BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

Urban Design Brief

118-132 Cross Avenue
Town of Oakville

Prepared For
Batory Planning and Management

August 2026

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Job Number
2373

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Table of Contents

1 Introduction 1

2 Design Vision, Guiding Principles & Objectives 3

- 2.1 Design Vision 4
- 2.2 Guiding Principles and Objectives 5

3 Context Analysis 6

- 3.1 Context 7
- 3.2 Area Context 8
- 3.3 Lot Fabric and Block Pattern 9
- 3.4 Surrounding Land Uses and Built Form Character 10
- 3.5 Road Network 11
- 3.6 Transportation Networks 12
- 3.7 Relationships and Linkages to Existing Natural Features and Public Open Space 14

4 Policy Analysis 15

- 4.1 Livable Oakville – Town of Oakville Official Plan 2009 (Office Consolidation August 31, 2021) 16
- 4.2 Midtown Oakville Growth Area Review 20
  - 4.2.1 Council-adopted Midtown Oakville OPA 70 20
- 4.3 Urban Design Guidelines 21
  - 4.3.1 Livable by Design Manual – Urban Design Direction for Oakville (2019) 22
  - 4.3.2 Designing Midtown Oakville (2013) 23
  - 4.3.3 Designing Midtown Urban Design Direction (November 2025) 27

5 Development Plan 30

6 Detailed Design Direction 33

- 6.1 Livable by Design Manual (LBDM) Guiding Principles 34
- 6.2 Site Design 36
  - 6.2.1 Site Organization 36
  - 6.2.2 Pedestrian Circulation and Access 38
  - 6.2.3 Parking, Loading, and Servicing 38
  - 6.2.4 Landscape and Amenity Areas 40
- 6.3 Built Form 42
  - 6.3.1 Height, Massing and Setbacks 42
  - 6.3.2 Transition to Adjacent Uses and Built Form 45
  - 6.3.3 Shadow Impacts 45
  - 6.3.4 Pedestrian Experience at Grade 45
  - 6.3.5 Architectural Articulation 45

7 Sustainability Features 47

8 Conclusion 49

1

Introduction

This Urban Design Brief (“UDB”) has been prepared by Bousfields Inc. to describe and illustrate the urban design vision, principles and rationale that will guide the form and pattern of the development being proposed for a 1,944.9 square metre site located along Cross Avenue, municipally known as 118 to 132 Cross Avenue in the Town of Oakville (the “subject site”).

The Urban Design Brief is a companion document to the Planning Rationale Report, also prepared by Bousfields Inc., in support of applications to amend the Town of Oakville Official Plan and the Town of Oakville Zoning By-law No. 2014-014, as amended, which sets out the planning policy context as it relates to the subject site and the justification for the proposed development. The requested amendments would facilitate the redevelopment of the subject site with a new mixed-use building that is 38 storeys in height. The proposal includes 429 residential units and 580.5 square metres of non-residential space. The proposal also includes significant improvements to the public realm through the introduction of an approx. 8 metre road widening along Cross Avenue and appropriately responds to a future north-south public road to the east.

This Urban Design Brief provides a comprehensive review of the architectural design by BDP Quadrangle Architects from an urban design perspective. In doing so, this Brief addresses the urban design policies of the Town of Oakville Official Plan (Livable Oakville Plan 2009), the Midtown Growth Area (Section 20 of Livable Oakville Plan), Livable by Design Manual and Designing Midtown Oakville Guidelines.

The Brief concludes that the proposed development is in keeping with the urban design framework established by the applicable planning framework documents and has appropriate regard for the design directives of the relevant guideline documents. The proposed development has been carefully organized, sited and massed in a manner that will improve a substantial block of underutilized lands and increase the permeability of the subject site through the introduction of a new public road and an enhanced public realm and pedestrian environment. The proposed building heights and massing forms will fit within the planned built form context within Midtown Oakville.



Figure 1 - Looking Southwest along Cross Avenue at Proposal (Provided by BDP. Quadrangle)



Figure 2 - Location Map

2

Design Vision, Guiding Principles & Objectives

The proposed development will contribute to the continued transformation of Midtown Oakville, which in the fullness of time, is envisioned to be transformed into a new master-planned mixed-use, high-density and transit-oriented community, complete with a new internal road network and a wide mix of residential and non-residential uses. The built form and street network are proposed to be complemented and activated by substantial public realm and placemaking components in the form of street-facing retail, public art opportunities, tree-lined streets, landscaping, and large-scale privately owned public space.

The proposal will appropriately redevelop and intensify the subject site in a manner that is in keeping with the broader urban structure of Midtown Oakville while leveraging upon its proximity to existing and planned higher-order transit. The overall urban design pattern, character and quality of the built form are intended to correspond with the emerging pattern of development in the Midtown Oakville area. The introduction of residential and retail uses on the subject site, together with public realm improvements will further animate and revitalize the subject site and contribute to the ongoing transformation, establishing Midtown as a place to live, work and play.

In support of the Town of Oakville's policies and guidelines for Midtown Oakville, the proposal appropriately considers the following objectives:

1 Enhance the Existing Character of the Site

- Develop a contextually appropriate and pedestrian-friendly building form with excellent architectural design treated with high-quality building materials.
- Orient and place the proposed building at, or near, the street edge to animate and enhance the adjacent public realm.
- Establish a built form and height that is appropriately scaled and compatible with the planned, approved, and proposed context for the surrounding area.
- Design the building to fit within and contribute to the development of a dynamic skyline in Midtown Oakville, and create a cohesive design composition through the orientation, proportion, scale, massing, use of materials and architectural character.
- Design the building and public realm elements to reflect the site's location within Midtown along one of its principal streets.

2 Design a Transit-Supportive Development

- Provide a high-density mixed-use development that will support existing and future transit initiatives within the immediate neighbourhood.
- Provide opportunities for alternative travel options, contribute to the modal split and encourage healthy lifestyles for all ages.

3 Enhance Connectivity and Accessibility

- Enhance the mobility network by widening the right of way to allow for the future realignment of Cross Avenue as envisioned for Midtown Oakville.
- Promote alternative modes of transportation by orienting building entrances towards transit corridors.

4 Create a Positive Pedestrian Experience at Ground Level

- Provide an appropriate building base height and tower articulation to create a positive pedestrian experience at the ground level.
- Incorporate active uses and transparent materials at the ground level that will frame the public realm and provide an animated street edge to enhance the character of the adjacent public realm, and advance an ‘eyes on the street’ approach to pedestrian comfort and safety, encouraging lingering and interaction.
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.
- Introduce an accessible open space which will accommodate patios and other retail activity spilling into the pedestrian environment envisioned to become an anchor for the area through the inclusion of accessible open spaces, public art opportunities, and street-oriented building that frames the public realm with good proportion at a pedestrian scale.

5 Respect the Existing and Planned Surrounding Context

- Integrate building height into the urban structure that responds to the context and location of the subject site in proximity to higher order transit, provide for slender point-tower design, as well as pedestrian-scaled and street oriented base building.
- Design the building to reduce impacts of overlook, create a comfortable microclimate, provide adequate access to sunlight and sky view, and maintain privacy between residential buildings by incorporating appropriate separation distances, transitions in height and articulation to the proposed massing.
- Orient the development to enhance future public road connections.

3

Context Analysis

3.1 Subject Site

The subject site is generally rectangular in shape and is located on the south side of Cross Avenue east of Lyons Lane. It is comprised of five parcels, which are municipally known as 118, 122, 126, 128, and 132 Cross Avenue (see **Figure 5** - Area Context).

Combined, the parcels that comprise the subject site have a gross land area of approximately 2,466.3 square metres, with a frontage of approximately 65.4 metres on Cross Avenue, and a depth of 38 metres. The properties are currently occupied by house form buildings. The rear yards consist either of lawns or surface parking and storage. Due to a proposed road widening dedication, the net site area would be 1,944.9 square metres.



Figure 3 - Looking East Along Cross Avenue at the Subject Site

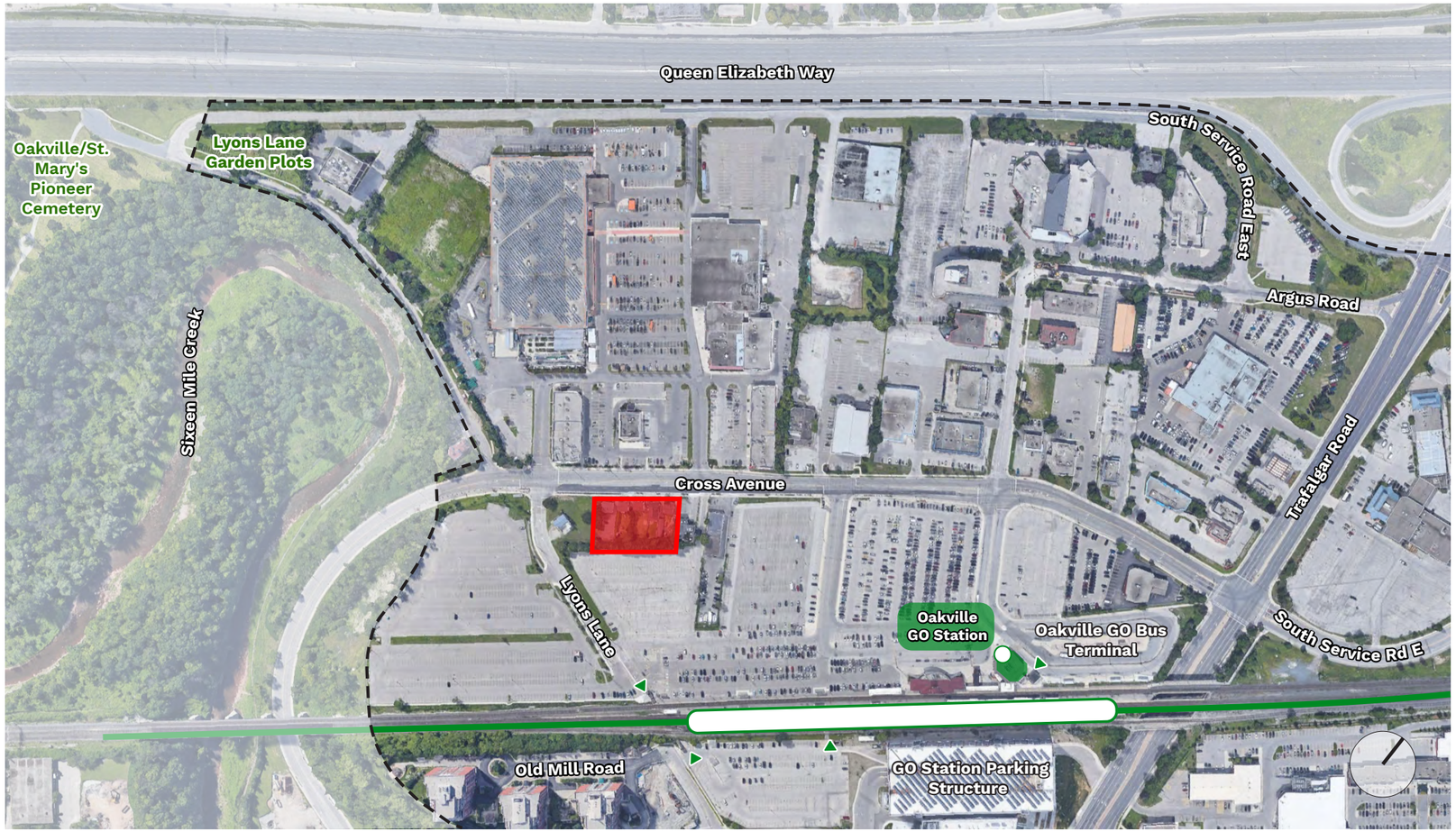


Figure 4 - Looking North at 111 Cross Avenue from the Subject Site

3.2 Area Context

The subject site is located in the Midtown Oakville Growth Area, a designated urban growth centre surrounding the Oakville GO station close to the intersection of Trafalgar Road and Cross Avenue. The area is intended to see significant growth in the coming decades to form a new urban centre for the Town of Oakville. The planned urban growth centre is generally bounded by Cornwall Road to the south, Sixteen Mile Creek to the west, South Service Road East to the north and Chartwell Road to the east.

The Midtown Oakville Growth Area is envisioned to evolve over the coming years and accommodate a significant amount of the Town of Oakville's growth. It is expected that the majority of uses in the surrounding context will be redeveloped as a part of this evolution, and the Town of Oakville is also planning to make a series of significant changes to the surrounding road network to accommodate the growth. New roads, parks, and pedestrian connections are expected to be constructed which will improve the public realm, improve connections across the QEW, and create an urban, mixed-use centre.



Legend

- Midtown Oakville Growth Area Boundary
- Subject Site
- GO Transit Line
- Access to Oakville GO Station

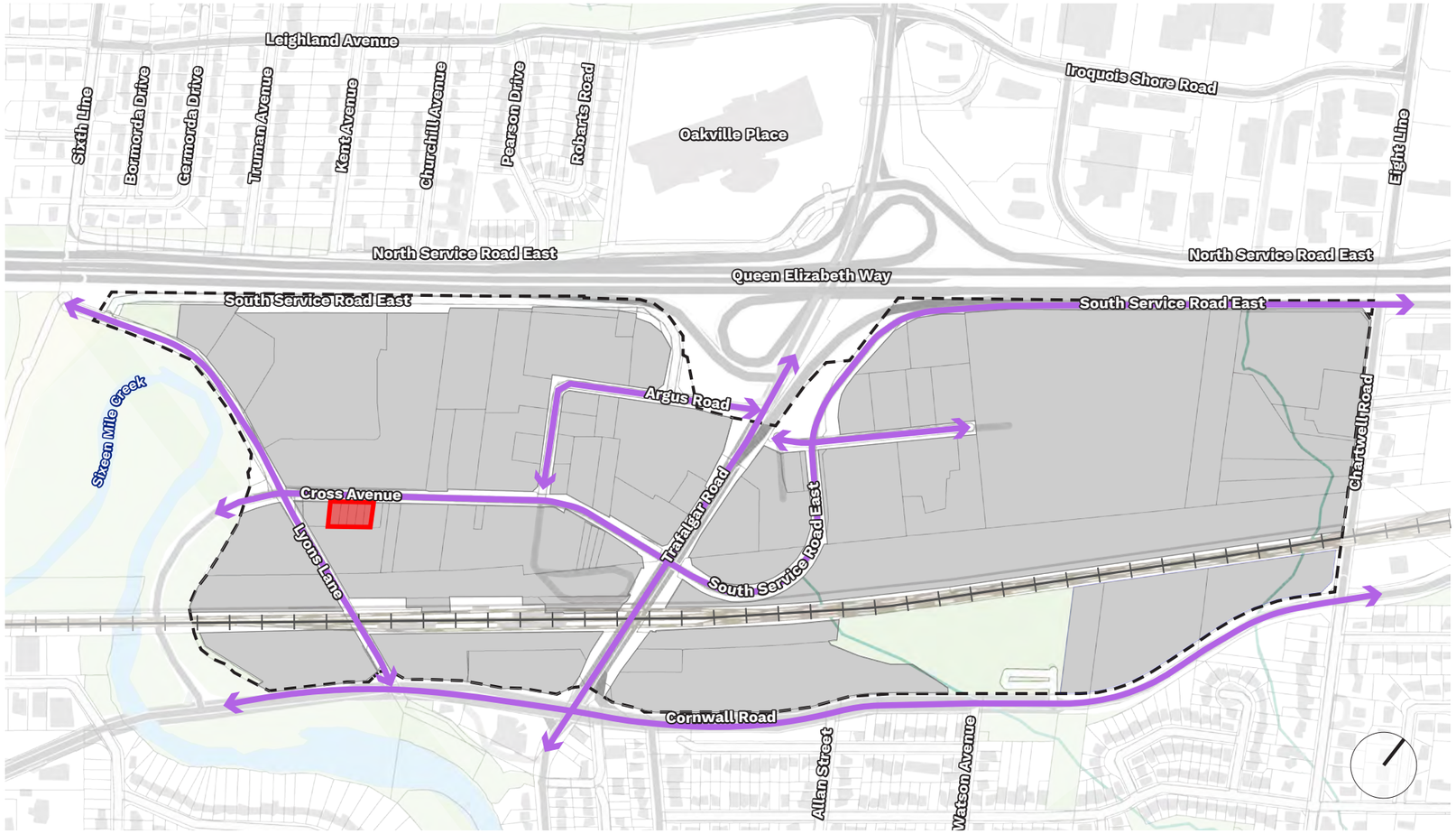
Figure 5 - Area Context

3.3 Lot Fabric, Block and General Street Pattern

Lot size and street frontage are indicators of the general development pattern in the area. Within the Midtown Oakville area, bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and Sixteen Mile Creek to the west, the existing lot fabric generally consists of large block parcels. There are relatively few north-south collector roads on the west side of Trafalgar Street resulting in blocks that are larger and less defined. There are a number of smaller remaining properties along Cross Avenue. The subject site is comprised of such properties. Lots fronting onto Cross Avenue on the north side are generally large and are reflective of the types of uses that currently occupy them; primarily consisting of large-format commercial and employment uses consisting of commercial/retail plazas, automotive dealerships, office buildings, hotels and large parking lots serving the Oakville GO station.

Many of the sites to the north are subject to development applications that will introduce new building forms and a new network of public streets resulting in further changes to the existing lot fabric. The resulting pattern of streets and blocks will be fine grain, more indicative of a compact urban development.

The south side of Cross Avenue is largely comprised of the Oakville GO station (east of Trafalgar Road) and associated surface parking lots. The parking extends along the south edge of the subject site.



Legend

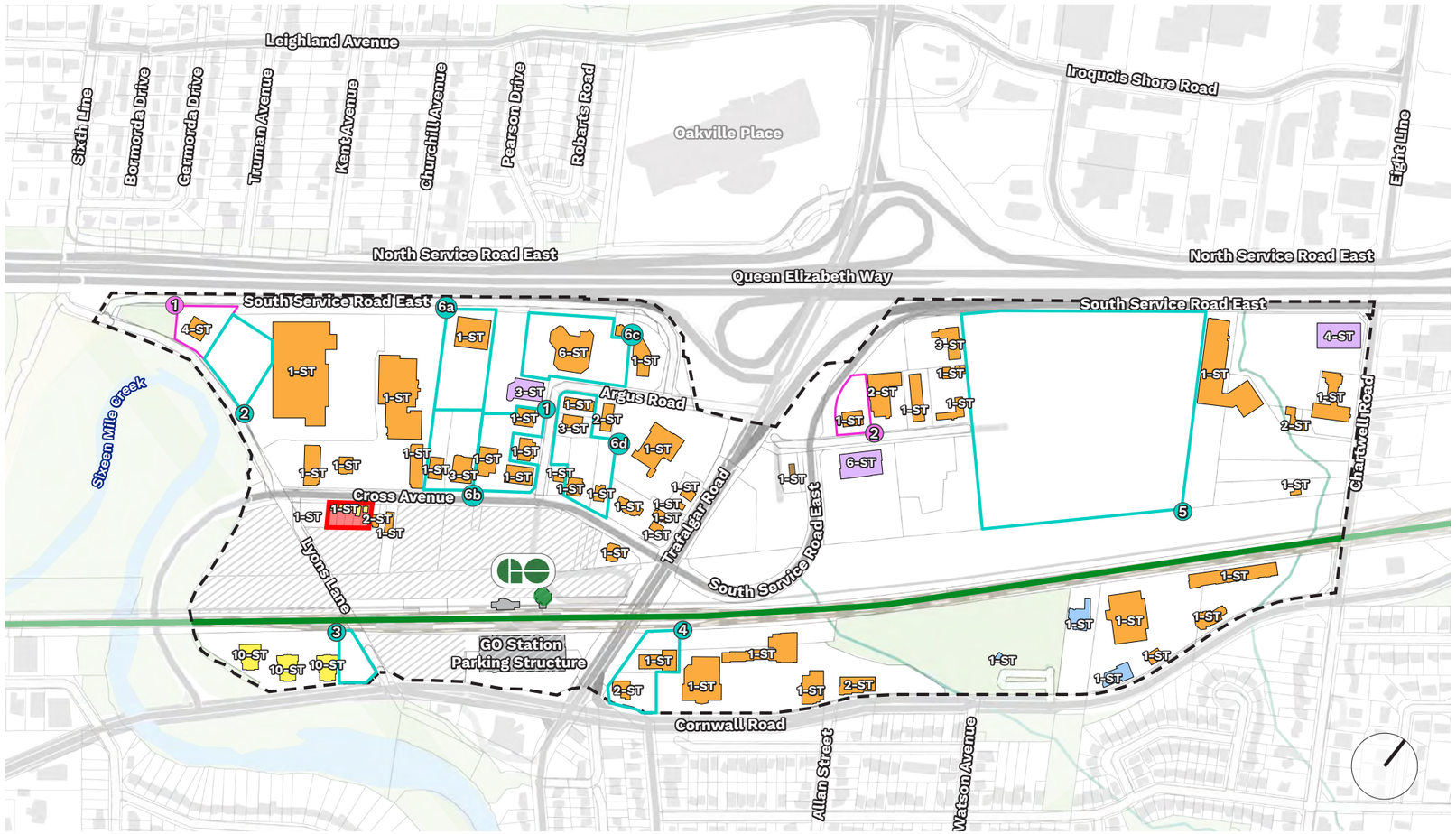
- Midtown Oakville Growth Area Boundary
- Subject Site
- Rail Corridor
- Street Network
- Block
- Park / Open Space

Figure 6 - Lot Fabric, Block and General Street Pattern

3.4 Surrounding Uses and Built Form Character

The built form character of the surrounding area is evolving as a result of the planned intensification within Midtown Oakville. This area is anticipated to become a new urban centre for the Town of Oakville. As such, Midtown and the surrounding area are experiencing an emergence of high-rise development with recent approvals including 599 Lyons Lane west of the subject site, which has approved heights of 20- and 24-storeys and 177 Cross Avenue where 12, 12- and 20-storey towers have been approved but not yet developed. Existing tall buildings in the surrounding area are clustered to the west along the Cornwall Road and Speers Road Corridor, including three 10-storey towers at 40-60 Old Mill Road, an 18-storey tower at 30 Speers Road, a 17-storey tower at 41 Speers Road and 19- and 21-storey towers at 65 Speers Road. Within closer proximity to the subject site and Oakville GO, the Oakville TOC approval includes a total of 11 towers with heights ranging from 45- to 56-storeys.

The existing built form character is predominately defined by low-rise commercial development, while other forms of development such as office buildings are scattered throughout the area. Overall, many buildings do not address and fail to adequately frame the adjacent streets. In this regard, many of the existing commercial and office buildings have large footprints, are significantly setback from the street and are accompanied by sprawling surface parking areas.



Legend

- Midtown Oakville Growth Area Boundary
- Subject Site
- Oakville GO Station
- GO Transit Line
- Oakville GO Surface Parking
- Commercial / Retail
- Office
- Residential
- Community Facility
- Utility

Approved Development

1. 177-185 Cross Avenue and 580 Argus Road
2. 599 Lyons Lane
3. 70 Old Mill Road
4. 271 Cornwall Road
   485 Trafalgar Road
5. 420 South Service Road East
6. TOC Lands
   a. 166 South Service Road East
   b. 157 and 165 Cross Avenue
   c. 590 Argus Road
   d. 217 and 227 Cross Avenue and 571, 581, and 587-595 Argus Road

Proposed Development

1. 627 Lyons Lane
2. 349 Davies Road

Figure 7 - Surrounding Uses and Built Form Character

3.5 Road Network

Road classifications are established in the Livable Oakville Plan on Schedule C, Transportation Plan and Schedule L3, Midtown Oakville Transportation Network. Under Schedule C, Cross Avenue is identified as a Minor Arterial Road with a planned right-of-way width of 28 metres. Adjacent to the subject site, Cross Avenue has a current right-of-way width of approximately 20 metres, includes five lanes of vehicular, traffic, two lanes in each direction and a turning lane. Pedestrian sidewalks are on both sides of the street. No on-street parking is permitted on either side of the street.

The subject site also has access to the regional road network as it is located approximately 100 metres west of Trafalgar Road and approximately 150 metres south of the Queen Elizabeth Way (QEW) highway.

The Council-adopted Midtown Oakville OPA 70 identified Cross Avenue as a Future Arterial Road with a planned right-of-way width of 36 metres, Midtown Oakville OPA 70 Schedule L3. To accommodate the planned right-of-way width of 36 metres, a 7.8-metre road widening is required along the northern property boundary. Furthermore, Schedule L5 of OPA 70 illustrates a new Local Road with a planned right-of-way width of 20 metres to the east of the subject site. In accordance with both the current Livable Oakville Official Plan and the Council-adopted OPA 70, the segment of Lyons Lane to the west of the subject is planned to be removed.



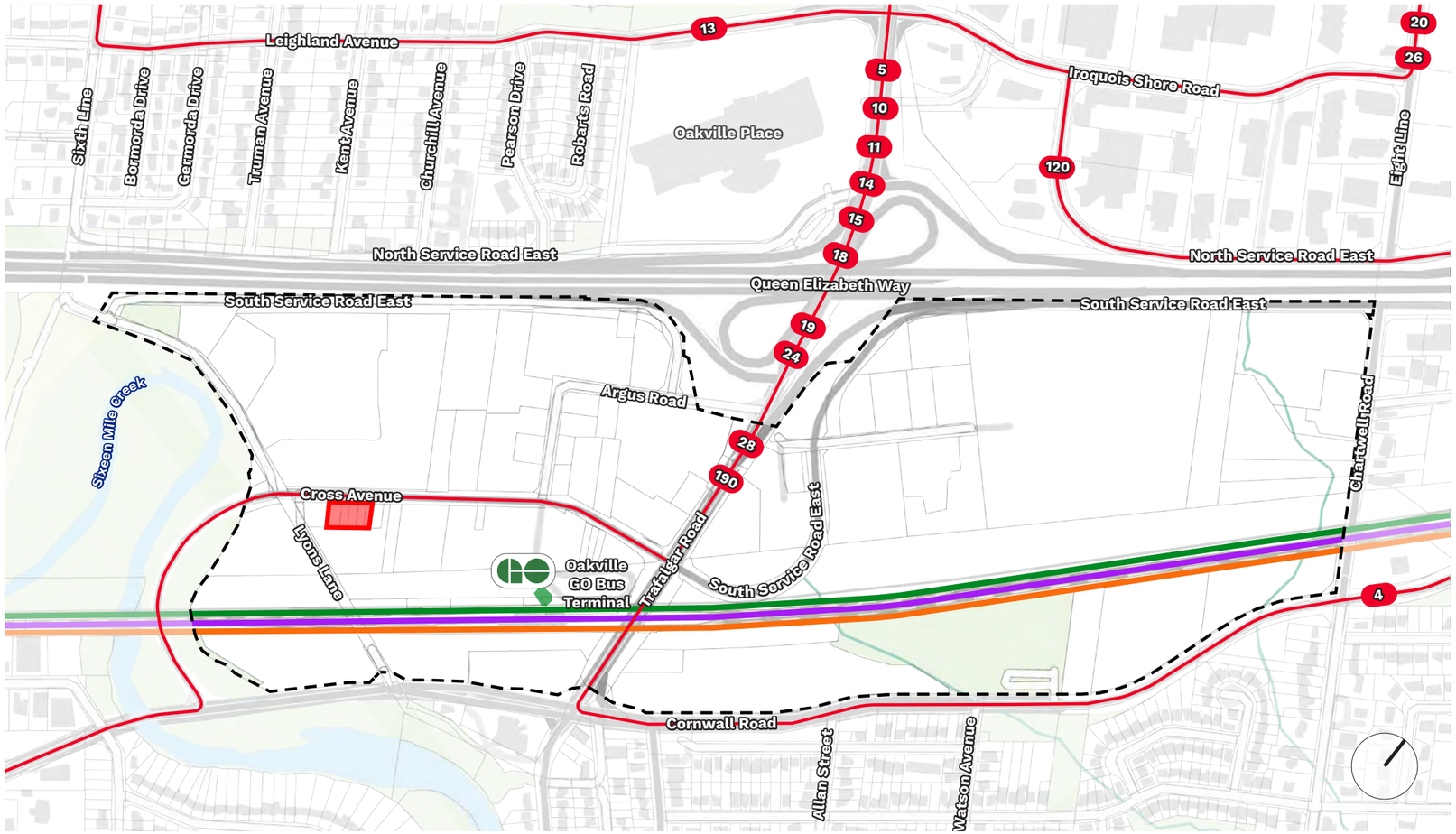
Legend

- Midtown Oakville Growth Area Boundary
- Subject Site
- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Minor Collector
- Oakville GO Station
- Railway Line / GO Transit Line

Figure 8 - Livable Oakville Plan Schedule C, Transportation Plan

3.6 Transportation Networks

The subject site is well served by existing public transit. As previously mentioned, the Oakville GO Station and bus terminal are approximately 185 metres (radius distance) southeast of the subject site and approximately 290 metres (walking distance) from the nearest entrance, representing a 5- to 6-minute walk. The terminal is serviced by GO Transit, Oakville Transit, Via Rail and Amtrack which provide rail connections to inter-regional destinations.



Legend

- Midtown Oakville Growth Area Boundary
- Subject Site
- Oakville GO Station
- GO Train Lakeshore West Line
- VIA Rail Line
- Amtrak Line
- Bus Route

Figure 9 - Oakville Transit Map

Go Transit

The Oakville GO station provides frequent service on the Lakeshore West Line, with active plans to expand service levels. The Oakville GO station is the second busiest GO station on the GO network, behind only Toronto's Union Station, and as a result, has excellent frequencies and travel options. Currently, Lakeshore West Line provides connections east to Toronto and West to Burlington and Hamilton. The line runs every 30 minutes between the hours of 5 a.m. and 7 p.m. on weekdays, and every hour between 5 a.m. to midnight on weekends. The travel time to and from Toronto is approximately 40 minutes. In addition, the Oakville GO station provides limited train services that extend as far as Niagara Falls during peak periods.

Metrolinx is currently working on improving the services to and from Toronto with the Lakeshore West GO expansion project. The expansion project aims to provide 15-minute service or better, between Toronto and Burlington, alongside a new hourly service to and from Hamilton, seven days a week. The timelines for commencing and completing the project are yet to be announced.

Oakville Transit

Oakville Transit's bus terminal to the south of the subject site is serviced by 16 bus routes providing service to the majority of the Town of Oakville. Frequent services are provided in all directions from the station, particularly along Trafalgar Road towards Uptown Oakville and Dundas Street to the north.

Via Rail and Amtrak

In addition, VIA Rail and Amtrak serve the Oakville GO Station, providing inter-regional services from Toronto through to Brantford, London, and Windsor, while Amtrak provides a once-daily service from Toronto through Buffalo to New York City in the United States.

Proposed Transit Improvements

Both the Region of Halton and Metrolinx Transportation Master Plans include recommendations for a Bus Rapid Transit (BRT) service on Trafalgar Road, from which the subject site is approximately 465 metres west. The Trafalgar Road BRT will have a dedicated lane for buses, allowing for faster and more reliable frequent transit. It will form a link for businesses and residents along the Trafalgar Corridor. The timeline for the project is not yet determined.

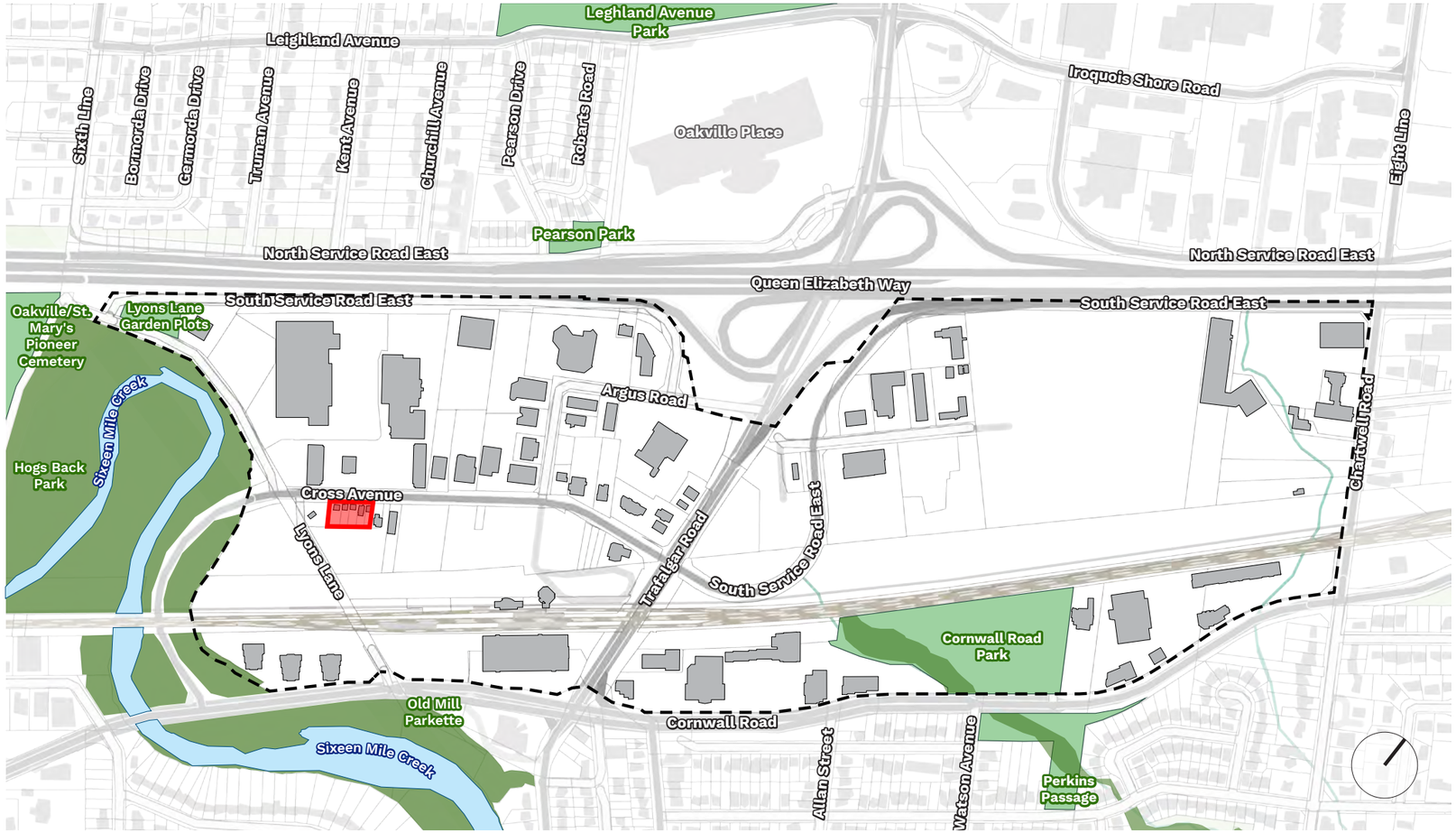
3.7 Relationships and Linkages to Existing Natural Features and Public Open Space

While the surrounding area is generally built up, there are a number of parks and open spaces within a 10-minute walk (800-metre radius) of the subject site including:

- Perkins Passage
- Oakville/St. Mary's Pioneer Cemetery
- Hogs Back Park
- Old Mill Parkette
- Forster Park

In addition to these public parks, the subject site is east of Sixteen Mile Creek, a significant natural heritage area which flows from the Niagara Escarpment through the towns of Milton and Oakville emptying into Lake Ontario.

Existing pedestrian and cycling connections to this open space network are provided by sidewalks along the adjacent public roads as well as a multi-use path that runs along the Creek south of Cornwall Road. Together, this active transportation network will provide enhanced connections between these open spaces with the subject site. Livable Oakville Schedule D identifies a proposed bike lane along Cross Avenue. The Midtown Oakville Transportation Environmental Assessment, as well as the Midtown Oakville Growth Area policies, identify several active transportation improvements surrounding the subject site, including grade separated pedestrian crossings along the QEW, dedicated bicycle lanes on Cross Avenue, and a regional multi-use path along Trafalgar Road.



Legend

- Midtown Oakville Growth Area Boundary
- Subject Site
- Existing Building
- Park/Open Space
- Natural Area
- Sixteen Mile Creek

Figure 10 - Parks and Open Space

4

Policy Analysis

4.1 Livable Oakville – Town of Oakville Official Plan 2009 (Consolidation April 22, 2025)

The Livable Oakville, the Town's Official Plan – referred to as "Livable Oakville" hereafter – sets out policies on how lands should be used, and how growth should be managed through to 2031. Under Livable Oakville, the subject site is within a *Growth Area* (Midtown Oakville Urban Growth Centre) designation on Schedule A1 (Urban Structure). It will accommodate the highest level of intensification and incorporate mixed use centres with transit-supportive development around major transition areas and corridors. With respect to the land use designation, Schedule L1 (Midtown Oakville Land Use) identifies the west portion of the subject site as *Urban Core* and the east portion as *Urban Centre*. The *Urban Core* designation is within the *Mixed Use* land use category, a category that is to be focused on the lands within the Growth Areas including Midtown Oakville. Section 12 of the Plan provides that the *Mixed Use* designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. *Mixed Use* areas are to be pedestrian-oriented and transit-supportive.

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

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

b. attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;

c. innovative and diverse urban form and excellence in architectural design; and,

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

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

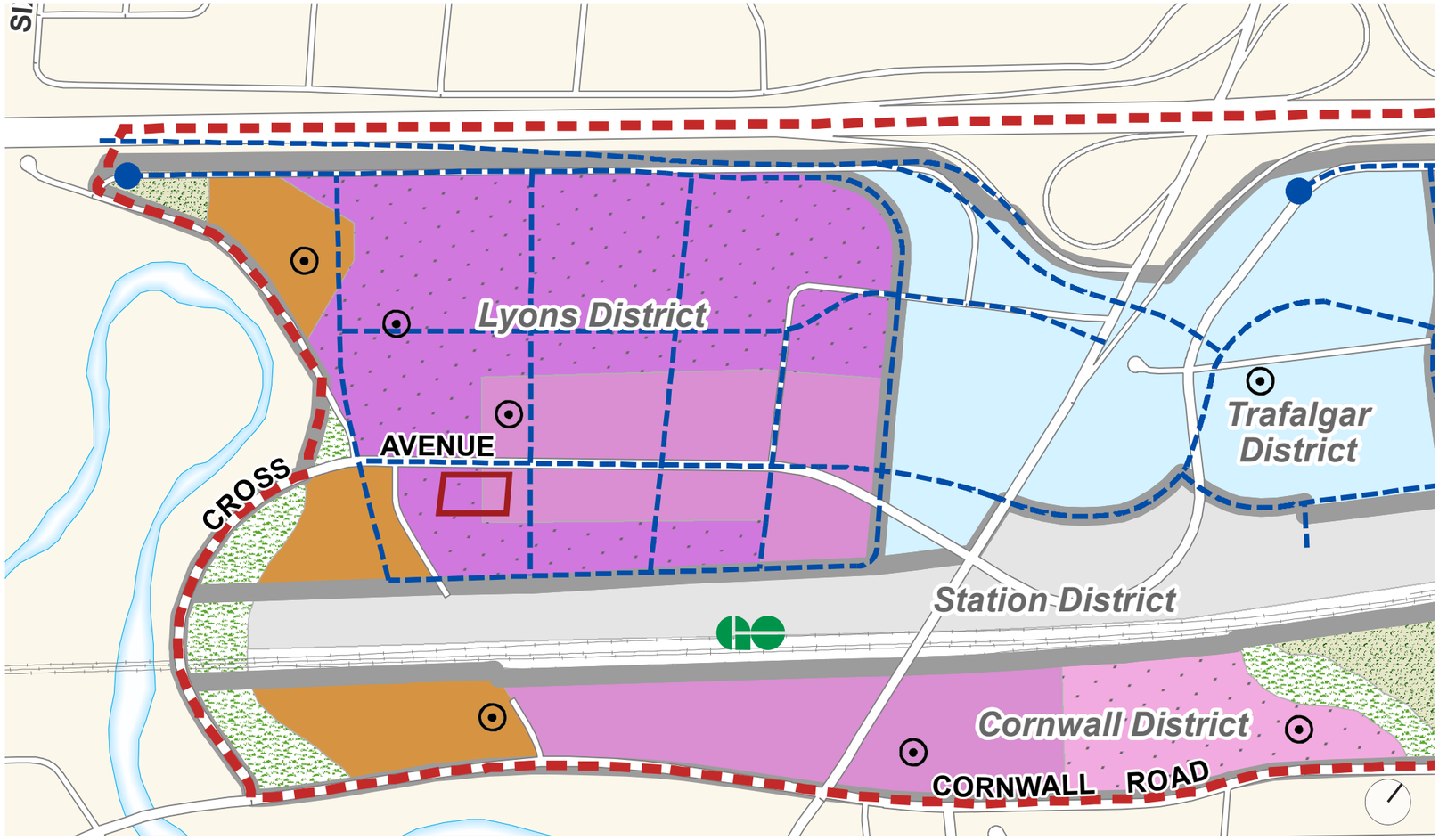
- The unique architectural design, contextually appropriate building placement, scale and landscaping of the proposed development will enhance the identity and character of the subject site, while respecting the existing and planned character of the immediate area (Policies 6.9.1 and 6.9.9);
- The proposal maintains compatibility and respects the existing and planned community context and different uses through appropriate massing, transitions, spatial separation, orientation, and site design (Policies 6.9.2 and 6.9.3);
- The proposed development provides at-grade residential lobby and non-residential space along the existing public frontage – creating a significantly improved, attractive and animated pedestrian-oriented environment (Policy 6.9.5),
- The proposal will also establish an appropriate relationship with the future local road along the east edge of the subject site with non-residential uses;
- The proposed design creates an articulated and distinct building envelope that defines this lot's current relationship to Cross Avenue and fits in contextually (Policies 6.9.7and 6.9.8);
- The proposal provides direct barrier-free access for pedestrians to easily access principal building entrances, commercial space, servicing and parking (Policy 6.9.12); and
- The proposed outdoor amenity spaces incorporate appropriate setbacks and screening to minimize any overlooking and ensure compatibility with the local context (Policy 6.9.14)

A detailed discussion and analysis of how the proposal thoroughly addresses the Livable Oakville urban design policies is described in Section 6.0 of this Urban Design Brief.

Midtown Oakville Growth Area Policies

Part E of the Livable Oakville Plan set outs policies for the Growth Areas and Special Policy Areas. Section 20 of the Livable Oakville Plan provides the Midtown Oakville *Urban Growth Centre* policies.

Section 20.3 provides a development concept for Midtown Oakville including five development districts in accordance with Schedule L1 (**Figure 11** – Schedule L1). The five districts include: Station District, Trafalgar District, Lyons District, Chartwell District and Cornwall District. Each of the five districts have a distinct character in terms of land use and built form. The subject site is located within the Lyons District. Policy 20.3.3 provides that the Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed-use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.



Legend

- SUBJECT SITE
- GROWTH AREA BOUNDARY
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- NATURAL AREA
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS (Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- RAILWAY
- MAJOR TRANSIT STATION

Refer to Part E, Midtown Oakville, for Growth Area Policies

Refer to Part E, Midtown . Oakville Exceptions

Figure 11 - Livable Oakville, Midtown Oakville Land Use, Schedule L1

With respect to the Transportation, Policy 20.4.1 provides that significant road, transit and active transportation infrastructure, to the Midtown Oakville is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced. Schedule L3 (Midtown Oakville Transportation Network) illustrates a a proposed right-of-way width of 28 metres for Cross Avenue along the subject site's frontage, and a future local road with a right-of-way width of 19 metres just east of the subject site (see **Figure 12** – Schedule L3).



Figure 12 - Livable Oakville, Midtown Oakville Transportation Network, Schedule L3

With respect to Urban Design, Policy 20.4.2 (b) provides that Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail. Policy 20.4.2 (e) indicates that it is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.

With respect to building heights, Policy 20.4.2 (f) provides that the minimum and maximum building heights shall be permitted in accordance with Schedule L2 (Midtown Oakville Budling Heights). The heights permitted on the subject site are between 8-20 storeys (see **Figure 13** – Schedule L2, Midtown Oakville Building Heights). The policy adds that additional building heights may be considered in accordance with bonusing policies. With respect to the Bonusing, Policy 20.7.2 notes that the Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits.

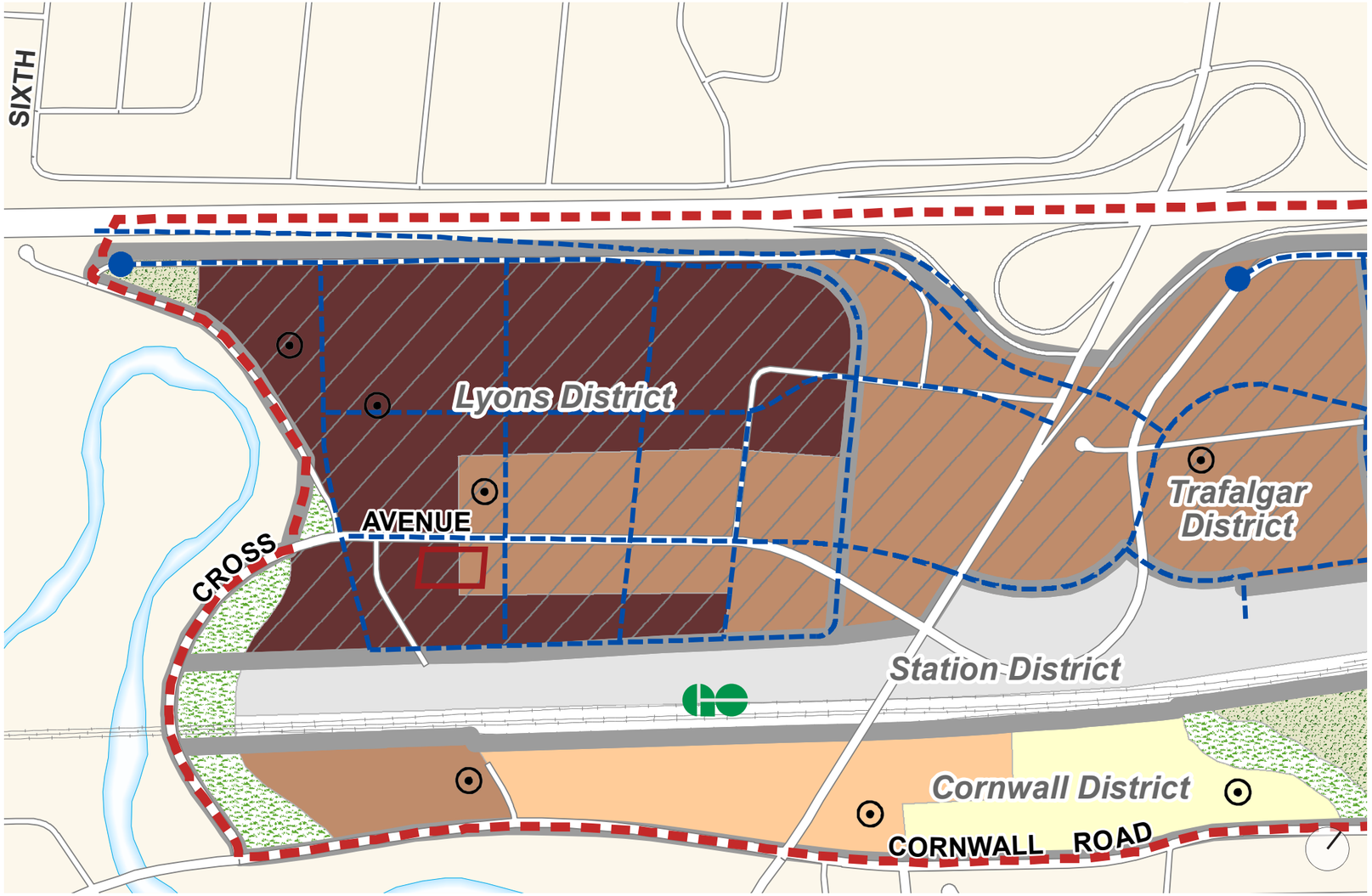


Figure 13 - Liveable Oakville, Midtown Oakville Building Heights, Schedule L2

4.2 Midtown Oakville Growth Area Review

Midtown Oakville is differentiated from other primary Growth Areas as it is also identified as an Urban Growth Centre in the Livable Oakville Plan, and falls within the delineated Protected Major Transit Sation Area served by existing higher-order transit (Oakville GO Station). In this regard, the Livable Oakville Plan provides that the greatest levels of height and density in the Town are planned for Midtown Oakville.

4.2.1 Council-adopted Midtown Oakville OPA 70

As part of a review of the Livable Oakville policies, the Town of Oakville (the "Town") commenced a study of the existing Midtown policies and focused on updating the framework to implement the Province's land use directions, growth management and community building opportunities. Through an Official Plan Amendment 70 ("OPA 70"), the Town updated the land use policies applying to Midtown Oakville Urban Growth Centre in the Livable Oakville Plan to the year 2051, in accordance with the updated Growth Plan. OPA 70 is intended to replace Part E, Section 20 (Midtown Oakville) of Livable Oakville in its entirety.

There have been several iterations of the OPA 70 since the review began in 2018 – with the most recent version dated February 2025. The February 2025 version which was adopted by Council was sent to the Ministry of Municipal Affairs and Housing for final review and approval.

The subject site falls within the Lyons Precinct identified on Schedule E1 of OPA 70. In accordance with policy 20.3.3 the Lyons Precinct will evolve into a highly compact mixed-use and transit-oriented community. The relevant urban design related policies include 20.3.3a) which states that local roads shall be framed by active at-grade frontages and strategic building setbacks to encourage and support pedestrian activities and movement as well as policy 20.3.3b) which states that development shall protect views of and provide safe access to Sixteen Mile Creek.

With respect to urban design, OPA 70 sets out policy direction for public realm and built form under 20.5.1. In terms of public realm, Policy 20.5.1b) requires that:

- Development shall contribute to the creation of a high-quality public realm that is safe and comfortable, universally accessible, encourages active transportation, and contributes to a distinct character.
- Buildings shall be oriented to, and have their main entrance(s) facing, the public realm.
- Streetscapes shall reinforce the active transportation-oriented and urban environment and provide a seamless interface between the public and private realms.
- Service access points, loading and any visible waste collection/management areas shall be located and designed to minimize physical and visual impact on sidewalks and publicly accessible open spaces.

With respect to building height, Policy 20.5.1(f) notes the following:

- Building height thresholds are shown on Schedule L4. The Schedule shows a height of 5 to 20 storeys on the subject site. Additional height beyond the threshold may be permitted through a development permit application or through a rezoning application. Please see the Planning Justification Report also prepared by Bousfields for further detail.
- Policy 20.5.1(g) provides direction with respect to Tall Buildings, it notes the following:
- Tall buildings are those taller than 12 storeys in height. They shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form and environment, provide active façades oriented to the public realm, and contribute to a distinctive skyline.
- The height of the building base (podium) for tall buildings should generally be equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres in height, in order to frame the street and enhance pedestrian comfort.
- Tall buildings facing the public realm should provide a step back between the podium base and tower portion to reinforce the character of the public realm.
- The floorplate of tall building towers (the portion of the building above the base or podium) shall provide a slender profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.

- The distance between the facing walls of towers should be a minimum of 30 metres at the tower base, and be a minimum of 35 metres above the 25th storey, as applicable.

Policy 20.5.1(i) requires that setbacks from building to public streets should be landscaped spaces or extensions of the public boulevard that contributes to the character of an area. Policy 20.5.1(j) notes that buildings should be designed and sited to maximize solar gain, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.

Policy 20.5.2d(ii) states that development shall provide structured parking, preferably below grade whereas sub policy vii) notes that all parking facilities shall be located and designed to minimize physical and visual impact on sidewalks and accessible open spaces.

The proposal provides for an appropriate response to the emerging policy in Midtown Oakville as follows:

- The tower is designed to the highest architectural quality and detail and incorporates a pedestrian scaled environment at grade with highly animated facades while the tower contributes to the emerging skyline in Midtown Oakville.
- At 5 storeys the base provides for an appropriate proportional relationship with the right of way of Cross Avenue which is planned to be 36m.
- The tower portion steps back from the edge of the podium along the east façade. Along Cross Avenue, the podium reinforces the character of the public realm with a highly articulated reveal and change in materiality to highlight the difference between the two building elements.
- In terms of tower separation and setbacks, the proposed tower provides for a minimum of 12.5m from the adjoining lot lines to the south and west. This approach is reflective of the recent recommendations of the City's Livable by Design Manual and addressed a policy that allows some flexibility.

4.3 Urban Design Guidelines

The proposed development is subject to both the Town-wide urban design guidelines (Livable by Design Manual (2019)) and the area-specific guidelines for Midtown Oakville (Designing Midtown Oakville (2013)). The town-wide guidelines were endorsed in 2014 by Council and updated in 2019 to more closely reflect current design vision for the Town and overarching policy directions which have been amended numerous times since the mid-town guidelines were approved in 2013. In this regard, whereby we have reviewed both sets of guidelines, greater deference has been given to the 2019 guidelines, and in particular, where there is a conflict between the two sets of guidelines.

A detailed discussion and analysis of how the proposal addresses sections of the Livable By Design Manual and the Designing Midtown Guidelines – in conjunction with the Livable Oakville Plan – is described in Section 6.0 of this Urban Design Brief.

4.3.1 Livable by Design Manual – Urban Design Direction for Oakville (2019)

The purpose of the Livable by Design Manual (LBDM) is to supplement the Official Plan policies and Zoning By-law provisions by providing additional details on what constitutes desirable built form within the Town of Oakville. The LBDM "provides comprehensive and detailed design direction for development and capital projects to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville".

Section 1.4 of the LBDM provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. New and infill development proposals are expected to be designed and executed in accordance with the following design principles:

- Sense of Identity – Creating Distinct and Vibrant Communities
- Compatibility – Fostering Compatibility and Context-Specific Design
- Connectivity – Enhancing Connectivity and Accessibility
- Sustainability – Integrating Sustainability and Resiliency
- Legacy – Preserving Built Heritage, Cultural and Natural Resources
- Creativity – Inspiring Creativity and Innovation

The LBDM provides additional details and visual articulation of the design objectives stated in the Livable Oakville Plan in order to ensure that any potential design bolsters the Town's vision of being the "most livable community in Canada".

With respect to the subject site, guidelines that are relevant include the following:

- Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum of 6-storeys (1);
- Where a stepback of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets (2);
- Incorporate strategic setbacks from the property line in the façade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses (17);
- Incorporate projections and indentations into the tower to moderate the scale of the building middle and to achieve greater visual interest and an enhanced skyline (26);
- Provide enhanced privacy for building units and access to sky views and sunlight by incorporating a minimum separation distance of 25.0m between building towers, whether located on the same or an adjacent property. The separation distance is measured horizontally from building face to building face and includes projections (27);
- Articulate the upper most floors of the building by varying the massing with stepbacks and other architectural treatments to create a visually attractive skyline profile (30);
- Design building façades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls (38); and
- Articulate the massing of the façade to divide the architectural detailing into smaller element by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct roofline (39).
- Articulate the massing of the façade to divide the architectural detailing into smaller element by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct roofline (39).

4.3.2 Designing Midtown Oakville (2013)

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy which consisted of three major studies: the Midtown Oakville Class Environmental Assessment, Midtown Oakville Parking Strategy and Designing Midtown Oakville. The recommendations of these studies will inform updates to the Livable Oakville Plan and Zoning By-law 2014-014 to continue to support the long-term redevelopment of lands in Midtown Oakville. Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014. At the same time, a statutory public meeting was held to receive public input about the town-initiated official plan and zoning by-law amendments to support the redevelopment of Midtown Oakville. Those amendments were subsequently put on hold.

Designing Midtown Oakville aims to guide the future look, feel and functional operations of Midtown Oakville. The document proposes a number of recommendations to guide the shape of public spaces, buildings, sidewalks, and roads. It also looks at how the Town of Oakville can best supply parking to this emerging community. A summary of key guidelines is provided below. The urban design guidelines are discussed in more detail in the Urban Design Brief submitted for the application.

The Guidelines recommend development blocks that are intended to accommodate developments considering the urban structure as outlined in the Midtown Oakville Growth Area policies of the Liveable Oakville Official Plan. The blocks consider the transportation network, natural environment, and major transit infrastructure (see **Figure 14** – Designing Midtown Oakville, Figure 1, Urban Structure).

The Guidelines indicate that Cross Avenue is intended to be a “main pedestrian spine,” and is identified as a “traditional main street right of way” as shown in **Figure 15** – Designing Midtown Oakville, Figure 2, Street Right of Ways. On **Figure 16** – Designing Midtown Oakville, Figure 3 – Bicycle Network, Cross Avenue is identified as a street that should accommodate bike routes/lanes.

Section 3.1.2 provides several recommendations for the design of Cross Avenue which include building setbacks to accommodate street-animating activities, 2m wide sidewalks, as well as planting and furnishing zones.

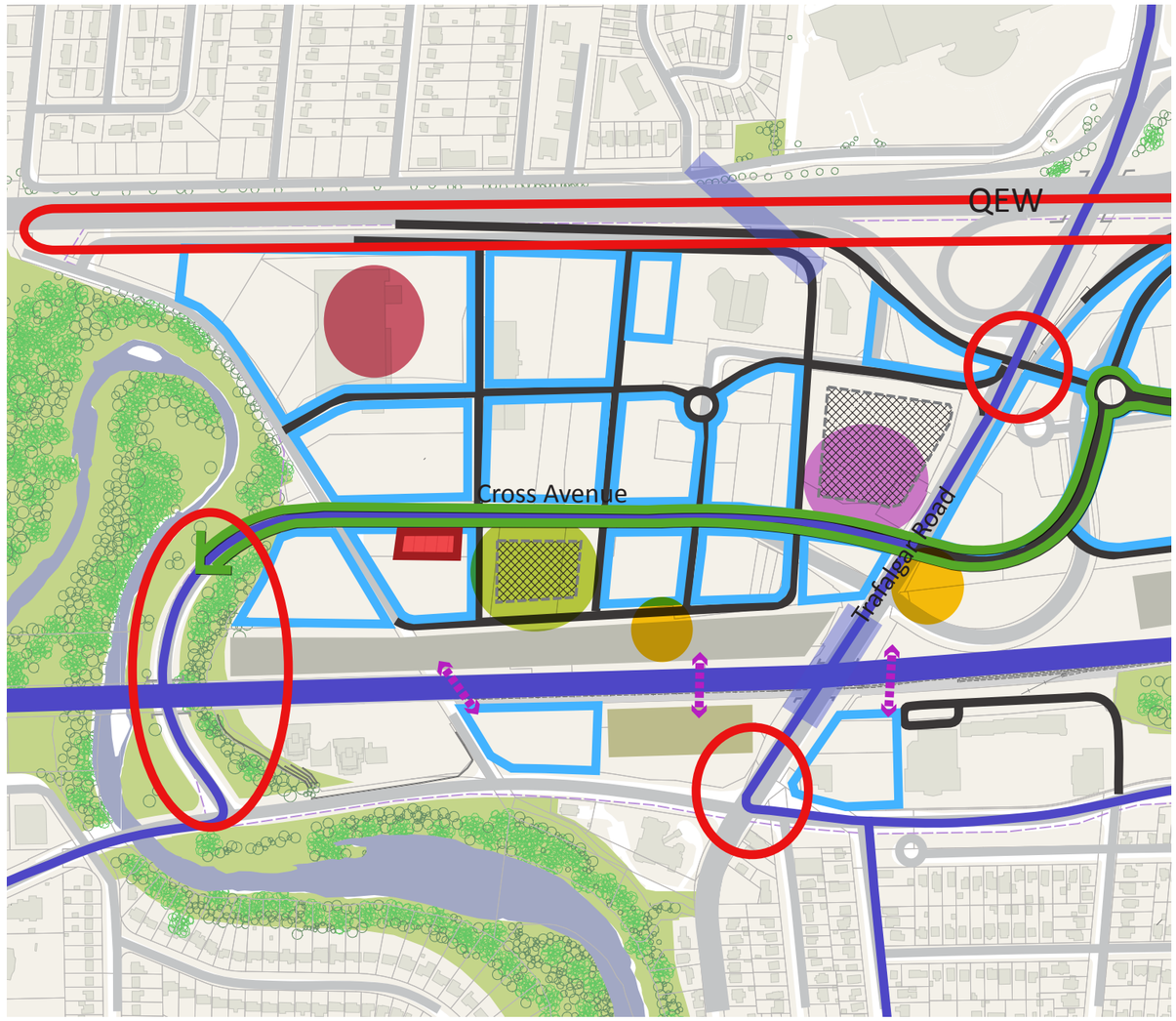
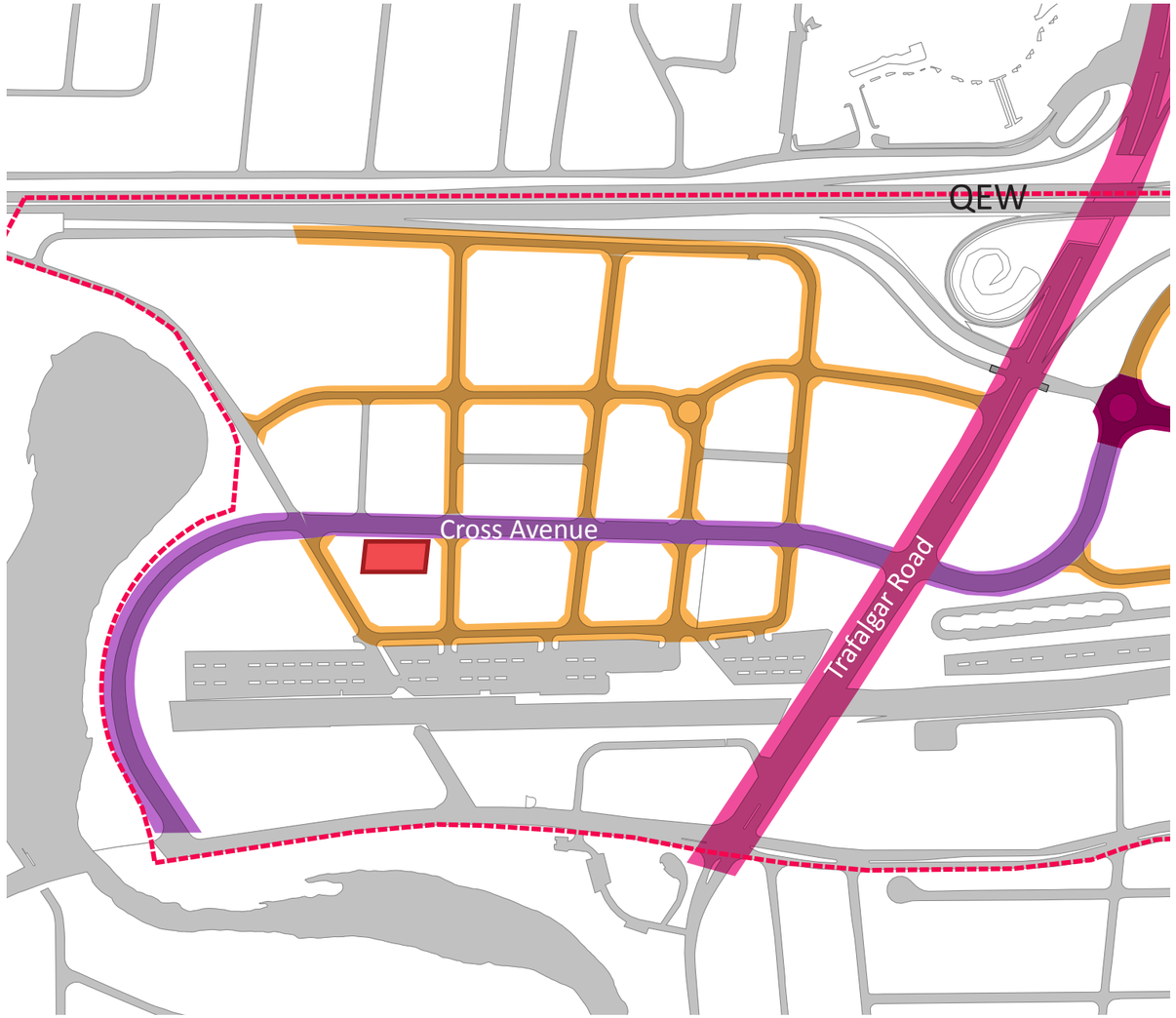


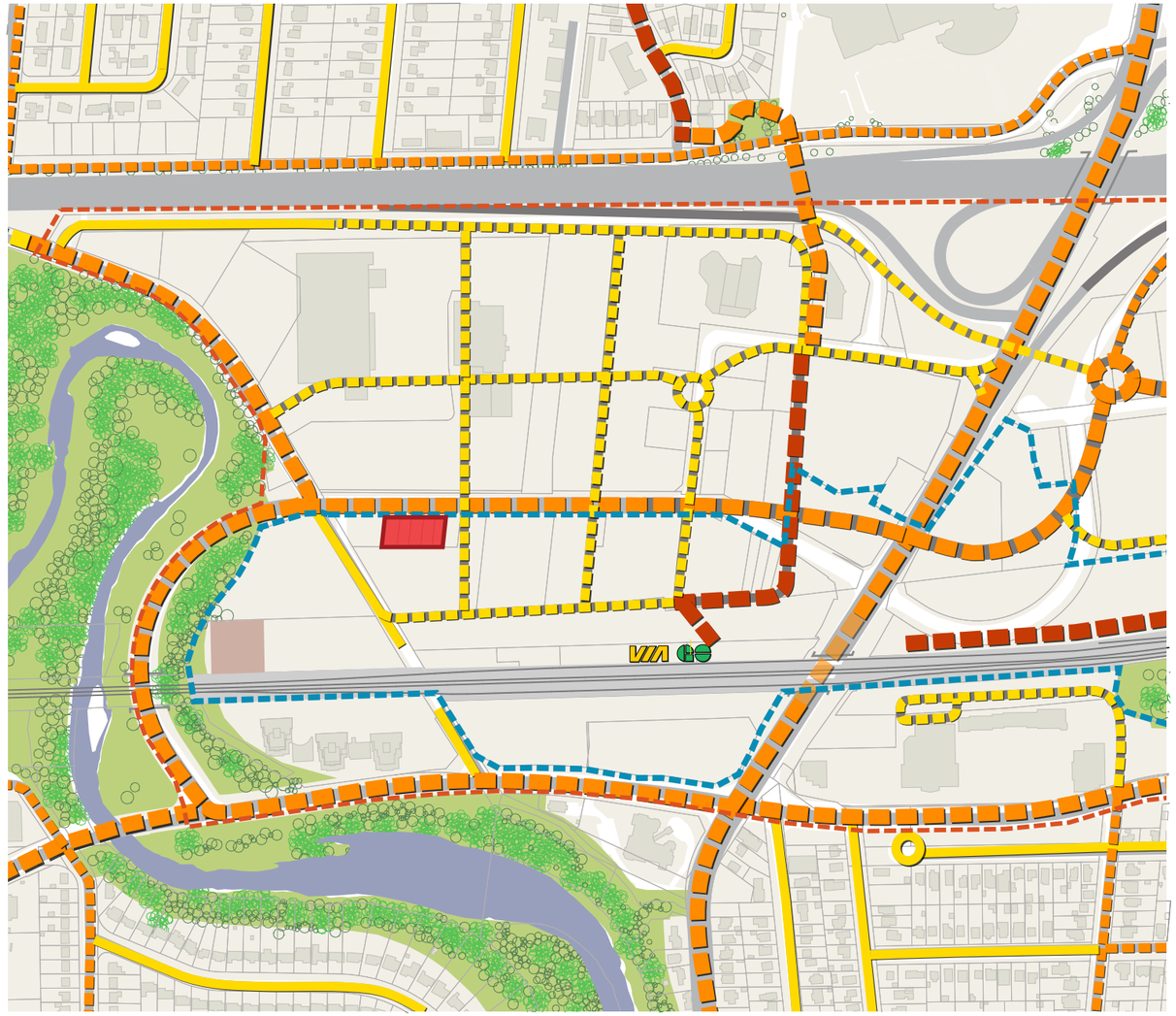
Figure 14 - Designing Midtown Oakville, Figure 1, Urban Structure



Legend

- Subject Site
- Local street right of way
- Traditional main street right of way
- Commercial / Employment Corridor
- Potential new street right of way with overpass
- Mixed use corridor street right of way
- New right of way for existing street

Figure 15 - Designing Midtown Oakville, Figure 2, Street Right of Ways



Legend

- Subject Site
- Existing road network
- Proposed road network
- Proposed bike routes / lanes (Liveable Oakville)
- Proposed new bike routes

Figure 16 - Designing Midtown Oakville, Figure 3, Bicycle Network

Section 6.1 of the Guidelines speaks to Lyons District and indicates that it will be a compact mixed use neighbourhood. Cross Avenue will be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings should be located in the vicinity of Sixteen Mile Creek and the railway.

Similar to the Liveable Oakville Official Plan, Figures 32 and 33 of the Guidelines show the western portion of the subject site as *Urban Core*, with heights of 8-20 storeys and the eastern portion of the site as *Urban Centre*, with heights of 6-12 storeys (see **Figures 17** and **18**).

Guideline 6.1.3 indicates that tall buildings:

- may be up to 20 storeys as per the Liveable Oakville Official Plan;
- are located in the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
- should minimize the impacts on avenues, parks, and low rise buildings;
- will provide appropriate transition to adjacent lower-scale buildings and area through angular plane, building separation, setback and stepback requirements; and
- should have 3 main elements: the podium (base), tower, and top floors.

Guideline 6.1.3.1 relating to podiums indicates that the maximum podium height will equal the street right-of-way width, with the recommended height for podiums along narrow streets being 80% of the right-of-way. The ground floor of podiums should generally have a minimum ground floor height of 4.5 m to accommodate retail uses at-grade where possible, especially where retail is required (such as along Cross Avenue).

Guidelines 6.1.3.2 relating to towers indicates that:

- any tower floorplate must fit within a 40-metre diameter circle to guarantee slender towers, thereby reducing the impact of tall buildings;
- towers should be setback a minimum of 5 metres from the edge of the podium, however, in some cases should be more;
- there should be a minimum separation of 30 metres between any two tower elements with less than 30 storeys, minimum 50m between towers over 30 storeys, and 25m between convex towers;
- towers should be oriented to create minimum shadow and wind impact; and

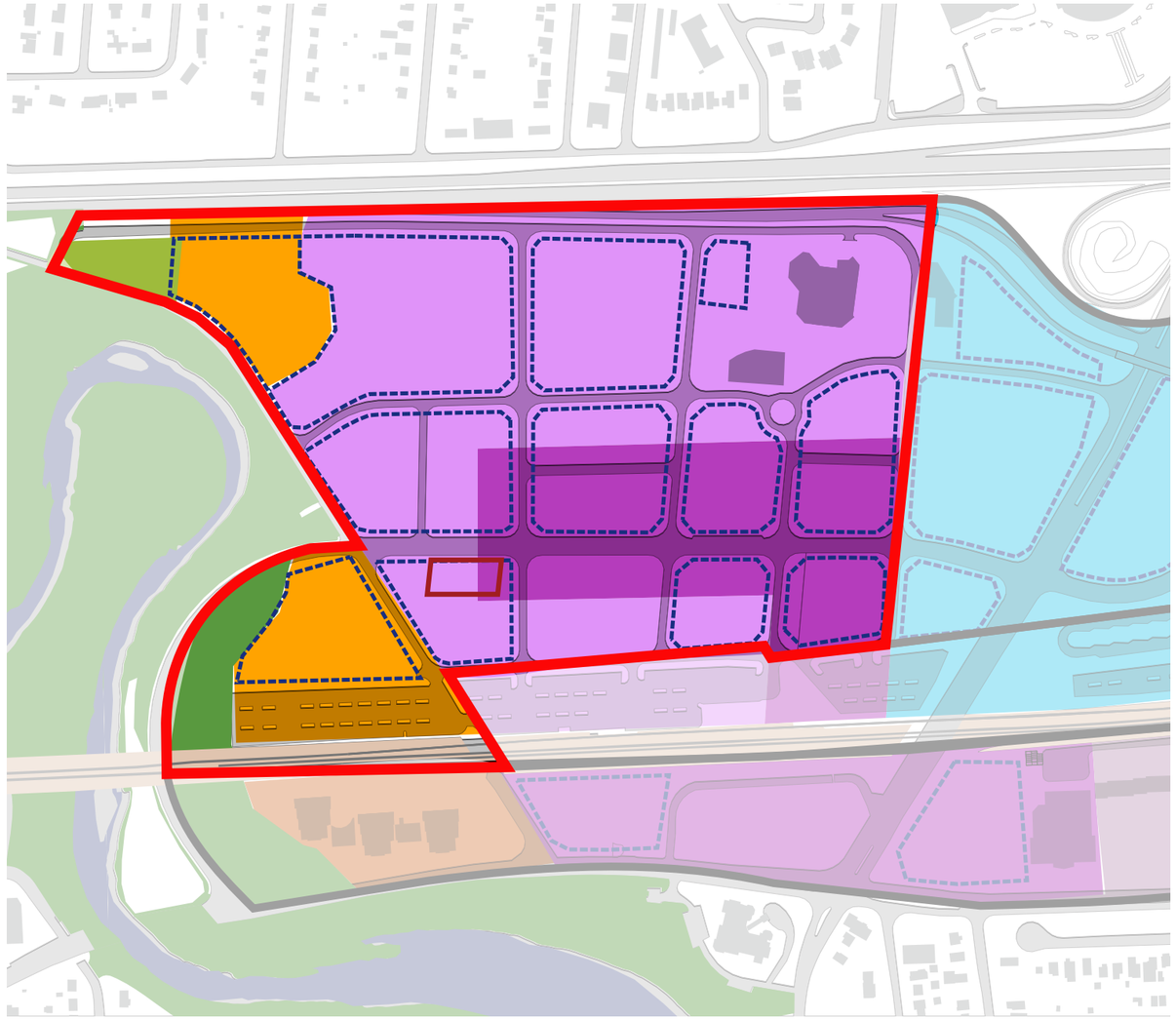


Figure 17 - Designing Midtown Oakville, Figure 32, Lyons District, Land Use Plan

- tower orientation should guarantee the preservation of vistas and key view corridors.

Guideline 6.1.3.3 relating to tall building adjacency indicates that:

- tall buildings should have a minimum 15-metre setback from the adjacent properties if they are below 30 storeys, a minimum 25-metre setback from the adjacent properties if they are over 30 storeys, and a minimum of 12.5 metres if they are convex towers; and
- the minimum separation should be at least 30 metres between towers below 30 storeys, minimum 50 metres between towers over 50 storeys and a minimum of 25 metres if between convex towers.

Guideline 6.1.4.1 speaks to at-grade retail and indicates that:

- retail at-grade should have a distinct entrance and address from the main street;
- in cases where there are patios on main streets the pedestrian clear way should be maintained without any interruption;
- retail facades should use transparent materials;
- retail units should have clear signage facing the main streets;
- features that provide continuous weather protection, such as canopies, are encouraged;
- canopies and signs must not encroach into the public right-of-way; and
- landscape treatments, planters and paving that extend public walkways are encouraged within the commercial setback.

Section 7 of the guidelines provides recommendations for parking. Guideline 7.1 speaks to underground parking and indicates that underground parking should be provided for residential development, specific guidelines include:

- access to parking should be via public streets or private driveways;
- the design of parking areas should maximize safety and security;
- access to and from parking areas should be controlled;
- visitor parking should be separated from resident parking;
- garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas; and
- shared parking should be encouraged between residential and commercial uses.

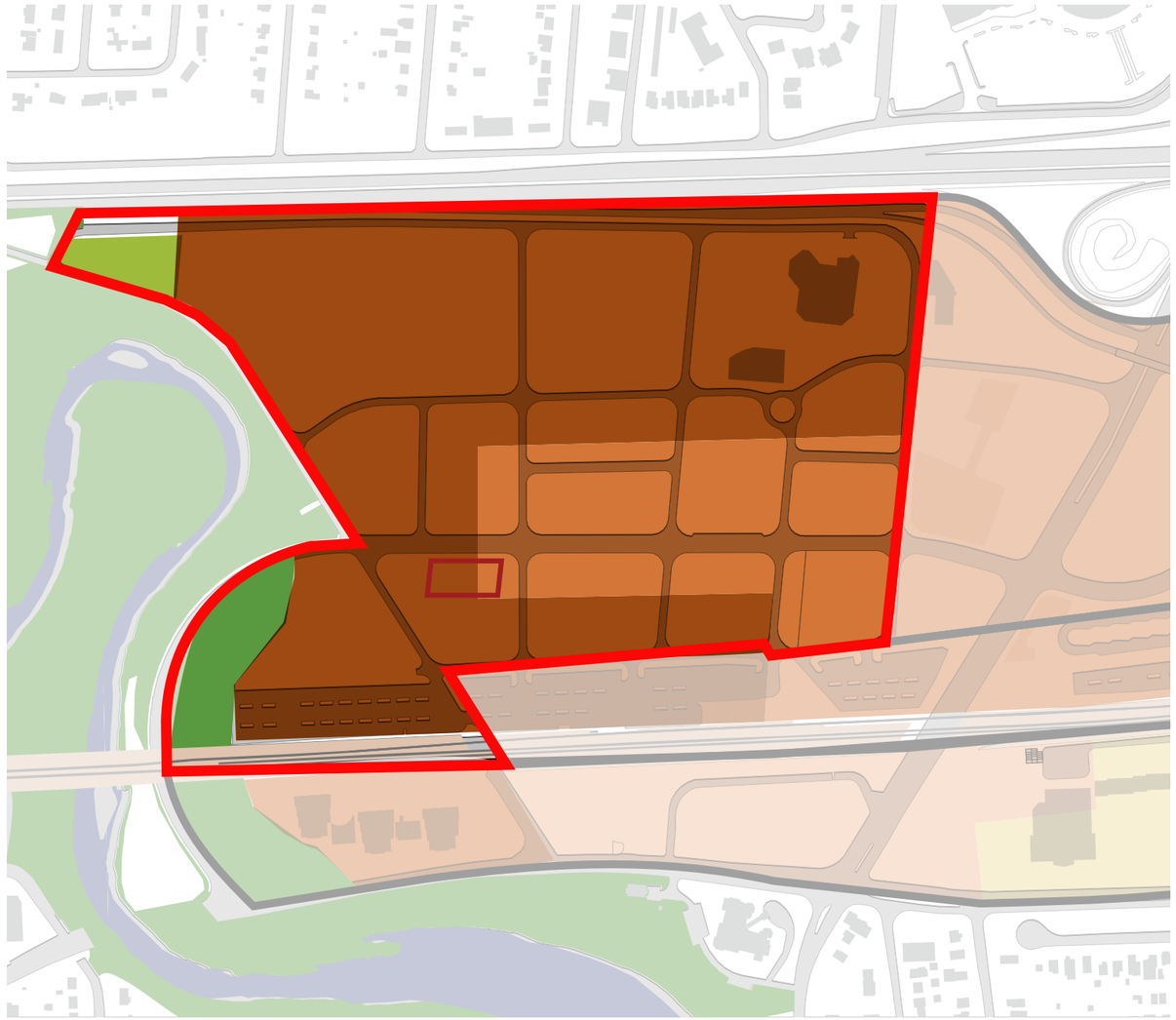


Figure 18 - Designing Midtown Oakville, Figure 32, Lyons District, Building Height Plan

4.3.3 Designing Midtown Urban Design Direction (November 2025)

The Designing Midtown Urban Design Direction (the "Design Direction") was endorsed by Council in December of 2025 and provides updated direction with respect to streetscapes, public realm, and built form to create a walkable, transit-oriented environment that prioritizes connectivity, sustainability, and design excellence.

Figure 4 – Streetscape Framework Plan identifies Cross Avenue as an Arterial Road whereas the new north-south street immediately east of the subject site is identified as a Local Typology 1 (See **Figure 19**).

On Figure 5 – Active Frontages, the west side of the proposed north-south street is identified as Active Frontages. As noted in the Design Direction Active Frontages contribute to the creation of an attractive and welcoming public realm by creating a sense of place and encouraging social interaction. Retail and commercial uses are encouraged (See **Figure 20**).

Figure 6 – Active Transportation identifies Cross Avenue as having a Cycling Facility within the ROW along the subject site's frontage (See **Figure 21**).

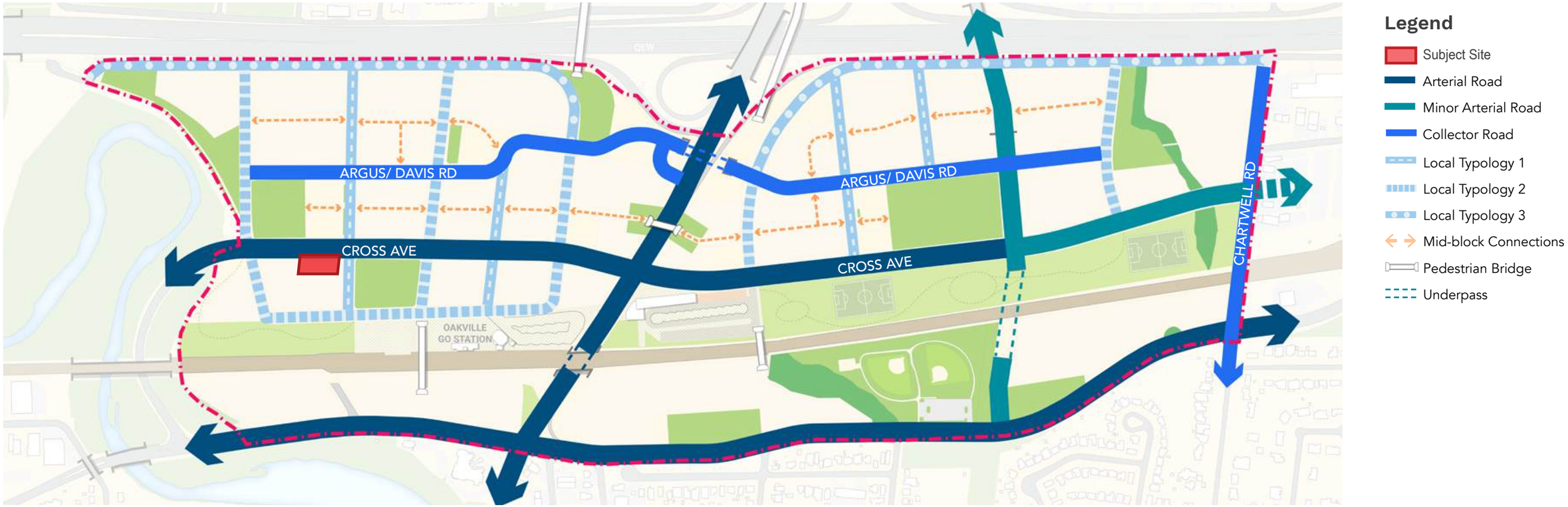


Figure 19 - Designing Midtown Urban Design Direction, Figure 4, Streetscape and Framework Plan

Section 2.4 Streetscape Components identifies a number of key streetscape elements including:

- Frontage Component: a zone that defines the interface between private buildings and public realm.
- Pedestrian Clearway Component: a 2m min. is recommended for an unobstructed, continuous pathway, with wider sidewalks of 3.0m as an optimal clearway in a high density mixed use environment.
- Vegetation and Furnishing Component: a 3m wide zone that accommodates street trees, low landscape plantings, benches, lighting, etc.
- Cycling Component: this area may include one or two way cycle tracks to promote active transportation. A one-way cycle track is recommended to have a minimum width of 1.8m.

Section 2.4.2 Cross Avenue – West of North South Connector makes several recommendations with respect to the design of the street. Among them are accommodating a one-way cycle track on both sides of the street, generous pedestrian clearway zones, and distinctive street trees.



Figure 20 - Designing Midtown Urban Design Direction, Figure 5, Active Frontages

Section 2.4.9 Local Streets with Sharrows identifies the north-south street to the immediate east of the subject site as a narrow urban street lined with trees and a focus on pedestrian realm.

Section 4.5 provides several recommendations with respect to the design of tall buildings. While many of the recommendations overlap with other documents including the City's Livable by Design guidelines, it also incorporates some further direction:

- In terms of tower floor plate it recommends 800 square metres including all floor area within the main walls of the building.
- Recommends that a floor plate fit within a 42m diameter circle to ensure slender tower.
- For towers taller than 25 storeys it recommends a separation of at least 35 metres.

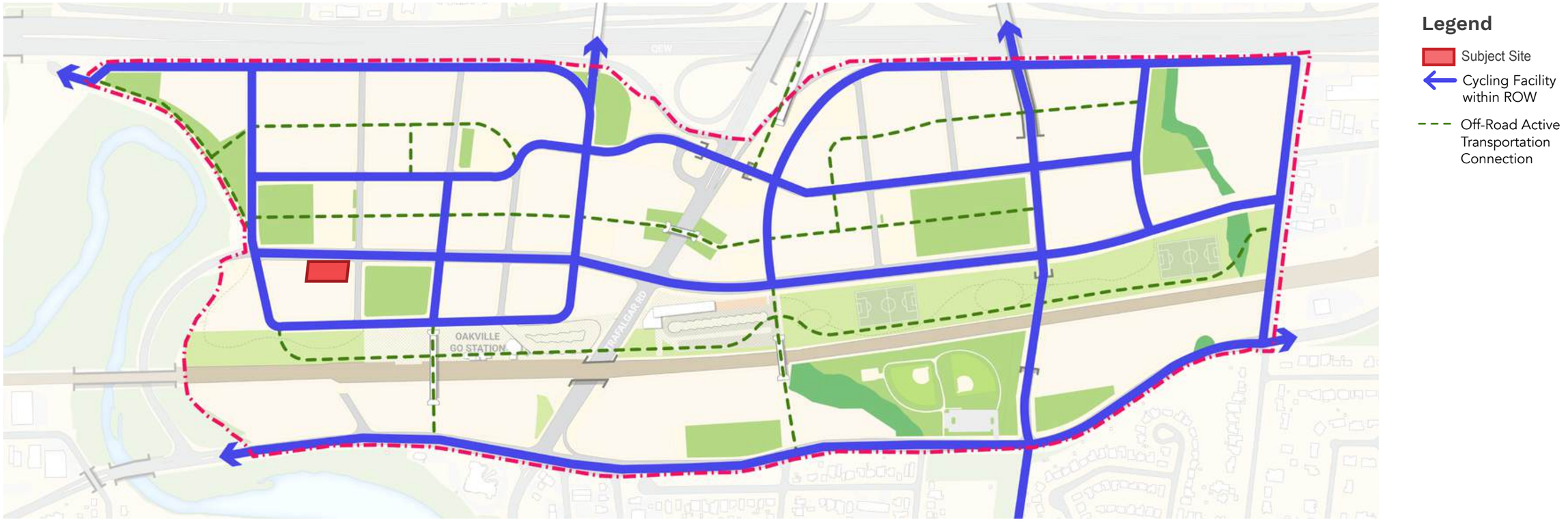


Figure 21 - Designing Midtown Urban Design Direction, Figure 6, Active Transportation

5

Development Plan

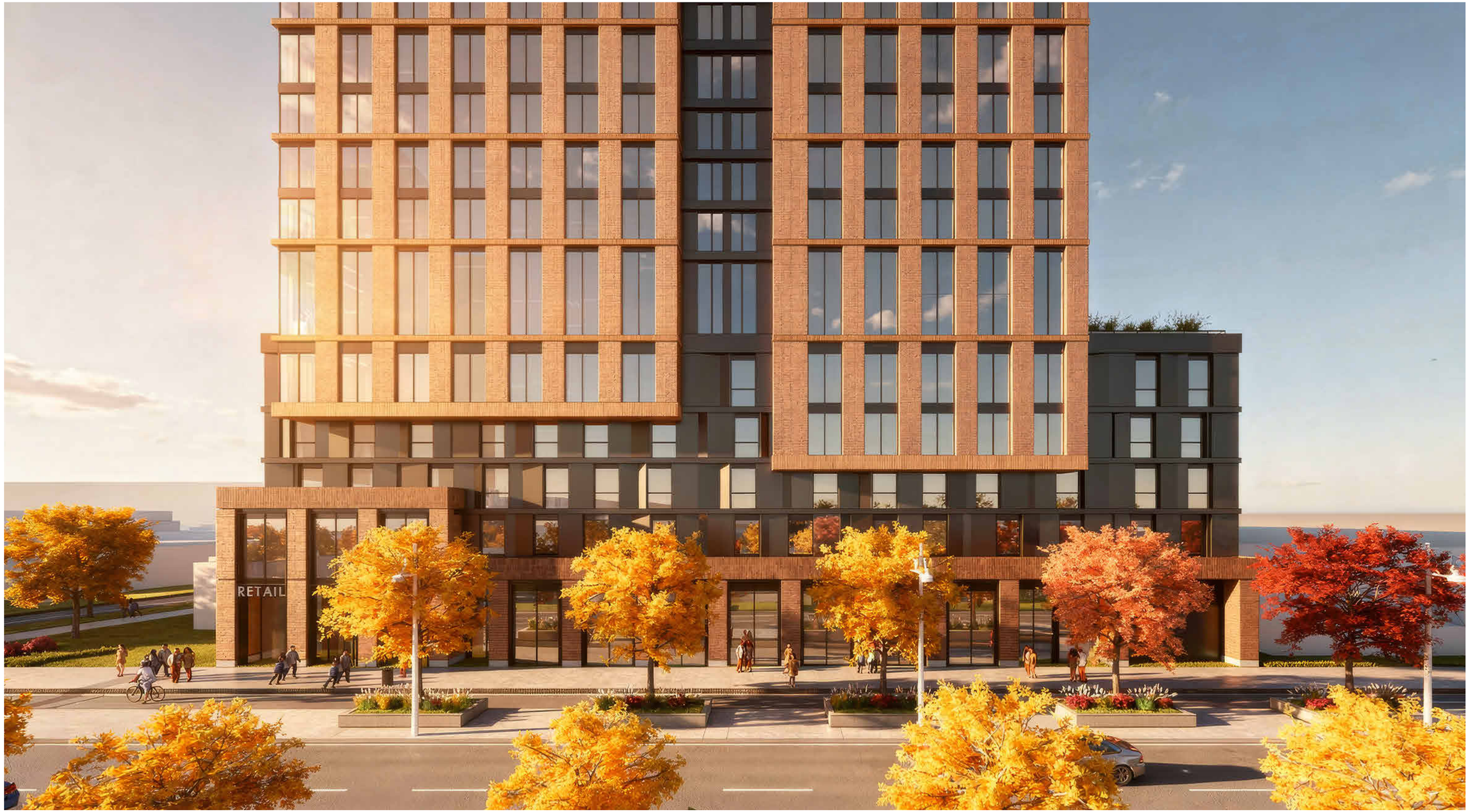


Figure 22 - Elevation from Cross Avenue (Provided by BDP. Quadrangle)

The proposed development consists of a tower/podium configuration, an approach that is reflective of the current policy and guideline direction for design of tall buildings. It consists of three principal elements: a 5-storey podium, a 33-storey tower (resulting in a total height of 38 storeys) and an integrated mechanical top. Overall, the proposed development includes a total of 31,980.6 square metres of GFA, 580.5 square metres of which is non-residential GFA, and 429 residential units. All of the service and parking functions of the building are situated in the podium and below grade.

With respect to the public realm, the proposal incorporates an approximately 8-metre-wide road widening along Cross Avenue and additional building setbacks at grade to provide for a wider boulevard zone at entry locations. Residential lobby extends along the existing street frontage to help animate the public realm and a two-storey non-residential use at the east side of the building providing for a more animated frontage along a future local road.

Vehicular parking for the site is proposed to be accommodated within a 3-level below-grade parking garage, accessed by a parking ramp off Cross Avenue. The proposed development will provide a total of 84 residential parking spaces.

The development will also provide a total of 32 bicycle parking spaces for residential uses. The residential bicycle parking spaces are proposed to be located on the ground level at the rear of the building. With respect to loading spaces, a loading space is provided within the envelope of the building away from the public realm.

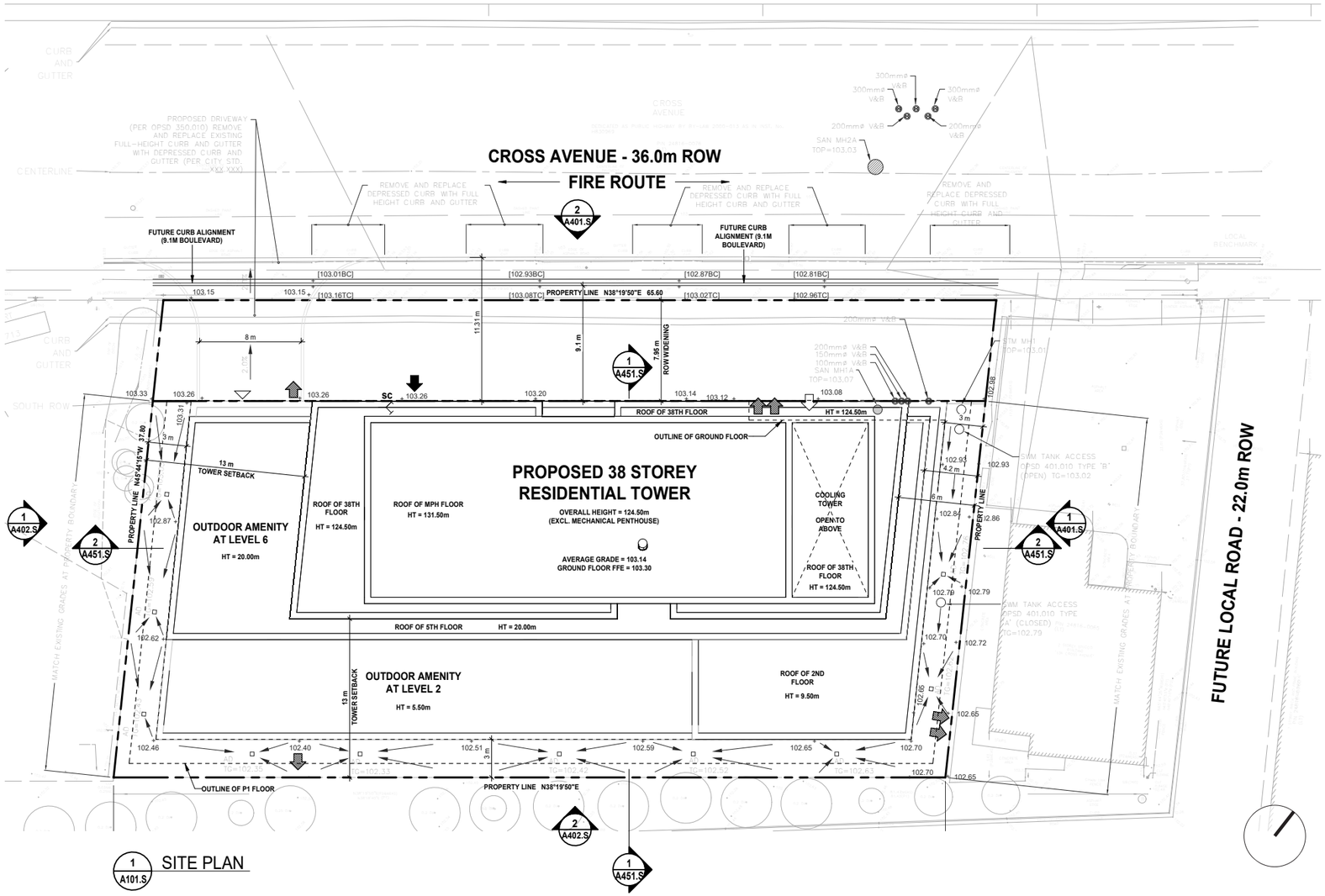


Figure 23 - Site Plan (Provided by BDP. Quadrangle)

6

Detailed Design Direction

6.1 Livable by Design Manual (LBDM) Guiding Principles

As indicated in Section 4.3 of this Urban Design Brief, the Livable By Design Manual provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. The following sections outline how the proposal responds and executes the six guiding design principles.

6.1.1 Sense of Identity – Creating Distinct and Vibrant Communities

The proposal provides an architectural built form that enhances the character of this underutilized site by providing building frontage along Cross Avenue as well as the Future Local Road. Specifically, the proposal incorporates non-residential space at grade which will animate the public realm and create a vibrant streetscape.

6.1.2 Compatibility – Fostering Compatibility and Context-Specific Design

As discussed throughout this Brief, Midtown is an area anticipated to transform into a transit-oriented mixed-use community, where tall buildings are envisioned in support of the nearby transit infrastructure. The proposal has been designed to be compatible with the expected redevelopment of the area while remaining sympathetic to the interim conditions of the surrounding context. In this regard, the proposed site organization, building height, and massing will be compatible with the planned context and the vision for Midtown.

6.1.3 Connectivity – Enhancing Connectivity and Accessibility

The proposal has been designed with a focus on improving connectivity by providing a pedestrian-oriented built form and enhanced streetscapes along Cross Avenue and the Future Local Road. The proposal will also provide direct and barrier-free access to all residential and office lobby areas, as well as retail units.

6.1.4 Sustainability – Integrating Sustainability and Resiliency

The proposed development provides a compact and transit-oriented development – creating a sustainable urban form that promotes intensification in areas well supported by transit. As described in greater detail in Section 7.0, a number of sustainability measures have been considered and incorporated into the design, including the provision of bike storage, the use of green roofs where possible and the inclusion of local and highly tolerant plant species throughout the landscape design.

6.1.5 Legacy – Preserving Built Heritage, Cultural and Natural Resources

In its existing condition, the subject site does not include any buildings that possess built or cultural heritage value. The proposal will, however, introduce a new high standard of design which will contribute to establishing the new built form and cultural heritage of the area that is in line with the Town of Oakville's vision for Midtown.

6.1.6 Creativity – Inspiring Creativity and Innovation

The proposal will promote high-quality architectural and landscape design that will contribute to and build upon the community features soon to be developed within the Midtown Oakville area. The proposed massing and façade treatment will serve as a positive design precedent and model of inspiration for new developments, creating a creative and contemporary design aesthetic within the area.



Figure 24 - Looking Southwest along Cross Avenue at Proposal (Provided by BDP. Quadrangle)

6.2 Site Design

6.2.1 Site Organization

Site organization plays an important role in terms of integrating new development with adjacent properties and ensuring that there is adequate spacing between buildings within the site, along public street frontages and other open space elements. The proposed development carefully considered the location of servicing, loading and parking functions of the development to minimize any potential impacts on the public realm.

The building occupies the majority of the net site area in a parallel relationship with Cross Avenue establishing a continuous street wall condition. All of the more public facing functions of the building including the residential lobby and non-residential uses are situated along the public road frontage. The servicing and parking functions of the development are situated at the rear of the site away from the public realm.

The proposed tower is situated to establish adequate separation from adjacent sites to the west and south by providing 12.5-metre setbacks. To the east, the proposed tower provides a 3.0-metre step back from the edge of the lower podium component whereas the podium itself is set back 3.0 metres from the easterly lot line which will form the edge of a future right of way allowing for a wider boulevard zone.

At the rear, the lower podium is set back 3.0 metres to the rear lot line. There are no south-facing windows in the 1- and 2-storey components. The 5-storey podium component is set back 10.8-metres from the rear lot line which is adequate with respect to light, view and privacy exceeding the recommended standard of 5.5 metres from window to lot line (Guideline 3.1.21 of the Livable by Design Manual).

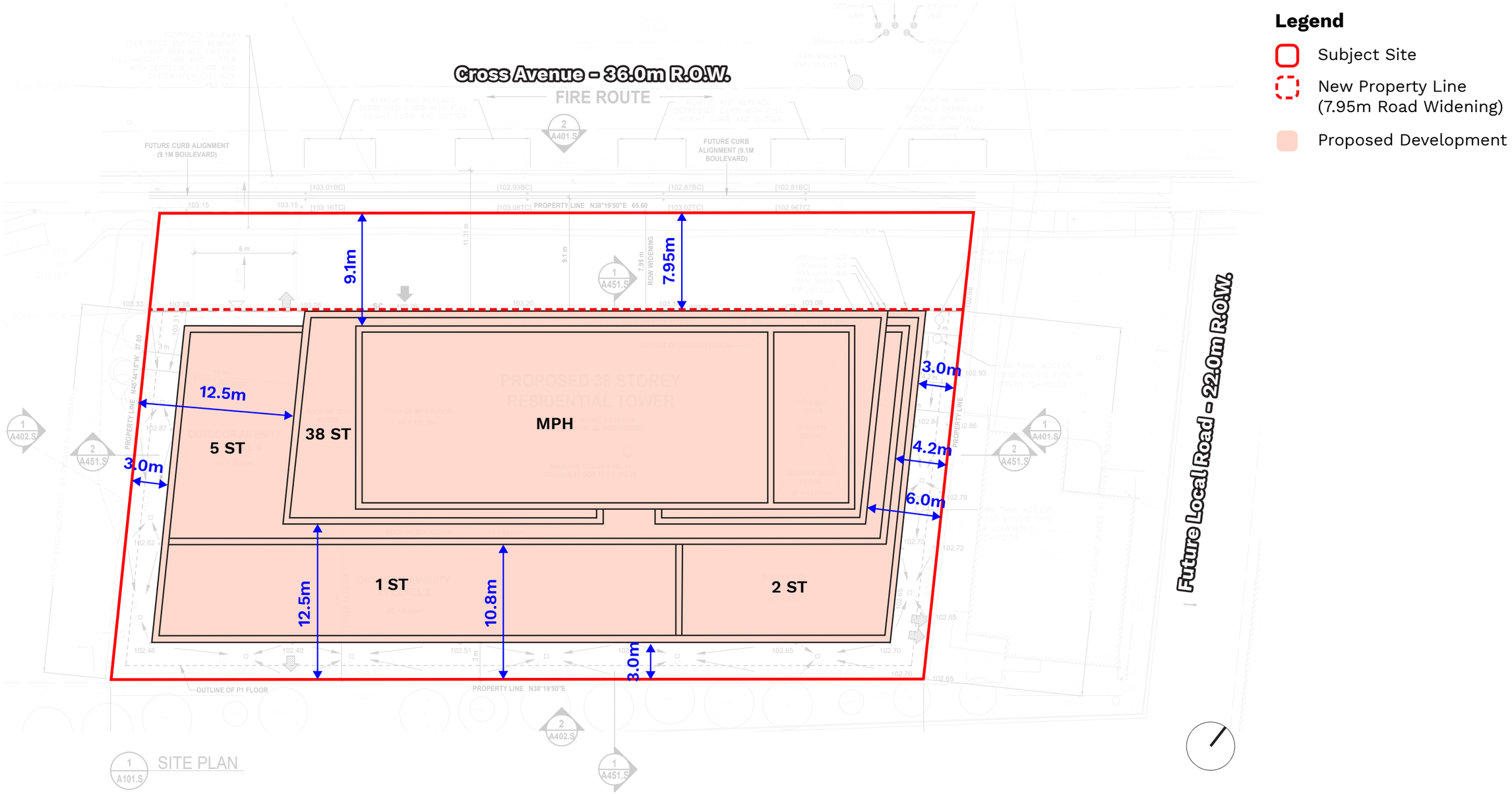


Figure 25 - Site Organization

6.2.2 Pedestrian Circulation and Access

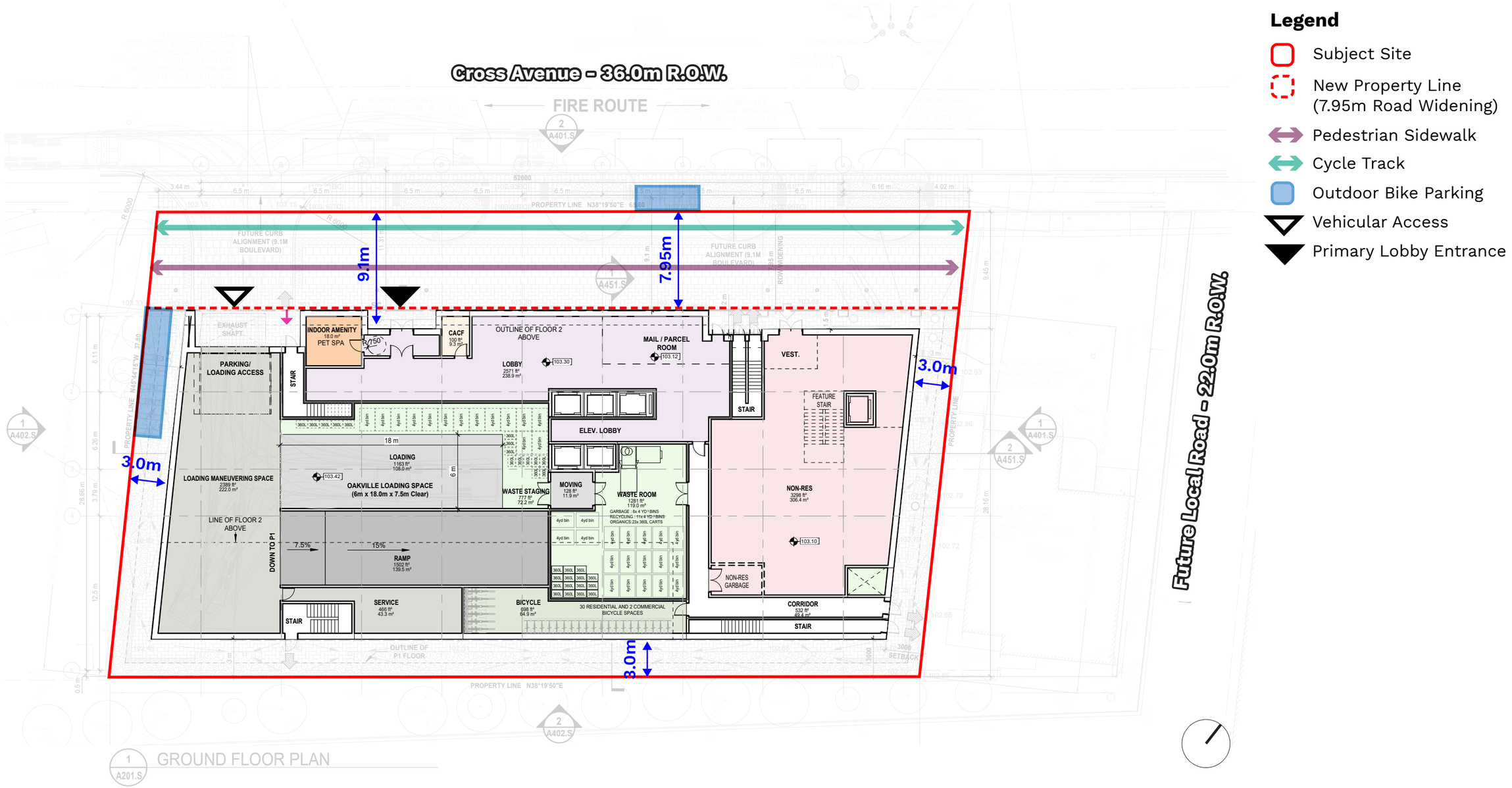
The proposed development presents an opportunity to support a growing residential and working population by creating a more appropriate environment for pedestrians and cyclists, particularly along Cross Avenue. The proposed road widening along Cross Avenue will help establish a wider boulevard to support a comfortable pedestrian environment.

With respect to cycling connections, the proposed development promotes the use of active transportation modes, generally through the widened road dedication described above, but more specifically through the proposed cycling infrastructure incorporated into the design of the boulevard in front of the subject site. A 2.0-metre-wide cycle track is contemplated along with a 3.0-metre-wide sidewalk zone and a furnishing zone for street trees and bicycle parking and seating. Internal bicycle storage facilities have been included in the design of the building and located at grade to the rear of the building. The proposed bicycle storage will support the highly pedestrianized and active nature envisioned for the streets and support the planned cycling infrastructure improvements for Midtown Oakville.

6.2.3 Parking, Loading and Servicing

In terms of vehicular access, the proposal contains a single entry point off Cross Avenue which leads to below grade parking and loading. The proposed development will reduce the overall number of existing curb cuts on the site from five to one. The consolidation of access points will provide a more continuous streetscape and limit areas of conflict between vehicles and pedestrians.

The proposed development has been designed to be pedestrian oriented and to limit the visual impact of parking and loading areas from the public realm. The proposal provides 84 parking spaces within three levels of underground parking. Of the total number of parking spaces, 21 are visitor spaces and 63 are resident parking spaces. Below-grade parking access is provided via a single ramp within the podium, recessed within the building mass and screened from the public realm.



Legend

- Subject Site
- New Property Line (7.95m Road Widening)
- Pedestrian Sidewalk
- Cycle Track
- Outdoor Bike Parking
- Vehicular Access
- Primary Lobby Entrance

Figure 26 - Pedestrian and Vehicular Circulation

6.2.4 Landscape and Amenity Areas

(In Response to Livable Oakville 6.2 / Livable by Design Manual 4.1)

Landscape elements are incorporated throughout the site to enhance the overall character and visual appearance at the pedestrian level. These elements will provide transitions between areas of different functions, highlight building and vehicular entrances and soften the edges along the property boundaries. The proposed landscape elements are intended to provide legible, and convenient visual and physical connections throughout the subject site that will draw pedestrians in, promoting active and passive recreation and social interaction.

In addition to the streetscape improvements, the development provides a total of 1,519 square metres of indoor and outdoor amenity space. The indoor and outdoor amenity space will be provided on Levels 2 and 6.

With respect to the programming of the indoor amenity space for both buildings, it has not yet been determined and will be refined during the application review process.

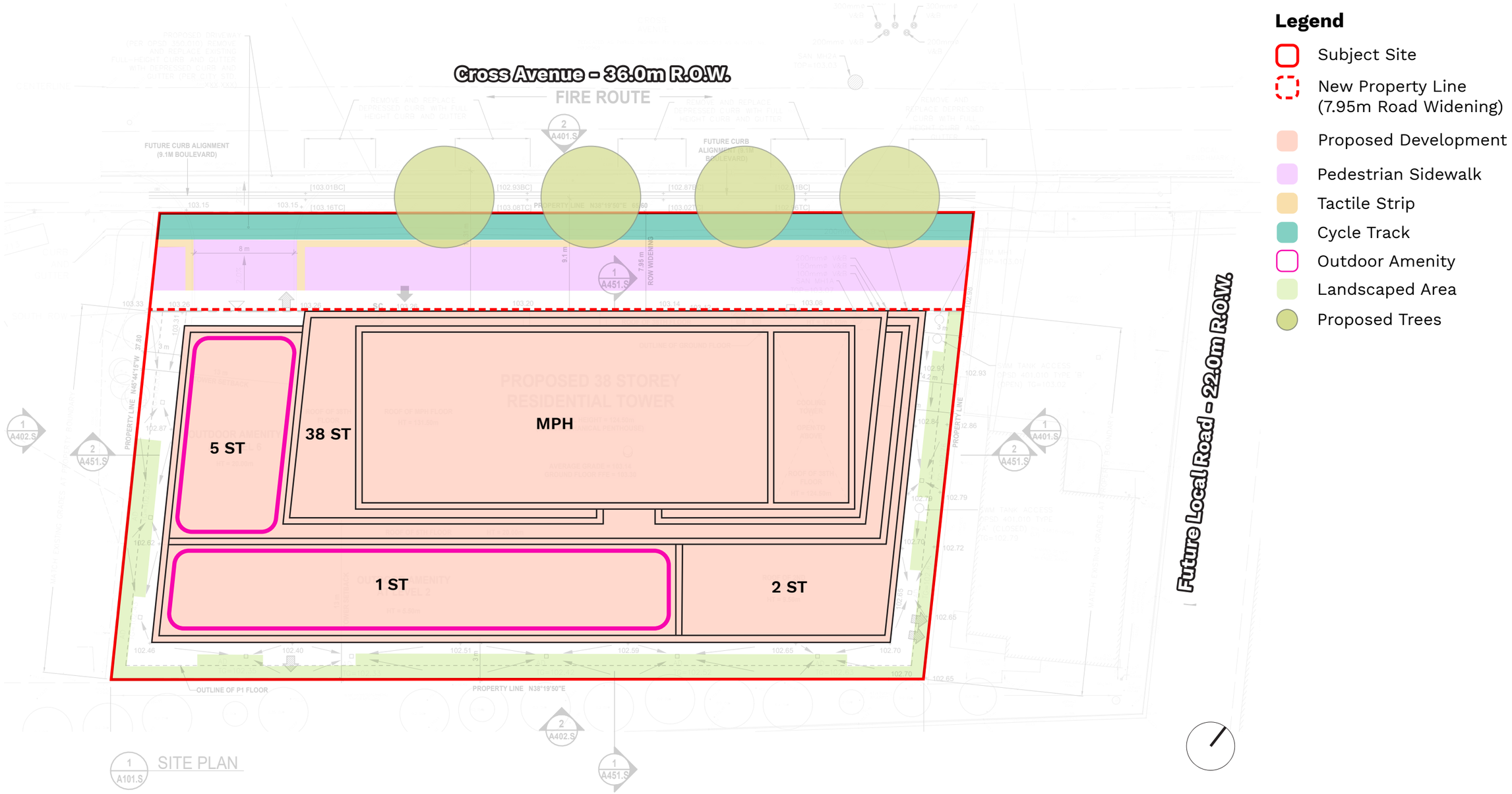


Figure 27 - Landscape and Amenity Areas

6.3 Built Form

6.3.1 Height, Massing and Setbacks

(In Response to Livable Oakville 6.9 / Livable by Design Manual 3.1/ Designing Midtown Oakville 6.1.3)

The proposed height and massing have been based on several contextual and urban design considerations including:

- the approved and planned context of tall buildings based on the Oakville urban structure,
- the size, depth, and configuration of the subject site which can reasonably accommodate a single tower while maintaining appropriate built form relationships;
- the physical separation of the subject site from sensitive land uses such as low-rise residential areas and public parks, and
- the location of the subject site within a strategic growth area and PMTSA and its proximity to existing higher-order GO Transit and future planned BRT along Trafalgar Road.

From an urban structure perspective, the Livable Oakville Plan provides the framework for directing the growth within the Town's built-up area. In accordance with the Plan, growth is to occur primarily within the defined *Growth Areas*, with the highest level of intensification accommodated within primary *Growth Areas* that include Midtown Oakville, the Uptown Core and Palermo Village. Midtown Oakville is differentiated from the other primary *Growth Areas* as it is an identified urban growth centre and served by higher-order transit (Oakville GO Station). In this regard, the Livable Oakville Plan provides that the greatest levels of height in the Town are planned for Midtown Oakville. As such, from an urban structure perspective, building heights are anticipated to peak within the Midtown Oakville Growth Area, with lesser heights within the Uptown Core and Palermo Village primary Growth Areas.

Several tall building developments have recently been approved in Midtown Oakville, including the approved Oakville TOC, which includes heights of up to 56 storeys. In this context, achieving greater building heights on the subject site is appropriate from a broader urban structure perspective, and building heights exceeding 20 storeys would be appropriate. Recognizing that Midtown Oakville is targeted for significant change and revitalization with intensification, transit infrastructure investment and redevelopment, the proposed height is demonstrative of the future built form context and evolution of Midtown Oakville. The greater height would contribute to the achievement of a visually appealing skyline.

Building Base (Podium)

(In Response to Livable by Design Manual 3.1.1 – 3.1.2/ Designing Midtown Oakville 6.1.3)

The proposed podium is designed to frame the existing and future streets with good proportion and establish a strong street edge and is in keeping with the intent of the Livable by Design Guidelines and Designing Midtown Guidelines.

The 5-storey (20.0 metres) base building has been appropriately scaled to respond to the existing built form context along Cross Avenue- which has a planned right of way width of 36 metres. In this regard, the proposed height of the podium base building will provide a pedestrian-scaled street wall that creates a comfortable sense of enclosure along the street, in proportion to the right-of-way.

Along Cross Avenue the building steps back on levels 3 and 4 creating a reveal that highlights the difference in the expression of the tower and the podium. The tower steps out along Cross Avenue to the edge of the podium with a partial reveal at a mid point location adding to the overall articulation of the building. Along the east edge of the site, the podium is designed with a 2 and 5 storey height.

Building Middle (Tower Elements) and Building Top

(In Response to Livable by Design Manual 3.1.23, 3.1.24, 3.1.25, 3.1.27, 3.1.30, 3.1.31/ Designing Midtown Oakville 6.1.3/ Design Direction 4.5.1.3)

The tower element is defined by its slender profile resulting from its floor plate configuration and architectural articulation. Above the podium, the tower element has been designed to create distinct building expression. The tower has been sited with an east-west orientation based on the site configuration and to ensure adequate setbacks from adjoining properties.

Furthermore, the proposed tall building would be separated from any future potential towers to the south and west by at least 25 metres as directed by guideline 27 of the Livable by Design Manual. We recognize that Guideline No. 27 is inconsistent with Guideline 6.1.3.2(3) of the Designing Midtown Guidelines, which provides that there should be a minimum separation 50 metres between towers over 30 storeys, and 25 metres between convex towers. Despite this guideline, in high-density urban areas, a minimum tower separation distance of 25 metres is appropriate and is in line with current urban design practice, and reflective of the more recent Livable by Design Guidelines (2019). The proposed tower has been located to limit impacts on and provide adequate access to sunlight and sky view from the public realm and adjacent properties.

The proposed floor plate is 794.3 square metres and is well articulated in terms of architectural expression and materiality. This massing will result in slimmer shadows, a greater separation distance between buildings and maintenance of sky view. It will also create a more dynamic skyline.

While the proposed floor plate, with a GCA of 794.3 square metres, is slightly greater than the 750 square metres set out in the Designing Midtown Oakville Guidelines, the footprint of the tower generally complies with guideline 6.1.3.2(1), which requires a tower floor plate to fit within a 40-metre diameter circle to guarantee slender towers. In this regard, while the tower has a length of 46.9 metres it achieves the intent of the guideline for floor plate size by providing a well articulated slender building mass that has reduced built form impacts.

As previously mentioned, the proposed tower height balances the objectives of providing a built form that is compatible with the planned built form context while achieving intensification in proximity to transit. To ensure both objectives are met, the proposed tower has been designed to appropriately limit and mitigate built form impacts, as described above and demonstrated in the supporting studies summarized in the Planning Rationale Report. In addition, the proposed tower element incorporates defined architectural articulation to break up the building elevations and reduce the perception of height from the pedestrian level. To that end, the use of glazing and other “light” cladding materials will help further reduce the perception of the overall building mass.

Lastly, the proposed tower element will be topped with a mechanical penthouse that is stepped back from the tower shaft and treated with cohesive design language and materials to ensure it is screened from view and limits obstructions to sky view.

6.3.2 Transition to Adjacent Uses and Built Form

(In Response to Livable by Design Manual 3.1.33/ Designing Midtown Oakville 6.1.3)

The proposed development has been designed to respond to and be compatible with the emerging and planned urban character of Midtown. The proposed building height responds to several contextual considerations, such as the overarching urban structure for the area, while providing an appropriately scaled podium that anchors the building within the subject site and creates an attractive urban street edge.

In terms of the overall height strategy, the subject site is situated in close proximity to the existing GO Station in an area that does not have an overarching height pattern. While it is anticipated that building heights will follow a generally nodal approach to building height, the existing context provides little direction. At 38 storeys, the proposed development fits within the emerging pattern of building heights that take advantage of proximity to transit but also their distance from lower scaled residential areas which are situated further to the south and north of the subject site.

Within the more immediate context, the proposed tall building element has been sited to provide for setbacks that would allow for appropriate spatial separation to future tall buildings, should the surrounding properties redevelop in the future. Specifically, within the block, to the west and south of the subject site, the proposal provides for a 12.50-metre setback.

Beyond the block, the significant right-of-way width associated with Cross Avenue (up to 35 metres) separates the proposed development from existing and any potential future buildings to the north.

In terms of transition in use, the uses surrounding the site vary, however they are generally characterized by low-rise commercial buildings planned for redevelopment in the form of mixed use tall and mid-rise buildings. The proposed development provides non-residential uses at grade that will complement the existing standalone commercial uses in the surrounding area setting the tone for the eventual future build out of the remaining Lyons District within the Midtown area.

6.3.3 Shadow Impacts

A shadow study was prepared by Bousfields Inc. to demonstrate the shadow impacts of the proposed development. Policy 6.9.15 of the Livable Oakville Plan provides that buildings are to be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows.

The findings of the Shadow Study demonstrate that the development proposal conforms to and maintains the general intent of the policy direction set out in the Livable Oakville Plan, and in particular to Policy 6.9.15 in terms of ensuring adequate sunlight and avoiding excessive shadows. The development proposal also addresses the policy framework for Midtown Oakville contained in Council-adopted OPA 70. In that regard, the proposal addresses policy 20.11.3c(iv) by designing and siting buildings to mitigate shadowing on adjacent streets, parks and open spaces. Further, the Shadow Study demonstrates that the development generally meets the criteria established by the Town with respect to any potential outdoor amenity areas, public realm and wall surfaces and roofs used for solar gain.

6.3.4 Pedestrian Experience at Grade

(In Response to Livable Oakville 6.9 / Livable by Design Manual 3.1, 4.2/ Designing Midtown Oakville 4.2/ Design Direction 2.3)

A key objective of the proposed development is to provide a built form, architectural design, and land use mix to support the creation of a dynamic and active public realm. In this regard, the building was placed along existing and future street frontages to activate pedestrian routes and reinforce existing ones. To foster a vibrant, pedestrian-friendly environment increased use of glazing is proposed along the streetwall to promote transparency and visibility.

The streetscape strategy is focused on creating a strong sense of place that reflects the importance of Midtown Oakville from an urban structure perspective. Based on the Midtown policies, it is anticipated that ongoing development comprising of a tall building with a mid-rise podium along Cross Avenue will transform the street and give it a more enclosed and urban character. The proposal introduces enhanced landscaping elements which reflect and reinforce the prominence of the adjacent streets. Specifically, within the public right-of-way, the Cross Avenue boulevard will be designed to incorporate:

- 3.10-metre furnishing zone along the edge of the curb for street tress, seating and bicycle parking;
- 2.00-metre cycle track and 0.50-metre tactile strip;
- 3.50-metre pedestrian clearway; and
- 1.70-metre building/marketing zone along the edge of the building face.

Streetscape elements will be coordinated with the existing and planned streetscape improvements undertaken by the Town of Oakville as part of the Midtown redevelopment, including the widening of Cross Avenue.

6.3.5 Architectural Articulation

(In Response to Livable by Design Manual 3.1.38–3.1.47/Designing Midtown Oakville 6.1.3)

The proposal incorporates a uniform design language that will read cohesively across the site while allowing for architectural variety and visual interest. The overall building mass of the tower and podium incorporates a juxtaposition of building materials and architectural articulation to distinguish between the building elements.

With respect to more detailed articulation, the ground floor incorporates more glazing to help animate the public realm. At the future corner of Cross Avenue and the future north-south road to the east, the podium consists of a building element that is equivalent to a 2-storey height to address the corner condition. The recessed portion of the podium incorporates a different materiality and window treatment whereas the tower picks up on some of the materiality and treatment of the ground level.

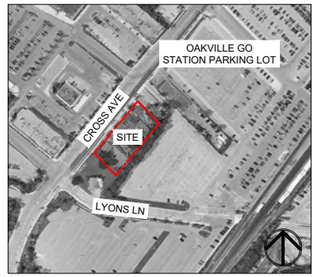
The tower element is well articulated with a vertical expression that breaks the length of the building visually. Mechanical on top steps back from the edge of the tower.

Legend

- Proposed Deciduous Tree
- Property Line
- Proposed Curb (Refer to Civil)
- Proposed Flush Curb
- Proposed Planter Curb
- Prop. 1.8M HT. Ornamental Metal Fence
- Prop. Planting Area Typ.
- Pedestrian Unit Paving
- Pedestrian Unit Paving
- Pedestrian Unit Paving
- Prop. Bench Seating
- Proposed Bike Ring
- Proposed Combined Bench and Planter
- Proposed Waste Receptacle

Streetscape Note

The conceptual design for the boulevard streetscape is based on the Designing Midtown Urban Design Direction document published by the Town of Oakville in November of 2025, per the Figure 11. on page 22; Perspective Street Section of Cross Avenue West of the North-South Connector.



Key Map

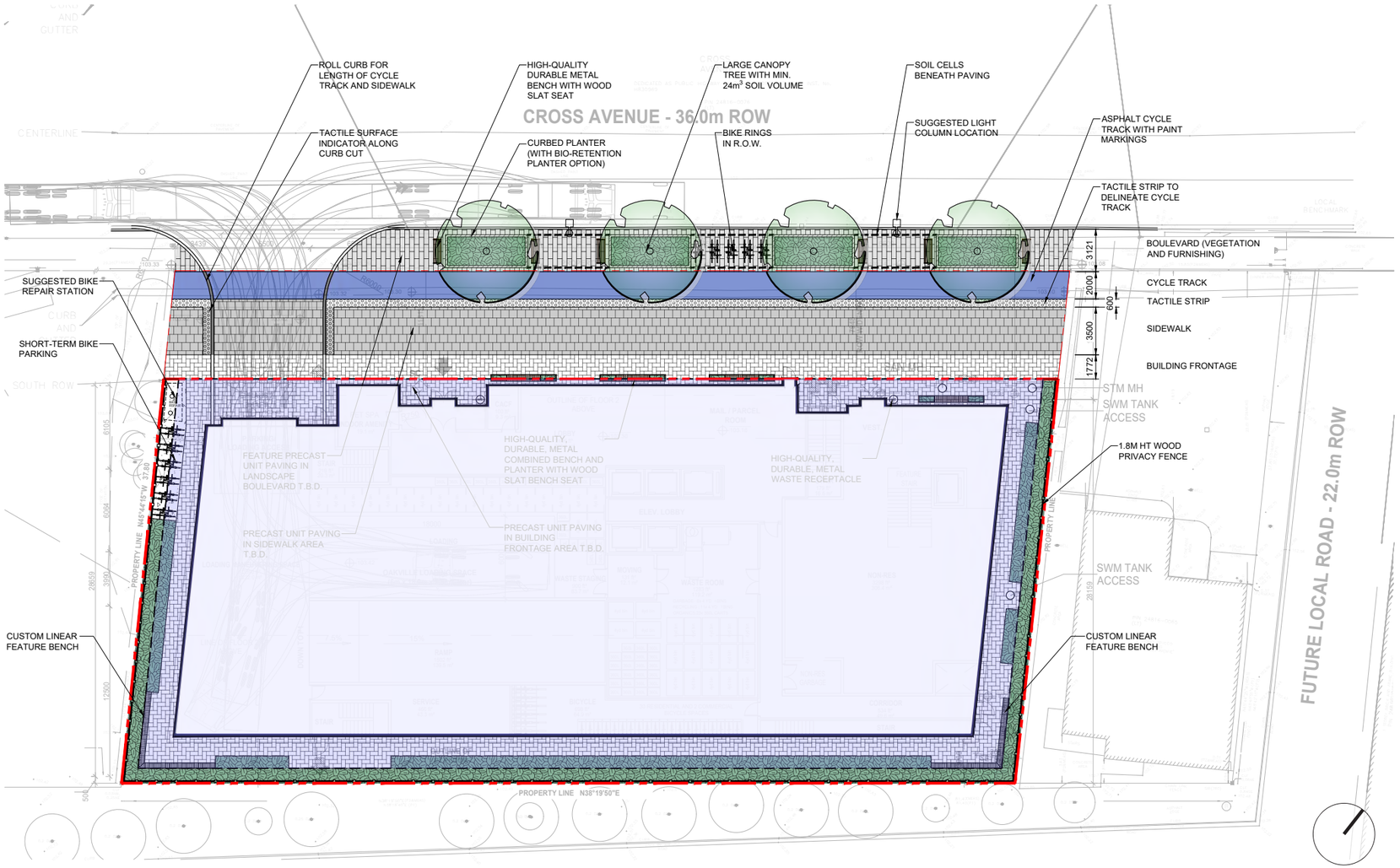


Figure 28 - Landscape Plan (Provided by MSLA)

7

Sustainability Features

The proposed development contributes to the development of a sustainable community and takes advantage of nearby transit infrastructure by introducing a mix of land uses within a site layout that provides direct and convenient connections for pedestrians to encourage the further use of the active transportation modes.

In addition, the following architectural and landscape sustainability measures are being considered where possible for the comprehensive redevelopment of the subject site:

- Alternative Modes of Transportation: The proposed development promotes the use of transit and alternative transportation choices. Transit-supportive density and uses will be introduced while a network of pedestrian connections perforates the subject site. Bicycle parking will be available inside buildings and within the right-of-way near shared building entrances. The convenience of walking and cycling will contribute to reducing car dependency.
- Sustainable Landscape Design: Stormwater management strategies will include the provision of extensive green roofs and the re-use of stormwater for irrigation. Drought tolerant plants will be selected to further reduce potable water demands in the landscape, and native plants will be used throughout. Permeable paving, high-albedo paving, and recycled materials will be used as part of our environmentally sensitive strategy.

Further details regarding sustainability will be addressed during the Site Plan Application process.

8

Conclusion

It is the opinion of this Urban Design Brief that the proposed development represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing and planned character of Midtown Oakville. The proposal is successful in introducing a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area.

This Urban Design Brief concludes that the urban design vision, strategy, built form and pattern proposed for the subject site appropriately addresses and is supportive of Town of Oakville Official Plan urban design related policies and generally maintains the intent of the Livable By Design Manual and Designing Midtown Oakville Guidelines.

For the reasons set out in this Brief, it is our opinion that the proposed development is appropriate and desirable from an urban design perspective. It is our opinion that the proposed development for the subject site represents good urban design practice, can be appropriately accommodated within the overall regulatory framework, and will inform the future redevelopment and build out of the larger Midtown Oakville area, and accordingly should be approved.

BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT