

# URBAN DESIGN BRIEF

1020, 1024,  
1028, 1032 &  
1042 Sixth Line

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May 2023





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## 1 / INTRODUCTION

This Urban Design Brief ('UDB' or 'Brief') has been prepared in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application to amend the Livable Oakville Plan ('Livable Oakville') and the Town of Oakville Zoning By-law 2014 – 014 ('By-law 2014 – 014') to facilitate redevelopment of the lands municipally known as 1020, 1024, 1028, 1032 and 1042 Sixth Line, in the Town of Oakville (the 'Subject Lands' or 'Site').

This UDB describes and illustrates the proposal's design in order to demonstrate its conformity with the Town's relevant design-related policies, objectives and direction. This Brief serves as a companion document, to be reviewed concurrently with the accompanying technical reports, including the Planning Justification Report, prepared by GSAI. This Brief demonstrates how the proposed development represents a well-designed, refined design that is appropriate within the existing and planned surrounding Neighbourhood context.

## 2 / DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The proposed development is the result of careful planning and design by the Project Team to respond to the urban design directions provided by the Livable Oakville Plan and Livable by Design Manual.

Key guiding principles of the proposed development are:

- Provide a compatible built form and lotting pattern;
- Respect, preserve and seamlessly integrate with the surrounding Neighbourhood's distinct character and sense of place;
- Support greater housing choice for households of varying size, incomes and lifestyle preferences;
- Implement compatible low-rise built forms through refined architectural design and built form features;
- Retain and preserve the natural environment;
- Retain and preserve cultural heritage resources; and,
- Support sustainable building strategies.

### 3 / SITE CONTEXT

This Section of the Brief describes the Subject Lands and surrounding context.

#### 3.1 / SUBJECT SITE

The Subject Lands are located on the west side of Sixth Line, north of the Queen Elizabeth Way ('QEW') in the Town of Oakville. The Subject Lands, a collection of five (5) lots, has an area of approximately 3.36 hectares (8.3 acres), with a frontage of 103.1 metres along Sixth Line and a frontage of 78 metres along Sunnycrest Lane.

The Site has a gentle rolling topography given its location adjacent to Sixteen Mile Creek. Overall, the Site is currently improved with five (5) detached dwellings. Access is provided via driveways off of Sixth Line and Sunnycrest Lane. There are existing sidewalks along Sixth Line.



Figure 1 / Location Plan

### 3.2 / SURROUNDING LAND USES & BUILT FORM CHARACTER

The Subject Lands are located within an established Neighbourhood. Surrounding land uses are as follows:

- NORTH** Sunnycrest Lane is immediately north. Further north is a residential Neighbourhood predominantly comprised of low-rise dwellings. Sixteen Mile Creek and the Oakville Golf Club are also present.
- SOUTH** A utility corridor is immediately south. Further south is the Queen Elizabeth Way ('QEW').
- EAST** Sixth Line is immediately east. Further east is a continuation of the residential Neighbourhood predominantly comprised of low-rise dwellings.
- WEST** A forested area and Sixteen Mile Creek are immediately west. Further west is Kerr Street, a townhouse development and an established Employment Area comprised of local commercial structures and retail plazas containing multi-tenant commercial structures and extensive surface parking areas.

As demonstrated in the images on the next page, the surrounding area is predominantly comprised of low-rise residential built forms, including townhouses. The proposed development provides for refined, compatible townhouse-style built forms. Overall, the proposal will provide for high-quality, refined built forms that have been planned and designed to be compatible with the established physical character of the surrounding Neighbourhood.

The Site is also situated in proximity to various amenities and destinations. There are several greenspaces located within walking distance of the Subject Lands, including the Sixteen Mile Creek, the Sixteen Mile Creek Trail, Munn's Creek, Ridgeview Park, Clear Creek Park, Wildwood Park and Oakdale Park. The Subject Lands are also located in proximity to an extensive retail area along the North Service Road West and Trafalgar Road. Collectively, these retail areas include a diversity of uses and services which support the day-to-day needs of residents.





*View looking north along Bomorda Drive*



*View looking north along Gemorda Drive*



*View looking west along Sixth Line toward Oakville Golf Club*



*View looking west along Sixth Line toward 1020 Sixth Line*



*View looking north along Sixth Line*



*View looking east along Rancliffe Road*



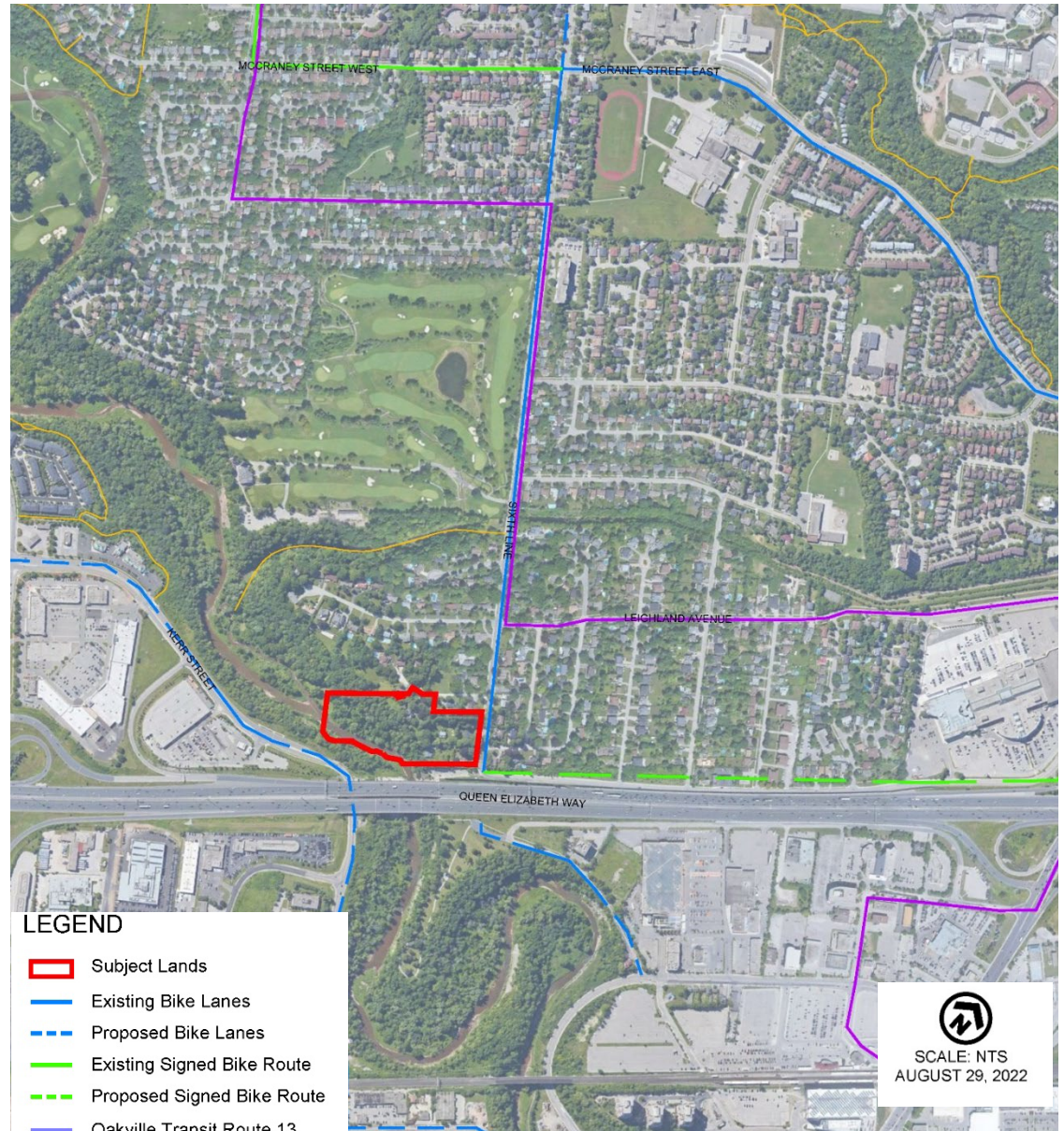
### 3.3 / TRANSPORTATION NETWORKS

As demonstrated by the image on the right, the Subject Lands are well-served by transit services. A summary of these services is provided below.

#### *LOCAL PUBLIC TRANSIT*

The Subject Lands are serviced by an existing bus route (Route 13) operated by Oakville Transit. Route 13 (Westoak Trails) has an existing bus stop at the intersection of Sixth Line and Leighland Avenue – approximately 176 metres north of the Subject Lands. Route 13 has a service frequency of approximately 30 minutes and operates between Bronte GO Station and Oakville GO Station.

As such, the Subject Lands are within a comfortable walking distance of existing bus transit. Residents are able to easily access street-level transit services and are able to transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Oakville and beyond.



### 3.5 / RELATIONSHIPS & LINKAGES TO EXISTING NATURAL FEATURES & PUBLIC OPEN SPACES

#### *REGIONAL TRANSIT*

The Oakville GO Station, located approximately 680 metres southeast of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto and Niagara Falls. Route 18, operated by Metrolinx, has a service frequency of 30 minutes during the off-peak periods and a service frequency of 15 minutes during the peak periods, daily.

Based on the above, the Subject Lands are well connected by existing regional transit networks. This is further enhanced by the local public transit networks that facilitate residents to easily transfer to a variety of areas and destinations.

#### *CYCLING*

Sixth Line is identified as having existing bike lanes (Schedule D, Active Transportation Plan). Additional buffered bike lanes and signed bike lanes are present in the surrounding area. Collectively, these bike lanes, combined with trails along the Sixteen Mile Creek, connect the Subject Lands to the surrounding active transportation network.

The Subject Lands are located adjacent to Sixteen Mile Creek – a component of the Regional and Town Natural Heritage System. Given this, the proposed development has been planned and designed to integrate with and further enhance the Town’s existing natural features and open space networks.

As further described in Sections 4 and 5 of this Brief, the proposed development has been planned and designed to retain and preserve the Sixteen Mile Creek natural feature. The long-term health of Sixteen Mile Creek is to be provided through the placement of development forms a distance away from the Creek’s edge. Specifically, the proposed development is to provide for a 15 metre vegetative buffer from the stable top-of-bank of the Creek. As further discussed in the accompanying Planning Justification Report and Environmental Impact Study, the proposed buffer is of sufficient width to ensure the long-term protection of the Creek and its ecological functions.

The proposed development also contemplates the provision of various landscaped open spaces and an outdoor amenity area. Collectively, these areas will provide for landscape and public realm enhancements, while also contributing to natural and logical extensions of the public open space network. Direct pedestrian connections will provide opportunities for residents and visitors to have safe, comfortable and convenient access across the Site and beyond, including access to public open spaces.



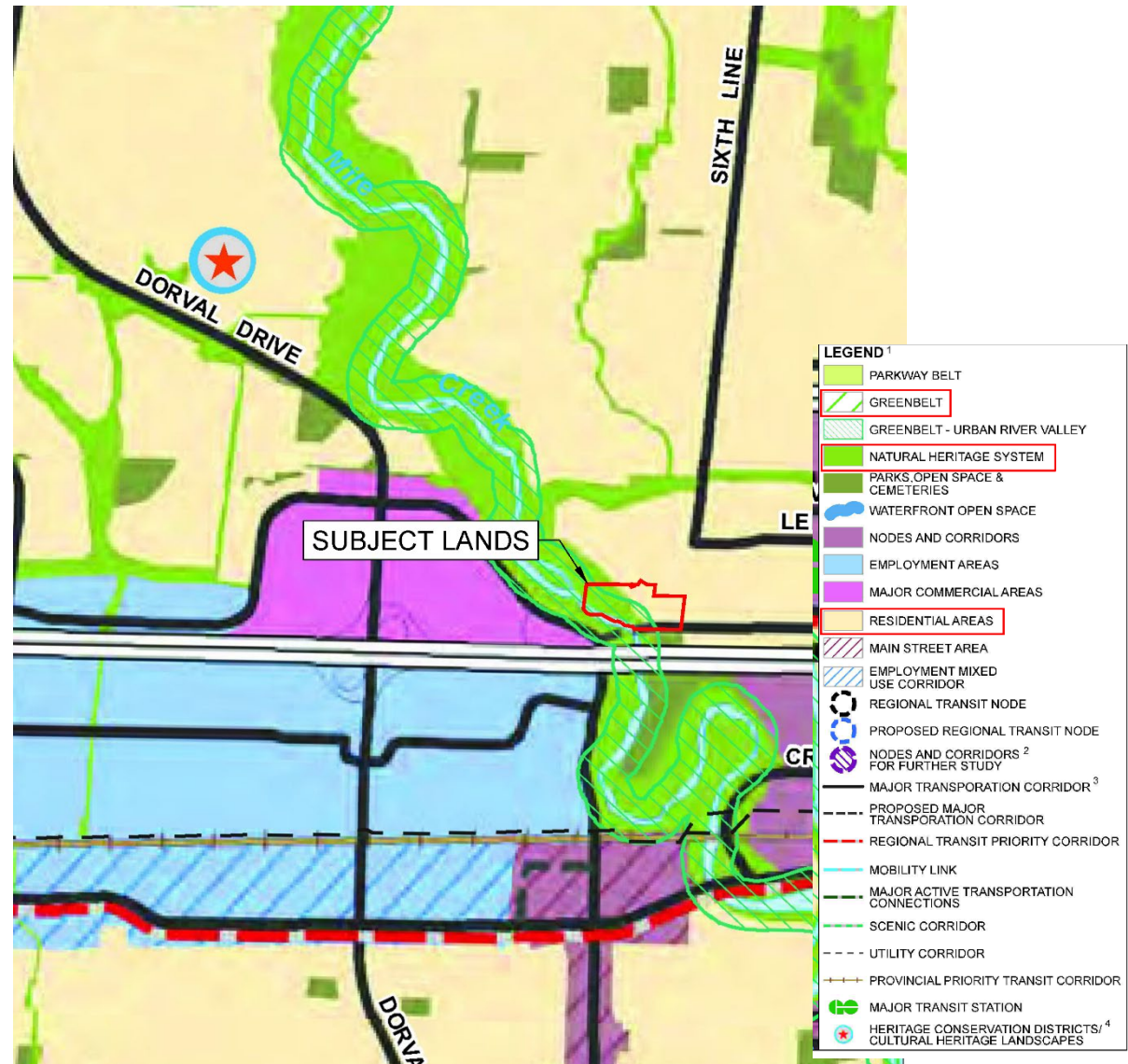
## 4 / POLICY ANALYSIS

This Section of the Brief provides an overview of the urban design related policies and directions applicable to the Site.

### 4.1 / LIVABLE OAKVILLE PLAN

The Livable Oakville Plan ('Livable Oakville'), as amended, identifies where and how the Town of Oakville is to grow up to the year 2031 based on an Urban Structure (Schedule A1) comprised of eight (8) components. The Subject Lands are located within the Residential Areas and Natural Heritage System components of the Urban Structure (see image on the right).

Section 3 of Livable Oakville provides policy direction for development occurring in accordance with a Site's Urban Structure location. Of relevance to the Subject Lands, Section 3.1 of Livable Oakville states that a linked system of natural areas should be preserved and protected. The proposed development conforms to this policy objective by positioning development outside of the Sixteen Mile Creek natural feature. Furthermore, the provision of a 15 metre buffer, as measured from the stable top-of-bank limit of Sixteen Mile Creek, will provide for the long-term protection and health of the feature.



Section 3.9 of Livable Oakville identifies the policy direction for development occurring within the Residential Area component of the Urban Structure. Overall, Livable Oakville states that limited growth and change is permitted provided the character of the area is preserved and the overall Urban Structure is upheld. The character of Residential Areas is influenced by their relationship to the Natural Heritage System, parks and open space areas.

The proposal conforms to the above policy objective through a development that has been planned and designed to provide for a contextually appropriate development that integrates with and is compatible to the established character of the surrounding area. This is to be achieved through retention of on-site natural features and a cultural heritage resource, the provision of landscaped open spaces along the public street edge and high-quality, refined built forms that have architectural features that provide for visual consistency with the existing and evolving character of the surrounding community.

## *6 / Urban Design*

Section 6 of Livable Oakville establishes the Town's urban design policy framework. Overall, the urban design policies are further implemented by the Livable by Design Manual. The following policies apply to redevelopment of the Subject Lands.

## **6.2. Public Realm**

*'6.2.1. The design of the public realm shall promote creativity and innovation and include:*

- a) a network of streets accommodating choices for pedestrian, cyclists, transit and vehicles;*
- b) walkable street lengths for pedestrians;*
- c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;*
- d) comfortable and accessible public spaces that respond to their surroundings; and,*
- e) furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.'*

The proposed development conforms to the above-noted public realm policy objectives through the provision of a compact, pedestrian-oriented development. Specifically, the development blocks are of a size and orientation to be walkable. Furthermore, a network of pedestrian pathways are to be provided in order to provide safe, comfortable and convenient access across the Subject Lands and beyond. Finally, the placement of landscaped open spaces provides opportunity for an attractive public realm and spaces that respond to the surrounding context.



### 6.3. Complete Streets

*'6.3.1. The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:*

- a) multi-modal choices;*
- b) circulation alternatives and convenient connections;*
- c) priority pedestrian, cyclist and transit usage;*
- d) comfortable, barrier-free and safe routes;*
- e) ecologically sustainable features; and*
- f) quality spaces for public life.'*

The proposed development has been planned and designed to implement complete street design elements. Specifically, the proposal will provide for built forms organized around a fine-grain private road network and landscaped open spaces. Additionally, a network of pedestrian pathways and direct pedestrian connections will enable residents, visitors and community members alike with safe, comfortable, convenient access across the Subject Lands and beyond. Finally, the outdoor amenity area and landscaped open spaces provide opportunities for outdoor enjoyment and social interactions.

### 6.4. Streetscapes

*'6.4.1. Streetscapes shall:*

- a) enhance the local context and create a sense of identity;*
- b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;*
- c) provide well-designed and coordinated tree planting, landscaping, lighting and furnishings;*
- e) provide cohesion and seamless transitions between the public and private realms.'*

*'6.4.2. New development should contribute to the creation of a cohesive streetscape by:*

- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;*
- b) framing the street and creating a sense of enclosure;*
- c) providing variation in façade articulation and details;*
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;*
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;*
- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,*
- g) improving the visibility and prominence of and access to unique natural, heritage and built features.'*

The proposed development supports the above-noted streetscape objectives by facilitating a compact, pedestrian-oriented development which features high-quality, refined built forms which frame the street, public realm enhancements and sustainable building elements. Additionally, landscaped open spaces along the property lines will facilitate a seamless and desirable transition between public and private realms, while also providing for the seamless integration of the on-site natural features. Opportunities to incorporate additional sustainable design features will be further explored during the detailed design stage.

#### 6.9. Built Form

- '6.9.1. *Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.'*
- '6.9.2. *Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.'*
- '6.9.6. *Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilitates for direct and convenient access for pedestrians.'*
- '6.9.7. *Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.'*

'6.9.9. *New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade stepbacks or terracing in order to reduce adverse impacts on adjacent properties and / or the public realm.'*

'6.9.15. *Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions of pedestrian spaces and adjacent properties , and avoid excessive shadows.'*

The proposed development has been planned and designed to further implement the above-noted built form policy objectives. More specifically, the proposal implements these objectives through the introduction of a compact, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, provide dwellings with principal entrances that open onto a public sidewalk or pedestrian pathway, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the surrounding community. The proposed built forms represent an appropriate and compatible mass, scale and style of development. Additionally, the built forms have been placed in a manner to maximize direct sunlight, minimize wind and avoid adverse shadowing.



## 4.2 / LIVABLE BY DESIGN MANUAL

The Livable by Design Manual ('Manual' or 'LBDM') was endorsed by Town Council in May 2014. The LBDM, as amended, while not an operative part of the Livable Oakville Plan, provides detailed policy objectives in order to guide redevelopment and further implement the urban design policies of Livable Oakville. Specifically, the Manual provides detailed design and policy directions, organized by key thematic areas.

The following design directions apply to redevelopment of the Subject Lands. A rationale for how the proposed development responds to key applicable design direction is also provided below.

### *2 / Design Direction for the Public Realm*

Section 2 of LBDM provides detailed design directions for the public realm. The following directions apply.

#### 2.1. Complete Streets

*'2.1.1. Design new streets and enhance existing streets that incorporate the following complete streets attributes, where appropriate:*

- a) **multi-modal:** providing safe access and offer convenient travel choices for all users within the right-of-way;
- b) **create convenient connections:** facilitating efficient and convenient interfaces and connections among various destinations;

- c) **prioritize pedestrian and cyclist use and comfort:** providing users with comfortable spaces and demarcated routes, while creating conditions that promote convenience and walkability;
- d) **barrier free:** facilitating ease of use and access for all users by incorporating universal design principles and meeting the town's standards for accessibility;
- e) **safe:** supporting pedestrian safety and security through the use of predictable and unobstructed routes that are connected by visible and convenient crossings;
- g) **spaces for public life:** creating visually interesting and flexible public spaces for social, commercial and recreational activities that encourage people to spend time on the street;
- h) **create enclosure:** establishing appropriate proportions of street width to abutting building wall height to create a sense of enclosure and comfort for pedestrians;
- i) **memorable:** creating a distinctive and recognizable identity that provides meaning, orientation, and reflects local culture and history, through the use of streetscape elements, pedestrian-oriented spaces and interesting architectural backdrops.'

*'2.1.7. Incorporate crossing that are highly visible, predictable, accessible, and identifiable (marked and signed) paths for pedestrian movement across the roadway. Locate crossings at intersections of streets and at mid-block locations where warranted.'*

The proposed development has been planned and designed to implement the above-noted complete street design elements. Specifically, the proposal will provide for built forms organized around a fine-grain private road network and landscaped open spaces, providing a sense of enclosure and memorable spaces. The proposed road network will provide for rights-of-way of sufficient width to accommodate anticipated user demands, while also ensuring public safety is prioritized. Additionally, a network of pedestrian pathways and direct pedestrian connections will enable residents, visitors and community members alike with safe, comfortable, convenient access across the Subject Lands and beyond. Finally, the outdoor amenity area and landscaped open spaces provide opportunities for outdoor enjoyment and social interactions.

## 2.2. Streetscapes

*'2.2.1. Maintain or create a continuous streetwall of building facades to provide a sense of enclosure and backdrop to pedestrian activities.'*

*'2.2.2. Orient and position primary building facades, entrances and public spaces directly towards streets.'*

*'2.2.11. Position street tree plantings to prevent conflicts with above and below ground utilities and door swings of parked vehicles.'*

The proposed development has been planned and designed to implement the above-noted streetscape elements. Specifically, the proposal will provide for landscape and public realm enhancements, including additional street plantings and landscaped open spaces. Furthermore, the proposal provides for continuous streetwall treatments and dwellings with front doors that are to open onto and address the public realm. Opportunities to provide further landscape enhancements will be explored during the detailed design stage.

## 2.4. Public Views & Vistas

*'2.4.1. Maintain, enhance or create views and vistas from the public realm to these significant community features:*

- b) built landmarks, such as heritage resources...;*
- d) natural features and open spaces.'*

*'2.4.2. Maintain, enhance or create public views and vistas along significant corridors through the strategic alignment of rights-of-ways, the layout of pedestrian routes and open space systems, the siting and orientation of built forms and placement of street trees.'*

An organized feature of the proposal is retention of the Sixteen Mile Creek natural feature, landscaped open spaces along the property lines and a network of pedestrian connections. Collectively, these organizing elements provide for the creation of aesthetically pleasing, safe and comfortable views and vistas that maintain the on-site cultural heritage resource and natural features, while also positively contributing to the Town's open space system.



### *3 / Design Direction for Built Form*

Section 3 of LBDM provides detailed design directions for a development's built form. Section 3.3 of the LDBM states that a low-rise residential building is considered to be medium and high-density multi-unit residential forms, with a maximum height of five (5) storeys. Built forms can include apartment-style flats and townhouses. Given the proposed low-rise, townhouse built form, the following design directions apply.

#### **Building Placement**

- '3.3.1. Orient and position buildings towards primary public streets to foster active pedestrian environments along the street edge.'*
- '3.3.2. Along secondary or side streets, incorporate building setbacks to achieve a gradual transition to adjacent low-density detached and semi-detached residential properties with deep front yard setbacks, where warranted.'*
- '3.3.3. For developments consisting of multiple buildings, incorporate an adequate minimum separation distance between facing buildings to mitigate privacy concerns and maximize access to sunlight....'*

As demonstrated on the Conceptual Site Plan, the proposed development has positioned all townhouse units to frame the street edge, ensuring primary entrances open onto and address the public realm. Furthermore, building setbacks are provided to facilitate appropriate separation distance between development blocks that are beside one another and to facilitate appropriate transition to the surrounding context. The location of pedestrian pathways, pedestrian mews and landscaped open spaces ensures that built forms have maximum access to sunlight, while privacy and overlook concerns are avoided.

#### **Height & Massing**

- '3.3.4. Design buildings with height and massing that create and reinforce pedestrian-scaled environments.'*
- '3.3.5. Design buildings located adjacent to low-density, low-rise residential areas that incorporate façade setbacks, modulation and / or height reductions on portions of the building to achieve greater compatibility by reducing the appearance of height and massing.'*

The proposed development has been planned and designed to be of a pedestrian-scale. This is achieved through built forms which frame the street, setbacks and high quality, refined built forms that feature façade modulations to visually break up the scale and massing of the development.

Additionally, the proposed townhouse blocks feature heights that are appropriately designed and scaled. Specifically, the upper most interior living space to accommodate household needs is visually hidden by the roofline in such a manner that the proposed height is not overpowering. Given the diversity of built forms and character in the surrounding area, the proposed development is compatible.

#### **Facades**

- '3.3.8. For facades visible from the public realm, incorporate a high level of architectural treatment that contributes to the pedestrian environment and reinforces the community character. Design facades with variety in architectural elements, such as varied wall planes and roof lines, human scale proportions, large windows and porches / entranceways.'*

*'3.3.9. For townhouse developments, incorporate architectural variety between adjacent blocks along a streetscape..'*

The proposed development is to provide for high-quality, refined built forms. Aesthetically pleasing, well-defined, compatible built forms are to be provided through the incorporation of variation in the façade treatments, modulation and materials that respect and integrate with the established character of the surrounding area.

#### Entranceways

*'3.3.11. Orient main entrances towards the public realm to improve legibility and contribute to the pedestrian environment. Design entrances that are accessible, illuminated and provide weather protection.'*

*'3.3.12. For residential units directly accessed from the public realm, raise the entrances to 0.6 m to 0.9 m higher than the elevation of the abutting sidewalk to provide privacy. Incorporate stairs or ramps for barrier-free access and create semi-private outdoor amenity spaces with landscaped terraces, and low decorative fencing.'*

*'3.3.14. Incorporate garage entrances that are flush with or recessed behind the building face and architecturally integrated into the main building massing.'*

As stated above, each dwelling unit is to have a principal entrance that opens onto and is directly accessible from the public realm. Furthermore, where appropriate, staircase features are provided to facilitate safe, comfortable and

convenient access to units, while also providing for privacy. Additionally, each dwelling unit has an integral garage to provide for safe, comfortable and convenient vehicular access. These integrated garages have been designed so that there is a visual consistency along the streetwall and are architecturally integrated into the massing of the proposed development.

Design directions 3.3.15 through to 3.3.21 relate to the building detailing and materials. The precise material selection of the proposed structures will be further reviewed as part of the future detailed design stage.

#### Roof Elements

*'3.3.22. Design the architectural treatment of the roof to complement the overall building design and, where appropriate, integrate stair and elevator towers.'*

*'3.3.23. Incorporate a variety of roof lines and roof elements into the building design, such as chimneys, functional dormers and gables, to increase visual interest and minimize the massing of the roof.'*

The proposed development will provide built forms with architectural variation, including varying roof lines. Overall, the high-quality, refined built forms have been sensitively designed to maximize the visual interest of the rooflines, while also visually reducing the mass of the proposed structures.



### Compatibility with Adjacent Surroundings

*'3.3.27. Design buildings abutting built heritage resources that complement the context and heritage characteristics and that incorporate compatible proportions, rhythm of façade opening and bays, height and setback transitions, enhanced façade articulation and materials.'*

The proposed development has been planned and designed to seamlessly integrate with the surrounding community. The proposal provides for high-quality, refined built forms that have incorporated compatible façade and built form features. Furthermore, the on-site cultural heritage resources has been retained.

### Amenity Space

*'3.3.28. For each residential unit, incorporate a private outdoor amenity space in the form of a roof terrace or balcony.'*

*'3.3.29. Architecturally integrate balconies and other projections into the structure and detailing of the building. Recess, partially recess or cantilever balconies to provide sun access to the units below.'*

As demonstrated on the Conceptual Landscape Plan, a centrally located outdoor amenity area is to be provided. Additionally, each dwelling unit features a private balcony or terrace. These balcony and terraces have been seamlessly integrated into the façade of the structures.

## 4 / Design Direction for Site Organization Elements

Section 4 of LBDM provides detailed design directions for site organization. The following directions apply.

### 4.1 Landscaping

*'4.1.2. Incorporate a diversity of plant species based on ecological compatibility, seasonal variety and appropriateness for site conditions.'*

*'4.1.5. Landscape front and flankage yards with plantings and other landscaping features that provide visual interest, highlight pedestrian connections, enhance building and site features, screen undesirable elements and provide continuity with the public realm.'*

*'4.1.6. Where warranted, landscape side and rear yards with plantings and / or fences / walls to achieve functional and attractive screening and / or buffering.'*

*'4.1.9. Incorporate tree and shrub plantings into the design of surface parking areas.'*

As demonstrated on the Conceptual Landscape Plan, a series of landscaped open spaces and landscape enhancements are to be provided. This includes landscaped areas in the yards of dwellings, along the Site's property lines and in proximity to surface parking areas across the Site. The precise plant species will be further reviewed during the detailed design stage.

## 4.2 Pedestrian Connections

*'4.2.1. Design pedestrian networks to provide direct, barrier free, predictable and safe access to and from public sidewalks...amenity areas, building entrances, parking areas and open spaces.'*

A network of pedestrian connections is to be provided. This proposed network will facilitate safe, comfortable, convenient travel for residents and visitors across areas of the Site and beyond. The material selection and landscape treatment of pedestrian connections will be further explored during the detailed design stage.

## 4.3 Parking

*'4.3.8. Configure, design and landscape surface parking lots to create:*

- a) well-defined parking areas which are closely associated with buildings and other on-site uses*
- b) clearly delineated vehicular access and circulation routes*
- c) safe, direct, barrier free and convenient pedestrian circulation routes.'*

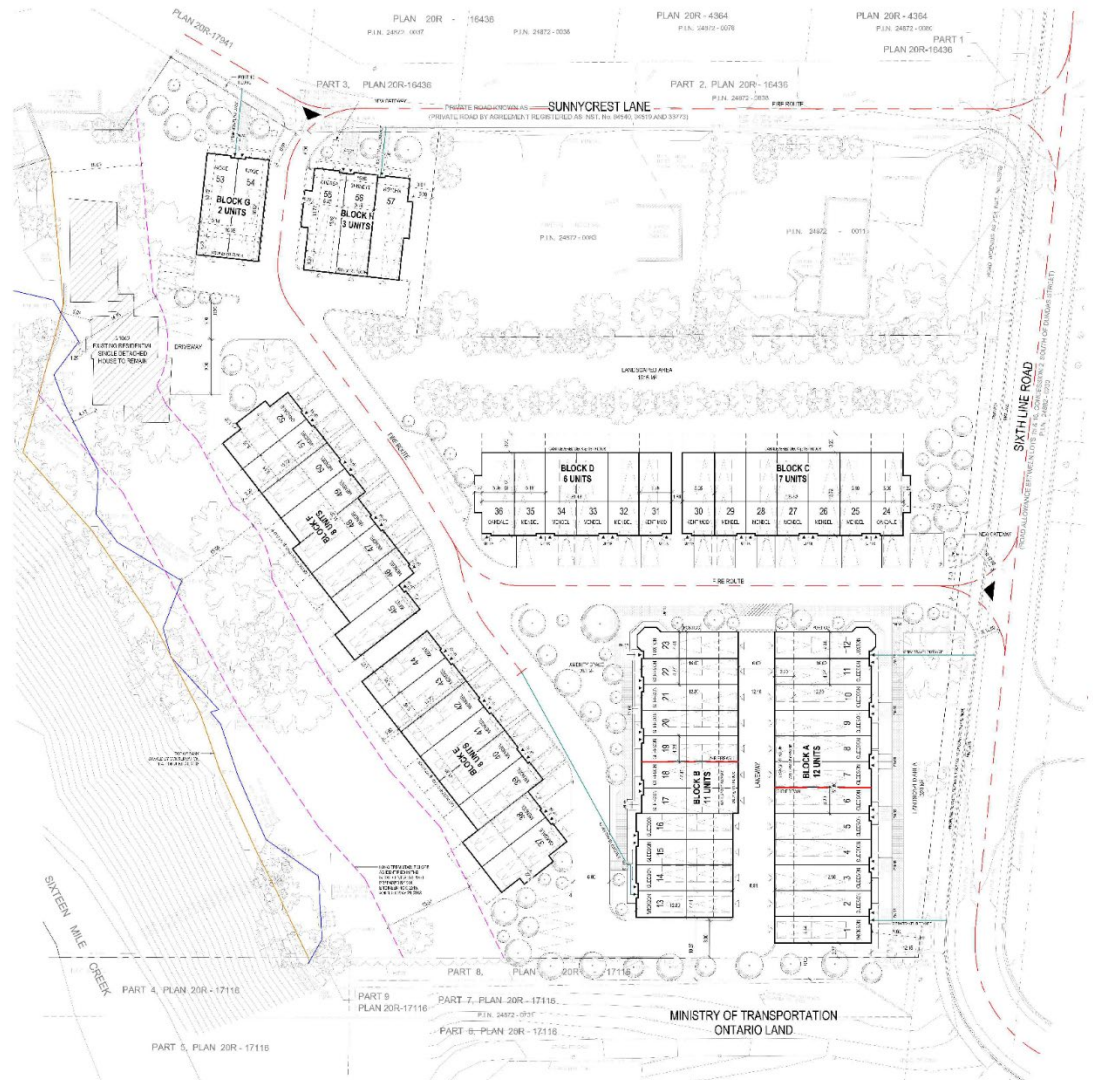
*'4.3.10. Wherever possible, locate surface parking areas behind buildings and screened from view from the public realm. Surface parking areas may be located on the side of a building(s) provided the parking spaces are adequately screened and not located between the front façade of the building and the street.'*

A series of surface parking areas are to be provided to facilitate visitor parking. The proposed surface parking areas are appropriately sized to accommodate anticipated user demand and have been strategically located so as to be out of public view. Direct pedestrian connections are to be provided, enabling residents and visitors to travel between the surface parking areas and dwellings safely, comfortably and conveniently.

## 5 / DEVELOPMENT PLAN

The Owner is seeking permission to redevelop the Subject Lands. Specifically, the Subject Lands are to facilitate a medium density, compact residential development comprised of eight (8) development blocks (Blocks 'A', 'B', 'C', 'D', 'E', 'F', 'G' and 'H') organized around a private road network, landscaped open spaces and public realm enhancements (see image on the right). Additionally, the existing detached dwelling on the lands municipally addressed as 1034 Sixth Line, which has cultural heritage significance, is to be retained.

Overall, Blocks A through H are to be comprised of a varying number of townhouse-style dwelling units. Each dwelling unit is to feature an integrated private garage and outdoor balcony or terrace. Furthermore, the Blocks have been planned and designed to provide for development that frames the street, is pedestrian-oriented and provides for a built form and built form features that are complimentary to and compatible with the surrounding context. A total of 57 townhouse-style units are to be provided, including a mixture of street-oriented and rear lane townhouse unit configurations.



View of the Conceptual Site Plan



## 6 / SITE DESIGN & ANALYSIS

This Section provides a summary of the development's key features. See element is described below.

### 6.1 / SITE DESIGN

The proposed development has been planned and designed to integrate with the surrounding community. This is achieved through an optimized site design, organized around retention of an existing, listed heritage resource, Sixteen Mile Creek, a new fine-grain private road network, an outdoor amenity area and landscaped open spaces. As a Site at the periphery of the established Neighbourhood, the proposed built form, built form features and public realm enhancements will provide for pedestrian-oriented development that frames the street, provides for principal entrances that open onto and address the public realm and provides an appropriate and desirable transition to the surrounding community. Overall, the proposed development provides for modest intensification on a Site that is appropriate and desirable for such development to occur.

Landscape and public realm enhancements will further support a well-designed, appropriate and desirable development. A safe, comfortable, and aesthetically pleasing public realm will be provided.

The Site's proposed private road network will facilitate residents, visitors and community members to safely, comfortably and conveniently travel across the Site and beyond. The proposed road network, with access to each unit's private integrated garage, maintains a well-designed, compact and pleasing environment.

### 6.2 / LANDSCAPE DESIGN

The proposed development contemplates significant landscape enhancements, including retention of the stable top of bank of Sixteen Mile Creek, new plantings and a large amount of landscaped open spaces. The Conceptual Landscape Plan (see image on the next page) identifies the landscape features that collectively will facilitate the landscape character of the Site and Neighbourhood to be enhanced. Opportunities to provide additional plantings, including preferred plant species, will be further explored during the detailed design stage.



## 6.3 / BUILT FORM

High-quality, refined townhouse built forms are to be provided. As discussed in Section 5.2 of this Brief, the proposed built forms comply with the design directions established by the LBDM for low-rise residential buildings.

As demonstrated in the images below, the proposed development blocks will feature built forms that frame the street, have direct connections to the public realm, provide for consistent streetwall treatments and feature architectural variation and modulations to provide for vibrant streetscapes. The proposed built forms are pedestrian-oriented and have been intentionally designed to read as 3-storey structures from the street level. Overall, the development will provide for well-designed built forms that provide for an appropriate transition to the surrounding context and respects the eclectic character of the surrounding community.



*View of proposed Block A dwellings and landscaped open space along Sixth Line*








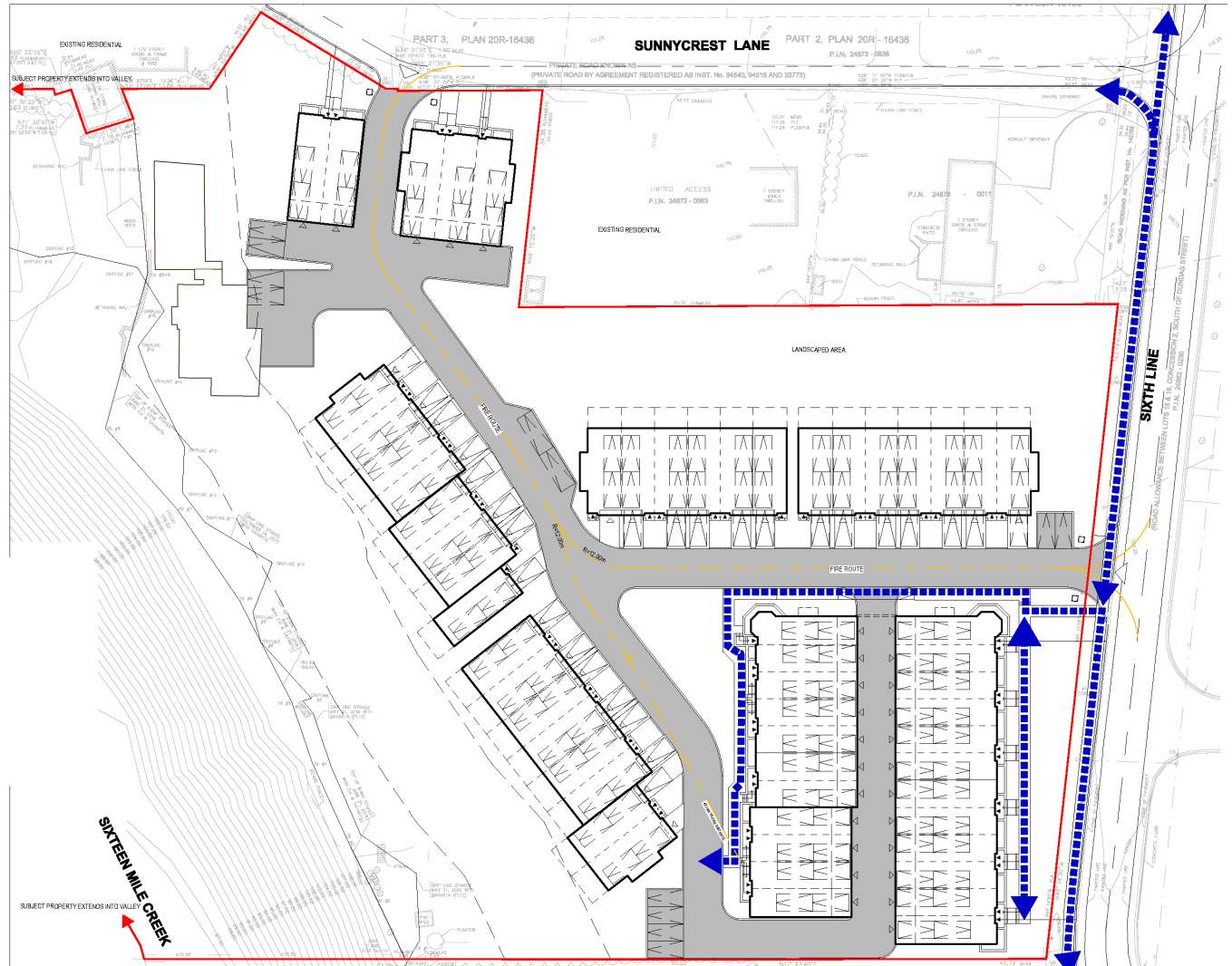


*View of the conceptual Elevations*

## 6.4 / CIRCULATION

Site circulation is a key organizing and design element for the proposal. As demonstrated on the right, the proposed site circulation pattern ensures that public safety is prioritized and appropriate routes of travel for pedestrians, cyclists and vehicles is provided.

- LEGEND**
-  PEDESTRIAN CIRCULATION
  -  VEHICULAR CIRCULATION
  -  FIRE ROUTE
  -  GARAGE ENTRANCE
  -  MAIN ENTRANCE



## 7 / SUSTAINABILITY FEATURES

In accordance with Livable Oakville, sustainable development patterns are a priority. The proposed development has been planned and designed to incorporate contextually appropriate sustainable development strategies. These include:

- Retention and preservation of Sixteen Mile Creek;
- Additional plantings across the Site;
- Provision of landscaped open spaces;
- Incorporation of native species, where possible;
- Light coloured pavement materials to reduce urban heat island effect;
- Efficient, higher use of existing infrastructure networks; and,
- Locally-sourced materials, where possible.

Opportunities to further incorporate sustainable development features and techniques will be explored during the detailed design stage.

## 8 / CONCLUSION

The proposal contemplates a medium density, pedestrian-oriented development that is organized around a cultural heritage resource, Sixteen Mile Creek, a fine-grain, private road network and landscape improvements. Overall, the proposal will provide for 57 high-quality, refined townhouse dwellings across eight (8) development blocks. The proposal will contribute to greater housing choice, pedestrian-oriented development and a complete community.

The proposed site organization will integrate with the existing road network to create a well connected and permeable circulation network. The private road and pedestrian connections will collectively provide further connections across the Subject Lands and beyond.

The proposed built forms will be high-quality, refined and provide for an appropriate and desirable transition to the surrounding community. Furthermore, the built forms frame the street, are pedestrian-oriented and will incorporate architectural variations and modulations to facilitate an attractive streetscape. The architectural design of the dwellings has been planned and designed to be compatible with and complement the eclectic character of the surrounding community.

Landscaping and public realm enhancements will also be provided. Based on an analysis of the urban design related policies presented in the Livable Oakville Plan and the urban design detailed design directions outlined in the Livable by Design Manual, it is our opinion that the proposed development is appropriate and desirable. It also conforms to the Town of Oakville's urban design policy framework.