URBAN DESIGN BRIEF

MARCH 2024

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

1295 Sixth Line, Oakville

Date:
March, 2024

Prepared for:
Rosethorn Developments

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CONTENTS

1.0 Introduction 4

2.0 How To Read This Brief 5

3.0 Site & Context Analysis 6

- 3.1 The Subject Lands 6
- 3.2 Surrounding Context 7
- 3.3 Recent Development Context 9
- 3.4 Transportation Context 11

4.0 Design Vision & Objectives 12

5.0 The Proposal 13

6.0 Policy Context 16

- 6.1 Oakville Liveable Official Plan 16
- 6.2 Oakville Liveable By Design Manual 18

7.0 Detailed Design Direction 19

- 7.1 Site Design 19
  - 7.1.1 Building Placement & Setbacks 19
  - 7.1.2 Access & Circulation 21
  - 7.1.3 Landscaping & Amenity Areas 22
  - 7.1.4 Parking, Loading & Service Areas 23
- 7.2 Built Form 24
  - 7.2.1 Massing, Transition & Compatibility 24
  - 7.2.2 Building Treatment At Grade 26
  - 7.2.3 Architectural Articulation & Materials 27
  - 7.3 Sustainability Features & Micro-climate Control 28

7.3.1 Shadow Impacts 29

8.0 Conclusion 38

Design Terms 40

1.0
INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Rosethorn Developments ("the Owner") to seek approval for an Official Plan Amendment to facilitate a residential development located at 1295 Sixth Line, in the Town of Oakville (the "Subject Lands").

The proposed development is a 6-storey apartment building, with a total gross floor area ("GFA") of 6,160.4 sq.m., including 70 apartment units of varying sizes. The proposed development offers a suitable intensification prospect, while contributing to the provision of housing within the Oakville community.

This Urban Design Brief illustrates the proposal's conformity to the Town of Oakville Official Plan, as well as compliance with the Oakville Liveable Urban Design Guidelines, all of which are applicable to the Subject Lands.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Sincerely;

MHBC

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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.

Applicable design policies and guidelines

Response to design policy and guidelines

7.2 BUILT FORM

7.2.1 MASSING, TRANSITION & COMPATIBILITY

LOP Part C, Policy 4.3, 6.9.2, 6.9.9, 6.9.13; Part D, Policy 11.1.9 c), d); LBDM Section 3.1;

The proposed building's massing and height comes as a result of careful consideration for the surrounding built form. The proposed design approach not only aligns with the existing context but also fosters a sense of scale and proportion that complements the surrounding built environment.

The proposed 6-storey building incorporates a significant building setback of 6.4 meters along at the third level along Sixth Line reinforcing the 2-storey streetwall as a defining element along Sixth Line. The proposal provides an additional 6.4 m setback at the sixth level. At the rear of the building, the residential section is set back 6.8 meters above the first storey from the vestibule to the east, and, the eastern façade is further stepped back 3.2 meters from the enclosed stairway. These carefully planned setbacks and stepbacks maintain a 45-degree transitioning angle to contribute to an effective transition in height, respecting the character of the low-density residential zone (Figure 7.6).

The architectural design of the building strategically addresses potential impacts on the surrounding areas, achieved through the thoughtful articulation of facades and a step-back approach implemented on both the front and rear of the structure.

BUILT FORM

HEIGHT TRANSITION

Figure 7.5 : Massing model of the proposed building

1295 SIXTH LINE , OAKVILLE 25

7.2.2 BUILDING TREATMENT AT GRADE

LOP Part C, Policy 6.9.1, 6.9.5, 6.9.6, 6.9.11; LBDM Section 3.1;

The 2-storey front component and subsequent stepbacks provide a pedestrian scaled streetwall and an appropriate sense of closure along Sixth Line. Additionally, the proposed at grade residential use provides eyes on the street creating a safe and comfortable pedestrian environment along Sixth Line.

The ground floor of the proposed residential development is distinguished by a floor-to-ceiling height of 4.0 meters.

The proposed building strategically divides the materials, creating distinct sections: a two-storey base building, a three-storey middle section, and a one-storey building top. This intentional breakdown contributes to a more pedestrian-scaled appearance, emphasizing a thoughtful design for enhanced pedestrian comfort and visual interest at the ground level. The extensive use of fenestrations not only imparts a sense of lightness to the structure but also offers opportunities for passive surveillance, enhancing security and oversight of the public realm.

FACADE

ARTICULATION

PASSIVE SURVEILLANCE

Figure 7.8 : North elevation showing the treatment at grade

1295 SIXTH LINE , OAKVILLE 27

Reference to key design principle being acknowledged

Figure illustrating adherence where applicable or Photo / rendering examples

3.0
SITE & CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are municipally addressed as 1295 Sixth Line, in the Town of Oakville, Regional Municipality of Halton. It is located on the east side of Sixth Line. The Subject Lands are currently occupied by a two-storey single detached dwelling, are approximately 3,798.1 sq.m (0.38 ha) in area, and have an approximate frontage of 27.76 m along Sixth Line, and a depth of approximately 116 m. Access to the Subject Lands is currently provided via an existing driveway to Sixth Line.

Aerial imagery of the site and surroundings indicates that the site is relatively flat, with tree and vegetative coverage around the perimeter of the site.

Maple Hill Tree Services assessed the current natural vegetation on the Subject Lands and identified a total of 46 mature trees on the Subject Lands and immediate surroundings. These trees are distributed across the area, with a concentration along the perimeter.

Of these trees, a total of 26 are recommended to be removed to accommodate the proposed development.

Figure 3.1 : Aerial View of the Subject Lands looking north

3.2 SURROUNDING CONTEXT

NORTH

To the immediate north of the Subject Lands is a landscaped area and trail associated with the White Oaks Secondary School, and a single storey building, the Oakville Gardens Variety store with its parking. Beyond, towards the north, is a low-rise residential neighbourhood comprised generally of detached dwellings.

EAST

Directly to the east of the site is White Oaks Secondary School. Further east is Montclair Public Street situated on the east side of Montclair Drive, while Gaetan-Gervais Secondary School is located on the north side of McCraney Street East to the north of White Oaks SS.

SOUTH

To the immediate south of the Subject Lands is a 7-storey mid-rise residential building with associated parking along Sixth Line, and single detached homes facing Redbank Crescent. The low rise neighbourhood extends further south.

WEST

To the west of the Subject Lands across the street, is a low-rise residential neighbourhood comprising both single-detached and semi-detached homes. Further south is the Oakville Golf Club.

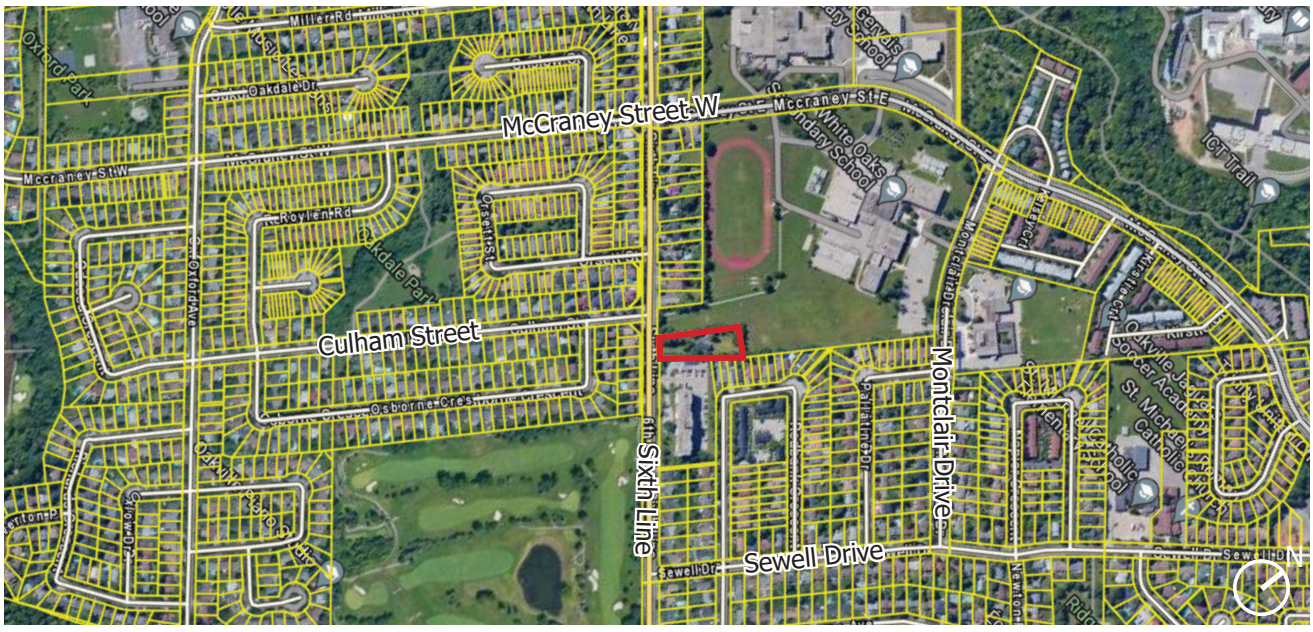


Figure 3.2 : Location plan showing the Subject Lands and parcel fabric

Figure 3.3 : Looking north of the Subject Lands, north of the walkway access to the White Oaks Secondary School lands, at the convenience store

Figure 3.4 : Looking south from the Subject Lands at the bus stop along the eastern side of Sixth Line

Figure 3.5 : Looking at the two semi-detached dwelling units on Redbank Crescent to the southeast of the Subject Lands

Figure 3.6 : Looking directly across Sixth Line from the Subject Lands

Figure 3.7 : Looking northeast at the White Oaks Secondary School

Figure 3.8 : Looking directly at the Subject Lands across from Sixth Line

The Subject Lands are located within close proximity to a number of community services and facilities.

Figure 3.9 shows the Context Map, demonstrating community facilities and amenities within an 800m radius (10 minute walking distance) from the Subject Lands, including a retail store, food services, medical services, educational institutions, parks and natural spaces.

The area surrounding the Subject Lands is thus well serviced by local amenities and facilities, and is expected to serve and benefit the new residents of this area.

3.3 RECENT DEVELOPMENT CONTEXT

An assessment of the development context in the vicinity of the Subject Lands shows three significant development applications that are under review at the Town of Oakville.

The proposal at 1150 McCraney Street is for a 9-storey special care residence, with a total of 219 residential units.

The proposal at 1020 - 1042 Sixth Line is for a residential development consisting of 57 3-storey townhouse units organized within eight development blocks.

The proposal at 2163 & 2169 Sixth Line is for a 9-storey mixed-use building with a medical office and retail uses at grade, and residential uses on the upper storeys. This proposal is currently under appeal.

The development context showcases an intensity that aligns with the suitable growth and intensification goals of Oakville, thereby contributing to the expansion of the housing stock.

Figure 3.9 : Context Plan

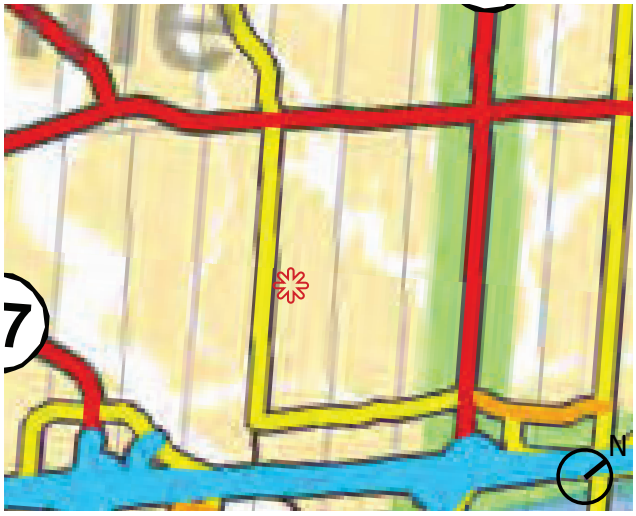
3.4 TRANSPORTATION CONTEXT

The Subject Lands are located along a significant north-south transit corridor, Sixth Line. Approximately 1 km north and 1 km south of the Subject Lands are significant east-west corridors of Upper Middle Road East and North Service Road East, respectively.

In the Halton Region Official Plan, Sixth Line is categorized as a Minor Arterial Road according to Map 3 – Functional Plan of Major Transportation Facilities (Figure 3.10). Similarly, in the Liveable Oakville Plan, Sixth Line is designated as a Minor Arterial Road on Schedule C – Transportation Plan.

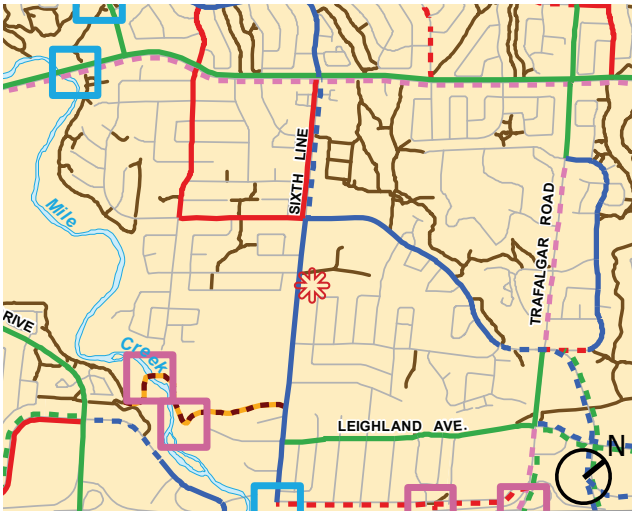
The Subject Lands are served by Oakville Transit Routes 13 and 71. One bus stop is on the east side of Sixth Line near the Subject Lands, while a second stop is at Culham Street and Sixth Line, further north. Route 13 connects to Oakville GO up to Bronte GO. The Route 71 White Oaks S.S. (West) stop, near the Subject Lands, connects McCraney, Montclair, and Uptown Core.

As per the Liveable Oakville Plan, outlined in Schedule D – Active Transportation Plan (Figure 3.11), Sixth Line is recognized as having an established bike lane.



Subject Lands
Urban Area
Higher Order Transit Corridor
Major Arterial
Multi-Purpose Arterial
Minor Arterial
Provincial Freeway

Figure 3.10 : Halton Region OP Map 3 – Functional Plan of Major Transportation Facilities



Subject Lands
Existing & Proposed:
Bike Lane
Signed Bike Route
Multi-use Trail
Buffered Bike Lane
Paved Shoulder
Town Trail
Facility on a Regional Road

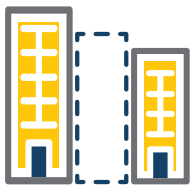
Figure 3.11 : Liveable Oakville Plan Schedule C – Transportation Plan

4.0
DESIGN VISION & OBJECTIVES

The proposed development is the outcome of meticulous planning and design by the project team, in collaboration with technical experts, Town staff, and community. The design aligns with the Provincial Policy framework, Regional and Town policies, that represents high quality design and will enhance the existing public realm while respecting the existing built environment.

The proposed design seeks to enhance the overall quality of the built environment and public realm by:

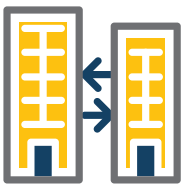
- Developing a high quality and contextually appropriate built form,
- Placing the proposed building close to Sixth Line,
- Providing a base building with appropriate height and active use at grade,
- Locating garage access and servicing areas away from the pedestrian environment.



INFILL DEVELOPMENT

CHARACTER

PEDESTRIAN-ORIENTED



COMPATIBILITY

5.0
THE PROPOSAL

The proposal introduces a 6-storey residential building that contains a mix of one, two and three bedroom units contributing a different type of housing options to the existing housing stock in the area.

The building has a total footprint of 1,147.2 square meters, with proposed perimeter landscaping covering approximately 28% of the site.

The proposal provides a rear yard setback of 30 meters to the 1-storey vestibule on the eastern façade. Additionally, the building steps back above the ground floor, providing an even larger setback for most of the building from the rear lot line. With the exception of the projection from the staircase, the rear facade of the building is set back about 37 meters from the rear lot line. Along the southerly property line adjacent to the low-rise properties, the proposed building is set back about 15 meters, at the closest point. The combination of the noted setbacks ensures appropriate transition and no shadow impacts on the semi-detached houses to the southeast along Redbank Crescent.

The design further incorporates setbacks and stepbacks on the western facade facing Sixth Line, where low-density residential properties are present. A 6-meter setback is implemented from the front lot line to the first and second storey, followed by additional 6.4 meters stepbacks at

Figure 5.1 : Rendering of the proposed apartment building

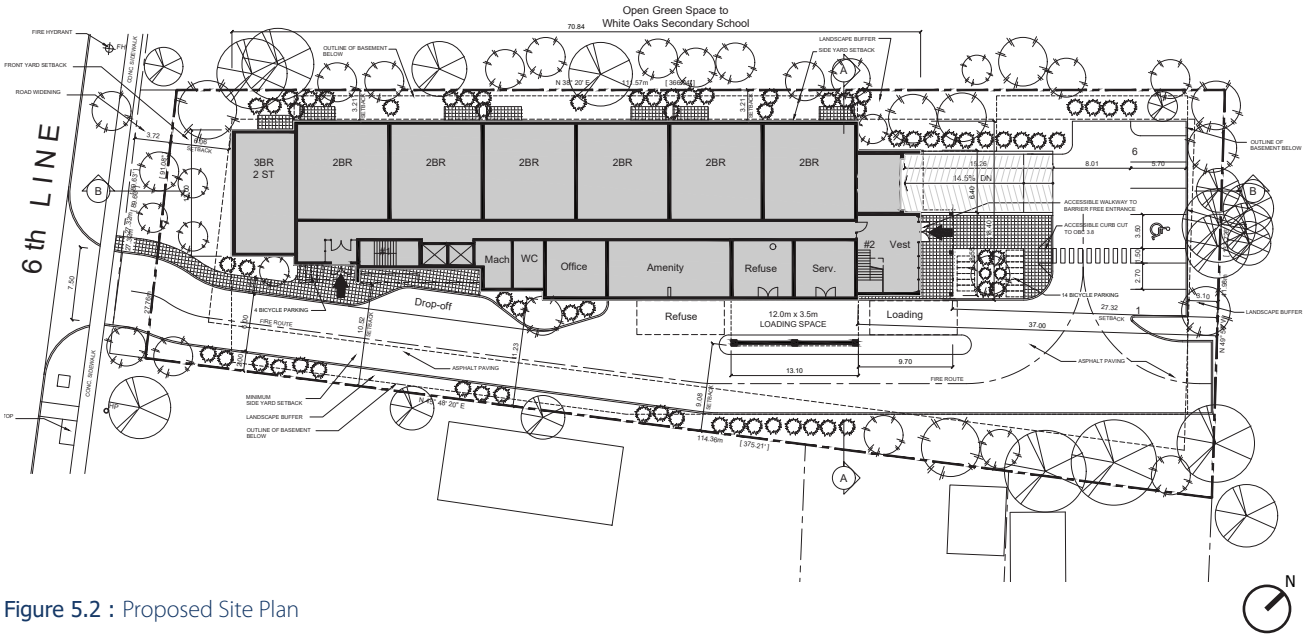


Figure 5.2 : Proposed Site Plan

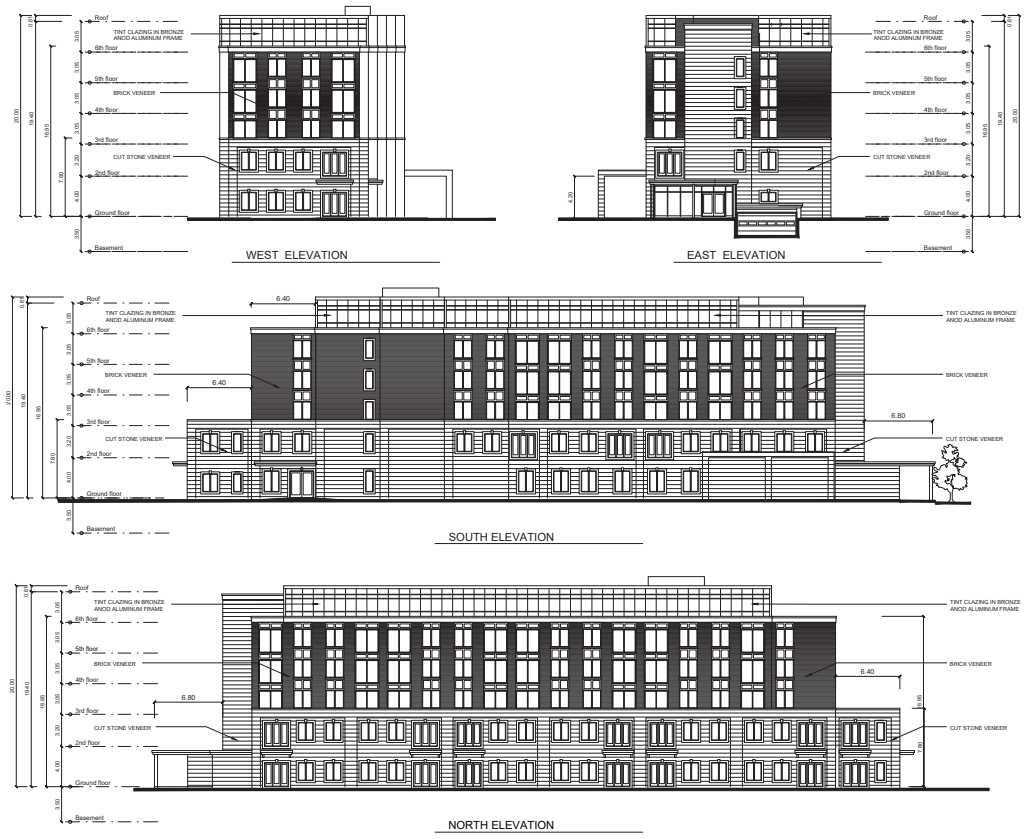


Figure 5.3 : Proposed Building Elevations

the third and sixth storeys. These setbacks and stepbacks toward the front lot line ensure an appropriate streetwall height along Sixth Line aligned with low-rise residential dwellings.

In order to support the anticipated active transport uses, the proposal offers a total of 70 bicycle parking spots, with 52 underground spots designated for residents, and an additional 18 spots for visitors located close to the main residential entrances.

The architectural character of the building carefully selects facade materials that both complement and elevate the character of the local neighbourhood. It employs contemporary cut stone veneer for the initial two storeys, transitioning to a traditional brick veneer for the third to fifth storeys. The sixth storey is envisioned as a glass structure with bronze-tinted glazing and aluminium frames.

Indoor amenity spaces have been planned for the residents at the ground floor and the second floor levels. Outdoor amenity spaces include a terrace at the sixth floor level.

Figure 5.4 : Proposed Tree Protection Plan, by Maple Hill Tree Services

6.0
POLICY CONTEXT

The existing design-related policy framework for the Subject Lands includes the Liveable Oakville Plan, the Liveable by Design Manual - Urban Design Direction.

This section delineates urban-design related objectives and policies within this regulatory framework relevant to the proposed development.

The following sections offer a summary of different aspects of the proposed design and their correlation with the key policies.

For a full analysis of the policy and regulatory framework, this Urban Design Brief should be read in conjunction with the Planning Justification Report prepared in support of this application.

6.1 OAKVILLE LIVEABLE OFFICIAL PLAN

The Town of Oakville Official Plan, also known as the Liveable Oakville Plan ("LOP"), establishes the desired land use pattern for lands within the Town, coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated, establishes a framework and policy context for decision making; and conforms or does not conflict with provincial plans, has regard to matters of provincial interest, and is consistent with provincial policy statements.

The urban structure of the LOP identifies the Subject Lands as being 'Residential Area' on Schedule A1 – Urban Structure , and the Subject Lands are designated 'Low Density Residential' on Schedule I – Central Land Use (Figure 6.1).

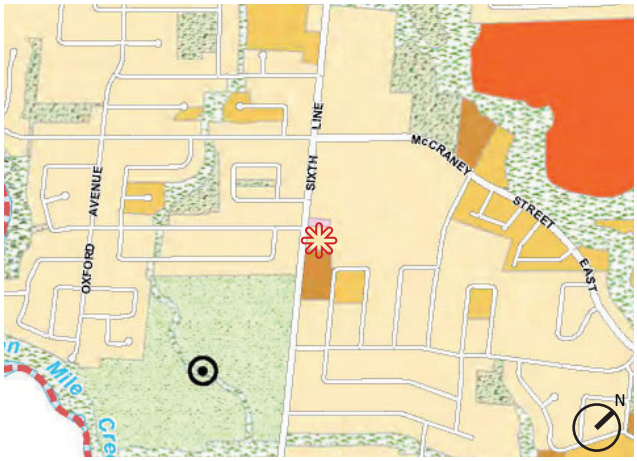


Figure 6.1 : LOP Schedule I - Central Land Use Plan

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

a. diversity, comfort, safety and compatibility with the existing community;

b. attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces; c. innovative and diverse urban form and excellence in architectural design; and,

d. the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

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

- The contextually appropriate building placement of the proposed development will enhance the character of the Subject Lands, while still respecting the existing character of the immediate area (Policies 6.9.1 and 6.9.9);
- The proposal maintains compatibility and respects the existing and planned community context and different uses through appropriate massing, transitions, spatial separation, orientation, and site design (Policies 6.9.2 and 6.9.3);
- The proposed development provides at-grade residential units along Sixth Line, creating an animated pedestrian-oriented environment (Policy 6.9.5);
- The proposed design creates an articulated building envelope that fits in contextually (Policies 6.9.7, and 6.9.9);
- The proposal provides direct barrier-free access for pedestrians to easily access principal building entrances, servicing and parking (Policy 6.9.12); and
- The proposed design incorporates appropriate setbacks and screening to minimize any overlooking and ensure compatibility with the local context (Policies 6.9.13 and 6.9.14)

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.

6.2 OAKVILLE LIVEABLE BY DESIGN MANUAL

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;

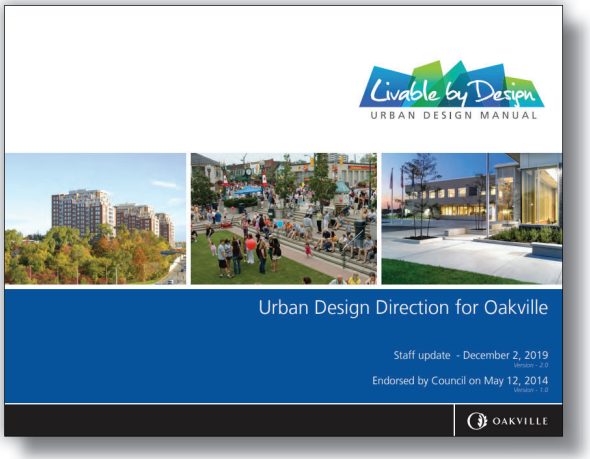
4. Sustainability; and

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.



7.0
DETAILED DESIGN DIRECTION

7.1 SITE DESIGN

7.1.1 BUILDING PLACEMENT & SETBACKS

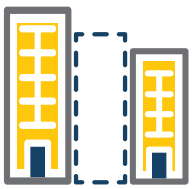
LOP Policies 6.4.2 and 11.1.9 b); LBDM Section 3.1;

The proposal offers a valuable opportunity for well-planned infill development, benefiting from the substantial depth of the lot, allowing for considerable setbacks and appropriate separation distances from low-density residential areas while increasing density along Sixth Line.

The existing character of the surrounding area along Sixth Line is largely defined by low-rise residential buildings with consistent setbacks. However, the apartment building to the immediate south of the Subject Lands, which is 7 stories tall, has much larger setbacks from property lines.

The strategic placement of the proposed 6-storey apartment building on the Subject Lands ensures a concentrated built form near Sixth Line, maintaining an adequate separation from the existing semi-detached houses to the southeast along Redbank Crescent. Given the unique narrow shape of the site, the design prioritizes an east-west massing to maximize the building area while incorporating setbacks and stepbacks for a well-fitted design.

The proposed 2-storey streetwall along Sixth Line, with 6.06 metres setback, residential



INFILL DEVELOPMENT

SETBACK

uses and ample landscaping, will reflect the existing residential character along the street and will significantly improve the existing public realm along Sixth Line. The proposed building is situated so the bulk of the height is located in the north-west portion of the Subject Lands, away from the low-rise residential areas to the southeast. Notably, a substantial 27-meter setback has been implemented from the rear lot line to the 1-storey vestibule on the eastern façade, with an even larger 37-meter setback to the residential portion of the building. The front yard and side yard setbacks and orientation of the proposed building provides for adequate setbacks and transition to the surrounding area while addressing the Sixth Line frontage (Figure 7.1).

This design strategy ensures adequate separation distances from existing dwellings along Redbank Crescent while minimizing shadow impacts, detailed in the Sun and Shadow Study (Section 7.3.1 of this document). The limited rear parking area will be thoroughly buffered from the residential and school properties through the preservation of existing trees, additional plantings, and a fence, with precise details to be finalized in a future Landscape Plan submitted as part of the Site Plan application.

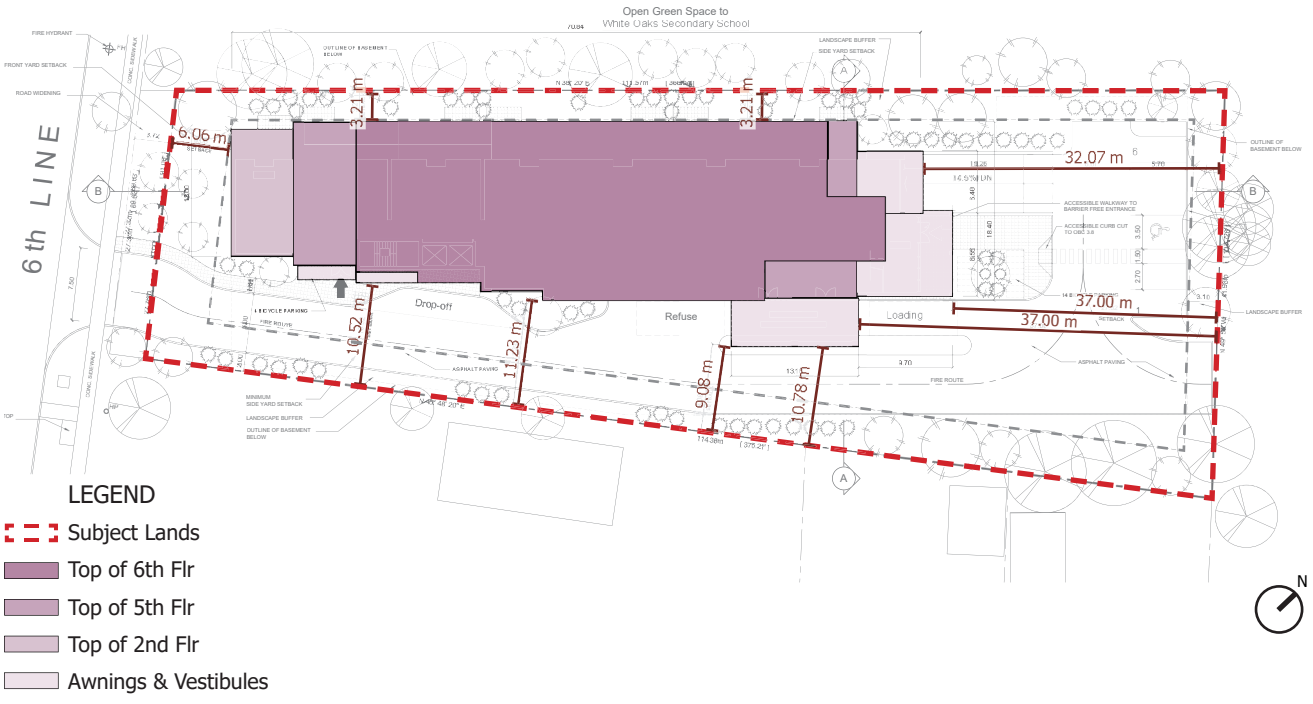


Figure 7.1 : Building Placement and Setbacks

7.1.2 ACCESS & CIRCULATION

LOP Part C, Policy 6.11, 6.12; Liveable by Design Manual Policy 4.2

The primary entrance is situated at the southwest corner, directly connected to Sixth Line through a sidewalk. Additionally, a secondary entrance at the rear is accessed and directly connected to the surface parking via a pedestrian path that is clearly marked.

The construction of the proposed building will adhere to the Ontario Building Code, AODA, and all required accessible standards.

The development is strategically designed with a single vehicular access point from Sixth Line, providing entry to loading and garbage collection at the southeast corner of the building. This access point also serves the underground parking and surface parking at the rear, functioning as a turnaround area.

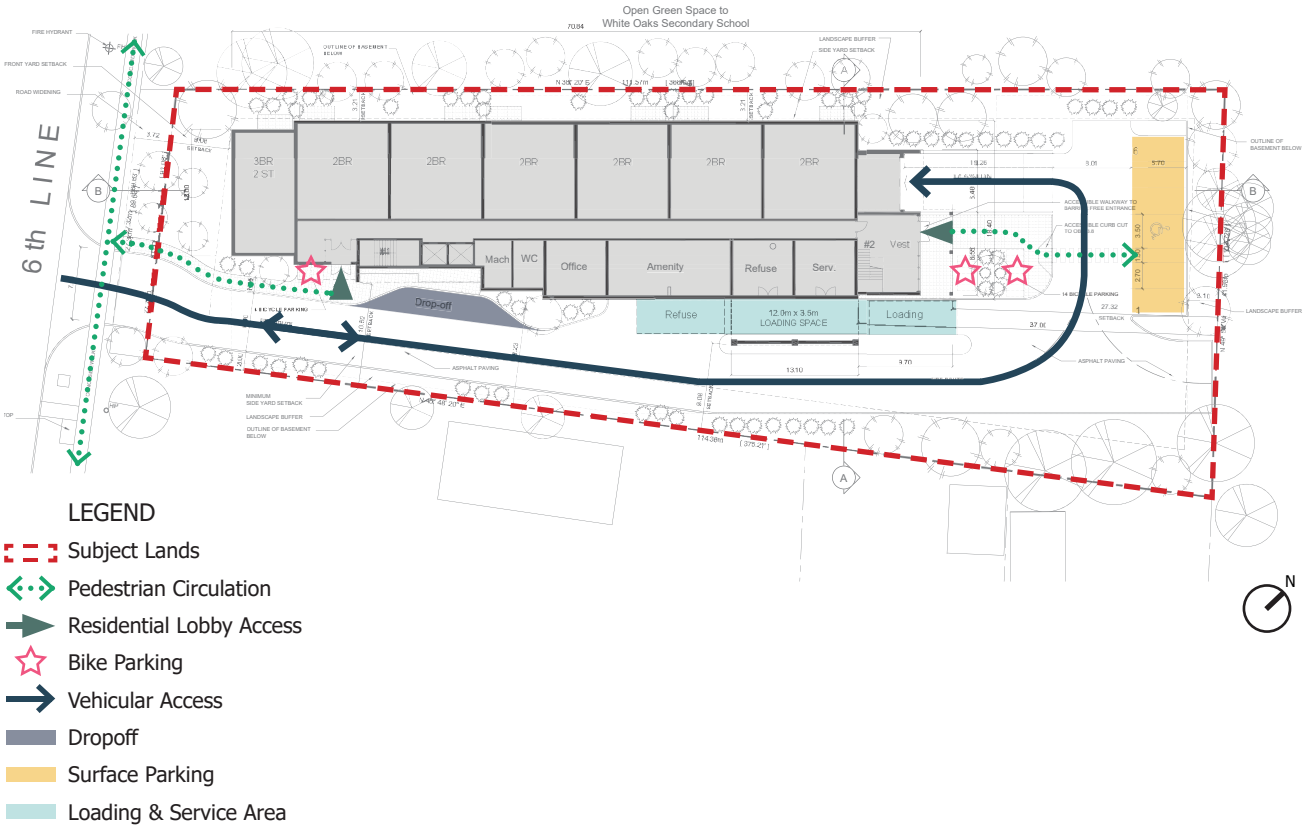


Figure 7.2 : Access and Circulation

7.1.3 LANDSCAPING & AMENITY AREAS

LOP Part C, Policy 6.10; LBDM Section 4.1;

Conceptual landscaping is currently outlined on the submitted Site Plan accompanying the application. The plan delineates conceptual hard and softscaping areas.

Landscaping will be incorporated along the proposed building frontage to enhance the streetscape and provide appropriate separation with the public sidewalk to achieve privacy for the grade-related residential units.

The proposal provides indoor amenity spaces on the ground floor and first floor. The grade-related residential units have direct access to private outdoor amenity space along the northern edge of the building.

The property adjacent to the low-rise residential and school properties will be landscaped through the preservation of existing trees, additional plantings, and a fence.

A more detailed Landscape Plan will be presented in the future Zoning By-law Amendment application. This plan will provide additional information on materials, plant species selection.

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 wherever possible.

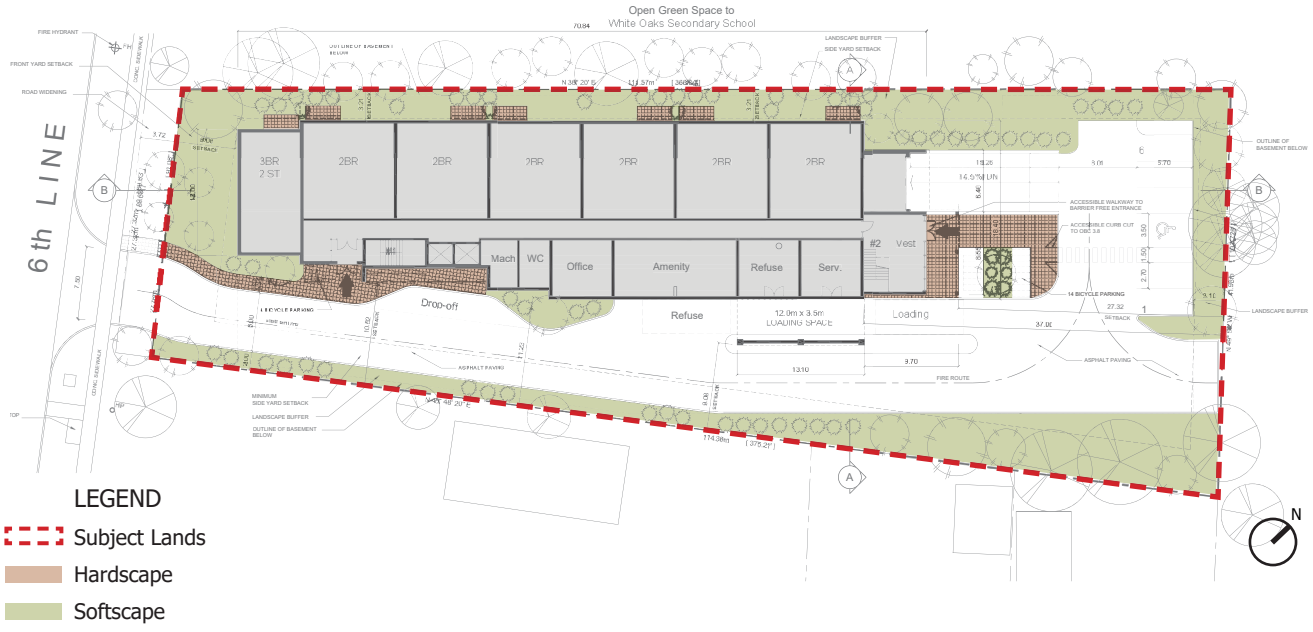


Figure 7.3 : Conceptual Landscape Plan

7.1.4 PARKING, LOADING & SERVICE AREAS

LOP Part C, Policy 6.13, 6.16; Part D, Policy 11.1.9 f); LBDM Section 4.3, 4.6

A total of 6 surface parking spots, including one accessible spot, are provided at the rear of the building along the eastern edge of the Subject Lands away from the public realm and buffered by landscaping from the adjacent properties.

A total of 74 parking spots are accommodated underground.

Loading and servicing areas are located along the flankage of the building. They are screened from public by a physical barrier. This feature provides visual relief and mitigates noise associated with the back-of-house areas.

Services and utilities such as waste storage facilities, air handling equipment, hydro transformers, and telecommunications equipment, will be positioned screened or placed away from driveways and other main public views.

Additionally, rooftop mechanical equipment will be screened from the public realm to ensure that it is not visible; the design and location of which will be finalized as part of the future Zoning By-law Amendment application.

7.2 BUILT FORM

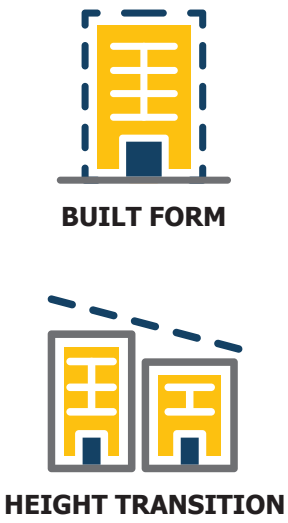
7.2.1 MASSING, TRANSITION & COMPATIBILITY

LOP Part C, Policy 4.3, 6.9.2, 6.9.9, 6.9.13; Part D, Policy 11.1.9 c), d); LBDM Section 3.1;

The proposed building's massing and height comes as a result of careful consideration for the surrounding built form. The proposed design approach not only aligns with the existing context but also fosters a sense of scale and proportion that complements the surrounding built environment.

The proposed 6-storey building incorporates a significant building setback of 6.4 meters at the third level along Sixth Line reinforcing the 2-storey streetwall as a defining element along the public street. The proposal provides an additional 6.4 m setback at the sixth level. At the rear of the building, the residential section is set back 6.8 meters above the first storey from the vestibule to the east. Additionally, it is further stepped back 3.2 meters from the enclosed stairway. These carefully planned setbacks and stepbacks maintain a 45-degree transitioning angle, ensuring an effective transition in height, that respects the character of the low-density residential zone (Figure 7.5).

The architectural design of the building strategically addresses potential impacts on the surrounding areas, achieved through the thoughtful articulation of façades and a step-back approach implemented on both the front and rear of the structure.



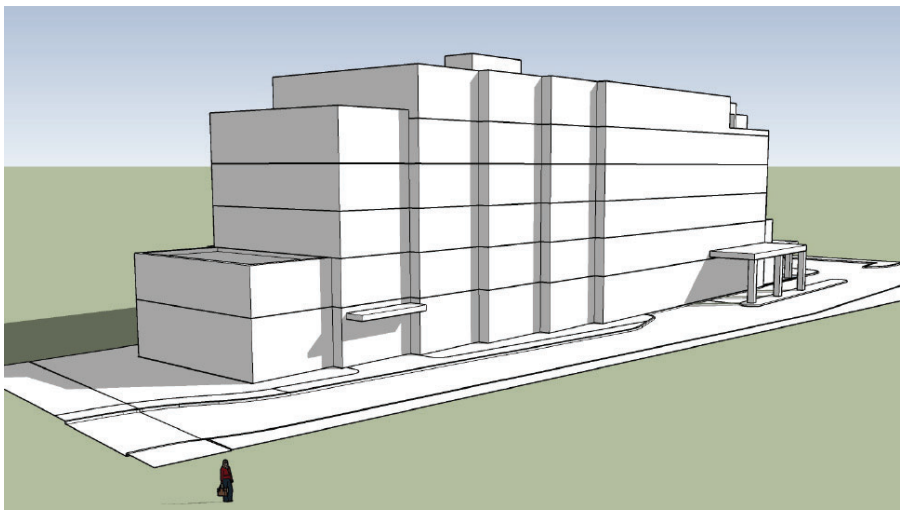


Figure 7.4 : Massing model of the proposed building

The strategic siting and massing of the proposed building will minimize any potential impacts of height, massing, and shadow on the surrounding environment. The bulk of the proposed development is located on the north-west portion of the Subject Lands, farthest away from the semi-detached houses to the south. The 6-storey building has a comparable height to the 7-storey building to the south (Figure 7.6).

The proposed 6-storey apartment building aligns seamlessly with the existing context, providing a unique opportunity for infill development on a spacious lot with a minimal impact on the surrounding low-density residential area.

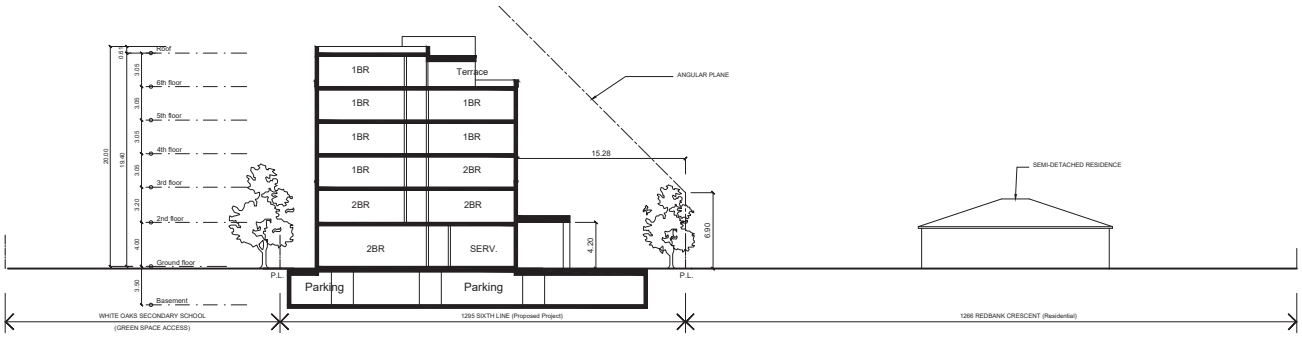


Figure 7.5 : Section through the proposed building showing the 45 degree angular plane from the low-rise neighbourhood to the south

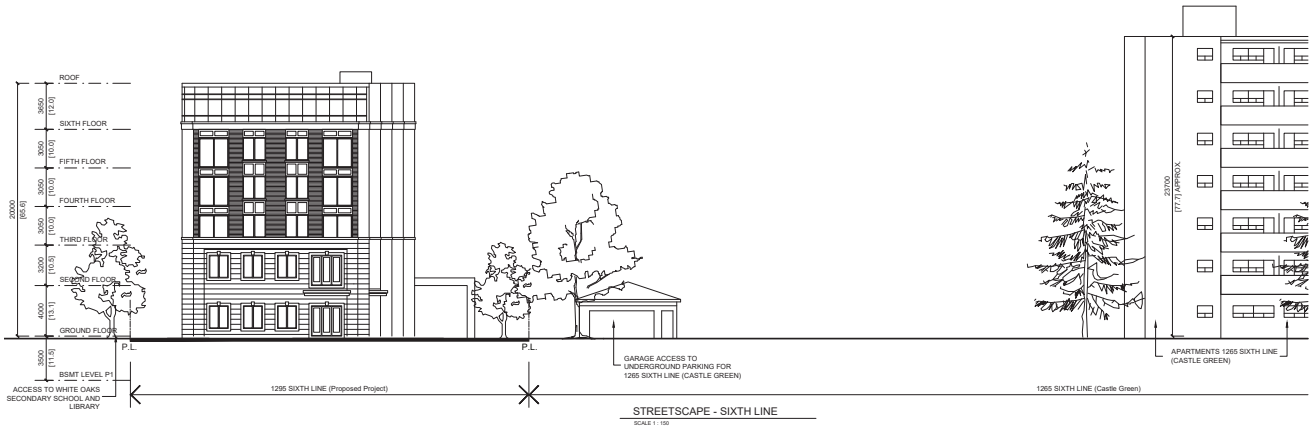


Figure 7.6 : Elevation showing the proposed development within its surroundings streetscape on Sixth Line looking west

7.2.2 BUILDING TREATMENT AT GRADE

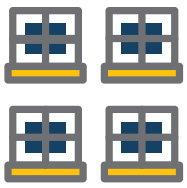
LOP Part C, Policy 6.9.1, 6.9.5, 6.9.6, 6.9.11; LBDM Section 3.1;

The 2-storey front component and subsequent stepbacks provide a pedestrian scaled streetwall and an appropriate sense of closure along Sixth Line. Additionally, the proposed at grade residential use provides eyes on the street creating a safe and comfortable pedestrian environment along Sixth Line.

The ground floor of the proposed residential development is distinguished by a floor-to-ceiling height of 4.0 meters.

The proposed building strategically divides the materials, creating distinct sections: a two-storey base building, a three-storey middle section, and a one-storey building top. This intentional breakdown contributes to a more pedestrian-scaled appearance, emphasizing a thoughtful design for enhanced pedestrian comfort and visual interest at the ground level. The appropriate placement and use of fenestrations not only imparts a sense of lightness to the structure but also offers opportunities for passive surveillance, enhancing security and oversight of the public realm.

FACADE



ARTICULATION

PASSIVE SURVEILLANCE

Figure 7.7 : North elevation

7.2.3 ARCHITECTURAL ARTICULATION & MATERIALS

LOP Part D, Policy 11.1.9 a); LBDM Section 3.1;

The proposal aims to establish a high-quality architecture by employing strategic stepbacks and a diverse range of materials. The neighbouring 7-storey structure to the south is predominantly constructed with tan coloured brick veneer, and the houses in the area mainly feature brick façades. The proposed design envisions a combination of cut stone veneer for the first two storeys and brick veneer for the third to fifth storeys, reflecting the existing context's materiality and colour scheme. Additionally, the sixth storey is planned to feature tinted glass cladding in bronze with aluminium frames. This blend of materials introduces contrasting materials between different components of the building; base, middle and top, to visually distinguish the three components and create visual interest. It also aligns with the Urban Design Guidelines of the Town of Oakville, ensuring compatibility with the aesthetic of the surrounding neighbourhood.

Figure 7.8 : West, east and south elevations

7.3 SUSTAINABILITY FEATURES & MICRO-CLIMATE CONTROL

LOP Part C, Policy 8.9.4, 8.10, 10

The proposed development considers a number of sustainable design practices to ensure resiliency of the building and surroundings.

The proposed development offers convenient access to existing bus routes through the bus stop located at the southwest corner of the site. Beyond transit options, the project 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, both in existing and new development areas, will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles.

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.

LEA Consulting conducted a Transportation Impact Study (TIS), confirming key aspects related to the active transportation system around the Subject Lands. The TIS also proposes several transportation demand management measures to reduce single-occupancy vehicle trips generated by the proposed development, including parking, cycling, transit and pedestrian-based strategies.

The proposed development, designed with a compact built form, aims to intensify an underutilized site, fostering energy conservation. Additionally, the project explores a sustainable mass timber design, aligning with environmentally conscious practices. Further sustainable strategies will be considered in the future Zoning By-law Amendment application.

SUSTAINABILITY

PEDESTRIAN-ORIENTED

NATIVE PLANTING

7.3.1 SHADOW IMPACTS

LOP Part D, Policy 11.1.9 h)

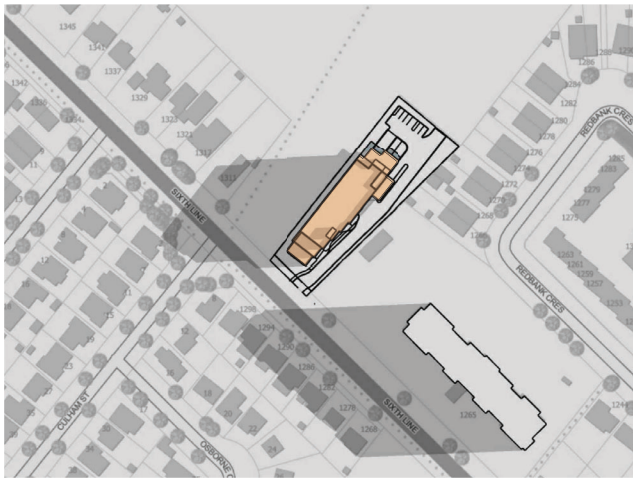
Regarding micro-climatic conditions, particularly shadowing, a Shadow Impact Study has been prepared by Rick Brown and Associates (RBA) and is presented in the subsequent pages.

The study 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 massing of the proposed building has been strategically set back and stepped back to minimize any potential shadowing impacts on the surrounding streets, open spaces, and residential properties.

The study illustrates that the proposed building produces some shadows on the low-rise residential properties to the south only for an hour and a half before sunset during March, June and September 21st. This impact is considered to be minimal.

APRIL 21st



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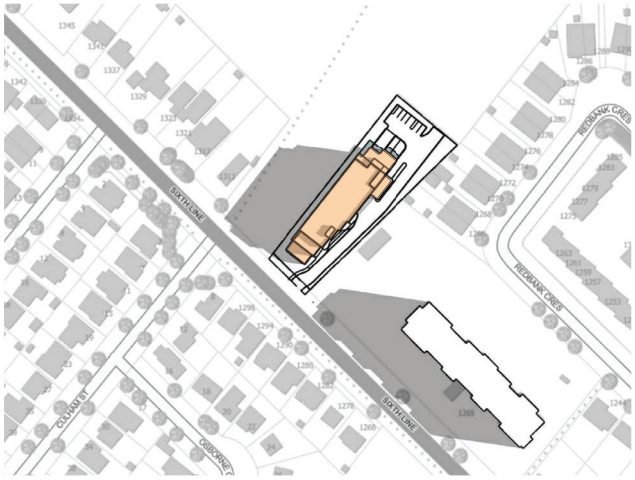

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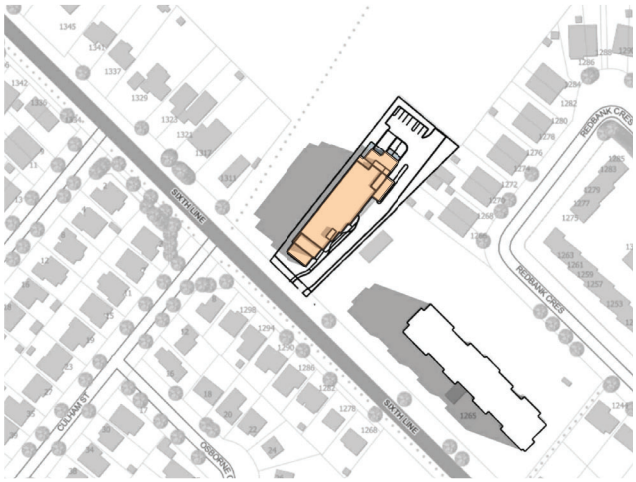

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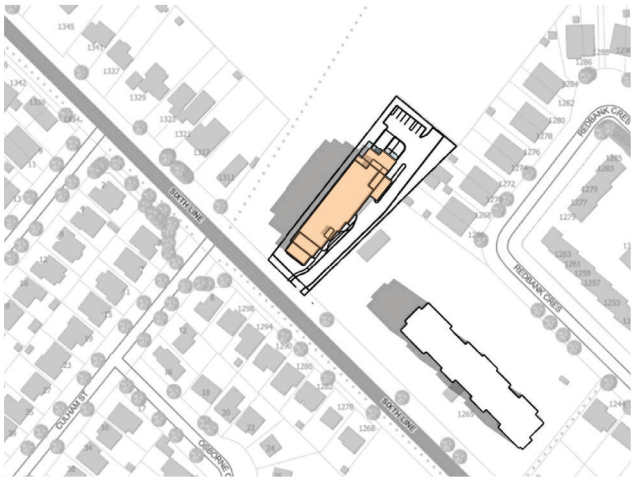

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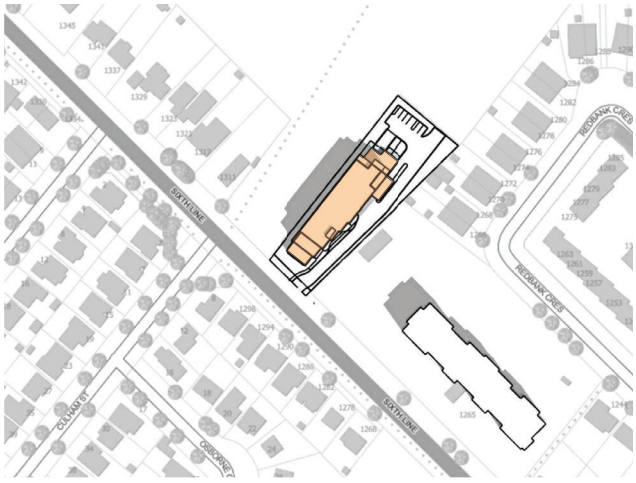

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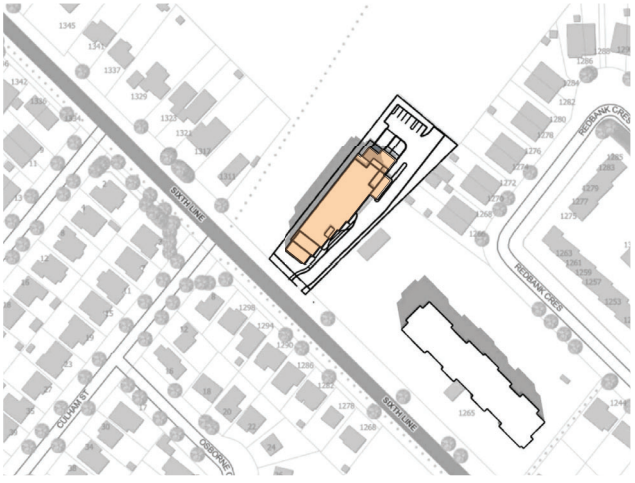

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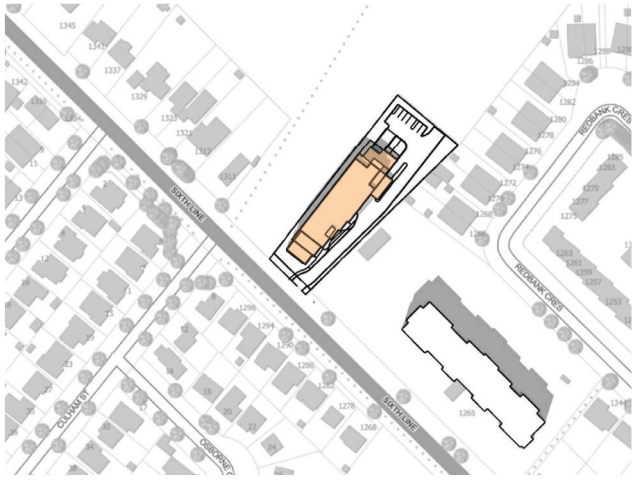

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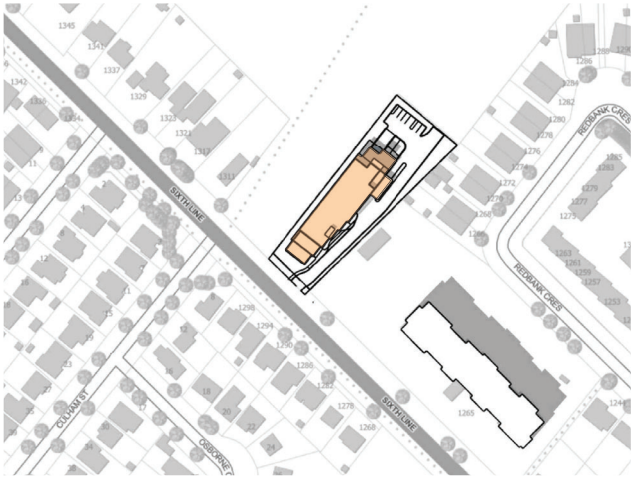

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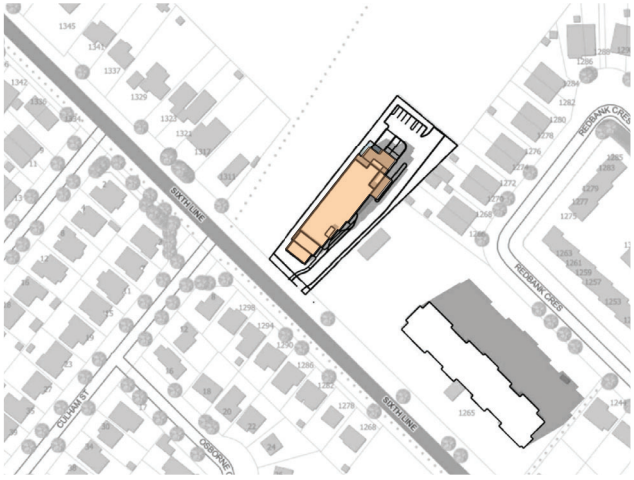

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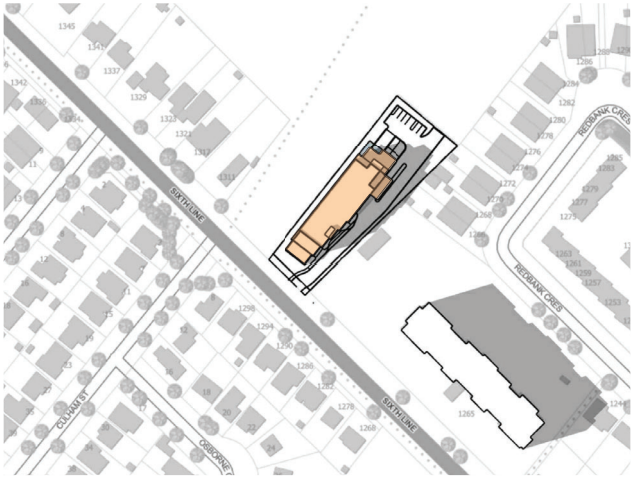

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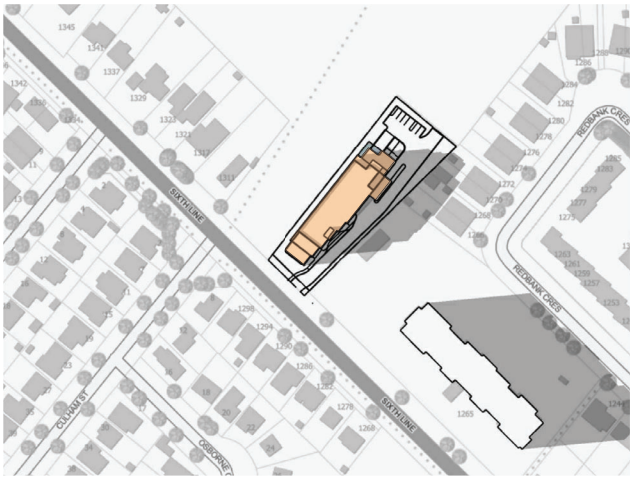

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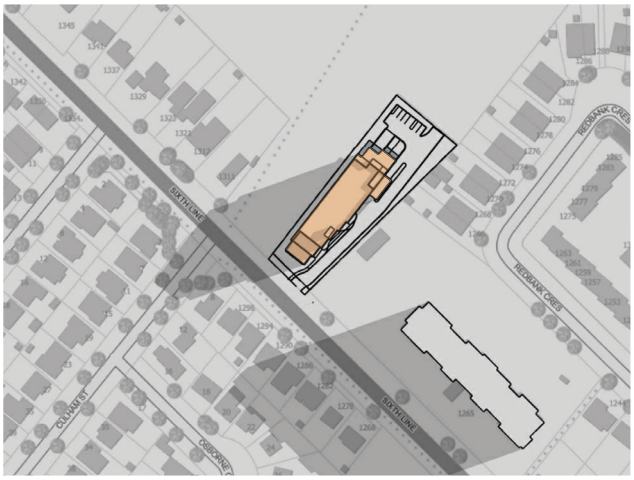

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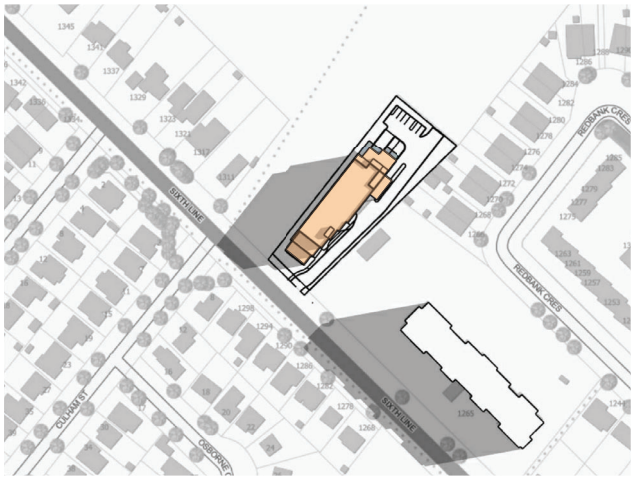

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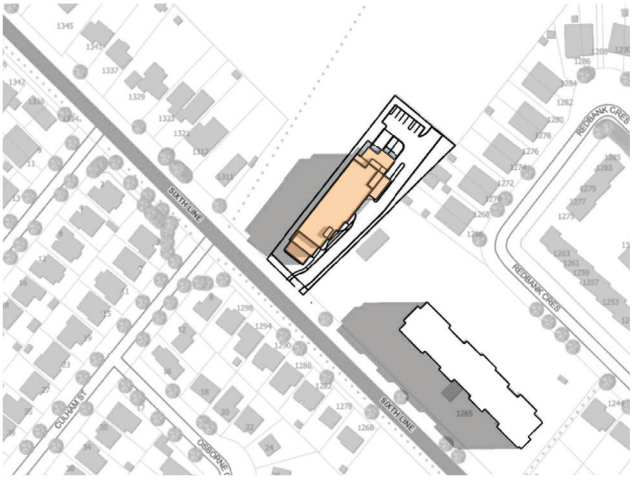

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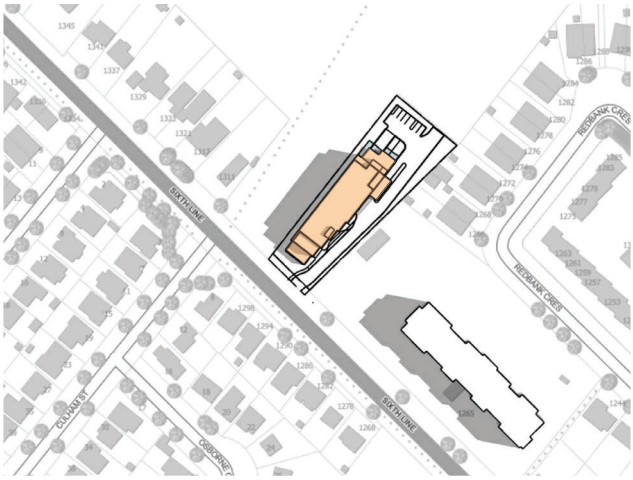

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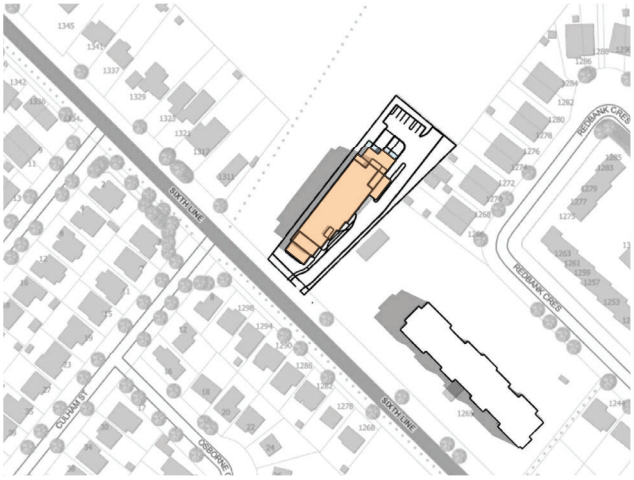

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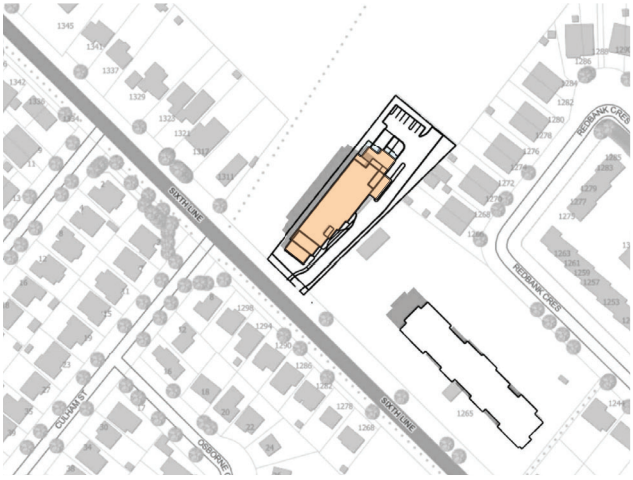

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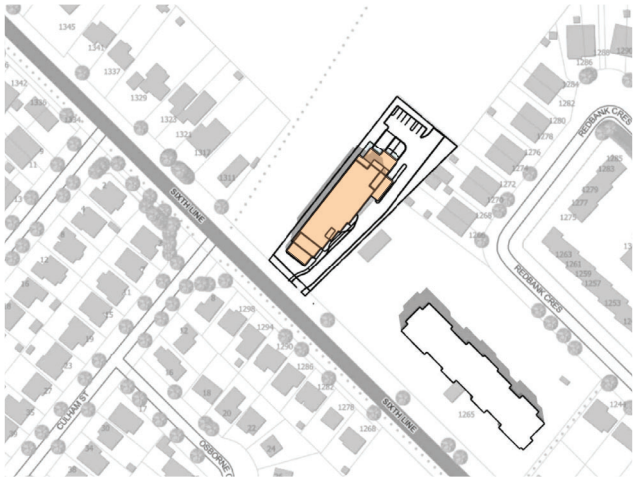

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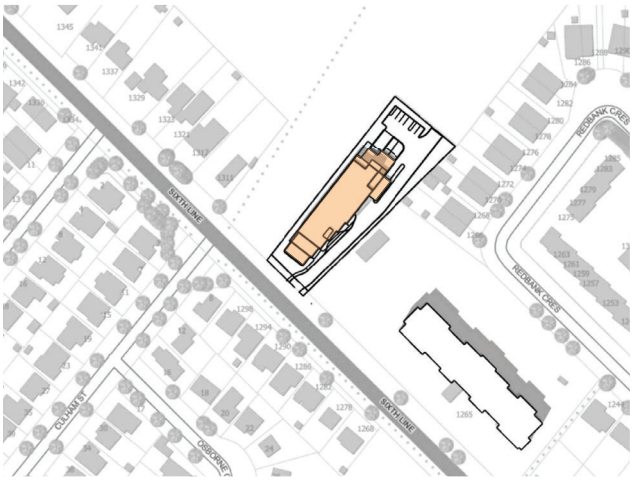

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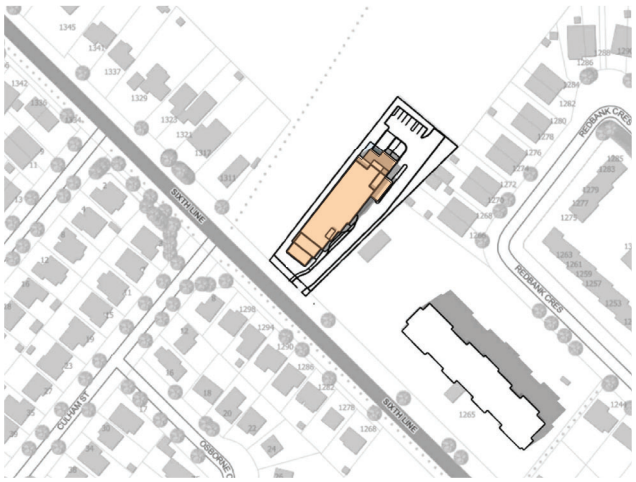

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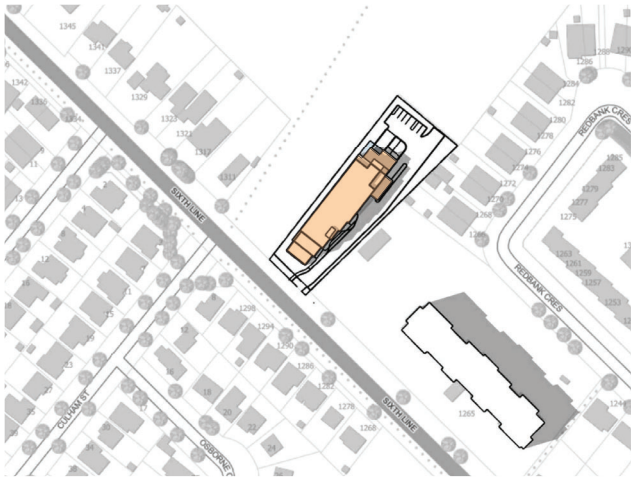

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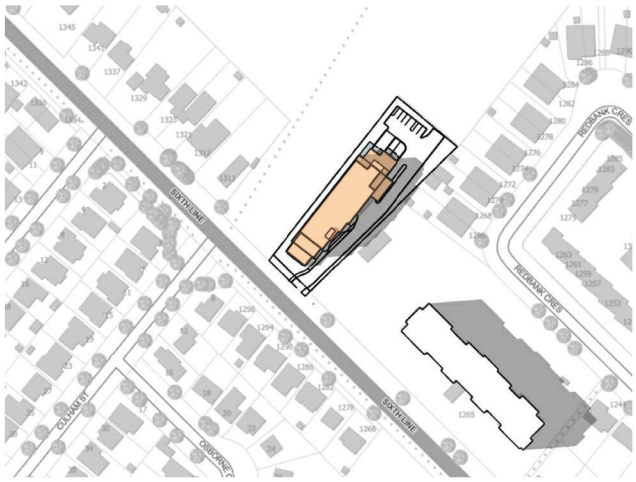

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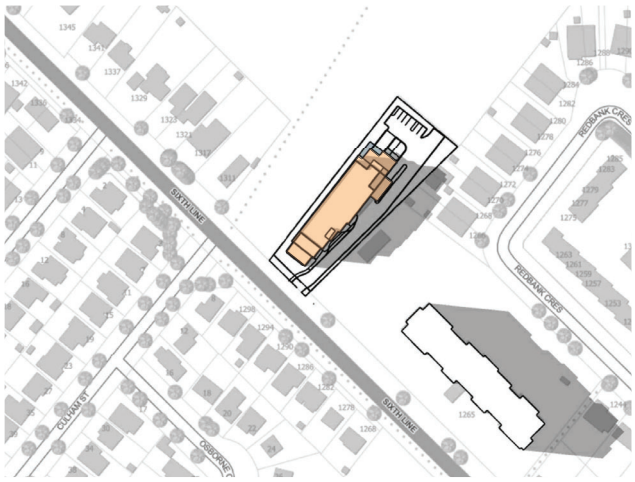

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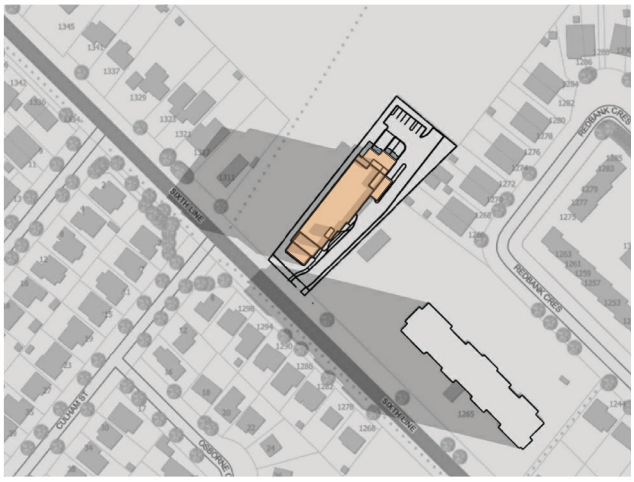

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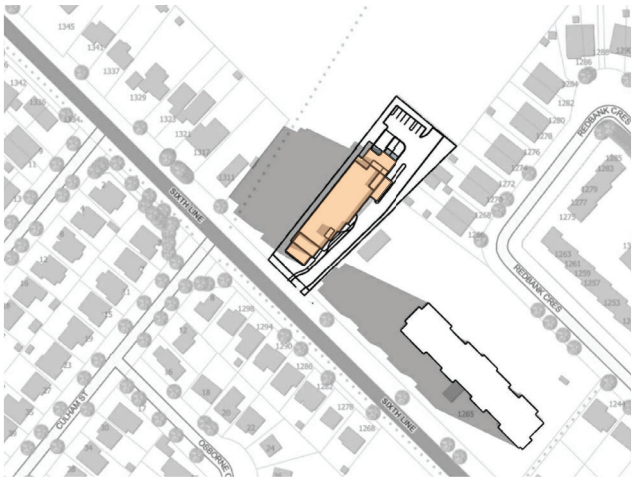

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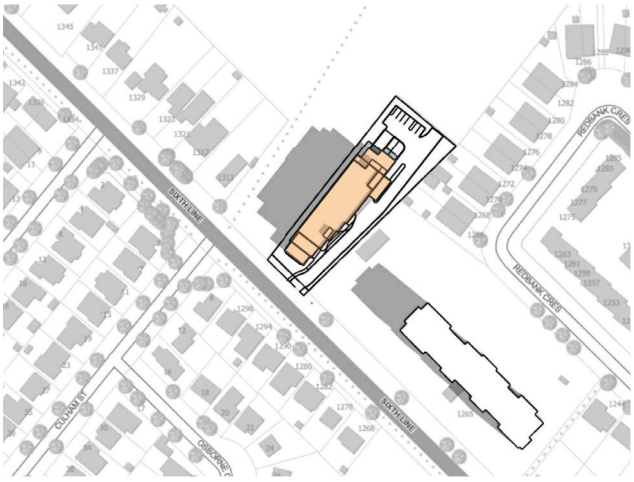

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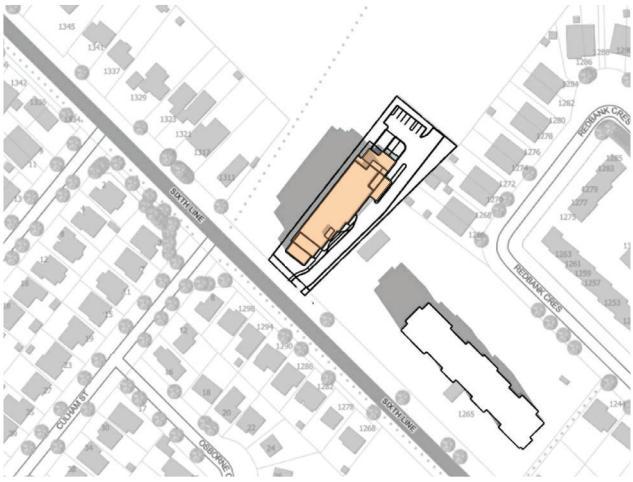

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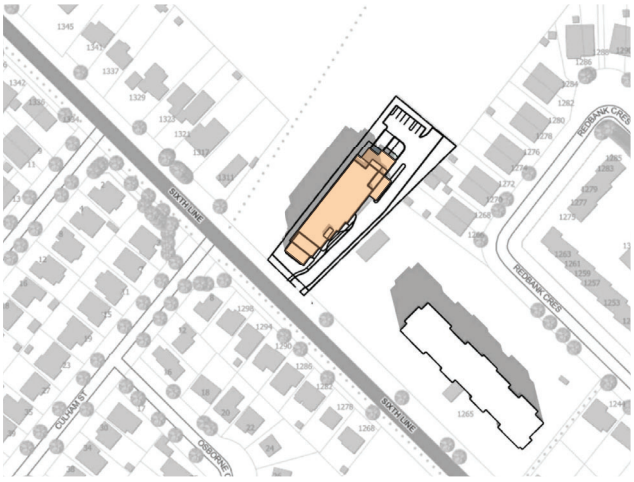

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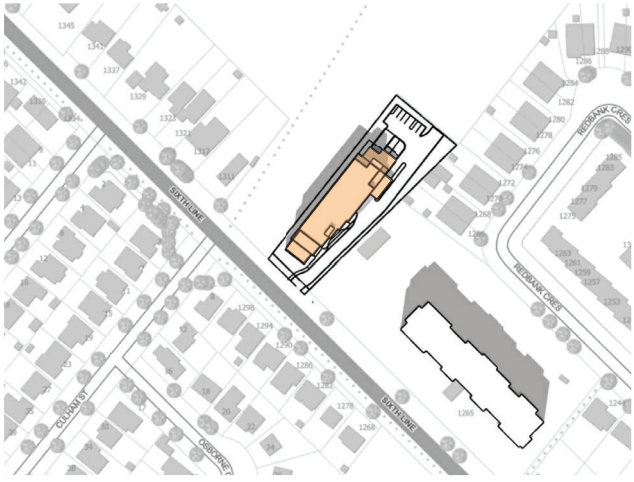

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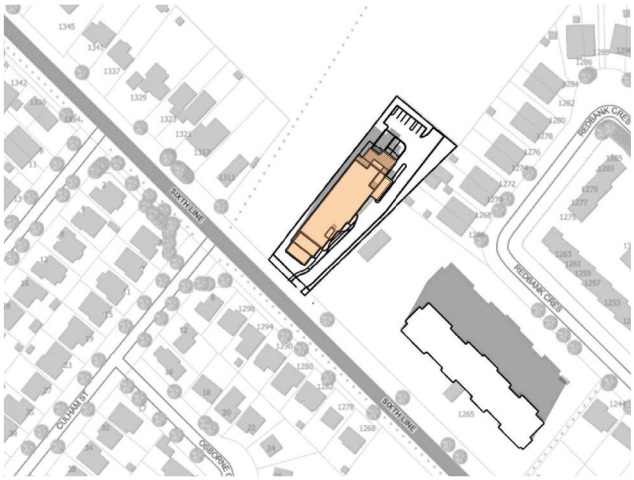

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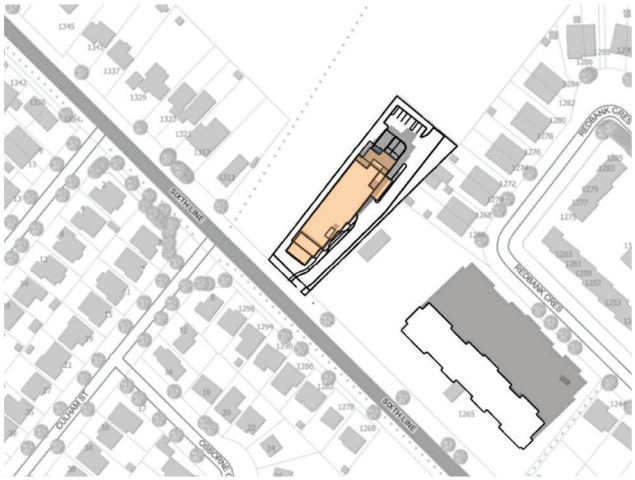

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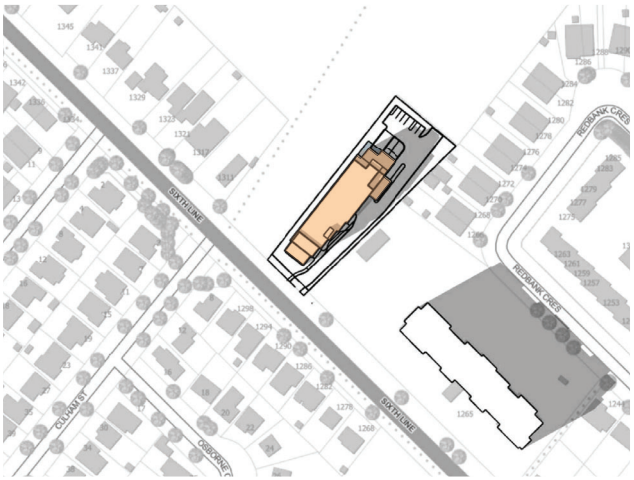

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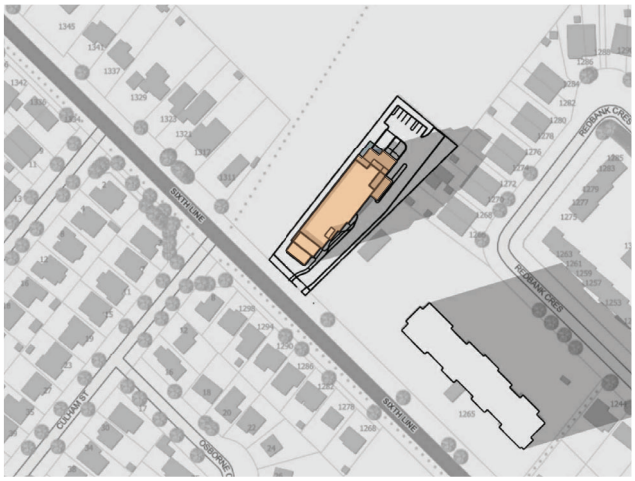

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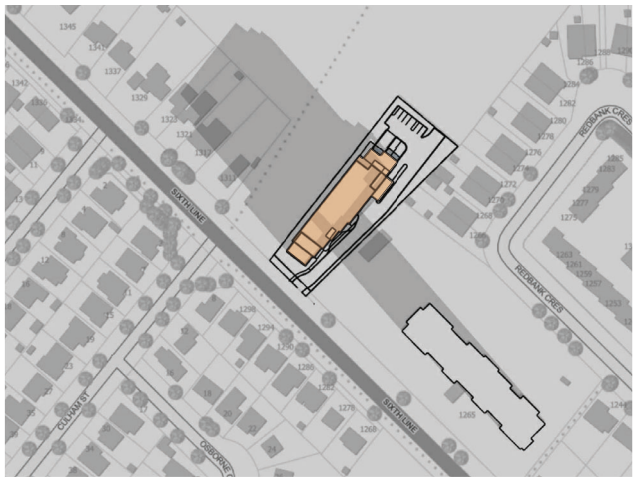

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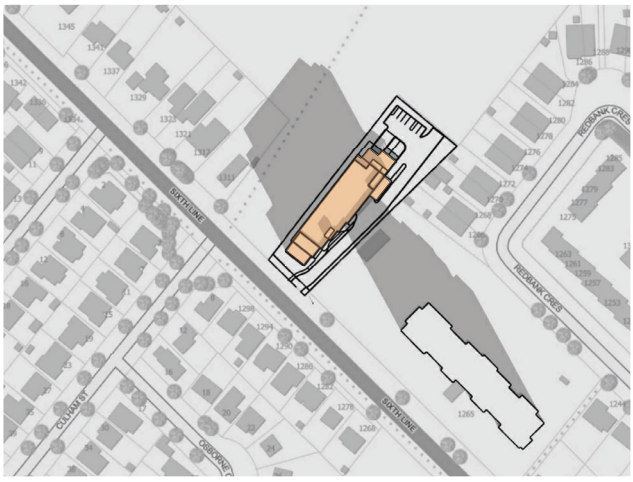

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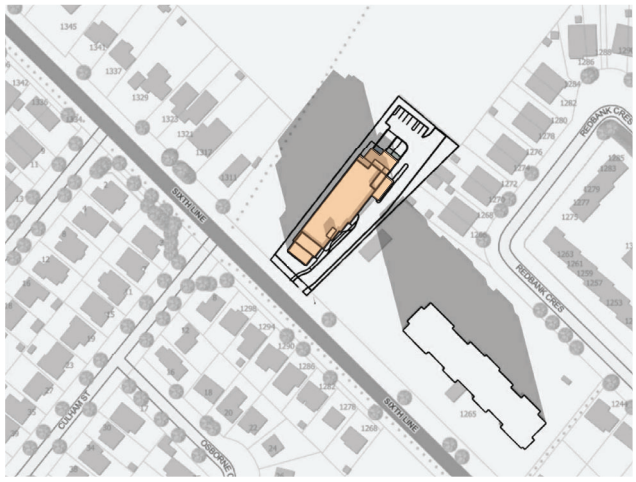

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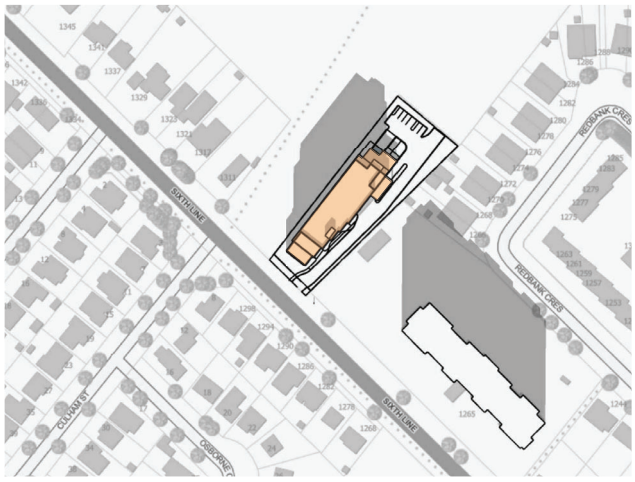

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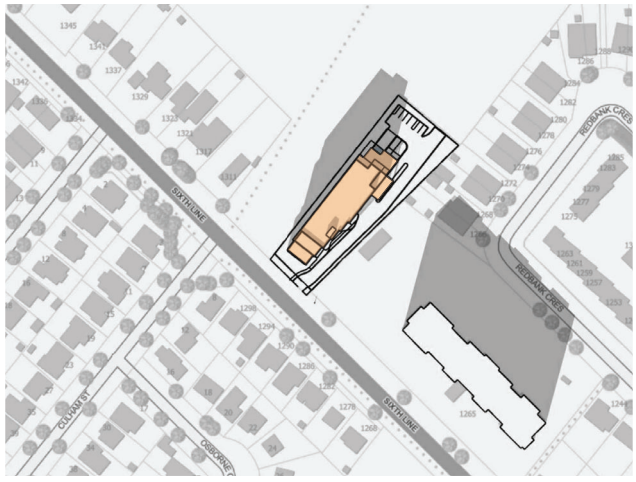

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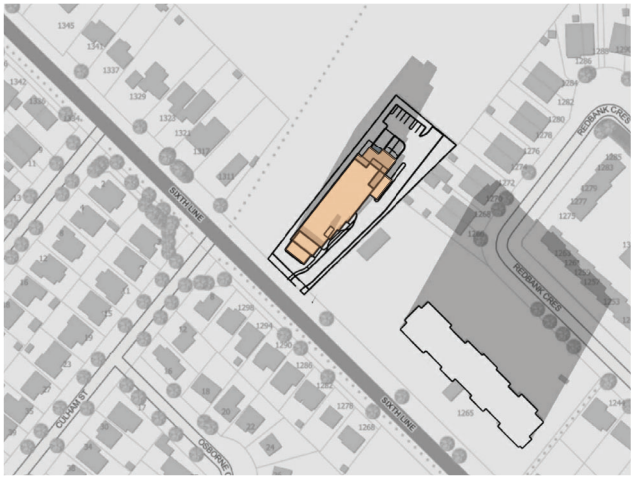

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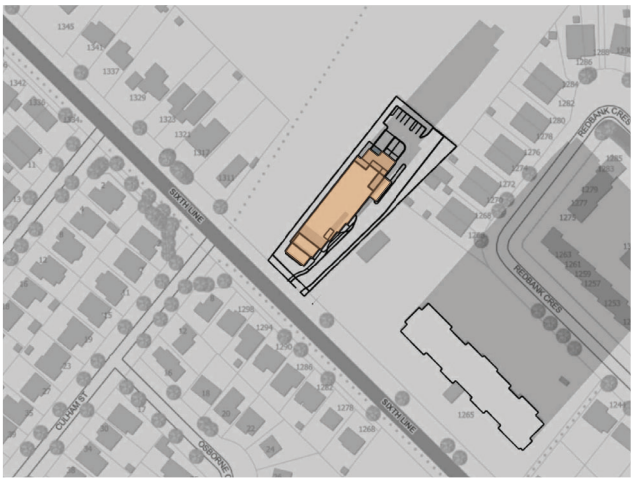
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REDBANK CRES
COLBURST
OSBORNE

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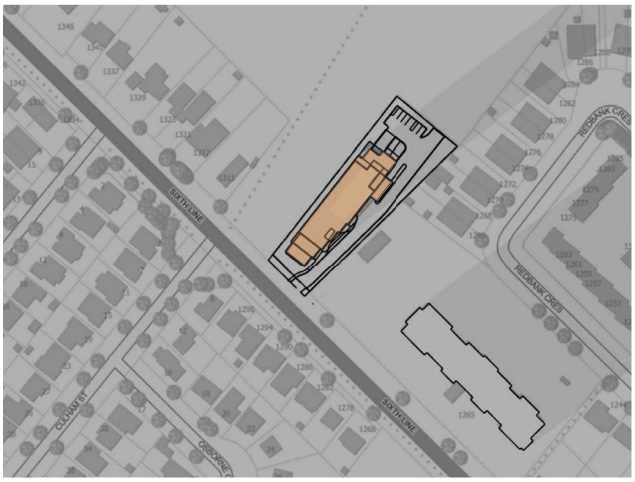
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CONCLUSION

Positioned conveniently near the Town's transit system, bike routes, schools and parks, this location is strategically chosen for optimal accessibility. The envisioned design aims to enhance the current streetscape, appropriately responding to the scale and architecture of the surrounding context and creating a safe pedestrian environment. Enhanced landscaping and high-quality architectural design will contribute to an aesthetically pleasing and inviting built environment.

Our assessment of the Town of Oakville Liveable Official Plan and the Liveable by Design Manual indicates that the proposal adheres to the established vision and design direction.

Based on the analysis presented in this Urban Design Brief, in our opinion, the proposed development is appropriate for the Subject Lands within the existing context, contributes to the much needed housing options and represents good urban design.

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Design Terms

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

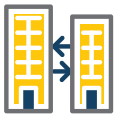
ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized-transportation

ADAPTIVE REUSE
Converting an existing building uses into a new use

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

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

FINE GRAIN
A pattern of street blocks and building foot-prints 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

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

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

TRANSIT-ORIENTED COMMUNITY
Compact, mixed-use, pedestrian-friendly developments near public transit

TREE CANOPY
Cover and shade created by the layering of deciduous tree branches and foliage

URBAN FABRIC
The pattern of lots and blocks in a place

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

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

BARRIER FREE
Public and private places and spaces, designed to accommodate persons of all ages and abilities

BUILT FORM
The physical shape of developments including buildings and structures

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

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

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

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

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

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