



Urban Design Brief

50 Speers Road
Town of Oakville

Prepared For
Helberg Properties Limited

October 2022



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22146**

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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 by Helberg Properties Limited (“Owner”) for a 4180 square metre site located on the south side of Speers Road, east of Kerr Street, municipally known as 50 Speers Road in the Town of Oakville (the “Site”).





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 by Helberg Properties Limited (“Owner”) for a 4180 square metre site located on the south side of Speers Road, east of Kerr Street, municipally known as 50 Speers Road in the Town of Oakville (the “Site”).

The UDB 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 (2009) – Livable Oakville (“Oakville OP”) and Zoning By-law No. 2014-014, as amended, which set out the planning policy context as it relates to the Site and the justification for the proposed development. The requested Official Plan and Zoning By-law amendments would facilitate the redevelopment of the Site with the replacement of an existing 7 storey rental apartment building and associated surface parking with a new 27 storey rental apartment building. The proposal includes 314 residential units, hence, increasing the supply of rental housing. The proposal also includes significant improvements to the public realm and open space through the introduction of several open space features.

This UDB provides a comprehensive review of the architectural design by BDP Quadrangle Architects and the landscape design by MHBC from an urban design perspective. In doing so, this Brief addresses the urban design policies of the Oakville OP, the Kerr Village Growth Area (Section 23 of the Oakville OP), and the Livable by Design Manual and the Urban Design Direction for the Kerr Village Growth Area Guidelines.

This 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 objectives of the applicable guideline documents. The proposed development has been carefully organized, sited, and massed in a manner that will improve a block of underutilized land that is within the 800 metre radius of the Oakville GO Station as well as the designated Kerr Village Growth Area, and within a built-up area surrounded by existing and planned municipal infrastructure and community facilities. The development provides an appropriate response with respect to the contextual considerations at a prominent location in terms of its relationship to the singular line of lower scaled residential uses to the southwest as well as the existing and emerging pattern of tall buildings in the area.

For the foregoing reasons, it is our opinion that the proposed development represents good urban design and, accordingly, we recommend and support the approval of the Official Plan Amendment and rezoning applications.



Figure 1 - Perspective Aerial of Subject Site Looking Southeast



Design Vision, Guiding Principles & Objectives



2.1 Design Vision

The Helberg Properties proposal is to create an inclusive, welcoming, new residential community that will offer a place to live and play to the local residents living within the surrounding area by embracing walkability, environmental sustainability, and excellence in architectural and landscape design.

From an urban design perspective, the proposal urbanizes the Site, provides appropriate transition to the Low-Density Residential area to the south, demarcates a prominent location and, at the same time, maintains and enhances the existing public realm. The proposed development will contribute to the planned growth and intensification of the Kerr Village Growth Area and will support existing and future transit facilities along Speers Road, while conforming to the urban design policies and guidelines outlined in the Oakville OP, the Design Direction for the Kerr Village Growth Area, and the Livable by Design Manual.



Render of Proposed Development Along Speers Road
(Prepared by Quadrangle Architects)

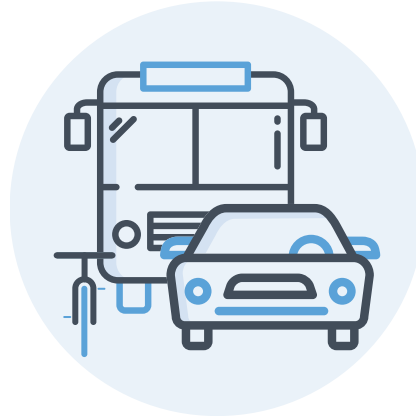
2.2 Guiding Principles & Objectives

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



Enhance the existing and Emerging Character of the Area

- Develop an attractive and contextually appropriate building form with design excellence and high-quality building materials;
- Orient and place the proposed buildings at, or near, the street edge to animate and enhance the adjacent public realm; and
- Design buildings to fit within and contribute to the emerging character of the development area, and create a cohesive design composition through the orientation, proportion, scale, massing, use of materials, and architectural character.



Design a Transit-Supportive Development

- Provide a high-density rental residential development that will support existing and future transit initiatives within the immediate area; and
- Provide opportunities for alternative travel options and encourage healthy lifestyles for all ages.



Enhance Connectivity and Accessibility

- Promote alternative modes of transportation by orienting building entrances towards transit corridors and through the provision of interconnected pedestrian paths that link the Site and its southern neighbours to transit stops for immediate access and convenience; and
- Develop a pedestrian network within the Site that is thoroughly connected to all site amenities and facilities flexible and efficient movement for pedestrians, cyclists, and motorists.



Create a Positive Pedestrian Experience at Ground Level

- Provide a creative and innovative precedent for future mixed-use developments within Kerr Village by providing a high-density rental residential development that will support existing and future transit initiatives within the immediate High-Density Residential land use of the Oakville OP;
- Incorporate active uses and transparent material 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, while creating an 'eyes on the street' approach for pedestrian comfort and safety, encouraging lingering and interaction; and
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.



Respect the Existing and Planned Surrounding Context

- Integrate heights into the urban structure that responds to the context of the Site, provide for slender point-tower buildings, pedestrian-scaled and street oriented base buildings; and
- Design buildings 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.



Context Analysis

3.1 Subject Site

The Site is generally rectangular in shape and located on the south side of Speers Road between Kerr Street to the west and Queen Mary Drive to the east. The Site has a total land area of approximately 4,180 square metres, with a frontage of approximately 36.6 metres on Speers Road. No significant vegetation or natural heritage features are located on the site, however, there are approximately 59 trees scattered along the north, east, and south lot lines.

The existing 7 storey rental apartment building, has a footprint of approximately 746 square metres, is significantly setback from the street, and is accompanied by a large surface parking area to the west. The existing building does not address Speers Road as it is located in a landscape setting but maintains some visual connection to the street. The existing building is located approx. 7.76m at the closest point from the southerly lot line - very close to the residential rear yards and the school property.



Figure 2 - Aerial of the Subject Site

Speers Road is classified as a 4-lane east-west arterial road and in front of the Site. A two-way service road ("service road") branches from Speers Road, looping back in an "eyebrow" pattern after approximately 50 metres. While this service road has a curbed access from Speers Road, it is within the Municipal right-of-way and is thus considered a part of Speers Road itself. A sidewalk lines the service road providing pedestrian access to the various apartments. An extensive surface parking lot is located along the west side of the existing building, and the underground parking garage is accessed from Speers Road. A pick-up and drop-off area is available in front of the apartment building, accessed from the surface parking area on the west side of the Site. The drop-off area loops around to a driveway for the adjacent apartment building to the east of the Site at 30 Speers Road, where it returns to Speers Road.

With respect to grading, the front of the site, along Speers Road slopes down approximately 1 metre from east to west, while the Speers Road frontage is relatively flat. The site is also relatively flat from north to south.

3.2 Area Context

The Site is located within Kerr Village in the Town of Oakville and also within the *Kerr Village Growth Area* as identified in the Oakville OP. The *Kerr Village Growth Area* is envisioned to evolve over the coming years and accommodate intensification through new development and redevelopment, with a mix of residential and commercial uses with the goal of becoming revitalized as a vibrant business district and cultural area.

Kerr Village is characterized by a range of building types including larger-scale residential and mixed-use apartment buildings surrounding the intersection of Kerr Street and Speers Road. Lower-scale, street fronting commercial and mixed-use buildings characterize the built form along Kerr Street, south of Speers Road. Lower density residential areas are found behind the commercial buildings fronting Kerr Street.

Further west along Speers Road, beyond Kerr Street, a series of industrial buildings line the street. To the northeast of the Site, Speers Road dips down into the *Sixteen Mile Creek* river valley, connecting to Cross Avenue on the opposite side of the Creek. Continuing past Cross Avenue, Speers Road becomes Cornwall Road, before eventually crossing Trafalgar Road. The Oakville GO station is located at the northwest corner of the intersection of Cornwall Road and Trafalgar Road and approximately 750 metres to the east of the Site.

A variety of uses are found in the area surrounding the Site. Several high-density apartment buildings are located on both sides of Speers Road, surrounding the Site. The Oakwood Public School is located to the immediate south-east of the Site, fronting on Bartos Drive. Approximately 200 metres northeast of the Site *Sixteen Mile Creek* and its associated ravine curves under Speers Road, generally running east-west. Industrial areas line the Queen Elizabeth Way to the north and west, the *Midtown Oakville Growth Area* is located to the northeast around Oakville GO station, and Downtown Oakville is located approximately 1.5km to the southeast.

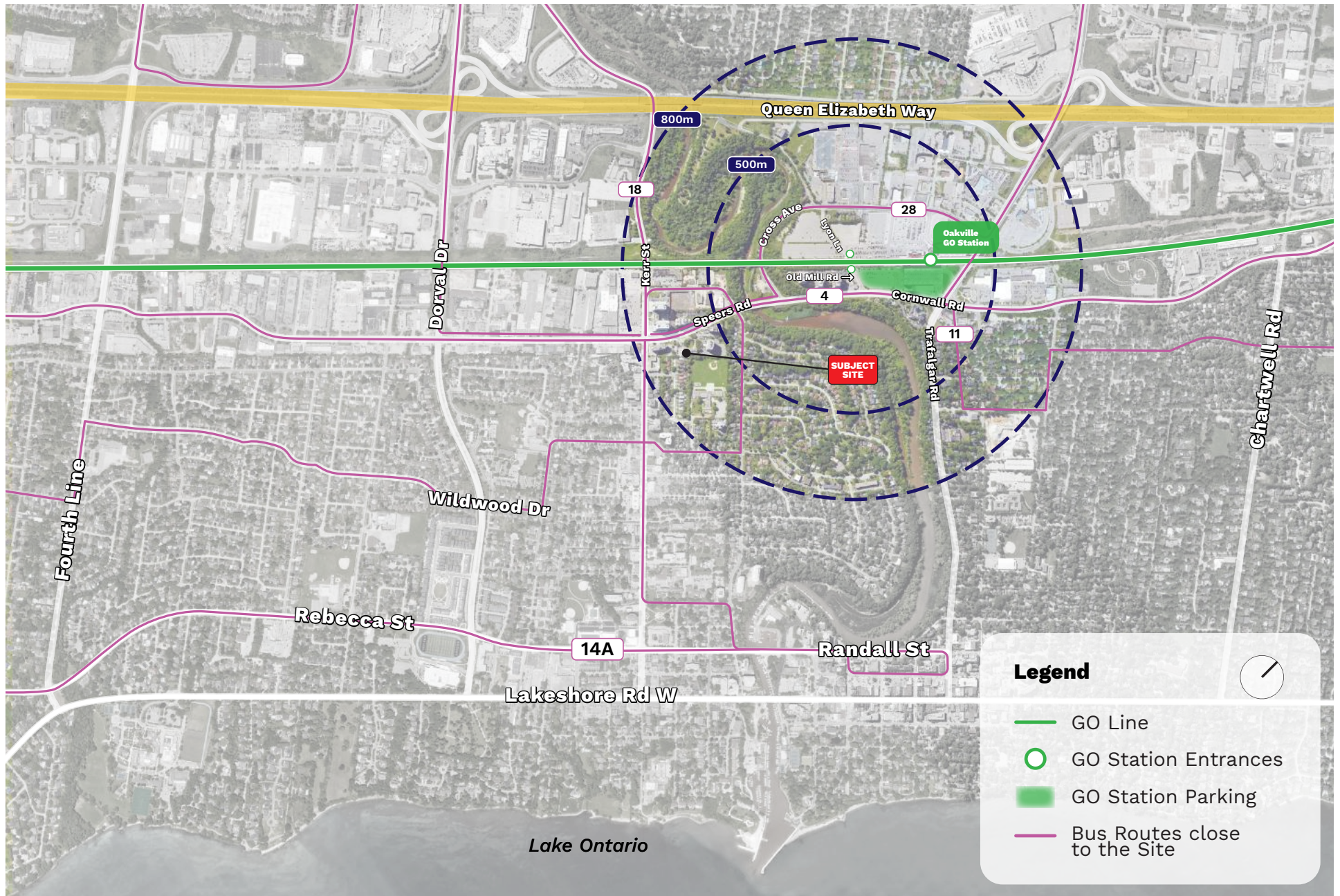


Figure 3 - Aerial View of the Subject Site and Surrounding Context

3.3 Lot Fabric, Block & General Street Pattern

With respect to lot fabric, the Site has a parcel size and shape that is characteristic of the surrounding area to the north, west, and southwest containing apartment buildings and is generally rectangular in shape. Immediately to the southeast of the Site is the Oakwood Public School, which is also regular in shape, but much larger in size in order to accommodate the school yard. Immediately to the southwest of the Site are single-family lots along Bartos Drive. Further to the southeast are lots that are small and uniform in size, demonstrative of low-rise residential neighbourhoods.

The general street block pattern in the general area around the Site is made of large blocks punctuated by local neighbourhood streets. Speers Road and Kerr Street are the key organizing elements of the urban fabric and are identified as "Multi-Purpose Arterial" for Speers Road and "Minor Collector" for Kerr Street on "Schedule C – Transportation Plan" and both as "Primary Streets" on "Schedule O2" in the Schedules of the Oakville OP. Both Speers Road and Kerr Street shall provide for pedestrian-oriented streetscapes to increase connectivity and walkability.

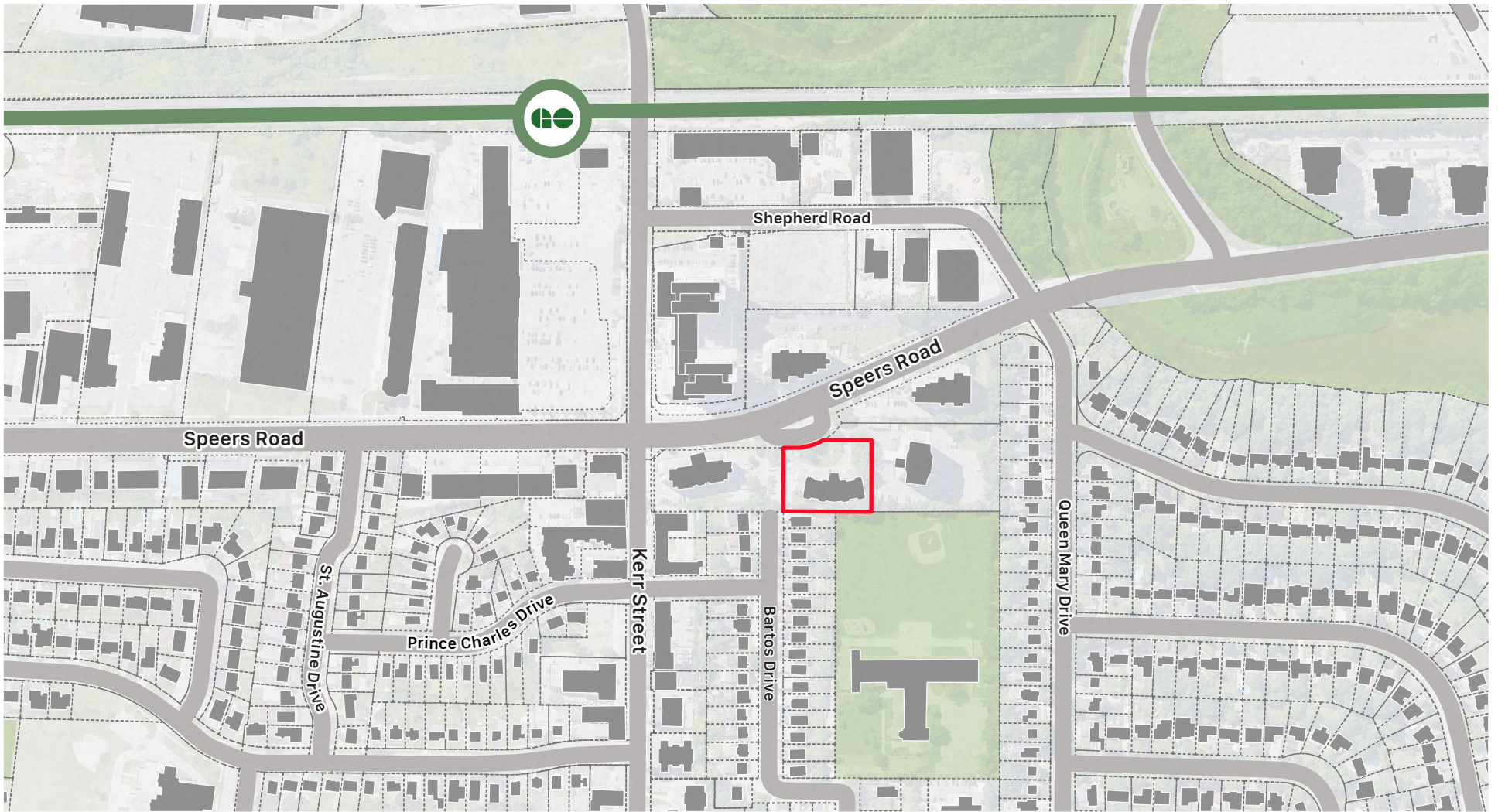
3.4 Surrounding Built Form Character

The general pattern of development in this area is influenced by the two principal streets, Kerr and Speers as well as proximity to transit, parks/natural features and highways. The intersection of these two streets is identified as a gateway in the Town's Official Plan. The gateway demarcates entry to Kerr Village which is a residential neighbourhood with a mixed-use spine along Kerr Street south of Speers Road. Kerr Street is characterized by mid-century apartment buildings and main street type commercial buildings that have a close relationship to the street. Taller buildings including several high-rises are situated along Speers Road north of the low-rise residential neighbourhood.

The built form character of the surrounding area is evolving as a result of the planned intensification within Kerr Village. This area is anticipated to continue to evolve as a vibrant business district and cultural neighbourhood with gateways strategically located at major intersections. As such, Kerr Village and the surrounding areas are experiencing an emergence of newer townhouses, mid-rises, and high-rise development including 55, 65, and 71 Speers Road (Rain & Senses Condominium) directly northwest of the Site, with heights of 19 and 21 storeys and a tower floorplate size of 910 square metres each. There is also a proposal at 530-588 Kerr Street and 131-171 Speers Road with for 11 new buildings ranging in height from 8 to 26 storeys. At 58 Shepherd Road, two 10 storey mid-rises have been approved, at 70 Old Mill Road, one 12 storey mid-rise has been approved, and at 74 Stewart Street 3 storey townhouses are in the process of having their Site Plan Approval reviewed.

To the north of the Site, on the north side of Speers Road is a 17 storey mid-century residential building called Premier Court. The concrete glass structure features a tower floorplate size of approx. 847 square metres, and primary windows and balconies facing south towards the Site. Surface parking areas are located west and north of this building and an underground parking garage is accessed from a separate driveway off Speers Road. A small pick-up and drop-off area is provided along the Speers Road frontage. A few mature trees are located along the Speers frontage, as are several sculptural poured concrete columns.

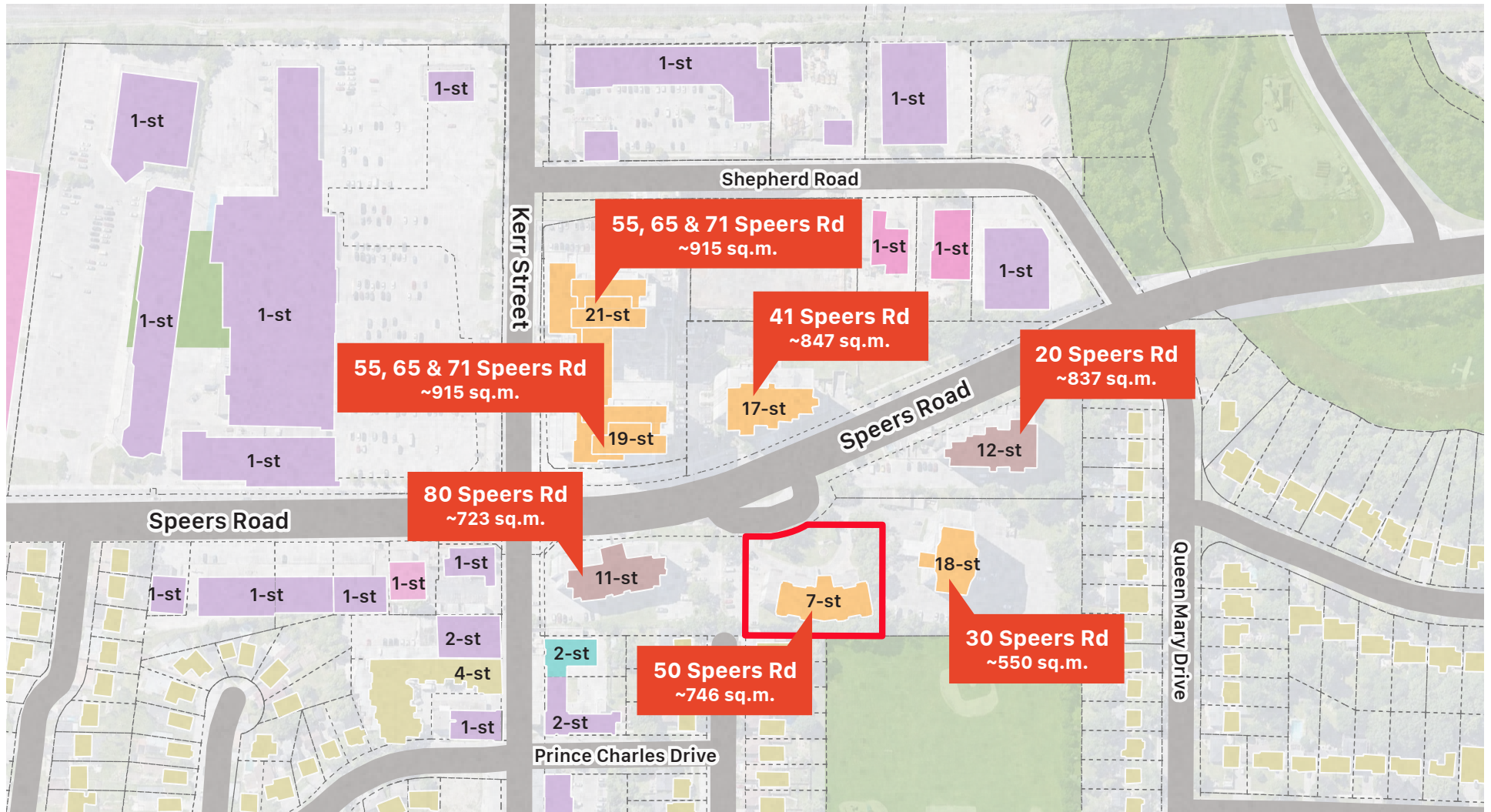
To the east of the Site is 30 Speers Road, an 18 storey mid-century apartment building that is located approximately in the middle of a large, underutilized lot. The building is generally rectangular in shape, with a tower floorplate size of approx. 550 square metres, and with units facing east and west. The north and south building faces contain very few windows. Vehicular access is provided via a driveway that connects with the service road and provides access to the drop-off driveway on the Site. Surface parking lots surround the building and there is an underground parking garage ramp located at the north lot line. A covered pick-up and drop-off area is located on the building's west side, facing the Site. Mature trees line the edges of the property.



- Legend**
- Subject Site
 - Lot Pattern
 - Existing Roads


 Not to
 Scale

Figure 4 - Lot Fabric

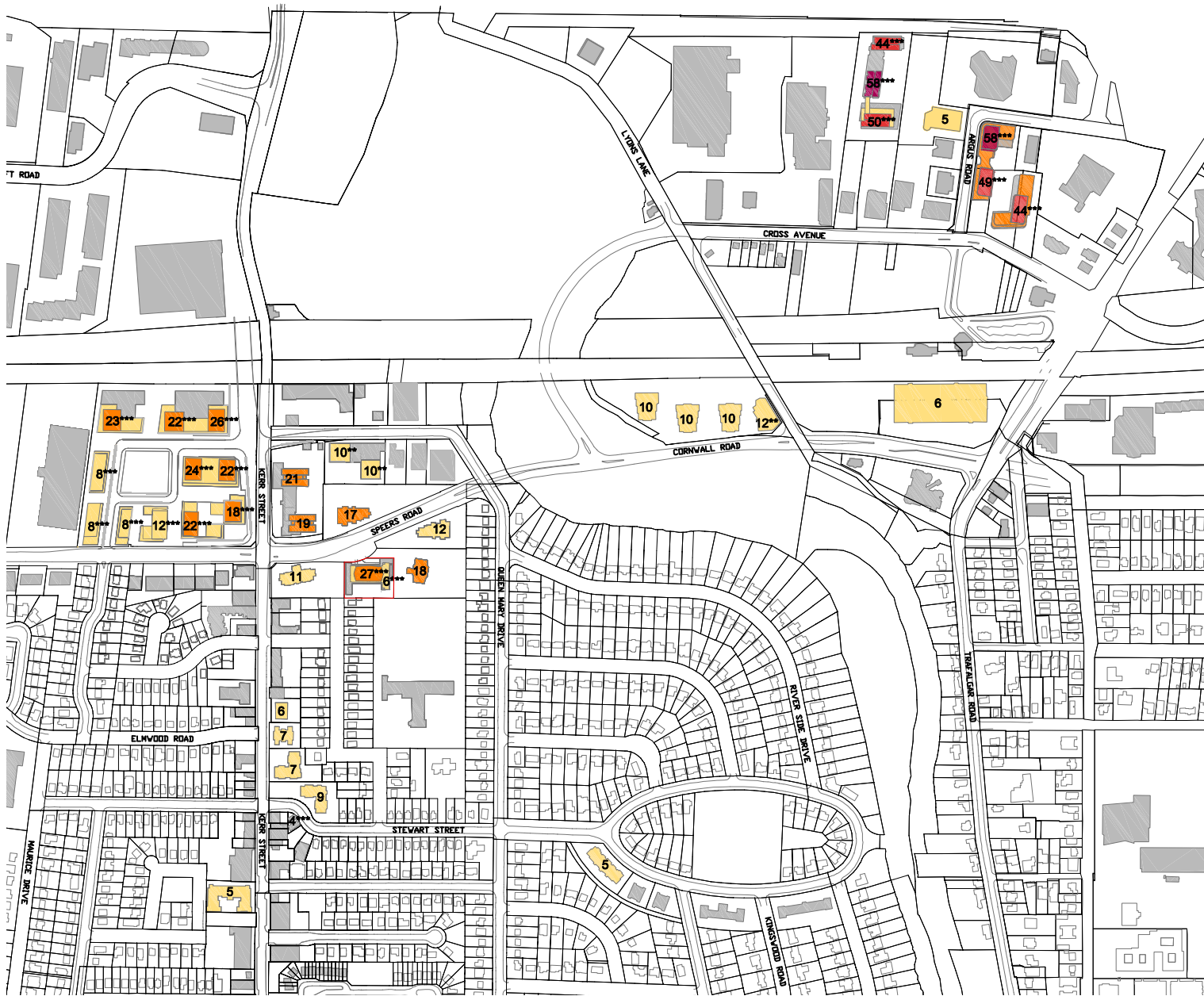


Legend

- Subject Site
- Low-rise Commercial/Office
- Low-rise Industrial
- Low-rise Institutional
- High-rise Residential
- Mid-rise Residential
- Low-rise Residential

Not to Scale

Figure 5 - Surrounding Built Form Typology



Legend

- # Heights in Storeys
- * Under Construction
- ** Approved
- *** Proposed
- 1-4 Storeys
- 5-14 Storeys
- 15-30 Storeys
- 31-50 Storeys
- 51+ Storeys
- Parks
- Subject Site

Figure 6 - Height Map

East of 30 Speers Road is 20 Speers Road, another mid-century apartment building, fronting directly onto Speers Road. This 12 storey concrete building has a tower floorplate size of 837 square metres and driveway access off Speers Road which serves a drop off area and provides access to an underground parking garage. A small surface parking area is located along the south side of the building, which is accessed from a driveway that connects to Speers Road. A large, landscaped area is located between the building and a residential Neighbourhood to the east. These residential areas line Queen Mary Drive, which is an extension of Shepherd Road from the North.

Directly southeast of the Site are the Oakwood Public School, a single-storey public school serving the surrounding area and the single-family lot. The public-school fronts on Bartos Drive, and the school yard is immediately adjacent to the southerly lot line of the Site. Single storey detached dwellings line Bartos Drive with the most northerly lot (413 Bartos Drive) abuts the westerly half of the Site's southerly lot line. This house is a single-storey, red brick dwelling with a narrow driveway running along the south lot line of the Site and accessing a small, detached garage located at the rear of 413 Bartos. South of Oakwood Public School is an 11 storey residential apartment tower, as well as a larger residential neighbourhood containing single-detached houses.

To the southwest of the Site, along Kerr Street, is Kerr Village. Kerr Village consists of a series of commercial and mixed-use buildings with commercial uses facing directly onto the street to create a "main street" condition. Several medium and high-density apartment buildings, up to 9 storeys in height, are located directly on or adjacent to Kerr Street. Surface parking areas are often located behind the commercial uses lining the street. Kerr Street is a 2-lane road with curbside parallel parking on both sides of the street. The recently expanded Trafalgar Park Community Centre is located to the southwest of the Site at the intersection of Kerr and Rebecca Streets.

Also, to the southwest are three detached dwellings lining the west side of Bartos Drive, as well as the Kerr Street Mission along Kerr Street. The Kerr Street Mission consists of a 2 storey building along Kerr Street with surface parking in the rear. The west side of Kerr Street is occupied by a mix of commercial and mixed-use buildings between one and 4 storeys tall, including a single-storey commercial building at the corner of Kerr Street and Speers Road.

An 11 storey apartment building is located to the west of the Site at 80 Speers Road. This building sits close to the southeast corner of Speers Road and Kerr Street, with a tower floorplate size of 723 square metres, small driveway extending from the corner to a covered drop off area along Speers Road, and an underground parking garage ramp along Kerr Street. A surface parking area for the building is located directly east of 80 Speers Road. Directly along the Site's lot line, a small sidewalk connects from Speers Road to Bartos Street to the south. A second surface parking area is located south of the building along Kerr Street, with a large, landscaped space separating the two lots.

Further west, Speers Road runs through a primarily industrial employment area, with 1 to 2 storey employment and commercial uses lining the street. Speers Road intersects with Dorval Drive approximately 800 metres to the west of the Site, which is classified as a major north-south arterial road with an interchange on the QEW to the northwest of the Site. Lower scale residential uses are generally located south of Speers Road, with industrial employment uses extending north towards the highway.

Overall, many buildings do not address and fail to adequately frame the adjacent streets. In this regard, many of the residential buildings have large footprints, are significantly setback from the street and are accompanied by sprawling surface parking areas. Many are representative of an older era of "tower in the park" approach characterized by large, elongated footprints surrounded by either surface parking lots or residual open space.

3.5 Surrounding Land Uses

The Site is designated High Density Residential in the Oakville OP and the built form character of the surrounding area is beginning to evolve as a result of the planned intensification within Kerr Village. The surrounding area is generally characterized by apartment buildings as well as commercial uses and pockets of low-rise low-density residential development. The following are land uses that are adjacent to the Site:

- North: Growth Area
- East: Growth Area
- South: Low Density Residential
- West: Growth Area

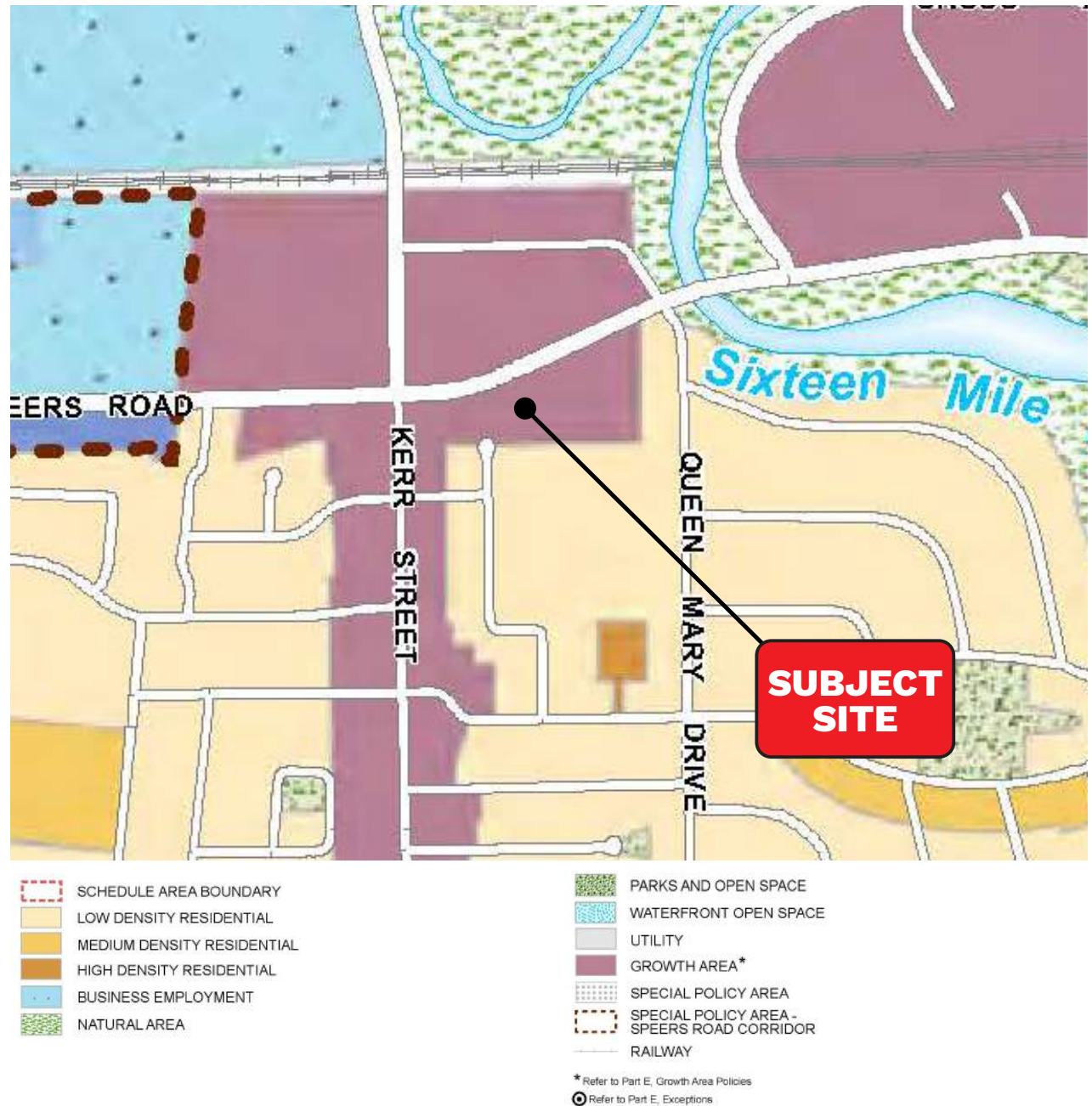


Figure 7 - Oakville Official Plan Schedule G - Land Use

3.6 Transportation Networks

Please refer to the Section 2.5 Transportation Context of the Planning Rationale.

3.7 Existing Open Space Network

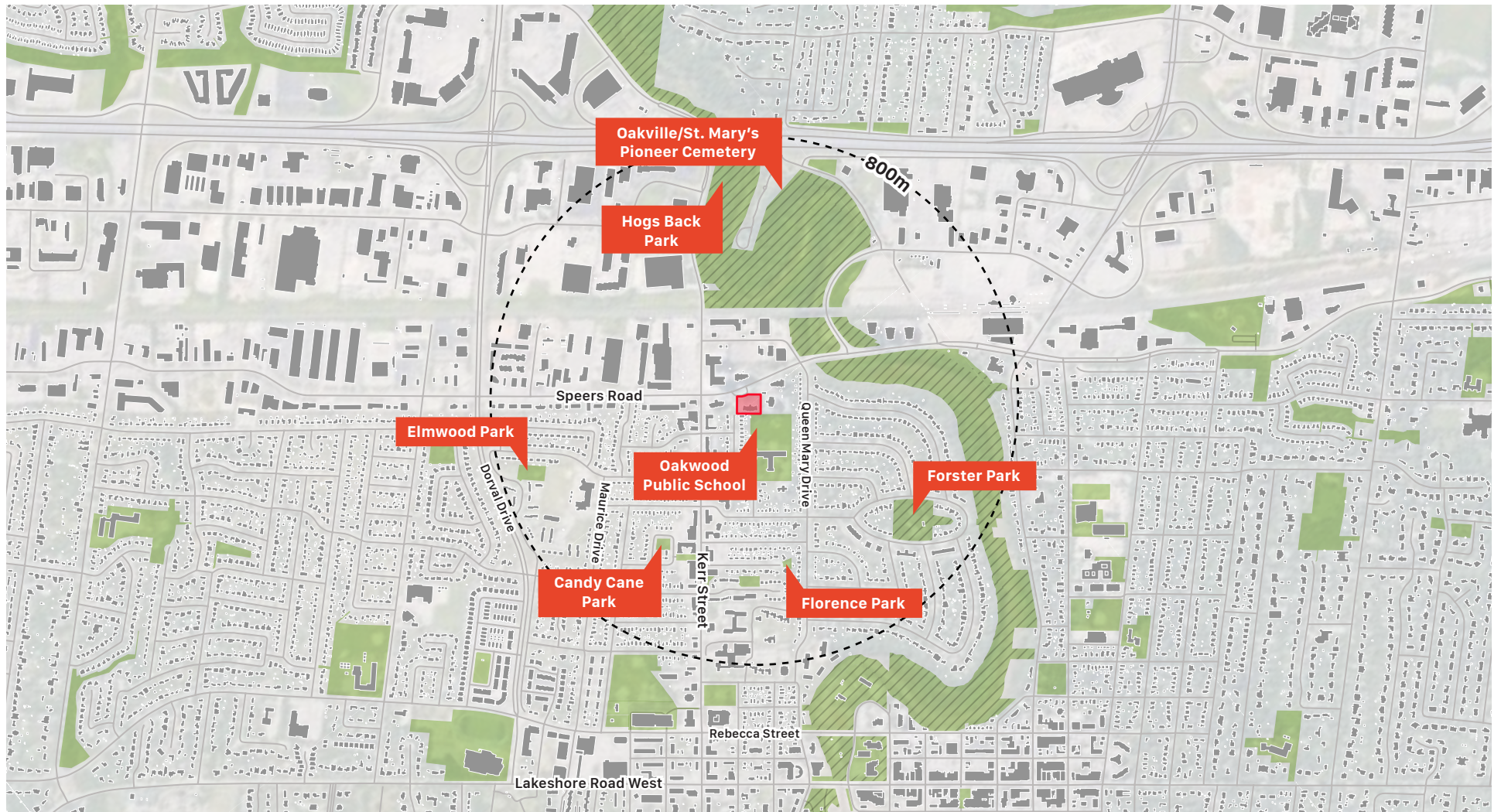
While the surrounding area is generally built up, there are a number of parks and open spaces within a 10-minute walk (800-metre radius) of the Site including:

- Oakville/St. Mary's Pioneer Cemetery
- Hogs Back Park
- Forster Park
- Florence Park
- Candy Cane Park
- Elmwood Park

In addition to these public parks, the Site is west 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. This active transportation network will provide enhanced connections between these open spaces with the Site.

Oakville OP Schedule D identifies a proposed bike lane along Speers Road, a proposed bike lane along Kerr Street north of Speers Road, and a proposed signed bike route along Kerr Street south of Speers Road. Kerr Village Growth Area policies identify several active transportation improvements surrounding the Site, including a buffered bike lane on Speers Road and limiting on-street parking along Speers Road and Kerr Street north of Speers Road.



Legend

- Subject Site
- Building Footprint
- Parks & Open Space
- Natural Heritage Area
- Existing Roads



Not to Scale

Figure 8 - Lot Fabric

Town Hall

4

Policy Framework



4.1 Livable Oakville – Town of Oakville Official Plan 2009

The Oakville OP (Office Consolidation August 31, 2021) sets out policies for how lands should be used, and how growth should be managed through to 2031. On the Oakville OP's Schedule A1 - Urban Structure, (Figure 9 - Urban Structure) the Site is located within Kerr Village, which is identified as one of the municipality's Nodes and Corridors and a Main Street Area. In accordance with Policy 3.5, Nodes and Corridors are Strategic Growth Areas as defined in the Growth Plan, and key areas of the Town identified as the focus for mixed-use development and intensification. Kerr Village is therefore intended to develop as a mixed-use centre with viable main streets. The Main Street Areas are intended to accommodate lesser amounts of intensification.

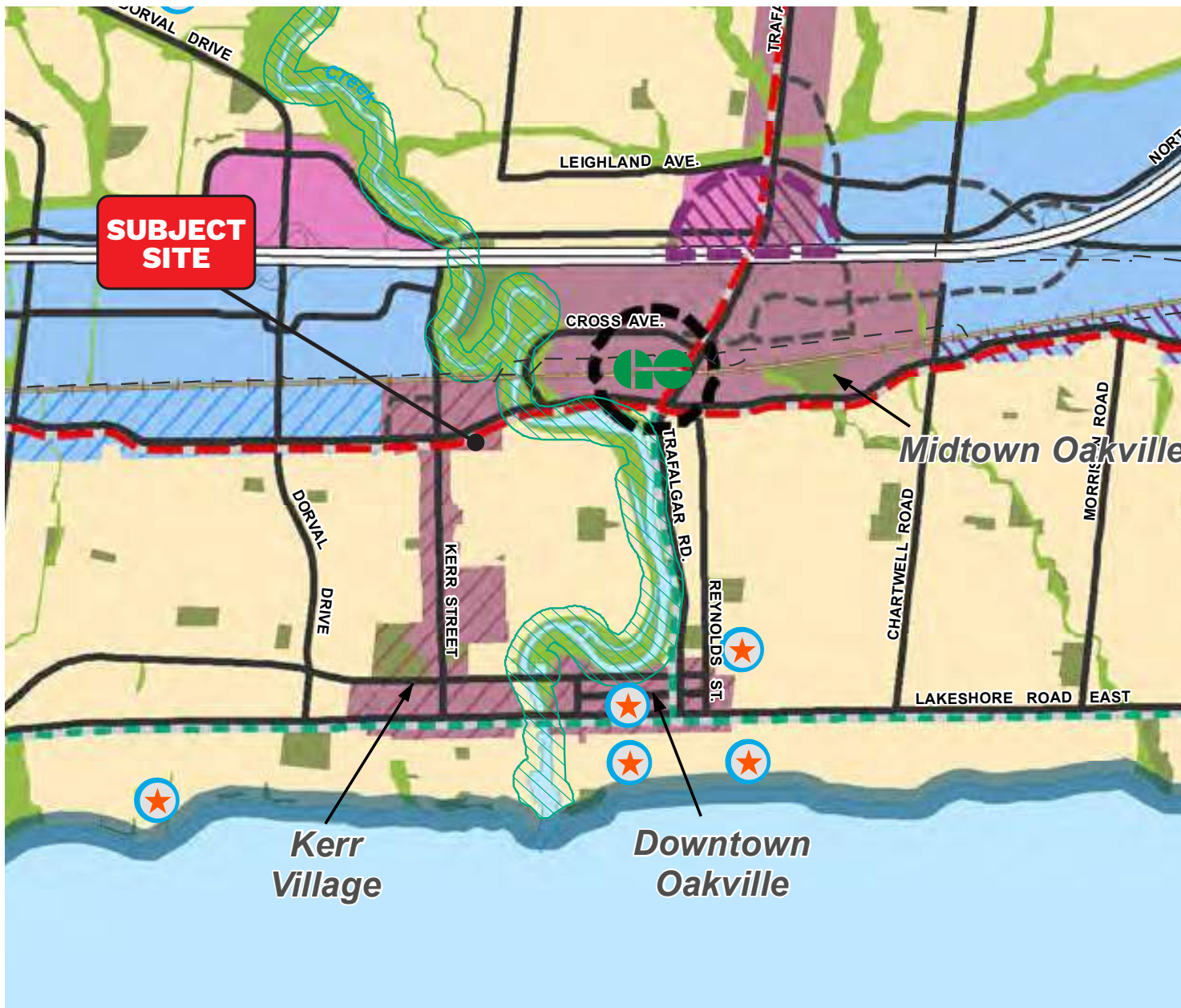
Policies related to urban design are found in Section 6 of Part C: Making Oakville Livable (General Policies). Under Section 6.1.1 the Oakville OP provides general objectives for urban design which include:

- 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 the Oakville OP, including:

- The unique architectural design, contextually appropriate building placement, scale and landscaping of the proposed development will enhance the identity and character of the Site, while still 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 a residential lobby and grade related residential units – creating a significantly improved, attractive and animated pedestrian-oriented environment (Policy 6.9.5);
- The proposed design creates an articulated and distinct building envelope to avoid sameness.(Policies 6.9.7);
- The proposal provides direct barrier-free access for pedestrians to easily access principal building entrances, and 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 Oakville OP design policies is described in Section 6.0 of this UDB.



LEGEND 1

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS ² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR ³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/ ⁴ CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations

NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas

NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

NOTE 4: Heritage Conservation Districts and *cultural heritage landscapes* are elements of the urban structure. As additional Heritage Conservation Districts and *cultural heritage landscapes* are designated under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

Figure 9 - Urban Structure

Kerr Village Growth Area Policies

Part E of the Oakville OP set out policies for the Growth Areas and Special Policy Areas. Section 23 provides the Kerr Village Growth Area policies.

Section 23.3 provides a development concept for Kerr Village including three land use districts in accordance with Schedule L1 (Figure 10 – Schedule O1). The three districts include: Upper Kerr Village District, Kerr Village Main Street District, and Lower Kerr Village District. Each of the three districts have a distinct character in terms of land use and built form. The Site is located within the Upper Kerr Village District with a land use of High Density Residential. Policy 23.3.1 provides that the Upper Kerr Village District shall become a transit-supportive and mixed-use area. High density forms of development will be permitted to achieve the critical mass required for enhanced transit. The district will include appropriate gateway features, an urban park with pedestrian mid-block connections and opportunities for rental housing.

Schedule O1 – Land Use

With respect to Streetscapes, Policy 23.5.3 provides that primary and secondary streets shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping, and furnishings. Buildings along primary streets shall: incorporate a high degree of transparency on the ground floor; provide building openings and principal entrances facing the street; and contain community, cultural or limited office uses adjacent to the street which foster an active main street environment. The Site fronts along Speers Road which has been identified as a primary street in Schedule O2.

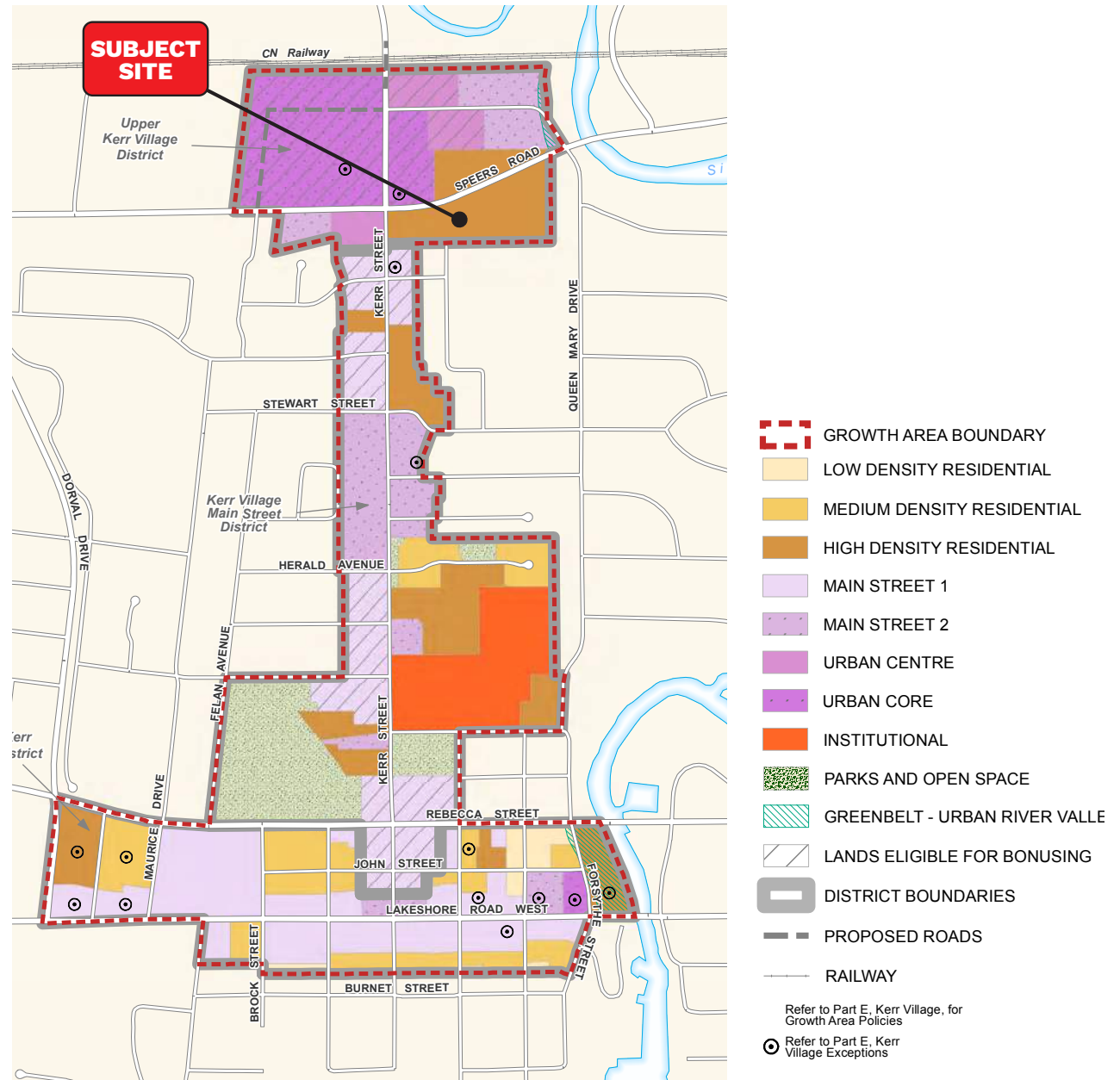


Figure 10 - Schedule O1

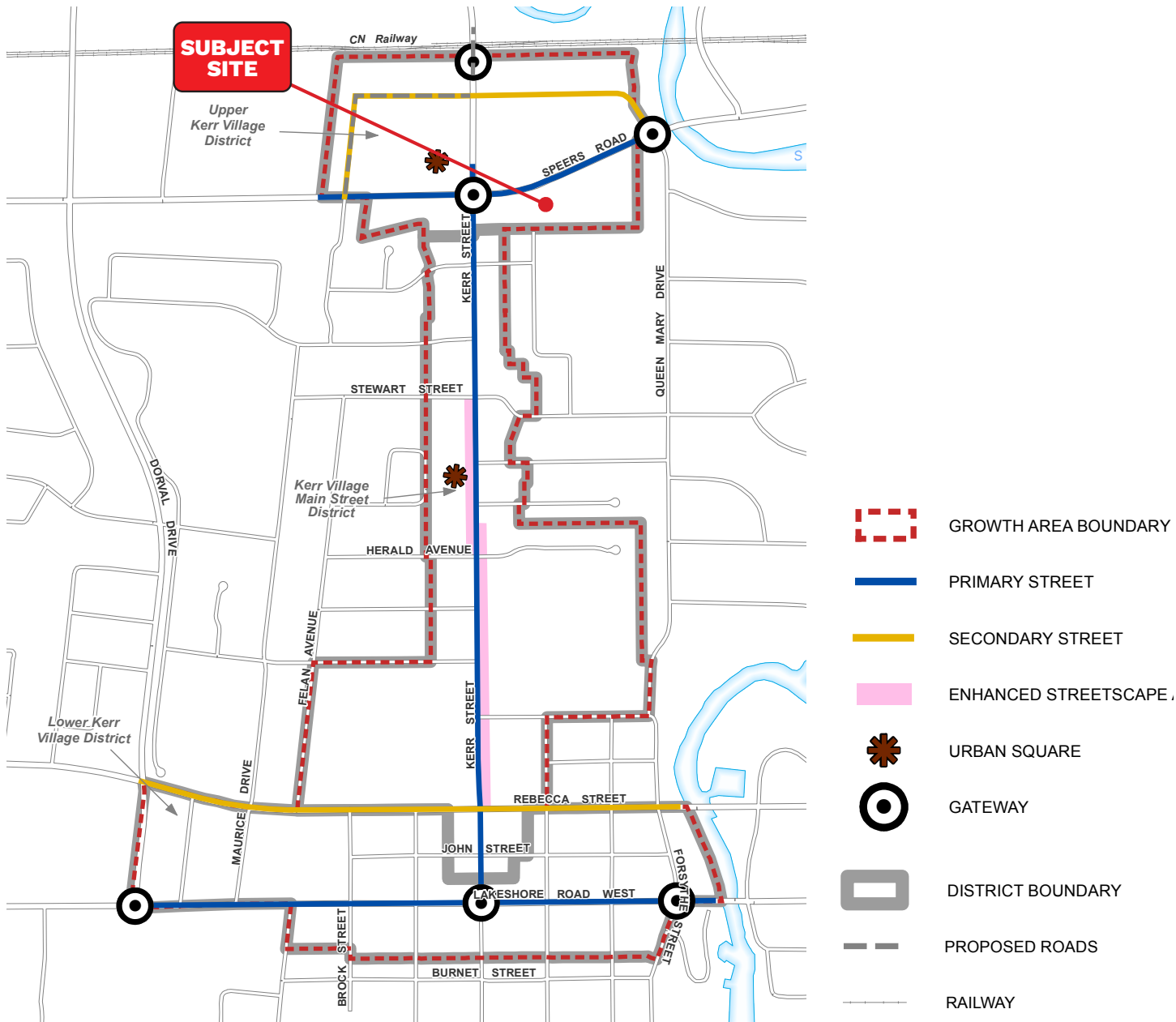


Figure 11 - Schedule O2 - Kerr Village Urban Design

4.2 Urban Design Guidelines

The proposed development for the Site is subject to both the Town-wide urban design guidelines (Livable by Design Manual (2019) “the 2019 Town Guidelines”) and the area-specific guidelines for Kerr Village (Urban Design Direction for Kerr Village Growth Area (2018) “the Kerr Village 2018 Guidelines”). The 2019 Town Guidelines were first endorsed in 2014 by the Council and updated in 2019 to reflect the current design vision more closely for the Town and overarching policy directions. In this regard, we have reviewed both sets of guidelines, where the 2019 Town Guidelines provide direction of built form with regards to the ground floor height, minimum percentage of glazing on the ground floor, the building middle (tower), and the building top whereas the Kerr Village 2018 Guidelines provide more direction with respect to local considerations.

A detailed discussion and analysis of how the proposal addresses sections of the 2019 Town Guidelines and the Kerr Village 2018 Guidelines – in conjunction with the Oakville OP – is described in Section 6.0 of this UDB.

4.2.1 Livable by Design Manual – Urban Design Direction for Oakville (2019) – 2019 Town Guidelines

The purpose of the 2019 Town Guidelines is to supplement the Oakville OP policies and Zoning By-law provisions by providing additional details on what constitutes desirable built form within the Town of Oakville. The 2019 Town Guidelines “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 2019 Town Guidelines provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Oakville OP. 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 ground floor of podiums should generally have a minimum ground floor height of 4.5 metres where there is retail proposed, have a minimum of 85% glazing on the facades to achieve visual interest and access to natural lighting, and provide architectural treatments on all non-transparent surfaces as indicated in Guidelines 3.1.4 and 3.1.14 respectively.

Guideline 3.1.6 suggests incorporating floor to ceiling heights between 3.5m and 4.5m for ground floor residential units.

Guidelines 3.1.23, 3.1.25, 3.1.27, and 3.1.28 relating to towers indicates that:

- towers should be setback a minimum of 5 metres from the edge of the podium, however, in some cases that number can be reduced including at view terminus locations;
- tower floorplates to have a maximum area of 750.0 square metres;
- there should be a minimum separation of 25 metres 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; and
- towers should be oriented to create minimum shadow and wind impact.

4.2.2 Urban Design Direction for Kerr Village Growth Area (2018) - The Kerr Village 2018 Guidelines

Section 3.1.33 to 3.1.35 provides guidance with respect to achieving transition to minimize impact of tall buildings on the surrounding properties in terms of massing, height and shadows. In that regard, the LBDM recommends setbacks and/or stepping of the building mass including a setback of 7.5m from low rise residential areas.

The 2019 Town Guidelines provide additional details and visual articulation of the design objectives stated in Oakville OP in order to ensure that any potential design bolsters the Town's vision of being the "most livable community in Canada".

The Kerr Village 2018 Guidelines were prepared as an urban design guiding document tailored specifically for the Kerr Village area that builds upon the broader town-wide design direction.

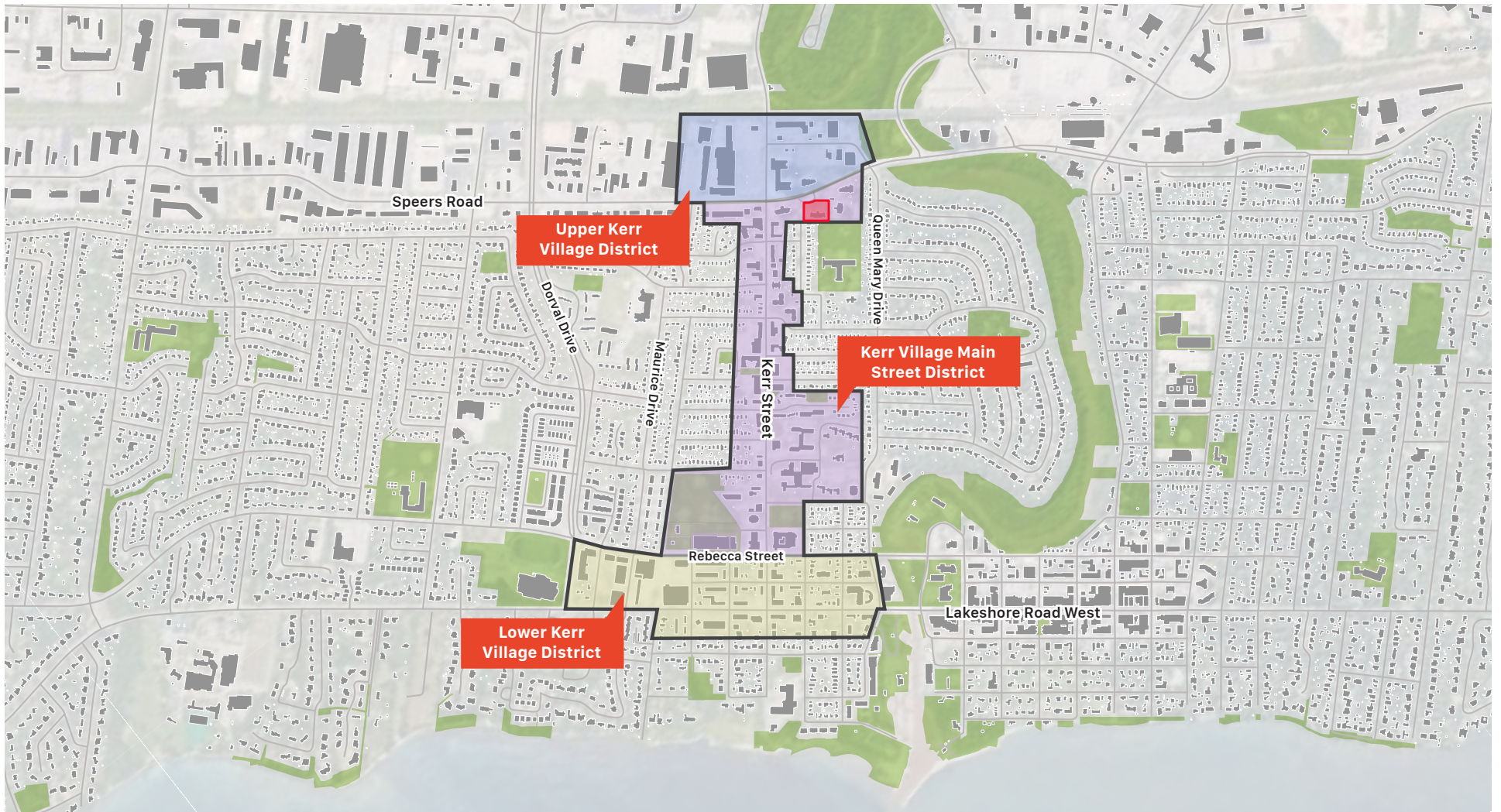
The Kerr Village 2018 Guidelines aim to focus on the public realm enhancements and property redevelopment activities that reinforce the context and character of this traditional commercial area and illustrates how revitalization efforts can achieve the expectations of a vibrant economic and cultural district. The key guiding urban design principles and directions for Kerr Village include the following:

- To distinguish the district: create a sense of arrival, incorporate unifying elements and incorporate expressive elements (Guideline 3A);
- To foster activity at street level: create active spaces on the boulevard and incorporate active uses on the ground floor (Guideline 3B);
- To frame the street: define the corridor through built form (Guideline 3C);
- To be compatible with surroundings: incorporate transitions to surroundings (Guideline 3D); and
- To create links to and throughout the district (prioritize pedestrian access and movement) (Guidelines 3E).

Guideline 3A: Distinguish the District

Guidelines 3A.1.a to 3A.1.c provides design direction on creating a sense of arrival that can be achieved through incorporating gateway elements such as the combination of high-quality built form, distinctive landscaping and open space treatments, and place-making elements, such as public art and streetscape features. More specifically, this design direction can be accomplished through:

- orientating the building massing and main entrances directly towards the street;
- incorporating buildings and structures that express a high standard of architectural quality and reinforce the local context and character; and
- incorporating distinctive streetscape surface treatments and furnishings, plantings and landscape designs and public art installations at entry points and throughout to unify the district.



Legend

- Subject Site
- Building Footprint
- Parks & Open Space
- Existing Roads
- Kerr Village District Boundary
- Upper Kerr Village District
- Kerr Village Main Street District
- Lower Kerr Village District



Not to Scale

Figure 12 - Kerr Village Districts

Guidelines 3A.2.a and 3A.2.b provides design direction on incorporating unifying elements which can be accomplished through coordinating the 'look and feel' of public spaces which can be accomplished by:

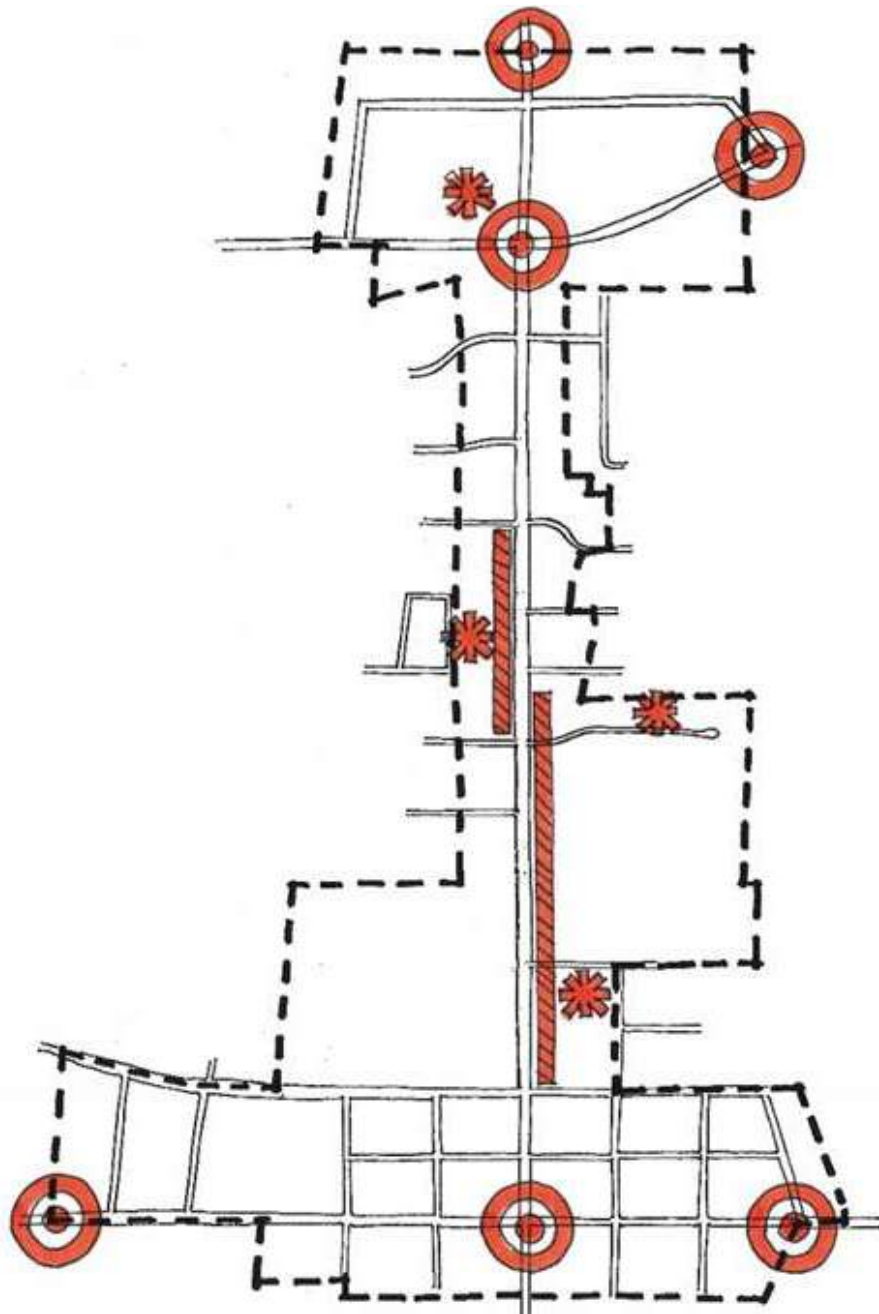
- using Westwood Park and Normandy as a source of inspiration for the selection of hard and landscape materials and furnishings respectively for the development of future open spaces within the district including the north gateway square; and
- incorporating the streetscape elements from the adjacent boulevard to create seamless transitions and a compatible interface between the public and private realms.

Guidelines 3A.3.a to 3A.3.c provides design direction on coordinating the streetscape elements which can be achieved through establishing a consistent and recognizable streetscape design within the municipal right-of-way which will greatly assist in unifying the district, create places for social interactions, and frame local community life, all which strengthens Kerr's identity. This design direction can be accomplished by:

- developing a streetscape concept plan demonstrating the streetscape treatment that will be installed on the primary, secondary, and local streets within the Kerr Village district;
- where appropriate, extending the streetscape treatment abutting public open spaces and publicly-accessible privately-owned open space ("POPS"); and
- increasing the number and quality of plantings within the identified enhanced streetscape areas and into other softscape areas, including the "eyebrow" service road that branches from Speers Road.

Guideline 3A.4.a incorporate expressive elements through installing public art which expresses local identity, fosters creativity, and instills a sense of civic pride. This design direction can be accomplished by:

- sourcing, designing, and installing sculptures, friezes, murals, luminal installations, metal works, fountains, customized furnishings, etc.



'distinguishing the district' design direction is primarily focused on:




-  urban squares
-  gateways
-  enhanced streetscape setbacks

Figure 13 - Guideline 3A: Distinguish the District (Source: Urban Design Direction for Kerr Village Growth Area)

Guideline 3B: Foster Activity at the Street Level

Guidelines 3B.1.a to 3B.1.c. provides design direction on creating active spaces on the boulevard to establish activity zones along the pedestrian routes of travel which can be achieved by having the pedestrian realm along primary and secondary streets consist of a building interface zone, pedestrian path zone, planting and furnishing zone, and curb zone.

This design direction can be accomplished within the building zone:

- where space permits, providing space for retail displays, entrance features, and patio seating;
- ensuring building entrances and display windows are oriented towards and open onto the street; and
- incorporating weather protection elements, such as awnings and canopies.

This design direction can be accomplished within the pedestrian zone by:

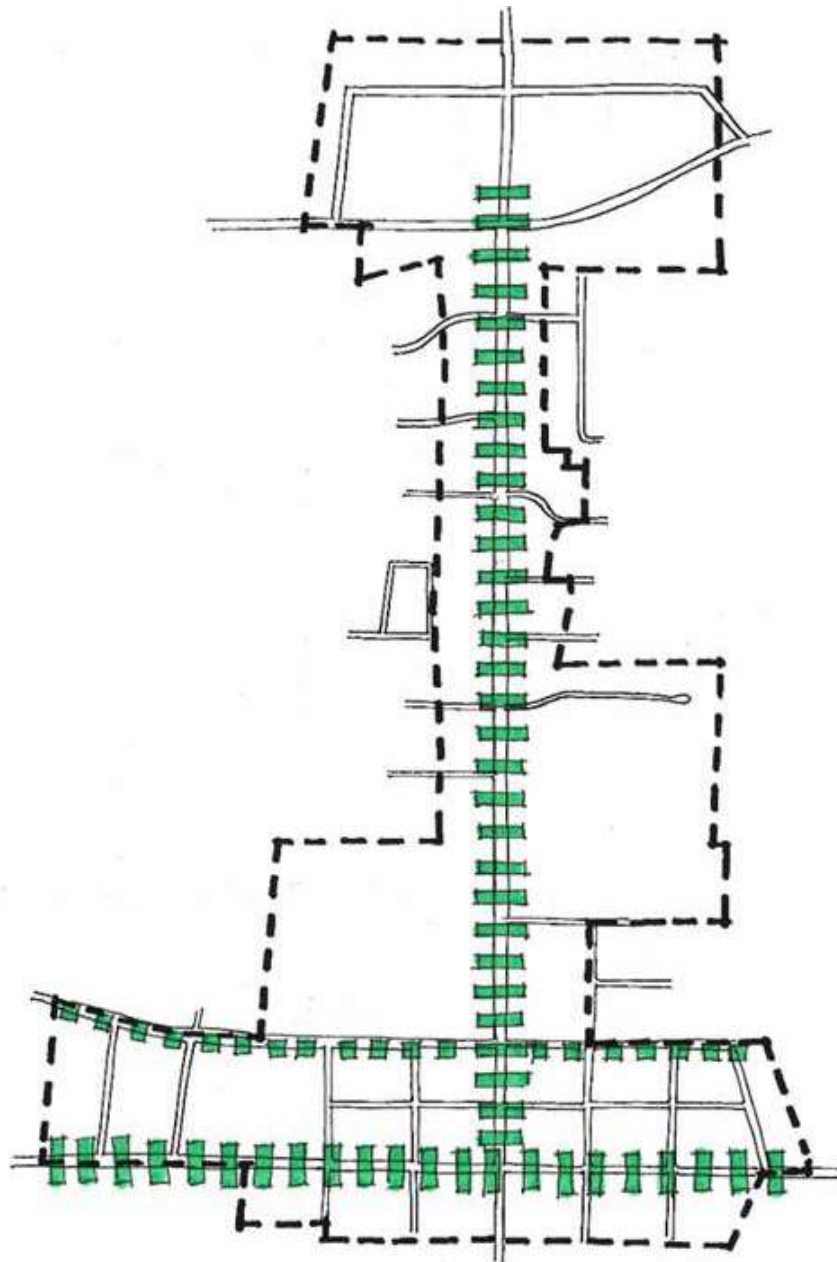
- maintaining an unobstructed, barrier-free, and predictable pedestrian path of travel; and
- incorporating surface treatments that differentiate between path of travel.

This design direction within the planting and furnishing zone includes:

- incorporating new street trees with adequate spacing and soil volume, through the use of soil cell systems;
- installing coordinated street furnishings and surface treatments such as benches, light poles, waste receptacles, bike racks, transit stops/shelters, etc.;
- along primary and secondary streets, incorporating a hardscape surface treatment to expand activities;
- where space permits, incorporating additional places for seating and gathering; and
- incorporating wayfinding elements and public art.

This design direction within the curb zone includes:

- locating infrastructure and utilities within this zone; and
- creatively integrating above-ground utility features within the streetscape design



‘fostering activity at the street level’
 design direction is primarily focused on:



primary streets



secondary streets

Figure 14 - Guideline 3B: Foster Activity at the Street Level (Source: Urban Design Direction for Kerr Village Growth Area)

Guideline 3C Frame the Street

Guidelines 3C.1.a to 3C.1.c provides design direction on defining the corridor through built form to create a dynamic street wall by framing the streets with appropriate building heights and stepbacks to greatly improve pedestrian comfort and support retail along the street. The design direction can be accomplished by:

- positioning buildings along all primary streets within the required front and flankage yards; establishing the building base height to be no greater than 80% of the street width;
- Above this height, step back the remaining building at a 45-degree angle from the main wall, in order to provide access to sky views and sunlight; and
- spanning building floors above access driveways on primary streets for continuity of the street wall

Guidelines 3C.2.a to 3C.2.c provides design direction on framing the street through creating strategic breaks in the wall. This design direction can be accomplished by:

- creating more visually interesting street walls through projections and recesses of building facades, which can result in desirable outdoor amenity spaces, especially where the boulevard may be narrow or constrained;
- incorporating significant breaks in building facades longer than 55.0 m; and
- where new development is proposed, dividing the facades into smaller segments to reflect the rhythm and scale of a traditional, main street and village built form

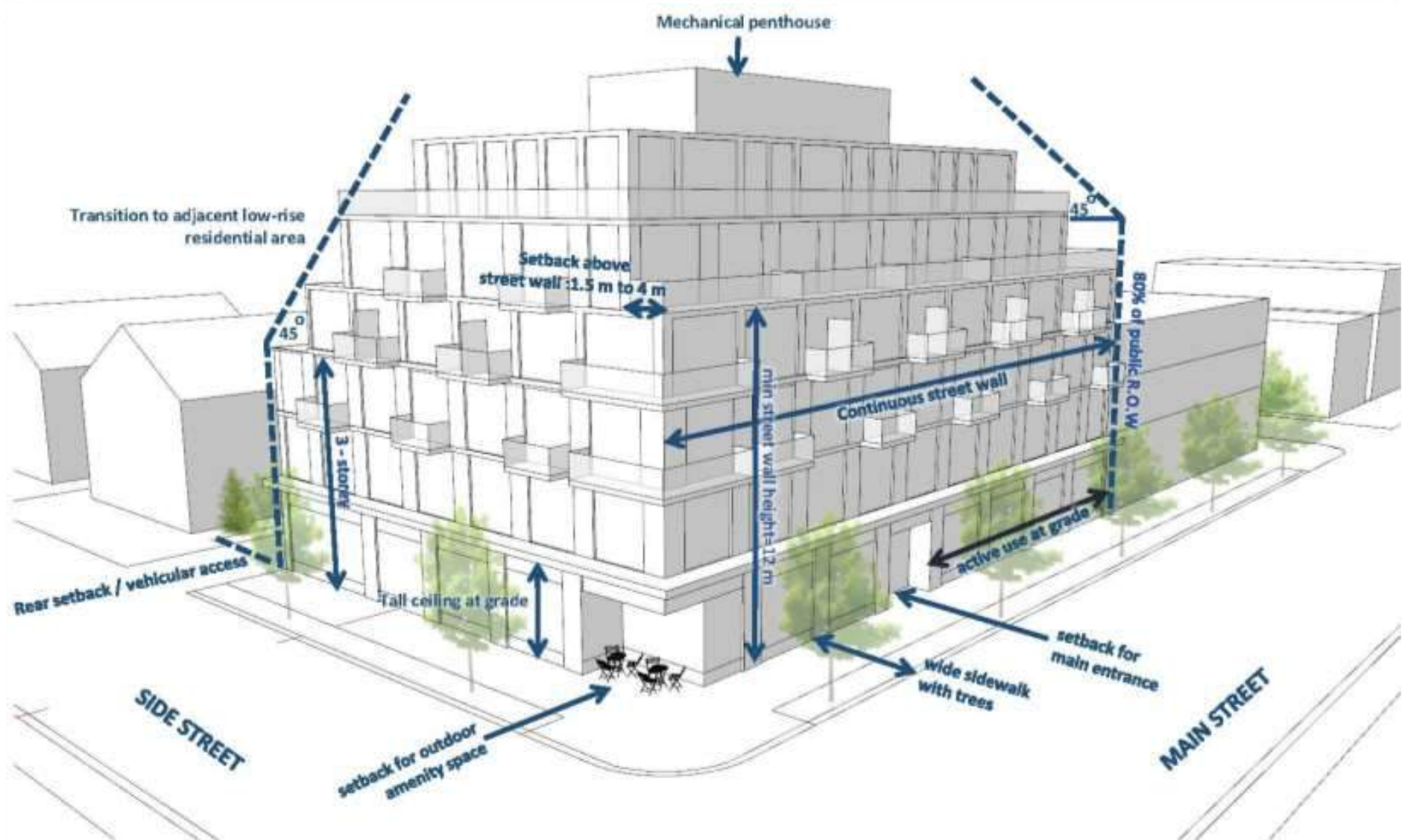


Figure 15 - Guideline 3C Frame the Street (Source: Urban Design Direction for Kerr Village Growth Area)

Guideline 3D Be Compatible with Surroundings

Guidelines 3D.1.a to 3D.1.d provides design direction on incorporating transitions to surroundings by transitioning to buildings along the streetwall. The design direction can be accomplished by:

- positioning buildings along the front lot line and incorporating streetwall setbacks that transition to adjacent buildings with greater setbacks;
- positioning mid-and high-rise buildings to the minimum side lot line and incorporating façade stepback(s) starting at 10.5 m above grade;
- between residential buildings, incorporating a 15.0 m minimum separation between primary windows and a 7.5 m minimum separation between all other windows; and
- incorporating visually interesting end wall treatments on the exposed portions of facades, including a combination of window openings and architectural treatments.

Guidelines 3D.3.a to 3D.3.d provides design direction on transitioning to low-rise residential areas which can be achieved through:

- positioning buildings at a minimum setback of 7.5 m from a shared property line abutting low-rise residential properties;
- incorporating stepbacks on the rear and/or side façades at a 45-degree angular plane starting from a height of 10.5 m above grade;
- positioning principal windows at a minimum of 10m back from shared property lines; and
- locating rooftop terraces and balconies at a minimum of 10.5 m above grade

Guideline 3E Create Links to and throughout the District

Guidelines 3E.1.a to 3E.1.b provides design direction on prioritizing pedestrian access and movement through creating connections throughout the district. This design direction can be accomplished by:

- designing development along primary and secondary streets with a strong focus on enhancing the pedestrian realm, with built form framing the street and ample entrances along the ground level facades; and
- incorporating visual cues along the streets and public realm, such as new streetscape and wayfinding elements, that create interest and navigation tools for visitors and residents to explore the village and its surroundings.

Guidelines 3E.2.a to 3E.2.d provides design direction on establishing mid-block connections through:

- incorporating well-defined pedestrian connections to and throughout the site for new development;
- creating connections that are predictable, comfortable and barrier-free;
- incorporating ample space between the building faces and incorporating pedestrian-oriented uses and openings along these connections; and
- incorporating a variety of elements that can animate the space; such as lighting, landscaping, furnishings, public art and weather protection features.



5

Development Plan

5.1 Proposal

The proposal provides for the replacement of the existing 7 storey rental apartment building with a new high quality 27 storey rental residential building with a 6 storey residential podium featuring 2-storey townhouses along two frontages that will create more opportunities and variety for rental housing. The proposal will provide a variety of units from townhouse to 1, 2 and 3 bedrooms to meet the needs of families, young professionals, and empty nesters thus creating a multi-generation rental building. The development will also be complemented by public realm and landscape improvements and will feature a 1.8 metre widened and enhanced mid-block connection. The development has been carefully considered with respect to its larger and more immediate context. In that regard, the design incorporates a lower scaled podium element that helps create a transition of scale to the low-rise residential area to the immediate south, a mid-rise component that helps to frame Speers Road with an appropriate scale and a well articulated point tower above which is compatible with the existing and emerging context of tall buildings and adequately mitigates any potential impacts on the surrounding area.

Overall, the Proposal includes 314 units and 22,365 square metres of net residential floor area resulting in a gross density of 5.4 FSI. It will replace an aging apartment building and will provide additional high-quality rental units with new, improved amenity areas and parking. The Proposal will increase the number of rental units on Site by 255 and contribute to housing diversity in the area by delivering a range of unit types.

All units will have access to 628 square metres of indoor amenity space and 1061 square metres of outdoor amenity space.

With respect to the public realm, the proposal contemplates widening an existing mid-block connection that currently consists of paving in poor quality and introducing landscaping elements such as a green buffer, lighting and a new row of trees. The north-south widened connection located along the western frontage of the Site, will assist in enhancing the connection of the development to and through the district, providing safe pedestrian passage to Bartos Drive which leads to Oakwood Public School. The ground floor amenity located on the southern portion of the Site will provide a buffer from the development to the public school playing field and the low-rise residential neighbourhood to the south.

The proposed development also includes a number of elements that will activate and enhance the streetscape along Speers Road including the provision of new hard and softscape elements and new street trees along Speers Road and the "eyebrow" service road that branches from Speers Road.

Vehicular parking for the Site is proposed to be accommodated within a 3 level below-grade parking garage, accessed by the private driveway located within the Site. This driveway connects to the east-west service road that branches from Speers Road on the eastern portion of the Site. The proposed development will provide a total of 314 parking spaces.

The development will also provide a total of 314 bicycle parking spaces for residential and visitor uses. The bicycle parking spaces are proposed to be located on the ground floor and below-grade parking garage.

With respect to loading spaces, one loading space is provided. Along with the ramp to the parking garage, the loading space is also accessed from the private driveway that connects to the east-west service road that branches from Speers Road on the northeast portion of the Site. The driveway to the parking ramp and loading space will not be visible from Speers Road due to use of articulated architectural screening, the drop in elevation along Speers Road going east, and with the proposed trees together with the existing trees of 20 and 30 Speers Road that will provide a buffer and shield the service areas from the street.

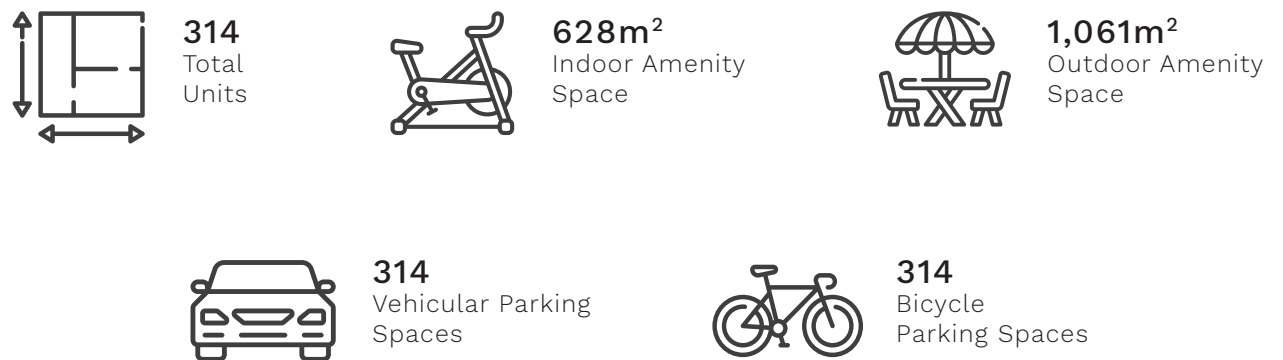


Figure 16 - Proposal Summary

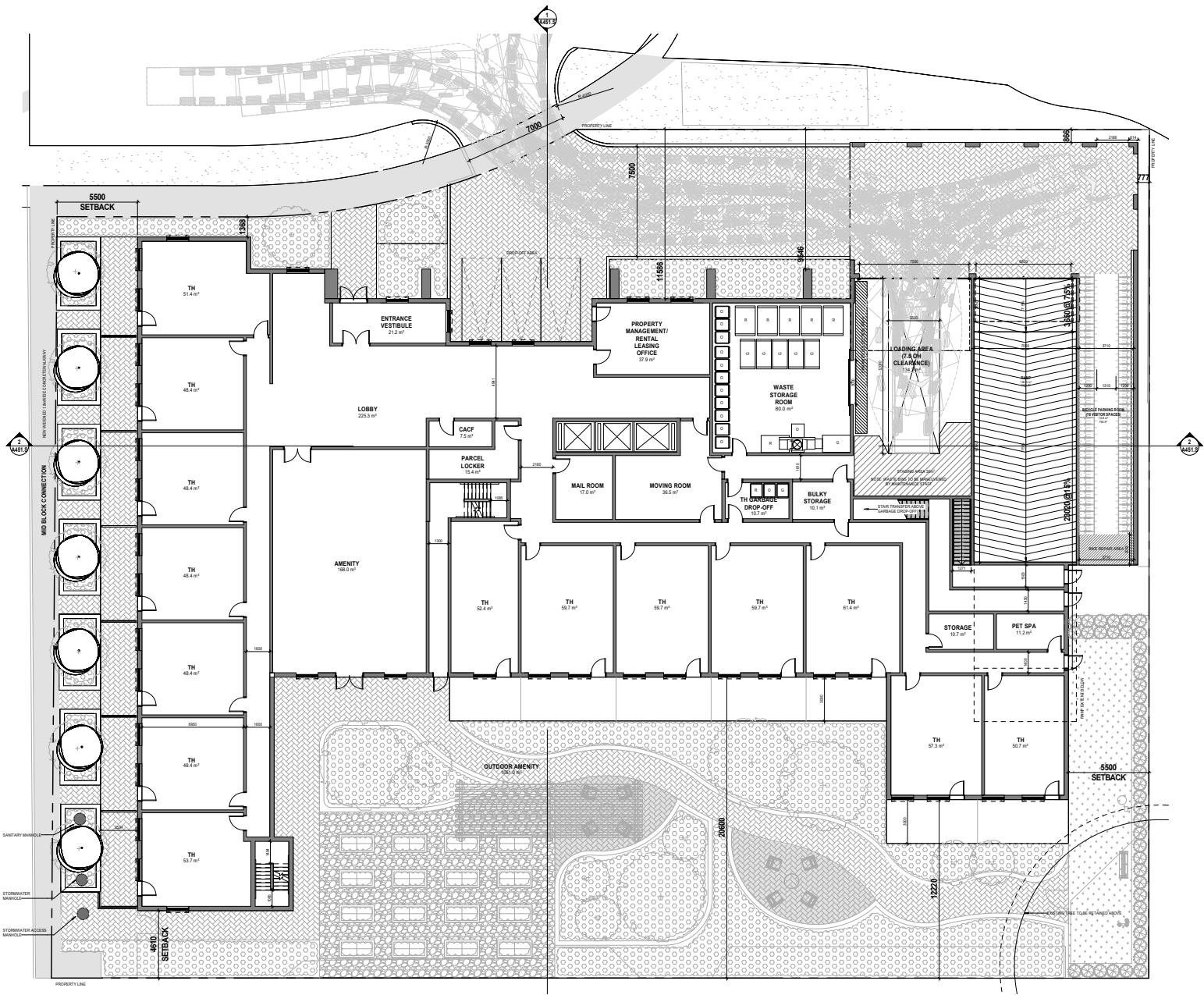


Figure 17 - Ground Floor Plan (Prepared by BDP Quadrangle)

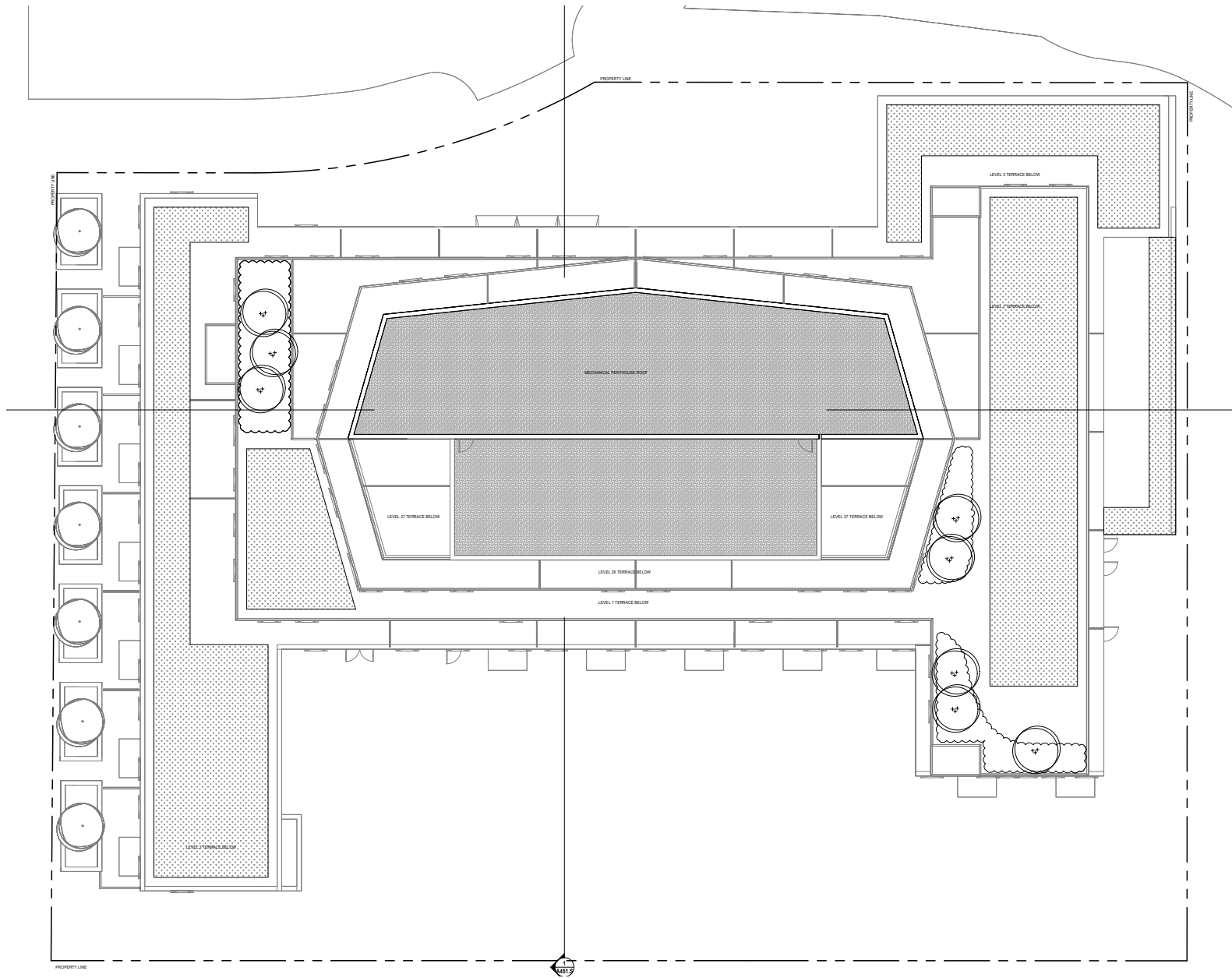
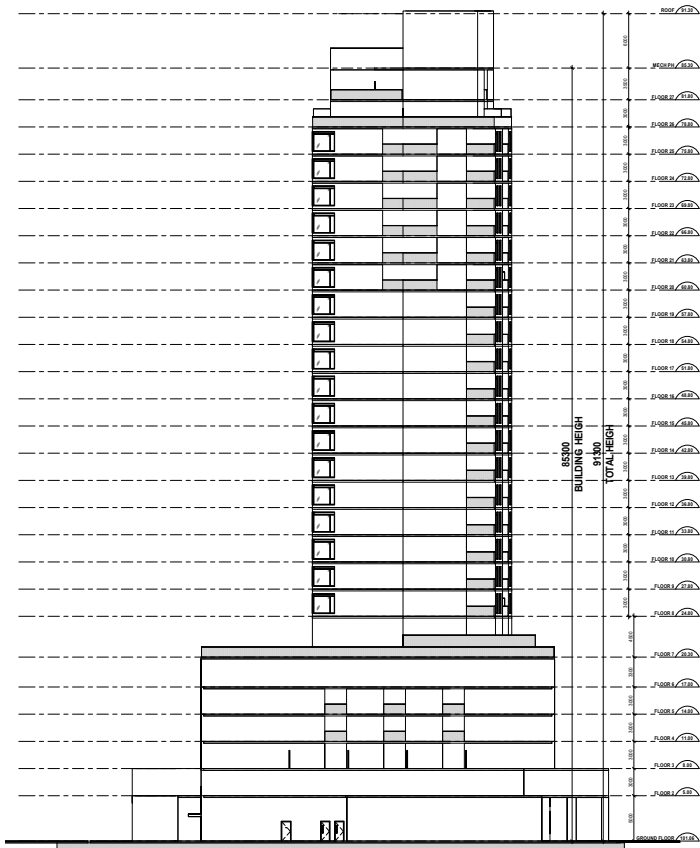
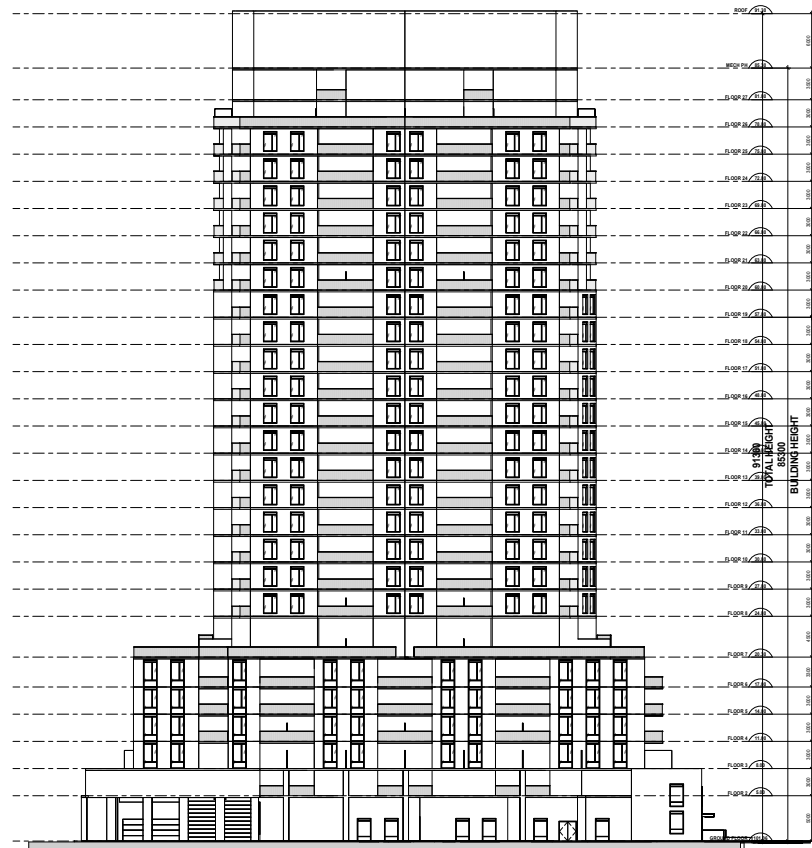


Figure 18 - Roof Plan (Prepared by BDP Quadrangle)

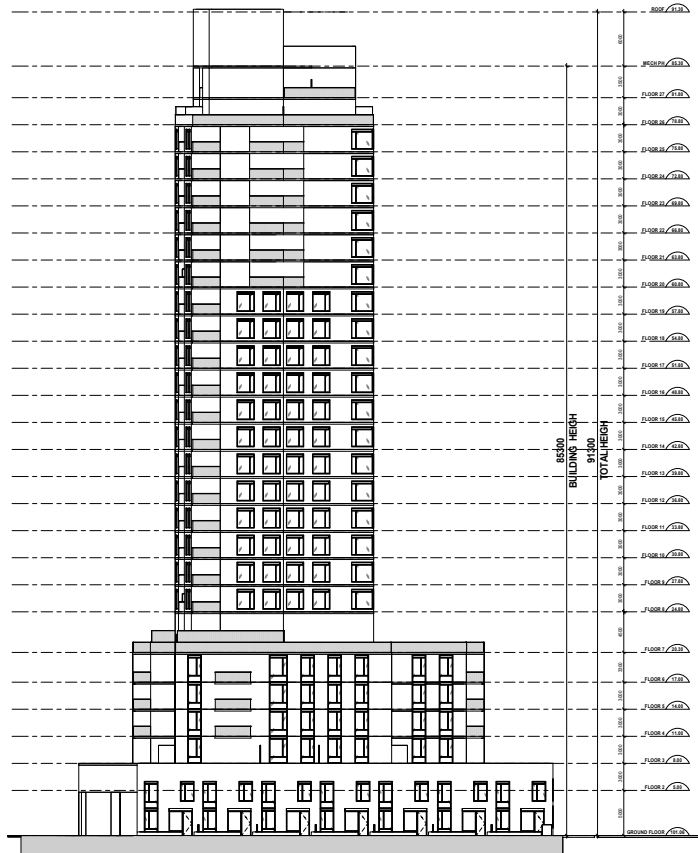


1 EAST ELEVATION
SCALE: 1/200

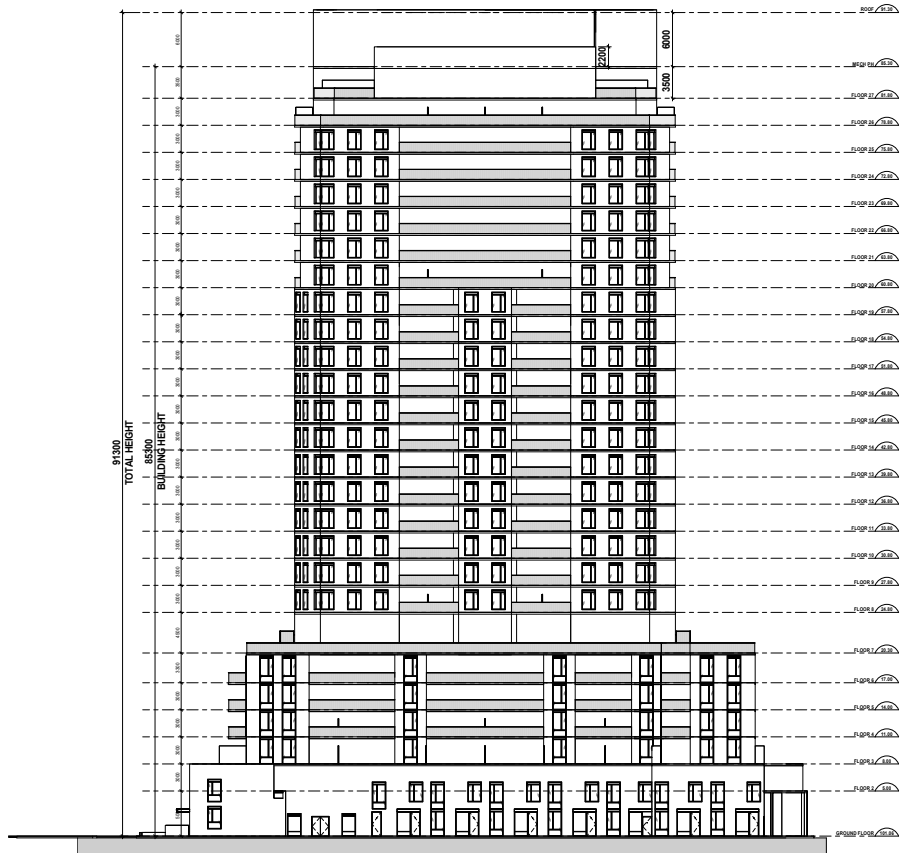


2 NORTH ELEVATION
SCALE: 1/200

Figure 19 - Elevations (Prepared by BDP Quadrangle)



1 WEST ELEVATION
SCALE: 1:200



2 SOUTH ELEVATION
SCALE: 1:200



6

Detailed Design Direction

6.1 Livable by Design Manual (LBDM) Guiding Principles (2019 Town Guidelines)

As indicated in Section 4.2 of this UDB, the 2019 Town Guidelines provide guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Oakville OP. The following section outlines 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 and reinforces the character of this underutilized Site from outdated to modern by providing building frontage along Speers Road. Specifically, the proposal incorporates townhouses at grade along with a 1.8 metre widened north-south pedestrian mid-block connection with enhanced landscaping which will animate the public realm and create a vibrant streetscape to create links to and through the district. The development provides for 'eyes on the street' and a mid-block connection, establishing this prominent location as a destination within Kerr Village.

6.1.2 Compatibility – Fostering Compatibility and Context-Specific Design

As discussed throughout this Brief, Kerr Village is an area anticipated to transform into a transit-supported mixed-use community, where tall buildings are envisioned in support of enhanced transit. Kerr Street has been identified as the main street in the Oakville OP and the proposal located east of the main street, has been designed to provide the transition to the main street and is compatible with the expected redevelopment of the area. In this regard, the proposed site organization, building heights, and massing will be compatible with the planned context and the vision for Kerr Village.

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 Speers Road. In addition, one widened mid-block connection is proposed to offer enhanced pedestrian access and improve overall circulation across the block. The proposal will also provide direct and barrier-free access to all residential lobby areas.

6.1.4 Sustainability – Integrating Sustainability and Resiliency

The proposal is a compact and transit-supportive development – creating a sustainable urban form that promotes intensification in an area well supported by transit. As described in greater detail in Section 7.0, a number of sustainability measures are being considered, including limiting the window-to-wall ratio to no more than 40% of each elevation, increasing the thermal resistance value of exterior walls to $\geq R-15$, switching the baseline HVAC system to a Ground Source Heat Pump System, limiting the flow rate of kitchen faucets and implementing drain water heat recovery. The provision of bicycle storage facilities, the use of green roofs where possible and the inclusion of native and highly tolerant plant species throughout the landscape design are other measure being pursued.

6.1.5 Legacy – Preserving Built Heritage, Cultural and Natural Resources

In its existing condition, the 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 Kerr Village.

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 Kerr Village 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.

6.2 Site Design

The 2019 Town Guidelines provide additional details and visual articulation of the design objectives stated in the Oakville OP in order to ensure that any potential design bolsters the Town's vision of being the "most livable community in Canada".

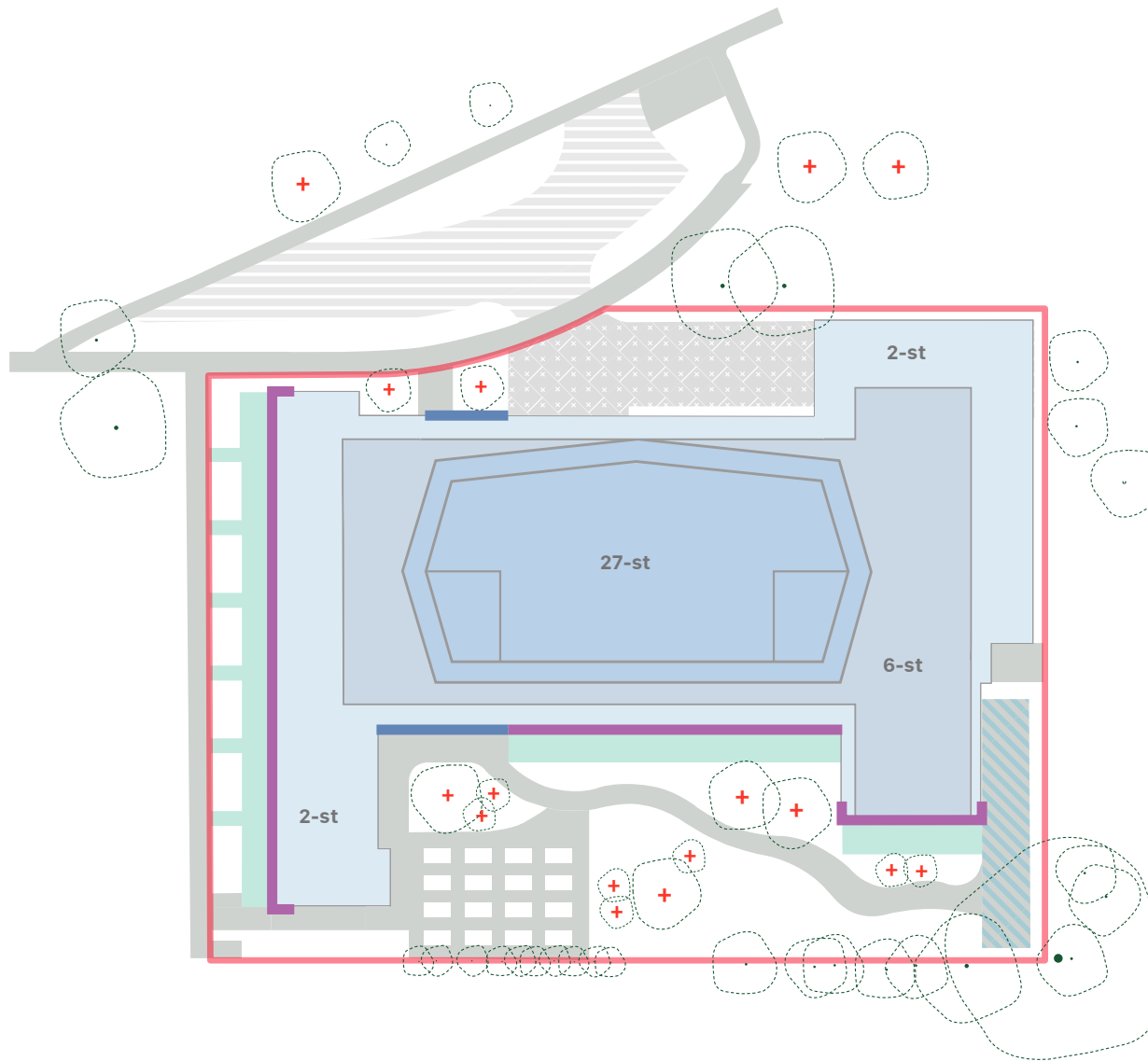
6.2.1 Site Organization

(In Response to Oakville OP 6.1, 6.4, 6.11, 6.16 / 2019 Town Guidelines 3.1, and 4.6)

The proposal envisions the redevelopment of the Site with a rental residential building consisting of one tall building component atop a podium. The overall site arrangement has been informed by the emerging built form context and the planned street network in Kerr Village. In this regard, the proposed site design will provide an appropriately intensified built form that transitions to the Kerr Village Main Street District and the Midtown Oakville area, will benefit from existing and planned transit, while respecting the anticipated main street character of the adjacent streetscapes.

The podium of the building is an inverted "U" while the design of the tower is shaped as a widened heptagon and is situated centrally in the east-west direction and the northern portion of the Site. The building has frontage of approximately 36.6 metres along Speers Road and includes a 2 to 6 storey podium and one tower. The tower is 27 storeys (84.50 metres) in height and is situated centrally within the base building. At grade, the podium incorporates 2 storey townhomes along the western side of the podium that will front onto the widened and enhanced pedestrian mid-block connection. There are also townhomes situated on the southern side of the podium that will front onto the proposed at-grade outdoor amenity space which is accessed via an indoor amenity space. The balance of the ground floor is comprised of enclosed service areas, access to the underground parking levels, a property management office, and a residential lobby which also fronts onto the Speers Road.

Overall, the tower element has been organized to maintain appropriate separation distance from the properties to the east and west to limit impacts on privacy and overlook, and to preserve access to sunlight and sky view to the properties to the east, south, and west; and to provide a transition to the main street (Kerr Street) to the west and Midtown Oakville to the north.. The building podium has been sited to frame the adjacent public street and to maintain adequate separation distances from the properties to the east, south, and west to ensure the public and private realms are enhanced and to maintain access to sunlight, sky view and minimize overlook conditions. The internalized and enclosed service areas will minimize their visual presence on the public realm.



Legend

- Subject Site
- Tower Component
- Mid-rise Component
- Base Building Component

- Service Road
- Vehicular Driveway
- Pedestrian Walkway
- Dog Run
- Private Patio/Yard

- Grade-related Residential Unit Frontage
- Residential Use Frontage
- Proposed Tree
- Existing Tree



Figure 20 - Site Organization

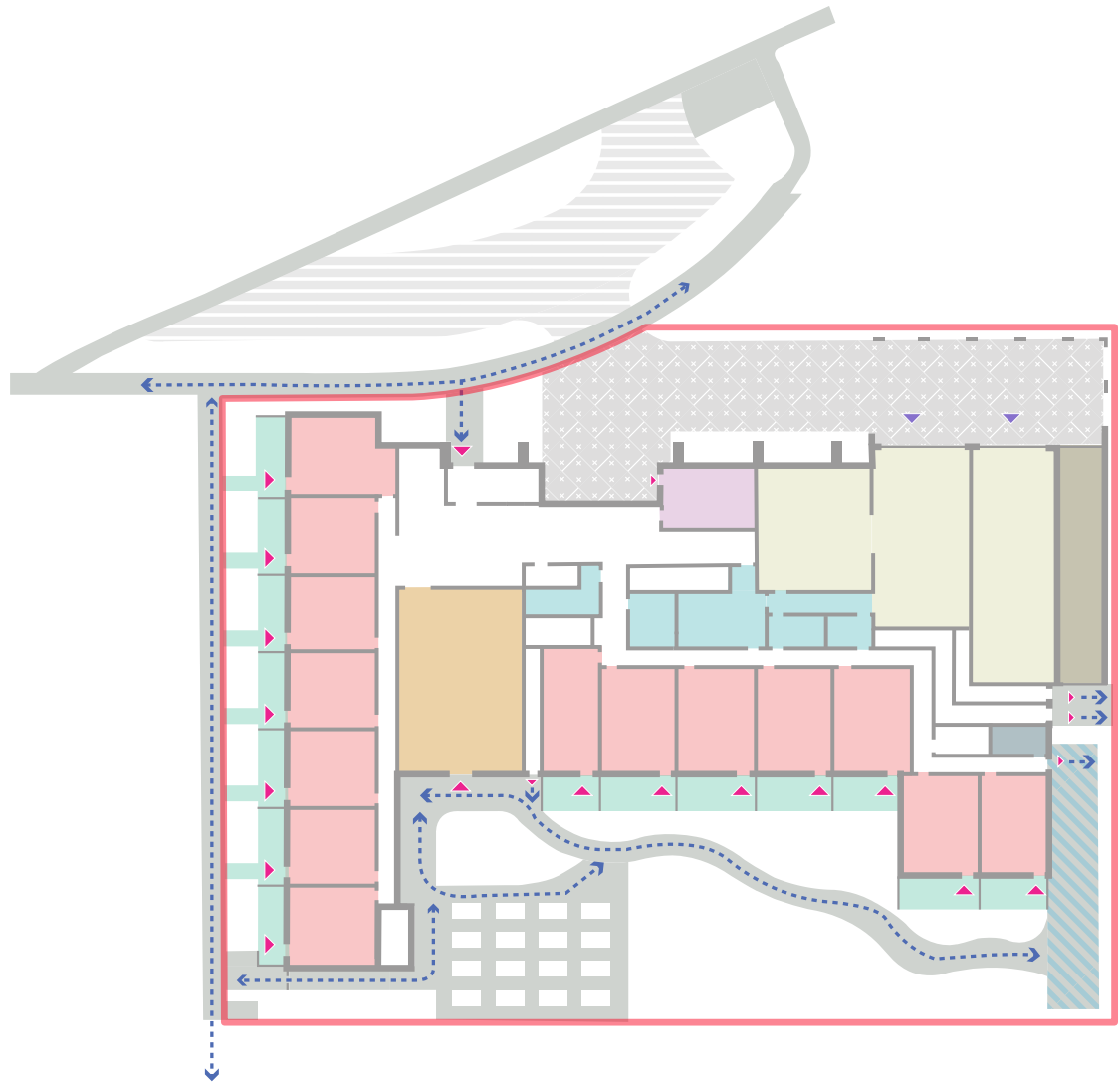
6.2.2 Pedestrian Circulation and Access

(In Response to Oakville OP 6.11, 6.12 / 2019 Town Guidelines 4.2/ the Kerr Village 2018 Guidelines - Growth Area 3E)

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 links to existing or future public transit infrastructure.

A continuous network of sidewalks will remain, with widened connections to support a comfortable pedestrian environment that links to and throughout the district. A 1.8 metre widened mid-block pedestrian connection from Speers Road to Bartos Drive is proposed to increase permeability and connectivity throughout the Site. Internal pedestrian pathways will also provide connections to the existing sidewalks from building entrances. These connections will incorporate ample space between the building faces and a variety of elements to animate the space including lighting, landscaping, and weather protection features.

With respect to cycling connections, the proposed development promotes the use of active transportation modes, generally through the provision of the connections described above, but more specifically through the proposed cycling infrastructure incorporated into the design of the subject site. In this regard, internal and secure bicycle storage facilities have been included in the design of the building and located at and below grade. Additional sheltered short term bicycle storage is proposed along the east side at grade for convenient access from the driveway to support the highly pedestrianized and active nature envisioned for the streets and support the planned cycling infrastructure improvements for Kerr Village.



Legend

- | | | | |
|------------------------|--------------------|---------------------------|---------------------------|
| Subject Site | Service Road | Bicycle Parking | Pedestrian Ingress/Egress |
| Residential | Vehicular Driveway | Vehicular Loading/Parking | Vehicular Ingress/Egress |
| Residential (Communal) | Pedestrian Walkway | Private Patio/Yard | Pedestrian Connections |
| Management/Operations | Dog Run | Pet Spa | |
| Indoor Amenity | | | |

Not to Scale

Figure 21 - Pedestrian Circulation and Access

6.2.3 Landscape and Amenity Areas

(In Response to Oakville OP 6.2 / 2019 Town Urban Design Guidelines / the Kerr Village 2018 Guidelines 3B)

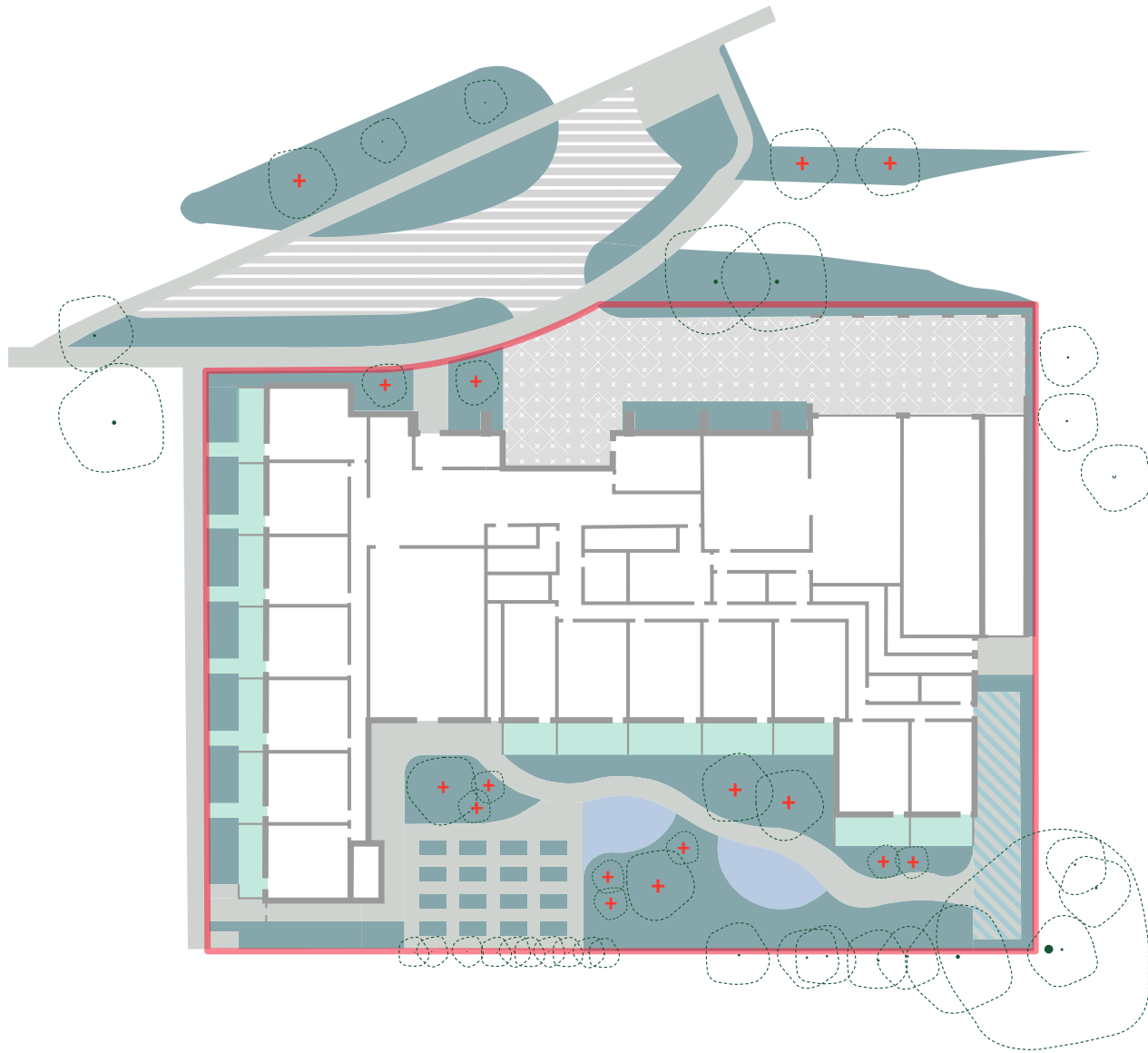
Landscape elements are incorporated throughout the Site to enhance the overall character and visual appearance at the pedestrian level. These elements will provide transitions between areas of different functions, highlight building and vehicular entrances, frame private grade-related patios, soften the edges along the property boundaries, and provide a buffer to the low-rise residential neighbourhood to the south. The proposed landscape elements and outdoor amenity areas are intended to provide legible, and convenient visual and physical connections throughout the Site that will draw pedestrians in, promoting active and passive recreation and social interaction.

The proposed widening of the mid-block connection will be designed with a generous landscape buffer to the proposed townhomes to the east, including trees along its entire length. The proposed townhomes will help to create a more defined, inviting, safe passage for the community along with contributing to the mobility options that could help to reduce dependence on vehicles.











Currently, the existing building does not provide any amenities whereas the redevelopment provides a total of 1689 square metres of residential amenity space, including 628 square metres of indoor space and 1061 square metres of outdoor amenity space. The outdoor amenity space is provided on the ground floor while the indoor amenity spaces are located on the ground floor, Level 7, and Level 27. The ground floor outdoor amenity space includes allotment gardens with a total of 64 plots for 20% of the units for urban agriculture and community building for residents. South of the outdoor amenity space is proposed a landscape buffer of 2.6 metres to reduce the visual and noise impacts on the low-rise residential *Neighbourhoods* to the south of the Site.

A component of the outdoor amenity space on the eastern portion of the Site located on the ground floor is a proposed fenced dog run that will have direct access to the building.

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



Legend

- | | | |
|---|--|--|
|  Subject Site |  Private Patio/Yard |  Service Road |
|  Planting Area |  Outdoor Seating Area |  Vehicular Driveway |
|  Dog Run |  Proposed Tree |  Pedestrian Walkway |
| |  Existing Tree | |


Not to
Scale

Figure 22 - Landscape and Amenity Areas

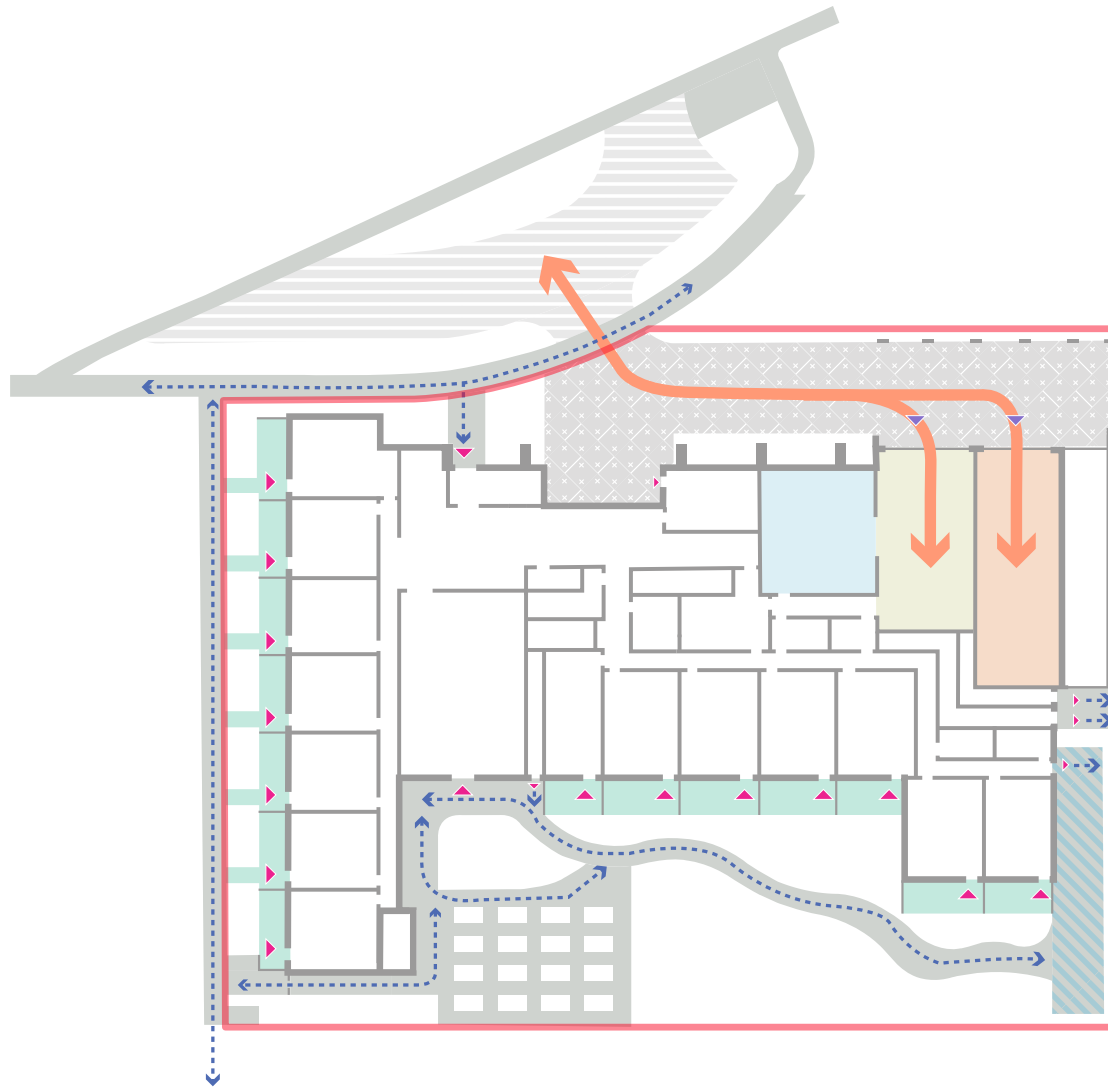
6.2.4 Parking, Loading, and Servicing

(In Response to Oakville OP 6.13, 6.16 / 2019 Design Guidelines 4.3, 4.6)

There will be a reduction in the number of vehicular entry points (i.e. curb cuts) along Speers Road. The proposal will eliminate an existing curb cut which currently provides access to below grade parking. A new, consolidated access point will be provided to create 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 314 parking spaces within three levels of underground parking. Below-grade parking access is provided via a ramp within the podium, recessed within the building mass and screened from the public realm. Three short-term parking spaces are also provided along the driveway, adjacent to the primary building entrance, to accommodate deliveries and drop-offs.

With respect to loading space, one loading space is provided and is accessed from the same entry point as the parking garage. The loading space is located internally within building to minimize its visual and physical impacts on the public realm.



Legend

- | | | |
|------------------------|--------------------|---------------------------|
| Subject Site | Service Road | Pedestrian Ingress/Egress |
| Loading & Staging Area | Vehicular Driveway | Vehicular Ingress/Egress |
| Garbage Room | Pedestrian Walkway | Pedestrian Connections |
| Parking Ramp | Dog Run | Vehicular Access |
| Private Patio/Yard | | |

Not to Scale

Figure 23 - Parking, Loading, and Servicing

6.3 Built Form

6.3.1 Height, Built Form and Massing

(In Response to Oakville OP 6.9 / 2019 Design Guideline 3.1/ the Kerr Village 2018 Guideline 3D)

The proposed height and massing are based on a number of contextual and urban design considerations including:

- the approved and planned context of tall buildings in the surrounding area including a general gradation of height towards the GO Station to the northeast,
- the size, depth, and configuration of the Site which can reasonably accommodate a tower while maintaining appropriate built form relationships;
- the immediate context of existing towers of comparable scale;
- the location of the Site within the *Kerr Village Growth Area* at a view terminus location along one of the Town's principal streets; and
- mitigation of any potential impacts on the surrounding context including the low-rise residential area to the south and the school yard.

From an urban structure perspective, the Oakville OP 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 and MTSAs along higher order transit corridors, with the highest level of intensification accommodated within primary Growth Areas that include Kerr Village. Within the surrounding context the tallest building heights are currently proposed closest to the GO Station. The proposal is generally within range of this existing and emerging pattern of height.

A gateway has been identified within the intersection of Speers Road and Kerr Street. Since Kerr Street has been identified as a main street, the intersection will function as a gateway, and a transition point to the Kerr Village Main Street District. Recognizing that Kerr Village is targeted for significant change and revitalization with intensification, transit infrastructure investment and redevelopment, the proposed height is demonstrative of the present and future built form context and evolution of Kerr Village. In our opinion, the proposed height is compatible with emerging building heights in the area with heights increasing toward the GO station and would contribute to the achievement of transit-supportive intensification in accordance with recent and emerging policy changes - including the Provincial Policy Statement, Growth Plan and Municipal Comprehensive Review which is outlined in detail in the accompanying Planning Rationale Report.

Building Base (Podium)

(In Response to 2019 Town Design Guideline 3.1.1 / the Kerr Village 2018 Guideline 3C)

The proposed podium has been designed to appropriately respond to the surrounding context. Along Speers Road, the podium frames the street with good proportion and establishes a strong street edge and is in keeping with the intent of the 2019 Town Guidelines and the Kerr Village 2018 Guidelines.

The 6 storey (20.30 metres) base building element has been appropriately scaled to respond to the existing built form context along Speers Road—which includes 55, 65 and, 71 Speers Road with a podium height of 5 storeys. In this regard, the proposed height of the podium building will provide a pedestrian-scaled street wall that creates a comfortable sense of enclosure along the street, establishes the base building height to be no greater than 80% of the street width (Speers Road has an approximate 38-45 metre right-of-way adjacent to the Site), and above this height, stepping back the remaining portion at a 45-degree angle to provide access to sky views and sunlight. It should be noted that the proposed 6 storey podium element will be located further away from the south lot line compared to the existing building, improving the relationship with the residential properties in terms of any potential overlook and privacy considerations.

In addition, along the street frontage, the podium incorporates a lower 2 storey element to create a distinct 8.0 metre street wall condition. Above that, the podium steps back and changes materiality. The 2-storey element also provides for an appropriate transition of scale to the detached residential properties to the immediate south along Bartos Drive. In that regard, the podium not only acts as a transitional element but helps frame and reinforce a pedestrian connection between Bartos Drive and Speers Road improving access to the school. The pedestrian connection has been coordinated with the adjacent landowner at 80 Speers Road.

Building Middle (Tower Element) and Building Top

(In Response to 2019 Town Design Guidelines 3.1.23, 3.1.24, 3.1.25, 3.1.27, 3.1.30, 3.1.31)

The tower element is defined by its slender and dynamic shape. To reduce the visual impact of the tower on the pedestrian environment, considerations have been made to locate the tall building element away from the street and from the low-rise residential neighbourhood to the south to allow the podium to remain as the primary street defining element and as distinct from the tower. Above the podium, the tower steps back from the edge of the podium. The step back varies along Speers Road between just over 2m to 10.685 metres to the edge of the 2 storey podium element. The position of the tower allows the design to address the view terminus condition at this location in accordance with guideline 3.1.24 of the Livable Design Manual guidelines and at the same time ensure that the tower and podium read as distinct elements. Along with addressing the view terminus condition, the upper most floors are designed with smaller floor plates and the mechanical penthouse is integrated into the overall architectural expression of the building. This approach ensures that the proposal contributes to creating a landmark condition that is visually attractive and contributes to the skyline in accordance with guideline 3.1.30

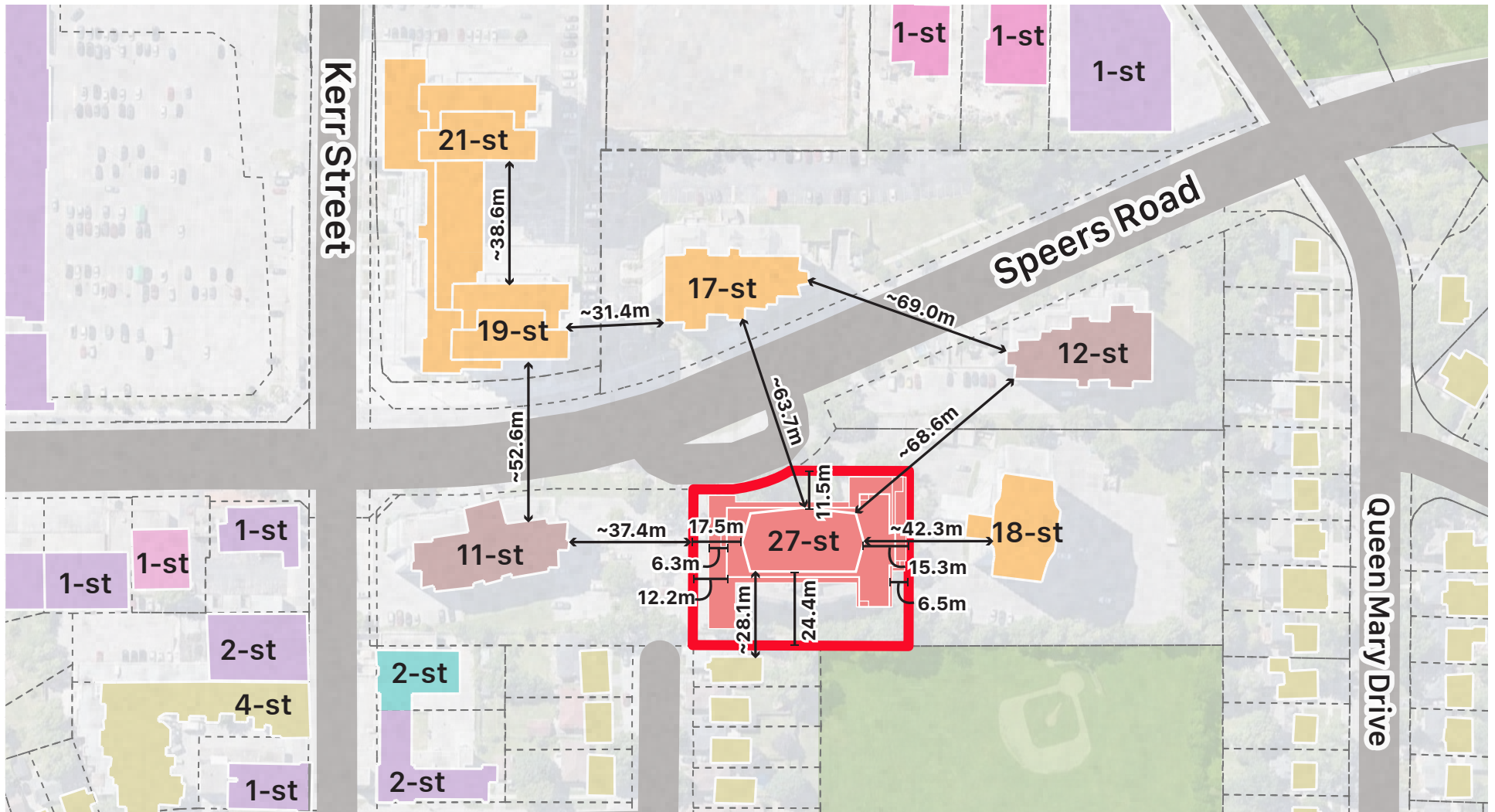
Furthermore, the proposed tall building is setback greater than 12.5m to the eastern, southern, and western property line as directed by guideline 3.1.27 of the 2019 Town Guidelines. In our opinion, the proposed tower has been located to limit impacts on and provide adequate access to sunlight and sky view from the public realm and adjacent properties.

The proposed floor plate ranges from 508 square metres to 769 metres, with the larger floor plate found in the lower levels of the tower. This massing strategy allows for a reduced mass of the upper floors which will result in more narrow shadows, a greater separation distance between buildings and maintenance of sky view. It will also create a more dynamic skyline.

The average tower floor plate of 739 square metres for the tower is less than the 750 square metres set out in the 2019 Town Guideline with the tower floorplate size of 769 square metres for Levels 8 to 19, 735 square metres on Levels 20 to 25, 597 square metres on Level 26, and 508 square metres on Level 27. In this regard, the tower achieves the intent of the guidelines for floor plate size by providing a slender building mass that has a reduced built form impact compared to a shorter, but wider, slab buildings in the immediate surroundings areas today.

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 they are screened from view and limit obstructions to sky view.



Legend

- Subject Site
- Low-rise Commercial/Office
- Low-rise Industrial
- Low-rise Institutional
- Proposal Within Subject Site
- High-rise Residential
- Mid-rise Residential
- Low-rise Residential

Not to Scale

Figure 24 - Height, Massing and Setbacks

6.3.2 Transition to Adjacent Uses and Built Form

(In Response to the 2019 Town Design Guidelines 3.1.33/ the Kerr Village 2018 Guideline 3D)

The proposed development has been designed to respond to and be compatible with the emerging and planned urban character of the surrounding area. The proposal includes a building height that responds to several contextual considerations, such as the overarching urban structure for the area as well as existing and emerging building heights, while providing an appropriately scaled podium that anchors the building within the Site and creates a transition to the lower scale areas to the south.

In terms of the overall height, the proposal is within range of existing and emerging building heights in the area which peak closer to the GO Station. In that the overall built form strategy is to provide a transition to the gateway which will act as a transition to the Kerr Village Main Street District, and a gradual stepping of height and scale from the north end of the Site stepping down in a south direction. In this regard, the tower proposed along the north of the Site with a height of 27 storeys with a lower podium element which frames Speers Road. South of the podium, an outdoor amenity is proposed with a landscape buffer between the backyards of the low-rise residences in order to limit and reduce overlook impacts on the low-rise residential areas. With regards to upper levels and the concern with overlook, the views tend to be horizontal and towards the horizon.

The proposed podium improves overlook conditions by being positioned greater than the minimum setback of 7.5 metres from the southern shared property line abutting low-rise residential properties and located further away than the existing building which meets Guideline 3D.3.a of the Kerr Village 2018 Guideline. Overlook conditions are also improved by the preservation of the existing tall trees through shortening the underground garage limits along the south which provides for a natural and existing buffer to the neighbourhood. The proposed podium also provides a pedestrian-scaled street wall that creates a comfortable sense of enclosure along the street, establishes the base building height to be no greater than 80% of the street width (Speers Road has an approximate 38-45 metre right-of-way adjacent to the Site), and above this height, stepping back the remaining podium at a 45-degree angle to provide access to sky views and sunlight which meets Guidelines 3C.1.b.

Should the surrounding properties redevelop in the future, the proposed tall building element has been sited to provide for setbacks that would not preclude appropriate spatial separation to future tall buildings. Specifically, within the block and at the east and west of the Site are 30 and 80 Speers Road respectively (18 and 11 storey mid-century apartment buildings) that maintain considerable setbacks from the street and shared property line. It is our opinion that the proposed development would also not preclude the potential redevelopment of both properties and that the appropriate separation distances between built forms could be met. To the southwest, the proposed podium of the townhomes running north-south are built approximately 4.9 metres from the southern property line, however, no primary windows are proposed on the southeast face of the townhomes thereby limiting impacts of light, view and privacy on the adjacent property.

Beyond the block, the significant right-of-way width associated with Speers Road (up to 45 metres) separates the proposed development from the adjacent building to the north. The rights-of-way allow for significant separation between the proposed tower and existing tower to the north (41 Speers Road), which consists of character traits similar to 30 and 80 Speers Road.

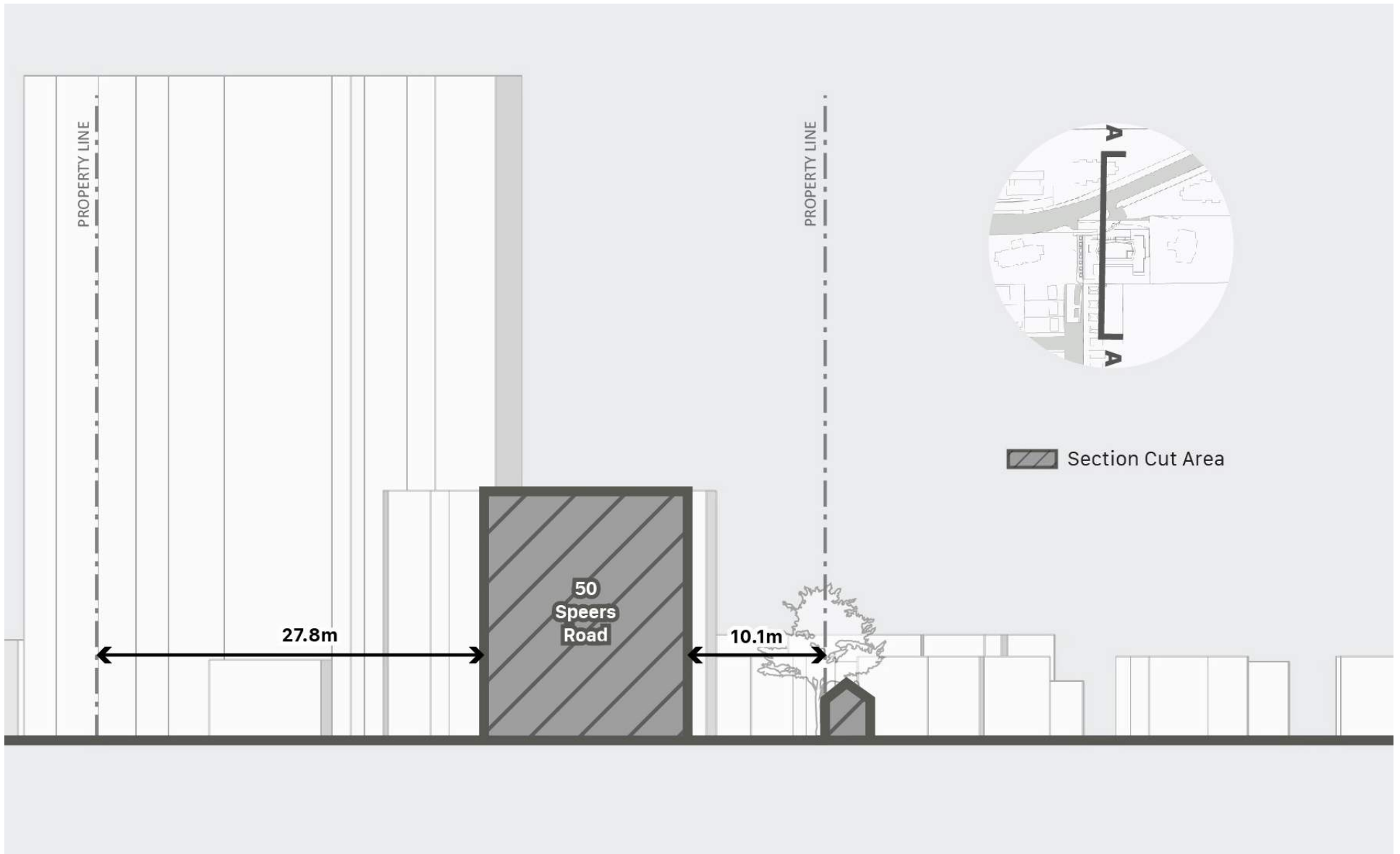


Figure 25 - Section AA - Transition to Adjacent Uses (Existing Condition)

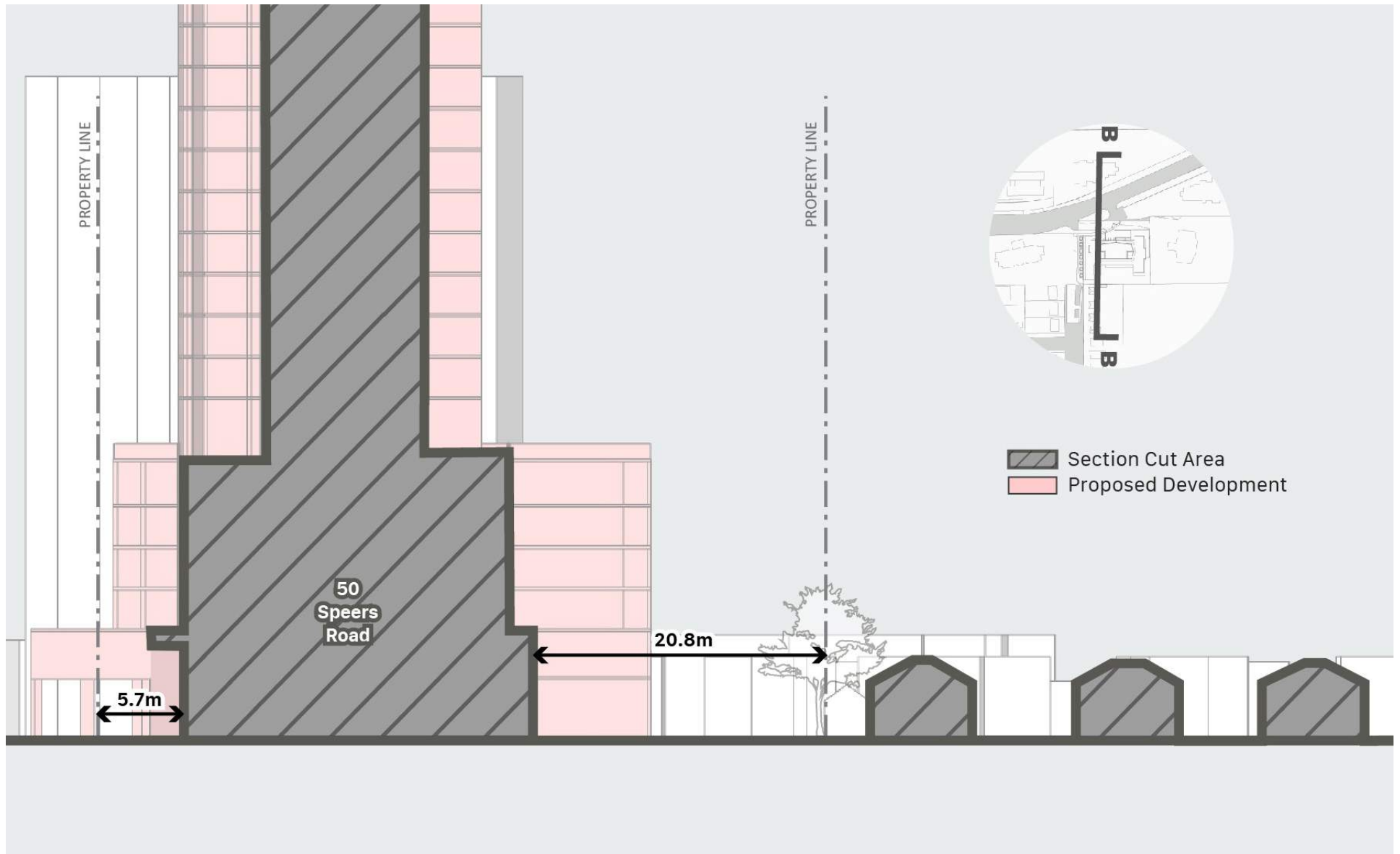


Figure 26 - Section BB - Transition to Adjacent Uses (Proposed Condition)

6.3.3 Shadow Impacts

A Shadow Study was prepared by BDP Quadrangle, dated October 7, 2022, assessing the shadow impacts from the built form on its surroundings. In accordance with the Town's Development Application Guidelines for Shadow Impact Analysis documents, the following test dates and times were prepared as part of this study:

Test Dates: April 21st, June 21st, September 21st and December 21st

Test Times: Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset for each Test Date

The Shadow Study incorporates existing buildings and property lines within the immediate context of the Site, as well as buildings that are approved but not yet built and current applications. Parks and open spaces have also been identified. Accordingly, the Shadow Study distinguishes between those shadows that are existing, proposed and approved.

The findings of the Shadow Study demonstrate that the proposed development conforms to the policy direction in the Oakville OP, and in particular to Policy 6.9.15 in terms of maximizing sunlight, ensuring adequate sunlight and avoiding excessive shadowing. Further, the Shadow Study demonstrates that the development meets the criteria established by the Town with respect to any potential outdoor amenity areas, wall surfaces and roofs used for solar gain or the larger public realm including sidewalks.

The following provides an overview of the criteria established in the Town's Development Application Guidelines for Shadow Impact Analysis.

Criterion 1

The shadow impact analysis must demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings. Shadow impacts from proposed development should not exceed two consecutive hourly test times after 12:00pm on April 21st, June 21st and September 21st (or where the adjacent site is undeveloped, on at least 60% of that site).

- The proposal meets Criterion 1. The resulting shadows do not exceed two consecutive hourly test times after 12:00 p.m. on April 21st, June 21st or September 21st on any residential amenity spaces.

Criterion 2

The shadow impact analysis must demonstrate that public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21st, June 21st and September 21st.

- The existing public parks and school yards in the area surrounding the Site would receive at least 5 hours of continuous sunlight per day. The shadows move off the north sidewalk of Speers Road after 11:56 a.m. on April 21st, June 21st, and September 21st, allowing at least five hours of continuous sunlight. The shadows from the proposal do not reach the school yard to the southeast until 3:56pm on April 21, 4:07pm on June 21st and 4:34pm on September 21st.

Criterion 3

The shadow impact analysis must demonstrate that proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy. Shadow impacts from proposed development should not exceed two consecutive hourly test times on December 21st.

December 21st shadows are limited to a time frame between 9:18 a.m. and 3:15 p.m. The Shadow Study demonstrates that the residential properties directly to the north and east would not be impacted for more than two consecutive hourly times.

6.3.4 Pedestrian Experience at Grade

(In Response to Oakville OP 6.9 / 2019 Town Design Guidelines 3.1, 4.2/ the Kerr Village 2018 Guidelines 3A,3B)

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 activated public realm. In this regard, the new building has been placed along the street frontage and the mid-block connection has been widened to reinforce pedestrian routes. To foster a vibrant, pedestrian-friendly environment along streets and open spaces, increased use of glazing is proposed along the streetwall to promote transparency and visibility. Active grade-related uses are proposed throughout the Site, as well as residential lobbies will animate the pedestrian realm and provide passive surveillance of the street.

The streetscape strategy is focused on fostering activity at street level that reflects the importance of Kerr Village from an urban structure perspective. Based on the Kerr Village policies, it is anticipated that ongoing development comprising of tall buildings along Speers Road will transform the street and create a sense of arrival through distinguishing the district by incorporating and coordinating streetscape elements. The proposal introduces enhanced landscaping elements which reflect and reinforce the prominence of the adjacent street. Specifically, within the service road (public right-of-way), the boulevard will be designed to incorporate:

- New deciduous tree planting;
- New poured concrete sidewalk; and
- Within the island of the service road, unit paving and raised planters

Streetscape elements will be coordinated with the existing and planned streetscape improvements undertaken by the Town of Oakville as part of the Kerr Village redevelopment.

6.3.5 Architectural Articulation

(In Response the 2019 Town Design Guidelines 3.1.38 – 3.1.47/ the Kerr Village 2018 Guideline 3A)

Throughout the Site, the proposed building 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 incorporate a 60:40 solid to glass ratio for building durability, sustainability and permanence, punched windows, articulated precast fins for solar shading, inset balconies, and the use of brick and precast concrete.

With respect to more detailed articulation, the proposed building incorporates horizontal articulation that distinguishes between storeys and helps to define the building mass, as well as the 2.1 metre stepback proposed within the tower mass at Level 25 that will contribute to the development of a dynamic skyline. Similarly, vertical architectural elements break up and articulate the base building. Variations in street facades proposed across the Site will exhibit a high regard for the pedestrian-oriented nature of the proposed public realm.

Additionally, mechanical systems and utilities, such as drainage pipes, vents and meters, will be integrated into the façade and building design and screened from view from the public realm.



Sustainability Features

The proposed development contributes to the development of a sustainable community and takes advantage of nearby transit infrastructure.

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

- **Passive Design Strategies:** The proposed development will look at opportunities to reduce space heating and space cooling loads by designing the building envelope to minimize heat losses in the winter and to minimize heat gains in the summer. Additionally, the proposal will look at the design of the geometry of the building to avoid solar gains and glare through the window glazing in the summer and to potentially allow some solar gains in through the window glazing in the winter to help provide heat to the space. This can be achieved through limiting the window-to-wall ratio to no more than 40% of each elevation, and to maximize the insulation properties of the building envelope by increasing the thermal resistance value of the exterior walls to $\geq R-15$.
- **High-Performance HVAC Systems:** The proposal will seek to select a high-performance HVAC system to significantly reduce energy use and GHG emissions through looking at alternatives of a Ground Source Pump System.
- **High-Performance Service Water Systems:** A look at reducing the flow rate of kitchen faucets, alternatives to a natural gas fired service water heating plant, and heat pump water heaters will be investigated and evaluated in detail to result in reductions in GHG emissions
- **Strategic Back-Up Power Systems:** The proposal will look into options to provide heating and cooling to designated common areas in the event of a prolonged power outage.
- **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 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.

Refer to the Energy Strategy Report prepared by Fluent Group Consulting Engineers for additional considerations.



Green Roofs



Permeable Paving



Native Planting



Conclusion

It is the opinion of this UDB that the proposed purpose-built rental 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 Kerr Village. The proposal is successful in introducing an enhanced 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 UDB concludes that the urban design vision, strategy, built form and pattern proposed for the Site appropriately addresses and is supportive of Oakville OP urban design related policies and generally maintains the intent of the *2019 Town Design Guidelines* and the *Kerr Village 2018 Guidelines*.

For the reasons set out in this Brief, it is our opinion that the development proposal is appropriate and desirable from an urban design perspective. It is our opinion that the proposed development for the 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 Kerr Village area, and accordingly should be approved.



Render of Proposed Development Looking Northwest
(Prepared by Quadrangle Architects)

