URBAN DESIGN BRIEF

PREPARED FOR:

Official Plan Amendment ('OPA')
South Service Holding Corporation
420-468 South Service Road East, Oakville, Ontario

File no. 1677 Z

November, 2024

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

MHBC - MacNaughton Hermsen Britton Clarkson Planning Limited
230-7050 Weston Road Woodbridge, ON L4L 8G7
T: 905 761 5588
F: 905 761 5589
www.mhbcplan.com

CONTENTS

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by South Service Holding Corporation (the "Owner") to seek approval for an Official Plan Amendment ('OPA') application to redevelop lands located at 420 South Service Road East, in the Town of Oakville (hereinafter referred to as the "Subject Lands").

The proposed master plan will create a mixed-use community comprised of a series of lots and blocks that will allow for the development of high-rise mixed-use buildings supported by sufficient transportation and servicing infrastructure and community uses. The vision and objectives for the master plan have been developed collectively in consultation with the public and key stakeholders and are supported by a comprehensive set of design, civil engineering, traffic engineering, and environmental work.

The Subject Lands occupy 11.08 ha (27.39 acres) of the eastern portion of Midtown Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the East.

Further to the above, it is anticipated that discussion and refinements to the master plan will continue following the submission of this application. This approach is reasonable within the context of such a large, complex site and is intended to advance the collaborative planning process.

We hold space and recognize the traditional territory of where the Subject Lands reside. The Town of Oakville is located on the Treaty Lands and Territory of the Mississauga's of the Credit. We acknowledge and thank the Mississauga's of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory.

Please do not hesitate to contact us if you have any questions or wish to discuss the brief in further detail.

Sincerely;

MHBC

Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer

Shadi Adab, M.Arch., M.U.P., MCIP, RPP
Associate | Urban Designer

Nimita Chandiramani, B.Arch
Sr. Urban Designer | Landscape Designer

2.0
HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
SITE & CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are municipally described as 420 South Service Road East in the Town of Oakville, located immediately south of South Service Road East, between Trafalgar Road to the west and Chartwell Road to the east. The lands are rectangular in shape and occupy an area of 11.08 ha (27.39 acres), with a frontage of approximately 379 m along South Service Road East.

Most of the Subject Lands are currently vacant, containing paved asphalt or concrete areas presumed to be the areas where former buildings and driveways were located.

There are two vegetated areas on the Subject Lands, located at the southeast and southwest corner of the Subject Lands. Scattered vegetation is also located along the perimeter of the site. The CN Rail line is located along the southern border of the Subject Lands.

The remnant Lamp Plant Office Building, which is a remnant of the original use by General Electric Canada ("GE"), is located at the north end of the Subject Lands, along South Service Road East. The GE Lamp Plant Office Building is a designated heritage property under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, through the Town of Oakville by-law 2011-096.

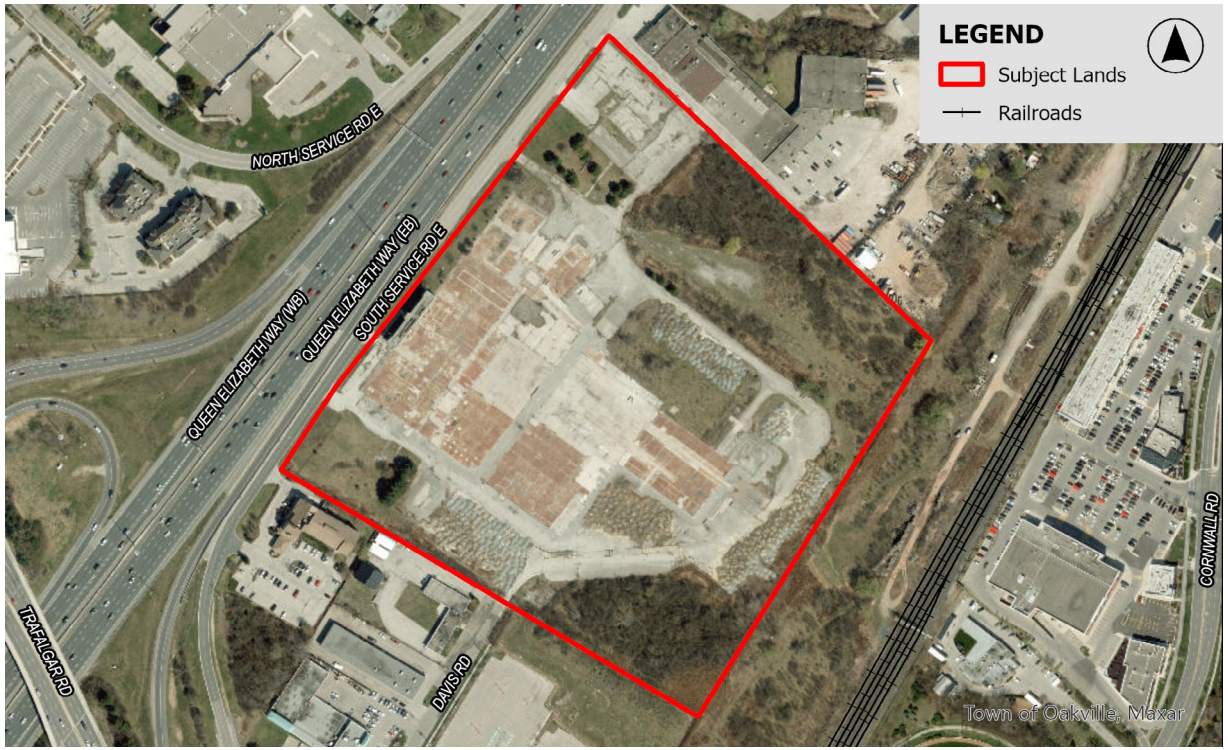


Figure 3.1 : Aerial View of the Subject Lands

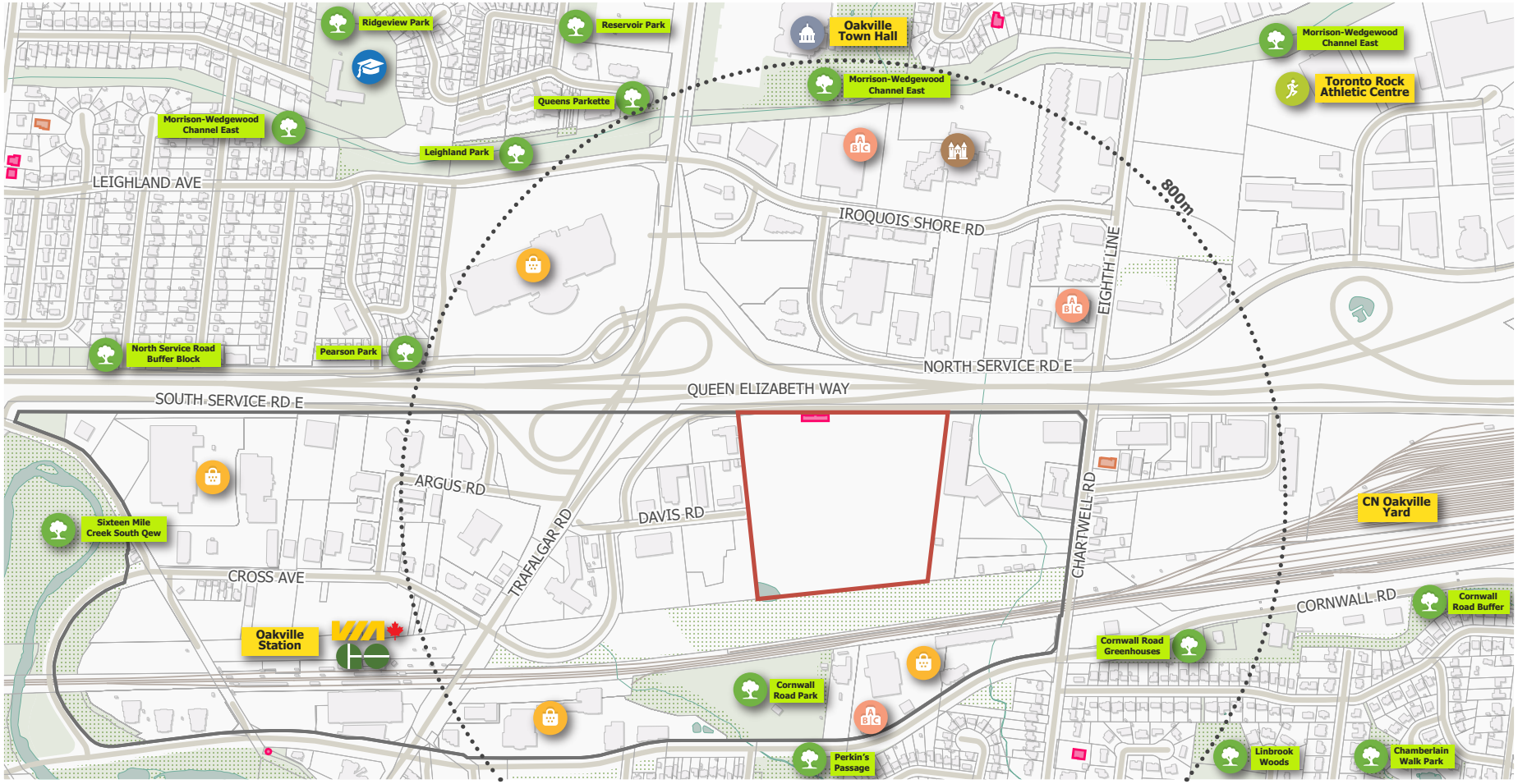
3.2 SURROUNDING CONTEXT

The consideration of an existing site's context is important in the planning analysis of a proposed development. The context must be evaluated regarding the existing physical environment, surrounding area, and the specific and immediate urban setting and structure, including future land uses and infrastructure.

The Subject Lands are located in Midtown Oakville, immediately south of Highway 403, 1.5 km north of Downtown Oakville, anchored by the Oakville GO Train Station, centrally located within the heart of the growth area.

Midtown Oakville currently consists of various commercial, and employment uses, including large-format commercial/retail plazas, automotive dealerships, large parking areas for the Oakville GO Station, office buildings and hotels. Within the last two decades, residential uses have been introduced to Midtown. Midtown Oakville has access to an array of existing services and amenities, including the Oakville GO Station, the QEW directly north, a large shopping mall, Oakville Place, and Town Hall on the north side of the QEW and various commercial retail uses.

While most of Midtown Oakville is underdeveloped, Midtown Oakville has been the focus of significant development interest in the last several years. The lack of development currently in Midtown presents a significant opportunity for a united and coordinated approach to development that transforms a once barren and isolated area into a vibrant, integrated, and attractive mixed-use community.



LEGEND

- Subject Lands
- Midtown Oakvillle Growth Area
- GO Station
- VIA Rail Station
- Town Hall
- Public School
- Child Care
- Youth Centre
- Sports Centre
- Shopping Mall
- Park
- Heritage Properties:
- Part IV
- Listed

Figure 3.2 : Surrounding Context

3.3 BLOCK & STREET PATTERN

The existing lot fabric in Midtown consists of large blocks with a very limited street network. There are only two streets on the east side of Trafalgar Street, South Service Road and Davis Road, as a cul-de-sac, resulting in extensively large blocks. To the east of Trafalgar Road, there are two north-south streets and only three east-west streets, of which two are located at the edge of the area, resulting in large. These large blocks are currently occupied primarily by large format commercial and employment uses and large parking lots.

Outside the Midtown area, the block patterns to the east and west are similar, with large blocks, while the block pattern to the north of the QEW and south of Cornwall represent smaller blocks as part of residential subdivision developments.

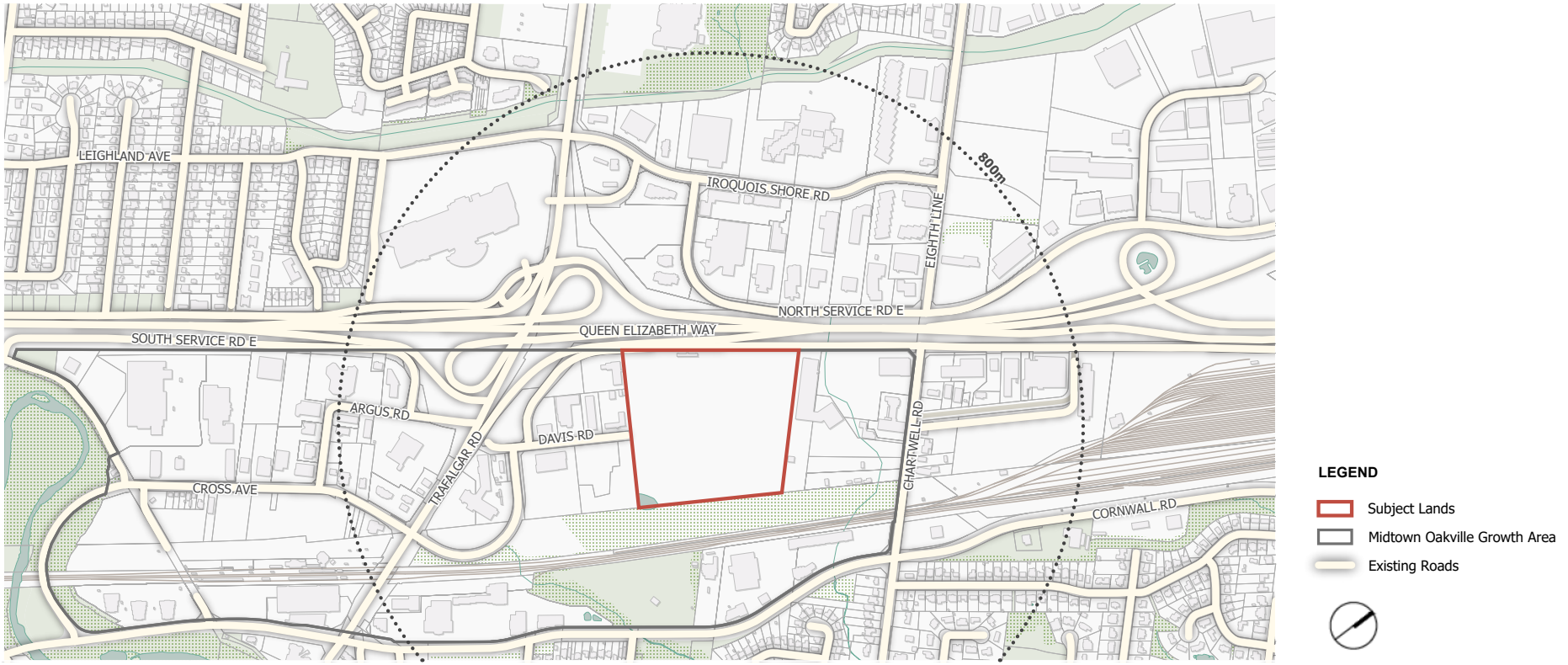
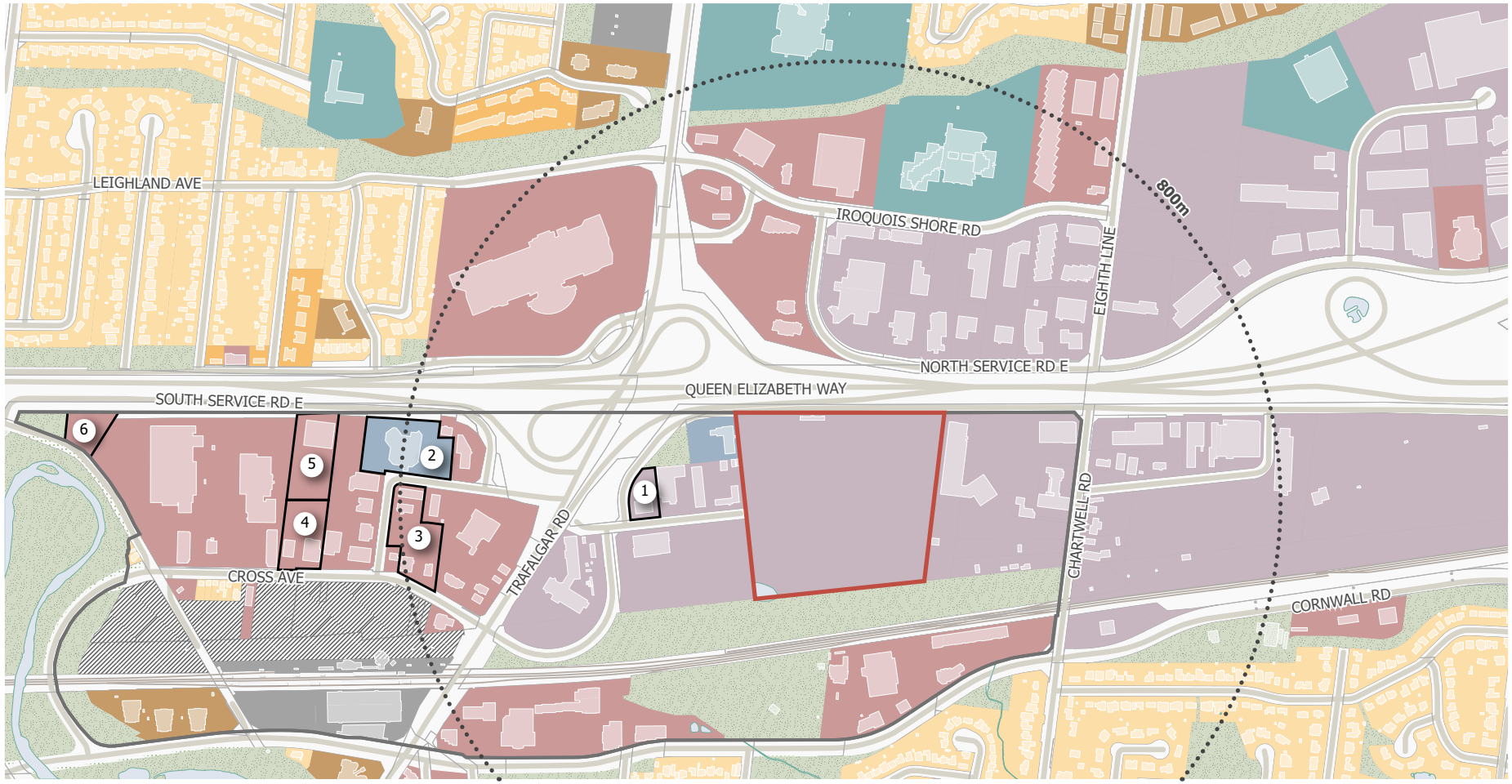


Figure 3.3 : Block & Street Patterns

3.4 EXISTING BUILT FORM & RECENT DEVELOPMENT CONTEXT

The built-form character of the surrounding area is changing due to planned intensification within Midtown Oakville. This area is expected to become a new urban centre for the Town of Oakville. Consequently, Midtown Oakville is seeing a surge in high-rise development proposals, as detailed in Table 1. Currently, the built-form character is primarily defined by low-rise, large commercial buildings and expansive surface parking lots, with some mid-rise buildings. Existing structures are significantly set back from the street, accompanied by sprawling surface parking areas.

As part of the assessment preparation, a search of the Town of Oakville development application database was undertaken in July of 2024, to provide the context of the existing and proposed developments within the surrounding area.



LEGEND

- Subject Lands
- Midtown Oakville Growth Area
- Commercial&Office
- Industrial
- Institutional
- Residential Low Density
- Residential Medium Density
- Residential High Density
- Hotel
- Infrastructure
- Surface Parking
- Park/Greenlands

Active Developments:

1. 349 Davis Rd
2. 590 Argus Rd
3. 217&227 Cross Ave, 571, 581 and 587-595 Argus Rd
4. 157&165 Cross Ave
5. 166 South Service Rd E
6. 627 Lyons Lane

Figure 3.4 : Exisitng Built Form & Use

TABLE 1: ACTIVE SURROUNDING DEVELOPMENT APPLICATIONS				
No.	Address	File No. & Application Type	Status	Application Summary
1	349 Davis Road	OPA & ZBA OPA 1612.15 Z.1612.15	Under review	58-storey mixed-use building comprised of above ground retail use, office use and residential apartment units (for a total of 388 residential units).
2	590 Argus Road	OPA, ZBA, & DPOS OPA 1614.81, Z.1614.81 24T-23001/1614	Appealed	A mixed-use community comprised of a three mixed-use building that are 45, 50, and 57 storeys in height, with a total of 1,842 residential apartment units. The proposal also includes two large open spaces (POPs).
3	217 & 227 Cross Avenue and 571, 581 and 587-595 Argus Road	OPA, ZBA, & DPOS OPA 1614.78, Z.1614.78 24T-22005/1614	Appealed	A mixed-use community comprises 3 high-rise residential towers of 37, 49, and 65 storeys in height, new office and retail uses, and a large open space (POP).
4	157 & 165 Cross Avenue	OPA, ZBA, & DPOS OPA 1614.83 Z.1614.83 24T-24002/1614	Public Meeting	Two residential towers that are 45 and 61 storeys in height and provide a total of 1,198 residential units, supported by office and retail space and amenity areas.
5	166 South Service Road East	OPA, ZBA, & DPOS OPA 1614.79 Z.1614.79 24T-22006/1614	Appealed	Three residential towers are 44, 52, and 56 storeys in height, supported by commercial space and amenity areas.

Figure 3.5 : Recent Active Developments

3.5 BUILT HERITAGE

A Heritage Impact Assessment ("HIA") was prepared by ERA Architects to assess the impact of the proposed development on the heritage resources on the Subject Lands. The Subject Lands contains a remnant 2-storey brick building (currently vacant), designed by Beck & Eadie and completed in 1948 as part of the General Electric Lighting Lamp Plant (the "GE Lamp Plant", the "Plant"). The office building is the only remaining structure that formed part of the Plant, which was decommissioned in 2009.

The Subject Lands is designated under Part IV, Section 29 of the Ontario Heritage Act ("OHA"). While the designation applies to the entire property, the identified cultural heritage value and attributes are associated with the 1948 office building, fronting on South Service Road East.

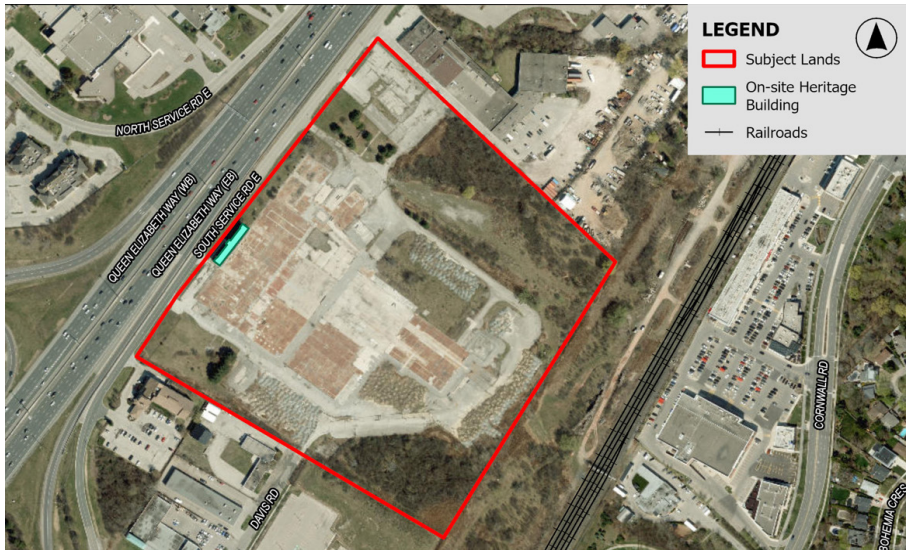


Figure 3.6 : Plan showing the location of Heritage Building on Subject Lands

3.6 TRANSPORTATION CONTEXT

3.6.1 ROAD NETWORK

Existing:

The Subject Lands has frontage along South Service Road East, a two-lane road with a 15.0 m right-of-way (ROW) width. South Service Road connects to Trafalgar Road in the west and further connects to Queen Elizabeth Way ("QEW") to the north and Royal Windsor Drive in the west. Davis Road, a two-lane road with a 20.0 m ROW width, terminates at the western border of the Subject Lands.

The Subject Lands is also located east of Trafalgar Road, a regional road south of Queen Elizabeth Way highway. Trafalgar Road is a major north-south arterial road with a designated 50-metre right of way, recognized as a Higher Order Transit Corridor in the Regional Official Plan. According to the Metrolinx Regional Transportation Plan, it is planned to become a rapid transit corridor. The QEW, an 8-lane freeway with High Occupancy Toll lanes running east-west through Oakville, provides an interchange at Trafalgar Road, northwest of the Subject Lands.

Planned:

The entire road network in Midtown is subject to future changes impacting the Subject Lands.

While there are limited sidewalks along the existing streets, there are no dedicated bike lanes. The proposed OPA introduces several active transportation routes throughout midtown and the Subject Lands, which will significantly improve pedestrian connectivity.

The Schedule L3- Midtown Transportation Network of Livable Oakville (dated August 31, 2021), includes the following:

- Future 19 m N-S Local Road;
- Future 32 m N-S Multi-Purpose Arterial Road;
- Future 28 m E-W Minor Arterial Road (Davis Road Extension); and
- Future 26 m E-W Local Road that transitions into a 19 m Local Road (Cross Avenue Extension).

Multi-purpose Arterial Roads are 4- or 6-lane roads that accommodate a high volume of traffic and act as a major transit corridor. Minor Arterial Roads are 2- or 4-lane roads that accommodate intermediate volumes of inter-community and inter-neighbourhood traffic and distribute traffic to and from other classes of roads. Local Roads are two-lane roads designed to service only the properties that abut that roadway.

The transportation network proposed through the Draft OPA for Midtown Oakville released in April and September 2024 resembles Schedule L3- Midtown Oakville Transportation Network of the Livable Oakville Plan, with modifications to the alignment and size of select roadways. Schedule L4 of the Draft Midtown OPA from April 2024, and Schedule L5 of the Draft Midtown OPA from September identify the following transportation network within the Subject Lands:

- Future 20 m N-S Local Road;
- Future 30 m N-S Minor Arterial Road;
- Future 26 m E-W Collector Road (Davis Road Extension); and,
- Future 36 m E-W Arterial Road, transitioning into a Future 30 m Minor Arterial Road (Cross Avenue Extension).

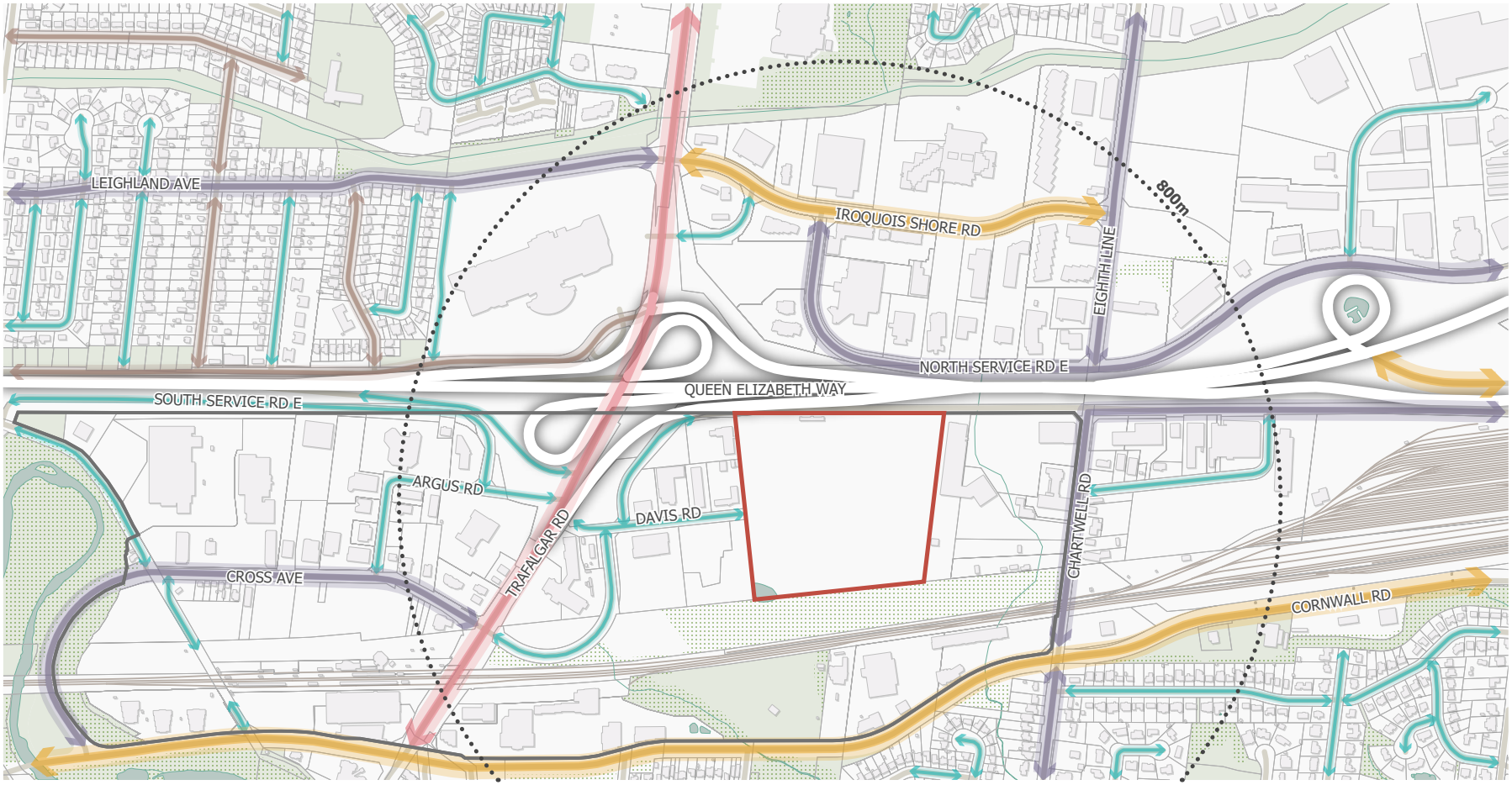


Figure 3.7 : Road Network

3.6.2 TRANSIT

The Subject Lands is located within 600 m of the Oakville GO/VIA Train Station which is central transit hub that is connected to the VIA Rail, Lakeshore West GO Train Line, and the Oakville Public Transit System.

VIA Rail:

The Oakville Train Station contains a VIA Rail station that connects riders from Oakville to Toronto, Ottawa, and Montreal in the northeast, to Niagara Falls, London, and Windsor in the south. VIA rail trails run daily on weekdays and weekends, connecting riders across Ontario.

Lakeshore West GO Train Line/ GO Bus:

The Oakville GO Train Station connects to the Lakeshore West GO Train Line and GO Bus, Oakville Transit, and VIA Rail Service. The Lakeshore West GO Train Line connects to Toronto's Union Station in the east and Hamilton GO in the west. It has trains that run every 30 minutes, 7 days a week, and express trails that run every 15 minutes during peak periods. The GO Bus provides connections throughout the GTA, including Niagara Falls, Milton, Mississauga, and north Toronto. Oakville Public Transit operates out of the Oakville GO Train Station and has connections to each bus route in Oakville, which connects riders throughout the Town.

Oakville Public Transit System:

The Oakville GO Station is a Hub for the Oakville Public Transit System. Several bus routes provide service to and from the Station including routes: 1; 4; 5; 10; 11; 13; 14; 15; 18; 19; 20; 24; 26; 28; 120; and 190. These bus routes will connect riders from Winston Churchill Road in the east to Burloak road in the west, throughout Oakville to Dundas Street in the north and Lakeshore Road in the South. Oakville transit service varies throughout the day, as some buses every 15-20 minutes during rush hour, every 30 minutes throughout the day, every 60 minutes throughout the day, or only at rush hour.

Future Transit:

There are several future transit projects that are contemplated near the Subject Lands, including:

- Lakeshore West GO Line Service Expansion: Metrolinx has proposed expanded service to include 15-minute service, or better frequencies, both-ways throughout the day between Toronto and Aldershot, in addition to a 7-day a week, hourly service between Toronto and Hamilton.
- Trafalgar Road Rapid Transit- BRT: In both Halton Region's and Metrolinx's Transportation Master Plans, Trafalgar Road has been identified as a rapid transit corridor to feature an exclusive BRT service between Midtown Oakville and Highway 407. The Draft OPA for Midtown Oakville proposes a BRT stop at the future intersection of the extension of Davis Road and Future N-S Minor Arterial Road, which is currently within the Subject Lands. This would give residents of the proposal direct access to the proposed BRT, creating seamless access to Oakville GO as well as rapid transit service.
- Dundas Street Rapid Transit- BRT: A 48-kilometre exclusive BRT service has been proposed on Dundas Street from Highway 6 in the City of Hamilton to Kipling Transit Hub in Toronto.

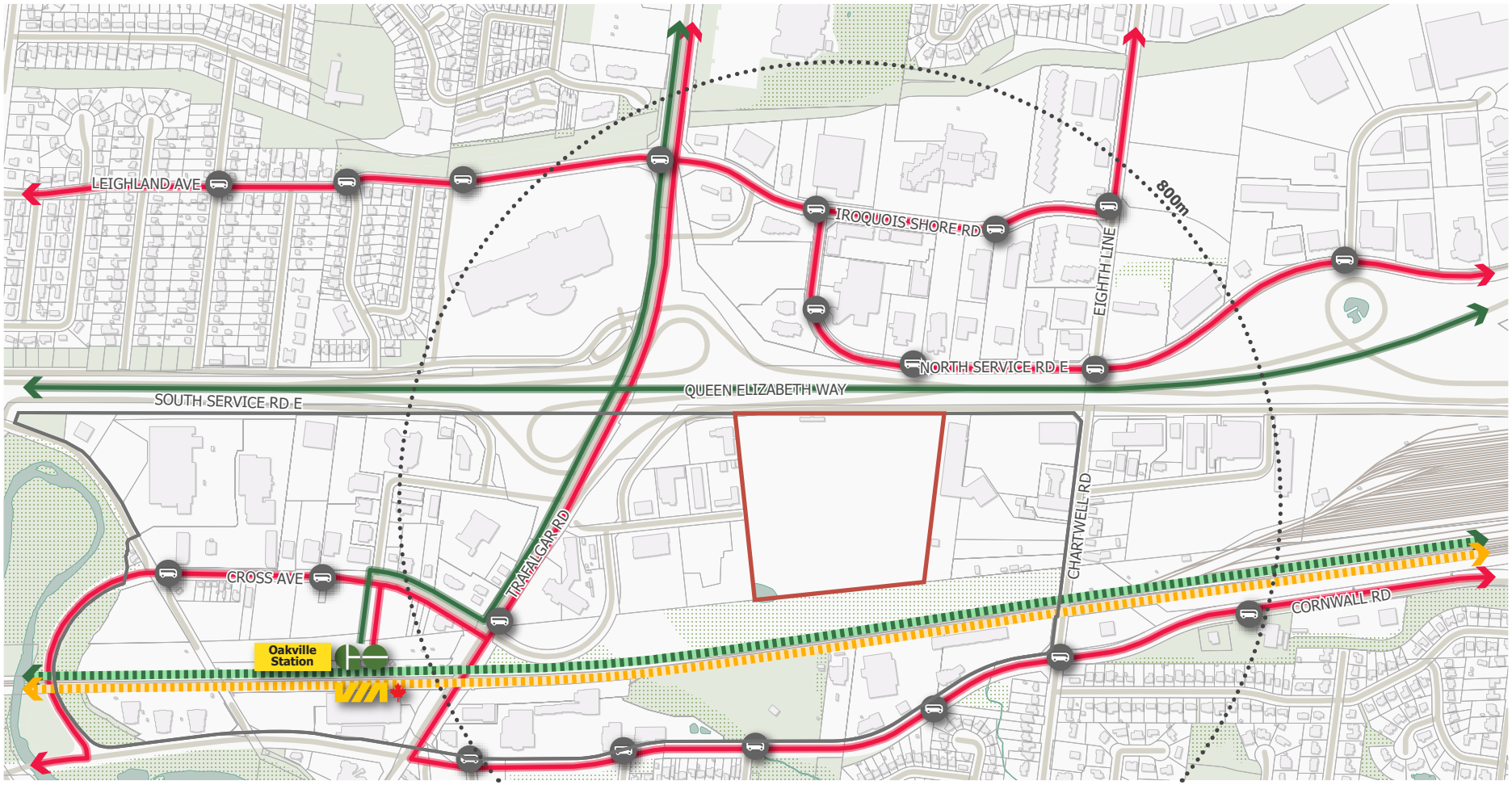


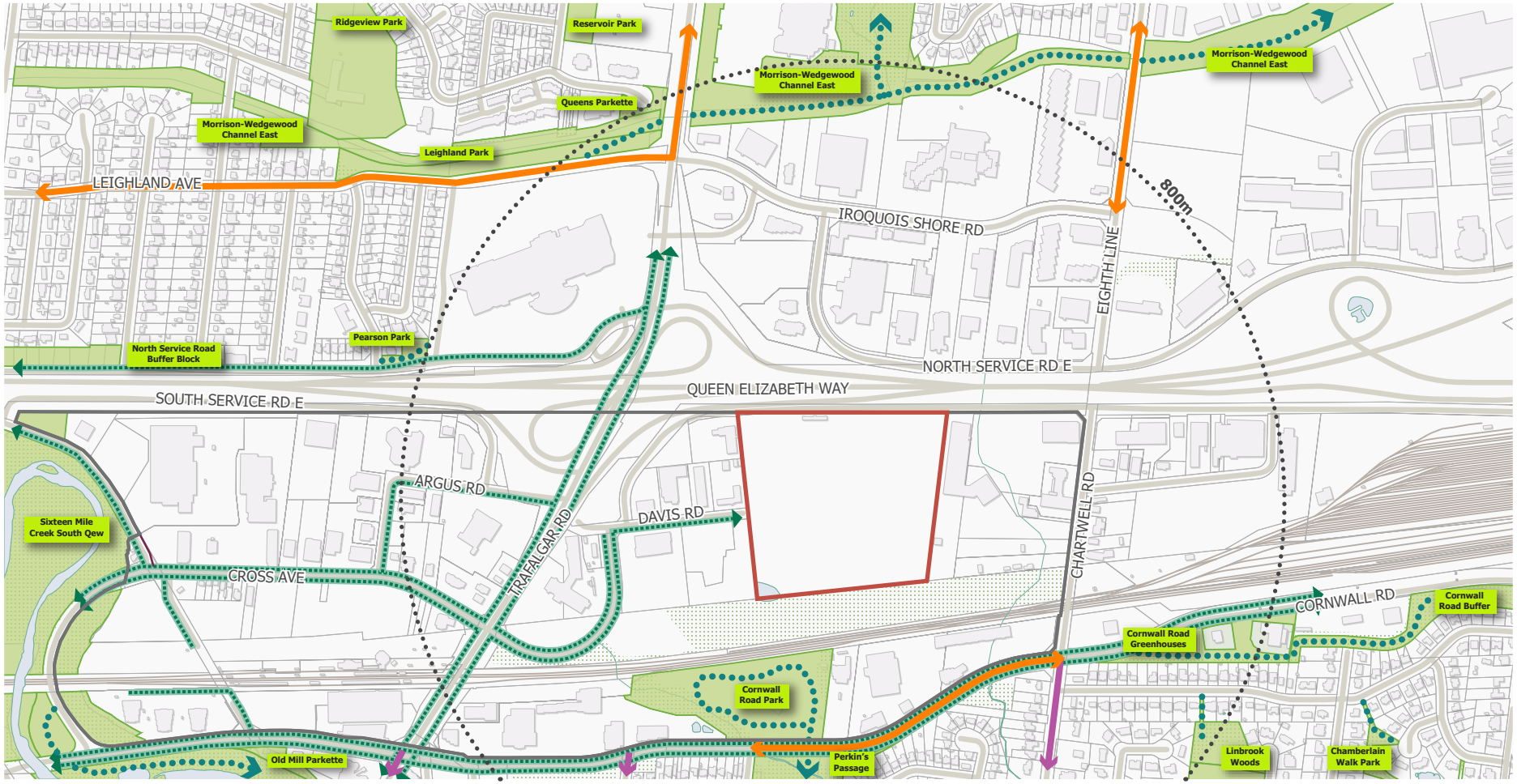
Figure 3.8 : Transit Routes

3.6.3 ACTIVE TRANSPORTATION

Active transportation routes are not currently provided on the Subject Lands. Schedule D-Active Transportation Plan of the LOP and the Town of Oakville Active Transportation Master Plan ("ATMP") (2017), identify several proposed active transportation routes through the Subject Lands. The proposed extension of Cross Avenue, running east-to-west through the middle of the site, is proposed to accommodate a 'bike lane.' A 'bike lane' and 'in boulevard multi-use trail' is also proposed along the roadway running north-to-south through the middle of the site. The Town's ATMP also identifies a 'Previously Proposed Grade Separated Pedestrian Crossing,' connecting the north-to-south road over Highway QEW.

The active transportation network for the Subject Lands provided in the Draft OPA for Midtown Oakville, released by the Town of Oakville in April of 2024 and September of 2024, is similar to that of Schedule D of the OP but incorporates more extensive active transportation infrastructure. Schedule L5 of the April 2024 Draft OPA and Schedule L6 of the September 2024 OPA include the cycling facilities:

- Future Cycling Infrastructure TBD along the 26.0 m E-W Collector Road;
- Future Bicycle Lane along the 36.0 m E-W Arterial Road;
- A Future Bicycle Lane along the 30.0 m N-S Minor Arterial; and,
- A mid-block connection running east-to-west along the northern portion of the site.



LEGEND

- Subject Lands
- Midtown Oakville Growth Area
- Park and Open Space
- Area Covered by Trees
- Signed Bike Route
- Trail
- Multi-Use Trail
- Sidewalk

Figure 3.9 : Active Transportation, Parks & Open Spaces

3.7 OPEN SPACES & NATURAL FEATURES

As per the Ministry of Natural Resources and Forestry ("MNRF") Mapping, the southwest corner of the Subject Lands contains a "wooded area." This area is not designated as part of the Region of Halton Natural Heritage System or the Town of Oakville's natural areas. Morrison Creek is a watercourse regulated by Conservation Halton, located northeast of the Subject Lands.

The natural areas on and immediately surrounding the Subject Lands have been assessed through an Environmental Impact Assessment ("EIA") prepared by Stantec Consulting, which concludes that the wooded area on the Subject Lands does not qualify as woodland under the Region of Halton's criteria.

Currently, there are no parks in the immediate surrounding area of the Subject Lands; there are some parks, open spaces and trails within walking distance of the Subjects Lands including Sixteen Mile Creek , as illustrated on Figure 3.9.

4.0
DESIGN VISION & OBJECTIVES

4.1 VISION

The proposal will contribute to Midtown's vision and will transform this historic site into a dynamic space that promotes transit-supportive development, increasing density around transit hubs, integrating mixed-use developments, and enhancing pedestrian and cycling infrastructure to encourage public transit use, creating a vibrant and sustainable urban hub. The proposed development will create a dynamic community fostering a sense of belonging and well-being.

The proposal prioritizes creating a connected and accessible community with comprehensive pedestrian pathways, cycling routes, and accessible public spaces. The Proposal ensures a complete community with high-quality public realm and architecture by providing a variety of uses.

4.2 GUIDING PRINCIPLES

1. Transit-Supportive Development:

- Increase the density of development around transit hubs to encourage public transit use.
- Integrate mixed-use developments to reduce the need for car travel
- Enhance pedestrian and cycling infrastructure to support transit access and encourage active transportation and a healthier lifestyle.

2. Connected and Accessible Community:

- Create a network of streets by conveying land to new public roads.
- Develop a comprehensive, safe, attractive network of pedestrian pathways and cycling routes.
- Ensure all public spaces and buildings are accessible
- Improve connectivity between different parts of Midtown and surrounding areas.

3. High-Quality Public Realm:

- Design attractive, safe, functional public spaces encouraging social interaction.
- Orient and place the proposed buildings at, or near, the street edge to animate and enhance the adjacent public realm
- Implement green spaces and parks to enhance the urban environment.
- Use high-quality materials and design standards in public infrastructure projects.

4. Excellence in Architecture:

- Promote innovative and sustainable architectural designs.
- Ensure the Proposal complements the planned urban fabric and contributes to the planned Skyline of Midtown Oakville
- Create a fitting development through the buildings' orientation, scale, massing and use of materials.

5. Sustainability and Resiliency:

- Emphasize energy efficiency in building design.
- Encourage sustainable transportation by promoting alternative modes of transportation such as public transit, walking, and cycling.
- Enhance community well-being by integrating green spaces and pedestrian paths into the development

5.0
THE PROPOSAL

The following section provides a brief description of each component of the Proposal. A planning and design evaluation of each of these components will follow in Section 7.0.

5.1 STREET NETWORK & BLOCK PATTERN

As stated in the TIS prepared by BA Group, the proposed street network has been designed to remain consistent with the road network development through and provided by the Draft OPA's devised in April and September of 2024. One minor change is proposed to the N-S Local Road to better align with the western boundary of the Subject Lands, and to enable more logical development blocks. The change is minor and does not affect the functionality of the street network. Additionally, as illustrated by the Area Design Plan, included in the submitted Urban Design Brief, the proposed road network does not impede the potential development on the lands to the west of the Subject Lands. The following table outlines the proposed road network, including each road's classification, right-of-way width, direction, and design features.

Figure 5.1 : View of the Proposed Development

The right-of-way design of each road accommodates personal vehicles, public transit vehicles, bicycle lanes, pedestrian sidewalks, and landscape strips. The proposed street network creates four developable block sizes. These blocks will comprise buildings housing a mix of residential, commercial, and community uses.

Blocks 1 (24,949 square metres) and Block 2 (22,094 square metres) are of similar size and each features three buildings with six towers. Block 3 consists of 1.86 hectares of public park, which exceeds the required parkland dedication for the proposal. Block 4 (13,255 square metres) is slightly smaller than the other development blocks and features four high-rise buildings. Each block is of sufficient size to accommodate the proposed high-rise buildings and associated podiums, the internal driveway network, loading areas, and amenity areas.

TABLE 2: PROPOSED TRANSPORTATION NETWORK

Roadway	To-From	Direction	Right-of-Way Width	Design Features
Future West Road (Local Road)	South Service Road East to Cross Ave	North-South	20.0 m	• 2.0 m sidewalk on each side of the ROW • 3.0 m landscape strip on each side of the ROW • 2 vehicular lanes
Future N-S Road (Minor Arterial Road)	Iroquois Shore Road to Cornwall Road	North-South	30.0 m	• 2.0 m bike lane on each side of the ROW • 2.7 m sidewalk on each side of the • ROW4 vehicular lanes
Davis Road Extension (Collector Road)	Argus Road/ Davis Road to Future East Road"	East-West	26.0 m	• 2.0 m bike lane on each side of the ROW • 2.2 m landscape buffer on each side of the ROW • 2.2 m sidewalk on each side of the ROW • 2 vehicular lanes
Cross Avenue Extension (Arterial Road)	Lyons Lane to Chartwell Road	East-West	30.0 m	• 2.0 m bike lane on each side of the ROW • 2.2 m landscape buffer on each side of the ROW • 2.9 m sidewalk on each side of the ROW • 4 vehicular lanes

Figure 5.2 : Proposed Site Plan

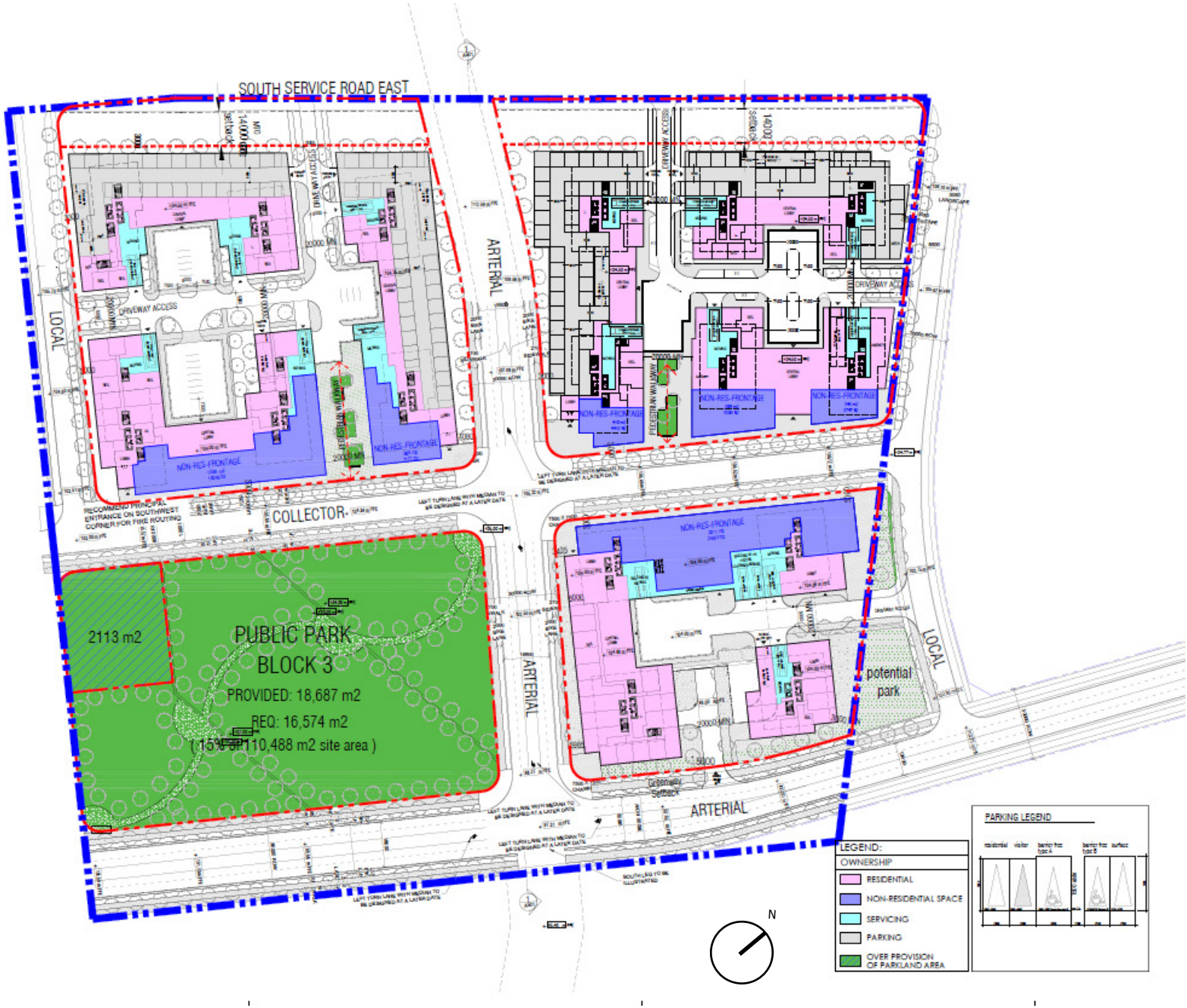


Figure 5.3 : Proposed Ground Floor Plan

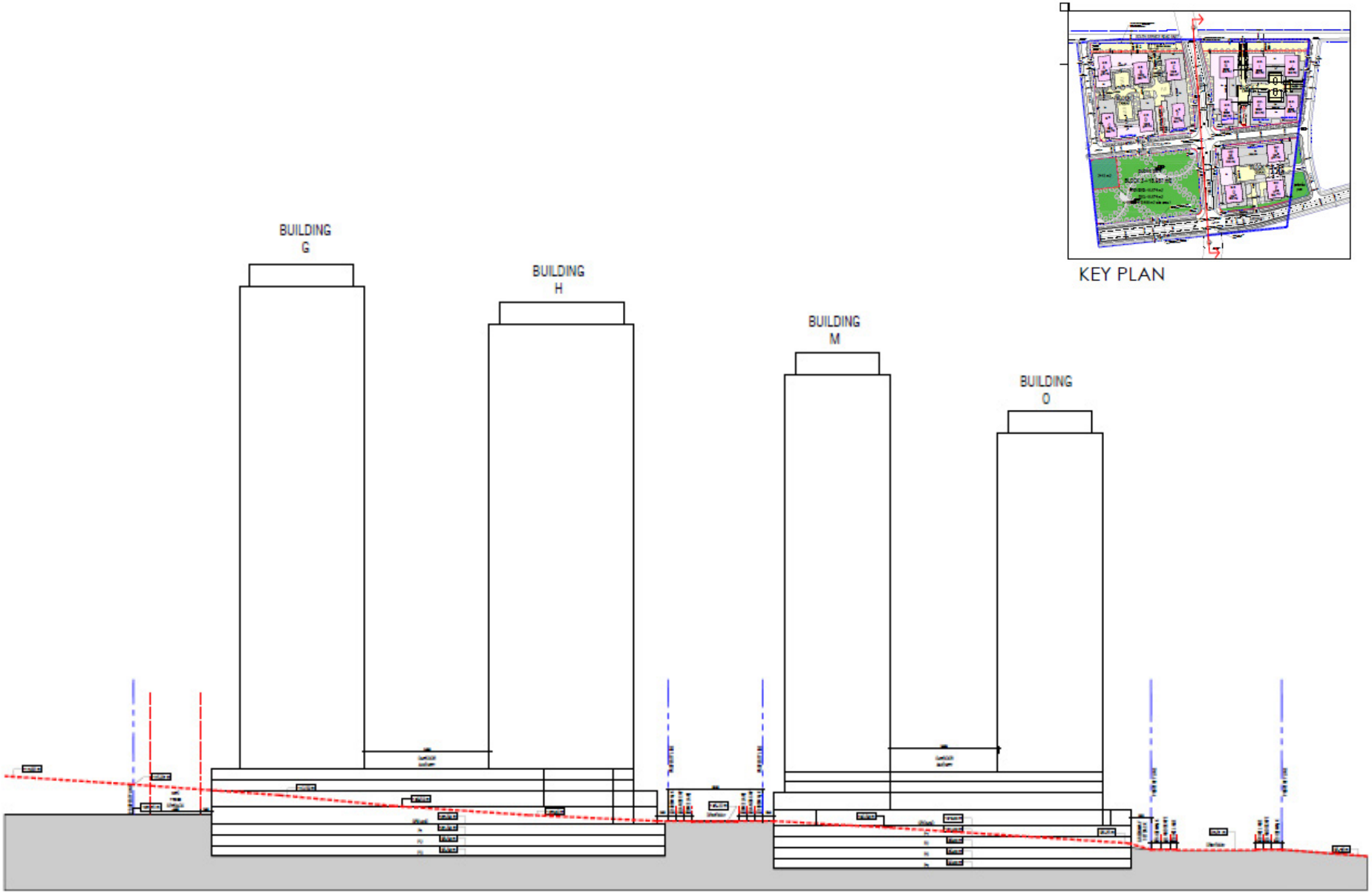


Figure 5.4 : North South Cross Section through the Subject Lands

5.2 VEHICULAR CIRCULATION & ACCESS

Each of the three development blocks will have multiple points of vehicular access including:

- Block 1- one access from South Service Road East and one from the new West Local Street.
- Block 2- one access from South Service Road East and one from the new East Local Road (not on the Subject Lands); and,
- Block 4- one access from the new East Local Road (not on the Subject Lands) and one from the Cross Avenue Extension.

Each site access driveway will connect to an internal vehicular circulation system that accommodates pick-up and drop-off needs, access to loading facilities, emergency access opportunities, and access to underground parking garage ramps.

Figure 5.5 : Pedestrian View looking East

5.3 PEDESTRIAN & CYCLING CIRCULATION

The proposed road network provides 2.0 to 3.5 metres wide sidewalk on each side of the proposed roads. Additionally, 2-metre wide, separated bike lanes have been provided along the Arterial and Collector Roads, as envisioned through Schedule L5 of the Draft OPA from April 2024 and Schedule L6 of the Draft Midtown OPA from September 2024. The proposed development will also feature cyclist and pedestrian amenities such as short and long-term bike parking and storage rooms, street furniture, and large landscaped areas along these paths. Mid-block pedestrian linkages are also provided through each block and to each residential building and non-residential retail space within the podiums of the residential buildings.

A total of 6,963 bicycle parking spaces will be provided for the residential uses on the Subject Lands including, 5,216 spaces for long-term use and 1,739 spaces for short-term use. An additional 8 bicycle parking spaces will be provided for the retail/commercial uses. The long-term spaces will be located in secure facilities in the underground parking garage, at grade, or on the mezzanine level, and the short-term spaces will be generally located near visitor entrances, to increase convenience. The bicycle parking spaces for the commercial uses will be provided in close proximity to the retail uses, along the development frontage of the E-W Collector Street.

5.4 PARKING & LOADING

As shown on the Parking Plan prepared by BA Group, vehicular parking is to be provided in below-grade parking facilities within each residential block. A series of at-grade vehicular contact points, such as pick-up/drop-off facilities, service vehicular loading areas, and emergency vehicle access conditions, are also planned to ensure that the development is appropriately serviced and efficiently connected to the transportation system. In total, the proposed development provides a a total of 4,707 parking spaces, including 3,477 residential spaces (effective rate of 0.50 spaces/unit), and 1,230 non-residential parking spaces, that will be shared between visitors and retail users.

Each building, or group of buildings in a development block, have been evaluated against the practical, functional, and policy requirements with the various types of loading operations that would be experienced on a daily basis. Each residential tower will generally be assigned one refuse collection loading space, that complies or exceeds, the Towns' dimension requirements are provided. As stated in the TIS prepared by BA Group, the proposed parking and loading is sufficient to meet the needs of the proposed development which, lies within a PMTSA.

5.5 OPEN SPACES

The proposed development is anchored by a 1.87-hectare public park in the southwest corner of the Subject Lands on Bock 4. The location of the public park has been specifically selected to align with the park's location shown on Schedule L3 of the Draft OPA for Midtown Oakville from April 2024. The proposed public park offers passive and active recreation spaces and will include hardscaping, softscaping, and trees. The park has frontage along the east-west collector road and the north-south arterial road, which connects the park to the public realm. Each road also has a 2.2 metres wide landscape strip. The park will be supplemented by private amenity spaces within each of the private development blocks, providing space for the recreational needs of residents within those blocks.

Moreover, two POPS are included in blocks 1 and 2, acting as mid-block pedestrian connections and providing opportunities for additional landscaping.

Figure 5.6 : Proposed Open Spaces

5.6 BUILDING HEIGHT & BUILT FORMS

The proposed development encompasses 16 high-rise residential towers on Blocks 1, 2 and 4, ranging in height from 30- to 48-storey. Overall, the proposed development includes Gross Construction Area ("GCA") of 557,284 square metres, resulting in an gross FSI of 5.0 and Net FSI of 9.2, and 6,964 residential units. The proposal is comprised of approximately:

TABLE 3: BUILDING HEIGHT

	Tower	Height
Block 1		
Building 1	A	40 Stroeys
	B	45 Stroeys
Building 2	C	35 Stroeys
	D	42 Stroeys
Building 3	E	48 Stroeys
	F	45 Stroeys
Block 2		
Building 1	G	48 Stroeys
	H	45 Stroeys
Building 2	I	40 Stroeys
	J	35 Stroeys
Building 3	K	42 Stroeys
	L	35 Stroeys
Block 3		
Building 1	M	40 Stroeys
	N	35 Stroeys
	O	35 Stroeys
	P	30 Stroeys

The proposed tall buildings have been designed to align with the urban design direction of the urban design-related OP policies and the Town of Oakville's Liveable by Design (2019). The following section provides a brief overview of the built form of each proposed building, which is discussed further in Section 7 of this report.

The design intent of this multiphase development is to group the buildings into pairs of buildings with a similar design aesthetic linked with a continuous base/ podium building. These tower pairs would have a similar design but variations through differing tower heights and a variation of the exterior design treatment.

All towers atop 2- and 4-storey podiums are set back from the face of the podiums, which are sited along the streets. The materiality of each podium is distinct from the material of the tower. Typically, masonry is used for the podium, and there is variation in colour and scale from block to block. The proposed development also includes active uses at grade that will activate and enhance the streetscape along future public streets where appropriate. It should be noted that due to the significant change in grade from south to north and the nature of the future north-south Arterial Road, not all podium edges are appropriate for active uses, such as non-residential uses along the east-west Collector Road and some residential units on Block 4 along the Arterial Roads to the south where the Subject Land's grading allows.

A maximum floorplate of 800 m2 has been provided for each of the buildings that accommodates a slender tower design. A 30.0 metres minimum separation distance has been provided between building towers. The variations in the heights of the proposed high-rise towers are intended to create an architecturally interesting and visually appealing skyline. The existing heritage building located within the MTO setback has been evaluated in the HIA prepared by ERA. The proposed treatment of the remnant office building is not yet determined. To limit and/ or mitigate potential impact on the Subject Lands cultural heritage value, options for the conservation of the existing heritage resource have been explored, including retention in situ, relocation on- and off-site, and documentation, salvage, and interpretation.

While additional investigation is required, the HIA currently recommends that the remnant office building be relocated on-site and be integrated with new construction. These options will be explored through further discussions as the development process moves forward.

Figure 5.7 : Soutn Elevation Buildings C & D

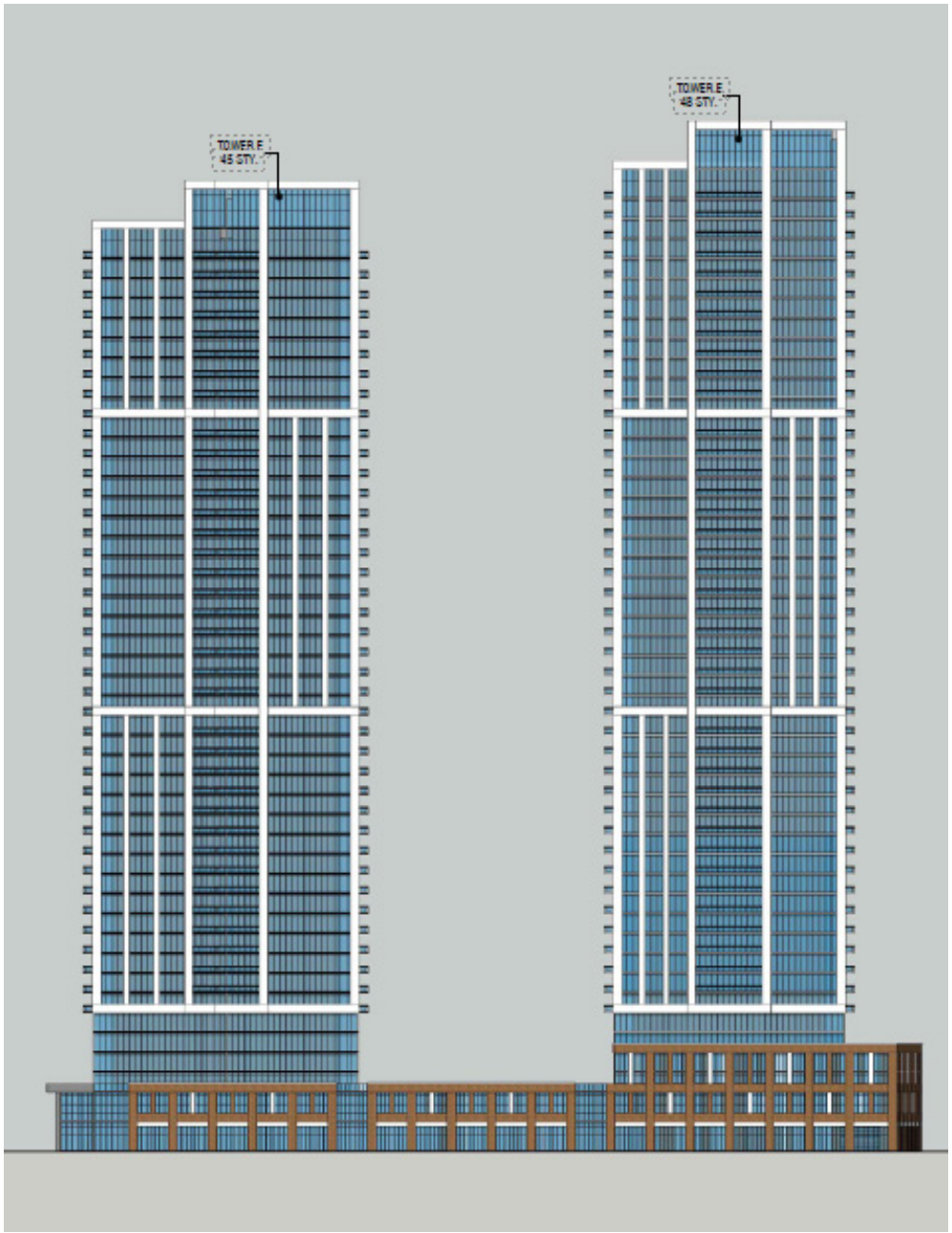


Figure 5.8 : East Elevation Buildings E & F

5.7 PHASING

As illustrated by the phasing plan, the proposed development will occur through a series of phases that will be coordinated with the provision of infrastructure, including transportation, transit, water and wastewater, stormwater, and utility infrastructure. The proposed phasing will be revised through the review process informed by experts' input.

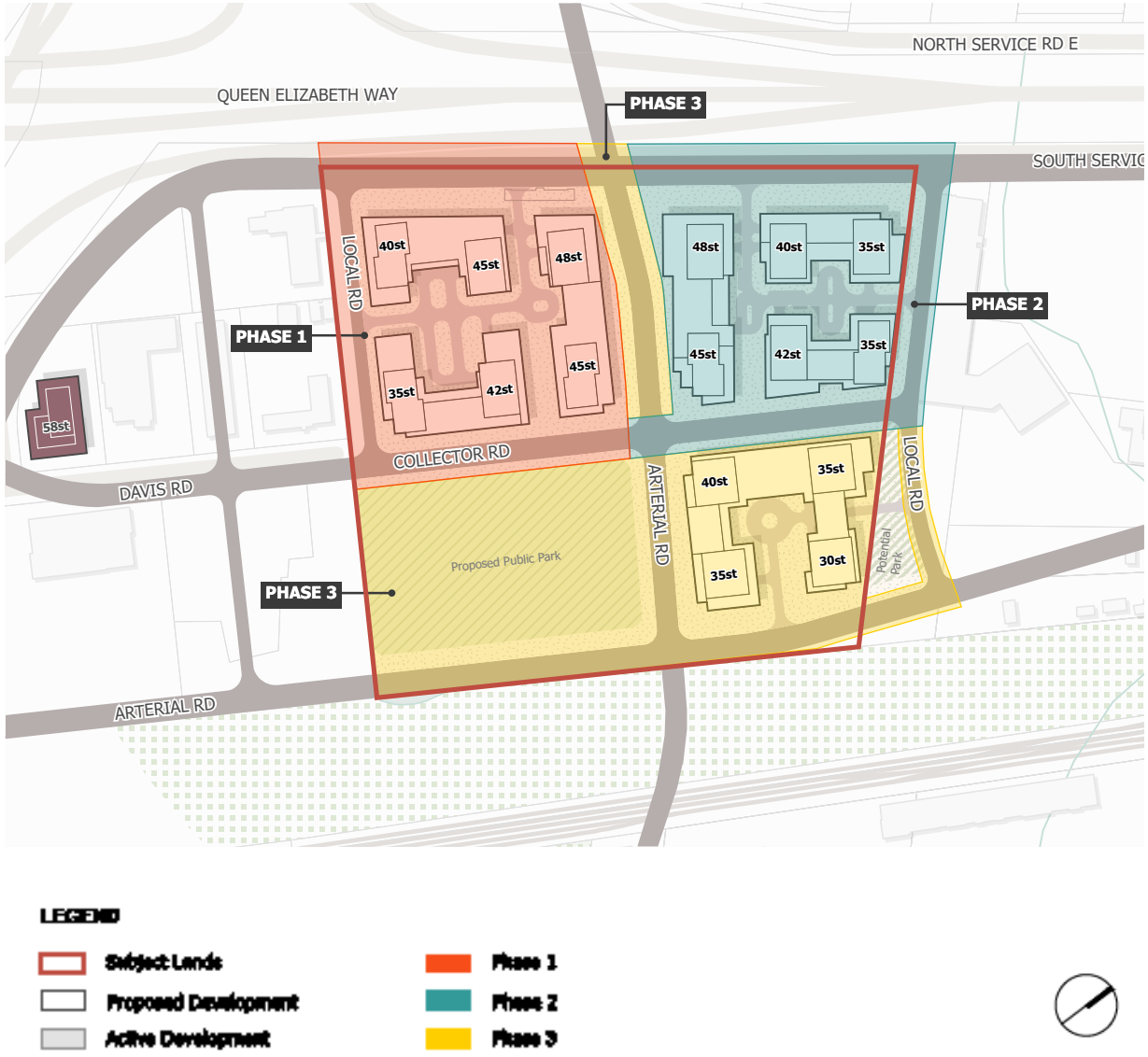


Figure 5.9 : Draft Phasing Plan

6.0
POLICY CONTEXT

6.1 OFFICIAL PLAN

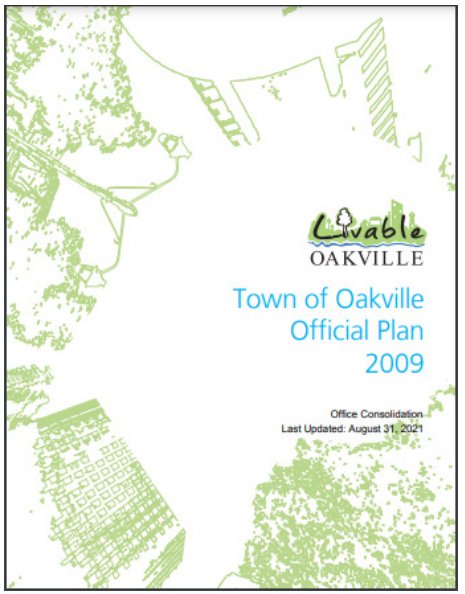
6.1.1 OAKVILLE LIVABLE OFFICIAL PLAN

The Liveable Oakville Plan was approved by the Town of Oakville Council on June 22, 2009, and was later approved by the Region of Halon on November 30, 2009. The Plan was then appealed to the Ontario Land Tribunal and was later approved, with modifications, on May 10, 2011. The Liveable Oakville Plan applies to all lands within the Town except those in the North Oakville East and West Secondary Plan areas. The Plan outlines policies and objectives on how land should be used and how growth should be managed over the long term.

A town-wide Official Plan Review is ongoing. Its primary purpose is to update the Town's official plan documents to be consistent or in conformity with the latest Provincial legislation and policies, as well as the Region of Halton's recent ROPA 49.

The following designations of the Town of Oakville Official Plan apply to the Subject Lands:

- Schedule A1, Urban Structure, identifies the Subject Lands as being within the 'Nodes and Corridors';
- Schedule A2, Built Boundary & Urban Growth Centre, identifies the Subject Lands within Midtown Oakville Urban Growth Centre;
- Schedule C, Transportation Network and Schedule D, Active Transportation, identify several 'Future Roads' with 'Proposed Bike Lanes and one ' Proposed Multi-Use Trail, throughout the Subject Lands bike lanes' and a 'multi-use trail';
- Schedule G, South East Land Use Plan, designates the Subject Lands as Growth Area;
- Schedule L1, Midtown Oakville Land Use, designates the Subject Lands as 'Office Employment', within the Chartwell District, with several' Future Roads';
- Schedule L2, Midtown Oakville Building Heights, illustrates the Subject Lands having permission for 2 to-6 storeys buildings and are eligible for bonusing;
- Schedule L3, Midtown Oakville Transportation Network, illustrates that the Subject Lands contain several future roads, including: 'Future 19 m north-to-south (N-S) Local Road', 'Future 32 m N-S Multi-Purpose Arterial Road', 'Future 28 m east-to-west (E-W) Minor Arterial Road', and 'Future E-W 26 m Local Road' that transitions to a '19 m Local Road'



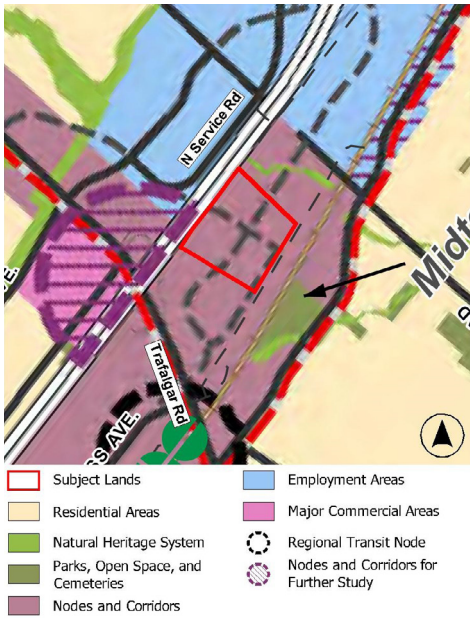


Figure 6.1 : OP Schedule A1 - Urban Structure

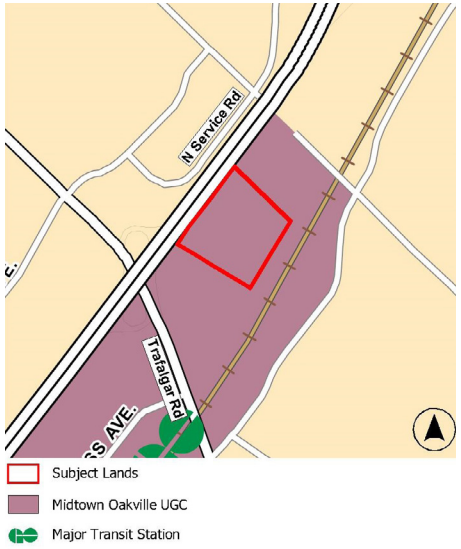


Figure 6.2 : OP Schedule A2 - Built Boundary & UGC

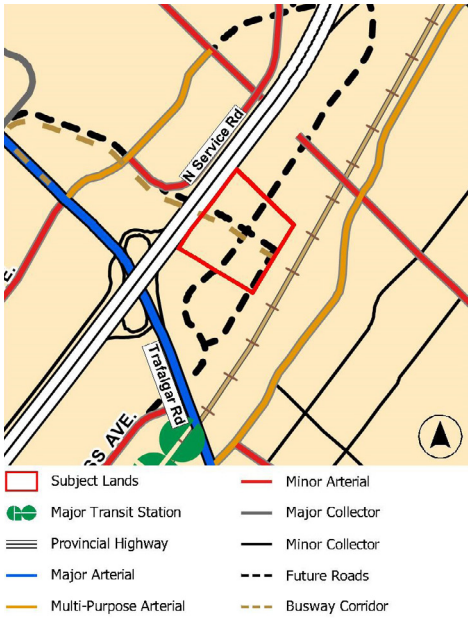


Figure 6.3 : OP Schedule C - Transportation Plan

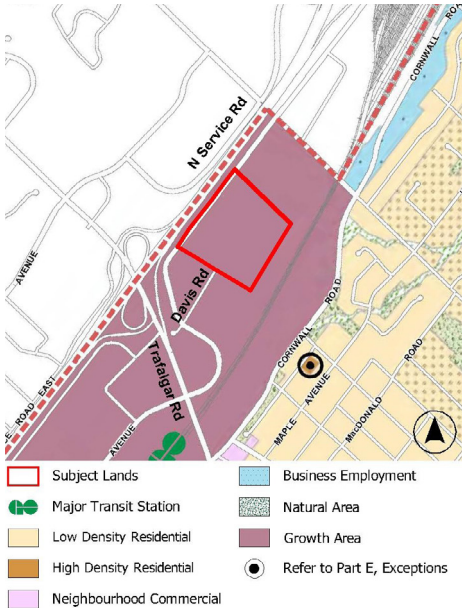


Figure 6.4 : OP Schedule G - Land Use

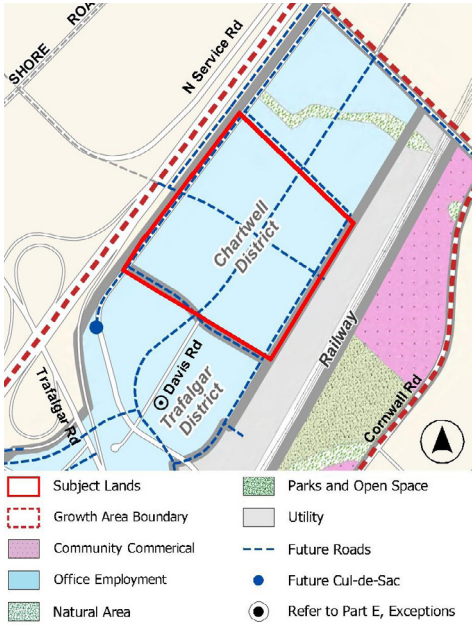


Figure 6.5 : OP Schedule L1, Midtown - Land Use

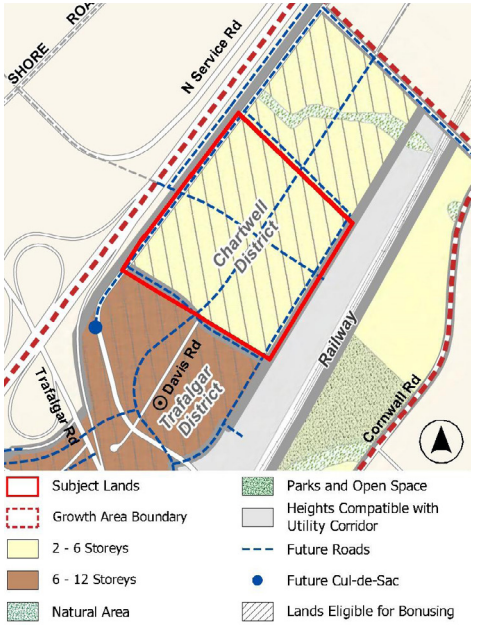


Figure 6.6 : OP Schedule L2, Midtown - Building Height

Section 6, Urban Design of the OP, focuses on urban design as an integral part of the planning process that enables the creation of stimulating, vibrant, and livable places. Growth Areas, including Midtown Oakville, should be designed to create a distinct sense of place that acts as a gateway into the Town.

Section 20.0, Midtown Oakville, includes policies that will direct development in Midtown Oakville as a largely vacant and underutilized site that will be transformed into a complete urban community comprised of a mix of high-density residential and employment uses. Midtown Oakville is a UGC identified by the Province that is intended to meet a minimum gross density of 200 residents and jobs combined per hectare by 2031. Midtown will be developed as a transit-supportive, vibrant, and complete community with a mix of uses and a high-quality public realm. The Subject Lands are within Chartwell District.

A detailed discussion and analysis of how the proposal thoroughly addresses the Liveable Oakville urban design policies is provided in Section 7.0 of this Urban Design Brief.

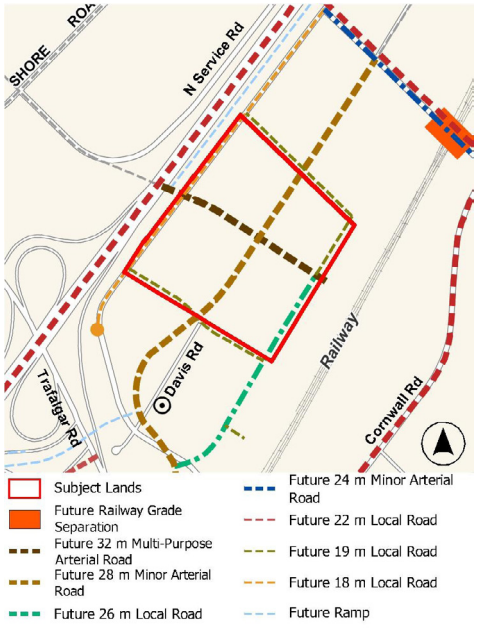


Figure 6.7 : OP Schedule L3, Midtown - Transportation Network

6.1.2 MIDTOWN OAKVILLE GROWTH REVIEW AREA

In early 2018, in response to Provincial and Regional direction, the Town of Oakville began the process of drafting an updated vision for Midtown Oakville, implemented through an Official Plan Amendment ("OPA") to the Town of Oakville Official Plan (the "Livable Oakville Plan"). The purpose of the OPA is to update the land use policies that apply to the Midtown Oakville PMTSA in the OP to the year 2051 to support the transformation of Midtown Oakville into a transit-supportive and complete community that accommodates the Town's greatest densities and mix of uses.

Several draft OPA's for Midtown were released to the public throughout the years, from 2018 until the present day, each of which had significant iterations from the previous. On April 2nd, 2024, after several years of iterative public engagement, legislative changes, and stakeholder meetings, a draft OPA was circulated with the public and was later presented at a statutory public meeting for comments from the public and Council on April 22, 2024. On June 3rd, 2024, at a Special Council Meeting, the Council directed Planning Staff at the Town to revise the OPA to consider additional comments from members of the Council and the public. On September 26th, 2024, in response to direction from the Council on the previous draft OPA, the Town circulated a new draft Midtown OPA to the public and Ministry of Municipal Affairs and Housing ("MMAH") for comment. An OPA for Midtown Oakville has yet to be approved, and the target date for the Draft OPA to be received by the Council is early 2025.

While these Draft OPA's are informative, not determinative, the following section has been provided to outline the policies that govern the use and objectives of the Subject Lands, based on the most recent vision from the Town's Planning Department:

Land Use

The Subject Lands are identified as within a 'Growth Area', as per Schedule G, South East Land Use of the OP. The lands are designated as 'Urban Core' with several 'Future Roads' throughout the site, as per Schedule L1 of the Draft Midtown OPA from April 2024 and September 2024.

Both of the OPAs state that lands designated Urban Core are subject to the Urban Core policies outlined in the LOP, as well as additional policies outlined in each Draft OPA. The Urban Core designation is envisioned to have a strong urban focus that permits residential, retail and service commercial and office uses. Development should be oriented to the street and contribute to creating a pedestrian-oriented and transit-supportive environment. Midtown Oakville and the Uptown Core are the primary locations for this designation.

Both of the Draft Midtown OPA's provide direction for the Precincts within the Midtown Growth Area. As per the Draft Midtown OPA from April 2024, the lands are located within the Davis Road Residential Precinct, which is envisioned as a mixed-use neighbourhood with residential and commercial-servicing retail

uses. Development within the precinct should create a complete community by providing a mix of housing types, including mid-rise and high-rise built forms, allowing for an appropriate transition to the existing and planned context while supporting intensification and providing direct connections to transit infrastructure. As per the Draft Midtown OPA from September 2024, the Subject Lands are located within the Chartwell District. The Chartwell District is envisioned as an area that provides the transition from urban mixed-use development to less intense development and as a business campus area of Midtown Oakville.

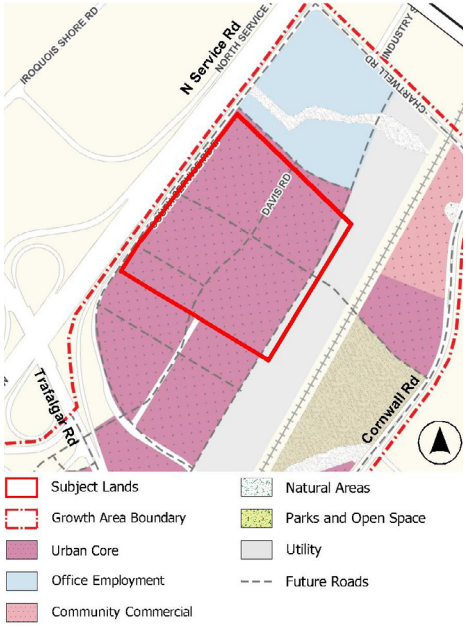


Figure 6.8 : Draft Midtown OPA (April 2024) - Schedule L1 - Land Use

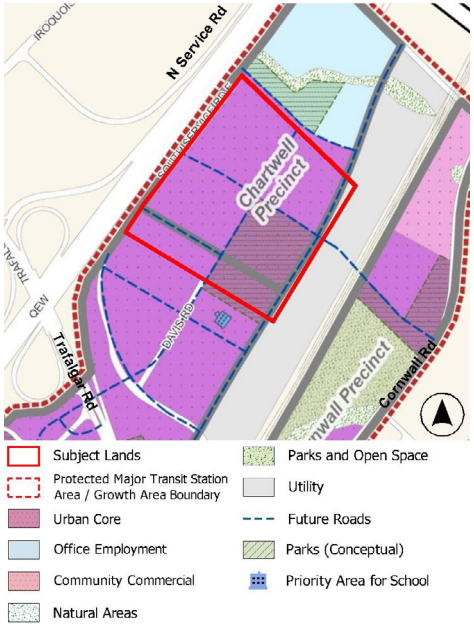


Figure 6.9 : Draft Midtown OPA (September 2024) - Schedule L1 - Land Use

Open Space Network

Elements of the Midtown Oakville Open Space Network identified on Schedule L3 of the April 2024 Draft Midtown OPA and Achedule L6 of the September 2024 Draft Midtown OPA are included on the Subject Lands including a 'public commons' (known as simply a 'park' in the September Draft Midtown OPA) in the southeast corner of the site and 'mid-block connection' (known as an 'Off-Road Active Transportation Connection' in the September Draft Midtown OPA), running east-to-west along the northern portion of the Subject Lands. The Draft Midtown OPA from September 2024 also includes an additional 'Off-Road Active Transportation Connection' running east-to-west through the middle of the park.

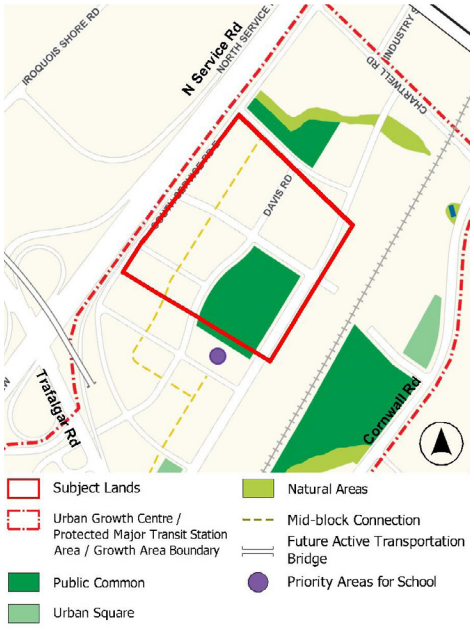


Figure 6.10 : Draft Midtown OPA (April 2024) - Schedule L3 - Open Spaces

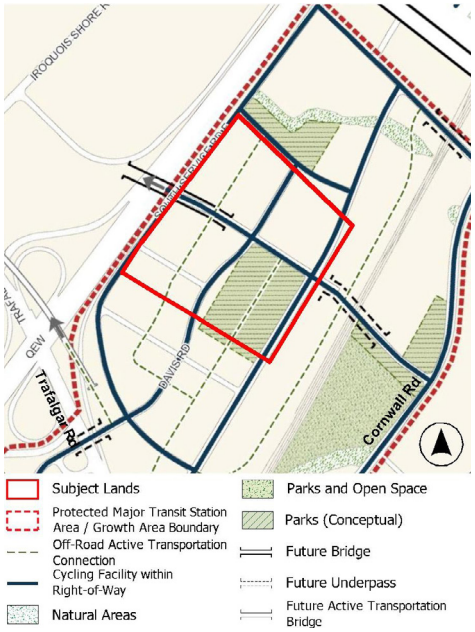


Figure 6.11 : Draft Midtown OPA (September 2024) - Schedule L6 - Active Transportation Connection

Transportation

The future road network envisioned for the Subject Lands is consistent in both the Draft Midtown OPA from April and September 2024. As per Schedule L4 of the Draft Midtown OPA from April and Schedule L5 of the Draft Midtown OPA from September, the Subject Lands contain a future internal road network that consists of a 'Future 20.0 m N-S Local Road' a 'Future 30.0 m N-S Minor Arterial', a 'Future 26.0 m E-W Collector Road', and a 'Future 36.0 m E-W Arterial Road that transitions into a Future 30.0 m Minor Arterial'.

As per Schedule L5 of the Draft Midtown OPA from April and Schedule L6 of the Draft Midtown OPA from September, several of the future roads on the site contain 'future bicycle lanes'. As per Schedule L6 of the Draft Midtown OPA from April, the E-W Future Collector Road is designated as a 'Primary/Secondary Main Street'. Figure E1 of the Draft Midtown OPA from September designates the E-W Future Collect Road and the N-S Local Road as roads with 'Active Frontage'.

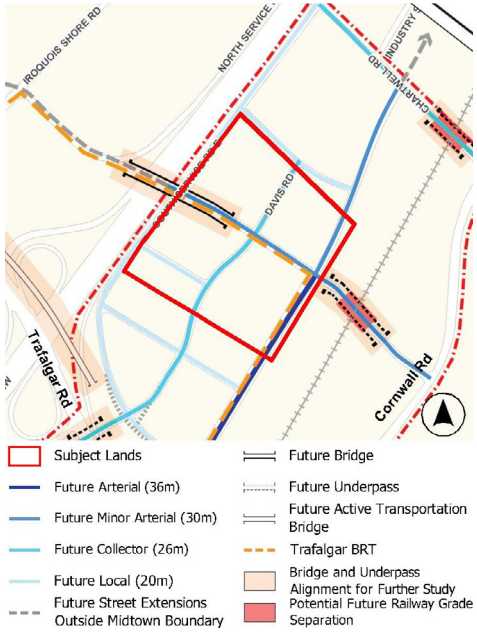


Figure 6.12 : Draft Midtown OPA (April 2024) - Schedule L4 - Prop Transit Network

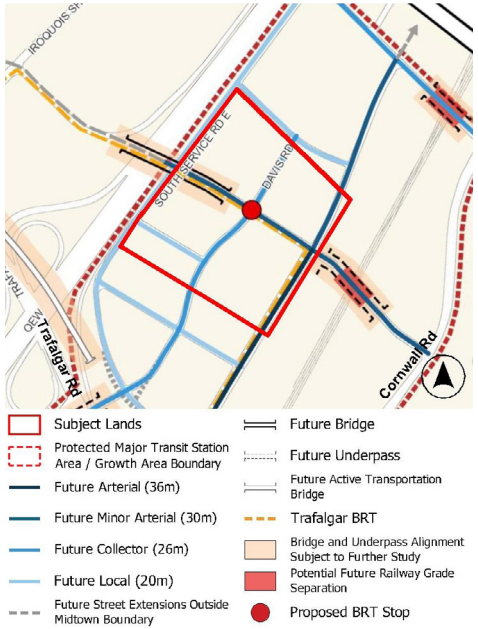


Figure 6.13 : Draft Midtown OPA (September 2024) - Schedule L5 - Transportation

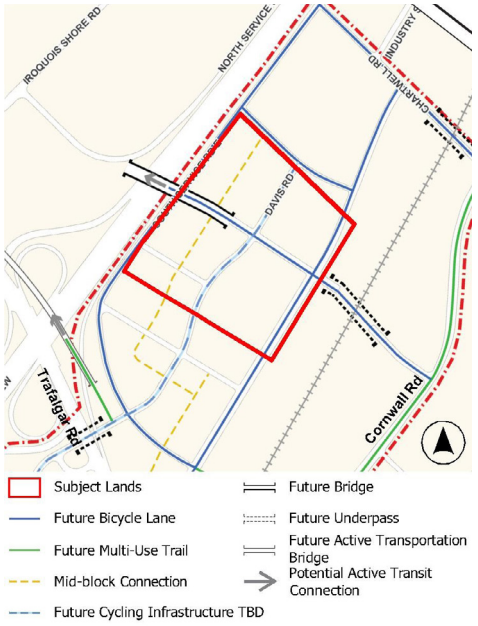


Figure 6.14 : Draft Midtown OPA (April 2024) - Schedule L5 - Active Transportation

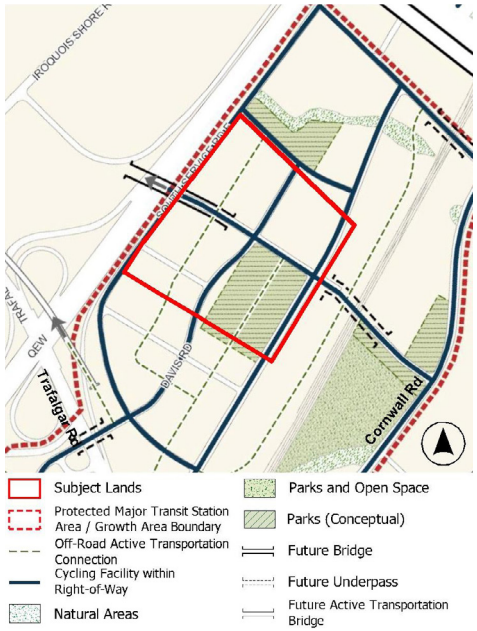


Figure 6.15 : Draft Midtown OPA (September 2024) - Schedule L6 - Active Transportation

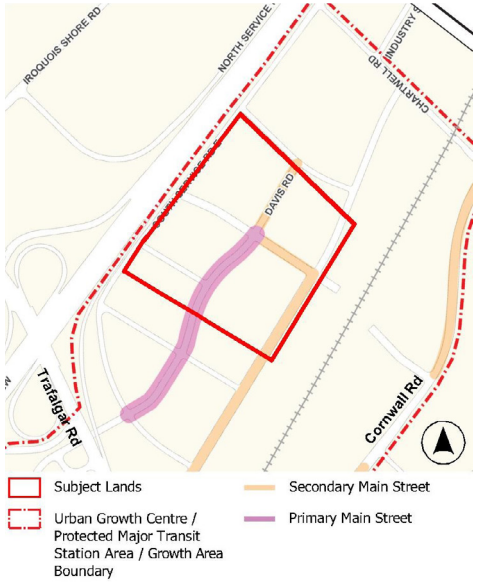


Figure 6.16 : Draft Midtown OPA (April 2024) - Schedule L6 - Main Streets

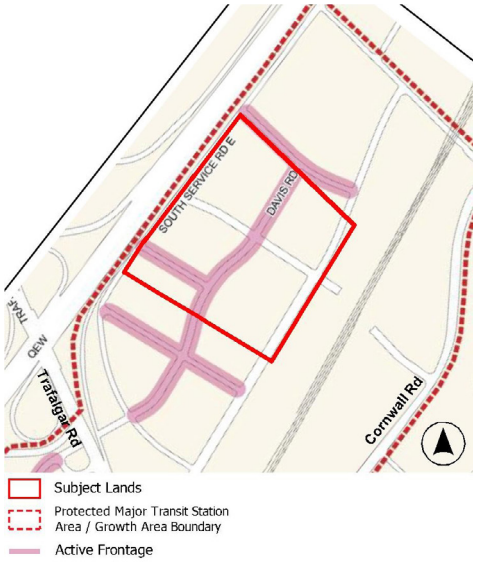


Figure 6.17 : Draft Midtown OPA (September 2024) - Schedule E1 - Active Frontages

Building Height and Density

As per Schedule L7 of the Draft Midtown OPA from April 2024, a maximum building height of 40 storeys is permitted on the majority of the Subject Lands, and 35 storeys is permitted on the eastern portion of the Subject Lands (Figure 22). No maximum densities are provided.

The Draft Midtown OPA from September 2024 significantly reduced the maximum permitted height and density for development on the Subject Lands. As per Schedule L4, development on the Subject Lands has an "as of right" building height threshold of 5-12 storeys. Additional height beyond the threshold may be permitted through a development permit or a rezoning application in exchange for community benefits or cash-in-lieu of benefits, so long as the development does not exceed the maximum density for the site. A new Schedule, Schedule L3, was introduced through the Draft Midtown OPA from September 2024 that restricts development on the northern half of the Subject Lands to a maximum FSI of 4.0 and development on the southern portion of the Subject Lands to an FSI of 3.0.

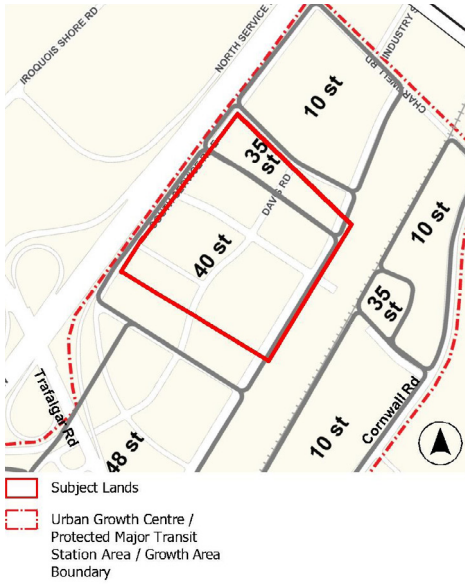


Figure 6.18 : Draft Midtown OPA (April 2024) - Schedule L7 - Max Height

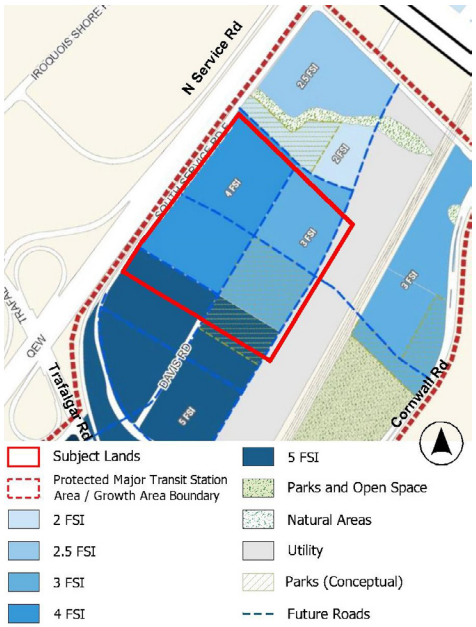


Figure 6.19 : Draft Midtown OPA (September 2024) - Schedule L3 - Max Density

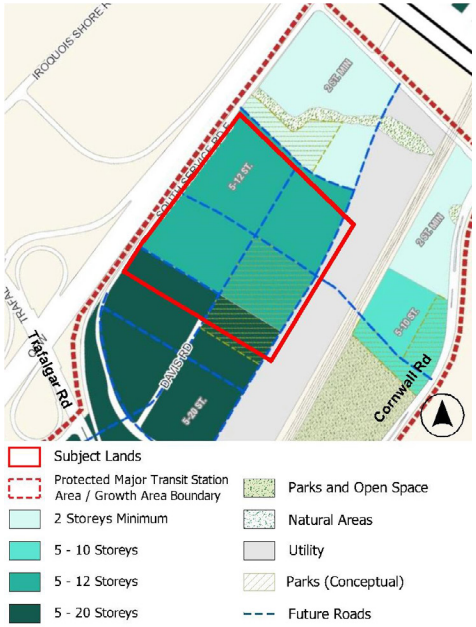


Figure 6.20 : Draft Midtown OPA (September 2024) - Schedule L4 - Building Height

6.2 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)).

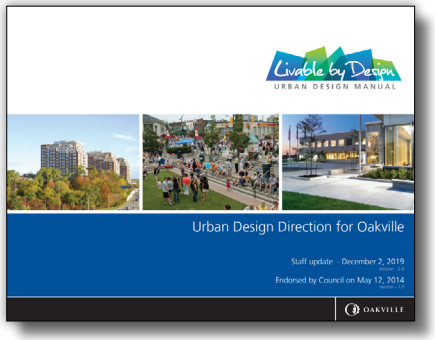
6.2.1 OAKVILLE LIVEABLE BY DESIGN MANUAL ("LBDM")

The Town of Oakville Liveable by Design Manual ("LBDM") is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The LBDM applies to all development proposals which are subject to review and planning approval by the Town. The LBDM directs that new development is designed and executed in accordance with the following six guiding design principles:

1. Sense of Identity;
2. Compatibility;
3. Connectivity;
4. Sustainability; and
5. Legacy; and
6. Creativity.

The design of the proposed development adheres to these guiding principles. It aligns with the surrounding context, ensuring a high-quality built environment that accommodates growth. Complementing these principles, the LBDM offers detailed design guidance for built form. The goal is to achieve well-designed structures that harmonize with the local context, fostering liveable, functional, and visually appealing environments.

A detailed analysis of how the proposal addresses the LBDM guidelines – in conjunction with the Liveable Oakville Plan – is described in section 7.0 of this Urban Design Brief.



6.2.1 DESIGNING MIDTOWN OAKVILLE ("DMO")

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy. Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014, while staff received public input about the official plan and zoning by-law amendments. 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 several 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. Section 6 of the document provides guidelines for Chartwell District. It indicates that it will primarily be used for low-rise office uses, which is outdated and not reflective of the most recent vision for the area based on the most recent OPAs. It should be noted that this document provides built-form guidelines for tall buildings under other districts, such as Lyon District.

7.0
DETAILED DESIGN DIRECTION

7.1 STREET NETWORK & BLOCK PATTERN

In response to OP Sections 6.3, 6.5.1, 20.2.1, Draft OPA April 2024 Sections 20.10.1, Schedules L4, Draft OPA September 2024 Schedules L5; LBDM Sections 2.1

The proposed street network establishes a modified grid design, allowing efficient site circulation and seamless connections to the broader community. Each proposed road's general location, alignment, and right-of-way width have been designed to remain consistent with the road network provided by the Draft Midtown OPAs devised in April and September of 2024. One minor change is proposed to the N-S Local Road to better align with the western boundary of the Subject Lands and to enable more logical development blocks. The change is minor and does not affect the functionality of the street network. Additionally, as illustrated by the Area Design Plan, included in the submitted Urban Design Brief, the proposed road network does not impede the potential development on the lands to the west of the Subject Lands.

The functional street design characteristics of the proposed street network will be consistent with the Midtown Environmental Assessment and the Midtown Oakville Draft OPAs. The proposed street network will support intensification in Midtown by creating a structure of development blocks, opportunities for direct vehicular access, and establishing conditions to improve the multi-modal network substantially.

The proposed transportation network will not only establish connectivity within the Subject Lands but will establish connections to the existing and planned transportation network in the surrounding area, including connections to a future local road to the east, a potential future underpass to the south, Davis Road to the west, South Service Road East to the north, and a possible future overpass to the north.

The proposed street network creates four sensible and developable blocks that accommodate developments that make efficient use of the land and available infrastructure and support the function of the internal road network. These blocks will comprise buildings housing a mix of residential, commercial, and community uses, aligning with Midtown's evolving character and vision as a liveable, high-density, urban area.

Blocks 1 and 2 are of similar size and feature six high-rise buildings. Block 3 consists of 1.86 hectares of public park. Block 4 is slightly smaller than the other development blocks and features four high-rise buildings. Each block is of sufficient size to accommodate the proposed high-rise buildings and associated podiums, the internal driveway network, loading areas, and amenity areas.

FINE GRAIN

URBAN FABRIC

7.2 BLOCK & SITE DESIGN

7.2.1 BUILDING PLACEMENTS & SETBACKS

In response to OP Sections 6.9.1, 6.9.2; Draft OPA September 2024 Sections 20.5.1 i) & j); DMO Section 6; LBDM Section 3.1

As the Subject Lands are located immediately south of QEW, the Ministry of Transportation ("MTO") requires a minimum setback limit of 14.0 metres from the property line of the Subject Lands. Buildings on Blocks 1 and 2 are set back a minimum of 17.0 metres from the northern property line, encompassing the required 14 metres MTO setback.

Blocks 1 and 2 encompass six high-rise buildings atop podiums. Block 4 is slightly smaller than the other development blocks and features four high-rise buildings atop a podium. The placement of the base buildings on each block is based on the planned street network.

The proposed base buildings are primarily placed parallel and close to the property lines to frame the street edges and create a continuous streetwall along public roads. On the south edge of Block 4, all the buildings are consistently set back 5 metres, allowing space for a greenway along the future east-west Arterial Road.

The buildings are set back at most corners, including the intersections of the future North-South Arterial Road with both the future Collector Road and the East-West Arterial Road. This design creates a 'forecourt' area at the corners, providing ample space for entrances and clearly defining the corners.

Buildings are sited on each development block to provide appropriate separation distance between them to avoid overlooking and provide room for efficient vehicular and pedestrian circulation.

FIGURE GROUND

SETBACK

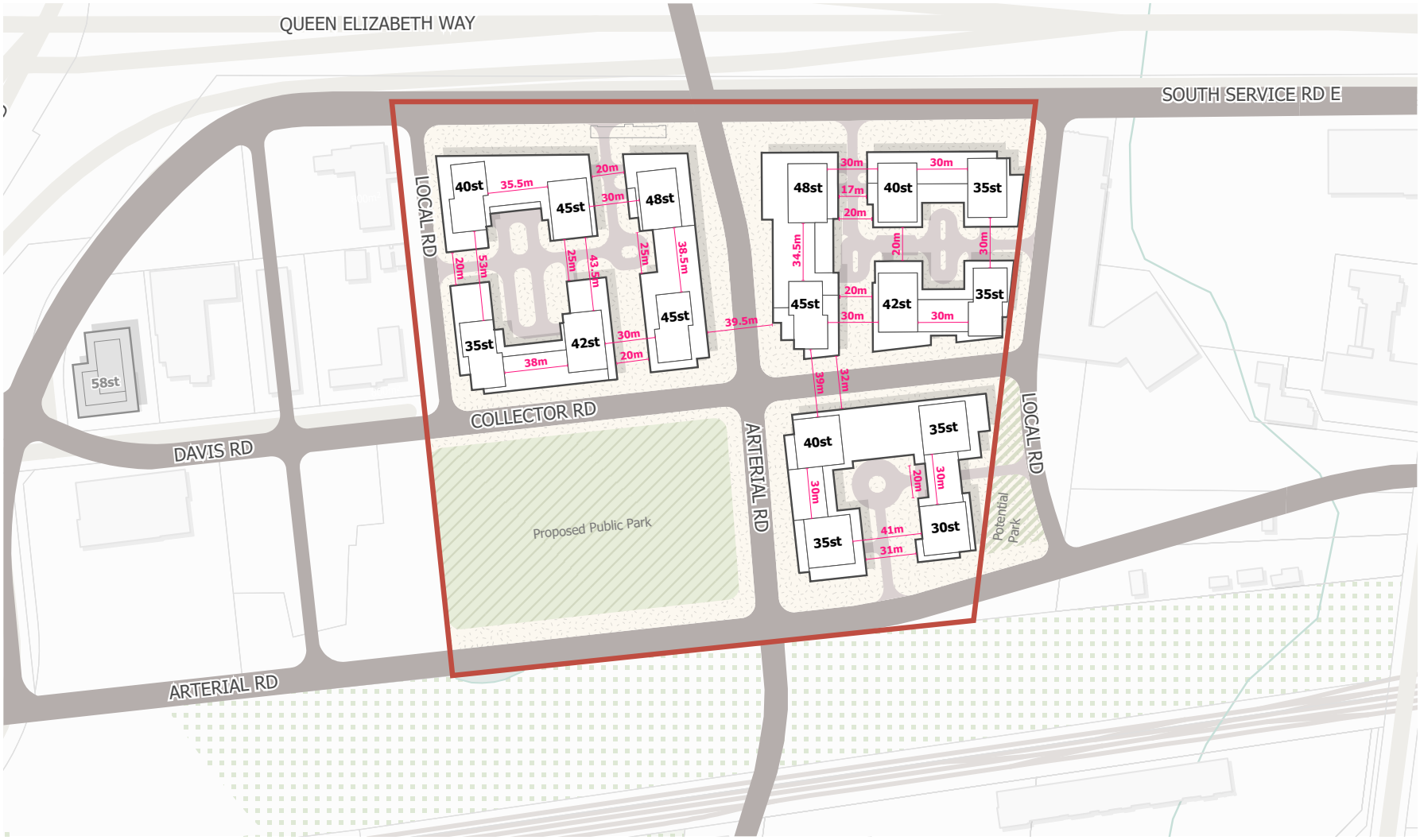


Figure 7.21 : Buildings Placements & Setbacks

7.2.2 ACCESS & CIRCULATION

In response to OP Sections 6.2; 6.3.1, 6.5.1, 6.9.12, 6.11, 6.12, 8.2.7, 8.2.8, 20.2.1, 20.4.2.a) & b) & d), Draft OPA April 2024 Sections 20.10.2, 20.10.3, 20.11.2, Schedules L4 & L5; Draft OPA September 2024 Sections 20.5.2 a), b) & c, Schedules L5 & L6; DMO Sections 7.7; LBDM Sections 2.1; 4.2

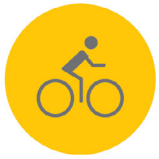
The proposed road network creates a modified grid pattern that not only allows for the efficient movement of vehicles throughout the Subject Lands but also creates a safe pedestrian and cycling network that encourages the use of sustainable modes of transportation. A continuous network of sidewalks will be provided along street frontages to support a comfortable pedestrian environment. A continuous 2-metre-wide network of sidewalks has been provided on each side of the proposed roads, providing seamless connections between each development block and the broader community. The sidewalks have been designed to support a safe and attractive pedestrian foundational to a vibrant and engaging public realm.

Moreover, 2.0 metres wide, separated bike lanes have been provided along the Arterial and Collector Roads, as envisioned through Schedule L5, Midtown Oakville Active Transportation of the Draft OPA for Midtown, from April 2024 and Schedule L6, Midtown Oakville Active Transportation of the Draft Midtown OPA from September 2024 . The bike lanes will contribute to creating a continuous and comprehensive bike network throughout Midtown that will increase mobility options in the community. The proposed development will also feature cyclist and pedestrian amenities such as bike racks, street furniture, and large landscaped areas to encourage active transportation.

In addition to the future public sidewalks, each development block will provide internal pedestrian paths along the internal driveways, safely connecting public sidewalks to the entrances internal to the Subject Lands. On Blocks 1 and 2, two 20-metre-wide POPS are proposed to act as midblock pedestrian connections linking future Collector Road to the interior of each block, increasing permeability and connectivity through the subject site.

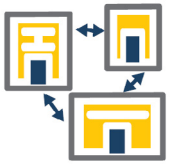
Access to the development blocks will be facilitated through a maximum of two shared private driveways per block to minimize pedestrian and vehicular conflict points and support continuous sidewalks as much as possible. The proposed driveways direct vehicular-related activities, including access to underground parking, loading and servicing away from the pedestrian environment. The vehicular access points are strategically located away from major intersections and the proposed Collector Road to protect the function of each roadway and allow for convenient access to each block.

ACCESSIBILITY



ACTIVE TRANSPORTATION

CIRCULATION



CONNECTIVITY

DESIRE LINE

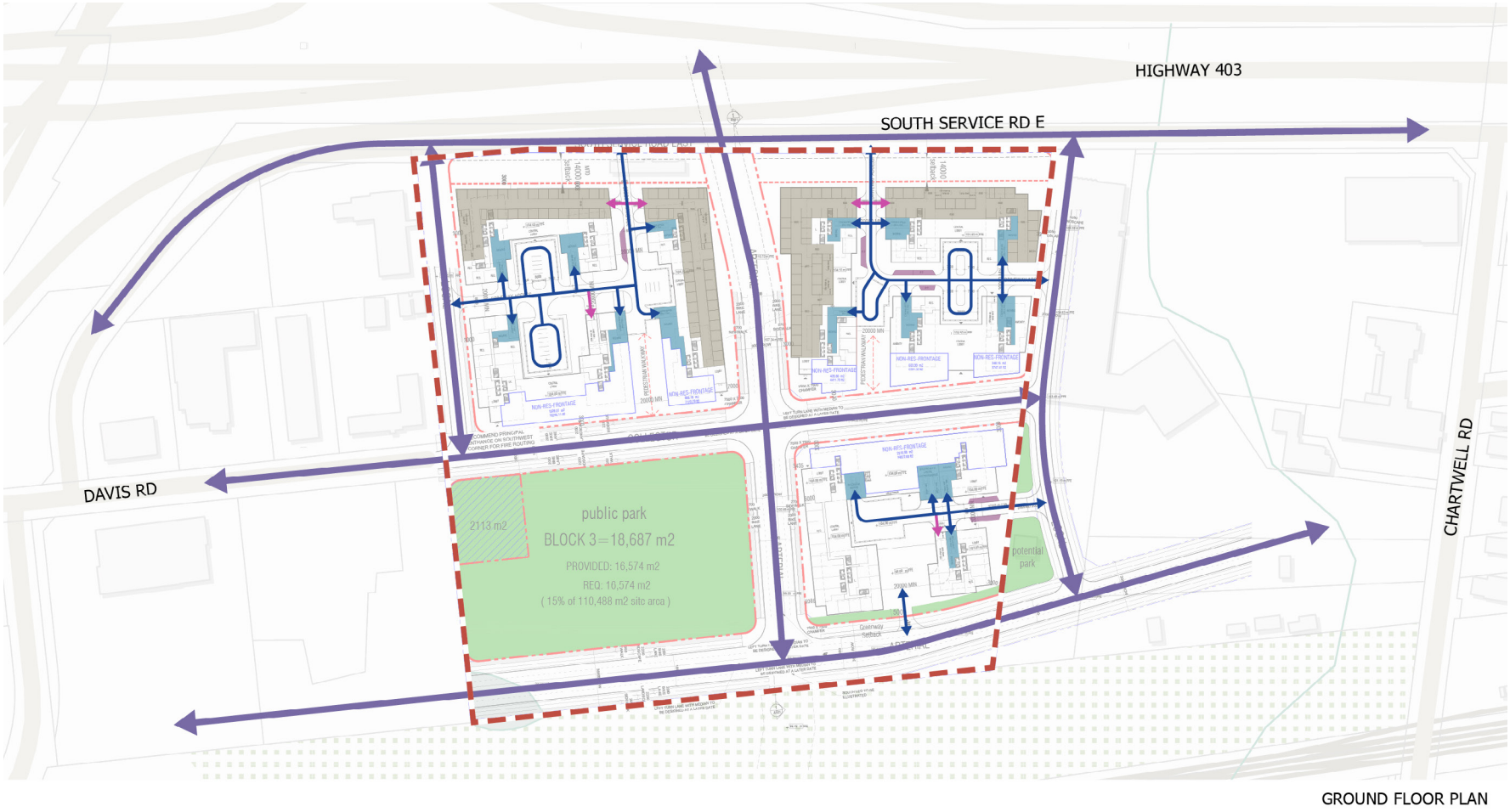


Figure 7.22 : Vehicular Circulation

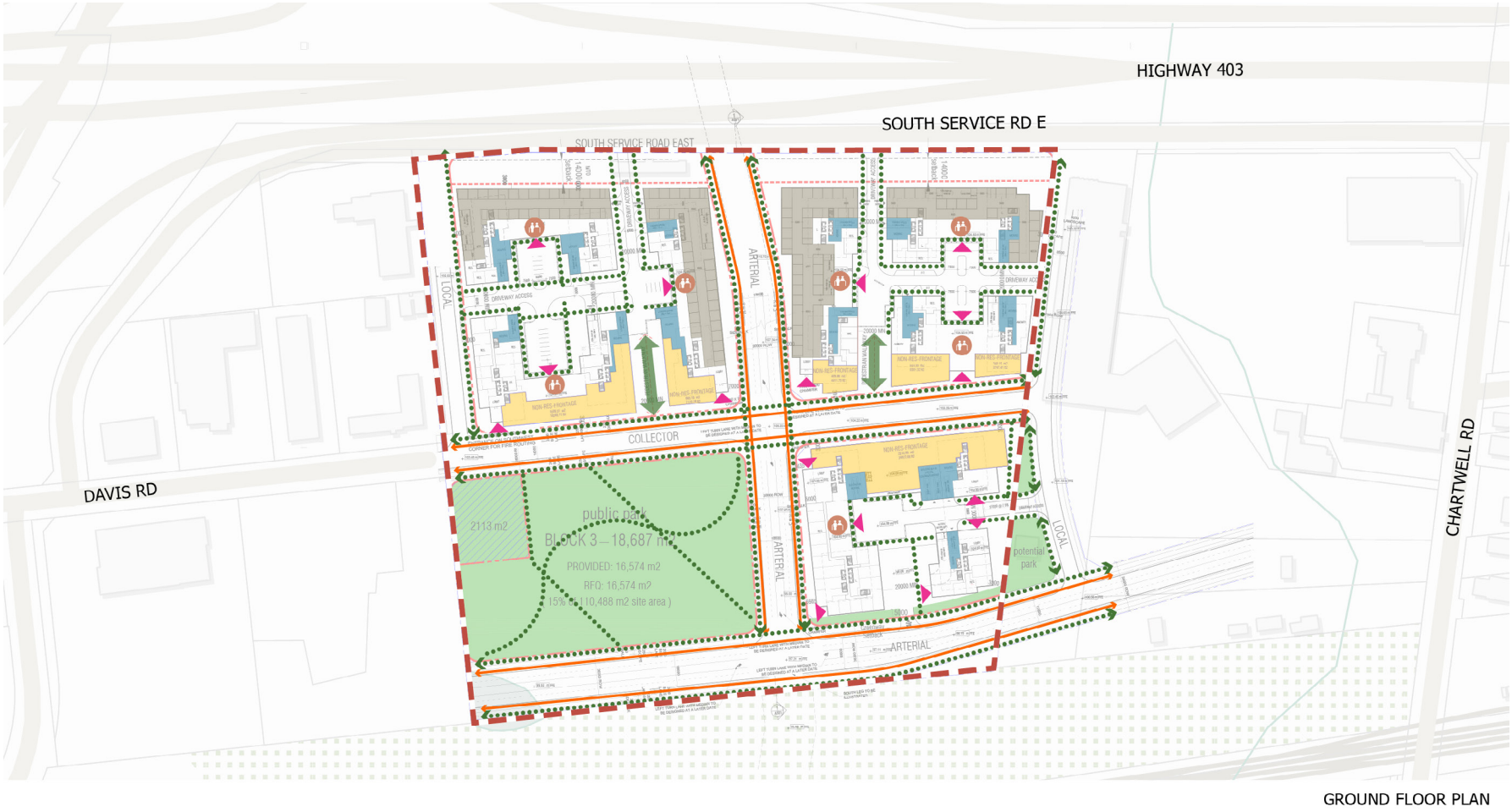


Figure 7.23 : Pedestrian Circulation

7.2.3 OPEN SPACES & STREETSCAPE

In response to OP Sections 6.2, 6.4, 6.10, 20.4.2. c); Draft OPA April 2024 Sections 20.9, 20.11.1, Schedules L3; Draft OPA September 2024 Sections 20.5.1 b) & c), Schedules L6; DMO Sections 4.1.1, 4.2; LBDM Sections 2.2; 4.1

Different types of open spaces, landscaping and amenity areas are provided throughout the Subject Lands, including a public park, two POPS, indoor and outdoor amenity spaces for each building and landscaping along the public streets.

The proposed development is anchored by a 1.87-hectare Public Park in the southwest corner of the Subject Lands. The location of the public park has been specifically selected to align with the park's location shown on Schedule L3 of the Draft OPA for Midtown Oakville from April 2024 and Schedule L6 of the Midtown OPA from September 2024. The public park could accommodate passive and active recreation that will improve the quality of life of residents and visitors, enhance the community's character, and contribute to environmental sustainability efforts. The park will include hardscaping, softscaping, trees, and furnishing that improve the aesthetics of the public park and the users' experiences.

The park fronts both the east-west Collector Road and the north-south Arterial Road. Each road has enhanced streetscape elements, including a bike lane, a landscape strip, and a sidewalk. To manage the proposed park's drainage, considering substantial changes in grade along these streets, the southeast corner of the park is significantly elevated from the public streets. These edges will be terraced and landscaped to soften these edges and create a more human-scale, attractive pedestrian environment, avoiding the need for a tall retaining wall at the corner along the future streets.

The two proposed POPS on Blocks 1 and 2 will provide publicly accessible open space to expand and complement the proposed open space network in Midtown. The proposed POPS are designed to provide opportunities for socializing, resting, commercial spillover, and mid-block connections. Landscaping elements will be incorporated to shape and define the use of these spaces, encompassing hard and soft landscaping elements. The design of the POPS will be finalized at the Site Plan stage. The landscape design aims to contribute toward the required canopy coverage. Furthermore, the POPS are framed by podiums with commercial uses and residential lobbies that will animate and provide passive surveillance. In addition to the proposed public park and the POPS, the development provides indoor and outdoor amenity spaces.

NATIVE PLANTING

LANDSCAPE BUFFER

STREET FURNITURE

PUBLIC REALM

Figure 7.24 : Open Spaces and Streetscape

7.2.4 PARKING, LOADING & SERVICE AREAS

In response to OP Sections 6.13.5, 6.16, 12.5.3, 20.4.1. j); Draft OPA April Sections 20.10.6; Draft OPA September Sections 20.5.2 d); DMO Section 7.1; LBDM Sections 4.3 (17, 18, 19)

All vehicular activities, including access to underground parking, loading and servicing, and drop-off and pick-up areas, are located within each development block, away from the public street, achieving a pedestrian-oriented environment. These internal loading areas and garage entrances are designed to be integrated into the base of the buildings, further reducing their visual impact on the internal pedestrian path and environment. Moreover, garage access is designed to be shared among buildings on the same block whenever possible to enhance pedestrian safety and minimize the visual impact of vehicle circulation.

Due to the significant grade change along the north-south streets, Blocks 1 and 2 will feature three full levels of underground parking plus two partial levels, while Block 3 will have two full levels of underground parking and two partial levels. Buildings have been designed with grade changes to screen the garage structure from public view by embedding them as much as possible underground. All proposed buildings have been designed to account for the grade change, effectively screening the garage structure from the public

7.3 BUILT FORM

7.3.1 MASSING & HEIGHT STRUCTURE

In response to OP Sections 4.1, 4.2, 6.1.1, 6.9, 12.1.3, 12.1.4, 12.5.2, 20.2.1, 20.2.2, 20.4.2. a), b) & e); Draft OPA April 2024 Sections 20.22.3 b), c), e) & f), Schedules L7; Drat OPA September 2024 Sections 20.4.2. h), 20.5.1 f) & g), Schedules L4; DMO Section 6; LBDM Section 3.1

The proposed height distribution and massing of buildings on Subject Lands are based on multiple considerations, including previous draft versions of the town-led OPA and the considerable size and location of the Subject Lands away from low-rise neighbourhoods while located in proximity to Oakville Go Station, QEW and future BRT on Trafalgar Road. Each development block is large enough to easily accommodate multiple tall buildings while keeping with the urban design policies and guidelines.

Midtown Oakville is not only identified as a Growth Area by the Town but is also designated as a PMTSA by the Province, and as such, will house the greatest heights and density in the Town. Midtown will be a primary intensification area with a range of employment, commercial, and residential uses concentrated around the transit station area. Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents per hectare by 2031, in accordance with the ROP and the PPS (2024).

While the proposed heights are significantly higher than the permitted range by the in-force OP, they are generally in line with those proposed on Schedule L7 of the Draft OPA from April 2024, as the Planning Staff has identified these heights to support the vision for Midtown and meet the required growth targets of the PMTSA. We believe the proposed heights are appropriate for utilizing the significant investment in public transportation in Midtown Oakville and avoiding the growth pressure on other areas of the town.

The overall distribution of height has the tallest towers at the intersection of the north-south Arterial Road and North Service Road, close to the highway, tapering down south and toward east and west, going from 48- to 30-storey at the southeast corner of the Subject Lands. Additionally, each block features varying building heights, creating visual interest and a distinct skyline.

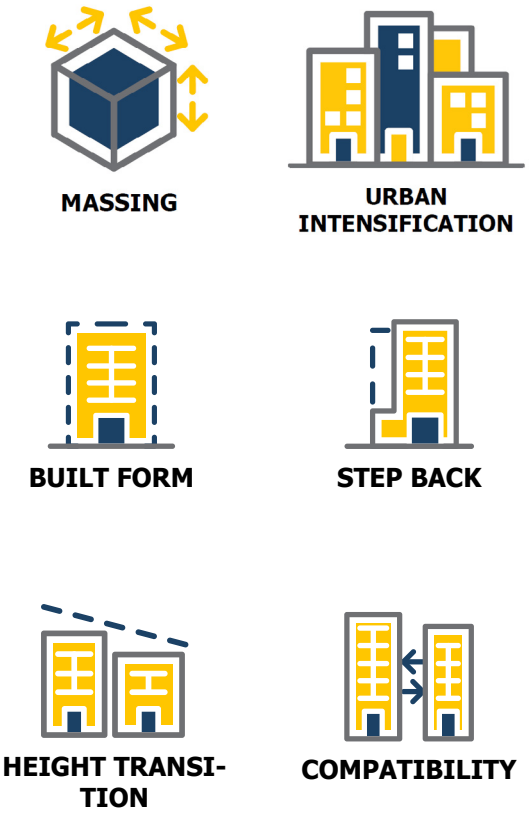


Figure 7.25 : Proposed Rendering of the Built Form

Podiums

As outlined previously, the proposed podiums are positioned close to and generally parallel with the future streets. To address the significant grade change and mitigate the impact of the slope on pedestrian perception of height, the proposed podium heights range from 1 to 4 storeys. Additionally, the overall design of the podiums reduces the perceived height by stepping back the upper levels and/ or limiting the height to 1 or 2 storeys in certain sections around the towers, providing a more appropriate pedestrian scale height along the streets. We believe these proposed heights are appropriately scaled for the Subject Lands, which have a unique grading condition. On each block, all the podiums are at least 20 metres apart, exceeding the required 15 metres per OPA from April and September 2024, respecting view, privacy and access to light and, in some cases, providing access and amenity spaces at grade.

As mentioned, podiums have been designed with grade changes to screen the garage structure from public view by embedding them as much as possible underground. The length of the podiums is also broken up by providing significant insets along the streets and corners. These base buildings frame the streets with active uses, including residential and commercial uses, in keeping with the intent of the Livable by Design Guidelines and Designing Midtown Guidelines

Figure 7.26 : Pedestrian View looking West

Towers

The proposed development encompasses 16 residential towers on Blocks 1, 2 and 4, ranging in height from 30- to 48-storey. On each block and collectively as a master plan, they have been sited to minimize adverse impact on the public realm and surrounding planned and existing context.

Taller towers are proposed along the north property line, closer to the highway, tapering down to the south, east and west. Tower elements are separated by 30 metres per the OPA from April 2024. It should be noted that the Livable by Design Manual requires a minimum of 50 metres between towers for towers over 30 storeys, and OPA from September 2024 requires 35 metres above the 25th level. We believe that a minimum 30-metre tower separation will limit impacts on the context and provide adequate access to sunlight and sky view.

To further reduce the visual impact of the tower elements on the public realm at grade, most towers are significantly set back from the podiums, creating a pedestrian scale-built form at grade. Six corner towers partially meet the grade while they are set considerably back from the edges of the blocks, thus creating a publicly accessible forecourt, defining the corners through site design and built form.

The proposed tower floorplates are 800 square meters. While the tower floorplate sizes slightly exceed the 750 square metres floorplate size prescribed by the guidelines, they feature a more pointed tower shape and dynamic design to avoid slab-like structures, maximizing access to the sun and minimizing shadow impact. Each development block features a unique tower design, adding interest and variety to avoid uniformity across the Subject Lands.

The massing of the towers includes varying shapes across the blocks along with varying heights to provide a community of distinct buildings while composing a distinct skyline. Rectangular/offset tower floorplates assist in sculpting the proposed built form on the skyline by breaking down the tower massing. In contrast, curved tower floor plates contrast and complement the rectilinear towers and podiums.

The design of the top portion of the towers varies across the proposed development. In some cases, the top portions are stepped to provide a lower and upper portion, which provides visual interest and identity to the tower, while others carry up the continuous tower plate form and use the facade treatment to define further and integrate the top of the building.

Figure 7.27 : Proposed Rendering of the Built Form

7.3.2 ARCHITECTURAL ARTICULATION AND MATERIALS

Generally, the proposed podiums across the Subject Lands employ various masonry material colours to provide an individual identity, and the arrangement of this material further defines the built form. Each tower pair on each block features a facade design that relates to its pair; some have a grid-like treatment, while others use a mix of vertical elements in combination with a larger grid design or employ a stacked, rectangular grid treatment that is offset by linear balconies. The similarity in materials on each block ties the towers together, while their articulation/ expression and differing tower heights give them their own identity.

The detailed design and materiality of the proposed buildings will be further explored through the Site Plan approval stage.

FACADE

ARTICULATION

Figure 7.28 : Pedestrian View looking East

Figure 7.29 : South Elevation Building A & B

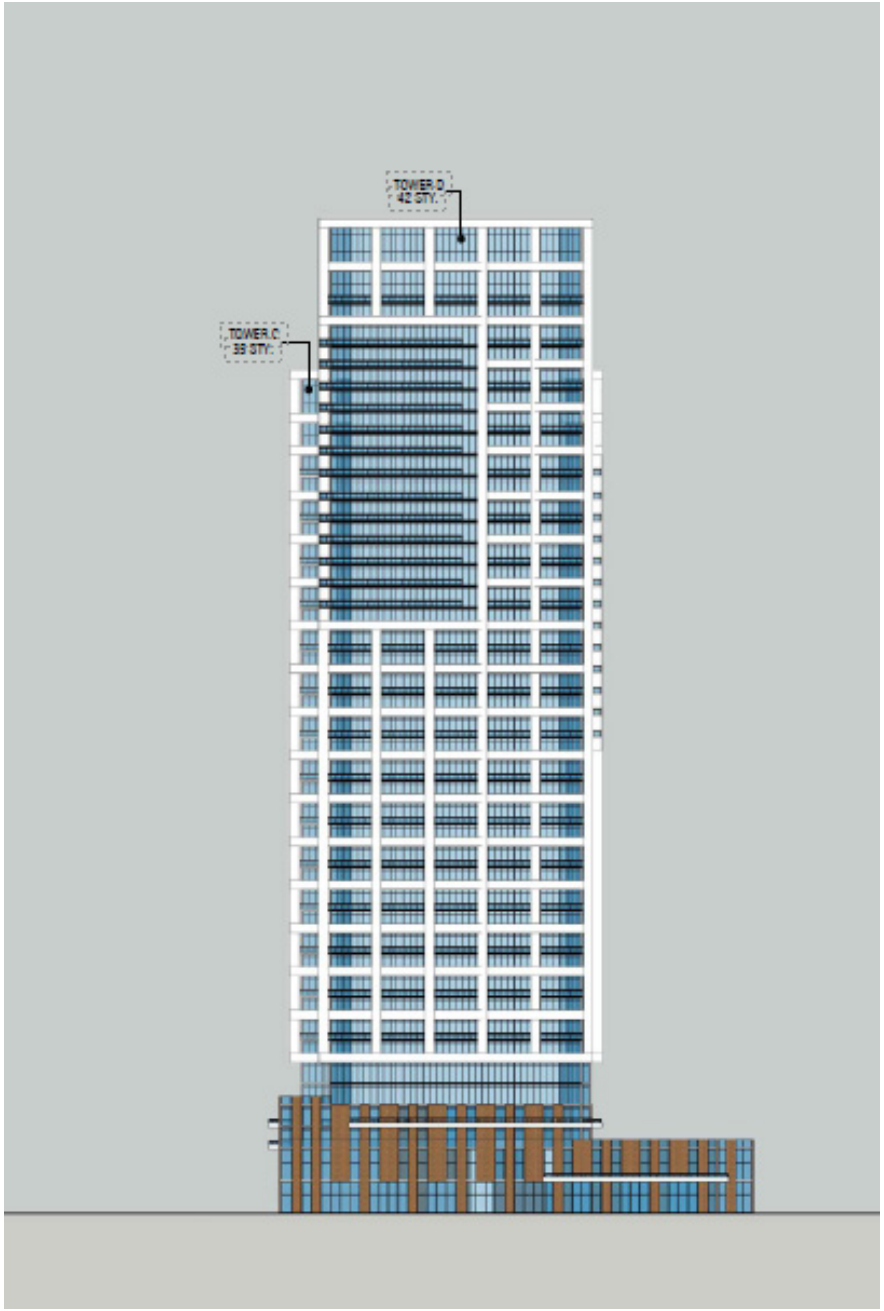


Figure 7.30 : East Elevation Building C & D

7.3.3 SHADOW & WIND IMPACTS

The Shadow Study created by G+C Architect analyses the shadows cast by the proposed development on April 21, June 21, September 21 and December 21 at hourly intervals, beginning 1.5 hours after sunrise and ending 1.5 hours before sunset, per the Town's terms of reference. As mentioned previously, the proposed towers are massed and sited to minimize any potential shadowing impacts on the surrounding streets, open spaces, and residential properties. The study illustrates that the proposed development produces some shadows on the low-rise residential properties to the south only in the late afternoon for a couple of hours before sunset on April 21st, June 21st and September 21st. The complete set of the Shadow Study is submitted as part of the application. The following pages include only the June 21st Shadow Study as a sample.

JUNE 21st

June 21 - 7:08 AM

June 21 - 8:08 AM

June 21 - 9:08 AM

June 21 - 10:08 AM

LEGEND

Applicant Proposal - Subject Site

Shadow Extent

JUNE 21st

June 21 - 11:08 AM

June 21 - 12:08 PM

LEGEND

Applicant Proposal - Subject Site

Shadow Extent

June 21 - 1:08 PM

June 21 - 2:08 PM

JUNE 21st

June 21 - 3:08 PM

June 21 - 4:08 PM

June 21 - 5:08 PM

June 21 - 6:08 PM

JUNE 21st

June 21 - 7:08 PM

June 21 - 7:33 PM

7.4 SUSTAINABILITY

In response to OP Sections 10, 12.1.4, Draft OPA April 2024 Section 20.15; Draft OPA September 2024 Section 20.5.5

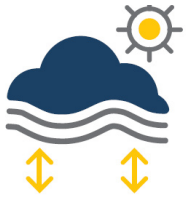
The proposed development considers several sustainable design practices to ensure the resiliency of the proposal, which will be further developed through the future stages of the design and approval process.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss. All buildings will be designed with a balanced glazing to solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations, providing natural ventilation.

Potentially, a real-time transportation screen will be provided in each lobby to encourage public transit, displaying real-time information on transit schedules. Car-share and electrical parking spaces equipped with charging stations will be provided within the parking structure. The proposal recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles. Long-term and short-term bike parking and storage will be provided across the Subject Lands.

Regarding the community's well-being, the proposed public park and POPS will give green spaces with gathering opportunities and additional pedestrian paths. Potentially, the proposed public park could include a children's play area. A landscaped terrace area with chairs and tables will be provided on the roof of each base building, offering additional space for socializing in the community. In choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design.

SUSTAINABILITY



MICROCLIMATE DESIGN

PEDESTRIAN-ORIENTED

8.0
AREA DESIGN PLAN

MHBC has conducted an Area Design Plan ("ADP") for a defined area around the Subject Lands to analyze how the proposed development fits into the planned context. The selected Study Area, measuring approximately 1,720 square meters (42 acres), is bounded by the future local road (20m ROW) to the west, the GO Rail buffer boundary to the south, the natural areas to the east, and the Queensway lands to the north, encompassing a diverse mix of land uses. This section of the Urban Design Brief examines the interfaces and edges of the proposed development in relation to the existing and planned context, as well as the circulation routes through the neighbourhood and Subject Lands, and how these connect to the larger area.

The development scenario presented in this section identifies and responds to the following general guidelines:

- Provide a context-sensitive design and built form that complements the future developments in the area as well as the high-order transit.
- Provide a built form and density that appropriately responds to the higher-order transit options in the proximity of the Subject Lands.

Enhance the public realm with human-scale design and continuous street wall edge promoting active uses at grade. The conceptual redevelopment of the Study Area includes high-rise mixed-use buildings, mid-rise office buildings, open spaces and a school, per the Draft Official Plan Amendment Land-Use schedules (dated April 2024). It should be noted that the locations of the buildings, as illustrated, are conceptual except for the proposal on the Subject Lands. The precise design for 'Soft Sites' will be determined on a site-specific basis through the development approval process.

Based on the proposed road network, three development parcels (or, Soft Sites) are created to the west and east of the proposed development. Of the two parcels to the west, the parcel to the north (Soft Site 1) will be of similar built form as the proposed development, i.e. towers atop podiums. The parcel to the south (Soft Site 2) and adjacent to the proposed public park is proposed to be a school site per the Draft OPA from April 2024 and is conceptually shown thus.

The lands to the east of the Subject Lands are formed by the Natural Areas to the east and contain a public park and Soft Site 3 designated "Office Employment" (per the Draft OPA from April 2024). Soft Site 3 is conceptually redeveloped into two mid-rise office blocks of 12 and 8 storeys.

The proposed conceptual massing for each Soft Site was based on the following considerations:

The size and location of the site;

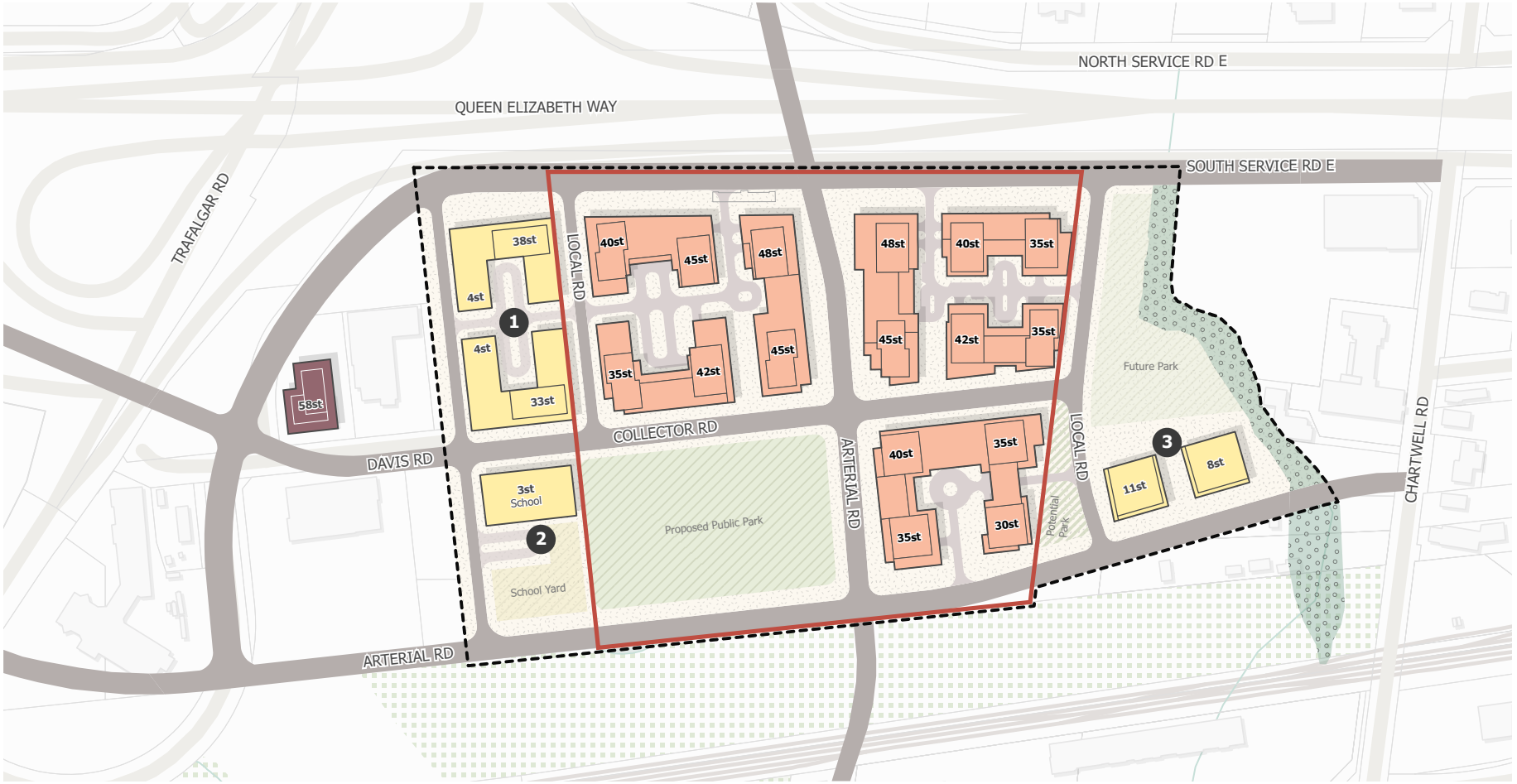
- Surrounding proposed and planned built form context; and
- Proximity to Parks, Open Spaces and Natural Areas;
- Proximity to higher-order transit.

Additionally, the Soft Sites have been designed with consideration for appropriate floorplate sizes, setbacks, stepbacks, transitions and separation distances, in line with the design principles of the proposed development, the Mid-Town Urban Design Guidelines and the Town-Wide Urban Design Guidelines. A Floor-to-Floor height of 4.5 metres is provided at grade, while subsequent floors have a ceiling height of 3 metres. Front yard setbacks are consistent with the planned and proposed context.

It should be noted that to achieve the conceptual massing on the redevelopment sites would require:

- Creation of the planned and proposed road network;
- The demolition of existing buildings, taking into consideration the economic viability;
- Land assembly or consolidation, dependant on individual landowner aspirations; and
- Submission of an Official Plan Amendment, and rezoning applications.

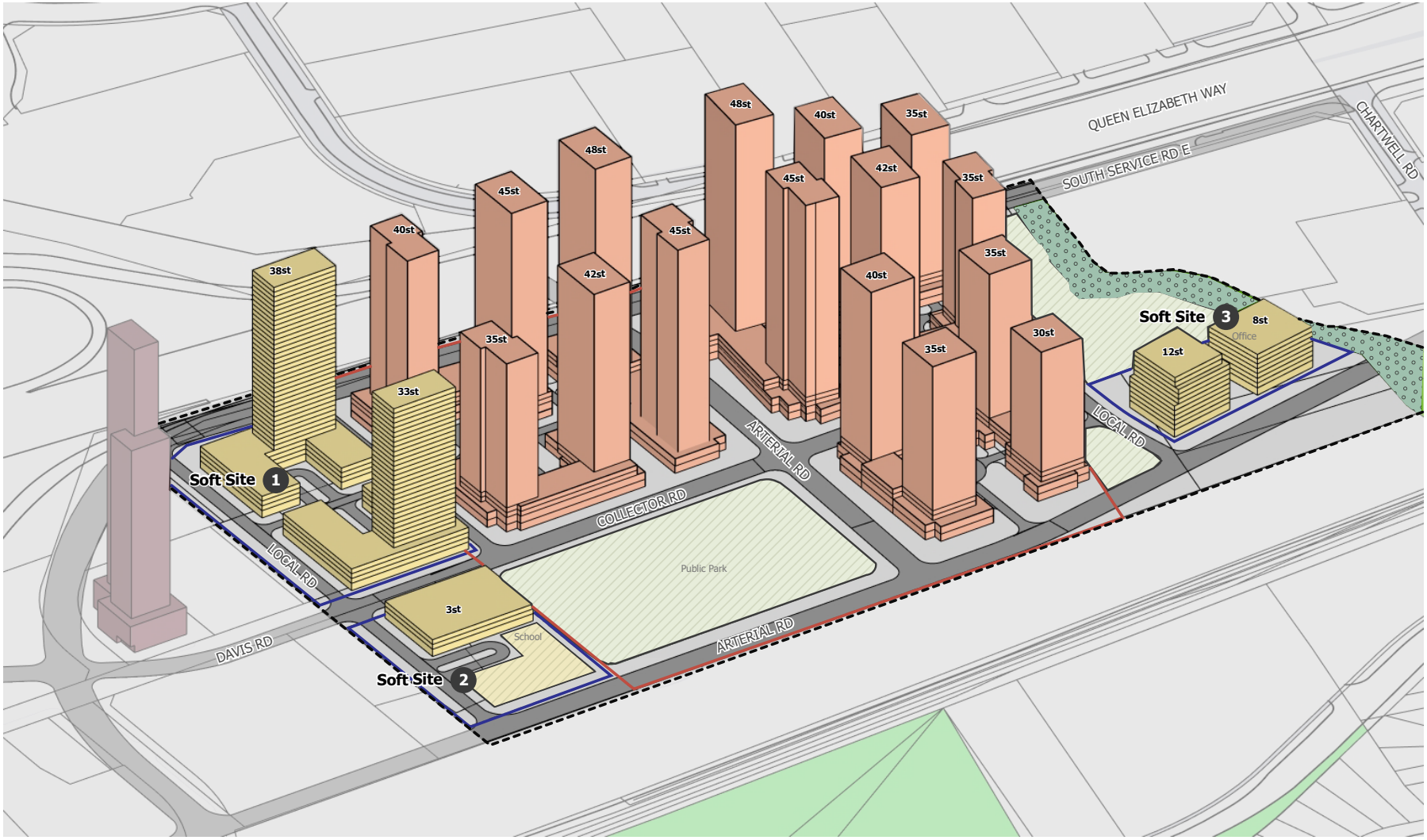
The proposed Area Design Plan demonstrates one of many possible redevelopment scenarios that fits the vision for this neighbourhood. The provided Area Design Plan demonstrates that the proposed road network and built form do not impede on the potential redevelopment of the adjacent sites within the Study area and will be a catalyst in achieving the vision for Midtown as a connected, transit-supportive neighbourhood within a PMTSA with residential offerings, retail areas, public parks and open spaces, office areas and a school to create a complete community in the context of Mid-Town Oakville.



LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Natural Area
- # Soft Site Number

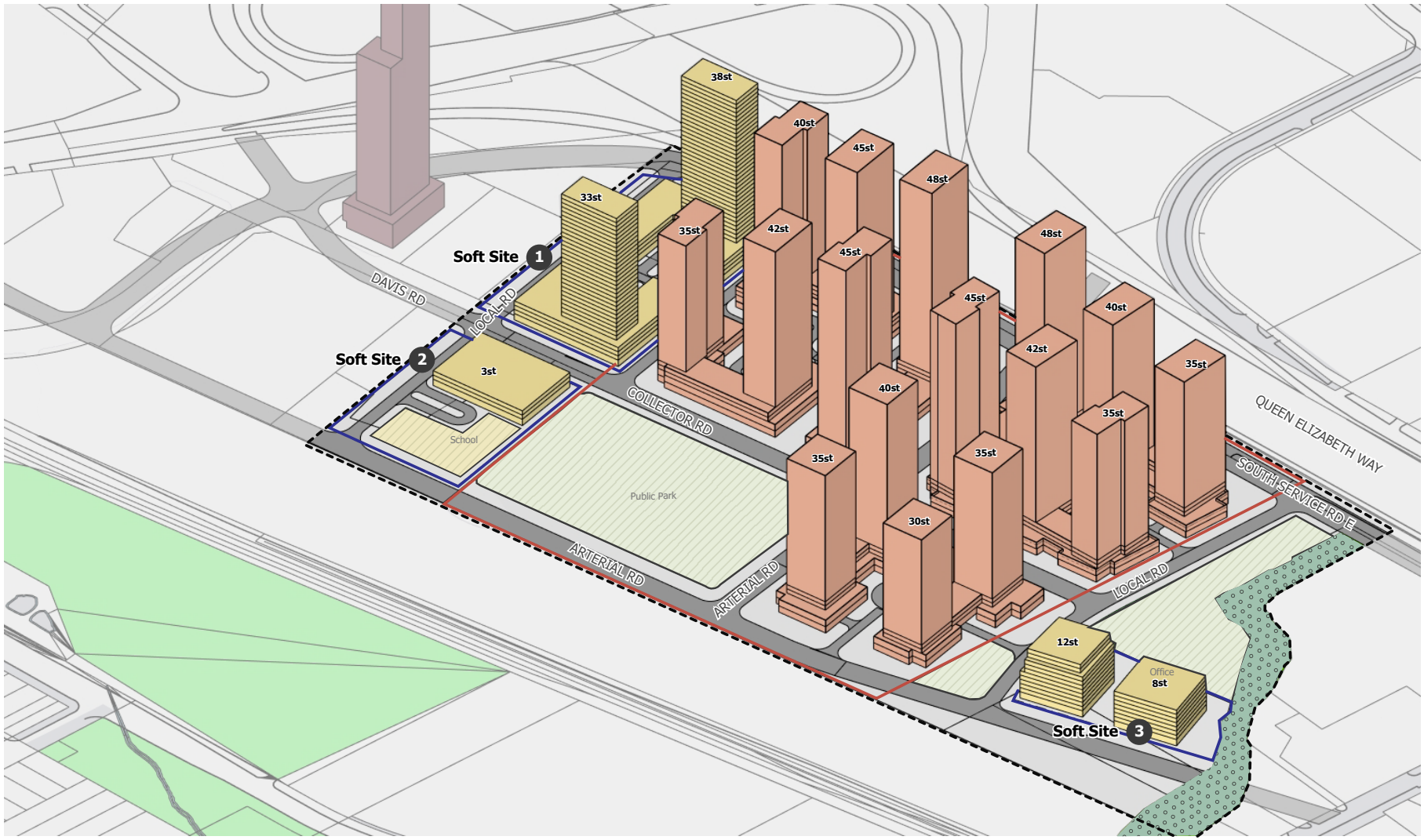
Figure 8.1 : Area Design Plan - Built Form



LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Infill Lands (Soft Sites)
- Potential Development on Soft Site
- Natural Area
- Potential Parks

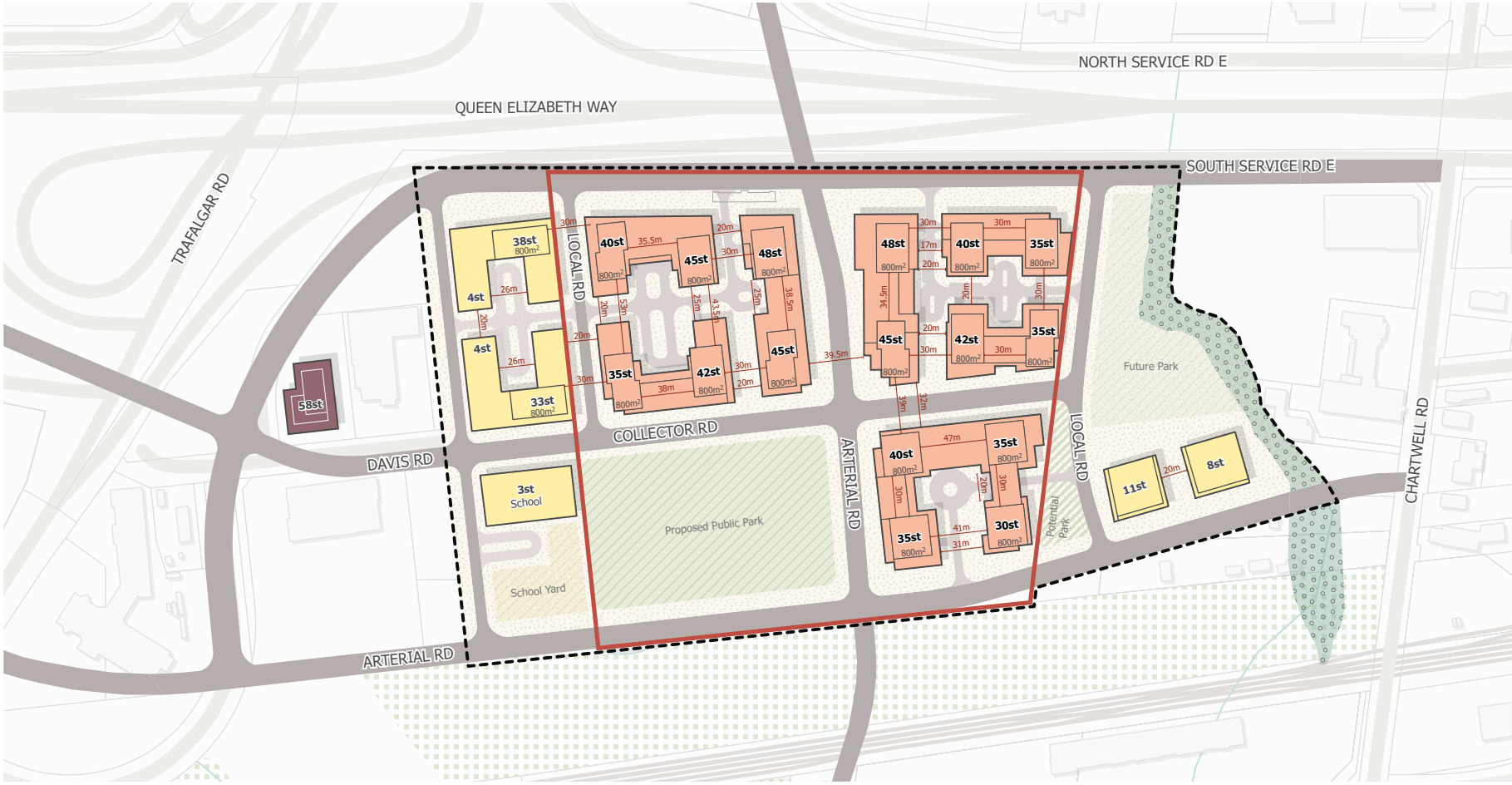
Figure 8.2 : Area Design Plan - View looking North-East



LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Infill Lands (Soft Sites)
- Potential Development on Soft Site
- Natural Area
- Potential Parks

Figure 8.3 : Area Design Plan - View looking North-West



LEGEND

- Subject Lands
- Study Area
- Proposed Development
- Active Development
- Potential Development on Soft Site
- Natural Area

Figure 8.4 : Area Design Plan - Setbacks & Seperation distances

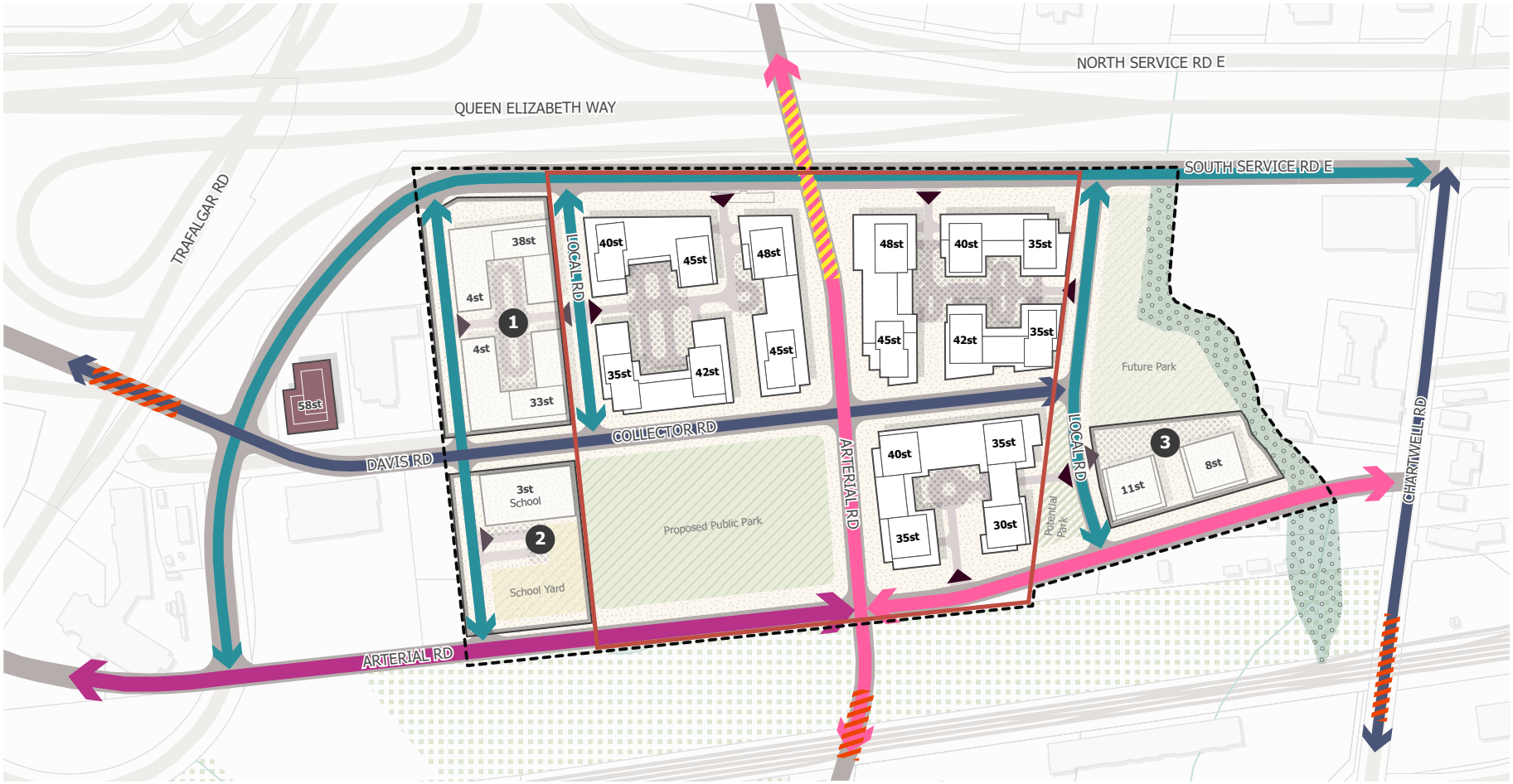


Figure 8.5 : Area Design Plan - Loading, Servicing & Vehicular Circulation

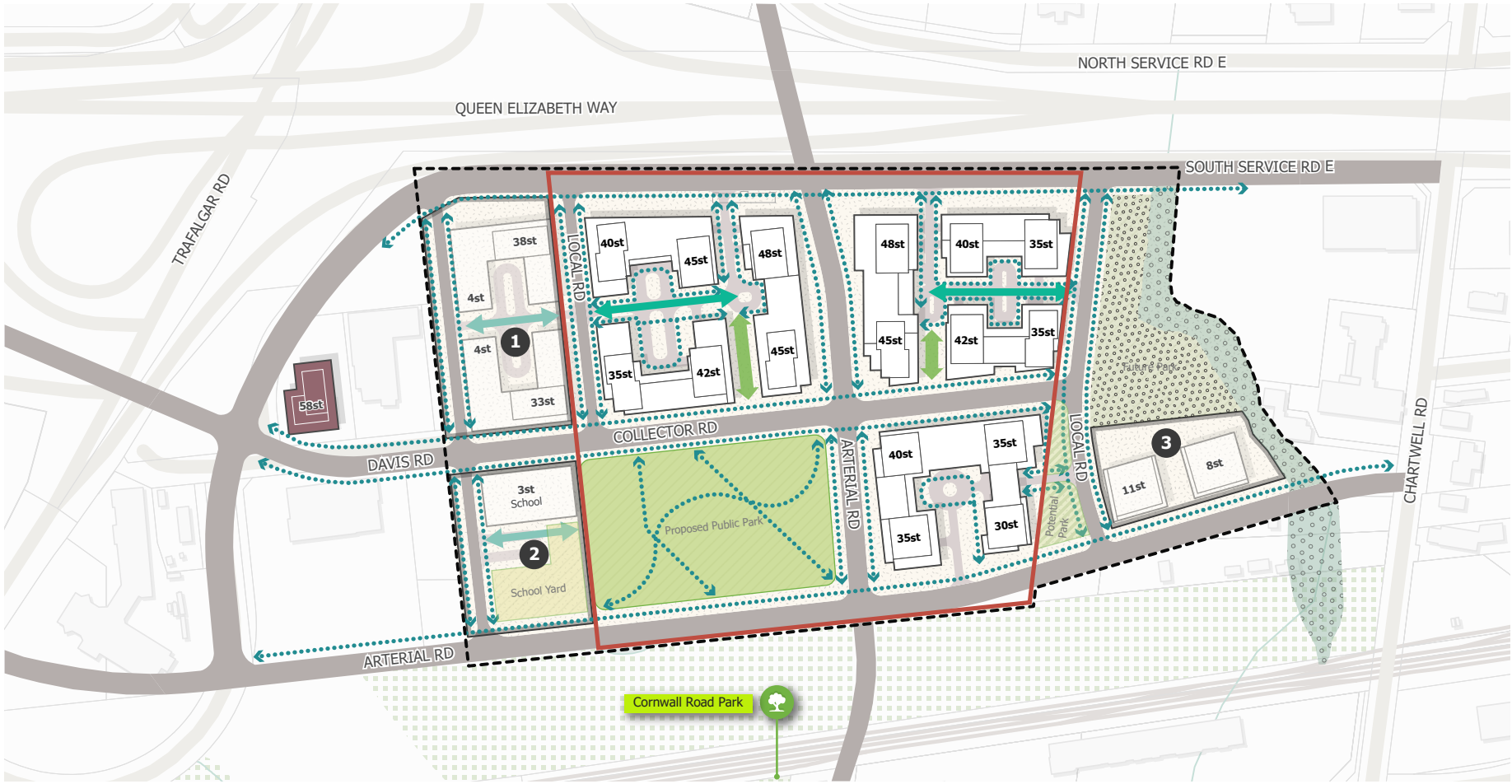


Figure 8.6 : Area Design Plan - Parks, Open Spaces & Active Transportation

9.0
CONCLUSION

We believe the proposed development represents good urban design and will positively contribute to the planned character of Midtown Oakville.

The proposed OPA will enable the redevelopment of a large and underutilized site within Midtown Oakville, with a mixed-use community that implements appropriate intensification for a PMTSA. This contextually appropriate intensification is designed to maximize potential transit users within walking distance of the Oakville GO Station. Additionally, enhanced pedestrian and cyclist infrastructure, such as bicycle lanes, pedestrian walkways, and bicycle parking, have been provided to support transit access and encourage active transportation.

The foundation of the proposed development is the grid-like network of public streets that facilitate the safe, efficient and convenient movement of personal vehicles, transit vehicles, cyclists, and pedestrians. The proposed road network has been designed to establish connectivity within the Subject Lands and improve connectivity between different parts of Midtown and the surrounding community.

The proposed development has been designed to create an attractive, animated, and safe public realm that contributes to the evolving character of Midtown. The large public park and high-quality streetscape design are intended to work in collaboration to foster a sense of place and enhance the livability of the urban environment.

Design Terms

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized-transportation

ADAPTIVE REUSE
Converting an existing building uses into a new use

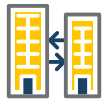
ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments

HEIGHT TRANSITION
The gradual change in height between buildings within a community

INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities

MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

MAJOR TRANSIT STATION AREA
Areas within waking distance of an existing or planned higher order transit station

MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use

NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water

NODE
A place where activity and circulation are concentrated

PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm

STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits

FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments

HEIGHT TRANSITION
The gradual change in height between buildings within a community

INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation

LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility

MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use

NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water

NODE
A place where activity and circulation are concentrated

PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort

PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm

STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

STREETWALL
The consistent edge formed by buildings fronting on a street

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development

WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse

MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE