

3056 NEYAGAWA BOULEVARD URBAN DESIGN BRIEF

DECEMBER, 2024



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1.0

INTRODUCTION



Figure 1. Image of the Subject Site

This Urban Design Brief has been prepared by Urban Strategies Inc. on behalf of Neatt Communities (“**Neatt**”) for its applications for Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision for 3056 Neyagawa Boulevard in the Town of Oakville (the “**Site**” or “**Subject Site**”).

The Site is 3.75 hectares in size, and is located generally in the northwest quadrant of the intersection of Dundas Street West and Neyagawa Boulevard. It has approximately 125 metres of frontage along Dundas Street West, approximately 135 metres of frontage along Neyagawa Boulevard, and approximately 200 metres of frontage along the future westward extension of Sixteen Mile Drive.

The Site is underutilized in its present condition, accommodating a single detached dwelling accessed from Neyagawa Boulevard, with outdoor open-air storage and vacant open space. As described in this Urban Design Brief and in the related Planning Justification Report, the existing use of the Site does not reflect its role within the Town of Oakville’s Urban Structure as being part of an intensification corridor.

The Dundas Urban Core Area in which the Site is located is envisioned as a band of medium- and high-density mixed-use development extending along the north side of Dundas Street through the North Oakville East Secondary Plan area.

The broader North Oakville East area has evolved considerably over the past two decades from a primarily agricultural context to an urbanized area with a mix of ground-oriented and apartment housing, non-residential uses, community service facilities, and parks and open space. The Dundas Street Bus Rapid Transit (“**BRT**”) is a Metrolinx-endorsed priority transit project that will bring higher order transit to the Site’s doorstep, extending to the Kipling Mobility Hub in Toronto in the east, and to Highway 6 in Hamilton in the west.

In keeping with the Site’s planned context as an intensification corridor Neatt proposes to redevelop the Site into a high-density mixed-use community comprising 1,551 square metres of commercial-retail space and 2,278 residential units (the “**Proposed Development**”) as further described in this Urban Design Brief).

This Urban Design Brief considers the Proposed Development through an urban design lens, with reference to the applicable policies and guidelines found throughout the Provincial, Regional and Municipal policy frameworks. The contents of this report have regard for the Town of Oakville’s terms of reference for an urban design brief, in addition to matters raised with Urban Design staff in a January 30, 2024 meeting. This report is intended to be largely descriptive and illustrative of the Proposed Development; a detailed review of relevant policies and guidelines has been provided in the Planning Justification Report, as directed by Urban Design staff.

1.1 POLICY CONTEXT

The Site is located within the North Oakville East Secondary Plan area (the “Secondary Plan”; OPA 272, 2009, as amended by OPA 321, 2019) within which it is designated Dundas Urban Core Area (“**DUC**”) as indicated on Appendix 7.3 – North Oakville Master Plan 2008, to the Secondary Plan.

While the 2008 Master Plan identified a future secondary school on the Site, it has been determined by the local school boards that a school is no longer required in this location.

Policies and objectives for the DUC are outlined in Sections 7.3.2 (Urban Core) and 7.5.15 (Dundas Urban Core) of the Secondary Plan, which emphasize the role of the area in accommodating the “densest development and highest order activities” in the North Oakville East area (7.3.2).

In addition to the policy framework outlined in the Secondary Plan, urban design guidance for the area can be found in the following additional documents:

- Livable Oakville Official Plan;
- North Oakville Urban Design and Open Space Guidelines (2009);
- North Oakville Sustainability Checklist;
- North Oakville East Trails Plan;
- Livable by Design Manual (see note below):
 - **Part A** – Urban Design Direction for Oakville outlines a comprehensive set of guiding design principles and urban design directives intended to apply Town-wide to lands south of Dundas to all forms of development and redevelopment
 - **Part B** – Design Guidelines for Stable Residential Communities includes detailed design guidelines specifically tailored to identified districts and specific land uses
 - **Part C** – Site Design and Development Standards outlines a comprehensive set of detailed standards and technical direction to achieve the best possible site development and functionality.

Note: The Site is not subject to the policies of the Livable Oakville Official Plan (with limited exceptions) as the lands north of Dundas are guided by the North Oakville East and North Oakville West Secondary Plans. Notwithstanding, references have been incorporated, where relevant and appropriate, to certain urban design policies and guidelines in the Livable Oakville Official Plan and the Livable by Design Manual.

2.0

CONTEXT ANALYSIS

2.1 SUBJECT SITE CONTEXT

The Subject Site is 3.75 hectares in size, located on the north side of Dundas Street West and west of Neyagawa Boulevard. At present, the Site contains a single detached dwelling having driveway access off of Neyagawa. The Site also accommodates open-air storage of containers, trailers and vehicles in addition to a large vacant open space along the Dundas frontage.

Topographically, the Site slopes approximately 2 metres from a high point in the northeast corner, to a low point in the southwest corner. There is existing trees and vegetation around the perimeter of the Site and in proximity to the existing dwelling. The Site is devoid of any significant natural heritage features.

Immediately southeast of the Site is a property at 1013 Dundas Street West (known as the “**Prime Envision Lands**”) which is situated at the northwest corner

of the Dundas-Neyagawa intersection. These lands accommodate an existing single detached dwelling and detached garage, and are not the subject of any active development application.

Immediately west of the Site is the St. Peter and Paul Serbian Orthodox Parish (known as the “**Parish Lands**”) at 1039 Dundas Street West, which accommodate a place of worship and associated surface parking area, as well as a large open space. The Parish lands were formerly the subject of a 2021 Zoning By-law Amendment application by the Halton District School Board (“**HDSB**”) to permit a new 1,200-student secondary school. However shortly after this rezoning application was filed, HDSB indicated that it was no longer considering this location for a school, and was actively working with the Town of Oakville to identify an alternative location for a new high school within northeast Oakville.



Figure 2. Image of the Subject Site in Surrounding Context

2.2 SURROUNDING AREA

More broadly the Site is located within the North Oakville East area, which is bounded by the Sixteen Mile Creek ravine to the west, by Highway 407 to the north, by 9th Line to the east, and by Dundas Street to the south. South of Dundas are the established River Oaks and West Oak Trails communities. The land uses surrounding the Subject Site are varied, and reflect a community in an ongoing process of evolution.

East of the Site is a recently-completed 8-storey residential building and commercial-retail plaza accommodating a Fortinos grocery store and other stores and businesses. North and east of the commercial plaza is a residential community of ground-oriented housing with a mix of dwelling unit types. These lands in the northeast quadrant of the Dundas-Neyagawa intersection are part of a 59-hectare plan of subdivision approved by the Ontario Municipal Board in 2010. The approved subdivision plan included a 22-metre public street—now known as Sixteen Mile Drive—with an alignment generally reflecting the North Oakville East Transportation Plan (Figure 4 of the Secondary Plan). Although the Transportation Plan did not envision this street extending west beyond Neyagawa Boulevard, the Town of Oakville has advised that the westerly extension of Sixteen Mile Drive, which currently functions as a driveway into the Sixteen Mile Sports Complex, will become a public street at some point in the future.

North of the Site is Sixteen Mile Sports Complex, a 79-hectare Town of Oakville community recreational hub accommodating an existing indoor arena, an off-leash dog park, a variety of sports pitches, and Oakville Fire Station 9. In accordance with the North Park Master Plan, Oakville Town Council has approved a new community centre and library building attached to the existing arena building, which will contain an aquatics centre, gymnasium, community space, and Oakville Public Library branch. Also planned for the Sixteen Mile Sports Complex are additional sports fields and courts, a water park, a skate park, and other recreational and landscaped open space, representing a major public investment into community recreational infrastructure in the North Oakville East community located at the doorstep of the Subject Site.

South of the Site, on the south side of Dundas Street West, is a built-out neighbourhood known generally as River Oaks. Service-commercial and retail uses occupy the southeast and southwest corners of the Dundas-Neyagawa Intersection, including gas stations, standalone restaurants, a grocery store and other businesses. South of Dundas and west of Neyagawa is a residential enclave comprised of several local streets accessed from Riverbank Way. This enclave includes an existing stormwater management facility located west of Riverbank Way, and north/east of Forest Manor Gate.

West of the Site, beyond the Parish Lands, is Trafalgar Lawn Cemetery and Lions Valley / Sixteen Mile Creek, which is further described in Section 2.4 below.

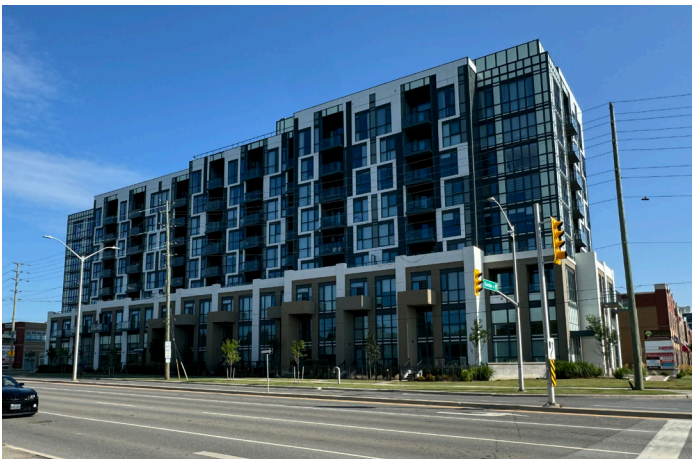


Image 1: New residential development east of the Subject Site



Image 2: The Sixteen Mile Creek Sports Complex north of the Subject Site



Image 3: View of Lions Valley from Northwest of the Site



Image 4: View of the Trafalger Lawn Cemetary and Parish from Dundas Street



Image 5: View of Neyagawa Drive looking south



Image 6: View of the Dundas Street looking east towards Neyagawa



Image 7: View of 16 Mile Drive looking east from Neyagawa



Image 10: View of the retail plaza just east of the Site



Image 9: View of the Prime Envision Lands from Dundas



Image 10: Neighbourhoods to the east of the Site

2.3 TRANSPORTATION NETWORK

2.3.1 Roads: An important place of connection within the Town

The Site sits at an important place of connection within the Town and Region, adjacent to major east-west and north-south arterials connecting North Oakville to surrounding neighbourhoods and municipalities.

The Subject Site is well served by a network of existing and planned streets. Dundas Street West, also known as Regional Road 5, is a Major Arterial with a 50 metre right-of-way width. Dundas is planned to accommodate future Bus Rapid Transit (“BRT”) and plays an inter-regional role, carrying high volumes of traffic including movement of heavy trucks.

Neyagawa Boulevard, also known as Regional Road 4, is a Major Arterial road with a planned 40 metre right-

of-way width (as per the Map 4 of the Halton Region Official Plan – Right-of-Way requirements of Arterial Roads). An in-boulevard multi use trail is located along the western edge of Neyagawa that presently terminates at the northern edge of the Prime Envision Lands. Within the North Oakville East Secondary Plan, Neyagawa is identified for Secondary Transit Corridor Service. Currently, Neyagawa is not served by transit, although this may change as the residential population of the North Oakville East area increases over time.

Sixteen Mile Drive is an existing east-west public road that terminates at Neyagawa Boulevard. The existing Sixteen Mile Sports Complex driveway to the north of the Subject Site matches the alignment of Sixteen Mile Drive east of Neyagawa, and is intended to become a public street at a future time. Sixteen Mile Drive is an “Avenue/Transit Corridor” which is a road typology serving intermediate volumes of travel, and is intended to provide multiple street connections within and between neighbourhoods.



Figure 4. The Subject Site in the broader Context of Oakville’s Growth Areas and Major Street Network

The broader street network consists of a hierarchy of arterial, collector and local roads. In the North Oakville East Secondary Plan area, the road network has been incrementally expanded in accordance with the 2008 North Oakville Master Plan. West of Neyagawa, there are limited planned new roads due to the presence of North Park and Lions Valley / Sixteen Mile Creek.

2.3.2 Transit: An area served by existing and planned transit

The Subject Site is served by existing public transit operated by Oakville Transit. Bus Route 5 travels between the Dundas-Highway 407 park and ride in the west, to Oakville GO station in the east, with stops located at the southwest (eastbound) and northeast (westbound) corners of the Dundas-Neyagawa intersection. During the day, the Route 5 bus operates at a 30-minute frequency, which reduces to 15-20 minutes during rush hour.

Bus Route 5A is a limited-service offshoot of Route 5 that diverts from Dundas north of Neyagawa, running east-west on Sixteen Mile Drive and then south on Ernest Applebe Boulevard where it re-connects with Dundas. Service on Route 5A is currently limited to rush hour. Stops for Route 5A are located immediately adjacent to the Site on Neyagawa.

GO Transit Bus 22 operates serve between Oakville GO station in the south, and Milton GO station in the north, running primarily in a north-south direction along Trafalgar Road. GO Bus 22 connects with Oakville Transit Route 5/5A at the nearby Uptown Core Terminal, at the southwest corner of Dundas and Trafalgar Road.

Planned Transit

Dundas Street is identified as a Regional Transit Priority Corridor in the Town’s Official Plan and is the location of a planned 48km BRT corridor linking Kipling Transit Hub and Hamilton being advanced by Metrolinx. BRT has long been planned for Dundas and is reflected by the established right-of-way width which accounts for dedicated bus lanes, as well as in a range of local planning policies and studies.

Just north of the site, the Highway 407 Transitway is a planned grade-separated BRT corridor that is anticipated to run within the Highway 407 right-of-way for up to 150 kilometers between Brant Street in the City of Burlington in the west, to Brock Road in the City of Pickering in the east. Planning for the Highway 407 Transitway is being advanced in multiple segments. An Environmental Assessment for a 43-kilometer segment of the corridor between Brant Street and Hurontario Road was completed in 2020. The Highway 407 Transitway would be located approximately 2.75 kilometers north of the Subject Site.

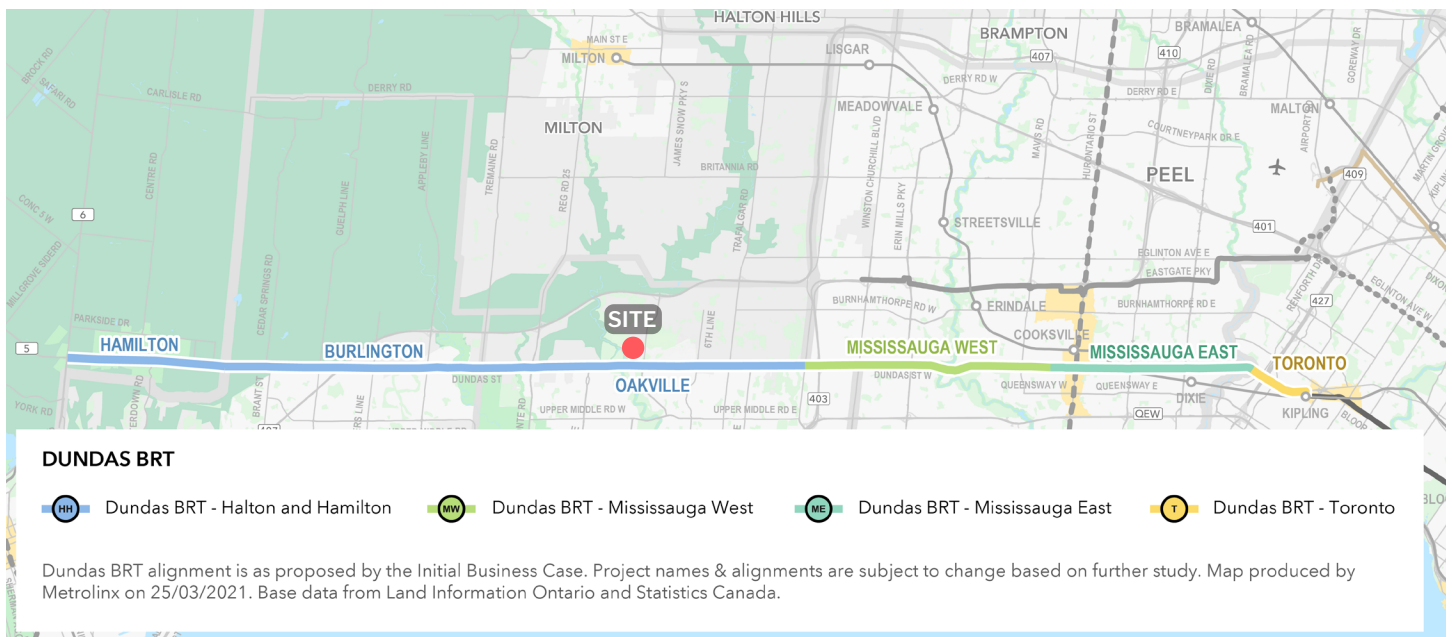


Figure 5. Dundas BRT Alignment as Proposed by the Initial Business Case, Source: Metrolinx

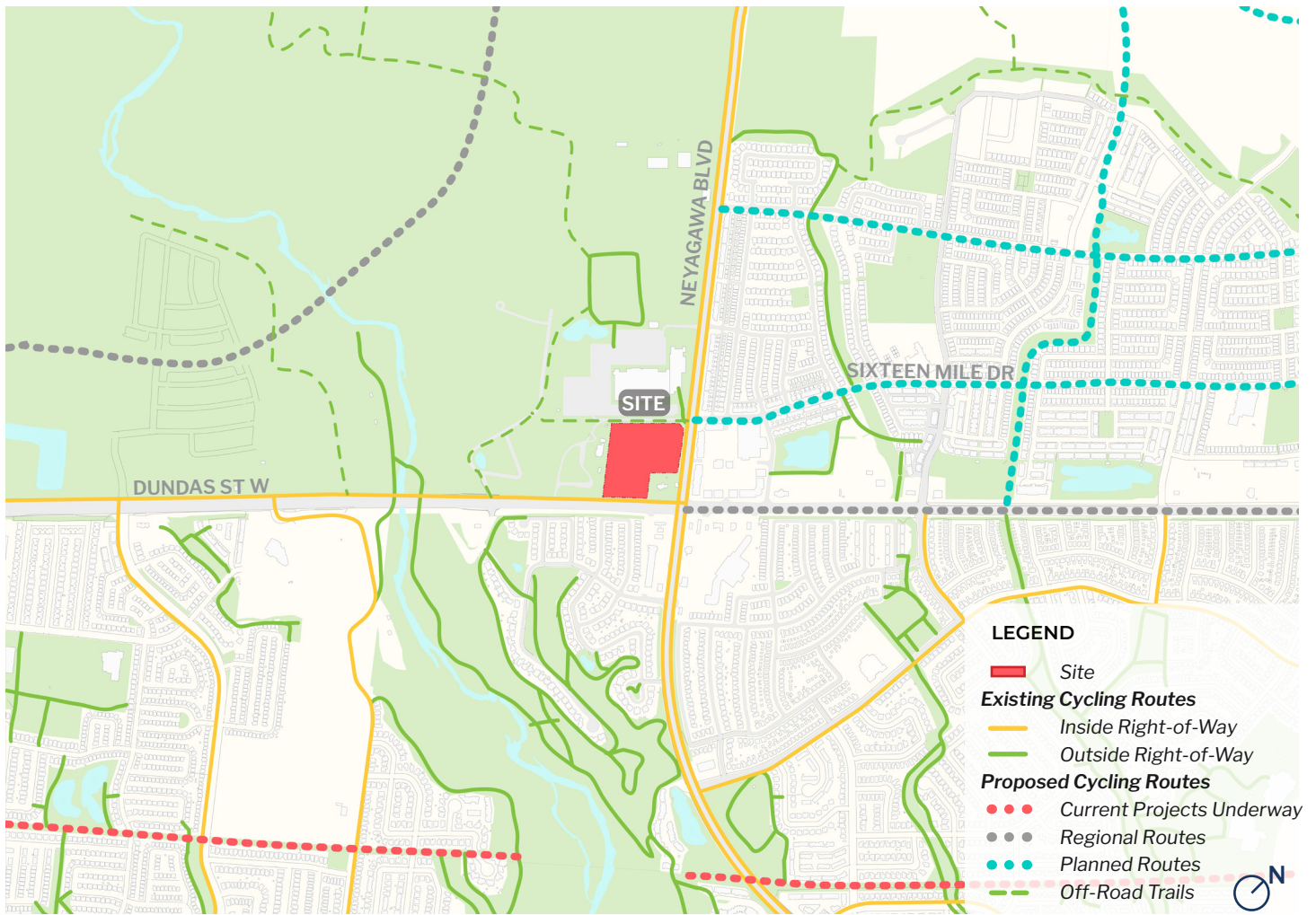


Figure 6. Map ES.6 (Proposed Cycling network Phasing & Priority Projects) from the Active Transportation Master Plan

2.3.3 Active Transportation: An important gateway to the active mobility network

The Subject Site benefits from excellent proximity to nearby pedestrian and cycling infrastructure. A multi-use trail is located on the south side of Dundas, within the public right-of-way, whereas the north side of Dundas along the edge of the Subject Site currently has a grassy boulevard and no sidewalk.

In addition to existing multi use paths along Dundas and Neyagawa, the Town’s Active Transportation Master Plan (2017) identifies planned active transportation enhancements along the Sixteen Mile Drive extension, which will provide access to a future trail connecting through North Park and the future neighbourhood northwest of the William Halton Parkway extension.

More broadly, the Active Transportation Master Plan identifies a network of pedestrian and cycling routes through the North Oakville East area to support connectivity and linkages to neighbourhood destinations, such as retail clusters, parks and other open space areas.



Figure 7. Lions Valley west of the site forms a significant component of the North Oakville East natural heritage system



Figure 8. George Savage Park provides space for a range of active recreational uses

2.4 EXISTING NATURAL FEATURES, PARKS & OPEN SPACES

The site is located immediately adjacent to Sixteen Mile Sports Complex, a large Community Park with a broad range of existing and planned recreational and cultural facilities, including an indoor arena featuring four ice pads, an aquatics centre, meeting rooms, fitness facilities and gymnasium space, two sports fields, a cricket pitch, basketball courts, a splash pad, playground, skateboard park, bike pump track and library.

Within a short walk from the Site there are a wide variety of active and passive parks and open spaces, as well as an expansive natural heritage system. A short distance to the west is Lions Valley and Sixteen Mile Creek, a significant component of the North Oakville East natural heritage system. Primary access to the valley is from Lions Valley Park Road, which extends south from Dundas and descends to a visitor parking lot in the valley. A playground, trails and picnic areas are located a short distance from the parking lot. From the valley, the trail system extends south to connect to the West Oak Trails and River Oaks neighbourhoods, and future connections to the area to the north are planned as part of the Town’s Active Transportation Master Plan.

The North Oakville East Secondary Plan outlines a hierarchy of park typologies that are distributed throughout the Secondary Plan area to maximize utility

for existing and future residents (see Figure NOE2). This hierarchy consists of:

1. Community Parks—intended to accommodate the highest intensity of recreational use and level of facility development;
2. Neighbourhood Parks—parkland which provides a variety of outdoor recreational experiences and which serve one or more neighbourhoods;
3. Village Squares—passive open space areas that are intended to serve as focal points for portions of a neighbourhood; and
4. Urban Squares—passive open spaces located in the Trafalgar Urban Core Area that may be public or privately owned.

An additional Community Park is planned to the northwest, adjacent to William Halton Parkway. Located away from the site but serving the broader community is George Savage Park (15 minute walk) a Neighbourhood Park, Emily Cline Park (10 minute walk) and Kaitting House Parkette, two Village Squares.

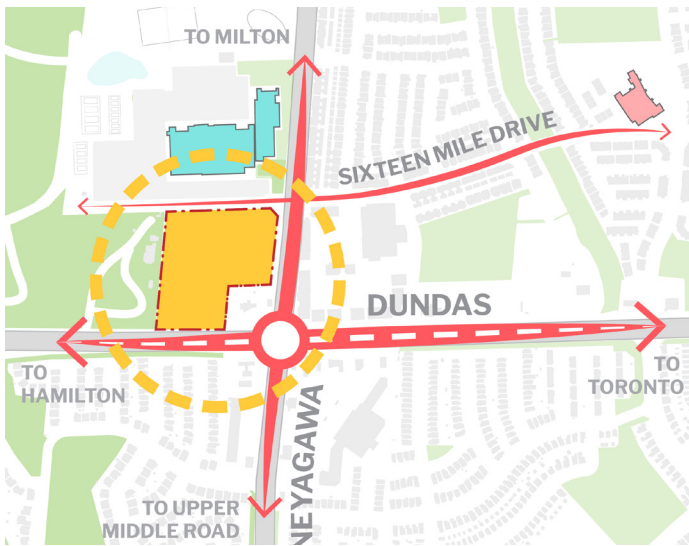
Together, these parks represent a significant supply of parks and open spaces within walking distance of the Site, accommodating a broad range of active and passive recreational functions for the entire population spectrum.

3.0

DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

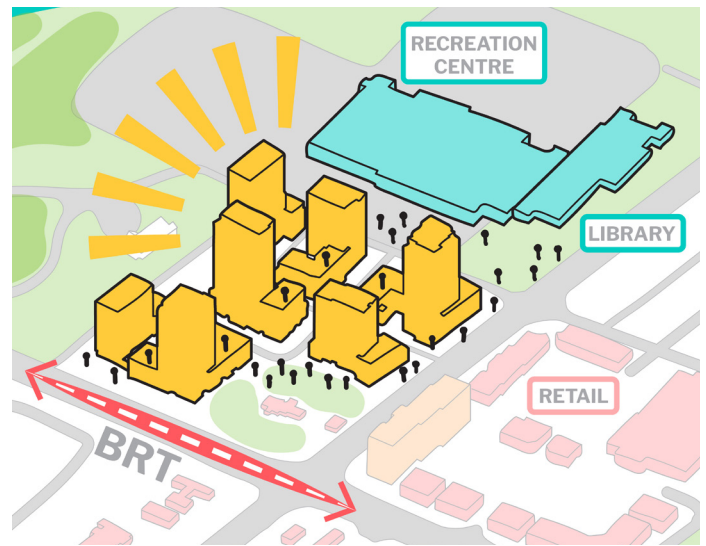
3.1 DESIGN VISION

The design vision for the Proposed Development is for a vibrant, high-density mixed-use urban precinct that complements the existing neighbourhood while adding to the diversity of built form, retail and open spaces in the area. The proposal supports several important land use and urban design objectives, including:



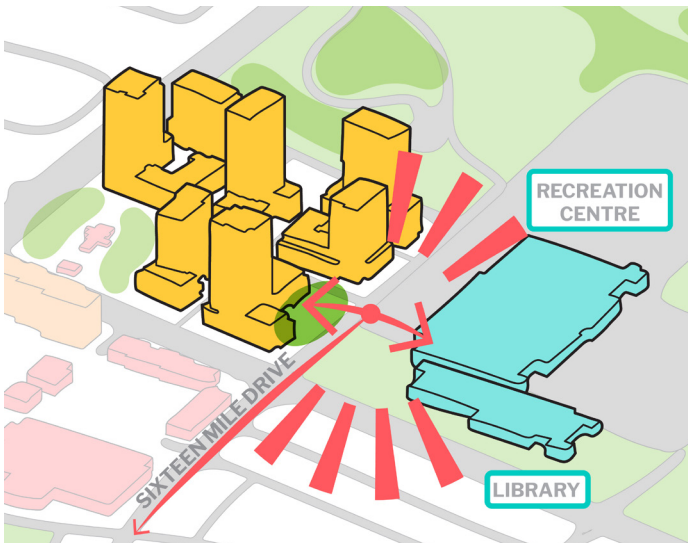
Focusing development at an important place of connection within the Town and Region

The Subject Site is located at an important place of connection. Dundas Street West is a key local and regional corridor with planned bus rapid transit connecting the Site east to Toronto and West to Hamilton. Neyagawa is an emerging mobility link connecting south to Upper Middle Road and with planned connectivity north to Milton. The Proposed Development delivers higher density and a greater mix of uses at this important place of connection within the broader transit/transportation network.



Delivering density at a strategic growth area with significant public investment

The Dundas Urban Core is an identified strategic growth area within the Town of Oakville's urban structure, a place where growth is directed. It is also experiencing significant public investment in the form of the Sixteen Mile Sports Complex, and the planned future library and recreational facilities. The Proposal will facilitate more people and uses at this important place of growth to optimize these public investments.



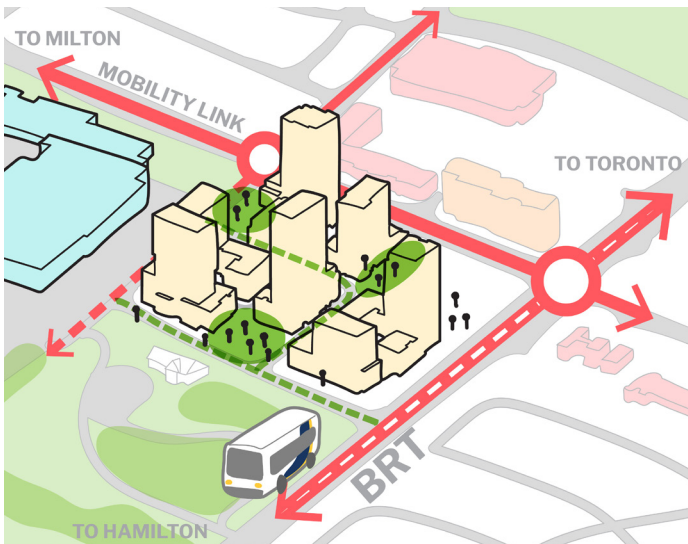
Anchoring 16 Mile Drive alongside the 16 Mile Creek Recreation Centre

Sixteen Mile Drive is an important local connection, linking schools, parks, and neighbourhoods together. The Proposal has been designed to anchor the western terminus of Sixteen Mile Drive alongside the Sixteen Mile Sports Complex and community hub to the north, through its organization of retail uses and a new plaza space.



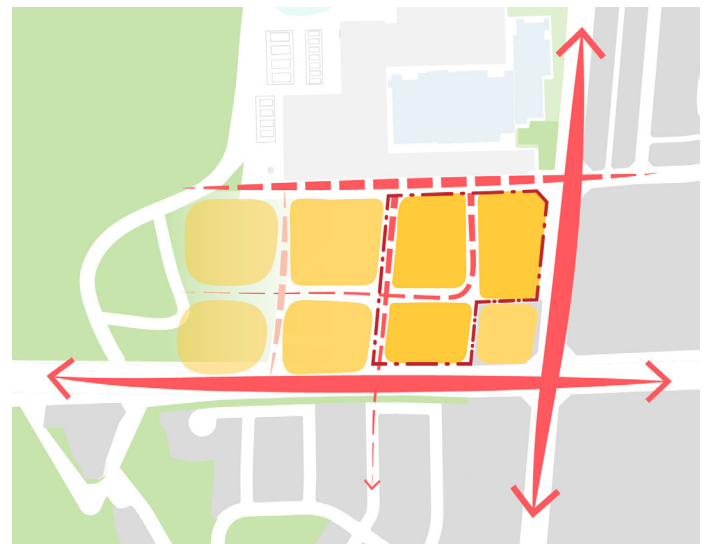
Diversifying the mix of housing, open space and retail

The surrounding neighbourhood is characterized by a predominance of low-rise residential uses, car-oriented retail and large-scale open spaces. The Proposed Development contributes to diversifying these uses by adding a mix of new residential apartments, street-related main street retail, and urban open spaces that will complement and expand upon the functions of these existing uses.



Establishing a pedestrian precinct at a key place of transit connectivity

The Site is located in a place of existing and planned transit connectivity but also an area defined by wide streets with many lanes of traffic and few pedestrian areas. The Proposal will help to establish a pedestrian precinct defined by narrower streets with frequent crossing points and a network of woonerfs (shared streets) designed to support both people and cars. The Proposal extends a network of pedestrian-scaled connections across the site and out to both Dundas Street West and Neyagawa Boulevard.



Setting the stage for comprehensive block redevelopment

The Site is in an area with the potential for further intensification over time. This includes possible redevelopment at the corner of Dundas Street West & Neyagawa Boulevard (the “Prime Envision Lands”), infill of the Town-owned North Park lands to the north, and long-term consideration of the St. Peter and Paul Parish lands to the west (“Parish Lands”). The Proposal establishes streets, open space and pedestrian connections that would support the redevelopment of adjacent lands by enabling access, supporting positive adjacencies, and connectivity with future development.

4.0

ASSESSMENT OF PROPOSED DEVELOPMENT

Section 4 contains an assessment of the Proposed Development from an urban design perspective, grouped by specific themes addressing various aspects of the Proposal. This section demonstrates how the Proposal achieves the direction of relevant urban design policies and guidelines from the applicable planning policy framework.

Relevant policies and guidelines are identified in the **Planning Justification Report** (Section 4 – Policy Review) and therefore have not been reproduced in this Urban Design Brief. Section 4 of the Planning Justification Report describes in detail how the Proposed Development conforms and is consistent with the applicable urban design policies and guidelines.



Figure 11. Plan of the Proposed Development highlighting phasing



Figure 12. An artistic rendering of the proposed development in context

4.1 DESCRIPTION OF PROPOSED DEVELOPMENT

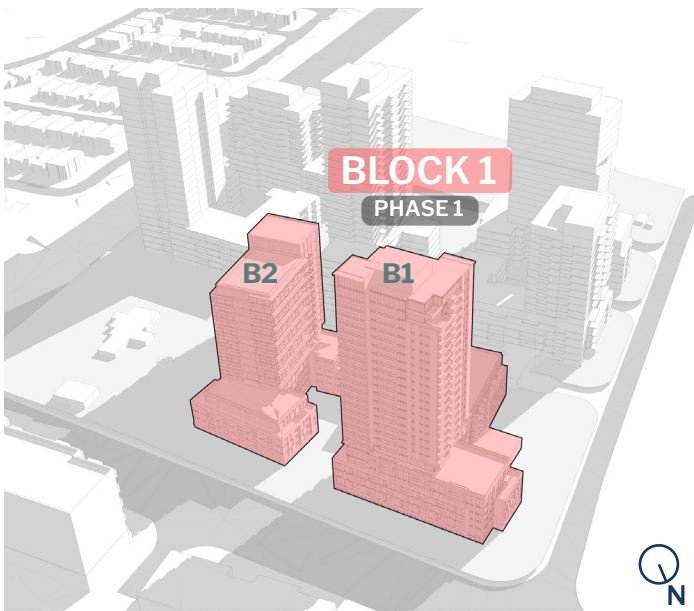
The Proposed Development consists of seven buildings organized within three development blocks. The blocks will be constructed in phases, commencing with Block 1 at the northeast corner of the Site, followed by Block 2 at the northwest corner, and ending with Block 3 at the southwest corner. Broadly, the Proposal represents a tower-podium development typology, with slender (max. 750 sq m) tall building elements integrated with mid-rise (5-8 storey) podiums that frame the edge of existing and proposed streets with heights proportional to the right-of-way widths.

In total, the Proposed Development will accommodate an overall gross floor area of approximately 159,000 square metres, inclusive of approximately 1,550 square metres of commercial-retail space and 2,278 residential apartment units. From a built form perspective, the Proposal incorporates a height peak of 28 storeys concentrated at the centre of the Site, stepping down to lower heights of between 15-18 storeys. The Proposed Development is designed to provide varied building heights, with a height difference of 8-10 storeys between the tallest and shortest towers in each block.

The distribution of height and massing across the Site is intended to reinforce a pedestrian-scaled streetscape condition with tall buildings interspersed in a way that provides variety and visual interest and mitigates massing impacts on the public realm.

The proposed unit mix consists of approximately 70% 1-bedroom suites and approximately 30% 2-bedroom suites, which will support a wider diversity of housing choice in the local community where there is currently a predominance of larger ground-oriented dwelling units. The unit mix will contribute to a supply of housing stock for diverse household sizes at all stages of life. By virtue of their size and density, these units will provide relatively economical housing options compared to ground-oriented housing in the surrounding area.

This section provides a high-level overview of the Proposed Development, including a description of each building and other aspects of the project design including new streets, the open space and public realm strategy, and architectural design.

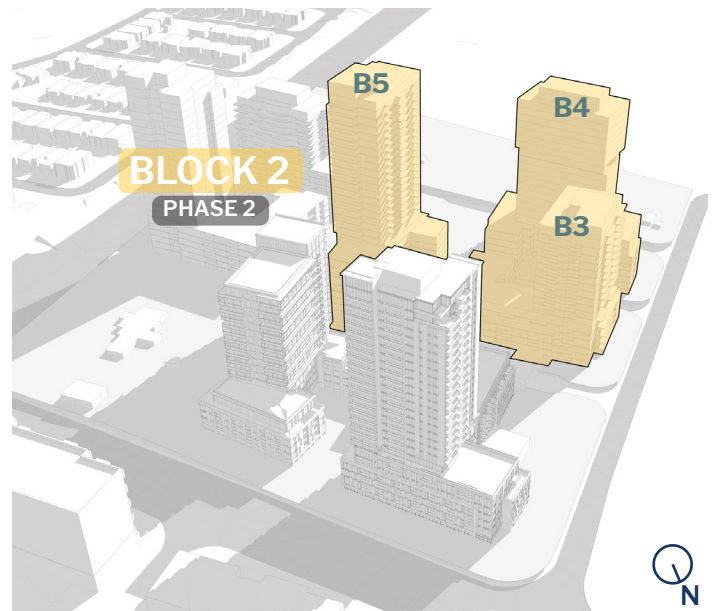


BLOCK 1

Block 1 is in the northeast corner of the Site and will be the first phase of development. Block 1 is bounded by Neyagawa Boulevard to the east, the Sixteen Mile Drive extension to the north, Street B to the west, and by the Prime Envision Lands to the south. This first development phase is comprised of Building 1, a 26-storey tower integrated with a 6-storey podium, and Building 2, an 18-storey tower integrated with a 5-storey podium.

Building 1 contains two separate commercial-retail units totaling 1,079 square metres. One of the retail units is oriented along Street B, and the other oriented to the corner of Neyagawa Boulevard and Sixteen Mile Drive. Both retail units benefit from prominent street frontage and exposure to the landscaped plaza at the north end of Block 1, which could accommodate spillover (patio) space associated with the retail. The residential lobby has dual access from the plaza to the north, and the woonerf to the south. Two separate indoor amenity areas with a total of 657 square metres are provided at grade, accessible off of the lobby. A total of 395 residential units are proposed in Building 1. Building 1 also accommodates a ramp to the underground parking garage that serves all of Block 1.

Building 2 is an exclusively residential building that contains 258 units, including grade-related units that have private entrances and small gardens/terraces accessible from the surrounding streets. The building lobby is oriented to Street B. A ground floor interior amenity space of 178 square metres is proposed.



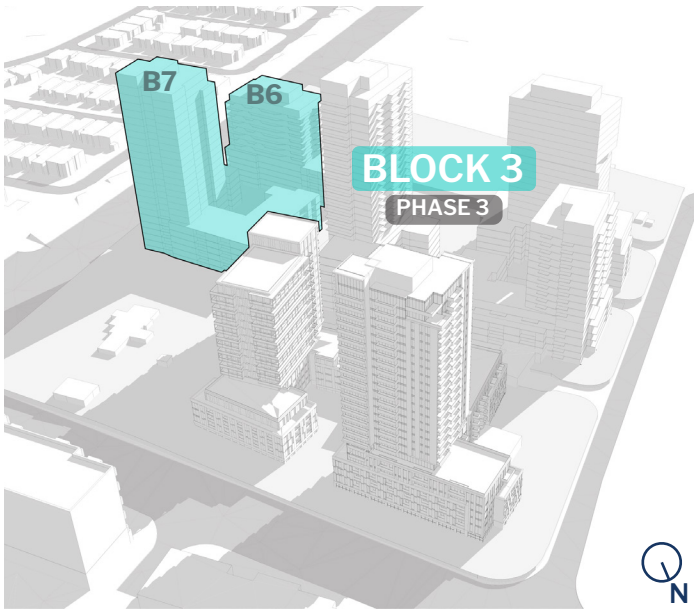
BLOCK 2

Block 2 is the second phase of development, located at the northwest corner of the Site. This block is bounded by Street B to the east, the Sixteen Mile Drive extension to the north, Street A to the west, and Street C to the south.

Building 3 consists of an 18-storey tower with a 6-storey podium element. A 472 square-metre commercial-retail unit is located at grade with frontage along Street B. The residential lobby is oriented to the northeast corner of the building, and a 333 square metre indoor amenity space is proposed adjacent to the lobby. Several grade-related residential units are accommodated at the south end of the building. Building 3 accommodates a ramp to the underground parking garage that serves all of Block 2. A total of 266 residential units are proposed in Building 3.

Building 4 is situated in the northwest corner of Block 2 and consists of a 24-storey tower with a 6-to-8 storey podium. This building contains exclusively residential uses, including grade-related units. The lobby is oriented to the southwest corner of the building with exposure along Street A and the large central open space. A 262 square metre ground floor indoor amenity area is proposed. The total number of residential units in Building 4 is 341.

Building 5 is situated in the southeast corner of Block 2 and consists of a 28-storey tower with a 6-to-8 storey podium. The building contains exclusively residential uses, including grade-related dwelling units, for an overall total of 389 units. The lobby is oriented to the southwest corner of the building, adjacent to Street C and with frontage along the central open space. An indoor amenity area of 303 square metres is proposed directly adjacent to the lobby.



BLOCK 3

Block 3 is the third and final phase of development, containing exclusively residential uses. This block is bounded by Street C to the north, the Prime Envision Lands to the east, Dundas Street West to the south, and Street A to the west.

Building 6 consists of a 15-storey tower with a 6-storey podium. Two ground floor lobbies are proposed, one facing north onto Street C and a second facing south to Dundas Street West to provide convenient access from, and animation over, the southwestern gateway to the Site. Two indoor amenity spaces are proposed totaling 365.30 square metres. Inclusive of grade-related units, the total number of residential units in Building 6 is 216.

Lastly, Building 7 consists of a 25-storey tower with a 6-storey podium. Two ground floor lobbies are proposed, one oriented north to Street C, and the other oriented south to Dundas. The balance of the ground floor consists of grade-related units and a 328 square-metre indoor amenity space overlooking Dundas Street West. The podium accommodates a parking ramp to the underground parking garage that serves all of Block 3. The number of residential units proposed in Building 7 is 413.

	Block 1	Block 2	Block 3	Total
Site/Block Area	9,701 sq m	11,301 sq m	7,669 sq m	37,461 sq m (gross) 28,672 sq m (net)
GFA (total)	46,383 sq m	69,216 sq m	43,092 sq m	158,691 sq m
GFA (non-res)	1,079 sq m	472 sq m	-	1,551 sq m
GFA (res)	45,312 sq m	68,744 sq m	43,211 sq m	157,267 sq m
Height (ST)	18 + 26 ST	18 ST + 24 ST + 28 ST	15 ST + 25 ST	-
Height (M)	56.5 + 82.2 M	57.6 + 76 + 88.3 M	47.2 + 74.4 M	-
Res unit count	653 units	996 units	629 units	2,278 units
Resident parking	659 stalls	1,023 stalls	666 stalls	2,343 stalls
Visitor/retail parking	130 stalls	200 stalls	126 stalls	456 stalls
Lockers (can accommodate bike parking)	621 lockers	795 lockers	607 lockers	2,023 lockers
FSI (gross)	-	-	-	4.24
FSI (net)	4.78	6.12	5.62	5.53
Amenity outdoor	8,987.86 sq m	9,670.29 sq m	7,463 sq m	26,120.76
Amenity indoor	835 sq m	898.40 sq m	693.30 sq m	2,426.70 sq m



Figure 13. Site Organization: The site is organized around a new network of public streets and served by a pedestrian friendly woonerf

4.2 SITE ORGANIZATION

The Proposed Development is organized around a new street and block network that is oriented to support connectivity across the Site and the urbanization of the larger northwestern quadrant of the Dundas-Neyagawa intersection over time.

In addition to the public streets and development blocks, the Site is further divided by a series of mid-block connections and interior courtyards. A woonerf extends through Blocks 1 and 2 accommodating consolidated parking, loading and servicing access and blended pedestrian space with additional landscaping. In Block 3, these elements are concentrated around an interior open air courtyard. These additional circulation routes help to minimize the impact of back-of-house functions associated with the Proposal while contributing to a fine-grained pedestrian and cycling network.

The three proposed development blocks are appropriately scaled to provide a framework for a diversity of higher-density mixed-use and residential buildings integrated adopt a series of street-defining podiums that are varied to respond to their surrounding context and to provide frequent breaks in the streetscape. The tower elements are staggered throughout the Site to maximize sky views and sunlight access on the public realm, and to deliver a diverse and interesting skyline.

A variety of at-grade open spaces have been programmed throughout the Site to demarcate key gateways from the surrounding street network, creating a local focus for future residents of the Proposed Development and the surrounding community. Key desire lines to transit infrastructure and nearby commercial and community amenities are reinforced by the placement of mid-block connections.

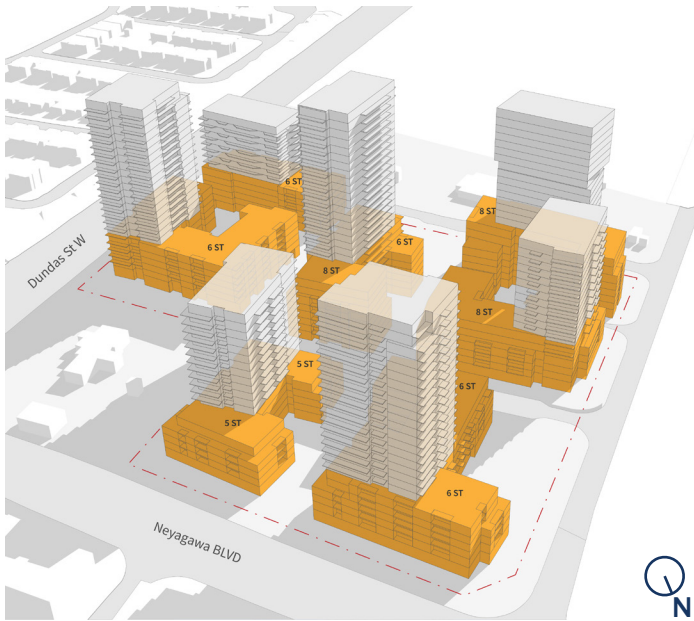


Figure 14. A series of 5-8 storey podiums reinforce the public realm and support the development of pedestrian-scaled spaces

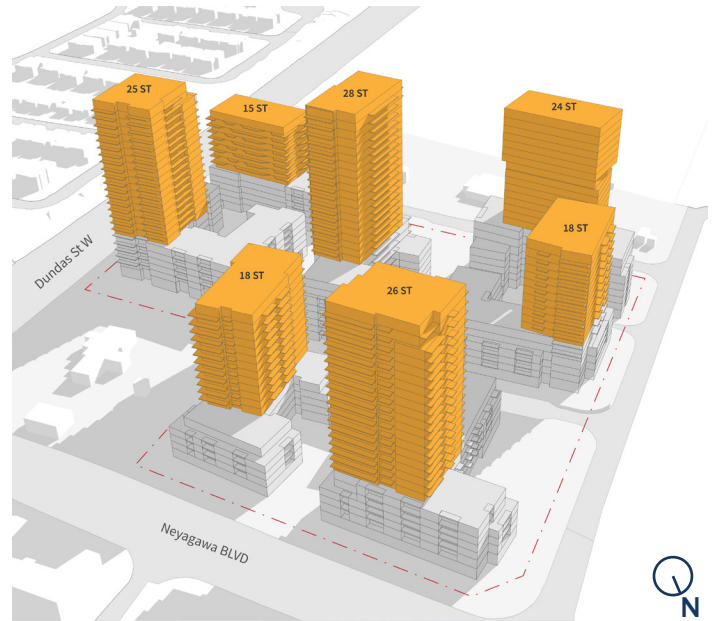


Figure 15. Taller tower elements are varied, organized to maximize separation and stepped back from the podiums to reduce their perceived impact at street level and support sky views

4.3 BUILT FORM

The Proposed Development accommodates a mix of residential and commercial-retail uses grouped into seven buildings with heights ranging from 15 to 28 storeys. Configured as a series of podium and point tower buildings, the tower elements are situated on five-to-eight storey base buildings oriented to frame the public realm and articulated to support visual interest along the street. The podiums are set back from existing and future public street rights-of-way with regard for the desired character of the boulevard condition. At-grade setbacks range from 2.5 metres along the retail-focused zone of Street B (a 20.5-metre right-of-way) to over 5 metres in other locations where a wider setback is desirable to reinforce the at-grade residential character with private gardens/terraces and additional landscaping.

Across the Site are a variety of tall building elements that are stepped back from the base buildings to reinforce a pedestrian-scaled public realm. In limited locations the tower faces extend down to grade to mark the primary entrances to buildings. The heights of the towers are varied to support visual interest and a height peak of 28 storeys in Block 2, towards the centre of the Site. Along the Neyagawa and Dundas street frontages, the towers are configured as narrow point towers or positioned perpendicularly to the street to reduce their visual impact.



Figure 16. Tall building elements are positioned to support generous separation distances

4.4 TRANSITION AND ADJACENT RELATIONSHIPS

With respect to transition, the Proposed Development is designed to achieve compatibility with the surrounding area context. Compatibility from a planning and urban design perspective does not mean to be the same as, or even similar to, but rather means being able to co-exist in harmony while reinforcing the planned context of the Site and broader DUC Area as a focus for high-density and transit-supportive development.

The proposed tall building elements are positioned within the development blocks to minimize overlook and to maximize tower spacing with separation distances of at least 25 metres and up to 67 metres being provided. Along the Neyagawa and Dundas frontages in particular, tower separation distances of 37 and 39 metres, respectively, will ensure that sky views from the public realm and nearby residential neighbourhoods continue to be maximized.

The Block 1 towers along the Neyagawa frontage have been scaled to fit within a 45-degree angular plane measured from the property line of the adjacent low-rise residential neighbourhood to the east, which minimizes net new shadowing throughout the year.

The Block 1 towers along the Dundas Street frontage are separated from the residential neighbourhood to the south by a distance of over 70 metres across most of the frontage. The east-west orientation of the low-rise dwellings south of Dundas, on Valley Heights Crescent, further mitigates the impact massing impact of the Block 3 towers on this area.

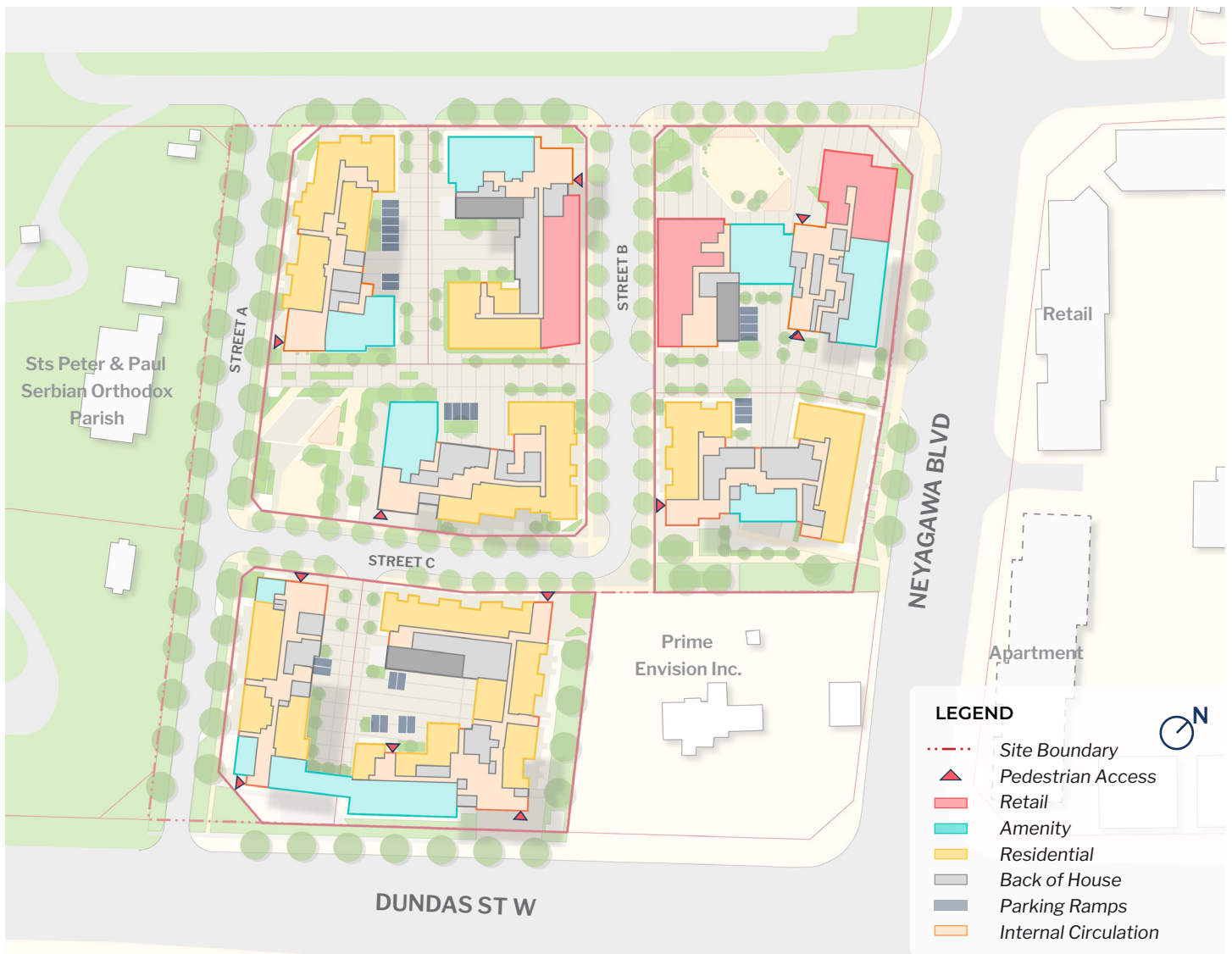


Figure 17. The pedestrian realm is supported by a mix of residential and amenity uses at street level. The clustering of retail uses

4.5 PEDESTRIAN EXPERIENCE

The Proposed Development incorporates a mix of residential and commercial uses that are organized to animate the public realm. A cluster of retail uses towards the north of the Site—with frontages along Street B, the future Sixteen Mile Drive extension, and Neyagawa Boulevard—has been organized to animate the Block 1 plaza space across from the community recreation hub in North Park. Along Street B, the retail uses contribute to a main street character at grade along a key route for people traveling to and from the Site towards North Park as well as the Block 1 plaza.

Throughout the Site, the Proposal situates internal common amenity spaces where they relate to, and contribute to, the animation of the exterior public realm. Where possible, grade-related amenity spaces have been oriented to address planned open spaces or pedestrian connections to create opportunities for amenities to open onto, and to animate, outdoor open space.

The pedestrian experience and variation across the Site is reinforced through the design of the public realm. The “market street” segment of Street B is designed as a primarily hard-surfaced landscape, supportive of the vibrant retail environment with spill-out retail or patio space. Outside of the retail areas, the streets have been designed with a greater proportion of soft landscaping along the boulevard to reinforce a quieter and more-verdant residential character.

Parking, access and servicing entrances and zones have been designed as blended woonerf streets capable of supporting both vehicular and pedestrian traffic, with elements such as raised planters and boulevards to define walkways independent of vehicular areas.

4.6 ARCHITECTURAL EXPRESSION

The Proposed Development seeks to contribute to a vibrant, architecturally unique precinct at the northwest corner of the Dundas-Neyagawa intersection, recognizing the Site's visual prominence and adjacency to major community recreational infrastructure, public open space, and natural areas.

The architectural design of the Proposal is intended to reinforce the Site as a diverse, pedestrian-focused district. At the scale of the Site, varied podium heights with massing breaks and the use of frequent bays reinforce a pedestrian scale and rhythm at street level.

Towers are generally stepped back from the podium edge where desirable to provide massing relief, and incorporate vertical articulation to distinguish them from the podium elements. In specific locations, tower faces extend directly down to street level to mark the entrances of buildings or highly visible corners.

The selection of building materiality reinforces the architectural strategy of supporting variability and a pedestrian-scaled environment. As Block 1 is intended to be constructed first, the architectural plans for this submission incorporate a greater level of design detail for Buildings 1 and 2, as reflected in the architectural elevations and rendered views. Solid, tactile brick with variations of colour and texture help to differentiate the podiums from tower elements and support texture and visual interest at street level. The variation in upper-level podium step-backs and the increased use of glazed surfaces in towers support a gradation in scale to taller building elements, giving them a greater sense of lightness at the upper levels.

Rooftop mechanical equipment will be consolidated to the maximum extent to limit the footprint the associated visual impact from the public realm. Mechanical and other rooftop fixture (e.g. window washing equipment) will be set back from the tower face and/or screened within a parapet or enclosure.



Figure 18. The design of the buildings will reinforce the diversity of place

BUILDING 01



PODIUM LEVEL BRICK

UPPER PODIUM LEVEL BRICK

TOWER CLADDING

MULLION

ALL SPANDREL GLAZING

CLEAR GLASS

BUILDING 02



PODIUM LEVEL BRICK

UPPER PODIUM LEVEL BRICK

TOWER CLADDING

TOWER CLADDING & MULLION

ALL SPANDREL GLAZING

CLEAR GLASS

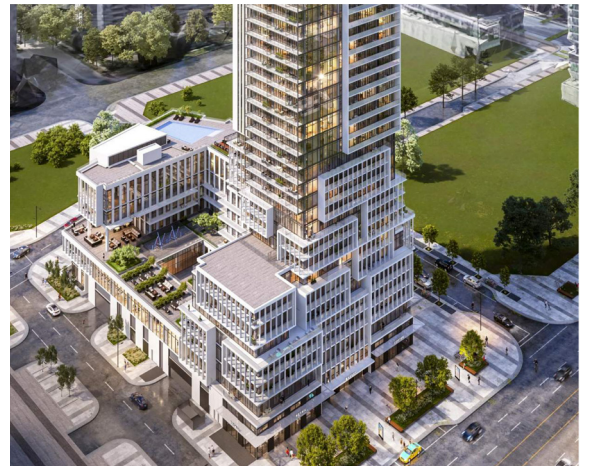


Figure 19. Block 1 proposed material palette (above) and facade design precedents for future phases (Block 2 & Block 3)

4.7 LANDSCAPE, OPEN SPACE AND AMENITY AREAS

The quality, quantity and variety of landscaped open spaces and amenity areas is a key attribute of the Proposed Development and part of what distinguishes the Proposal from other recent high-density developments in North Oakville East. The objective of the landscape strategy is to create a distinct, urban public realm that supports the vibrancy of the Dundas Urban Core Area and acts as a backdrop for everyday life.



Figure 20. The Public Realm Plan supports the development of tree lined streets and a linked network of pedestrian friendly spaces

4.7.1 PUBLIC REALM

The Proposal uses landscaping to stitch together the public realm and to create a cohesive network of supplementary open spaces and amenity areas.

- ① The use of unit pavers with a consistent pattern of striping applied across the Site forms an “urban carpet” that signals the pedestrian focus of the precinct. The urban materiality is extended south along Street B in proximity to the retail zone to reinforce a market street character.
- ② A central woonerf which signals pedestrian priority through the application of the “urban carpet” paving makes use of bollards and planters in trees to distinguish areas intended for use by vehicles.
- ③ The Site’s prominent street frontages along Dundas and Neyagawa are acknowledged by contextually appropriate landscape treatments that have regard for the proposed at-grade uses in these areas. The retail/restaurant space that wraps around the northeast corner of Block 1 is supported by patio space that can contribute to activity created by users traveling to and from the Recreation Centre.
- ④ South of the woonerf there are several grade-related residential units that will have semi-private garden terraces overlooking Neyagawa.
- ⑤ The Site’s frontage along Dundas Street West is an important urban edge where it is anticipated that the streetscape will be enlivened primarily by the interior at-grade uses. Building lobbies have also been situated in the southeastern and southwestern corners of Block 3 to support activity along Dundas and to provide convenient connections to transit. Large interior amenity spaces fill in the remainder of the frontages between the lobbies. A pedestrian footpath has been incorporated parallel to the south building face on Block 3, with a grassy area for greenery and pet relief.

- ⑥ Two “Green Fingers” extend from the site’s interior to Dundas and Neyagawa, supporting connections to transit. An east-west connection extending along the south side of Block 1 has been designed as a lush pedestrian mews with an integrated dog run. A north-south connection extending along the east side of block 3 transitions the grade from the south side of Street C to Dundas Street and incorporates generous forecourt areas to mark the north and south entrances to the building.
- ⑦ Softer boulevard landscaping along Street A, the southern end of Street B, and Street C, in addition to the green fingers connecting the interior of the Site to Dundas and to Neyagawa, will strengthen the residential character areas of the Site and support a verdant landscaped setting for the buildings.

Alongside all streets, trees planted in silva cells or continuous, landscaped boulevards with soil volumes ranging from 30 to over 40 cubic metres will help to support a lush canopy in excess of 25% net site coverage.

4.7.2 BLOCK 1 PLAZA

In Block 1, a sizable open plaza space (the “Plaza”) is proposed to respond to and complement the existing and planned community recreational facilities located north of the Site, and to establish a gateway into the Site from the Sixteen Mile Drive extension. The Plaza is designed as a flexible urban room, similar in scale to Downtown Oakville’s Town Square. The space is approximately 46 metres wide by 23 metres deep, for an area of about 1,050 square meters (0.1 hectares).

The Plaza will be animated by spill-out retail uses and potential restaurant patios and is intended to function as a broader gathering space for residents and visitors to the Site and the adjacent Sixteen Mile Sports Complex.

The Plaza is defined by landscaping along its northern and western edges, and a pedestrian-scaled building podium to the south. The configuration of the space provides flexibility for a wide range of uses and programming, including local gatherings, pop-up food vendors, markets and performances that could complement the public facilities to the north. Planters with integrated seating, pedestrian-scaled lighting, and shade structures will enhance the comfort and utility of the space and provide suitable conditions for year-round use.



Figure 21. The first phase will deliver a new plaza, across from the library and sports complex. The Plaza will act as a gateway to the development and reinforce the cluster of community uses as a civic destination

4.7.3 BLOCK 2 NEIGHBOURHOOD GREEN

In the western edge of Block 2, an additional publicly-accessible space open space (the “Neighbourhood Green”) will provide a further focal point and local amenity for residents. With approximate dimensions of 38 by 50 metres, and an area of 1,900 square metres (0.19 hectares), the Neighbourhood Green is designed to contain a variety of environments providing active and passive recreational space to serve people of all ages with the community. Such functions conceptually include:

- A small tot-lot and playground surrounded by shade trees that will create space for infants and children to play, with nearby seating space for adult supervision;

- A hardscaped area with shade structure and benches and tables that will provide space for other residents to gather and socialize; and
- A grassy lawn will provide space to lounge or engage in activities.

The Neighbourhood Green is connected to its surrounding context by a network of paths that also define the various program areas described above, and will be directly accessible to residents of the Proposed Development and the surrounding community by the network of pedestrian-focused woonerfs extending through the Site for easy access.



Figure 22. The Neighbourhood Green is envisioned as a local gather space with a range of amenities designed to bring residents of the community together

THE NEW PLAZA AND NEIGHBOURHOOD GREEN WILL COMPLEMENT EXISTING PARKS, RECREATION CENTRES, AND OPEN SPACES TO EXPAND THE MIX OF RECREATIONAL OPPORTUNITIES FOR BOTH EXISTING AND NEW RESIDENTS OF THE COMMUNITY.

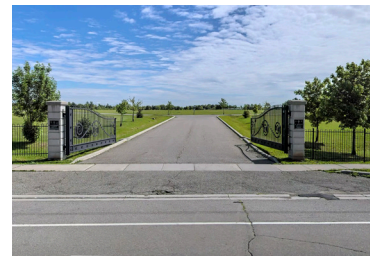




Trafalgar Lawn Cemetery



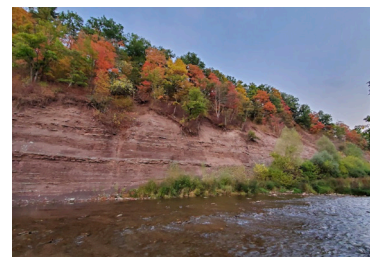
Lions Valley



St. Volodymyr Ukrainian Cemetery



Munns Creek Park



North Park



River Glen Park

4.8 PEDESTRIAN / VEHICULAR ACCESS

As contemplated in the policy framework for the North Oakville East area, the Proposed Development contributes to the achievement of a modified grid street system by delivering an urban street and block network that supports a walkable and connected precinct while facilitating intensification over time.

A new north-south public street (**Street A**) will connect Dundas Street with the proposed extension of Sixteen Mile Drive west of Neyagawa. Street A will support access to the Site, serve visitors to the Sixteen Mile Sports Complex, and facilitate access to the Parish Lands should they redevelop over time. Street A has been designed with a 19-metre right-of-way including layby street parking along its eastern edge adjacent to the Proposed Development and the Block 2 open space. A 0.3 metre reserve block is proposed along the western edge of Street A to restrict future street connections into the Parish Lands subject to future landowner agreements and cost-sharing.

Street B is a proposed 20.5-metre-wide public street running north-south between the Sixteen Mile Drive extension and the proposed Street C. Street B is intended to support the at-grade retail uses in Blocks 1 and 2 in addition to the grade-related residential units south of the woonerf. On-street layby parking will be accommodated on both sides of the road. Sidewalk extensions around intersections serve to minimize pedestrian crossing distances and provide traffic calming. It is intended that should the Prime Envision Lands redevelop in the future, they will obtain access from the southern terminus of Street B. A 0.3 metre reserve block is proposed along the southern edge of Street B to restrict future street connections into the Prime Envision Lands subject to future landowner agreements and cost-sharing.



Figure 23. Street B has been designed to function as a retail main street with parking on both sides of the street

Street C is a proposed 17-meter-wide public street running east-west between Street A and Street B. With a smaller right-of-way, Street C is intended to contribute to a quieter residential character, while accommodating on-street layby parking along the eastern edge. Altogether the three proposed public street dedications help to define the development blocks and to expand the local mobility network in this evolving precinct.

Parking, loading and servicing access for the development blocks is accommodated from a **woonerf** that serves Blocks 1 and 2, and an interior courtyard that functions as a separate woonerf serving Block 3. These woonerf areas function as blended streets that are designed to balance both pedestrian and vehicular movement, providing the primary point of access to parking and loading facilities to limit the impact of these back-of-house functions on the public realm.

The public streets and woonerfs are augmented by two “green fingers” which provide mid-block pedestrian and cycling connections extending east to Neyagawa and south to Dundas from the intersection of Streets B and C. The green fingers extend connectivity from within the Site to the adjacent arterial roads, supporting access to existing transit infrastructure and multi-use paths. Altogether, the public streets and woonerfs establish a fine-grained network of blocks and pedestrian connections similar in scale and granularity to what is currently found in Downtown Oakville.



Figure 24. Parking, loading and servicing access for the development blocks is accommodated from a woonerf designed to balance both pedestrian and vehicular movement.

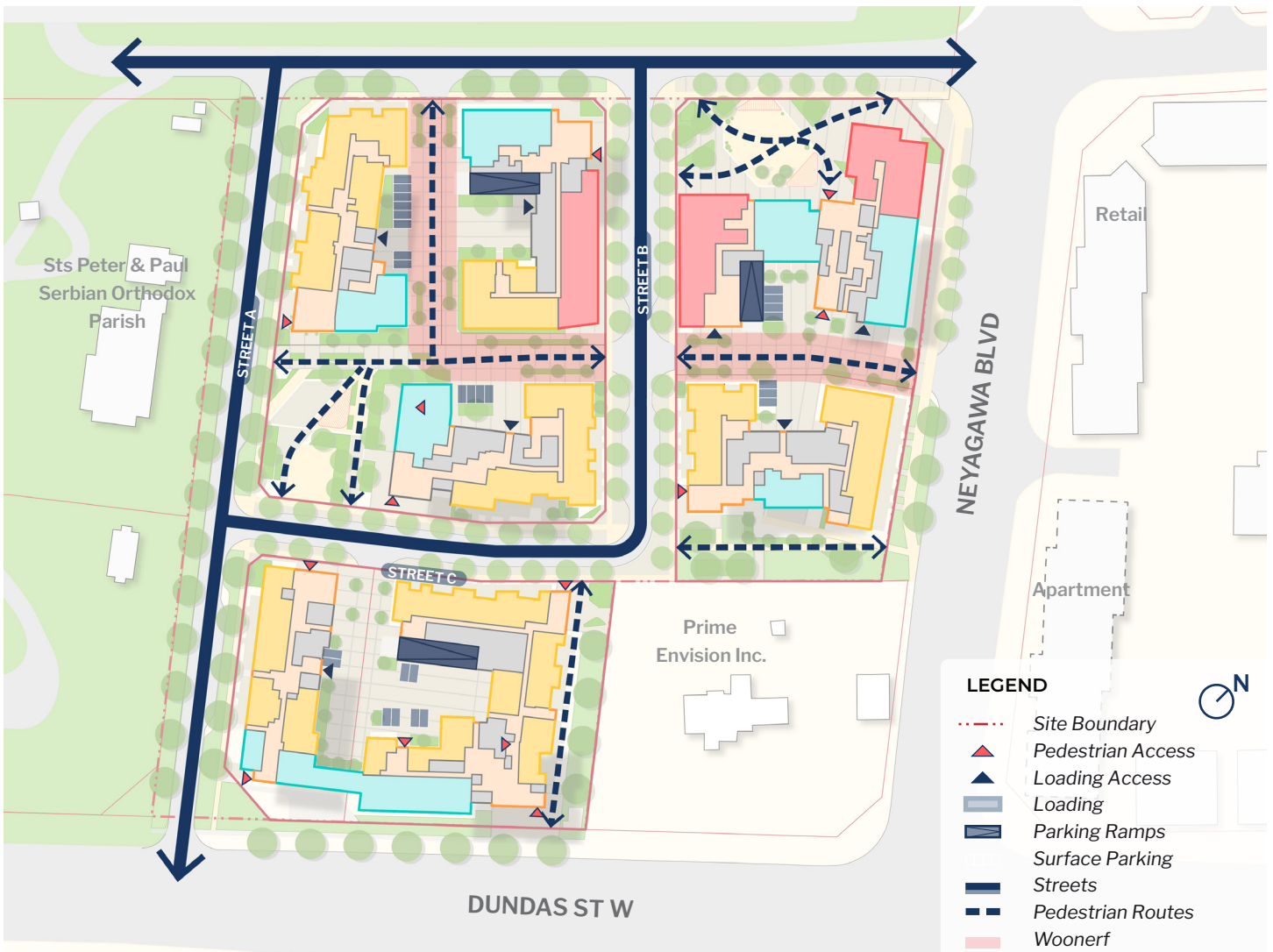


Figure 25. The proposal establishes a fine grained network of streets, pedestrian friendly woonerfs and landscaped connections that together support a highly permeable site

4.9 PARKING, LOADING AND SERVICING

In keeping with the desire to achieve an urban, pedestrian-focused precinct, the Proposed Development accommodates parking, loading and servicing elements in locations where their visual and physical impacts on the public realm are minimized.

Parking for each of the three development blocks is provided in 4-level underground parking garages—one for each block. Each garage has its own ramp, which for Blocks 1 and 2 are accessed from the woonerf, and for Block 3 is accessed from the internal courtyard. This configuration ensures that vehicle ingress and egress from the ramps occurs off of the public street network, minimizing the potential for conflicts between vehicles and pedestrians.

Limited surface parking is provided on the private development blocks along the woonerf and Block 3 courtyard, intended for short-term use. On-street parking is proposed on all three new public street dedications to augment the parking provided by the Proposed Development

Loading and servicing areas are similarly accommodated within the woonerf and Block 3 courtyard thereby minimizing visual and physical impacts of these important functions. Loading and servicing zones are located in close proximity to related areas of the development, such as building lobbies, moving rooms, waste storage, and retail units.

The Applicant’s transportation consultant GHD has conducted a swept path analysis that demonstrates that there is sufficient space for emergency vehicles and garbage trucks to maneuver through the Site.

4.10 TYPICAL STREET SECTIONS



Figure 26. Cross Section of Street A



Figure 27. Cross Section of Street B

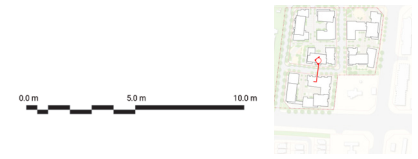
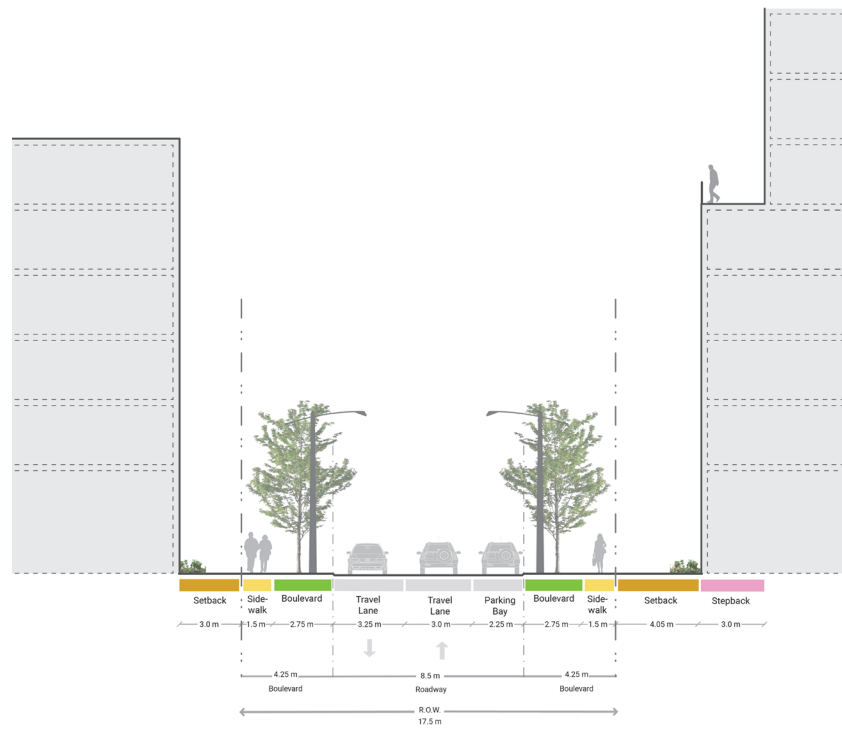


Figure 29. Cross Section of Street C



Figure 30. Cross

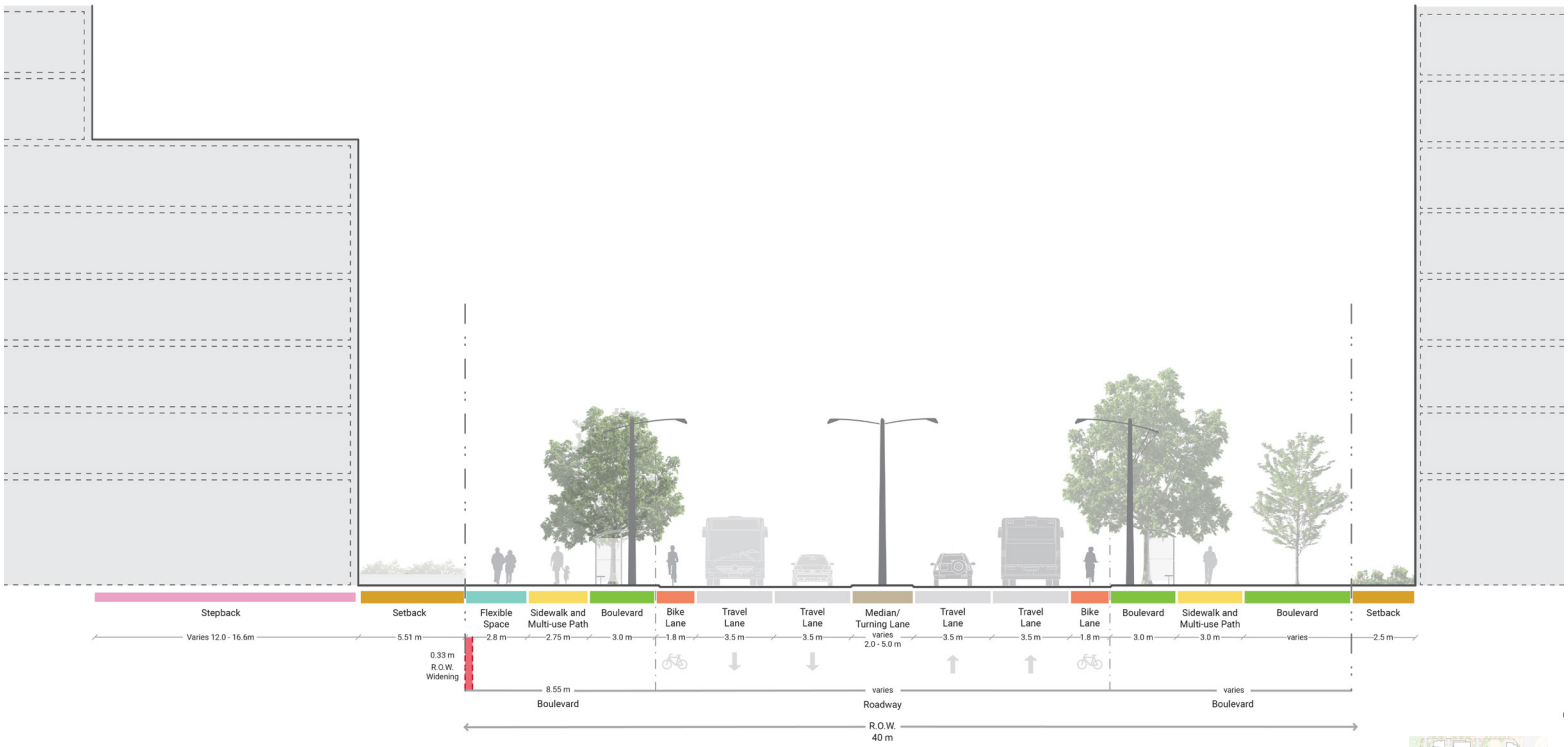
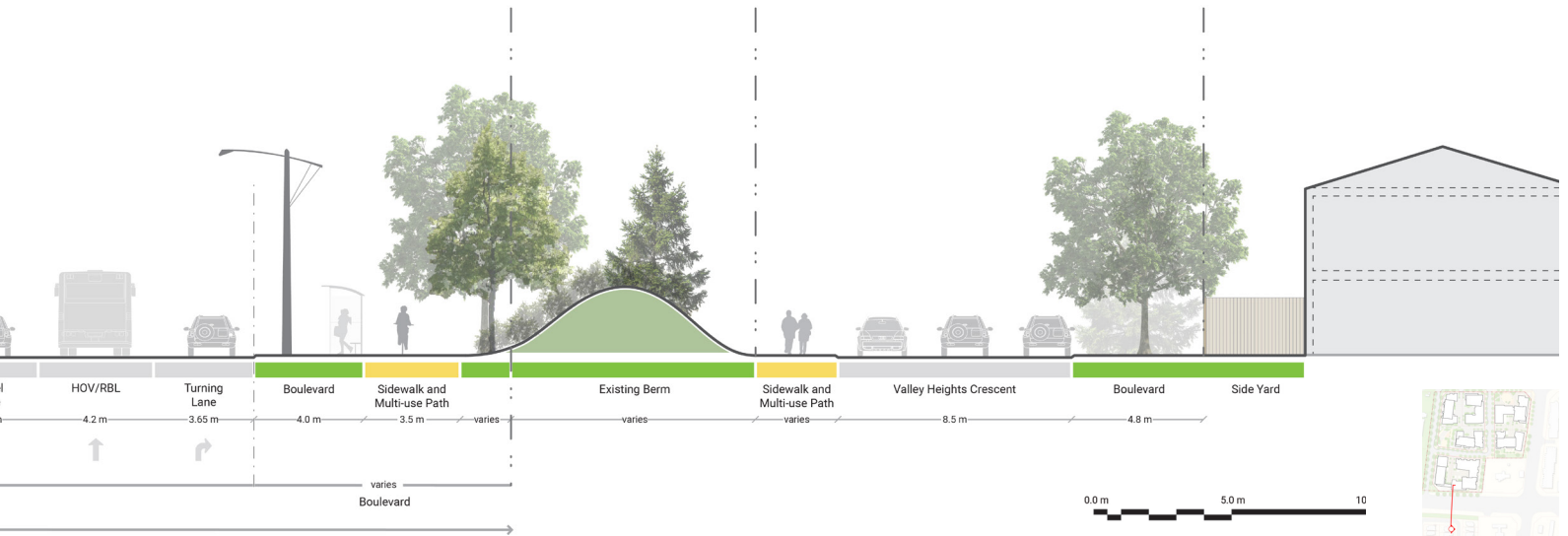


Figure 31. Cross Section of Planned Neyagawa Boulevard

0.0 m 5.0 m 10.0 m



0.0 m 5.0 m 10



5.0

IMPLEMENTATION

6.1 REQUIRED PLANNING APPROVALS

The Proposed Development requires multiple planning approvals before construction can commence, including:

- An Official Plan Amendment (“OPA”) to provide relief from certain provisions of the North Oakville East Secondary Plan as well as mapping amendments to remove the Secondary Plan and stormwater management facility symbols that currently apply to the Site;
- A Zoning By-law Amendment (“ZBA”) to permit zoning relief from the applicable North Oakville Zoning By-law 2009-189, to establish site-specific development standards applicable to each block, and to introduce holding (H) provisions for Blocks 2 and 3 restricting development until servicing allocation is secured from the Region;
- Draft Plan of Subdivision (“DPOS”) to divide the existing property (3065 Neyagawa) into new blocks for development, for public road dedications and reserve blocks, and for a Neyagawa Boulevard right-of-way widening; and
- Site Plan Control (“SPA”) applications for each block will determine detailed building and site plan design on a block-by-block basis, within the approved zoning envelopes.

The present (2024) applications are for OPA, ZBA and DPOS, and the project design has been advanced to a level appropriate for this stage in the planning process. The outcome of the ZBA application will be defined massing envelopes and gross floor areas for each block, among other development standards. The ZBA does not secure façade details or cladding treatments. Hence, there is an inherent level of generality for this Urban Design Brief which will be revised over time to make more-specific recommendations as the phases of the project advance through SPA.

Renderings and views, where provided, are conceptual and will be further refined through SPA on a block-by-block basis.

6.2 PHASING STRATEGY

The development is proposed to proceed in three distinct phases.

Phase 1 consists of the buildings and public streets associated with Block 1, including:

- Building 1: a 26-storey tower integrated with a six-storey podium; and
- Building 2: an 18-storey tower integrated with a five-storey podium.

Phase 2 consists of the buildings and public streets associated with Block 2, including:

- Building 3: an 18-storey tower integrated with a six-storey podium;
- Building 4: a 24-storey tower integrated with a six-to-eight-storey podium; and
- Building 5: a 28-storey tower integrated with a six-to-eight-storey podium.

Phase 3 consists of the buildings and public streets associated with Block 3, including:

- Building 6: a 15-storey tower integrated with a six-storey podium; and
- Building 7: a 25-storey tower integrated with a six-storey podium.

The three public street segments are proposed to be constructed and conveyed to the Town in the first phase of development.

The Applicant has secured servicing capacity through the Halton Region Allocation Program equivalent to 40% of the proposed number of dwelling units for Block 1, which is sufficient to register the first phase the proposed plan of subdivision. The ZBA will secure holding (H) provisions for Blocks 2 and 3 requiring the Applicant to secure servicing capacity prior to development proceeding on the respective block.

6.3 ARCHITECTURAL CONTROL PROCESS

This Urban Design Brief is intended to be an evolving document that is revised over time to reflect resubmissions and/or future SPA applications. This first version of the Urban Design Brief is primarily intended to articulate a high-level framework for the Proposed Development to ensure that a forward-thinking site strategy is built into the planning process from the outset.

6.0

CONCLUSION

The design vision for the Proposed Development responds to the Proposal's unique location within the Town, as an important point of connection at a cluster of significant public amenities. The Proposal responds to the context by establishing a vibrant, high-density, mixed-use urban precinct that complements the existing neighbourhood while expanding the area's built form, retail, and open space diversity.

The Proposal incorporates transit-supportive densities capable of optimizing planned transit investments while reinforcing the pedestrian realm through pedestrian-scaled spaces and street-level animation. The variety of tower types and configurations creates an interesting skyline while maximizing tower separation and sky views.

New streets, woonerfs, and pedestrian connections will improve access and connectivity while laying the groundwork for long-term development, including the potential development of the Prime Envision Lands and the Parish Lands. The organization and design of new open spaces respond to the Site's unique location across from the cluster of community uses, catering to a diverse range of users, including adults looking for places to gather, shop, or dine, and children looking for places to play. The diverse range of spaces also complements the larger active recreational areas to the north and valley lands to the west.

In the context of an evolving residential community with established retail and recreational uses, the Proposal promotes the creation of a more complete community with public transit, a mix of housing, community facilities, and open spaces.

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