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0.0 INTRODUCTION

Kirkor Architects and Planners have prepared the following Urban Design Brief in support of a Local Official Plan and Zoning By-law Amendments. The purpose of this report is to illustrate the proposed development masterplan for a multi-phased residential community located at the site at 407 Dundas Street West in the Town of Oakville and Region of Halton.

The document will describe the masterplan and is intended to provide urban design guidance for development review authorities and has been developed to ensure the design conforms to the Town of Oakville’s policies and guidelines. The report also illustrates how the proposed concept achieves key urban design principals and sustainability initiatives and complies with the Town’s vision of providing safe, livable, healthy and well-planned communities in the region.

1.0 DESIGN VISION - MASTERPLAN OVERVIEW

The proposed mixed-use residential housing development is situated on an irregular site located at the intersection of 407 Dundas Street West and Trailside Drive in the North Oakville East District. The 30,445 m² (327,703 sq. ft.) development will consist of 281 +/- housing units with a varied mix of unit types including condominium units, stacked townhouses and traditional townhouse units.

The development will consist of a 10 storey mixed-use condominium building with a 380 m² +/- commercial component located off Trailside Drive. One level of underground and surface parking will be located at the rear of the site and will accommodate resident, commercial and visitor parking. The loading/service areas will be accessed from a private driveway off Trailside Drive with the primary entrance and drop-off area located internally on the site. The condominium building will vary in height and step down to a second floor podium that will provide both indoor and outdoor amenity areas for the residents.

In addition, the proposal includes two 3-storey stacked townhouses buildings internalized in the site and an additional three 3-storey townhouse buildings located off Trailside Drive along the rear of the site. The development will also include new pedestrian linkages to the existing trails, ponds and green spaces located adjacent to the site.

PROPOSED DEVELOPMENT 407 DUNDAS STREET WEST
PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

2.0 CITY POLICY AND REGULATORY FRAMEWORK

Based on the outlined regulatory requirements, Local Official Plan (LOPA), Zoning Bylaw (ZBA) Amendments, and a Draft Plan of Subdivision will be required to permit the proposed development. Refer to the Planning Justification Report that outlines the existing regulatory framework and the proposed LOPA and ZBA.

Summary of the relevant policies and regulations of the Town of Oakville and Conservation Halton that inform the design of the development:

2.1 OFFICIAL PLAN OF THE TOWN OF OAKVILLE – NORTH OAKVILLE EAST SECONDARY PLAN

The subject property is located within the North Oakville East Secondary Plan and is designated Dundas Urban Core, General Urban, and Natural Heritage System. As per Section 7.5.15 “The Dundas Urban Core Area as designated on Figures NOE1 and NOE2 is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas St. corridor”. As the development proposal is in excess of eight storeys, an OPA is required for height only.

2.2 NORTH OAKVILLE ZONING BY-LAW

The subject lands are currently zoned Existing Development ‘ED’ in the North Oakville Zoning By-Law. As per Section 7.13 of Zoning By-Law 2009-189, only uses that legally existed on the date this By-law came into effect are permitted. The development of new buildings and structures are not permitted. As such, a Zoning By-Law amendment is required to permit the proposed development.

2.3 PROPOSED OFFICIAL PLAN AND NORTH OAKVILLE ZONING BY-LAW AMENDMENTS

In order to permit the proposed development, it is requested that the North Oakville East Secondary Plan be amended. To permit the proposed ten storey apartment building, it is proposed North Oakville East Secondary Plan be amended as follows; Notwithstanding Section 7.6.5.2b), an apartment building with a maximum height of 10 storeys shall be permitted at the northwest corner of Dundas Street West and Trailside Drive, municipally known as 407 Dundas Street West.

The proposal seeks to rezone the subject lands to a new Dundas Urban Core (DUC) Special Provision Zone as well as the General Urban (GU) and Natural Heritage System (NHS) Zones in order to permit the proposed development.

2.4 CONSERVATION HALTON

A portion of the subject property is within Conservation Halton’s Regulation Limit (Shannon’s Creek Channel). These lands will be dedicated to the Town and placed in a protective zone category (NHS).
3.0 DESIGN VISION AND PRINCIPLES:
NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

The North Oakville Urban Design and Open Space Guidelines have outlined an urban design strategy to promote policy directions and ensure high standards in the physical design of the built and natural environment in the areas of North Oakville. The high standards relate to overall quality, environmental sensitivity, sustainability, affordability and provide for public safety and security in achieving a strong and positive sense of place and identity. The goal is to ensure that North Oakville is a place that is forward-looking and is a model for smart growth to enhance the Town’s reputation for excellence and its capacity to link the past, present and future.

The design objectives for the proposed development include:

• Create Compact, Walkable Mixed-Use Development - Develop a neighbourhood that allows for efficient vehicular and pedestrian connections through a highly interconnected street and block pattern. Neighbourhood Centres to be developed with a mixture of uses with well-designed buildings that have access to transit stops and public facilities.

• Provide a Variety of Housing - Develop residential neighbourhoods that are varied with a distinguishable mixture of lots sizes, building types and architectural styles that provide a strong identifiable sense of place for the residents of North Oakville.

• Create a Sustainable Street Transportation Network - Develop a transportation system of roads that is based on modified grid pattern which promotes the safe and efficient circulation of vehicles including transit and non-vehicular traffic.

• Provide Access and Visibility to Open Space - Develop access to the existing natural heritage and open space system with a connection to the existing trails, parks and civic features within North Oakville. Consideration for public safety, views and accessibility to the recreational areas and provide a opportunities for both active and passive recreational activities.

• Sustainable Urban Development - Develop sustainable communities that assist in reducing consumption of energy, land and other non-renewable resources and minimize the waste of materials, water and other limited resources. The goal is to create livable healthy communities that assists in the reduction of greenhouse gases.
PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

4.0 GENERAL URBAN DESIGN GUIDELINES: BUILT FORM & OPEN SPACE

A summary of the significant Urban Design Guidelines that inform the proposed development as outlined in the North Oakville Urban Design and Open Spaces Guidelines.

4.1 SUSTAINABLE DEVELOPMENT:

Building designs that utilize sustainable practices will demonstrate the ongoing importance of environmental resources within North Oakville community.

Key Design Guidelines:

Energy Efficiency & Air Quality:

To improve energy efficiency and air quality, utilize sustainable principals of passive solar, natural ventilation and solar orientation. Methods of green and cool roofs along with increase insulation to improve energy efficiency.

Water Management:

Manage water resources through green roof and rain harvesting methods and the introduction of integrated bioswales at road surface parking areas to naturally cleanse water run-off to the water table.

4.2 SUBDIVISION DESIGN:

Design transportation networks to accommodate all modes of travel but places priority on transit, cycling and walking over the predominant use of the car.

Key Design Guidelines:

1. Disperse Traffic with shorter block design to promote even traffic flow and reduce traffic speed.
2. Introduction of mid-block pedestrian connections to ensure connectivity to surrounding streets and open spaces.
3. Encourage on-street parking to slow traffic and serve as a protective buffer between pedestrians and moving vehicles
4. Introduce Landscaping to provide physical buffer between the street and the sidewalk and shading effects in impacting the heat island effect.

Gateway Feature:

Develop a focal point to the development to promote public gathering spaces to create a sense of entrance and contribute to the community image and identity. Gateway features to include the integration of trees, landscaping, lighting, paving and seating.
4.3 LAND USE AND SITE DESIGN:

Site planning for individual properties should maintain existing environmental features of the site with relationship to adjacent buildings and open spaces. Building should be planned to maximize opportunities for natural heating, cooling, access to natural light and private outdoor space, privacy, security and views.

Building Orientation and Site Layout

Key Design Guidelines:
1. Buildings should be organized to define the public realm and framing abutting streets, sidewalks and amenity spaces.
2. Corner buildings at primary intersections should emphasize a focal point through elements such as towers, bay windows, projections and other architectural details.
3. Mixed-use buildings with commercial uses at-grade should be located close to the public street with a continuous streetwall with building entrances directly accessible from the public sidewalk.

Building Articulation and Detailing

Key Design guidelines:
1. Main building entrances should be expressed and detailed with large entry canopies, double height glazing to provide weather protection and create a connection with the building interior and the street.
2. Building facades should include architectural details that include glazing, awnings, projections and recesses and outdoor terraces and patios. Blank facades are not permitted, with functional building elements (vents) should be integrated into the architectural design.
3. Building materials should be of a high standard of design, detailing and variety of materials. Exterior finishes should be of quality of workmanship, sustainability and ease of maintenance.
4. Building detailing should achieve a unique identity that is respectful of the context. Building variety and architectural detail maybe achieved by period architecture, however, contemporary architectural vocabulary is encouraged.

Public Safety

Key Design Guidelines:
1. Site design should encourage safe public use and natural surveillance with building entrances located onto a public street with clear site lines from parking areas.
2. Lighting of pedestrian walkways and directional signage should be incorporated to provide good wayfinding and enhance personal safety and security.
3. Building and site design should adhere to Crime Prevention through Environmental Design (CPTED) principals.

Barrier-Free Access

1. Key Design Guidelines:
2. Building access and circulation for pedestrians and vehicles should conform to barrier-free access requirements set out by Ontario Building Code (OBC).
3. Access ramps should be designed to harmonize with buildings and curb ramps should provide barrier-free connections between parking areas and buildings.

Storage, Servicing and Loading

Key Design guidelines:
1. Loading and service areas should be located in areas of low visibility at the rear non-street side of buildings. Areas should be screened and paved with impervious surfaces and should be separated from pedestrian amenity areas and walkways.
PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

4.4 BUILDING TYPOLOGIES:

General Principals for Mixed-Use Buildings

Mixed-use building should have strong relationship with the street with commercial located at-grade. Parking should be provided on the street or at the rear of the development.

Key Design guidelines:

1. **Strong Street Edge**: Human scale environment should be reinforced through the appropriate building height, mass and architectural design.

2. **Active at Grade Uses**: Active commercial uses are encouraged with office and residential uses above the ground floor.

3. **High Quality Public Amenities**: Outdoor amenity areas should be provided with the space located adjacent to indoor amenity space.

4. **Distinct Image and Quality**: District architectural expression with consistent rhythms, architectural details and elements to reinforce the streetscape and strong neighbourhood image. Architectural styles and quality should be consistent and building material and finishes should be complimentary.

5. **Environmental Sustainability**: A high degree of sustainability should be included with the opportunity for energy and water efficiency. LEED certification of building is encouraged.

Townhouses

Will provide a more compact, higher-density housing choice than single or semi-detached dwellings. Variations of the townhouse include back to back, stacked and traditional unit types. Generally, townhouses comprise of a continuous row along a street with a height between two to four storeys.

Key Design Guidelines:

1. **Main dwelling facade should be located parallel to the street, open space and aligned with adjacent buildings to frame the street frontage.**

2. **Rear yard parking accessed from a lane is preferred over front yard parking. Townhouse units with front attached garages should have a minimum lot frontage of 4.9 metres per unit.**

3. **Each unit to have a minimum front yard setback of 2.5 metres and 1.0 metre no encroachment zone to allow for a transition between the public and private realm.**

4. **End townhouse units should place windows and entrances facing the public street to encourage these areas to be visible, active and safe.**

High-Rise Buildings

Buildings that are 10 storeys in height or taller are considered a tall building in North Oakville. The design of high-rise buildings should consider three parts of the massing, including the base which relates primarily to the public street and open space, the middle (shaft) and the top including the roof and mechanical penthouse.

1. **Key Design guidelines:**

2. **Tall floor to ceiling heights at grade with large expanses of transparent glazing with flexible commercial space with pedestrian oriented streetscape.**

3. **Articulate building design to mitigate the mass to reduce wind and shadow impacts on adjacent properties.**

4. **Provide contextual fit among old and new buildings and utilize materials that are sympathetic to the existing context.**

5. **Recess building entrances and incorporate covered walkways or canopies and awnings at the ground level to provide weather protection.**

6. **Articulate large floor plates to reduce the perception of height with appropriate building setbacks to provide a clear distinction between the building base, middle and top.**

7. **Consolidate, screen and internalize parking, servicing and loading access to the site to serve as a protective buffer between pedestrians and vehicles.**

THREE STOREY TOWNHOUSE DESIGN

MIXED-USE HIGH-RISE BUILDING DESIGN
PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

4.5 NATURAL HERITAGE AND OPEN SPACE:

The natural heritage and open space system provides a primary framework for developing a community. Priority to maintain views and accessibility at key trail access points should be encouraged.

Stormwater Management
Stormwater management facilities and ponds should have public access and be integrated as open space with access to trails and green open spaces.

Key Design Guidelines:
1. SWM facilities shall be bounded by a combination of roads and open space to allow use, access and views.
2. Create connections between valley lands and open space through walkways and recreational trails.
3. Provide sitting areas and pathways connections to SWM ponds edges to encourage public safety through frequent use and surveillance opportunities.

Pedestrian & Bicycle Circulation
Encouraging travel throughout North Oakville by non-motorized means through an extensive system of sidewalks cycling lanes and recreational trails. Safety and convenient walkways for pedestrians should be a key element of all street design.

Key Design Guidelines:
1. Street boulevards should have sidewalks lined by a regular pattern of street trees and other landscape elements.
2. Boulevards should include bicycle parking in proximity to all mixed-use developments.
3. Commercial fronts on the street should be a minimum of 4.0 metres, comprising of a 1.5-2.0 metre walkway and a 2.0-2.5 metre wide boulevard constructed of a hard paved surface.
4. Street corners should be widened through the use of bump-outs with areas of seating, planting and other amenities.
5. All public sidewalks and walkways shall be barrier-free with the inclusion of curb ramps and proper transitions between the road surface and the top of the curb.

Landscape Design
Parks and landscape areas should be incorporated into the urban areas to create a cohesive extension of the existing natural heritage open space system.

Key Design Guidelines:
1. Street trees should be planted next to sidewalks at regular intervals (8-12 metres) to enhance street edges and open spaces.
2. Utilize native species and diverse trees and vegetation that are resilient in urban settings and will require minimal maintenance.
3. Low fencing, landscaping and grading should be used to screen and enhance parking and service areas.
4. Landscape features should be used to define and enhance building edges and open spaces.
5. Landscape edge treatments of 3 metres min. should be incorporated at sideyards of neighboring properties and surface parking lots to buffer.

Parking: Vehicular & Bicycle
A variety of vehicular and bicycle parking types should be considered in all mixed-use developments. Surface, below grade and on-street parking types should be considered.

Key Design Guidelines:
1. On-street parking should be developed when possible to animate the street, reduce vehicle speeds and serve as a protective buffer for the pedestrians.
2. Surface parking should not be located in the front of buildings and large areas of unbroken parking should be avoided. Parking lots should be divided with landscape strips, shrubs and articulated paving.
3. Parking ramp entrances should be designed to minimize visibility and located away from public areas and pedestrian walkways.
4. Short-term bicycle parking should be sheltered and near building entrances and pedestrian walkways. Post-and-ring design is preferred.
5. Long-term bicycle parking should be provided and internalized in an accessible, secure and weather-protected manner.
PART B: SITE AND CONTEXT ANALYSIS

5.0 SITE AND DEVELOPMENT CONTEXT

5.1 SITE

The subject site is located in North Oakville at 407 Dundas Street West in Halton Region. With an area of approximately 2.21 hectares (ha), the irregular shaped site has a frontage of approximately 69 metres along Dundas Street West and a lot depth of approximately 216 metres. The site is currently an undeveloped flat grass pasture that abuts Shannon’s Creek on the east side of the parcel.

5.2 SURROUNDING CONTEXT

The majority of the area surrounding the site has been developed with low rise commercial plazas, three storey walk-up townhouses and low-rise single family detached housing developments. There are also a variety of commercial and institutional developments west of the site on Neyagawa Boulevard, consisting of retail shops, gas stations, and restaurants.

To the immediate north of the site is a walking corridor leading to the commercial area at the corner of Neyagawa and Dundas Street. The area is comprised of a variety and mix of townhouses and detached single family dwellings fronting onto Gladeside Pond and Trailside Drive.

To the immediate east of the site is Shannon’s Creek channel that has been pre-constructed along the north portion of the site and will eventually be connected through the abutting property at 393 Dundas Street West to the existing culvert under Dundas Street. The Dynasi Family Restaurant had previously occupied 393 Dundas Street West but has ceased operations and is now vacant.

To the immediate south of the site across from Dundas Street West and separated by a significant landscape berm are mainly newer single family detached dwellings with entry driveways and attached garages. Most of the houses are 1.5 or 2 storey bungalow-style developments.

To immediate west of the site is a stormwater management pond (Gladeside Pond) and a future high density residential block that is being used on an interim basis as a new homes sales centre.
5.3 TOPOGRAPHY AND NATURAL FEATURES

The topographic survey of the site indicates that the site is relatively flat throughout with a slight grade change of approximately two metres at the front of the site along the Dundas Street West. The average site elevation is 160.50 metres with the average elevation at 158.50 metres.

Based on a tree inventory prepared by certified arborist Nate Torenvliet, there are only five trees scattered at various locations on the site. A preliminary draft tree inventory report indicates that only two of the tree are significant and should be preserved. Three of the trees are to be removed due to conflicts with the proposed development and are in poor condition. The salvaged trees that are to be retained include a 30 cm diameter Eastern White Cedar and a 70 cm diameter Weeping Willow. Also, to be removed is a dense thicket of Common Buckthorn on the east property line of the site which is considered an invasive species.

5.4 TRANSPORTATION SERVICES

Dundas Street West is the major road that provides access to the site and is currently classified a Major Arterial Regional Road. Presently there is no sidewalk on either side of Dundas Street and no on-street parking is permitted on either side of the road adjacent to the site. A proposed extension of Trailside Drive will be included as part of the development and will serve as the main access road and will be restricted to a right in and right out access point into the neighbourhood. Trailside drive is proposed to have a 17 metre R.O.W. width with sidewalks located on both sides of the street.

To improve road safety and for the projected traffic demands of the future, Halton Region has established guidelines and policies to assist in the implementation of future road widening for major arterial roads within the region. Based on the proposed general corridor guidelines, Dundas Street West is included in the future road widening dedications and will be categorized N(2) Urban Road with a proposed 50 metre R.O.W and six travel lanes with a dedicated HOV/RBL lanes with multi-use sidewalk and bicycle paths.

Transit services are located along Dundas Street with the nearest transit stop for local service Route 5 situated within a short walking distance east of the site. The Dundas bus route, which departs and terminates at Dundas & Walkers Line will connect and intersect Oakville’s various transit routes including the 407 GO Carpool parking area and the Oakville GO Station, making public transit a feasible option for both local and regional commuters.
The site is well served in terms of available social and community facilities located in the surrounding area. The facilities include multiple parks, major recreational facilities, schools and shopping plazas that are located within a short walking and driving distance. Access to most of the municipal services are also located within a reasonable travel distance. Significant community facilities located near the site include:

- **Dundas Market Square**
  Located west of the site at the intersection of Dundas Street West and Neyagawa Boulevard, the shopping centre provides a variety of retail shops, food markets, restaurants and professional services within a 5 minute walk.

- **Sixteen Mile Sports Complex**
  Located 750 metres west of the site on Neyagawa Boulevard the complex offers a wide range of recreational activities and community facilities for conferences and sporting events. Venues include an arena for ice skating, multipurpose room, swimming pool and sports fields.

- **Oodenawi Public School**
  Located 650 metres north of the site on Sixteen Mile Drive the educational facility offers elementary public education.

- **Oakville Town Hall**
  Located 6.4 km south of the site on Trafalgar Road, the town hall provides government offices and community services for the Town of Oakville.

- **Oakville Go Station**
  Located 7.5 km south of the site on Cornwall Road, the GO Train Station provides a major transit hub with a link to Union Station in Toronto and other neighbouring communities.

- **Sixteen Mile Creek Trail**
  A variety of parks and conservation areas are also located in close proximity to the site with access to recreational opportunities within the region.

- **Oakville Trafalgar Memorial Hospital**
  Located 4.0 km west of the site on Dundas Street West is a full-service acute care community hospital.
6.0 SITE AND CONTEXT ANALYSIS

6.1 SITE DESIGN CONSTRAINTS

- Site Shape - The irregular shape presents a challenge for development within the site boundary.
- Noise and Traffic - Noise and congestion present due to car traffic. Additional traffic due to future street widening.
- Road Widening - Future widening along Dundas Street West to 50 metres.
- Utility Corridor - Stormwater access easement is required and will sever the parcel into two parts.

6.2 SITE DESIGN OPPORTUNITIES

- Gateway Features - Develop focal point for public access and entry into the site along Dundas Street West.
- Landscape Buffer Along Dundas Street - Create a green buffer area between street and site to reduce noise and visual impacts.
- Views - Expansive views to Gladeside Pond area from the site.
- Pedestrian Friendly Community - Well connected pathways to neighbouring communities and recreation areas.
- Development of Inner Access Road - Internal access road connecting the development with Trailside Drive.
- Extension of Trailside Drive - Develop a main access point into the site and connect the existing neighbourhood to the north of the site.
- Vacant Site - Intensification of an under utilized parcel.
- Varied Housing Types - Opportunity to develop a residential community with a mix of housing types.
- Proximity to Transportation Hub - Transit stop located on Dundas Street with connection to Go and other transit hubs.
PART C: DESIGN RESPONSE

7.0  THE PROPOSED DESIGN - MASTER PLAN

Building D, E & F:
3 Storey Townhouses with Attached Garage
6 + 7 + 4 = 17 Units
GFA = 3,407 sqm / 36,672 sqft

Building B & C:
3 Storey Stacked Condominium Townhouses
18 + 18 = 36 Units
GFA = 3,834 sqm / 41,269 sqft

Line of U/G Parking:
1 Storey U/G Parking
Parking Spaces = 291 Spaces

Surface Parking:
Parking Spaces: 50 (Parking Lot) +
04 (Off-Street) +
34 (TH Garage & Driveway) = 88 Spaces

Building A:
10 Storey Mixed-Use Building
228 Units
GFA:
RESIDENTIAL GFA: 22,816 sqm / 245,587 sqft
COMMERCIAL GFA: 388 sqm / 4,176 sqft
TOTAL GFA: 23,204 sqm / 249,763 sqft

PROJECT STATISTICS:
Total GFA: 30,445 sqm / 327,703 sqft
F.S.I.: 2.5
Total No. of Units: 281
Total Parking: 379

407 DUNDAS STREET WEST
OAKVILLE, ONTARIO
DEC 11, 2017 - PROJECT NO. 17-049
8.0 DESIGN RESPONSE - KEY DESIGN INITIATIVES AND GUIDELINES FOR THE DEVELOPMENT

An analysis of the key design concepts incorporated in the design that address the Town of Oakville’s Urban Design Objectives and Open Space Guidelines as outlined in the Urban Design Brief - Terms of Reference.

8.1 LAND USE AND SITE DESIGN

- Variety of Housing Types - The proposed development incorporates a variety of housing types with a mixture of building types and different lot sizes to provide an identifiable sense of place for the community. Proposed building types include a mixed-use residential condominium building, stacked back to back townhouses and conventional townhouses.

- Building Location and Site Layout - The proposed development incorporates a building layout that is organized to define the public realm and framing abutting streets, sidewalks and amenity spaces. Commercial uses at-grade are located off the public street with a continuous streetwall with building entrances directly accessible from the public sidewalk.

- Access and Circulation - Access to the site is located at a main entry gateway on Dundas Street West. An internal access off Trailside Drive will allow vehicles to circulate through the site and access the internal drop-off and parking areas. Traffic calming techniques and various pedestrian crosswalks will be incorporated in the design to allow for a safe walkable pedestrian friendly development.

- Public Safety - Natural surveillance through CPTED initiatives to be incorporated into the design to provide safety and security to the residents and visitors. Natural surveillance through improved open space views and lighting and signage will be incorporated in the design.

- Accessibility/Barrier-Free - The proposed development will incorporate both barrier-free and universally accessibility standards throughout the development as outlined in the Accessibility for Ontarians with Disabilities Act.

- Parking and Loading - Underground parking and loading for the development is located at the rear of the buildings and screened from side streets. The majority of all the parking is located below ground with minimal surface parking proposed. Loading, garbage and recycling areas are provided within the development and screened from the street.

407 DUNDAS STREET WEST
OAKVILLE, ONTARIO
DEC 11, 2017 - PROJECT NO. 17-049
8.2 PUBLIC REALM FRAMEWORK

- **Gateways and Linkages** - A gateway feature at the intersection of Dundas Street and Trailside Drive will be developed to establish a focal point into the development and create a public gathering activity area. Landscape features will be incorporated in the design to assist in developing pedestrian pathways throughout the site.

- **Pedestrian Shelter** - Sidewalks and pathways adjacent to buildings will be protected from sun, wind and rain through the ground level canopies, arcades and awnings.

- **Views and Vistas** - Strategically located viewpoints and the preservation of existing views will be significantly maintained throughout the development. Most of the residents on the west side of the development will have unobstructed views of the existing Gladeside Pond recreation area and the east facing units will have views of the Shannon’s Creek conservation area on the east side of the site.

- **Public Open Space** - A variety of open green space options are available for the residents and visitors: passive and active spaces; planted and paved areas; pathways and seating. The development includes two trail connections to the existing open space parks.

- **Private Amenity** - The proposed development will provide sufficient private indoor and outdoor amenity space with a variety of rooftop terrace areas, balconies and private yards.

- **Sustainability** - Develop environmentally sustainable measures such as energy conservation and storm water management into block and site design. Energy conservation program and rooftop amenities will have planted areas integrated into the storm water management systems.
8.3 BUILDING TYPOLOGIES

HIGH-RISE BUILDING

The proposed 10 storey mixed-use building will be developed to provide appropriate transitions to the existing North Oakville neighbourhood. Building articulation, orientation and ground floor facade will be designed to be sympathetic and integrate well into the existing context. The overall massing of the building design will incorporate the traditional elements of the three part massing structure of the base (podium), middle (shaft) and the top (cap) and juxtaposed with contemporary materials and architectural detailing.

Built Form Concepts:

- **Podium Concept** - The proposed development incorporates a stepped podium design to promote street activity uses and create a lowered human scale street edge to mitigate the appearance of height.
- **Ground Floor Height** - Ground level floor-to-ceiling height to accommodate various uses, including two-level garden units and grade-related indoor and outdoor amenity areas. A minimum height of 5 metres.
- **Transition in Scale** - Stepping back of the upper level building from the podium base in order to provide human scale pedestrian environment and mitigate wind impacts at street level.
- **Uniform Street Edges** - Building facades and streetscape elements to create a consistent rhythm to maintain visual interest and vitality. Rhythm will be achieved through changes of materials, fenestration, solid and void relationships, building articulation and spacing of streetscape elements.
- **Building Entrance and Access** - Primary building entrance(s) will be located along street frontages to encourage security and public activity at street level. Access at mid-block points will be developed throughout the building facade to allow access along the street and the interior courtyards of the site.
- **Building Articulation and Detailing** - Building facades will incorporate architectural details that achieve an unique identity that include various glazing types, awnings, balcony projections and building elements that achieve a contemporary architectural vocabulary.
 PART C: DESIGN RESPONSE

TOWNHOUSE BUILDINGS

The townhouses at the rear of the site will serve as a transition in scale from the taller high-rise condominium building to the low-rise housing developments to the north of the site. Variations of the townhouse including the back to back stacked and conventional unit types.

Stacked Townhouses

The stacked townhouses will be developed with a three storey building with a typical six unit module. The ground floor will consist of a through unit with an outdoor backyard amenity area. The upper levels will consist of two stacked two level back to back units with an upper level roof top terrace. Access to the units will be at grade from the front yard with a shared entrance way and private stairs.

Built Form Concepts:
1. Main dwelling facade will be located parallel to the street and aligned with adjacent buildings to frame the street frontage. Unit windows and entrances will face the public street to encourage these areas to be visible, active and safe.
2. Parking will be accessed from an internalized lane into the underground parking garage. Access from the parking garage will be via a stair core.
3. Each unit to have a minimum front yard setback of 2.5 metres and 1.0 metre no encroachment zone to allow for a transition between the public and private realm.

Townhouses with Attached Garages

The townhouses will be developed with a three storey building with a variety of module configurations. Attached garages and shared driveways will be accessed from the front yard off Trailside Drive. Each unit will have a private entrance that is accessed at the ground floor with an outdoor backyard amenity area at the rear yard.

Built Form Concepts:
1. Main dwelling facade should be located parallel to the street, open space and aligned with adjacent buildings to frame the street frontage. Unit windows and entrances will face the public street to encourage these areas to be visible, active and safe.
2. Front yard parking and attached garage and main entry will be accessed from the street. Townhouse units with front attached garages should have a minimum lot frontage of 5.5 metres per unit.
3. Each unit to have a minimum front yard setback of 2.5 metres and 1.0 metre no encroachment zone to allow for a transition between the public and private realm.
8.4 BUILDING ARTICULATION AND MATERIALS

The design concept for the development is to create an elegant contemporary exterior facade that incorporates traditional materials of masonry and stone with juxtaposed modern elements of steel and glass to create a unique exterior facade that achieves a high standard of design, detailing and variety. The buildings will be developed with high-quality materials that are durable, energy efficient and exhibit a quality of workmanship, sustainability and will require minimal maintenance.

1. EXTERIOR GLAZING SYSTEM:
Consists of various types of prefinished aluminum window wall systems, punched openings and integrated glass railing systems.

2. METAL PANELIZED SYSTEM
The upper levels will incorporate a combination of masonry finish and a metal aluminum panels with a ‘wood look’ finish to create an interesting rhythm and pattern to the exterior facade.

3. MASONRY & PRE CAST CONCRETE FINISH
Utilizes masonry as a primary building material at the podium base of the residential buildings with an undulating pattern at various heights throughout the facade, accented with pre-cast and glass glazing treatments on the upper levels.

4. LANDSCAPE MATERIALS
High quality design elements including pavers, raised planters, benches and soft landscaping features.
PART C: DESIGN RESPONSE

9.0 LANDSCAPE DESIGN

9.1 LANDSCAPE STRATEGY

The proposed streetscape and landscape design will complement the established and proposed forms within the surrounding developments and improve the overall tree canopy of the area.

The buffer planting along the East property line will feature continuous planting of trees. Large canopy street trees are proposed along Trailside Drive and Dundas Street West.

Upgraded paving is proposed to add pedestrian interest. Furthermore, benches are proposed at commercial entrances, main residential building entrance, and along Dundas Street West to encourage gathering and anticipate future development which will provide continuous pedestrian linkages.

Small canopy specimen trees are proposed in the raised planters associated with the private residential patios to provide interest but also screening. Foundation planting is proposed in front of the Townhouse blocks.

Overall, the proposed Landscape components adhere to the design guidelines for Urban Core Areas and will complement the planned abutting existing and future land uses.

9.2 PUBLIC REALM

Public sidewalks are proposed along Dundas Street West and Trailside Drive. The pedestrian connection is enhanced by upgraded paved connections to the 10 storey residential building. Additionally, benches and bike racks are included to provide an interesting streetscape element and also facilitates multiple forms of transportation.
PART C: DESIGN RESPONSE

10.0 SUMMARY AND CONCLUSION

The proposed redevelopment on the subject site at 407 Dundas Street West will provide a mixed-use residential development that will intensify an existing underutilized vacant site in the Town of Oakville.

The proposed design takes into consideration the site’s potential and limitations and builds a functional mixed-use residential housing community that will provide an additional 281 +/- mixed housing units that will be an asset to the community and assist in the region’s mandate to create high density communities with access to local and regional public transit.

From a built-form and urban design perspective, the proposed condominium building and townhouse unit community will complement the existing neighborhood through the use of high quality materials that will fit harmoniously within the North Oakville Neighbourhood. Although the massing, height and density of the proposed development is greater than the current adjacent properties, design initiatives to reduce height and mass through the use of setbacks, podium design, stepping of the facades and minimizing shadow impacts will be implemented to mitigate the height and mass of the development as to diversify the low-rise character of the neighborhood.

Furthermore, the proposed design will make substantial enhancements to the Dundas Street West street frontage and provide an active streetscape with the addition of mixed housing types that provides continuity to the street edge and will enhance the urban environment.

The proposed sustainable design features of the project will ensure that both the Region of Halton and the Town of Oakville’s commitment to environmental stewardship is continually being addressed and provides a building that will promote environmentally responsible design.

For all the foregoing reasons, it is our opinion that the proposed development would be a desirable addition to the Town of Oakville and will provide a mixed-use residential community asset for the region.