatments where possible along the public realm.



4. Respect the Existing and Planned Context

- Integrate heights into the urban structure discernable gradation of heights that responds to the context, provide for slender point-tower buildings, pedestrian-scaled and street-oriented base buildings.
- Design buildings to provide appropriate separation distance, height transitions and articulations to the proposed built form to preserve light, views and privacy.



Site Context Analysis

3.1 Subject Site

The subject site – municipally known as 166 South Service Road East – is located on the south side of South Service Road East, midblock between Trafalgar Road to the east and Lyons Lane to the west, within Oakville’s Midtown Growth Area. The subject site is rectangular in shape with an area of approximately 11,887 square metres. The site is currently occupied by a one-storey commercial building with several tenants. Along the front and rear of the building are surface parking lots which are accessed via a driveway from South Service Road East.



Figure 2 - Site Aerial



1 Subject Site, South Service Road East Frontage



2 Subject Site, Vehicular Entrance



3 Subject Site, Parking Area at the Rear



4 Subject Site, Vacant Area in the Southern Portion of the Site

3.2 Area Context

The subject site is located in the Midtown Oakville Growth Area, a designated urban growth centre surrounding the Oakville GO station close to the intersection of Trafalgar Road and Cross Avenue. The area is intended to see significant growth in the coming decades to form a new urban centre for the Town of Oakville. The planned urban growth centre is generally bounded by Cornwall Road to the south, Sixteen Mile Creek to the west, 16th South Service Road to the north and Chartwell Road to the east.

The Midtown Oakville Growth Area is envisioned to evolve over the coming years and accommodate a significant amount of the Town of Oakville’s growth. It is expected that the majority of uses in the surrounding context will be redeveloped as a part of this evolution, and the Town of Oakville is also planning to make a series of significant changes to the surrounding road network to accommodate the growth. New roads, parks, and pedestrian connections are expected to be constructed which will improve the public realm, improve connections across the QEW, and create an urban, mixed-use centre.



Figure 3 - Area Context

3.3 Lot Fabric and Block Pattern

Lot size and street frontage are indicators of the general development pattern in the area. Within the Midtown Oakville area, generally bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and Sixteen Mile Creek to the west, the existing lot fabric consists of large block parcels. There are relatively few north-south collector roads on the west side of Trafalgar Street resulting in blocks that are larger and less defined and reflective of the types of uses that currently inhabit them; primarily consisting of large-format commercial and employment uses consisting of commercial/retail plazas, automotive dealerships, office buildings, hotels and large parking lots serving the Oakville GO station. As such, the subject site is located on a very large block that is mostly occupied by surface parking and commercial buildings.

Beyond the Midtown area, the lot fabric and block pattern to the east and west are similar large blocks consisting of large-format commercial and employment uses. However, the lot fabric and block pattern to the north of the QEW and south of Cornwall Road is comprised of largely rectilinear lots that are relatively narrow and compact, laid out in a generally uniform pattern, characteristic of residential subdivision developments. The character of these streets differs, as does the character of the built form and lot pattern.

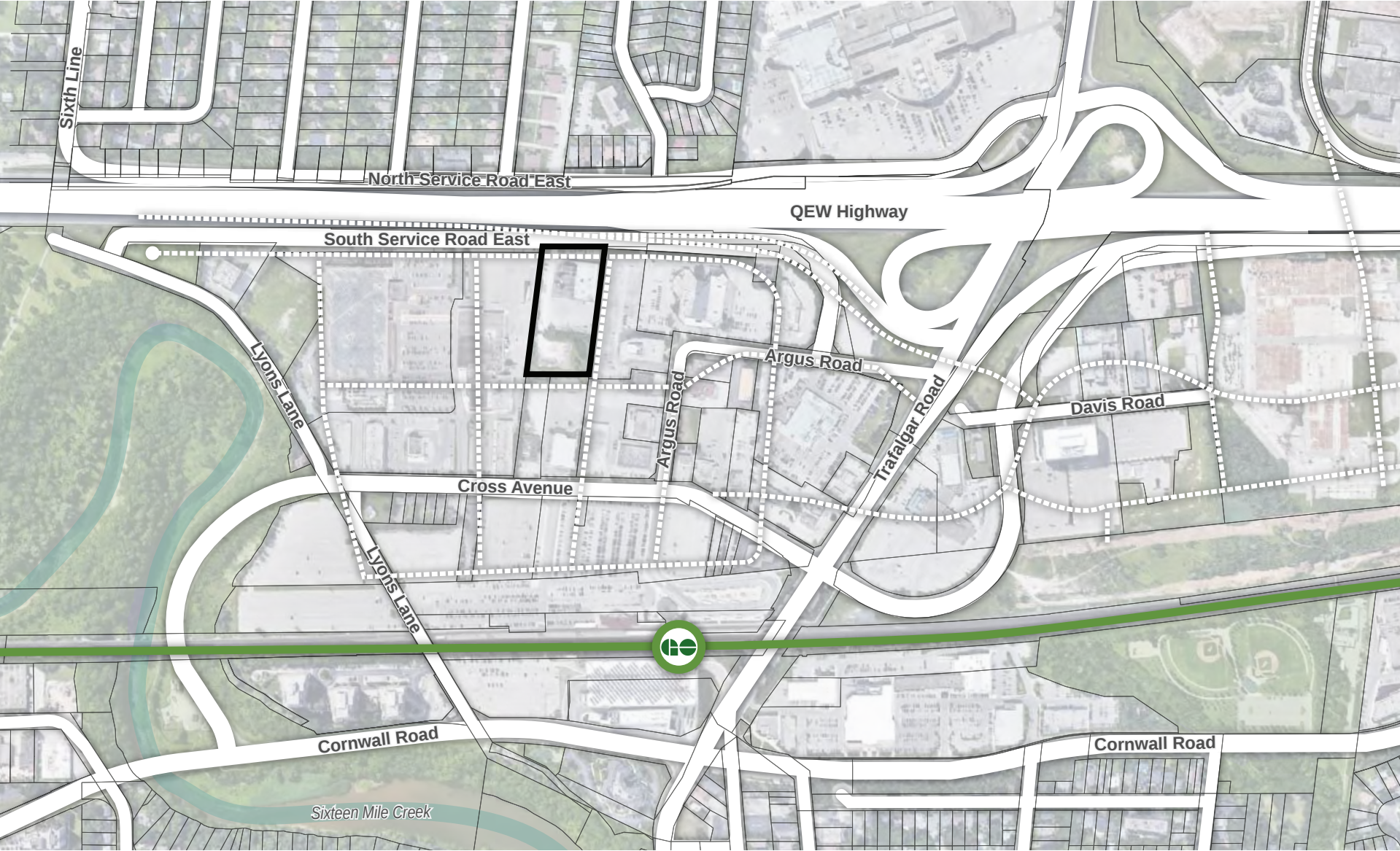


Figure 4 - Lot and Street Pattern

- Legend
- Subject Site
 - Lot Pattern
 - Existing Roads
 - Future Roads (per In-Force Midtown Oakville Growth Area Plan)
 - Future Cul-de-Sac (per In-Force Midtown Oakville Growth Area Plan)

3.4 Surrounding Uses and Built Form Character

The existing land use and built form character of the Midtown Oakville Growth Area is largely defined by large format retail and employment which predominantly line the area south of the QEW.

Immediately north of the subject site is the 8-lane QEW highway. On the north side of the QEW is a low-rise residential neighbourhood with a mix of single-detached dwellings and low-rise apartments.

To the immediate east of the subject site, at 586 Argus Road, is a surface parking lot and a 5-storey office building as well as a 6-storey hotel at 590 Argus Road.

Immediately west of the subject site is a commercial plaza (125 Cross Road) comprised of a one-storey retail building that is currently occupied by multiple tenants. The building is located in the southern portion of the property with a large surface parking area along South Service Road and along the eastern shared property boundary with the subject site.

Directly south of the subject site is a 3-storey commercial building at 165 Cross Avenue, and a single-storey commercial building at 157 Cross Avenue. Both buildings front onto Cross Avenue and are situated in the southern portion of the property.

Further south, on the south side of Cross Avenue, is the surface parking area for the Oakville GO station, the VIA Rail entrance and Oakville Bus Terminal. South of the rail corridor is the primary Oakville GO station, which is approximately 300 metres south of the subject site, and surface parking lot.

It should be noted that the built form character of the surrounding area is evolving as a result of the planned intensification within Midtown Oakville. This area is anticipated to become a new urban centre for the Town of Oakville. As such, Midtown and the surrounding area are experiencing an emergence of high-rise development with recent approvals including 599 Lyons Lane west of the subject site, which has approved heights of 20- and 24-storeys and 177 Cross Avenue where 12, 12- and 20-storey towers have been approved but not yet developed. Existing tall buildings in the surrounding area are clustered to the west along the Cornwall Road and Speers Road Corridor, including three 10-storey towers at 40-60 Old Mill Road, an 18-storey tower at 30 Speers Road, a 17-storey tower at 41 Speers Road and 19- and 21-storey towers at 65 Speers Road.

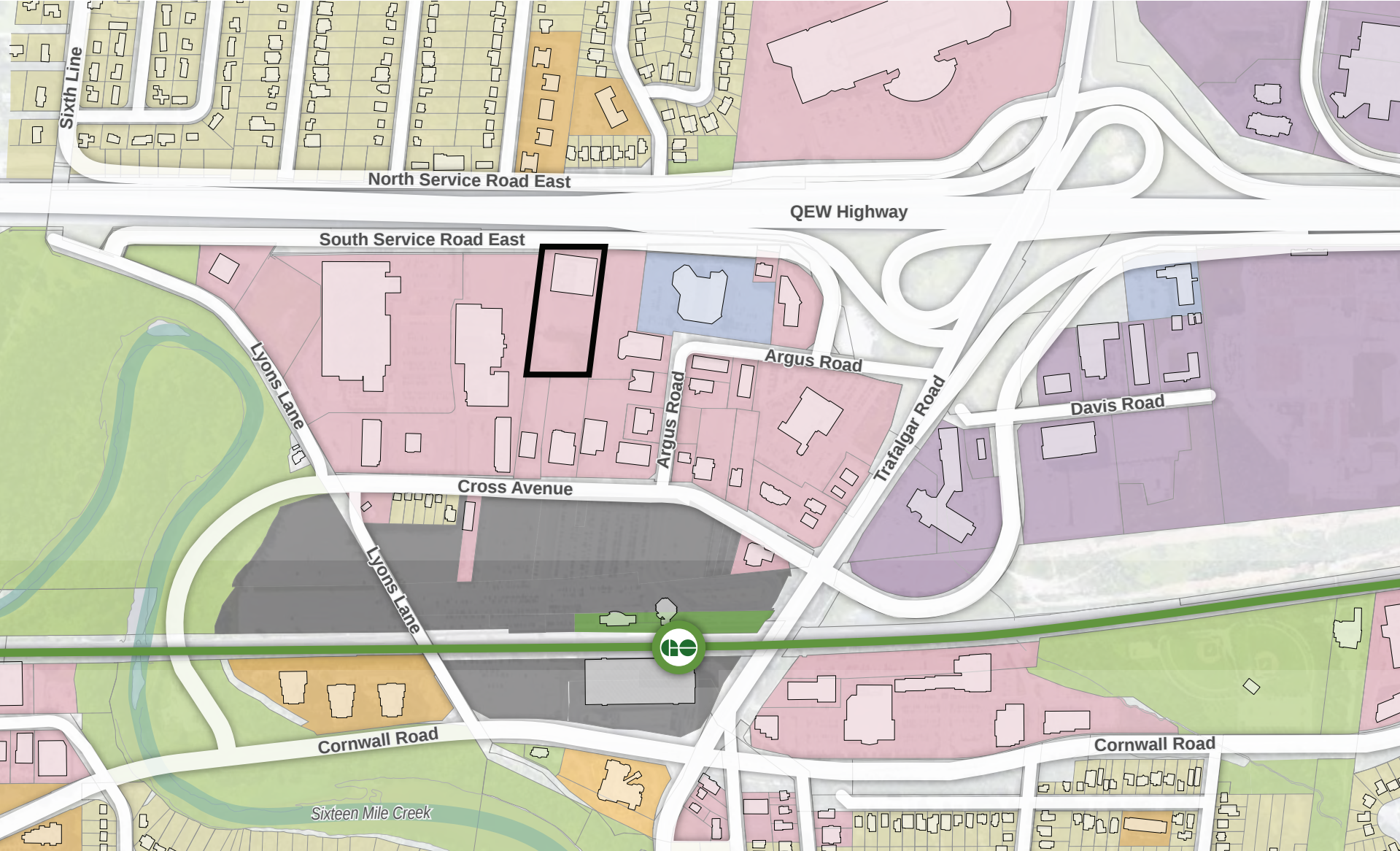


Figure 5 - Existing Use and Built form Pattern

Legend

Subject Site

Commercial/Office

Surface/Structured Parking

GO Station

Medium/High Density Residential

Low Density Residential

Hotel

Industrial

Parks and Open Space

3.5 Road Network

Road classifications are established in the Livable Oakville Plan on Schedule C, Transportation Plan. Under Schedule C, South Service Road is identified as a Local Road. The segment of South Service Road that abuts the subject site has a current right-of-way width of approximately 17 metres, and includes two lanes of vehicular traffic, one lane travelling in each direction and a pedestrian sidewalk on the north side of the street. No on-street parking is permitted on either side of the street.

The subject site also has access to the regional road network as it is located approximately 500 metres west of Trafalgar Road and is immediately south of the Queen Elizabeth Way (QEW) highway.

With respect to improvements to the road network, in 2014 the City of Oakville completed an environmental assessment for the Midtown Oakville Growth Area, identifying required road works to support the planned levels of intensification. As a part of this environmental assessment, it was identified that South Service Road East would be required to be realigned through the subject site. The horizontal alignment of the existing South Service Road East will be modified to accommodate a new eastbound QEW to Cross Avenue off-ramp at the Trafalgar Road interchange. The report provides that the alignment of South Service Road East will be shifted to the south at the subject site and will form a new intersection with Argus Road opposite 603 Argus Road.

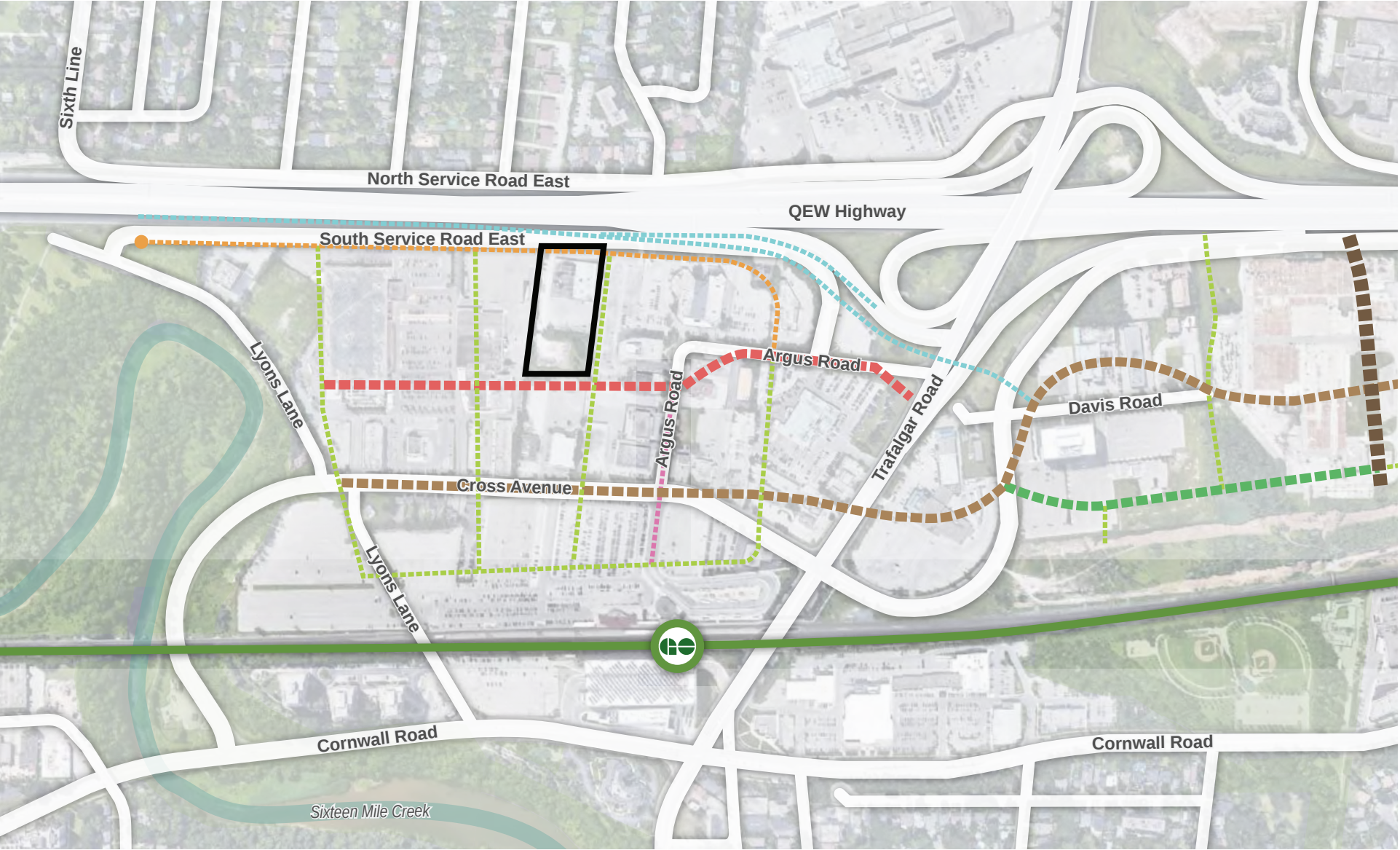


Figure 6 - Road Network

- Legend**

 - Subject Site
 - Existing Roads
- Future Roads (per In-Force Midtown Oakville Growth Area Plan)**

 - 32m Multi-Purpose Arterial Road
 - 28m Minor Arterial Road
 - 26m Local Road
 - 22m Local Road
 - 20m Local Road
 - 19m Local Road
 - 18m Local Road
 - Ramp
 - Cul-de-Sac

3.6 Transit Networks

The subject site is well served by existing public transit. As previously mentioned, the Oakville GO Station and bus terminal are approximately 300 metres (radius distance) south of the subject site and approximately 850 metres (walking distance) from the nearest entrance.

Go Transit

The Oakville GO station provides frequent service on the Lakeshore West Line, with active plans to expand service levels. The Oakville GO station is the second busiest GO station on the GO network, behind only Toronto’s Union Station, and as a result, has excellent frequencies and travel options. Currently, Lakeshore West Line provides connections east to Toronto and West to Burlington and Hamilton. The line runs every 30 minutes between the hours of 5 a.m. and 7 p.m. on weekdays, and every hour between 5 a.m. to midnight on weekends. The travel time to and from Toronto is approximately 40 minutes. In addition, the Oakville GO station provides limited train services that extend as far as Niagara Falls during peak periods.

Metrolinx is currently working on improving the services to and from Toronto with the Lakeshore West GO expansion project. The expansion project aims to provide 15-minute service or better, between Toronto and Burlington, alongside a new hourly service to and from Hamilton, seven days a week. The timelines for commencing and completing the project are yet to be announced.

Oakville Transit

Oakville Transit’s bus terminal to the south of the subject site is serviced by 16 bus routes providing service to the majority of the Town of Oakville. Frequent services are provided in all directions from the station, particularly along Trafalgar Road towards Uptown Oakville and Dundas Street to the north.

Via Rail and Amtrak

In addition, VIA Rail and Amtrak serve the Oakville GO Station, providing inter-regional services from Toronto through to Brantford, London, and Windsor, while Amtrak provides a once-daily service from Toronto through Buffalo to New York City in the United States.

Proposed Transit Improvements

Both the Region of Halton and Metrolinx Transportation Master Plans include recommendations for a Bus Rapid Transit (BRT) service on Trafalgar Road, from which the subject site is approximately 100 metres west. The Trafalgar Road BRT will have a dedicated lane for buses, allowing for faster and more reliable frequent transit. It will form a link for businesses and residents along the Trafalgar Corridor. The timeline for the project is not yet determined.



Figure 7 - Transit Network

- Legend
- Subject Site
- Oakville Transit Bus Route
- Oakville Transit Bus Stop
- Planned Trafalgar BRT
- GO Rail Corridor

3.7 Relationships and Linkages to Existing Natural Features and Public Open Space

While the surrounding area is generally built up, there are a number of parks and open spaces within a 10-minute walk (800-metre radius) of the subject site including:

- Cornwall Road Park
- Oakville/St. Mary’s Pioneer Cemetery
- Hogs Back Park
- Old Mill Parkette

In addition to these public parks, the subject site is east of Sixteen Mile Creek, a significant natural heritage area which flows from the Niagara Escarpment through the towns of Milton and Oakville emptying into Lake Ontario.

Existing pedestrian and cycling connections to this open space network are provided by sidewalks along the adjacent public roads as well as a multi-use path that runs along the Creek south of Cornwall Road. Together, this active transportation network will provide enhanced connections between these open spaces with the subject site. Livable Oakville Schedule D identifies a proposed bike lane along Cross Avenue, a signed bike route and a multi-use trail along the north-south and east-west legs of Argus Road respectively. The Midtown Oakville Transportation Environmental Assessment, as well as the Midtown Oakville Growth Area policies, identify several active transportation improvements surrounding the subject site, including a new pedestrian bridge approximately 200 metres east of the subject site connecting North and South Service Road across the QEW, dedicated bicycle lanes on South Service Road, Cross Avenue, and a regional multi-use path along Trafalgar Road.

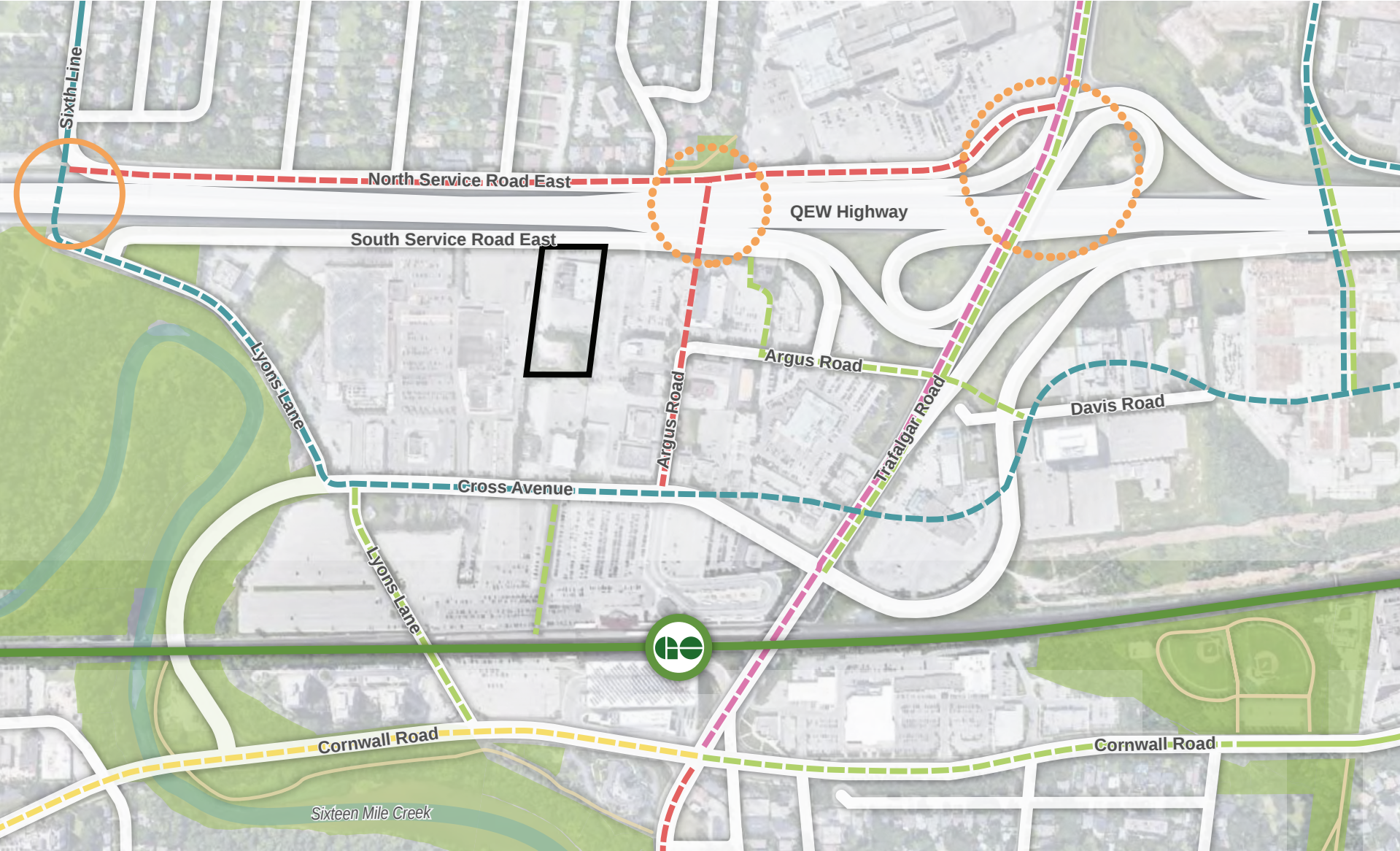


Figure 8 - Open Space and Active Transportation

Legend

- Subject Site
- Parks and Open Space

Active Transportation (per Livable Oakville Schedule D - Active Transportation Plan)

- Existing Bike Lane
- Existing Multi-Use Trail
- Existing Town Trail
- Existing Grade Separated Pedestrian Crossing
- Proposed Bike Lane
- Proposed Multi-Use Trail
- Proposed Signed Bike Route
- Proposed Buffered Bike Lane
- Proposed Facility on a Regional Road
- ATMP Proposed Grade Separated Pedestrian Crossing

Site Context Analysis
166 South Service Road

4

Policy Context

4.1 Livable Oakville – Town of Oakville Official Plan 2009 (Office Consolidation August 28, 2018)

The Livable Oakville, the Town’s Official Plan – referred to as “Livable Oakville” hereafter – sets out policies on how lands should be used, and how growth should be managed through to 2031. The most recent Office Consolidation of Livable Oakville is from August 28, 2018. Livable Oakville was prepared to conform to the Province of Ontario’s Growth Plan for the Greater Golden Horseshoe, 2006. A town-wide Official Plan Review is currently underway in order to address conformity with the current PPS, Growth Plan and Regional Official Plan Amendment No. 48.

Under Livable Oakville, the subject site is within Midtown Oakville Urban Growth Centre as outlines on Schedule A2 (Built Boundary and Urban Growth Centre).

Section 4 of Part C of Liveable Oakville provides policies regarding managing growth and change. Policy 4.1 provides that majority of intensification in the Town is to occur within the Growth Areas, which includes Midtown Oakville as a primary Growth Area that will accommodate the highest level of intensification. Midtown

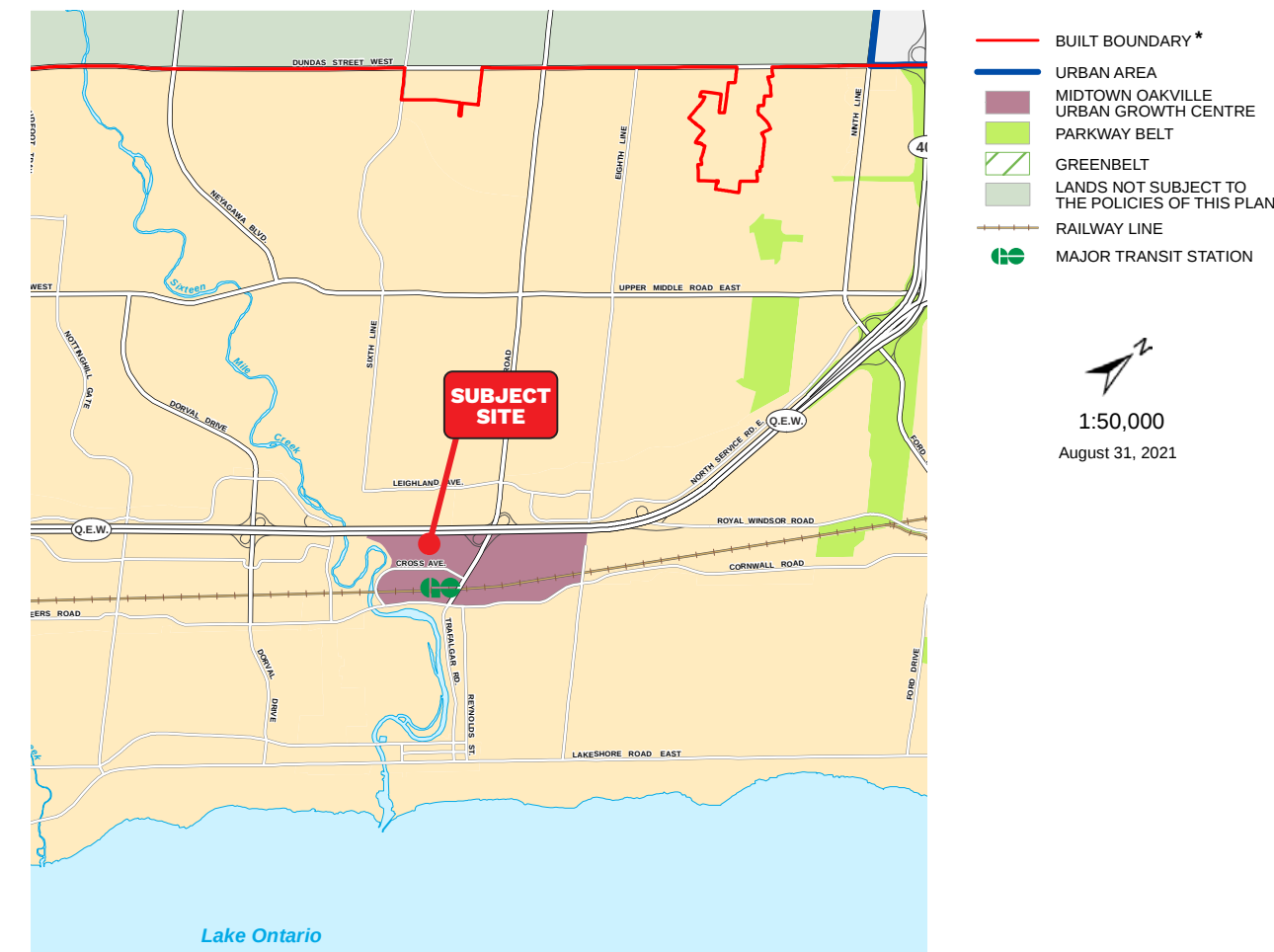


Figure 9 - Livable Oakville, Schedule A2

Oakville is intended to be developed as mixed use centre with transit-supportive development focused around major transit station areas and along corridors. The Growth Areas, including Midtown Oakville, have been the subject of detailed, comprehensive land use studies or secondary planning exercises that have resulted in objectives and policies to provide for intensification.

Policy 4.2 provides policy direction to the Midtown Oakville *Urban Growth Centre*, and indicates that the greatest levels of height and density in the Town are planned for Midtown Oakville. It is to be the primary intensification area with employment, commercial and residential uses concentrated within the *MTSA*.

With respect to the land use designation, Schedule L1 (Midtown Oakville Land Use) identifies the subject site as *Urban Core*. The *Urban Core* designations, applicable to the subject site, is within the *Mixed Use* land use category, a category that is to be focused on the lands within the Growth Areas including Midtown Oakville. Section 12 of the Plan provides that the *Mixed Use* designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. *Mixed Use* areas are to be pedestrian-oriented and transit-supportive.

Policies related to urban design are found in Section 6 of Part C: Making Oakville Livable (General Policies). Under Section 6.1.1, Livable Oakville provides general objectives for urban design which include:

- a. diversity, comfort, safety and compatibility with the existing community;
- b. attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c. innovative and diverse urban form and excellence in architectural design; and,
- d. the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

Generally, the proposal has considered and incorporated the relevant urban design policies indicated in Livable Oakville, including:

- The unique architectural design, contextually appropriate building placement, scale and landscaping of the proposed development will enhance the identity and character of the subject site, while still respecting the existing and planned character of the immediate area (Policies 6.9.1 and 6.9.9);
- The proposal maintains compatibility and respects the existing and planned community context and different uses through appropriate massing, transitions, spatial separation, orientation, and site design (Policies 6.9.2 and 6.9.3);

- The proposed development provides at-grade residential lobbies and commercial space along most of the public frontages – creating a significantly improved, attractive and animated pedestrian-oriented environment (Policy 6.9.5);
- The proposed design creates an articulated and distinct building envelope that defines this corner lot and fits in contextually (Policies 6.9.7 and 6.9.8);
- The proposal provides direct barrier-free access for pedestrians to easily access principal building entrances, commercial space, servicing and parking (Policy 6.9.12); and
- The proposed outdoor amenity spaces incorporates appropriate setbacks and screening to minimize any overlooking and ensure compatibility with the local context (Policy 6.9.14)
- A detailed discussion and analysis of how the proposal thoroughly addresses the Livable Oakville urban design policies is described in Section 6.0 of this Urban Design Brief.

4.1.1. Midtown Oakville Growth Area Policies

Part E of the Livable Oakville Plan set outs policies for the *Growth Areas* and Special Policy Areas. Section 20 of the Livable Oakville Plan provides the Midtown Oakville *Urban Growth Centre* policies.

Section 20.3 provides a development concept for Midtown Oakville including five development districts in accordance with Schedule L1. The five districts include: Station District, Trafalgar District, Lyons District, Chartwell District and Cornwall District. Each of the five districts have a distinct character in terms of land use and built form. The subject site is located within the Lyons District. Policy 20.3.3 provides that the Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed-use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

With respect to the Transportation, Policy 20.4.1 provides that significant road, transit and active transportation infrastructure, to the Midtown Oakville is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced. Schedule L3 (Midtown Oakville Transportation Network) illustrates a future 18-metre Local Road along South Service Road East and a Future Ramp north of the road, as well as a future 19-metre Local Road along the eastern property line and a Future 22-metre Local Road along the southern property line.

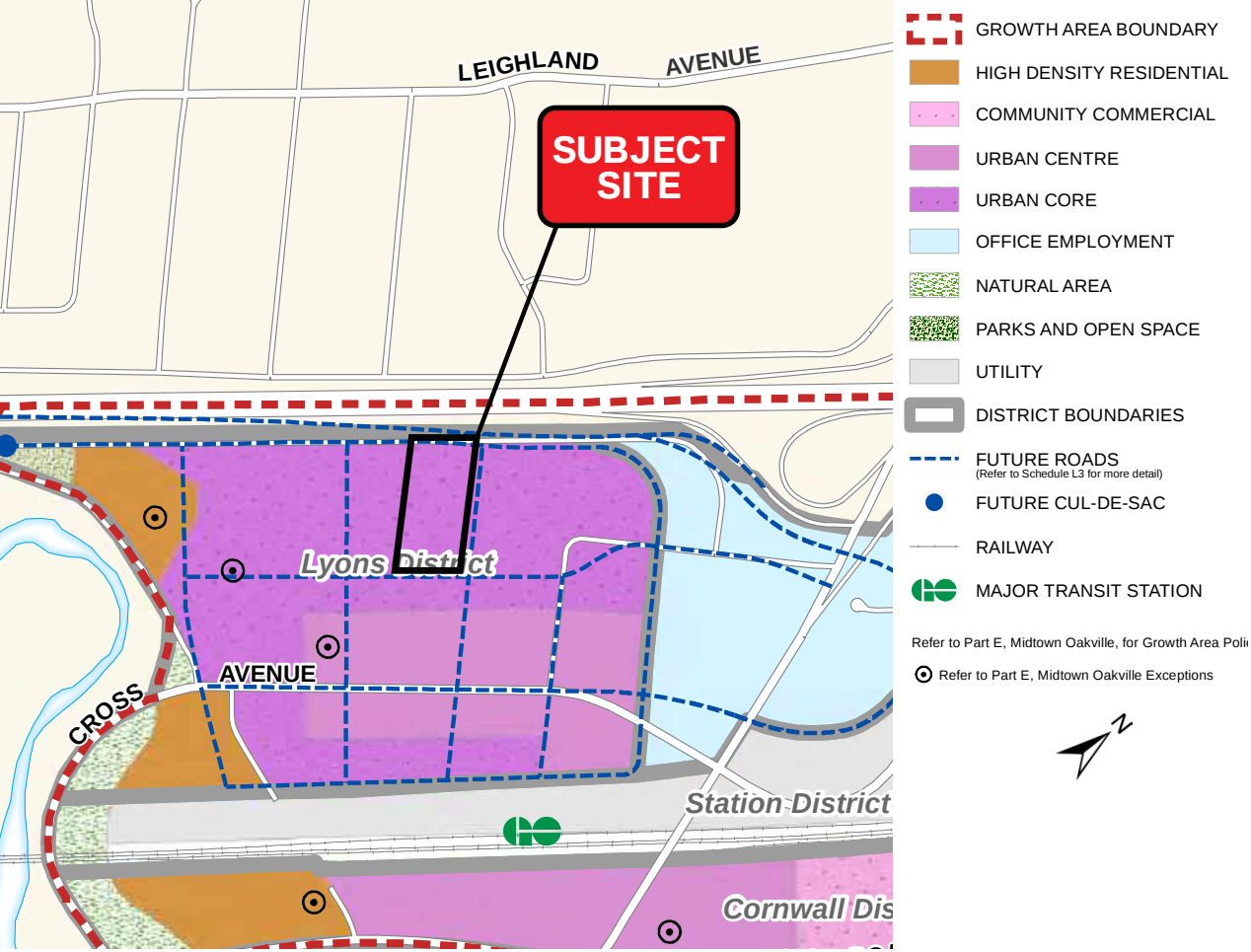


Figure 10 - Livable Oakville, Midtown Oakville Land Use, Schedule L1

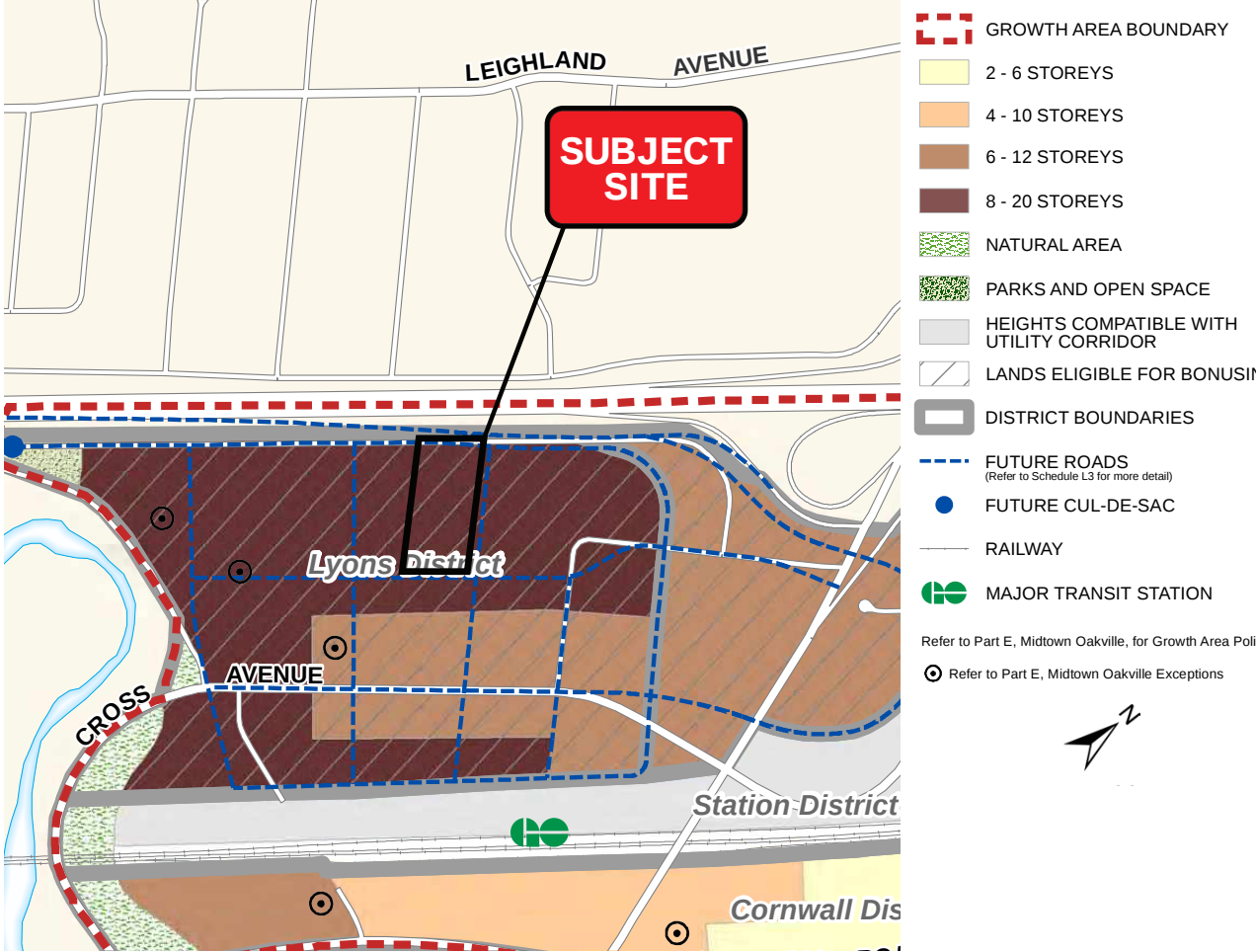


Figure 11 - Livable Oakville, Midtown Oakville Land Use, Schedule L2

With respect to the Urban Design, Policy 20.4.2 (b) provides that Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail. Policy 20.4.2 (e) indicates that it is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.

With respect to building heights, Policy 20.4.2 (f) provides that the minimum and maximum building heights shall be permitted in accordance with Schedule L2 (Midtown Oakville Budling Heights). The heights permitted in the northern portion of the subject site are between 8-20 storeys and the southern portion of the subject site are between 6-12 storeys. The policy adds that additional building heights may be considered in accordance with bonusing policies. With respect to the Bonusing, Policy 20.7.2 notes that the Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits.

4.1.2. Midtown Oakville Growth Area Review

As part of the Town's Official Plan review, the Town's growth areas including Midtown Oakville policies are being updated. In March of 2021, Oakville released their draft Midtown Oakville Official Plan Amendment ("draft Midtown OPA"), and it was presented and discussed at a Statutory Meeting on March 22, 2021. More recently on May 12, 2022, the Town of Oakville released a revised draft of the Midtown OPA which will be discussed at a second Statutory Meeting on June 7, 2022. The purpose of the proposed amendment is to update the land use policies applying to Midtown Oakville Urban Growth Centre in the Liveable Oakville Plan to the year 2051, in accordance with the updated Growth Plan. The amendment is to replace Section 20, Midtown Oakville in its entirety.

It is recognized that the draft Midtown OPA policies are not in-force at this time, and should be used as an informative document. As such, this Planning and Urban Design Rationale Report has given appropriate regard to these draft policy directions.

The draft Midtown OPA illustrates the subject site is located within a Growth Area. Policy 20.1 of the draft Midtown OPA sets out the goal for Midtown Oakville and provides that it will be a vibrant, transit-supportive destination.

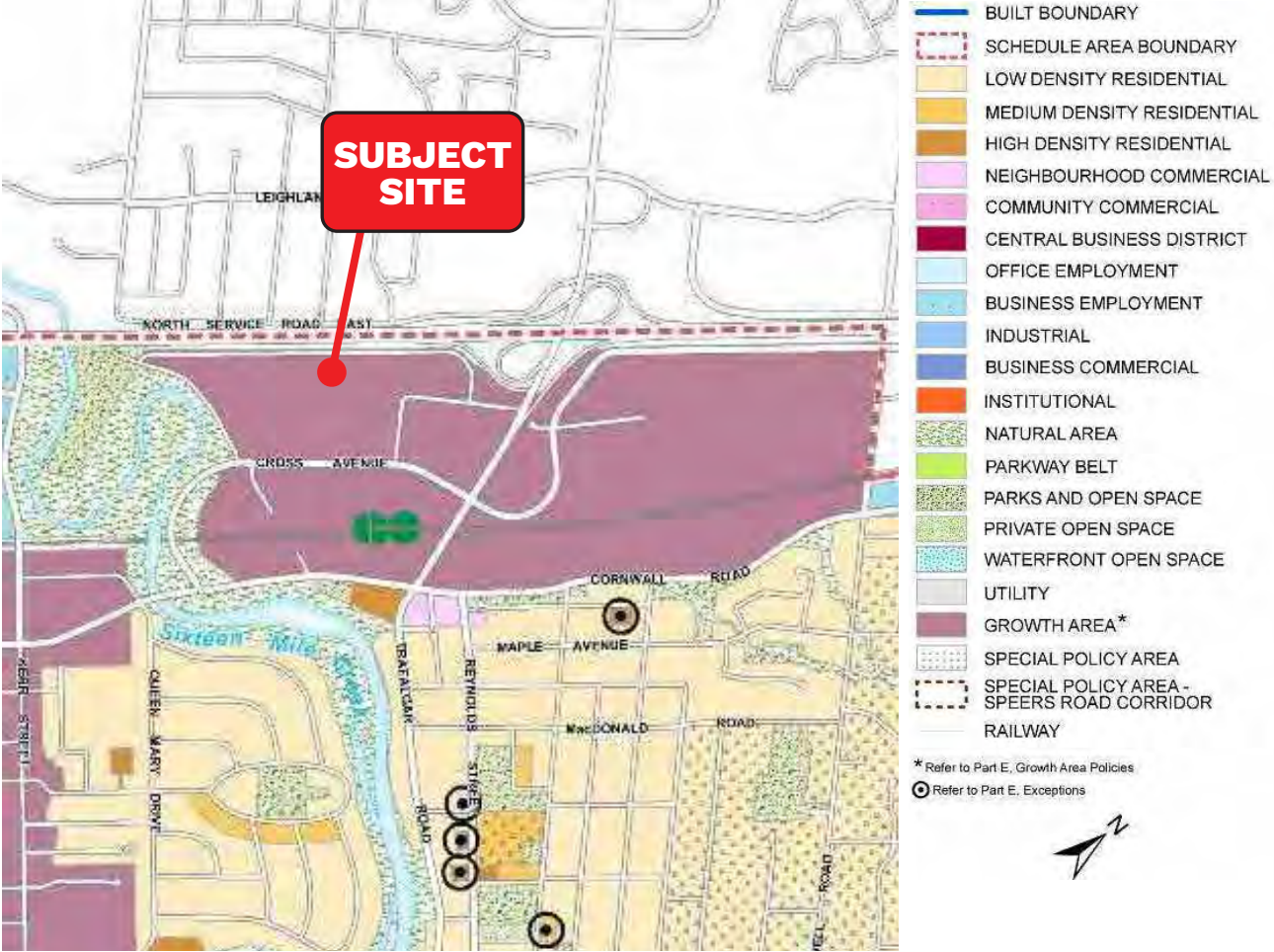


Figure 12 - Draft Midtown Oakville Official Plan Amendment, Schedule G

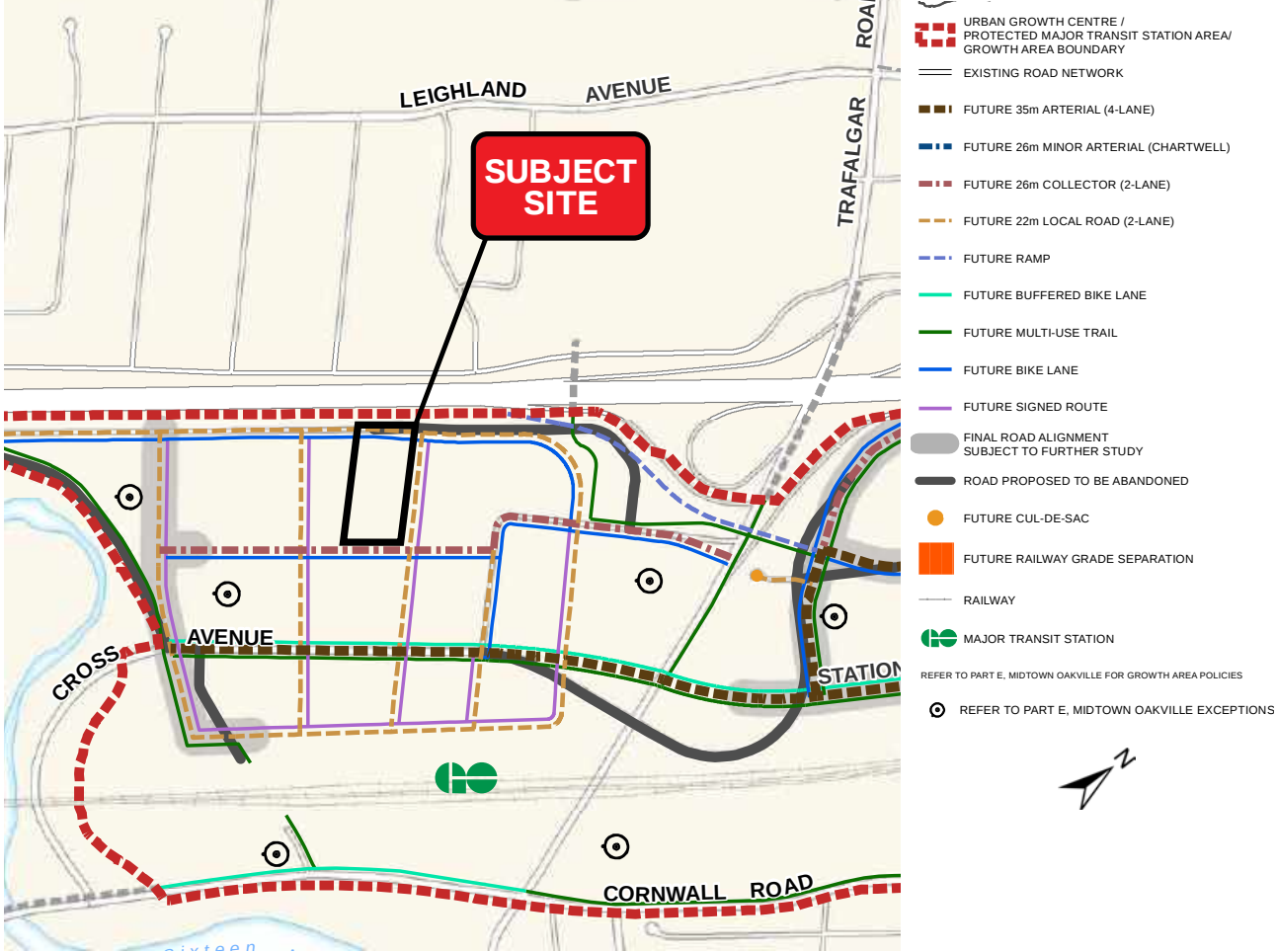


Figure 13 - Draft Midtown Oakville Official Plan Amendment, Schedule L3

Policy 20.3.3(i) provides that parkland dedication shall be provided in the form of land where promenades, public common, urban squares and connectors are identified on Schedule L4 and may be required in other locations. Policy 20.3.3(m) states that a minimum of 5 percent of the site area should be provided through development as privately-owned publicly accessible open space that is connected and integrated with the public realm.

With respect to transportation, Policy 20.3.5(a) provides that significant road, transit and active transportation infrastructure, as shown on Schedules L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Certain existing roads or road segments shall be abandoned, realigned, widened, extended or replaced in accordance with this Plan. Schedule L3 (Midtown Oakville Transportation Network) provides for a new 22-metre Local Road along the southern portion of the subject site and a new 19-metre Local Road along the eastern portion of the subject site.

The built form policies are set out in Section 20.3.7 of the draft Midtown OPA, and provide that the tallest buildings in Oakville will be located in Midtown Oakville and will be designed to ensure that the objectives for creating the community envisioned by this Plan are achieved. Policy 20.3.7(d) provides that multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another by a minimum of 25 metres in order to create variation in building height and a distinct skyline. Policy 20.3.7(e) states that building height peak should be created within Midtown to facilitate a desirable skyline, with buildings closest to the Oakville GO Station, north of the railway, being the tallest buildings within Midtown Oakville.

With respect to tall buildings, Policy 20.3.7(f) provides that the height of the building base (podium) for tall buildings should be no greater than 80 percent of the width of the adjacent right-of-way and shall not exceed six storeys in order to frame the street and enhance pedestrian comfort. Policy 20.3.7(g) adds, for buildings greater than 12 storeys in height (tall buildings), the floorplate for each residential tower (the portion of the building above the base or podium) shall ensure a slender tower profile to minimize shadow impacts, maximize sun exposure and enhance the Midtown Oakville skyline.

With respect to building heights, Policy 20.3.8(f) provides that no building in Midtown shall exceed a maximum height of 255 metres, where the density permitted in accordance with this plan allows for buildings of this height.

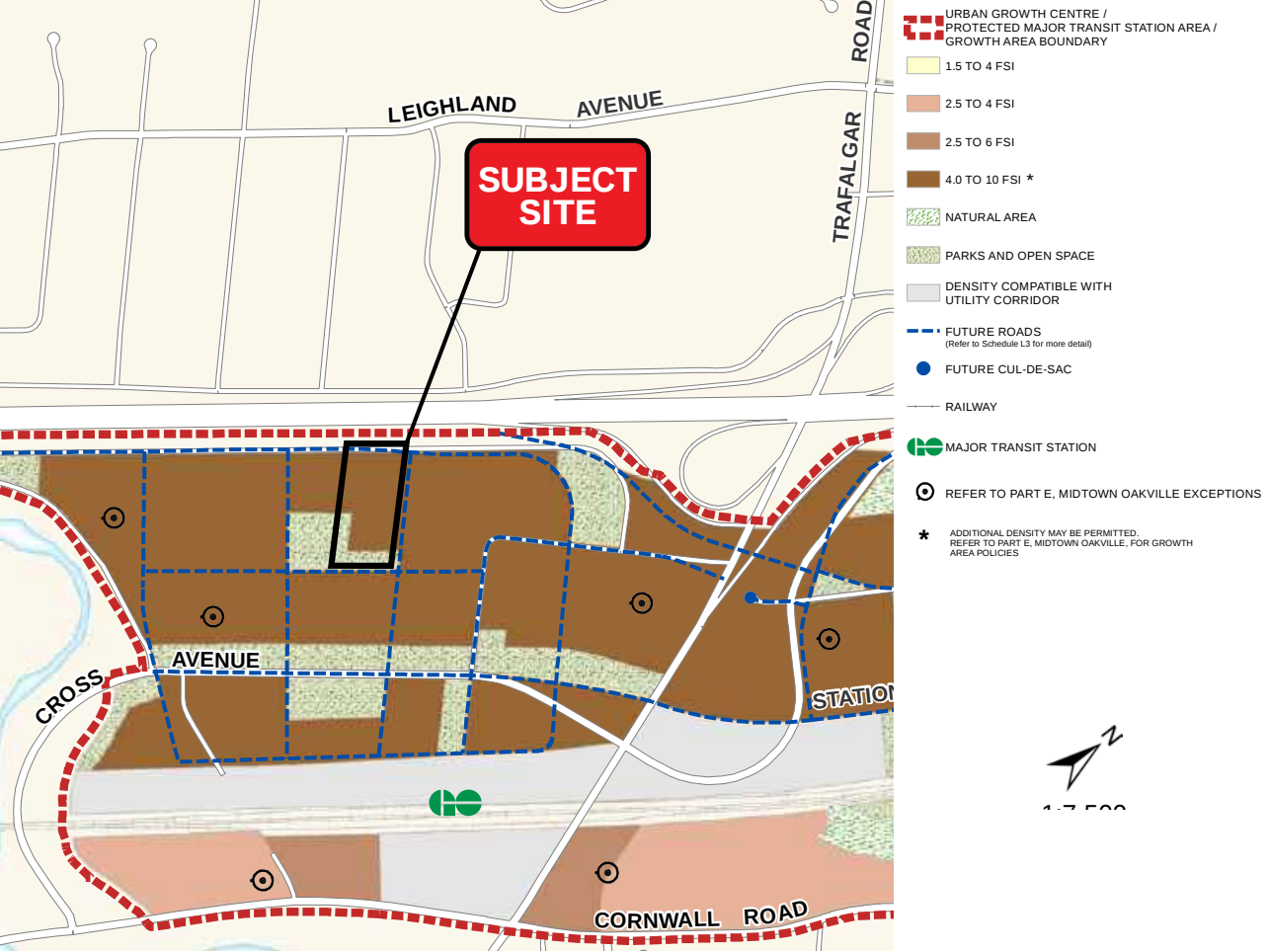


Figure 14 - Draft Midtown Oakville Official Plan Amendment, Schedule L2

4.2 Urban Design Guidelines

The proposed development for the subject site is subject to both the Town-wide urban design guidelines (Livable by Design Manual (2019)) and the area-specific guidelines for Midtown Oakville (Designing Midtown Oakville (2013)). The town-wide guidelines were endorsed in 2014 by the Council and updated in 2019 to more closely reflect current design vision for the Town and overarching policy directions which have been amended numerous times since the mid-town guidelines were approved in 2013. In this regard, whereby we have reviewed both sets of guidelines, greater deference has been given to the 2019 guidelines, and in particular, where in the case of a conflict between the two sets of guidelines.

A detailed discussion and analysis of how the proposal addresses sections of the Livable By Design Manual and the Designing Midtown Guidelines – in conjunction with the Livable Oakville Plan – is described in Section 6.0 of this Urban Design Brief

4.2.1. Livable by Design Manual – Urban Design Direction for Oakville (Staff Update – December 2, 2019)

The purpose of the Livable by Design Manual (LBDM) is to supplement the Official Plan policies and Zoning By-law provisions by providing additional details on what constitutes desirable built form within the Town of Oakville. The LBDM “provides comprehensive and detailed design direction for development and capital projects to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville”.

Section 1.4 of the LBDM provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. New and infill development proposals are expected to be designed and executed in accordance with the following design principles:

- Sense of Identity – Creating Distinct and Vibrant Communities
- Compatibility – Fostering Compatibility and Context-Specific Design
- Connectivity – Enhancing Connectivity and Accessibility
- Sustainability – Integrating Sustainability and Resiliency
- Legacy – Preserving Built Heritage, Cultural and Natural Resources
- Creativity – Inspiring Creativity and Innovation

The LBDM provides additional details and visual articulation of the design objectives stated in the Livable Oakville Plan in order to ensure that any potential design bolsters the Town’s vision of being the “most livable community in Canada”.

4.2.2. Designing Midtown Oakville (2013)

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy which consisted of three major studies: the Midtown Oakville Class Environmental Assessment, Midtown Oakville Parking Strategy and Designing Midtown Oakville. The recommendations of these studies will inform updates to the Livable Oakville Plan and Zoning By-law 2014-014 to continue to support the long-term redevelopment of lands in Midtown Oakville.

Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014. At the same time, a statutory public meeting was held to receive public input about the town-initiated official plan and zoning by-law amendments to support the redevelopment of Midtown Oakville. Those amendments were subsequently put on hold.

Designing Midtown Oakville aims to guide the future look, feel and functional operations of Midtown Oakville. The document proposes a number of recommendations to guide the shape of public spaces, buildings, sidewalks, and roads. It also looks at how the Town of Oakville can best supply parking to this emerging community. A summary of key guidelines is provided below. The urban design guidelines are discussed in more detail in the Urban Design Brief submitted for the application.

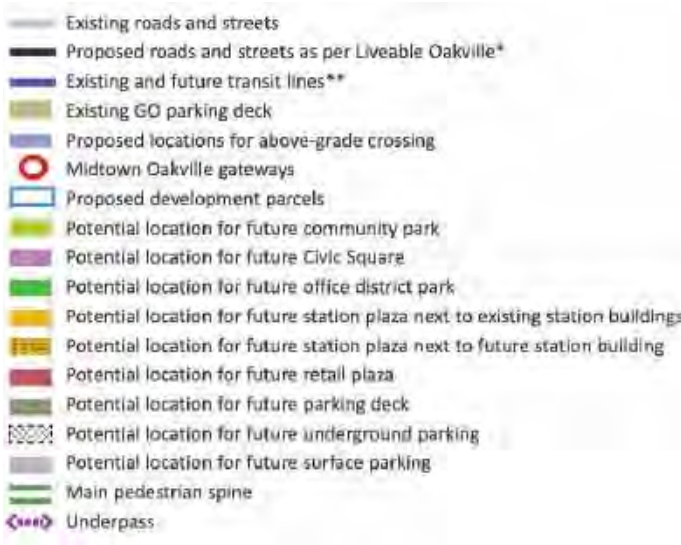
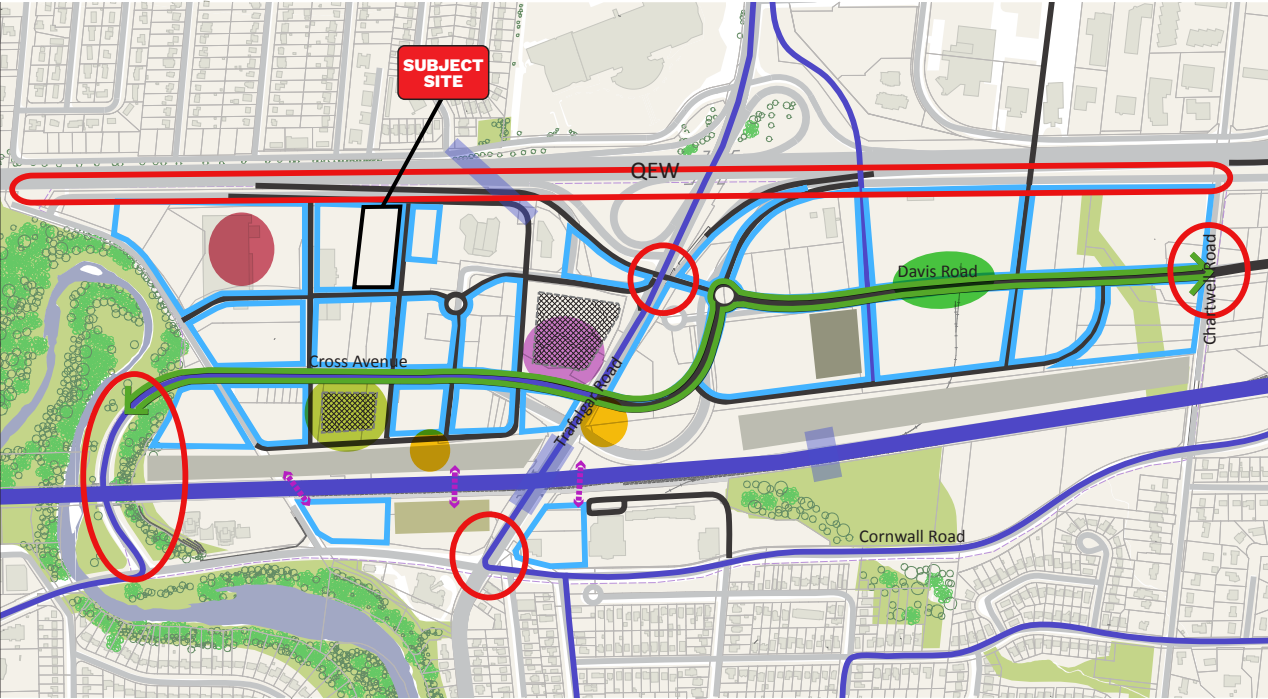


Figure 15 - Designing Midtown Oakville, Figure 1, Urban Structure

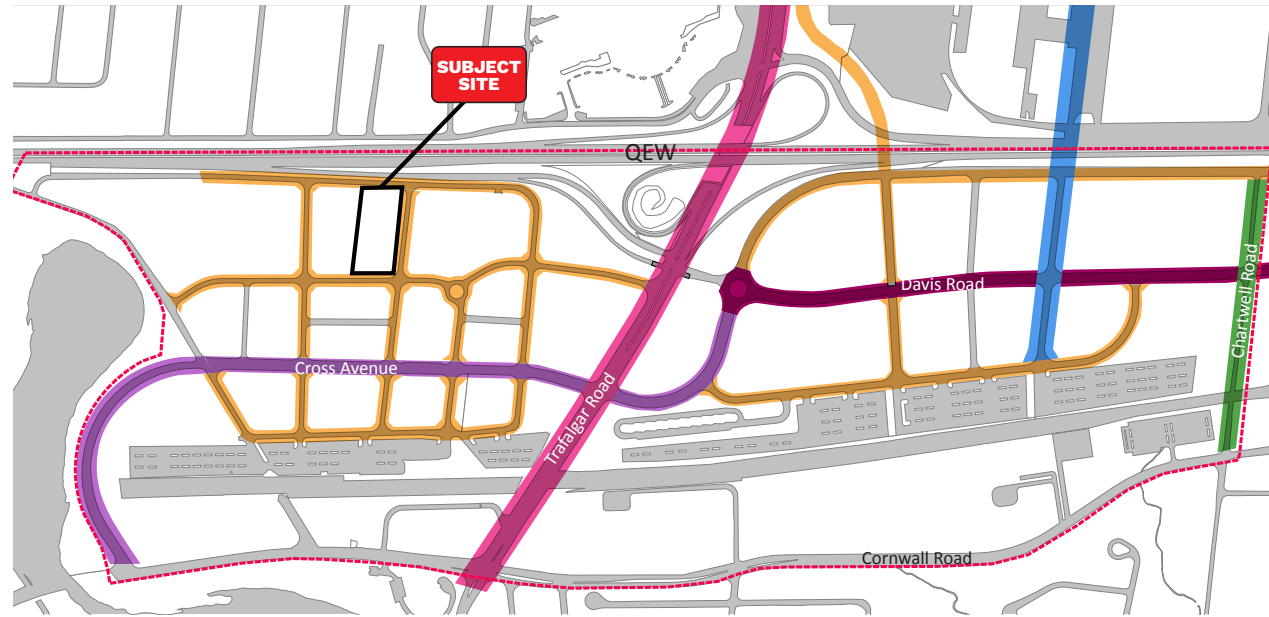


Figure 16 - Designing Midtown Oakville, Figure 2, Street Right of Ways

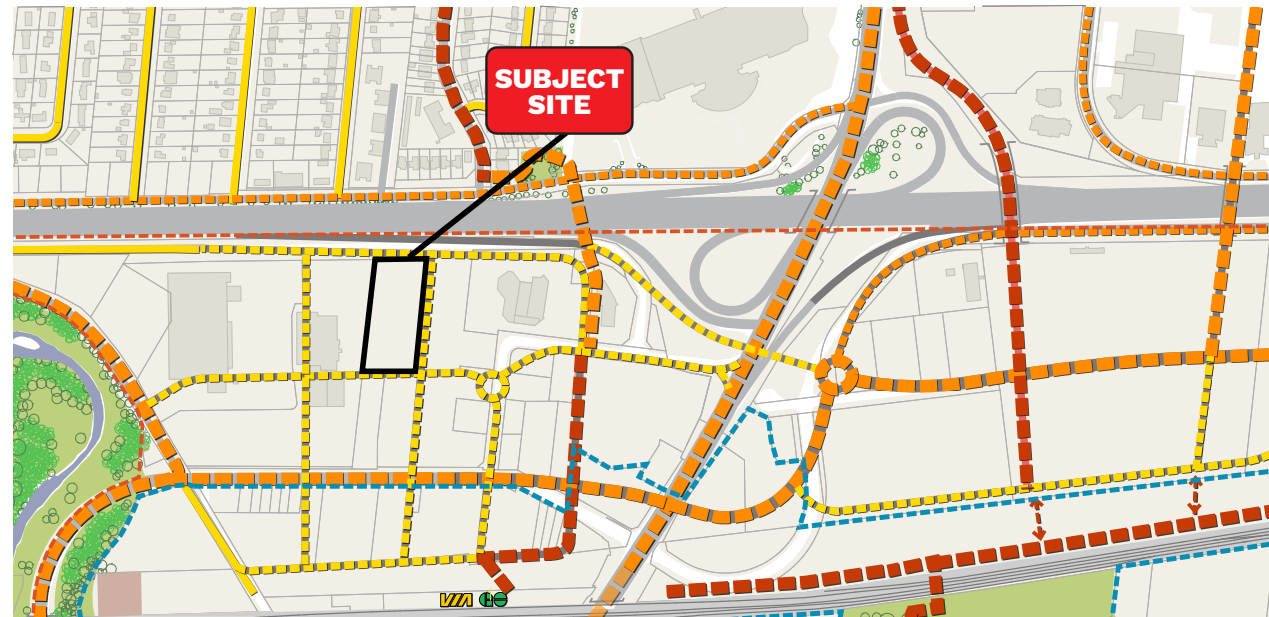


Figure 17 - Designing Midtown Oakville, Figure 3, Bicycle Network

- Local street right of way
- Traditional main street right of way
- Commercial / Employment Corridor
- Potential new street right of way with overpass
- Mixed use corridor street right of way
- New right of way for existing street

- Existing road network
- Proposed road network
- Proposed bike routes / lanes (Liveable Oakville)
- Proposed new bike routes

The Guidelines recommend development blocks that are intended to accommodate developments considering the urban structure as outlined in the Midtown Oakville Growth Area policies of the Liveable Oakville Official Plan. The blocks consider the transportation network, natural environment, and major transit infrastructure.

Figure 4, Parks and Open Spaces of the Guidelines show that the block to the east of the Site, just west of Trafalgar Road, could be a potential location for a future Civic Plaza. Guideline 4.1.3 provides that the Civic Square will be the heart of Midtown's open space network.

Section 6.1 of the Guidelines speaks to Lyons District and indicates that it will be a compact mixed use neighbourhood. Cross Avenue will be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings should be located in the vicinity of Sixteen Mile Creek and the railway.

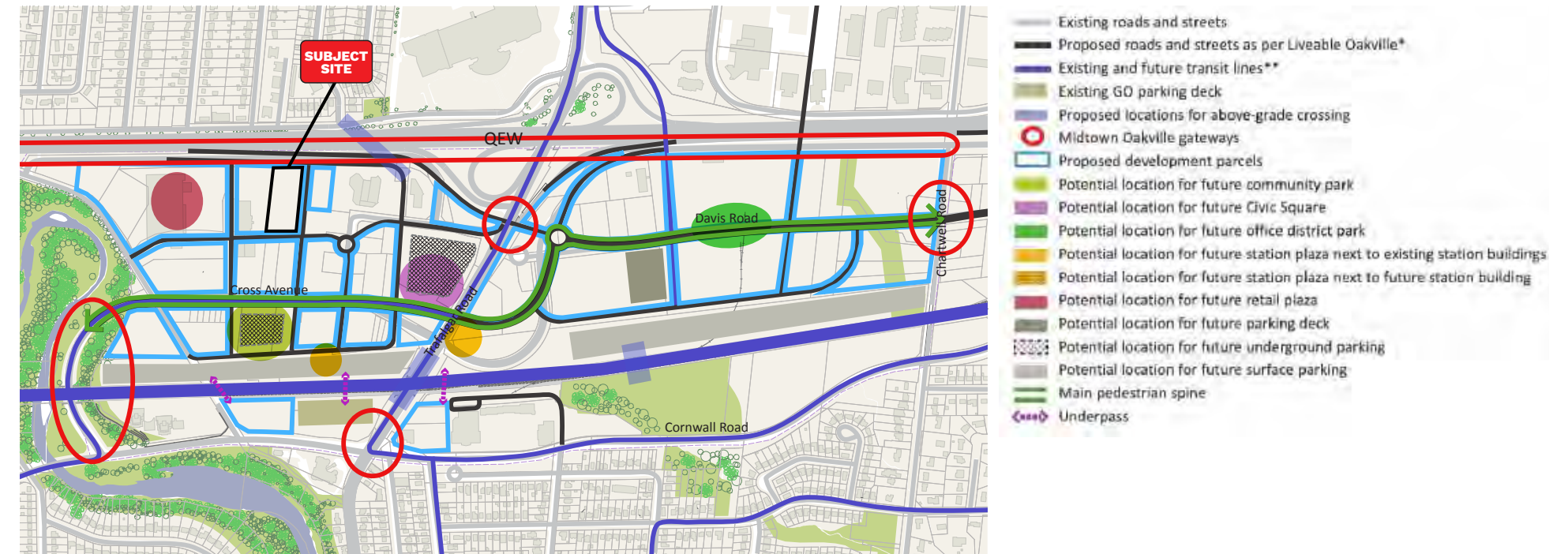


Figure 18 - Designing Midtown Oakville, Figure 4, Parks and Open Spaces

Similar to the Liveable Oakville Official Plan, Figures 32 and 33 of the Guidelines show the subject site as *Urban Core*, with heights of 8-20 storeys.

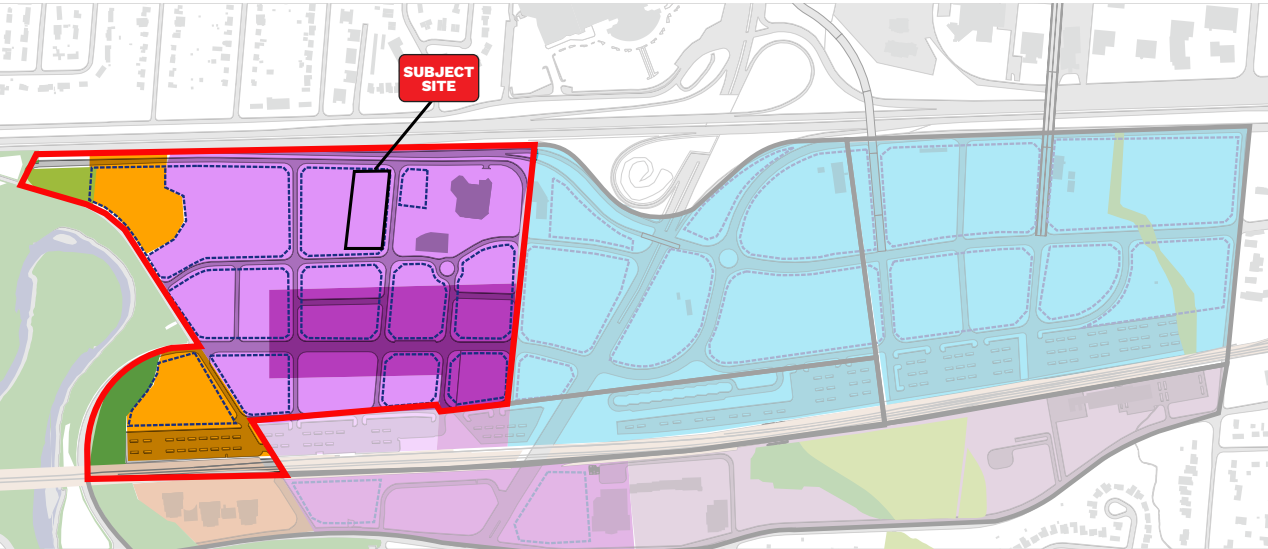


Figure 19 - Designing Midtown Oakville, Figure 32

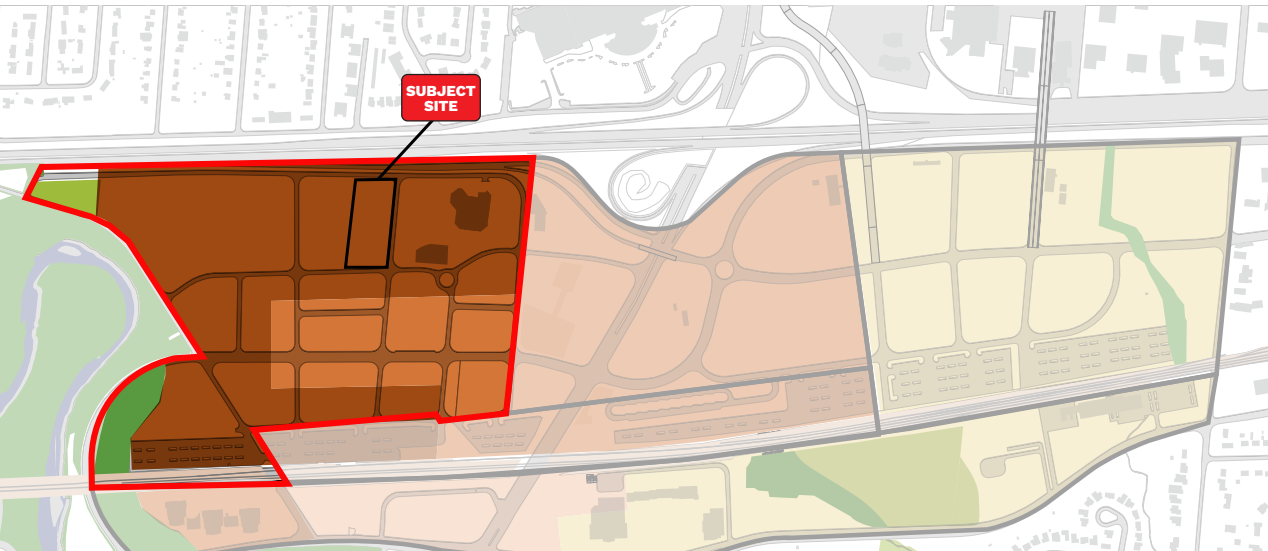


Figure 20 - Insert Figure 20 – Designing Midtown Oakville, Figure 33

Guideline 6.1.3 indicates that tall buildings:

- may be up to 20 storeys as per the Liveable Oakville Official Plan;
- are located in the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
- should minimize the impacts on avenues, parks, and low rise buildings;
- will provide appropriate transition to adjacent lower-scale buildings and area through angular plane, building separation, setback and stepback requirements; and
- should have 3 main elements: the podium (base), tower, and top floors.

Guideline 6.1.3.1 relating to podiums indicates that the maximum podium height will equal the street right-of-way width, with the recommended height for podiums along narrow streets being 80% of the right-of-way. The ground floor of podiums should generally have a minimum ground floor height of 4.5 m to accommodate retail uses at-grade where possible, especially where retail is required (such as along Cross Avenue).

Guidelines 6.1.3.2 relating to towers indicates that:

- any tower floorplate must fit within a 40-metre diameter circle to guarantee slender towers, thereby reducing the impact of tall buildings;
- towers should be setback a minimum of 5 metres from the edge of the podium, however, in some cases should be more;
- there should be a minimum separation of 30 metres between any two tower elements with less than 30 storeys, minimum 50m between towers over 30 storeys, and 25m between convex towers;

- towers should be oriented to create minimum shadow and wind impact; and
- tower orientation should guarantee the preservation of vistas and key view corridors.

Guideline 6.1.3.3 relating to tall building adjacency indicates that:

- tall buildings should have a minimum 15-metre setback from the adjacent properties if they are below 30 storeys, a minimum 25-metre setback from the adjacent properties if they are over 30 storeys, and a minimum of 12.5 metres if they are convex towers; and
- the minimum separation should be minimum 30 metres between towers below 30 storeys, minimum 50 metres between towers over 50 storeys and a minimum of 25 metres if between convex towers.

Guideline 6.1.4.1 speaks to at-grade retail and indicates that:

- retail at-grade should have a distinct entrance and address from the main street;
- in cases where there are patios on main streets the pedestrian clear way should be maintained without any interruption;
- retail facades should use transparent materials;
- retail units should have clear signage facing the main streets;
- features that provide continuous weather protection, such as canopies, are encouraged;
- canopies and signs must not encroach into the public right-of-way; and
- landscape treatments, planters and paving that extend public walkways are encouraged within the commercial setback.

Section 7 of the guidelines provides recommendations for parking. Guideline 7.1 speaks to underground parking and indicates that underground parking should be provided for residential development, specific guidelines include:

- access to parking should be via public streets or private driveways;
- the design of parking areas should maximize safety and security;
- access to and from parking areas should be controlled;
- visitor parking should be separated from resident parking;
- garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas; and
- shared parking should be encouraged between residential and commercial uses.