



URBAN DESIGN BRIEF

349 Davis Road
Town of Oakville

Prepared For:

1539059 Ontario Inc.

349 Davis Rd.

Oakville, ON L6J 2X2

Canada

October 2022



CORBETT LAND STRATEGIES INC.

VISION • EXPERTISE

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1 INTRODUCTION

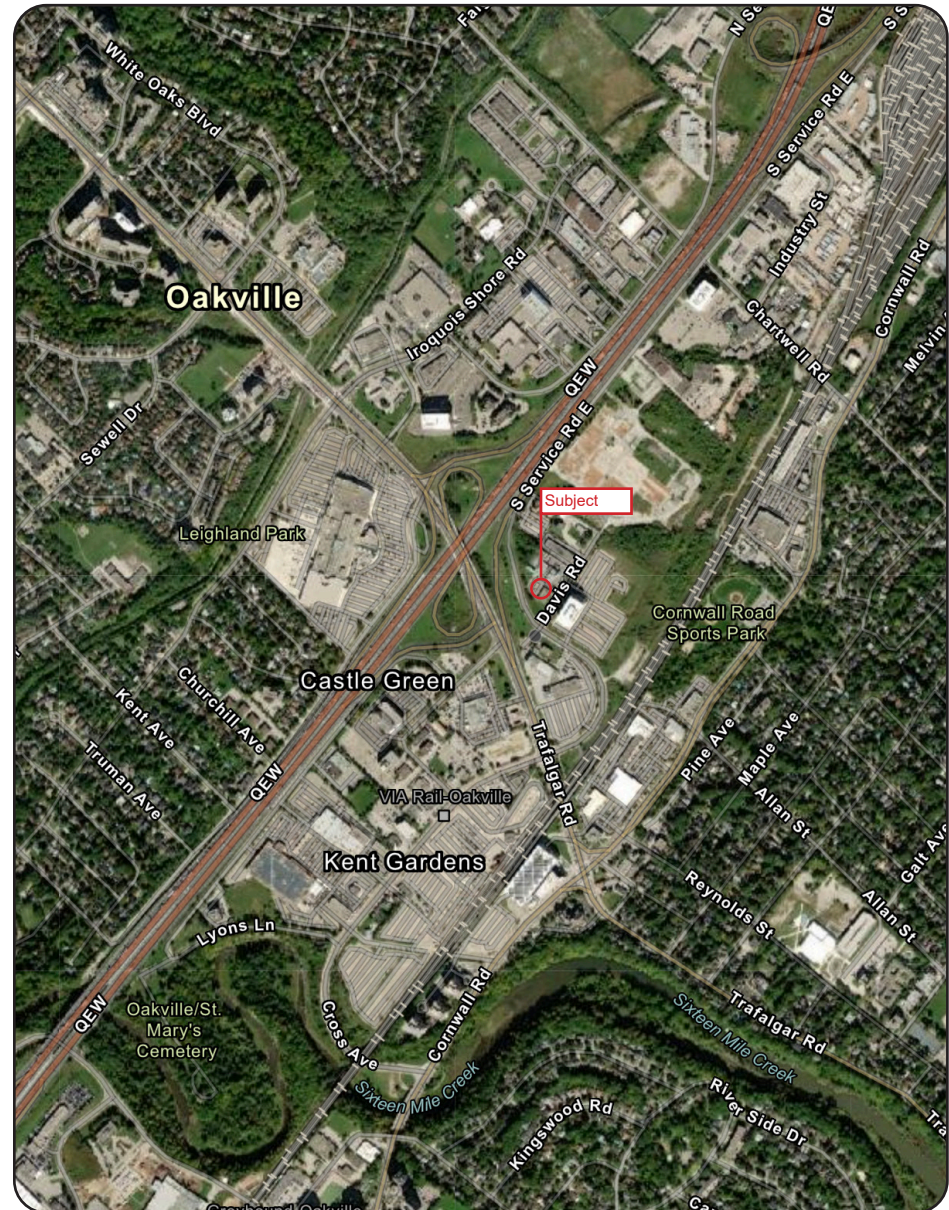
This Urban Design Brief (the “Brief”) has been prepared on behalf of 1539059 Ontario Inc. (Client), in support of Official Plan Amendment and Zoning By-law Amendment applications with respect to the development of their lands legally described as Part of Lot 12 Concession 3 South of Dundas Street, municipally known as 349 Davis Road, Town of Oakville (the “Subject Lands”). This brief was prepared by Corbett Land Strategies (CLS) in collaboration with Studio VMA (SVMA).

The Client is proposing to amend the Town’s draft approved Draft Midtown Oakville OPA (2021) and Oakville Zoning By-law 2014-014 (as amended) to facilitate the proposed development of a mixed-use fifty-eight (58)-storey building comprised of commercial, office, and residential apartment uses.

This brief is intended to be read in conjunction with the Planning Justification Report. It is the intention of this brief to demonstrate how the proposed development aligns with the policies in the Livable Oakville Plan, Draft Midtown Oakville Growth Area, and the guidelines in the Designing Midtown Part One and Two. The brief will demonstrate how the proposed development will contribute to a vibrant, people-oriented and transit oriented development. Furthermore, this brief will illustrate how the proposed mixed-use development will assist the Midtown Oakville in achieving a complete community where people area able to live, work, and play in a walkable, mixed-use neighborhood connected by pedestrian, cycling, transit and street networks.

The purpose of this Brief is to address the following:

1. Site Design – Approach to the public and private realm
2. Built Form – Design response to the context through building envelope, massing and transitions.
3. Sustainability Features
4. Implementation



2 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

2.1 VISION

The development at 349 Davis Road will form part of a thriving and vibrant community, creating a sense of place within a larger urban development network, bringing the importance of environmental, economic, social, and cultural sustainability of design through the mixed-use, built form. Envisioned as an architecture of collaboration, ingenuity, and efficiency, the proposed development at 349 Davis Road will provide an exciting, vibrant, and livable place that will be attractive, functional, and has a defined sense of identity.

349 Davis Road will be a mixed-use community that is a primary destination for its inhabitants, users, and society. The design imagines a place where a culture of live, work and play will thrive and create a sense of well-being for the community and inhabitants, defined by the following key drivers:

Key drivers of 349 Davis Road:

- Enriching the user's experience through public space.
- Fostering a strong community and public identity.
- Create a sense of identity inspired by a holistic approach to sustainability.
- Create thriving communities through a connection to public and natural spaces.
- Create a sense of well-being through a series of outdoor amenity spaces, natural pollinator gardens and designated community farming plots.
- Provide a building that promotes long-term flexibility and adaptability.
- Provide a building and site design that promotes climate stability by responds to the climatic environment, and that is energy efficient, comfortable, and responsible.
- Maximize access to natural light, fresh air, and natural views of the surrounding environment.
- Set the standard for materials, durability, and sustainability for developments to come.

2.2 GUIDING PRINCIPLES

Vibrant Mixed-Use Community that Celebrates Diversity and Inclusivity

The proposed development at 349 Davis Road is envisioned a vibrant and thriving community with various spaces to create a mixed-use, inclusive, and equitable environment. The proposed development includes a variety of public, semi-public, and private amenity spaces. The building massing is designed to create various public spaces that encourage community interaction, outdoor markets, and vibrant pathways for the community. Soft landscape lines the public edges, creating an experience that is not only enjoyable but reinforces the importance of health and wellness of the users.

The proposed development offers a community within a community philosophy. The proposed design focused on providing equitable and inclusive living spaces comprising a mix of bachelor, one-bedroom, two-bedroom and three-bedroom units, encouraging diversity and family living.

The building will offer a range of amenity spaces, including generous balconies and terraces and a rooftop communal outdoor area, complete with community garden plots to encourage connectivity and healthy living models. A wellness terrace is provided on the fifth floor for the commercial tenants, allowing workers access to fresh air as they work. The building and site design provide a welcoming environment, with warm materials, abundant natural native vegetation, community retail offerings, and setbacks in the building form to create gatherings spaces for interaction to strengthen community, sustainability, and wellness.

The Buildings a Model of Sustainability

With buildings contributing to nearly 40% of the global greenhouse gas emissions, our decisions for designing and constructing the built environment becomes critical in our efforts to achieve climate stability in the future. Considering strategies towards low operational and embodied carbon is vital for building design as increased regulations and requirements are being implemented. Reducing carbon requires an approach focusing on efficiency, less material, less waste and overall longevity.

Sustainable buildings are becoming something of high value and growing interest to investors. Many investors and investment groups are applying Environmental, Social and Governance (ESG) metrics as part of their analysis process and long-term interest and value. As the focus of climate change increases, investors and users of buildings are looking towards buildings that are a model of sustainability and consume less energy and are less carbon intensive over time.

Studio Veronica Madonna Architect takes a sustainable first approach to design, considering passive strategies to reduce energy and carbon consumption. This includes considering the form and massing that responds to the climatic conditions, durable and resilient materials, assemblies, and materials that enhance energy performance, and means for renewable energy sources over time. This is coupled with qualitative measures of sustainability that focus on natural ventilation, natural light, and access to naturalized areas for occupant health and well-being.

Future Proof and Building Resilience

Flexibility and adaptability for long-term resiliency are considered on many scales for the development at 349 Davis Road. To accommodate future changes, the building is designed with a floor-to-floor height and consistent structural grids that allow flexibility for partitional changes over time.

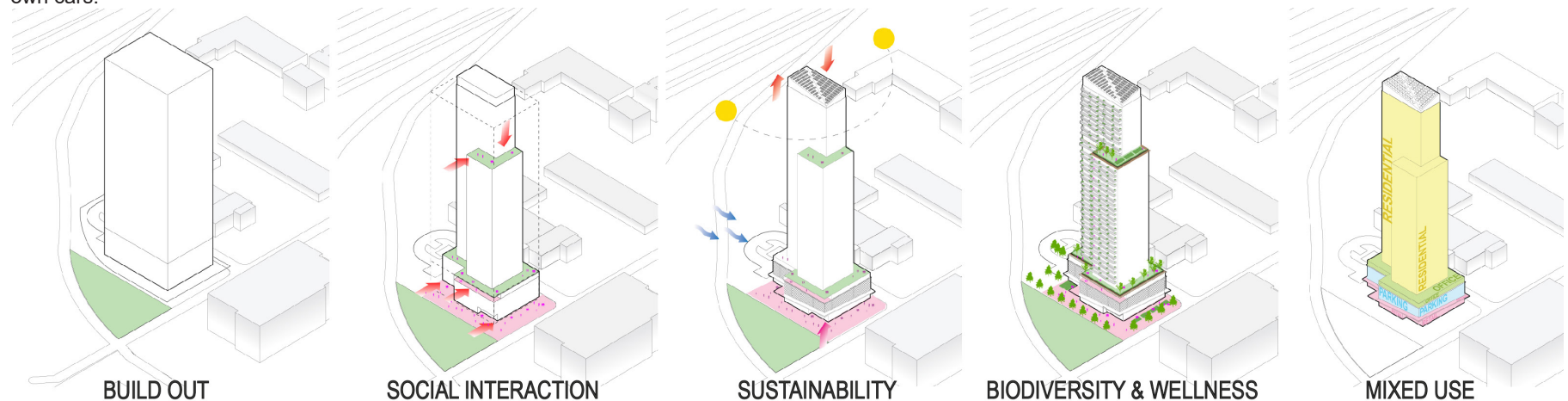
Assessing long-term flexibility and adaptability of space becomes critical as we move towards enhanced consideration of reducing embodied carbon in buildings. Research indicates that in the future, as the needs of communities change with the rise of technologies like autonomous vehicles; fewer people will own cars.

Coupled with car share programs, the demand for individual parking spaces will decline. The long-term need for parking and opportunities for future adaptability of parking levels is an ongoing conversation globally. A challenge with adapting underground parking levels to usable space is their lack of natural light and heavy, reinforced concrete structures. Reducing underground parking structures and adapting planning strategies that provide flexible and adaptable space is critical for long-term building resiliency.

Another benefit to reducing underground parking is the reduction of embodied carbon. Concrete and steel structures produce a significant amount of embodied carbon. Considering ways to reduce these materials in design can significantly reduce the embodied carbon impact of buildings. Reducing below-grade construction can have a significant effect on reducing embodied carbon.

The proposal at 349 Davis Road is designed to provide a portion of the parking requirements above ground in a strategy toward future proofing and building resiliency. It is anticipated that the above-ground parking levels will be converted to occupied space, given their ability to access natural light easily, and the proposed floor-to-floor heights will work well for several uses.

The proposal provides three levels of above-ground parking, in addition to two levels of below-ground parking. In the future, it is anticipated that the above ground parking levels will be converted to occupied space given its ability to easily access natural light, and the proposed floor to floor heights that will work well for several uses.



Parti diagram illustrating the development of the built form inspired by the key aspirations of the design. (SVMA)

Promote Wellness Through Natural Light, Vegetation and Outdoor Amenity

The global COVID-19 pandemic has proven that spaces that promote health and wellness are critical. The proposed development at 349 Davis Road provides a series of well-ventilated outdoor wellness areas that focus on community engagement and health. Generous terraces and balconies for the residence are provided, and a wellness terrace for the office floor is designed into the work floor space that allows people living and working in the building access to natural light and ventilation. In addition, there is an ample outdoor rooftop amenity space complete with community farming plots, allowing the occupants to grow their own fresh produce.



Conceptual view of the proposed development at 349 Davis Road looking north-east from the Oakville GO Station, Transportation Hub. (SVMA)

3 CONTEXT ANALYSIS

3.1 SUBJECT SITE

The Subject Lands are located south of Queen Elizabeth Way (QEW), east of Trafalgar Road and on the northeast corner of South Service Road and Davis Road. The lands have a total site area of 0.42 hectares (1.05 acres) with a street frontage of approximately 54 metres onto Davis Road.

The Subject Lands is currently occupied by an existing one (1)-storey brick building use by Powell Ensurance Brokers. The lands have some tree vegetation along the northwest corner of the property line. It is generally characterized by concrete paved parking lot and some grass areas.



3.2 VIEWS AND VISTAS TO AND FROM THE SITE



NORTH VIEW

South Service Road towards towards parallel to QEW.



EAST VIEW

Employment Area: PwC Office Building, Light Industrial uses, and parking lots.



SOUTH VIEW

Light industrial uses with parking lots.



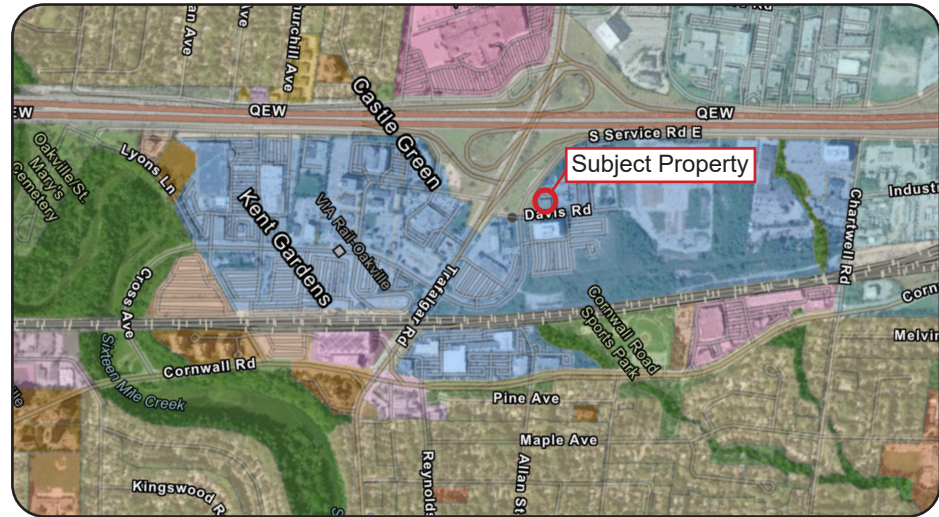
WEST VIEW

Culdesac looking towards Trafalgar Road.

3.3 LOT FABRIC AND TRANSPORTATION NETWORKS

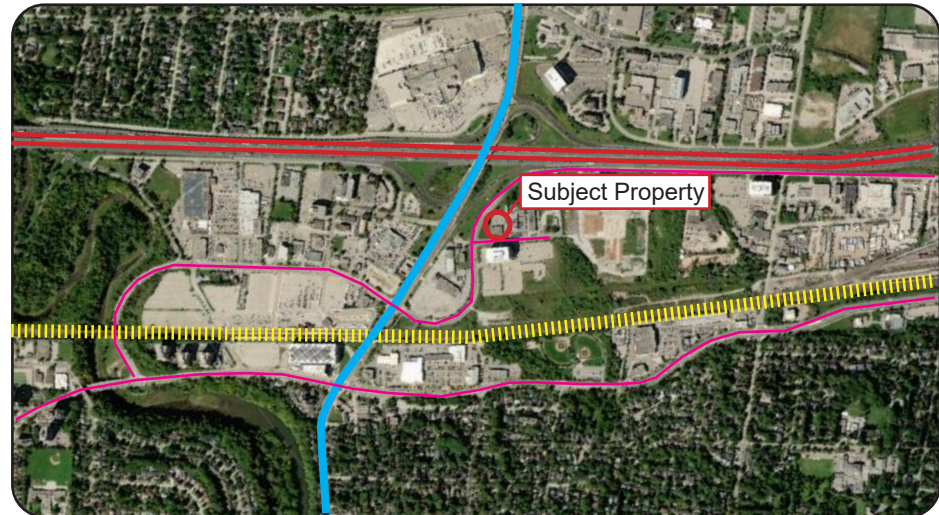
The existing lot fabric consists of a large block parcel in which the subject lands is located, surrounded by block parcels of varying size and function. The subject property is situated in an Employment area consisting of various surrounding low to mid-rise office, commercial and industrial uses. Across Davis Road to the south is a mid-rise office building with large parking lots servicing the building. To the east along Davis Road are low rise developments consisting of an auto body and collision repair shop, a dancing studio, followed by a facility that manufactures, sells, repairs, and calibrates radiation survey meters. To the north and east is low-rise 3 star hotel. To the south and west of the subject lands is the Davis Road water treatment plant. The block is framed by railway tracks to the south, Chartwell Road to the east, Trafalgar Road to the west, and the South Service Road and the QEW to the North.

- Low to Mid-Rise Employment Area
- Low to Mid-Rise Commercial Area
- Mid-Rise Residential Area
- Low-Rise Residential Area



The interchange of Trafalgar Road and the QEW and the Oakville Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The street pattern in the immediate area of the subject lands can be categorised as organic. The subject lands has access to Trafalgar Road which serves as a major north-south arterial (regional) road, through Davis Road (direct access) and South Service Road which act as minor arterials. The subject property is flanked by Davis Road to the south, and South Service Road to the west and north. South Service Road connects Trafalgar Road in the west to Royal Windsor Drive and The Canadian Road to the east. A railway line is situated to the south which serves as a major transit corridor.

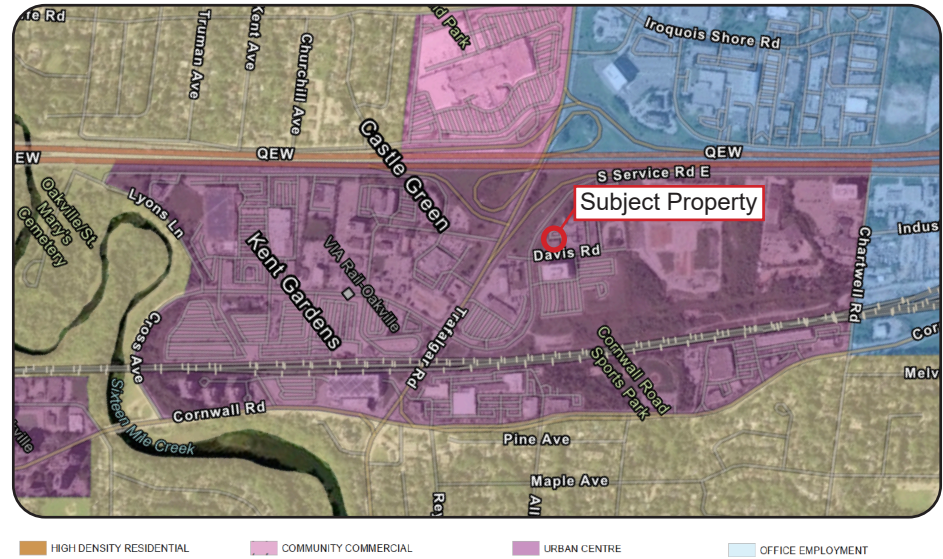
- Provincial Highway
- Major Arterial
- Minor Arterial
- Major Transit Corridor (Go Rail)



3.4 SURROUNDING LAND USES AND BUILT FORM CHARACTER (DRAFT MIDTOWN OAKVILLE)

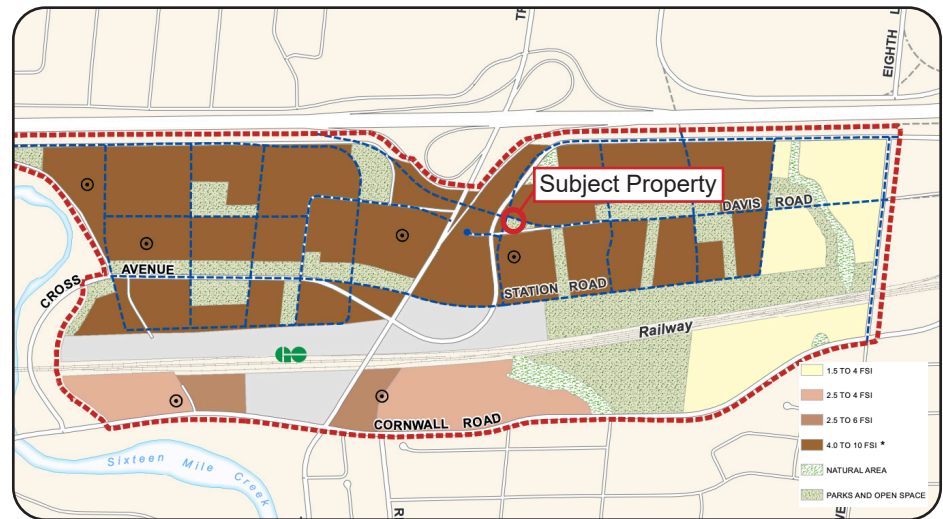
The existing land use and built form character of the Midtown Core area is largely defined by large format retail and single storey commercial retail stores which predominantly line Trafalgar Road and Dundas Street East – as well as northwest of the Subject Site. However, the area is currently in the midst of transition and planned to evolve towards more mid- and high-rise mixed use area. At the southwest corner of Trafalgar Road and Dundas Street East, a high-rise development consisting of four towers (12-, 14-, 17- and 25-storeys) is currently under construction. Further north of Dundas Street East are proposed, approved and constructed medium to high density residential buildings and associated townhouses.

To the north and west of the Subject Site are additional commercial lands consisting of single storey retail buildings. These building forms are arranged in a typical suburban bigbox store layout with vast areas of surface parking between them.



The City's vision for Midtown Oakville is for the area to be a high density urban area that is unique from the typical lower density development of Oakville to date. Midtown Oakville is being planned to be an urban community where people are able to live, work, and play in walkable, mixed use neighbourhoods, connected to the rest of Oakville by pedestrian, cycling, transit and street networks. It is to be a self-sufficient urban community with tall buildings, open spaces, recreational and retail amenities.

The City intends Midtown Oakville, as guided by the Growth and Regional Official Plans, to be an Urban Growth Center and a Major Transit Station Area (MTSA). As such Midtown Oakville is intended to be a transit-supportive regional focal area that can accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe. The Oakville GO/VIA Station, the Town's primary hub for current and planned transit, anchors this MTSA. The Growth Plan further requires Midtown Oakville be planned to achieve a minimum of 200 residents and jobs combined per hectare by 2031.



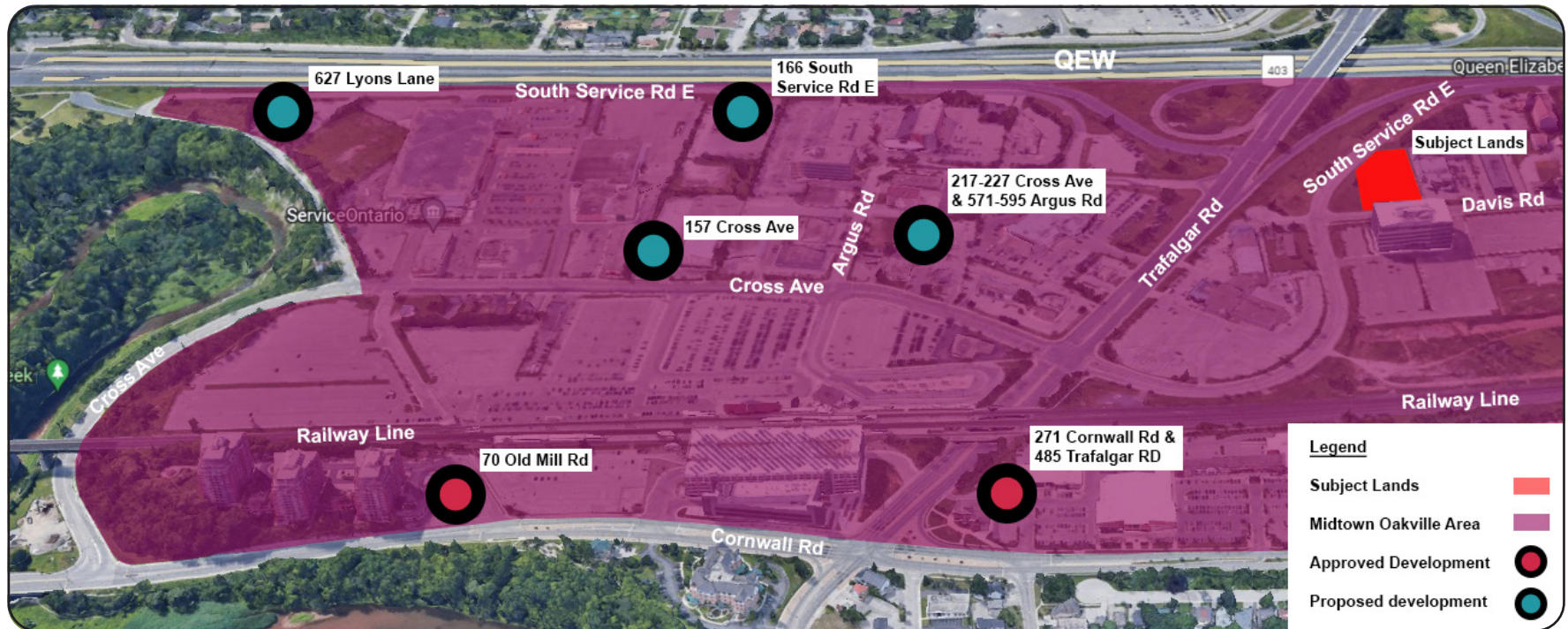
DENSITY: PROPOSED SCHEDULE L2 sourced from the draft Midtown Oakville Urban Growth Center Official Plan Amendment

Approved and Proposed Upcoming High-Rise Developments within the Midtown Oakville area (Further Illustrating Compatibility)

The following table and figure illustrate the upcoming proposed and approved high-rise developments within the Midtown Oakville area. Considering the presence of these upcoming high rise developments in the area, the proposed development is compatible with the future surrounding context of Midtown Oakville.

Table: Approved and Proposed Developments by the numbers:

Location	# Towers	# Storeys	# Units	# Parking Spaces	# Residents Jobs
271 Cornwall Rd & 485 Trafalgar Rd (Approved)	2	14, 19	281	300	659
70 Old Mill Rd (Approved)	1	12	154	166	262
157 Cross Ave (Proposed)	1	28	252	248	441
627 Lyons Lane (Proposed)	1	28	252	281	478
217-227 Cross Ave & 571-595 Argus Rd (Proposed)	3	Max 58	1,748	1,286	3,186
166 South Service Rd E (Proposed)	3	Max 59	1,606	1,191	2,998



Approved & Upcoming Developments Map

4 POLICY CONTEXT

4.1 LIVABLE OAKVILLE OFFICIAL PLAN 2009 (CONSOLIDATED AUGUST 31, 2021) - MIDTOWN OAKVILLE GROWTH

The Town of Oakville Official Plan (2009) – The Livable Oakville Plan (the “OP”) sets out policies on how lands should be used, and how growth should be managed through to 2031. The OP provides policy directions to enhance the Town’s natural, cultural, social, and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity, and social well-being are incorporated into growth and development decisions.

As shown on Schedule 1A – Urban Structure of the OP, the Subject Lands are located within the Nodes and Corridors urban structure, specifically, within the Midtown Oakville Urban Growth Centre.

The Official Plan identifies Nodes and Corridors as the Town’s strategic growth areas envisioned to focus on highest level of intensification and incorporate mixed use centres with transit-supportive development around major transition areas and corridors.

The Subject Lands is located within the Midtown Oakville Urban Growth Centre, which is planned to accommodate a significant portion of Oakville.

Midtown Oakville Growth Area (Draft May 2022)

On May 12, 2022, the Town of Oakville released the updated draft of Midtown Oakville Growth Area.

Midtown Oakville Growth Area is a protected major transit station area on the Lakeshore West Go provincial priority transit corridor. The Town envision the area to accommodate for a bus rapid transit system that will connect Midtown Oakville with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.

Midtown Oakville is envisioned to be a vibrant, people-oriented and transit-supportive complete community where people area able to live, work, and play in walkable, mixed-use neighborhoods.

“Midtown Oakville will be a vibrant, people oriented and transit- supportive destination.

Midtown Oakville will also be a complete community where people are able to live, work, an dplay in walkable, mixed-use neighborhoods connected to the rest of Oakville by pedestrian, cycling, transit and street networks.

Midtown Oaville will provide a self-sufficient urban living community intre woven by tall buildings, open spaces, recreational and reatil amenities. The public realm will play an important role where streetscapes and open spaces, will create a desireable, people-oriented environment.”

It is the intent of this brief to demonstrate how the proposed development on 349 Davis Road, fulfills that goals and objectives of the Plan. It is the objective of the plan to ensure a high standard of urban design and architectural quality are provided that will complement and contributes to the Midtown Oakville Growth Area.

4.2 LIVABLE BY DESIGN MANUAL – DESIGNING MIDTOWN OAKVILLE URBAN DESIGN GUIDELINES (PART 1 AND 2)

GENERAL OBJECTIVES

Designing Midtown Oakville is a forwardlooking document aimed at guiding the future look, feel, and functional operation of Midtown Oakville. The purpose of these guidelines is to provide direction on what that look and feel of Midtown should be. The Midtown Oakville Urban Design Guidelines is also a tool that the Town of Oakville will use to evaluate development applications and implement the vision for Midtown as a sustainable, liveable, distinct community.

In designing the proposed mixed-use building, the consultant team prescribed to the following guidelines by the Midtown Oakville Urban Design Guidelines. The following guidelines provided direction on how the proposed development will contribute to a complete community where people are able to live, work, and play in walkable, mixed-use neighborhoods through elements like the shape of buildings, public realm zones and districts, the character of public spaces, and the location of parking facilities.

URBAN STRUCTURE

The urban structure illustrates the skeleton of the urban landscape, showing the principal organizing elements.

- The transportation network
- Public realm
- Gateways
- Development blocks and built form
- Major parking facilities

TRANSPORTATION

The transportation system consists of roads and sidewalks that accommodate vehicles, public transit, cyclists, and pedestrians. Balancing the needs of these different users is a key objective of the Urban Design Guidelines.

PUBLIC REALM

The public realm is where the community's identity is most strongly expressed. It includes open spaces like parks, plazas, and squares, as well as the streetscape that links together the community's various destinations.

STREETSCAPE

The streetscape is the connective tissue of Midtown, linking together its built and open

spaces. The design of the streetscape depends on each street's classification, but there are common elements between each.

PARKS AND OPEN SPACES

All parks and open spaces should:

1. Promote public art and landscape features;
2. Maximize the use of interlocking or porous paving for park pathways and hard surface areas to promote ecological stormwater management;
3. Leverage high quality design and finishes when selecting park elements such as lighting and street furniture;
4. Have the majority of the park area at the street level;
5. Be accessible and barrier free for all users, including those with disabilities; and
6. Provide lighting and seating areas that accommodate comfortable gathering areas.

BUILT FORM

Midtown is made up of six districts. Each district will have a distinct character, reinforced through its built form.

GATEWAYS

Creating a sense of entry into Midtown will help identify it as a distinct and special place in Oakville. Gateways should appear in different scales in order to be legible to pedestrians, cyclists motorists, and transit users.

Davis Road Gateway

The Davis Road Gateway will form the primary entrance into east Midtown. The sense of entry will be created largely through transitions in the built form and landscape.

1. Development is encouraged to signal the importance of the entry into Midtown through architectural articulations.
2. Special landscape treatments are encouraged in order to define the entry point to Midtown.
3. Public art is encouraged in the landscaped area.
4. Signage may be incorporated into the building design.

PARKING

The Midtown Oakville guidelines support providing parking spaces for different modes of transportation and for different purposes. It addresses residents, visitors, cyclists and transit commuters.*

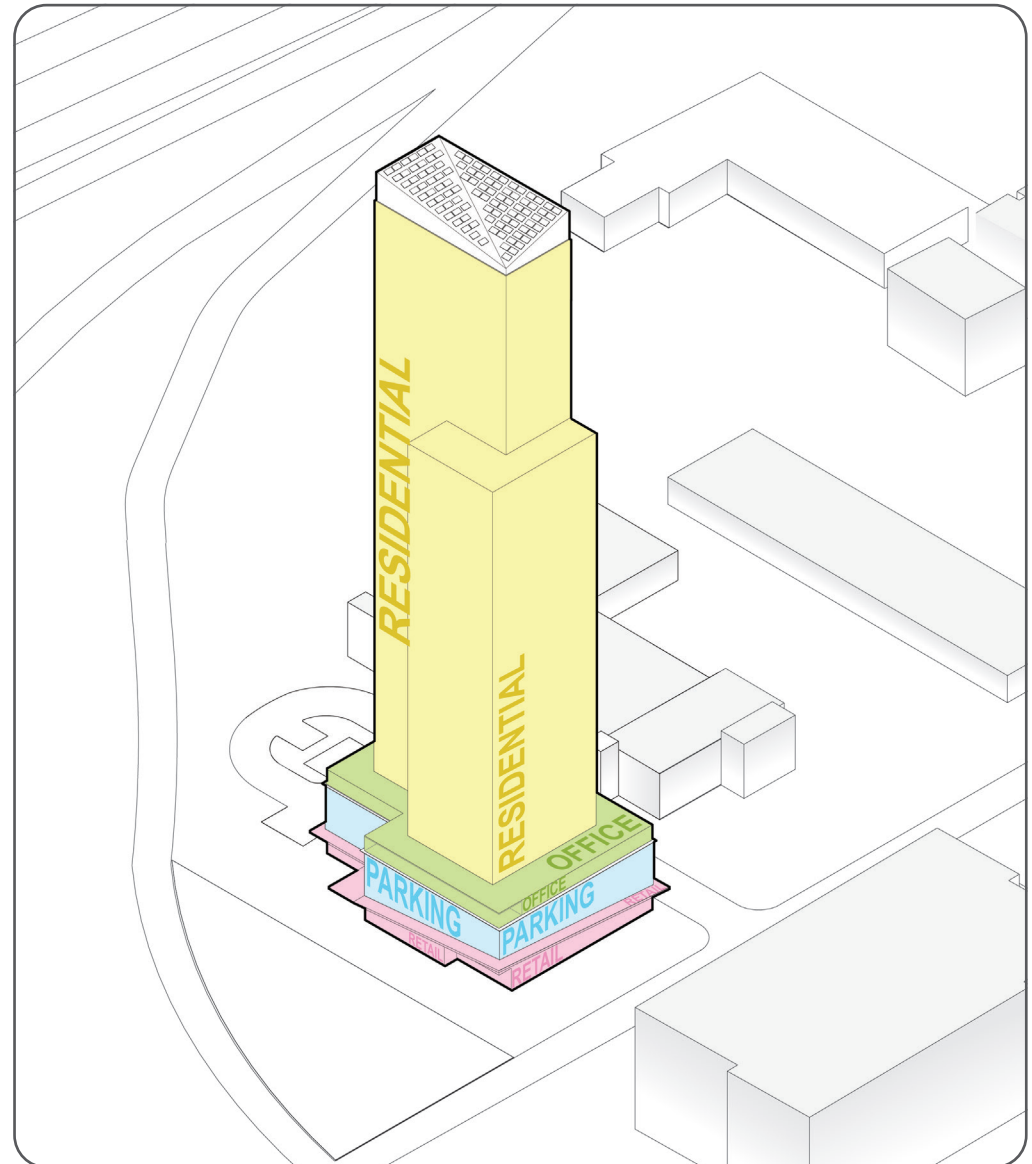
5 DEVELOPMENT PLAN

5.1 PROPOSAL

The design at 349 Davis Road is a fifty-eight storey, mixed-used development focused on creating a vibrant and healthy community. The development includes:

- Six floors of underground parking,
- Three floors of above-ground parking screened with a dynamic wind façade that will become a major public art piece and attractor for the development
- The public ground floor of retail and commercial space includes a variety of public spaces,
- One floor of office tenant space
- Fifty-three floors of residential units containing a mixture of bachelor, one-bedroom, two-bedroom and three-bedroom units to encourage and inclusive living experience and accommodation for families.

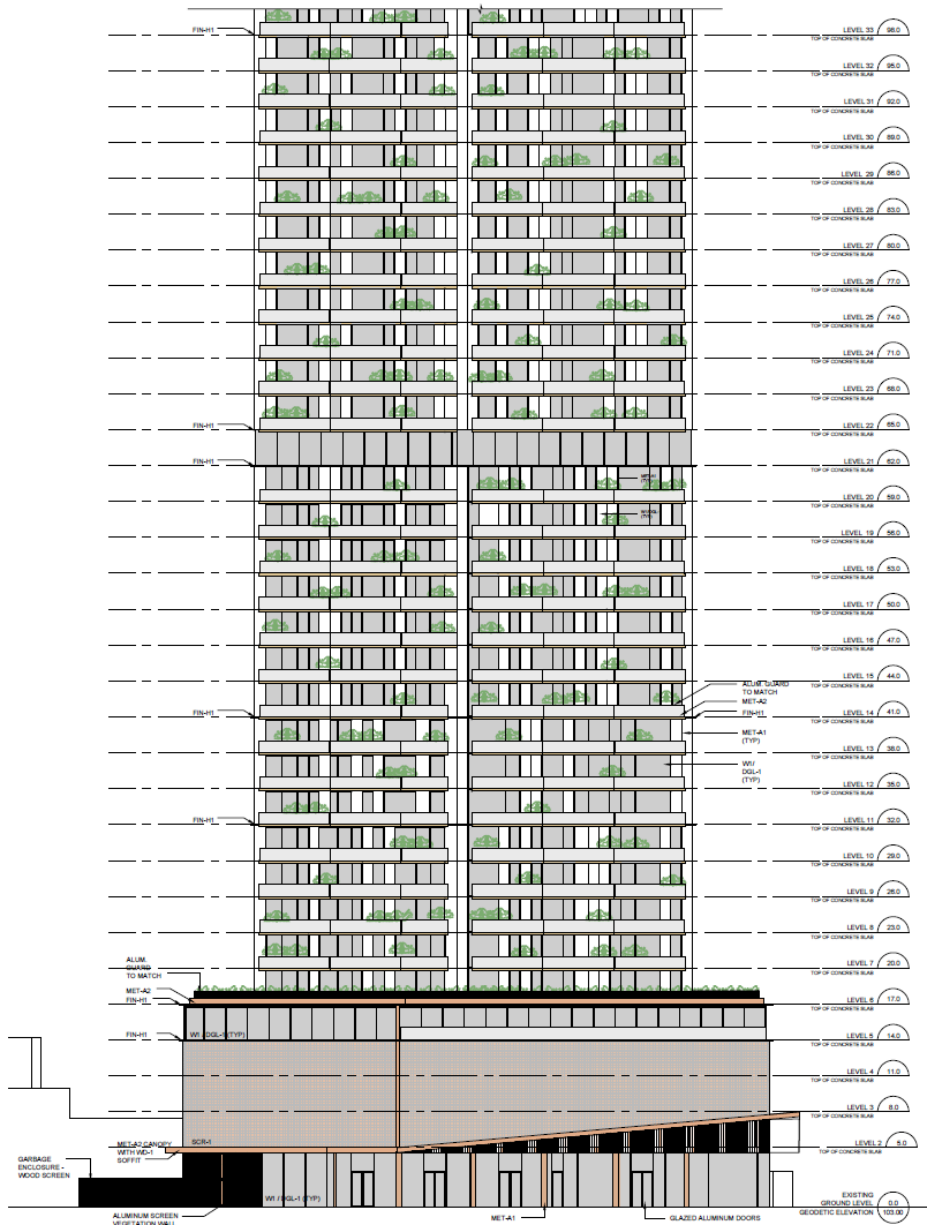
Proposed Site Statistics	
Development Standard	Amount
Lot Area	0.42 Ha
Lot Frontage	53.90 m
Lot Coverage	37.02 %
Building Height	175.5 m (58 Storeys)
Residential Units Per Ha (Density)	106.67 uph
Floor Space Index (Density)	9.75
Commercial Area GFA	769.81 m ²
Office Area GFA	1,470.41 m ²
Residential Area GFA	33,633.21 m ²
Total GFA	41,386.98 m ²
Lanscaped Area	853.74 m ² (20.12 %)
Paved/Concrete Area	1,818.67 m ²
Parking Provided	622 Spaces (incl. 14 barrier-free)
Bicycle Parking Provided	400 spaces (racks)



Diagrammatic program breakdown. (SVMA)

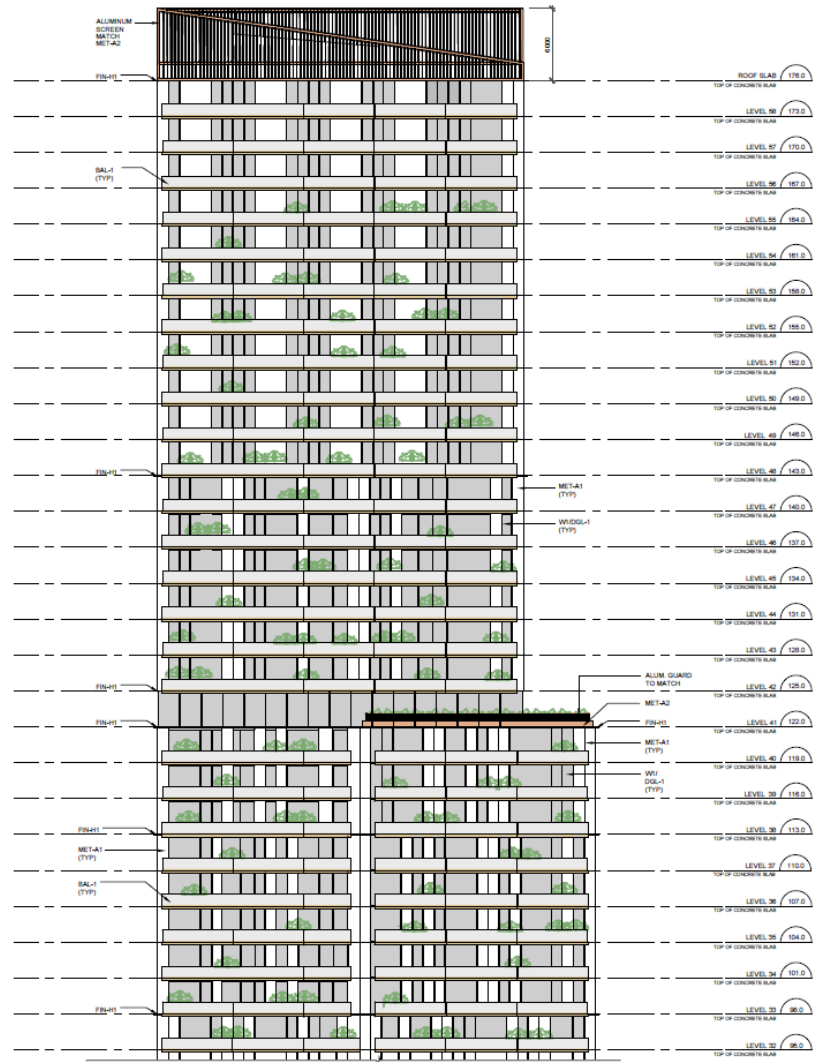


Conceptual view of the proposed development at 349 Davis Road looking south-east from the QEW with the view of Lake Ontario in the background. (SVMA)

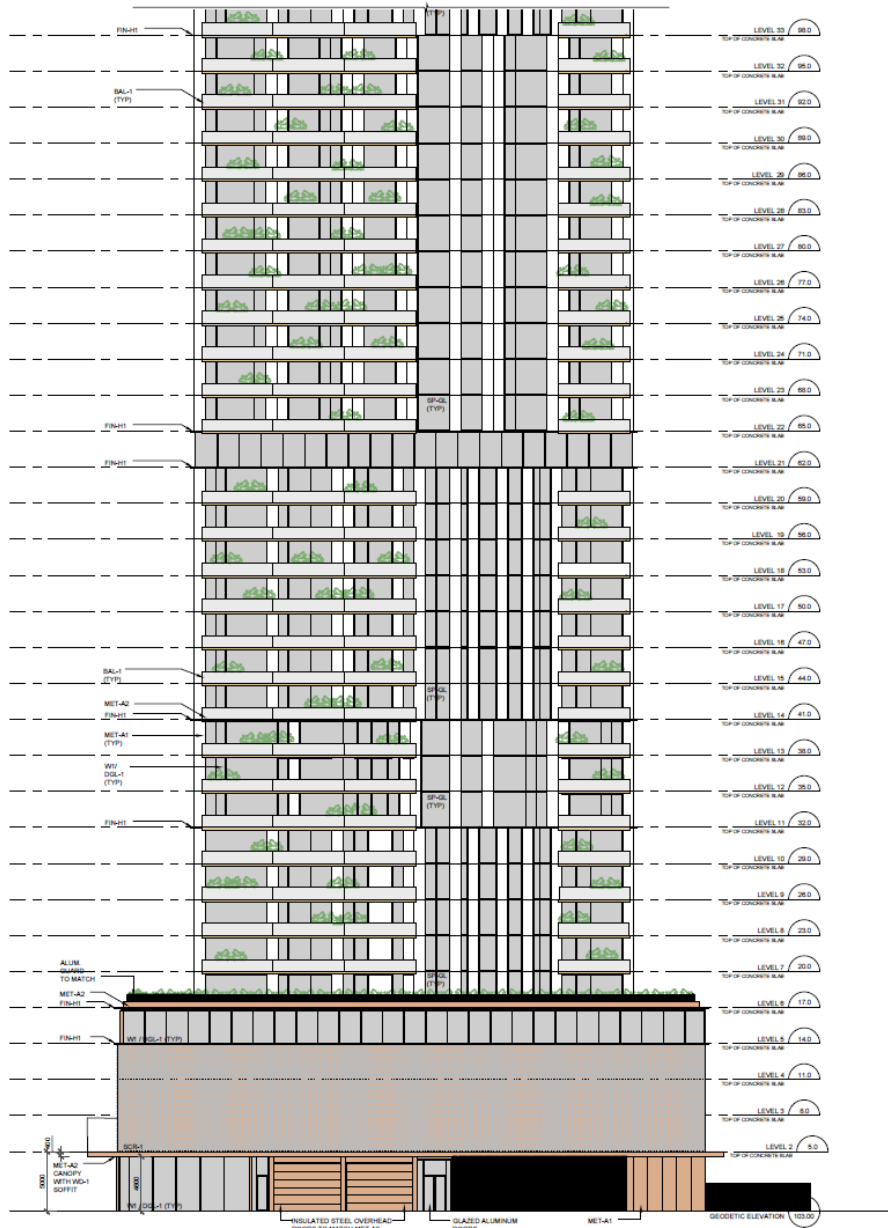


1 PROPOSED WEST ELEVATION (PARTIAL)

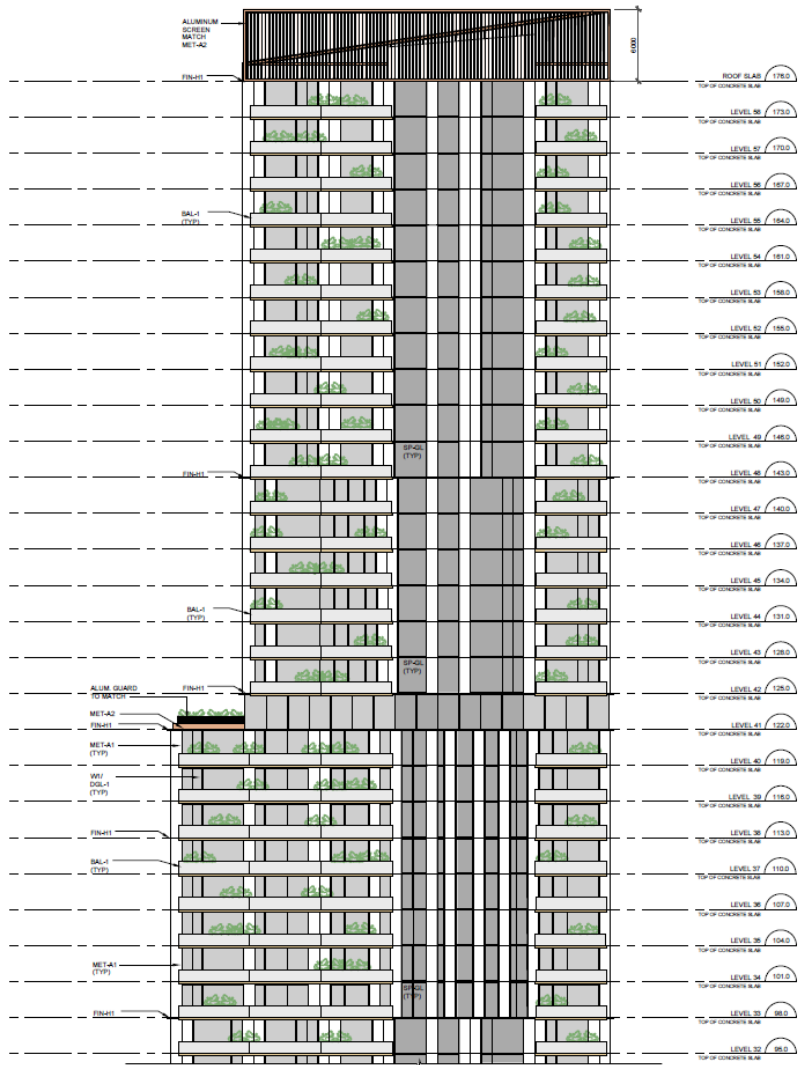
Elevations. (SVMA)



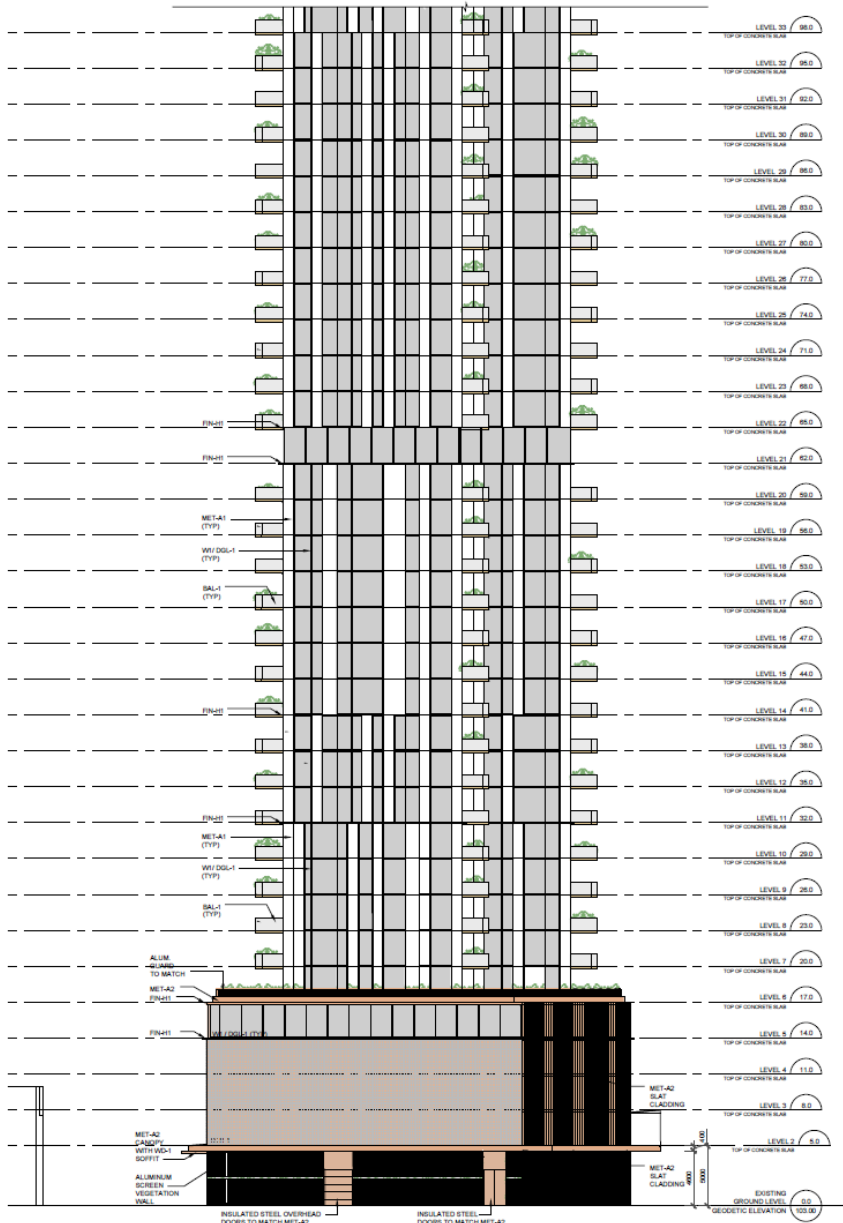
2 PROPOSED WEST ELEVATION (PARTIAL)



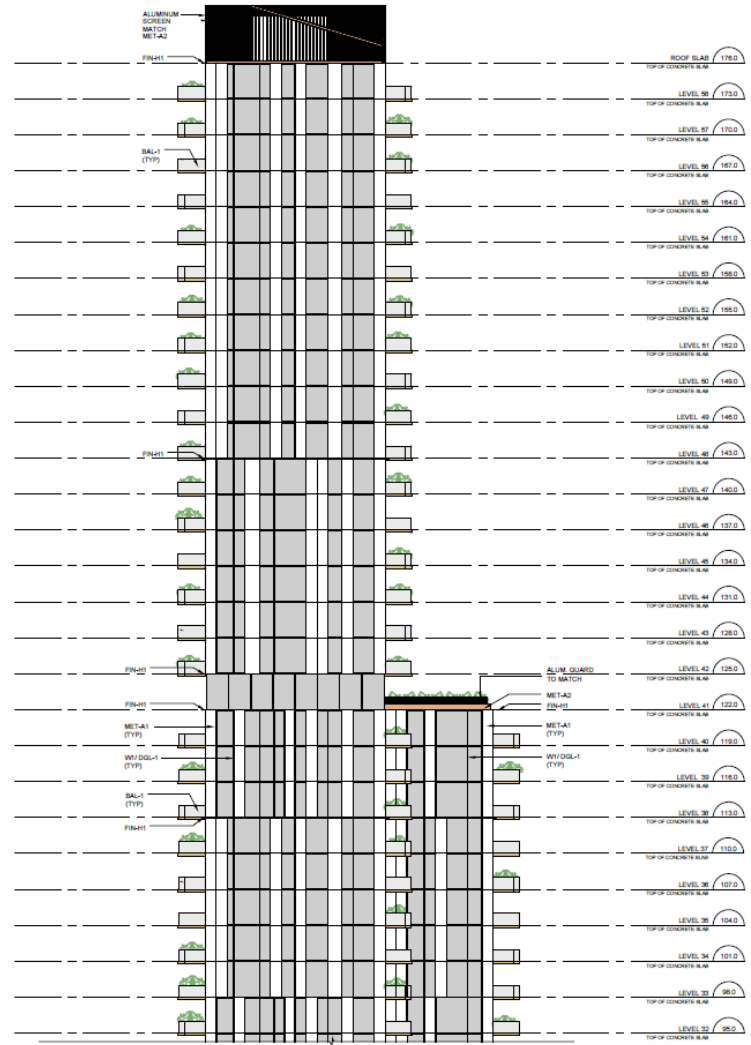
1 PROPOSED EAST ELEVATION - PARTIAL



2 PROPOSED EAST ELEVATION - PARTIAL



1 PROPOSED NORTH ELEVATION - PARTIAL Elevations. (SVMA)



2 PROPOSED NORTH ELEVATION - PARTIAL

6 DETAILED DESIGN DIRECTION

We recognize that the urban design guidelines outlined in the Livable by Design Urban Design Manual have been carefully crafted to meet the needs of a vibrant and growing community and the broader visions of Midtown Oakville and the Official Plan. The proposed development for 349 Davis Road works to adhere to the overall vision, site development and built form guidelines as set out by Livable by Design Urban Design Manual.

6.1 LIVABLE BY DESIGN MANUAL (LBDM) GUIDING PRINCIPLES

Sense of Identity

The proposed development at 349 Davis Road is a dynamic architectural design that places importance on human experience, various dynamic and sensitive public spaces, and a holistic approach to sustainability.

- Building and site design express a clear sense of hierarchy, creating distinct spaces for public and private spaces.
- Fostering a community of living, work and play by providing various program uses for a vibrant and community-centric development.
- Well-designed urban environments that are easy to navigate and encourage public interaction and engagement
- Connect a palette of community amenities and establish a visual character with a distinctive identity.

Compatibility

A thriving community provides spaces for all ages, supports cultural and social differences, and generates healthy environments that invest in future generations.

Compatibility of design comes with both the integration of existing environments as well as considered compatibility with future development. Midtown Oakville is a diverse area with substantial potential for regeneration, adopting higher density and mixed land use with the strategy to create liveable, vibrant, and healthy communities.

The proposed development at 349 Davis Road creates a purposeful design integrated into the future for the area, creating:

- A new development that provides a basis of design excellence for future developments.
- Focuses on a holistic approach to sustainability, looking at future resiliency and adaptability over time.
- Provides an identity and becomes a basis for a livable and thriving community through integrating public space and mix-use programming.

- It provides a sensitive massing, welcoming pedestrian scale, has street presence and uses material and natural vegetation to aid in healthy environments.

Connectivity – enhancing connectivity and accessibility

The development at 349 Davis Road enhances connectivity and accessibility by providing a network of pathways and a variety of uses within the mix-used development proposal.

- The design works to connect people to local places, buildings, and the surrounding environment, connect private spaces and the public realm.
- Improving corridors that connect Oakville’s districts and neighbourhoods presents an opportunity for the creation of complete streets.
- Connect people to local places, buildings, and surrounding environment, connect private spaces and the public realm
- Improve accessibility.
 - ◇ Walking, driving, cycling or taking transit by providing a variety of bicycle parking and by being near a central transit hub.
- Streetscapes to define character:
 - ◇ That provides a depth in materiality and public spaces to set the stage for the growing community.
 - ◇ Promote a sense of community by providing a variety of uses and public spaces.
 - ◇ Efficient use of land that is sensitive to neighbouring properties and is shaped to create comfortable micro-climate public spaces.
 - ◇ Encourages public interaction and connectivity through spaces carved out for patios, cafes, markets and public enjoyment.



Concept view of the building base looking east illustrating the dynamic wind façade and public interaction at the street level. Also seen is the fifth-floor wellness terrace for the commercial space, and abundance of vegetation that lines the building to promote health and biodiversity. (SVMA)



Conceptual view of the proposed development at 349 Davis Road looking north-east from to the corner of Davis Road and South Servicing. (SVMA)

Sustainability

A community and building design promote a sense of sustainability that is economic, social, cultural, and environmentally sensitive and human health and wellness.

- A community that promotes balance and holistic approaches to sustainability and occupant wellness.
- A community designed to thrive reinforces walkability, green building design practices, and alternative energy sources and combines a variety of spaces and uses.

Legacy

- Oakville has a rich built, cultural, and natural history which is relevant and visible today in its historic buildings, landscapes and natural areas.

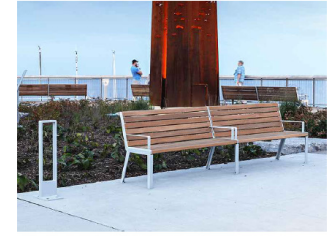
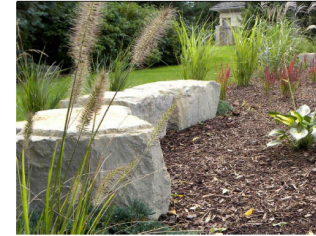
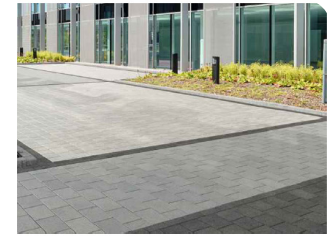
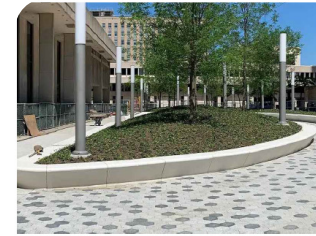
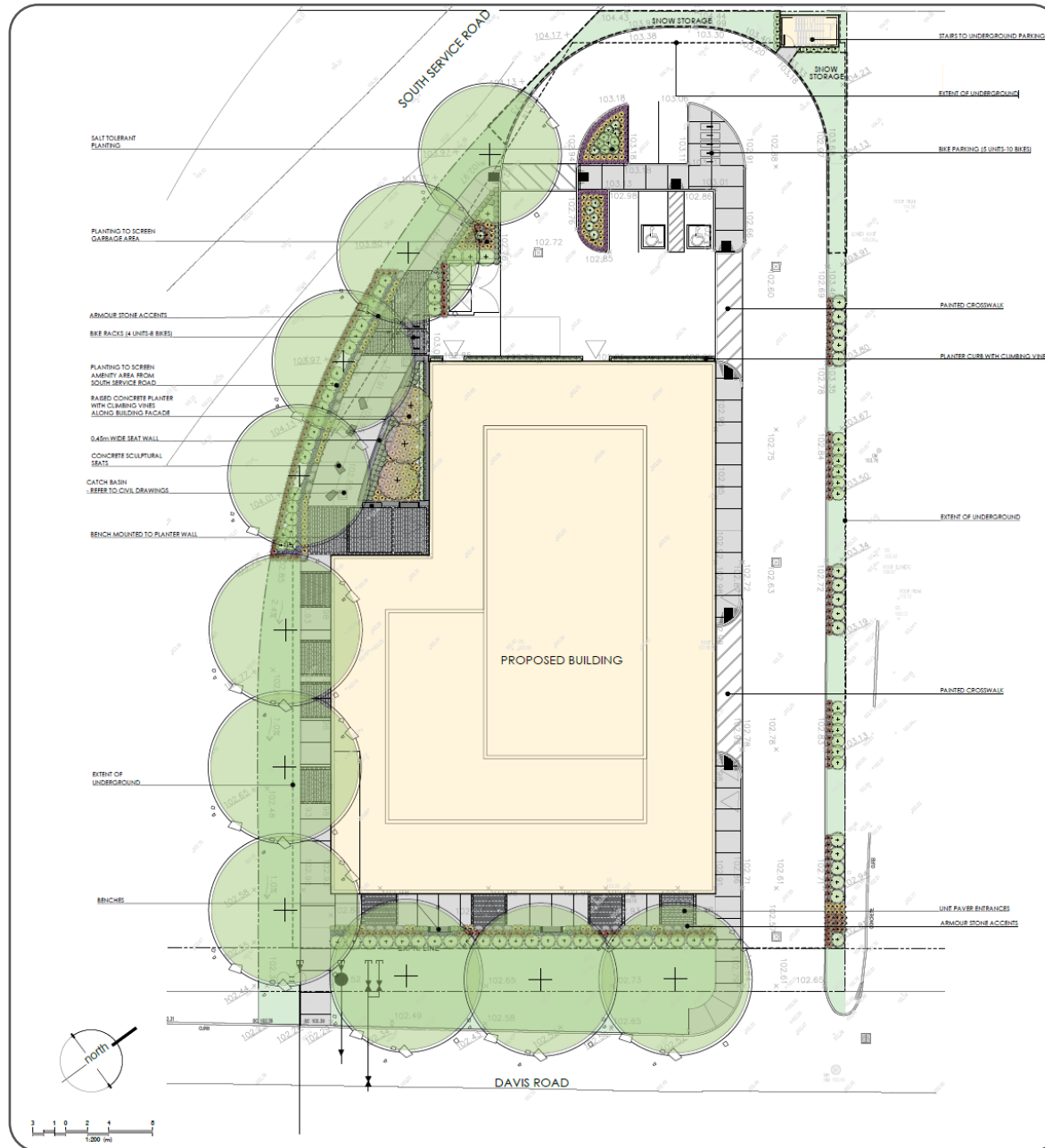
- Although the proposed site for 349 Davis Road has limited built heritage, the proposed architecture provides a contemporary and elegant solution that sets the stage for future developments in the area.
- The development provides a sense of community identity by assembling public space, materiality, and natural assets.

Creativity

- Unique communities emerge when their feel and function reflect local values, history, culture, places, landmarks, buildings, and surrounding landscape. As Oakville continues to evolve, this new development will contribute to building distinct identity.

6.2 SITE DESIGN

Proposed Planting, Soft and Hard Landscape

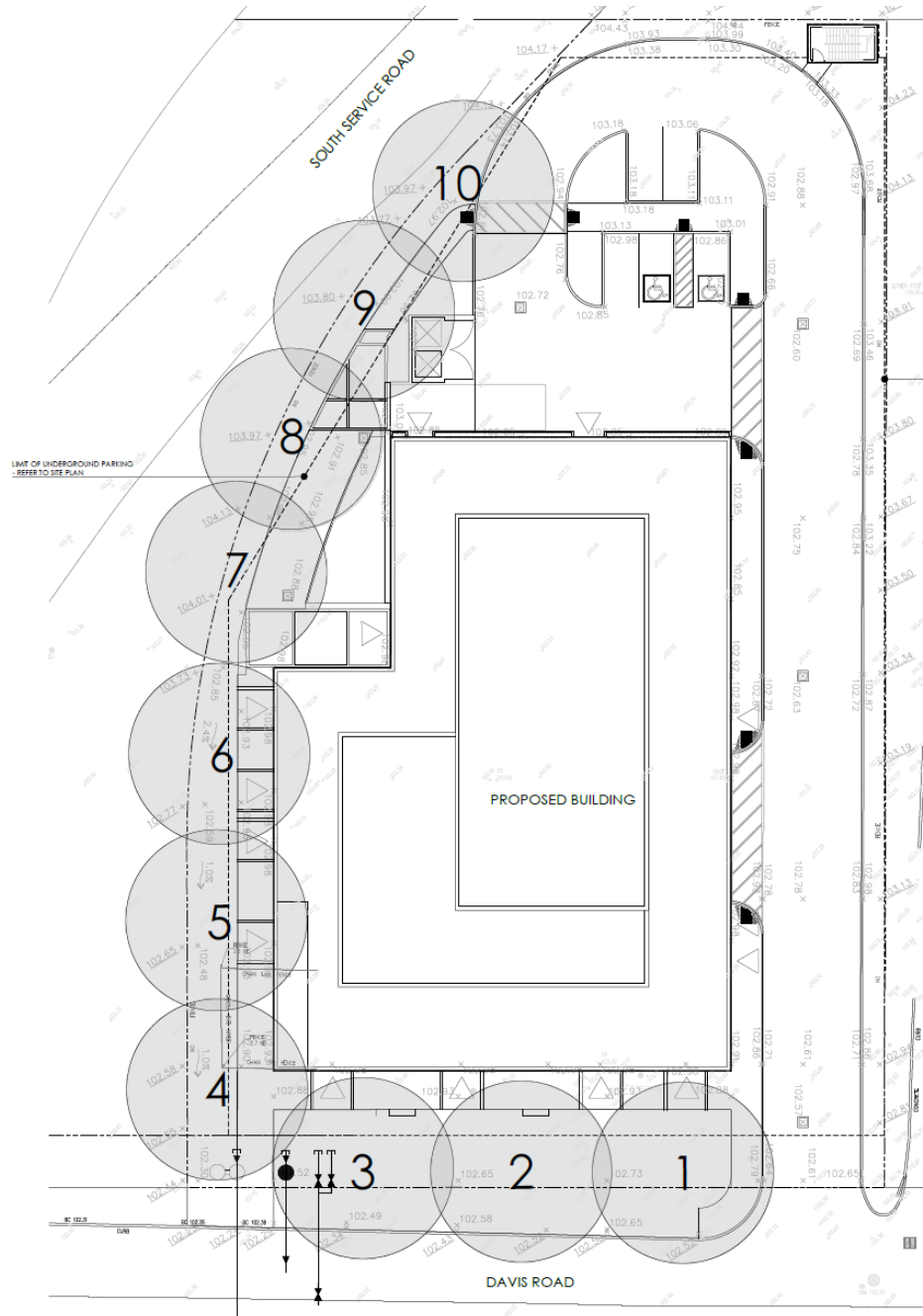


LEGEND

- property line
- ⊕ proposed deciduous tree
- ⊖ proposed shrub
- 🌿 proposed perennial
- 102.51 existing elevation
- min. 150mm topsoil, fine grade & sod
- C.J.P. concrete
- precast concrete unit pavers

Landscape Concept Plan. (Adesso Design inc.)

Proposed Canopy Cover



PROPOSED TREE CANOPY COVERAGE CALCULATION CHART

Tree#	Tree Species	# of trees	Soil Volume (meters cubed) per tree	Crown Area (meters squared) per tree	Canopy Area Subtotal (meters squared)
Proposed Large Stature Trees					
1	Quercus rubra	1	30.00	154.00	144.65
2	Acer saccharinum	1	30.00	154.00	144.65
3	Quercus rubra	1	30.00	154.00	144.65
4-6	Quercus alba	3	30.00	154.00	445.42
7-10	Gleditsia triacanthos var. intermis	4	33.03	154.00	575.85
Total		10	312.12		Total Canopy (1455.22sqm)
Canopy Summary					
	Site Area				4243.25 sqm
	Site Canopy Cover				34.29%
	Land use Canopy Cover Target				20.00%

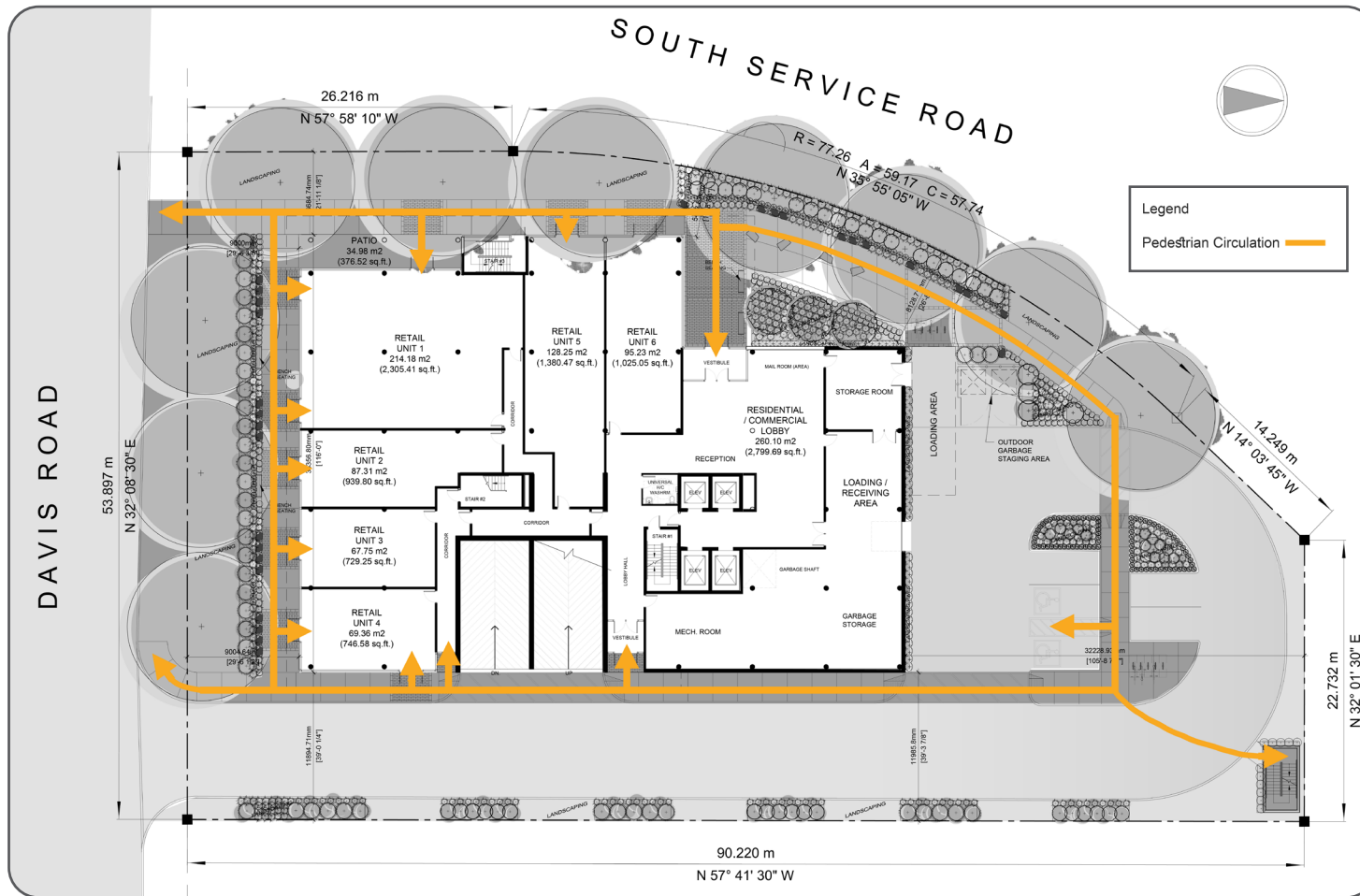
Canopy Coverage Plan. (Adesso Design inc.)

Pedestrian Circulations

The site design includes a variety of exterior paths for pedestrian circulation, including walkways, ramps, and curbs. A network of walkways connects pedestrians along all edges of the site. Starting from Davis Road, a pedestrian walk lined with vegetation is provided along the retail areas of the south and west facades. The walkway extends to the residential and commercial entrance on the west façade and extends past the short-term parking at the north of the site.

A secondary pedestrian walkway is provided along the east elevation to create continuity of the path and provide the necessary access from the emergency exits.

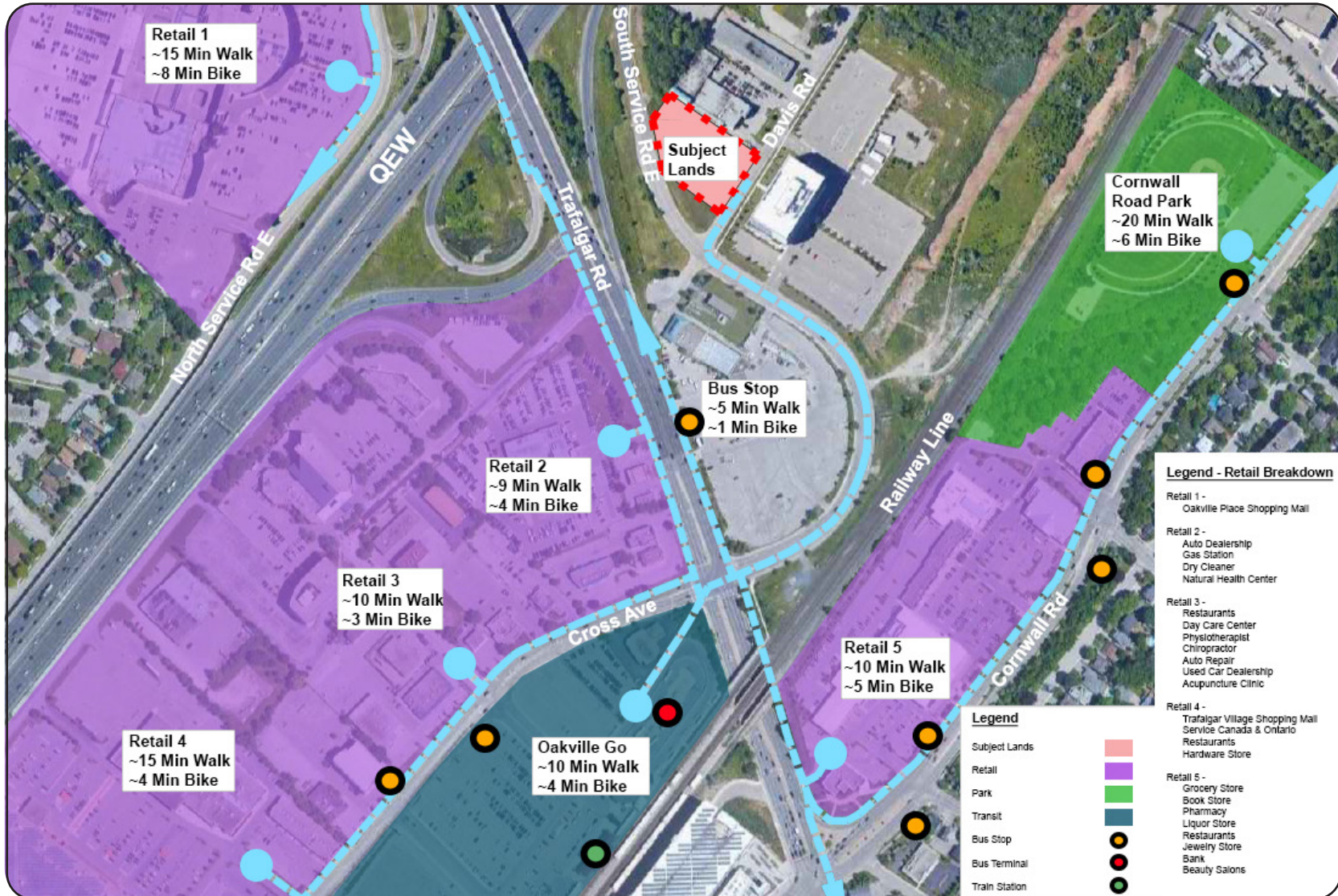
The walkways are distinctively separated from the loading areas and are marked with clear crosswalk areas. All pedestrian walkways are designed for accessible access, all within a 20:1 slope. The pathways are well defined and promote safety, with integrated tactile surface detection pads at from pedestrian walkway to vehicular roadway transitions.



Pedestrian Circulation Plan

Pedestrian & Bicycle Circulations - Surrounding Context




The following figure illustrates the pedestrian connections to surrounding transportation, retail and recreational facilities. Estimated walking and Biking time from the subject lands has been provided.

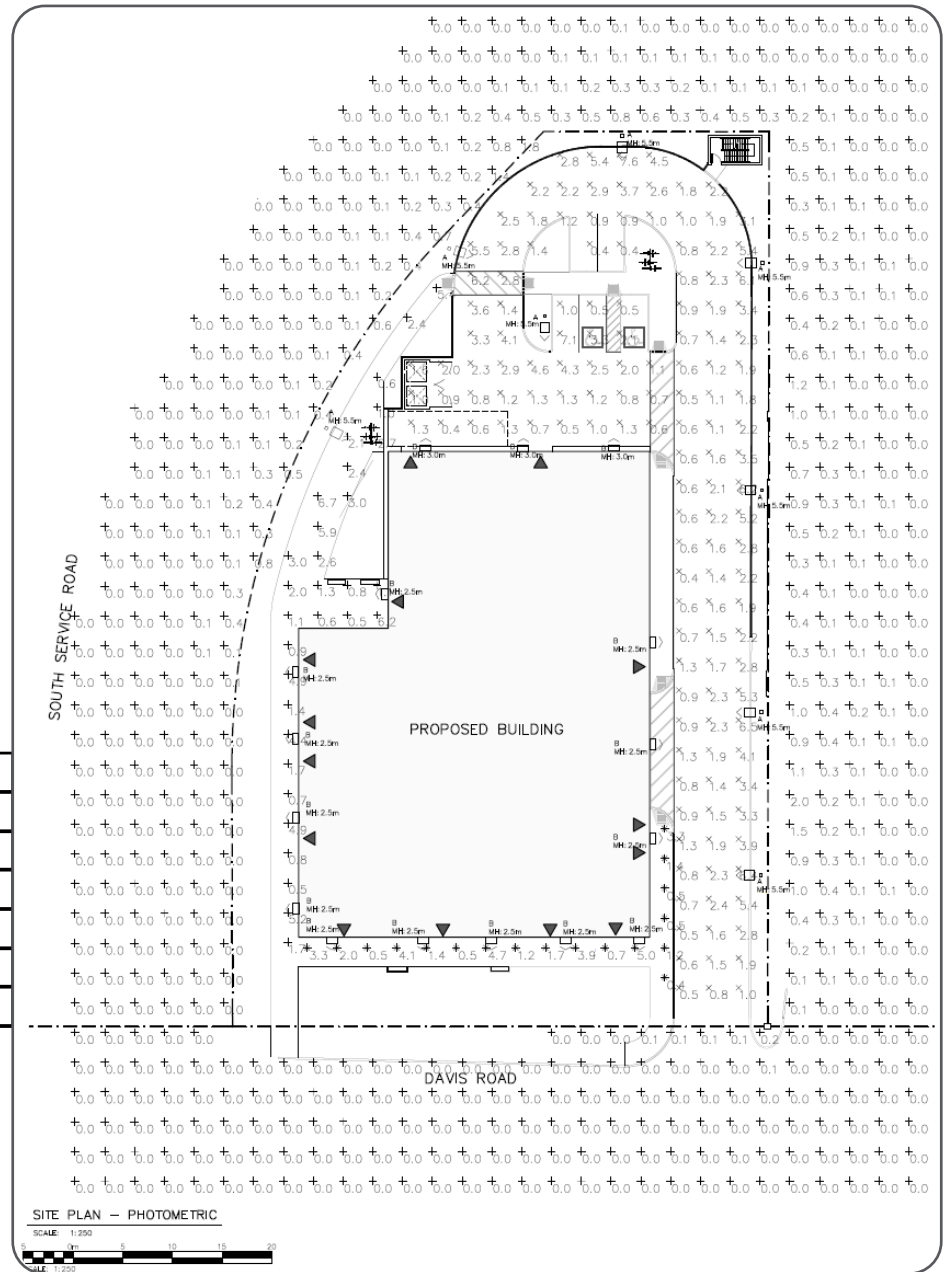


Pedestrian & Bicycle Circulation Plan - Surrounding Context

Exterior Site Lighting

The photometric site plan demonstrates the lighting level overview of the subject lands and its surrounding zone of influence. The plan determines the lumen power and light output for the light fixtures proposed to be installed. As indicated in the plan, the proposed photometric design of the subject site will not significantly affect its surroundings in terms of light pollution. This is especially true for the natural areas surrounding the site in which light pollution remains minimal.

ELECTRICAL LEGEND	
	WALL MOUNTED LIGHT FIXTURE
	POLE MOUNTED LIGHT FIXTURE
ABBREVIATIONS	
MH	MOUNTING HEIGHT
LINETYPES	
	PROPERTY LINE



Photometric Site Plan. (Crozier)

Dynamic Wind Façade as Public Art

Over the next ten years, our actions towards the environment will determine whether we can address the climate emergency and achieve climate stability. With buildings contributing to nearly 40% of the overall greenhouse gas emissions globally, our decisions in developing the built environment will have a tremendous impact on the environment.

The dynamic wind façade is located on levels two, three and four acts as a screen for the above-ground parking levels. The screen is designed with pivoting metal panels. As the wind moves across the façade, each panel will move independently, responding to the kinetic force. The façade acts as a dynamic art piece that will be in movement with the wind and will remind users of the forces of the ever-changing environment due to the impact of climate change.



Concept view looking south at the residential entrance, dynamic wind façade, and vegetation screen wall at the base of the building. (SVMA)

6.3 BUILT FORM

The built form defines and frames the public realm and influences site design and function. The intent is to achieve well-designed built form linked with the local context creates livable, functional, and attractive environments.

The proposed development is located within the Midtown Oakville development, near major entry points into Town and is strategically situated for population and employment growth.

The proposed development at 349 Davis Road supports the overall goal of Midtown Oakville to be a vibrant, transit-supportive, mixed-use urban community and employment area.

- Creating a vibrant community by providing a mix of residential, commercial, and retail uses complemented by various public spaces.
- Ensures high-quality architectural and urban design that compliments the vision of Midtown Oakville.
- At-grade retail space serves the needs of the residents, workers, and visitors to Midtown Oakville and contributes to creating an active street life.

As noted in the Livable by Design Urban Design Manual, a successful built form is dependent on several considerations to create an individual architectural expression that is sensitive and contextually fit:

- Contributes to dynamic, distinct, and complete communities
- Creates visually attractive and innovative buildings and spaces
- Responds to the scale, materials, and design features of surrounding buildings and spaces
- Creates a strong sense of enclosure by locating buildings near the street line and providing continuous street walls
- Supports a desirable and barrier-free pedestrian environment at ground level
- Balances building height, massing, and form to reinforce the structure and character of the area
- Facilitates street activity and active transportation with façades oriented to the street and public places
- Respects adjacent natural and built heritage features and places
- Responds to the local climate by incorporating pedestrian weather protection features and maximizing the solar orientation
- Minimizes impacts of height and massing on public spaces and surrounding buildings
- Minimizes impacts of parking facilities and site service areas



Conceptual view of the proposed development at 349 Davis Road. (SVMA)

Proportion, Scale and Massing

As a tall building design, the proposal at 349 Davis Road is architecturally exciting and creates a cohesive design composition through proportion, scale, massing, and materials. The overall goal is to set the stage contextually for future developments and address critical modern-day concerns of public space, inclusivity, wellness, and sustainability.

The building base establishes a pedestrian-friendly environment rich in material, vegetation and experience and creates the relationship between the building and the public realm. It provides a sense of scale and comfort and supports the local retail activity. A dynamic wind façade creates an exciting experience for pedestrians as the components move as the wind interacts.

Height of Building Base

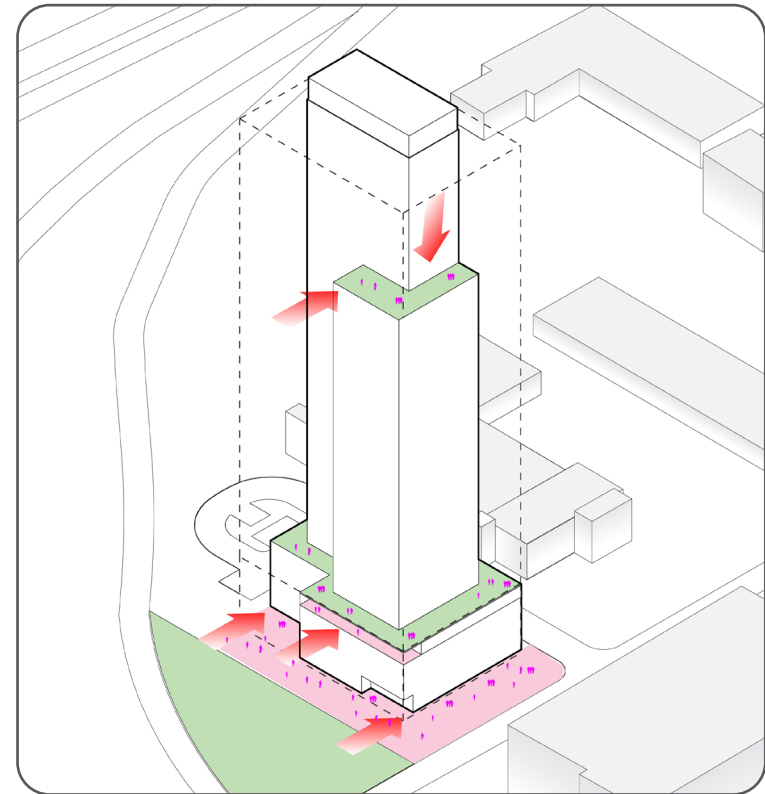
The height of the building base is five storeys and is less than 80% of the established right-of-way width as an established maximum height.

Ground Floor Treatment

- The building façade is enhanced with creative building elements, including a dynamic wind façade that will move as wind impacts the panels.
- Retail use is provided on the ground floor to animate the pedestrian realm and has a floor-to-ceiling height of 5.0m. An architectural canopy is provided for pedestrian scale and weather protection. In these areas, a clear height of 3.75m is measured from the grade to the underside of the canopy soffit.
- Over 75% glazing on principal south and west façades along Davis Road and South Service Road is provided to achieve natural light and view of activity.
- Architectural treatments on non-transparent areas include a variety of metal fins, green walls, and patterns.

Entranceways

- Architectural treatment such as green walls and extended canopies accentuated with landscaping is provided at principal entrances.
- Commercial units are oriented towards highly visible areas, along the west (South Service Road) and south (Davis Road) directions.
- The principal entrance to the residence and commercial floors is located along the west elevation. The site is adjacent to a designated open space with landscape, a pedestrian walk and a canopy with signage, providing clear direction and access. A secondary entrance connecting to the residential and commercial lobby is located on the site's east side.
- The main entrance is near the short-term parking and pedestrian drop situated in the north of the property. The pedestrian route from the short-term and barrier-free parking is lined with landscape and intermediate benches for resting. Elevators from the underground and above-ground parking directly enter the lobby.



Concept diagram illustrating the passing stepping in and shaping to provide for public experience at the streetscape, and various outdoor amenity spaces. The massing of the tower is stepped to reduce the impact of shadow and height. (SVMA)

Frontage and Setbacks

- Strategic setbacks are provided on long the south and west elevations as strategic areas for pedestrian activity, seasonal retail, and patio space. A setback on the fifth commercial floor is also provided to provide further animation and a place for the users to enjoy outdoor space for wellness breaks.
- Pedestrian scale and rhythm are provided along the façade through the expression of column grid, architectural feature walls and canopy.



Conceptual view of the proposed development at 349 Davis Road looking north-east from to the corner of Davis Road and South Servicing. (SVMA)

Building Middle

The middle portion of the building, or “tower,” is above the podium and is designed with varied architectural detail and expression, reinforcing datum lines, and minimizing shadows and adverse micro-climate.

The overall massing is stepped back in two strategic locations to create micro-climate conditions along the southern exposure and provide for southern amenity spaces.

- On the sixth floor, the building base transitions to the building middle, with a five-metre setback. This area incorporates a well vegetated terrace space for the residents on the sixth floor.
- On the fortieth floor, the massing steps back again, creating a generous rooftop amenity space for the residence that includes areas for socialization and community farming plots.
- Each floor plate of the residential tower is less than 750 square meters.



Concept illustration of the west elevation, illustrating the massing step back for the residential amenity space and residential balconies. (SVMA)

The Corner

As the building is adjacent to an open space, the corner of Davis Road and South Service Road is further articulated by raising the canopy and architectural treatment to define the corner condition. An open patio and public space are provided at the ground level and the fifth-floor office level to animate the corner with people's activity further. Coupled with the dynamic wind façade that will move as the wind travels past the façade, the building will be a dynamic and active architectural expression, further enhancing the corner.



Concept illustration highlighting the corner condition at Davis Road and South Service Road. The canopy lifts up at the corner and the ground floor massing sets back to create a dynamic corner condition. (SVMA)

Considerations for pollinator corridors to encourage pollinator health is essential, and buildings have an excellent opportunity to provide necessary foraging areas by incorporating a variety of native and pollinating landscapes. The building is designed with several areas for vegetation and pollination, connecting urban communities to nature and reinforcing human health's importance and strategies for reducing stress through biophilic qualities.

Accessibility

Providing an accessible environment in many ways adds to the sustainability of a place by giving dignity and inclusivity to all users. The building is designed with complete accessibility for all users.

All floor levels are physically accessible by incorporating several elevator systems to move people up and down the building. In addition, the building design promotes wayfinding by using material and vegetation to guide people on site to various entrances and destinations. Accessible parking is located on grade, as well as on every level of the underground and above-ground parking.

Long-Term Adaptability

Large municipalities across the GTA and in Canada are considering the impact of parking on overall sustainability. As we look towards the future, we must consider our buildings' long-term flexibility and adaptability as our needs in social change.

Research has shown that one of the emerging trends in urban city development is the use of autonomous vehicle technology and car share programs. It is anticipated that as these technologies rise, the need for long-term parking will reduce.

From an adaptability perspective, below-grade parking creates many challenges. These areas are difficult to convert to useable space due to the lack of natural light. Below-grade parking structures also utilize a significant amount of concrete for retaining the earth, with concrete being one of the most carbon-intensive materials available. Pathways to reduce concrete and steel used in our building design will result in buildings with lower embodied carbon metrics.

The development at 349 Davis Road considers long-term flexibility and is designed with three floors of above-ground parking. Along with the underground parking, the development meets the current parking requirements. Long-term, it is imagined that the above-ground floors can be converted to commercial or residential use as the floor-to-floor heights are designed to accommodate a variety of services.

Renewable Energy Sources

Considering means for alternative energy sources will become a significant part of achieving a net-zero carbon future in building design. As renewable energy becomes more efficient and affordable, the rooftop of the building is designed with an armature that can accept future solar panels. The screen structure is designed and angled toward the south and west façade, optimizing the angle of the solar collection while integrating the solar array with the overall form.

Skyline

At the top of the building is an enhanced architectural feature that not only integrates the mechanical penthouse on the roof but also will become an armature for future solar panels so that the building can generate renewable energy. The architectural roof feature is angled towards the west and south sun exposure, to optimize solar collection and will be an expression of sustainability seen from a distance.

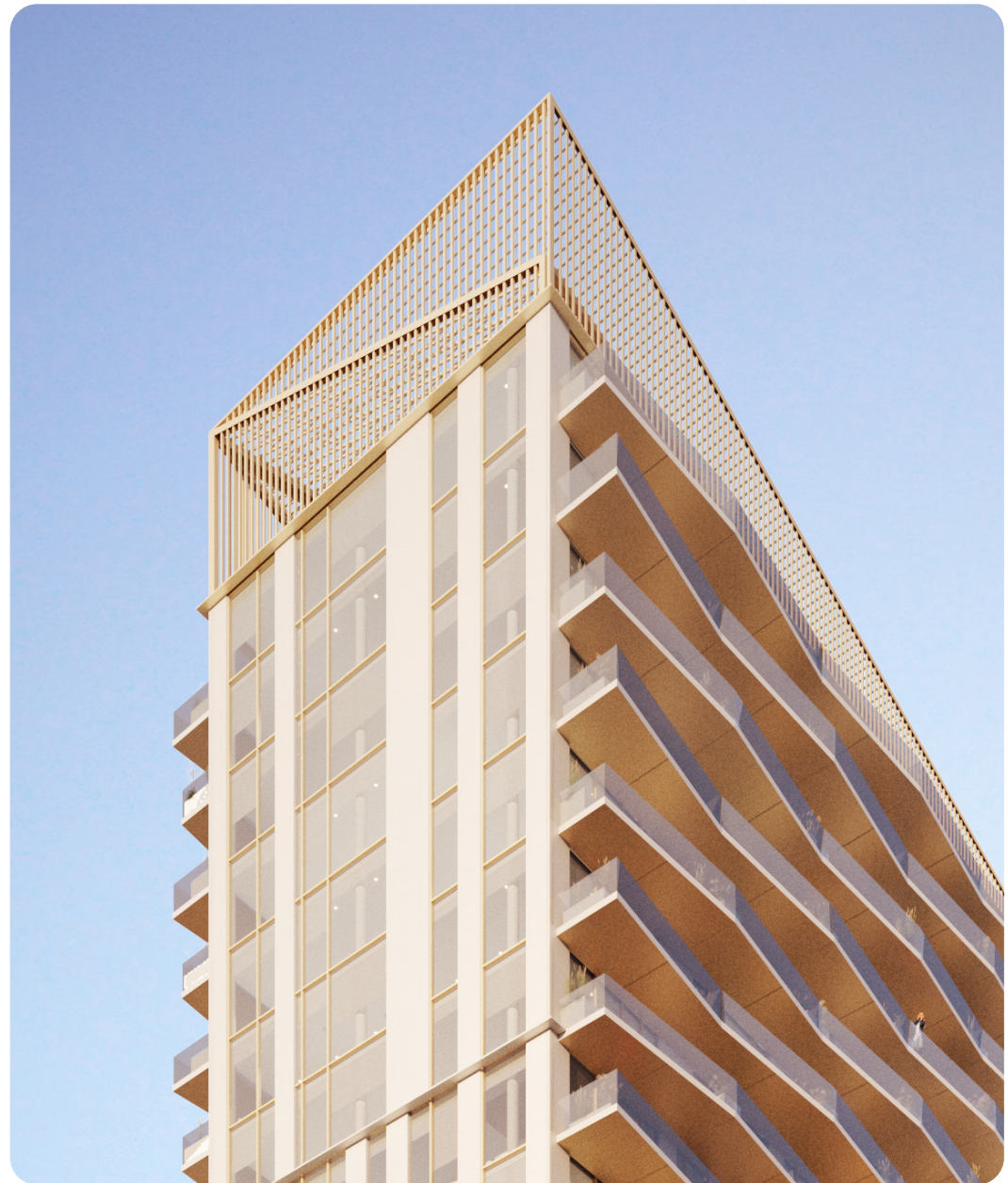
The building form and massing are purposely developed to protect the south areas from northern wind exposure. The building massing steps down from the north to the south, creating a series of southern facing areas dedicated to public and amenity space. In addition, the stepped massing reduces the shadow impact along Davis Road and South Service Road, and the adjacent open space resulting in an overall consideration for pedestrian comfort.

The strategic step-down and massing form maximizes energy benefits by creating a passive first approach to design that responds to the local climatic conditions.

Building Detailing and Materials

The overall architectural expression is distinct and attractive, using various materials, textures, and colours to bring a rich and high-quality expression. The building's main features include a dynamic wind façade that is comprised of a series of metal panels in a pin connection so that as the wind moves past the façade, the panels will move by the kinetic force of the wind. This wind façade is the screen to the above-ground parking garage and a public art piece incorporated into the building. The façade is also a reminder of the changing environmental conditions impacted by climate change.

Each residential unit is provided with a generous balcony with an architectural articulation that creates a sense of movement while reinforcing the horizontal expression of the tower portion. In addition, the parapets and rooftops are further articulated with landscape planters for added areas of biodiverse vegetation. This is a strategic expression of the importance of biodiversity in our efforts toward climate stability and the health benefits that natural elements have on occupant well-being.



Concept illustration of the roof screen that visually conceals the mechanical penthouse. The screen will act as a future armature for solar panels and is strategically angled towards the south and west to maximize solar gain. The angular form offers an exciting component to the skyline. (SVMA)

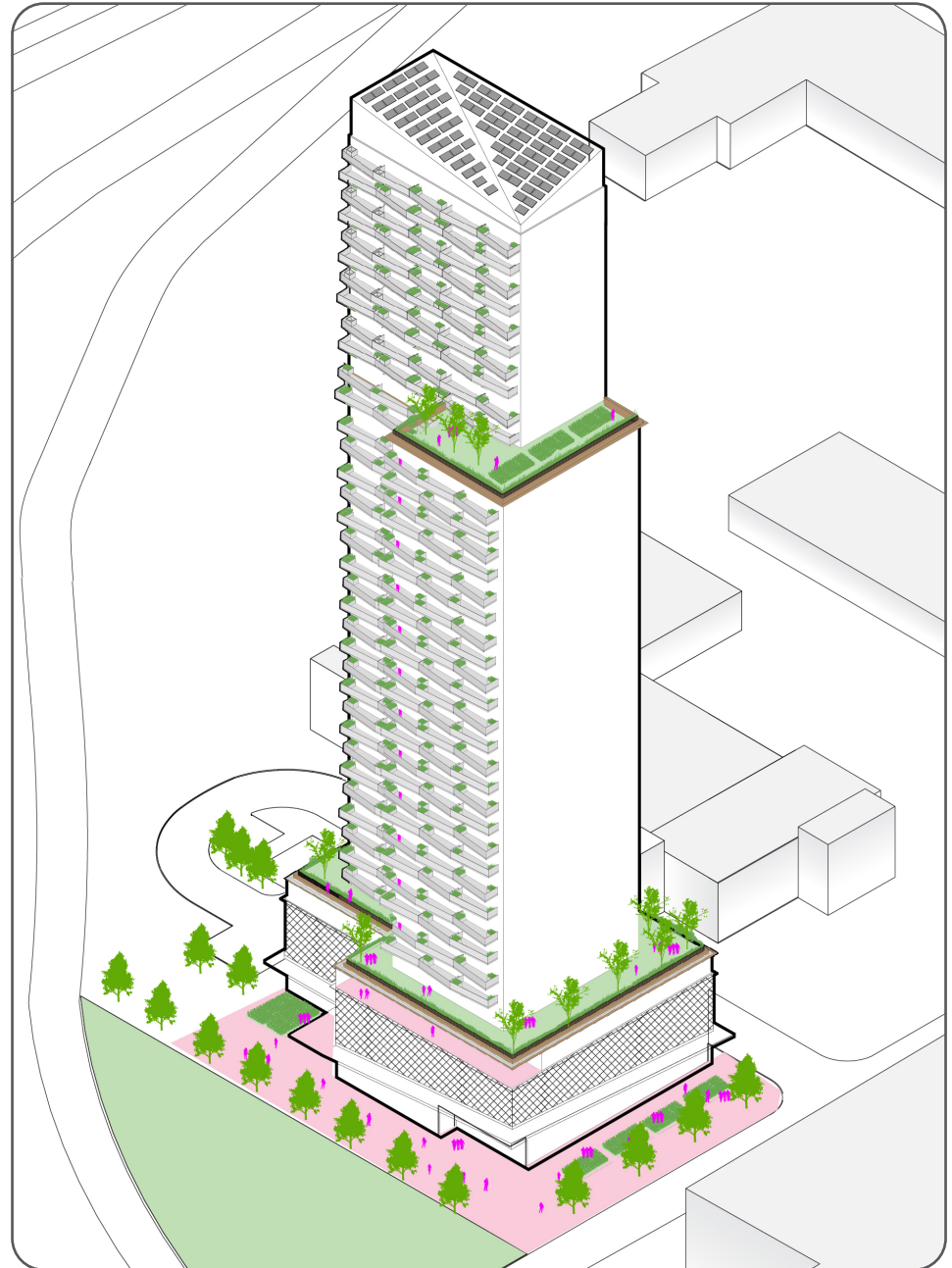
The parapets and roof lines are further articulated with slight projection to create scale and texture to the façade. The overhangs are strategically placed to shelter the western and southern exposures from the sun, contributing further to the design's energy efficiency.

The overall material palette combines fire-rated white metal panels and is accentuated with a rich golden tone giving the building a sense of materiality and warmth. In addition, architectural textured panels, a dynamic wind façade, double-glazed insulated window panels with low-e coating and wood soffits are provided for added texture. All the materials are high-end finishes for long-term durability and longevity with little to low maintenance.

Amenity Spaces

Several public, semi-public, and private amenity spaces provide a rich user experience.

- At grade level, a pedestrian walk along Davis Road and South Service road is provided to access the retain, lined with lush vegetation.
- Two strategic setbacks are provided for further public space. The first is at the corner of Davis Road and South Service Road. This is intended as patio space for people to rest and enjoy the view. The second is along the west façade, at the residential and commercial entrance. This area is a generous area that can host informal markets and performances.
- At the fifth-floor commercial space, along the southwest façade, an amenity terrace is provided for the users of the office space. This is intended to animate the façade further and provide necessary outdoor wellness areas for the tenants.
- On the sixth floor, the middle part of the building steps back from the base by 5m and provides the residential units on this floor with a generous terrace that is lined by planter boxes, green plots, and private areas of outdoor space.
- On the fortieth floor, the massing steps back and creates an outdoor common amenity space for the residence, including landscape planters and community garden plots.
- Each residential unit has a generous balcony extending the length of the east and west facades.



Concept diagram illustrating the various amenity spaces and interaction with landscape. (SVMA)

7 SUSTAINABILITY FEATURES

Sustainable design is multi-faceted and extends beyond the environment to include economic, social, and cultural impacts. As we consider our steps towards a low-carbon future, our decisions on sustainability take place at various scales.

With buildings contributing to nearly 40% of the overall carbon emissions that contribute to global greenhouse warming, our decisions in building design can have a significant impact. Considering the first response to climate, massing, orientation, and form coupled with robust insulation values and quality materials and systems can considerably reduce both operational and embodied carbon impacts.

The development at 349 Davis Road holistically approaches sustainable design.

Mass and Form

The massing and form are strategically developed to address the climatic condition. The building form raises in the north, creating sheltered microclimate areas to the south that are accentuated with vegetation. In addition, providing enhanced human comfort will reduce the energy consumption of the building.

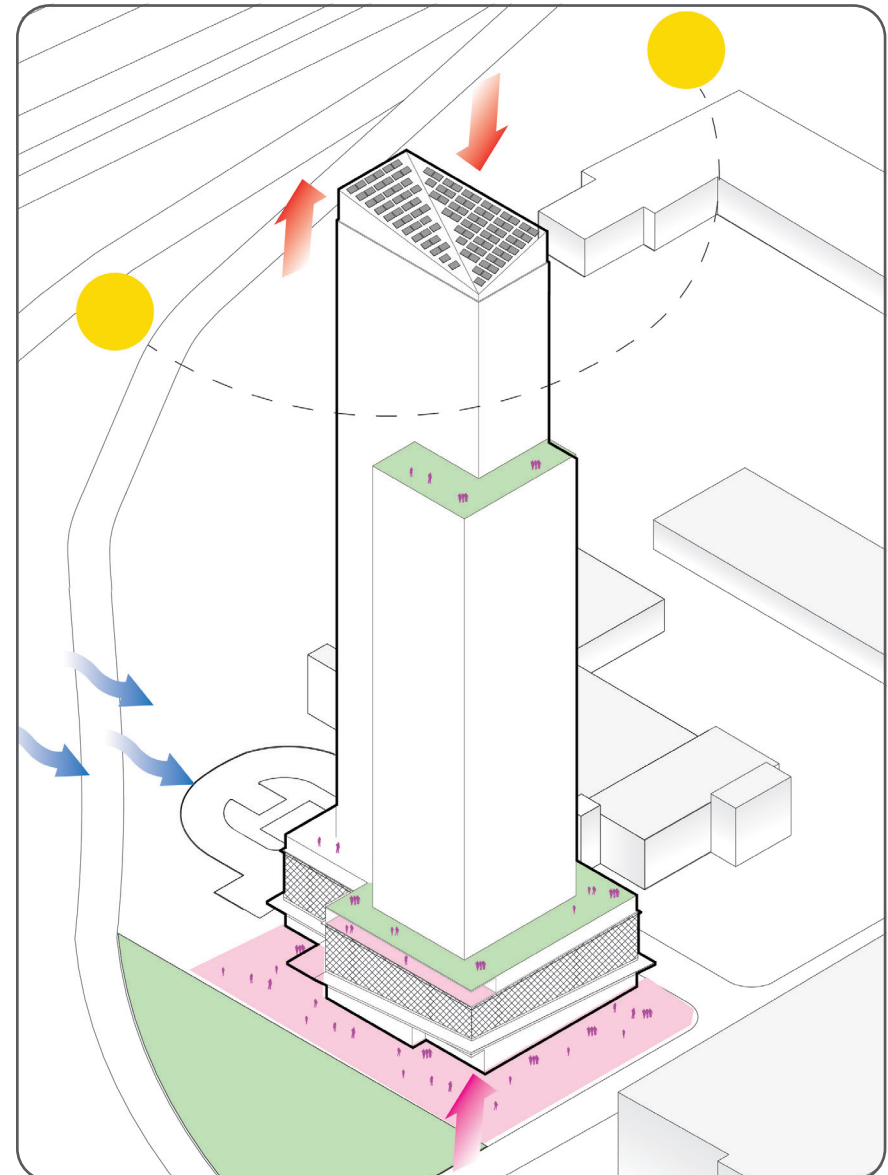
Window to Wall Ratio, Insulation Values and Long-Term Durability

Maximizing views and connection to the outdoors with robust building envelop systems takes a lot of detailed planning and consideration. The building is designed with significant areas of highly insulated wall panels that are integrated into high-performing double-insulated with low-E coating window systems to provide the desired views for the inhabitants while avoiding a complete glazed exterior façade which will reduce the energy performance of any building.

Durable building materials significantly reduce the embodied carbon in the overall lifespan of a building. The building design incorporates building materials that are long-term, durable, and energy-efficient, which will reduce the need for maintenance and replacement over time.

Vegetation for Occupant Health and Pollinator Corridors

As urban areas develop, considering areas for a landscape that promotes biodiversity is essential for human health and the health of necessary pollinator animals. Pollinator animals contribute to nearly a third of the overall global food sources, and over the years, pollinators have been in significant decline, with the lack of biodiversity as one of the critical factors of their decline.



Concept diagram illustrating various sustainable initiatives including optimizing solar gain for renewable energy production, using the building massing to shelter pedestrian areas from northerly wind, and various canopies for solar control. (SVMA)

8 CONCLUSION



Conceptual view of the proposed development at 349 Davis Road. (SVMA)

In this Urban Design Brief, we assert that the proposed development follows good urban design principles, is in keeping with the existing context and contributes to the planned growth and intensification of the Midtown Oakville area in which the subject lands is located.

The proposal is successful in introducing a built form that enhances the existing underutilized Subject Site and provides residential and commercial (retail) uses that will support existing and future planned transportation within the Midtown Oakville area as well as that of the Oakvill Major Transit Station Area (MTSA).

The proposed development generally conforms to the policies and objectives prescribed in the Livable Oakville Plan and Livable by Design Manual and is consistent with the evolving context of this important growth area. It is the opinion of this Brief that the proposed development is appropriate, desirable and should be approved.



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