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DESIGN.BRIEF

VOGUE WYCLIFFE
[OAKVILLE] LTD.

3171 LAKESHORE ROAD WEST
TOWN OF OAKVILLE

AUGUST 2019
FILE #8030

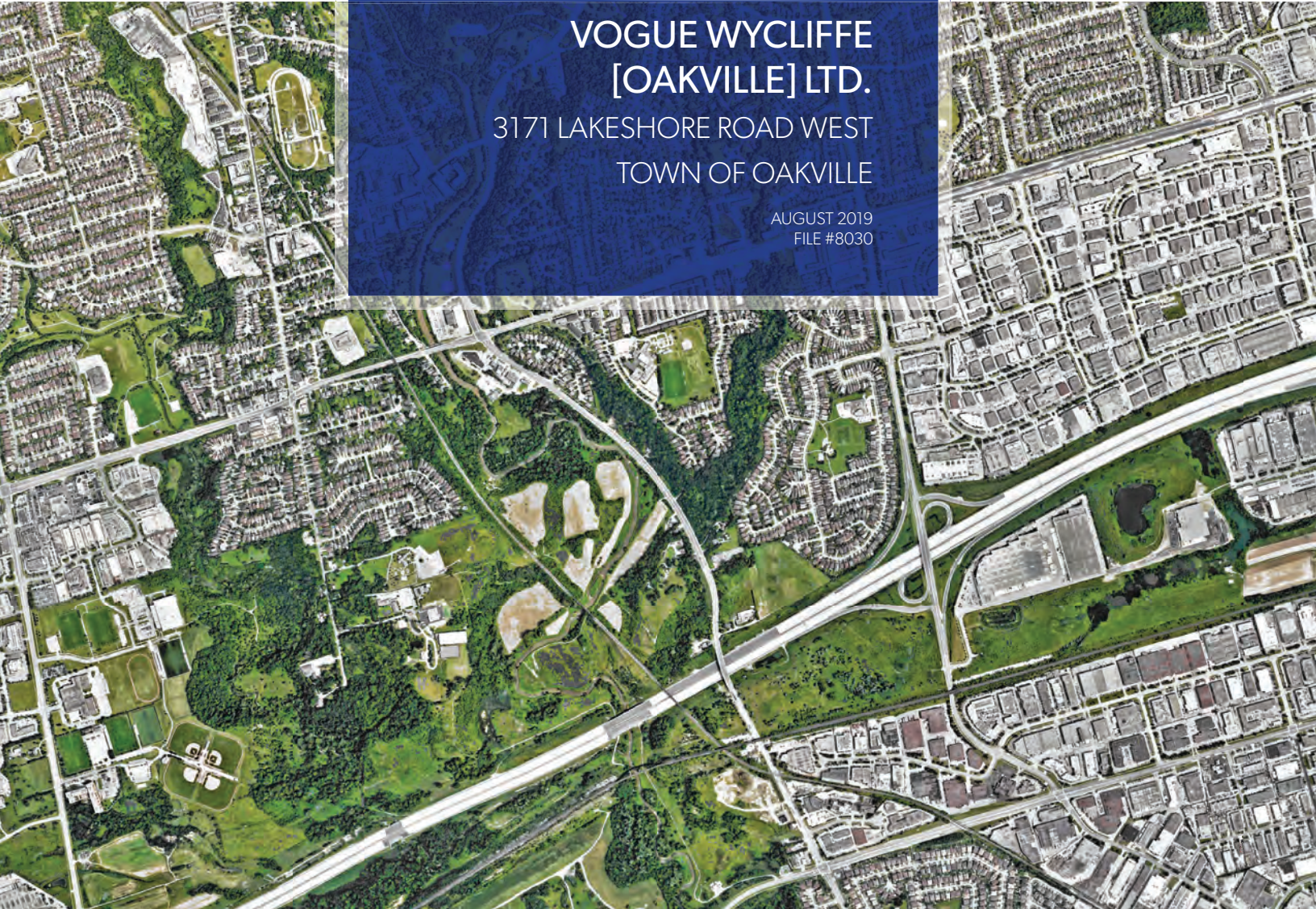




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1. INTRODUCTION

1.1 INTRODUCTION

This urban design Brief (the Brief) has been prepared by Weston Consulting on behalf of Vogue Wycliffe (Oakville) Ltd. to illustrate the proposed design for a residential development consisting of semi-detached dwellings and townhouses. The proposed development is to be located on 3171 Lakeshore Road West in the Town of Oakville. This Brief is being submitted in support of applications for an Official Plan Amendment, Zoning By-law Amendment, and a Draft Plan of Subdivision. These applications are required in order to facilitate the proposed development. This Brief is outlined and based on the Town's Terms of Reference for preparing an Urban Design Brief. Additionally, a Character Impact Analysis (CIA) has been prepared in order to understand the development's compatibility with the surrounding neighbourhood. The CIA has been included as a section (Section 7) of the Brief as advised by the Town's staff.

1.2 PURPOSE

The Brief is intended to provide an overview of the design principles that will guide the detailed design of the subject site to ensure that the development is compatible with the surrounding neighbourhood and meets the Town of Oakville's development and urban design requirements,

as set out in the Town of Oakville's Livable Oakville Official Plan (LOP) and Livable by Design Manual (LDM). Descriptions of the site and surroundings are based on the site plan orientation, i.e. the frontage along Lakeshore Road West is considered as south for the purposes of this Brief.

The purpose of the Urban Design Brief is to:

- Describe and illustrate an overall design strategy for the proposed development on the subject site;
- Address the policies and principles outlined in the LOP and LDM; and,
- Establish design principles and objectives that will ensure the development will integrate with the existing and planned surrounding context while encouraging evolution in architectural style and innovation

A number of reports, plans and drawings have been prepared in support of the proposed development and should be reviewed in conjunction with this Brief. The contents of this Brief supplement the Planning Justification Report, also prepared by Weston Consulting, dated July 2019.

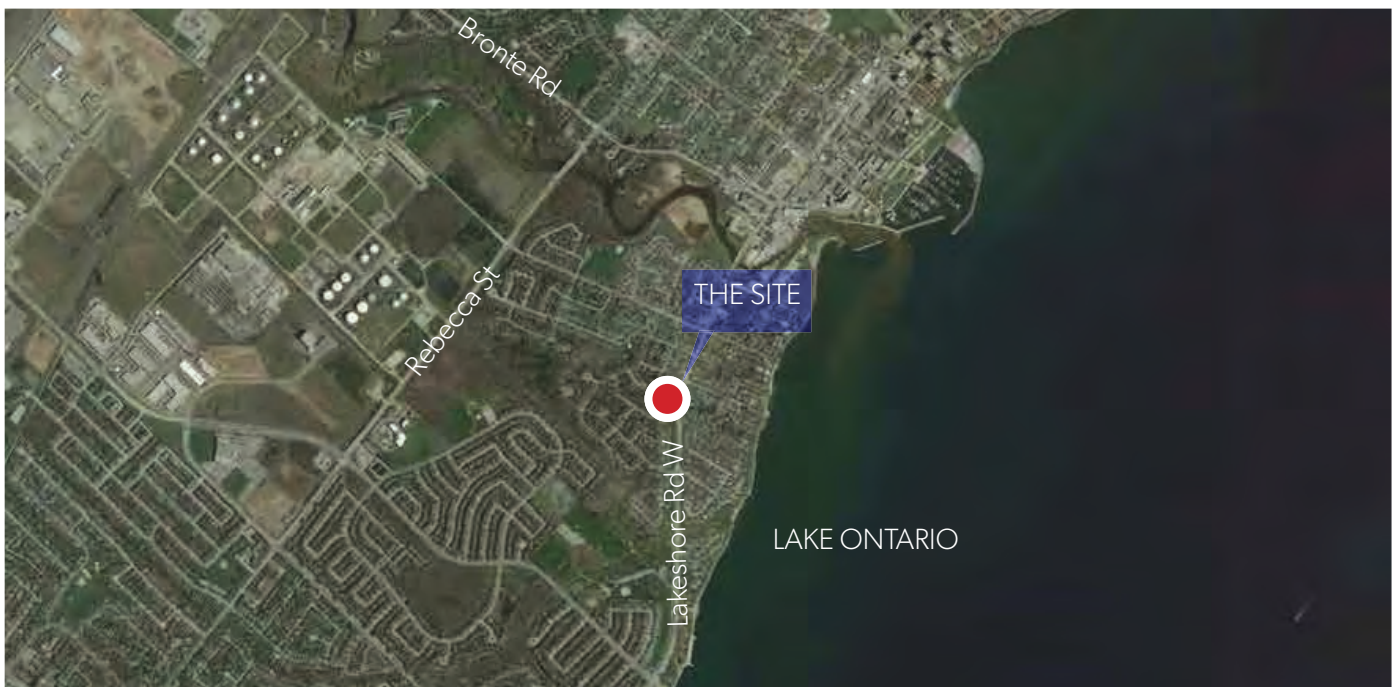


Figure 1: Project location map



2. DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

2.1 DESIGN VISION

The design vision is to create a compatible residential infill development that is sympathetic to the surrounding context of low-rise residential developments and that improves connectivity and permeability. One of the design objectives will be to foster a sense of place with a human-scaled development and an attractive environment. The proposed development will preserve and enhance the character of Lakeshore Road West and the surrounding community, and contribute to creating a sense of place through excellence in community design.

2.2 GUIDING PRINCIPLES AND OBJECTIVES

Proving connectivity and permeability

Create connectivity and permeability which is currently lacking to promote active transportation and a walkable, pedestrian-friendly development.

Activating and engaging Lakeshore Road West

Support “active road” policies by providing an attractive streetscape along Lakeshore Road west with a human-scaled street wall that engages the street’s frontage.

Preserving existing mature trees

Preserve existing trees along Lakeshore Road West and at the rear of the site as per recommendations of a qualified Arborist in order to maintain the lush green character of the area.

Attractive streetscaping

Create an aesthetically pleasing environment by protecting and integrating existing mature trees, flower beds and sidewalks along Lakeshore Road West. Provide a landscaped frontage/access from Victoria Street, and interior streetscaping along the proposed private road.

Compatible Built Form

Establish built form design that is sympathetic to the surrounding built form and support the integration of the development into the surrounding context.

High Quality Architectural and Landscape Design

Ensure that the new development incorporates high quality design, materials and landscaping to improve and inspire the local built environment.

Walkability and Pedestrian Friendly Environment

Ensure walkability within and around the site to extend, create and contribute to new and existing pedestrian networks.

Safety

Use design practices that contribute to the safety of the development by adequate illumination at night, in particular along all proposed walkways, visitor parking areas, and also by including Crime Prevention Through Environment Design (CPTED) principles.



3. CONTEXT ANALYSIS

The subject site is located in the Bronte residential community located in the southwest part of the Town of Oakville, north of Lakeshore Road West. This area is a mature residential neighbourhood with low-rise residential developments. The subject site is surrounded by neighbourhoods constructed between the 1950's and 1980's. The subject site consists of two (2) parcels, described as 3171 Lakeshore Road West. The site is adjacent to the Cudmore House which is listed as a property of cultural heritage value or interest by the Town's heritage registry, but is not designated. The Cudmore Garden Centre, a commercial nursery, is located on the site that will be demolished to accommodate the proposed development.

3.1 EXISTING NATURAL FEATURES, TOPOGRAPHY AND VEGETATION

There are a number of mature trees fronting onto the site along Lakeshore Road West as well as landscaped beds and a curved sidewalk that form an interesting part of the streetscape character (Figure 2). The design intent will be to maintain these landscaping elements for protection of the lush green environment and site's frontage. Trees along the site's western border will also be maintained where feasible to act as a buffer between the existing dwellings on Ward Court and the proposed semi-detached dwellings.

3.2 LOT FABRIC

The subject site is irregular in shape and consists of two parcels. The total site area measures 9,925.86 sq.m with a frontage of 95 metres along Lakeshore Road West. The lot depth measures approximately 100m. The surrounding lot fabric mostly consists of residential lots with varying sizes that depend on the time of construction, local topography and presence of natural features. See Figure 3.

3.3 GENERAL STREET BLOCK PATTERN

The street block pattern of the area derives from the local topography, presence of natural features, wooded areas, and Bronte Creek. The general street block pattern can be described as a combination of curved and rectangular grids with streets terminating into cul-de-sacs, and encircling around courtyard streets and crescents (Figure 3). Private roads are also seen in the area as providing service to existing condominium developments. A cluster of townhouses located south of Lakeshore Road West, southwest of the site are served by a private road. A recent development of single detached dwellings is also served by a private road and is located farther east along Lakeshore Road West known as the 'Waterview Commons.' Victoria Street runs parallel to Lakeshore Road West and terminates at the west end of the site. Another section of Victoria Street is located at the east side of the property between West Street and north Avenue. Several block lengths are also illustrated in Figure 3 which show the variety in block sizes. The design intent will be to draw inspiration from the neighbouring street pattern.



Figure 2: Existing streetscape of the site's frontage along Lakeshore Road West



Figure 3: Existing lot fabric and street block pattern

3.4 BUILT FORM CHARACTER OF SURROUNDING AREA

The site is located in one of the Town’s older residential neighbourhoods where most of the buildings are relatively dated. The predominant built form consists of low-rise residential buildings. The north, east and west sides of the site are occupied with single detached residences. The dwellings on the north and west sides of the property were constructed during the 1980s and can generally be described as traditional styled houses with hipped and gable roofs and integrated front garages. The general height of these buildings is two (2) storeys. Buildings to the west are older constructed during the 1950s and include traditionally designed single storey bungalows and two storey residences.

Figures 4 and 5 illustrate residences on Victoria Street and Ward Street located west and north of the site respectively. Figures 6 and 7 illustrate residences on older properties located east of the site.

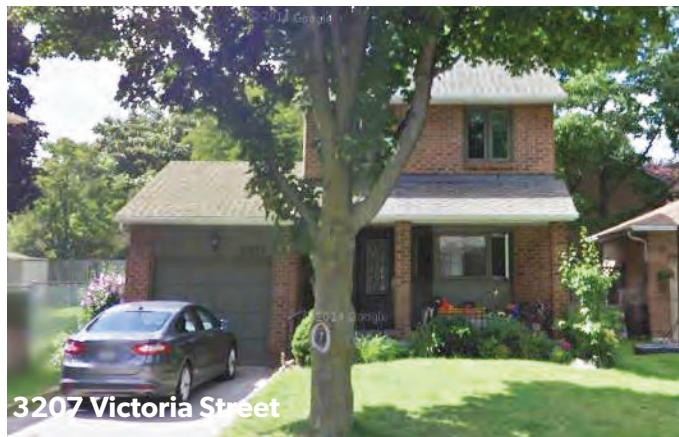


Figure 4: Existing residence on Victoria Street west of the subject site

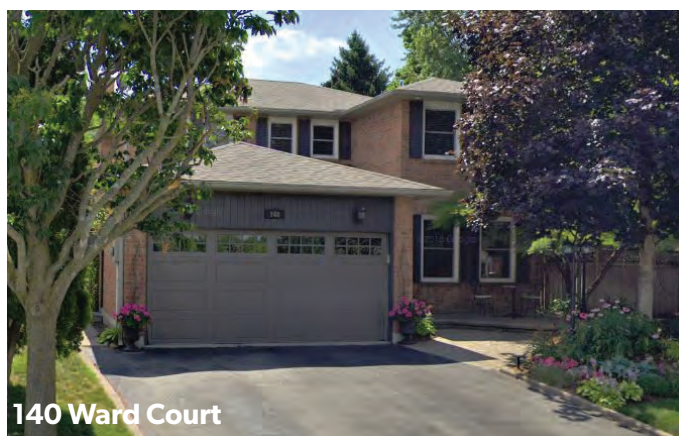


Figure 5: Existing residence on Ward Street north of the subject site



Figure 6: Existing residences on West Street, east of the subject site

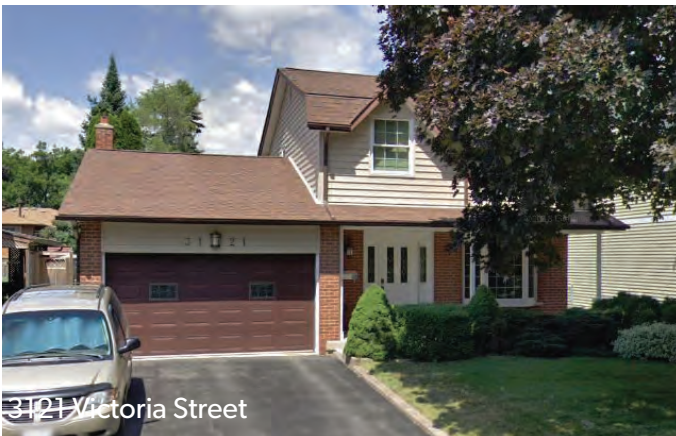


Figure 7: Existing residences on Victoria Street, east of the subject site

The 'Cudmore House' is located to the west of the property. This three storey house includes dormer windows and a double sloped gable roof with a chimney.



Figure 8: The Cudmore House

A condominium development that contains semi-detached and townhouses, is located at 3129 Lakeshore Road West, southeast of the proposed development site. These townhouses are three (3) storeys high with sunken garages and steps leading to the main entrances. The townhouses are oriented towards private roads. Two clusters of townhouses are connected with a walkway through a landscaped amenity area (Figure 10). The

townhouses are served by a private road and surface visitor parking (Figure 12). This townhouse development adds built form variety to the existing urban fabric and a different housing option. The proposed development will complement this existing townhouse development through its built form, street design and landscaping considerations.



Figure 9: Existing semi-detached & townhouses at 3129 Lakeshore road West, southeast of the site



Figure 10: Landscaped connection between semi-detached and townhouse units



Figure 11: Entrance of semi-detached from Lakeshore Road West



Figure 12: Private road serving the semi-detached and townhouse units

Recently developed single family homes on a condo road are located at 125 Waterview Common. These residences are served by a private road entering from Lakeshore Road West and terminating in a hammer head. The two dwellings facing Lakeshore Road are oriented to have the main entrances towards the street while garages are accessed through the private road. These two storey dwellings are inspired by traditional forms of architecture yet are reflections of their time and present high quality architectural design. (Figures 13 and 14)

The building height, massing and scale of the proposed Development will be sympathetic towards the general character while being contemporary.



Figure 13: Entry to Waterview Commons with units facing Lakeshore Road West



Figure 14: Private road serving existing single detached dwellings at Waterview Commons

3.5 SURROUNDING LAND USES

The surrounding land use is predominantly residential. Within 500m, there is an animal hospital, a tire shop, as well as several parks and the shore of lake Ontario.

3.6 VIEWS TO AND FROM THE SITE

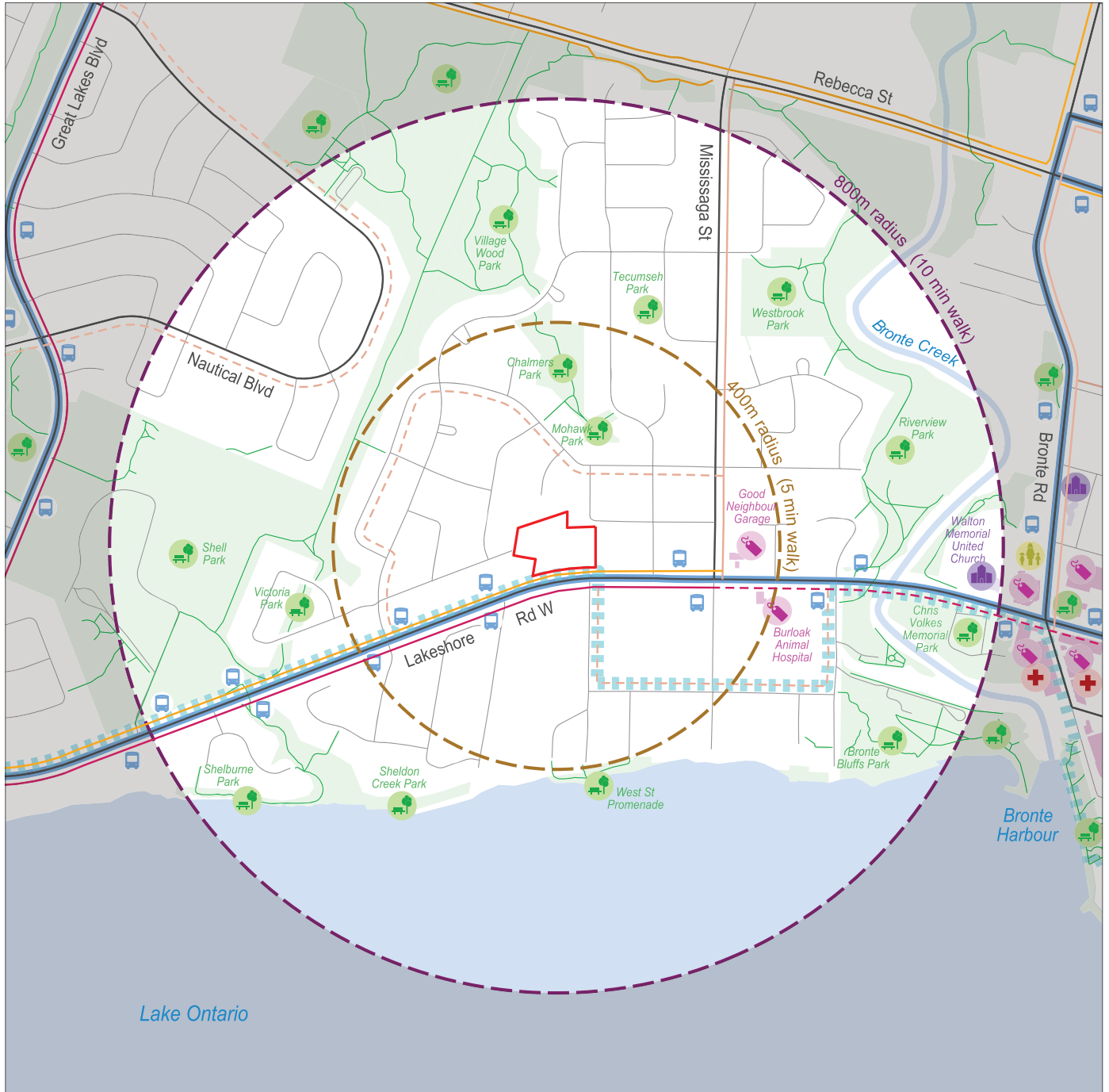
Protection of the greenery along Lakeshore Road will be a design consideration. This will contribute to protecting the streetscape character and the view of the greenery along Lakeshore Road. See Figure 15.



Figure 15: Existing greenery along Lakeshore Road West

3.7 LANDMARKS OR GATEWAYS

There are no landmarks or gateways within close vicinity of the site. However, the Bronte Harbour is located approximately 700 metres east of the site which is a notable destination of the Town of Oakville with its waterfront amenities and mixed-use community. See Figure 16.



<ul style="list-style-type: none"> — Subject Site - - - 400m radius (5 min walk) - - - 800m radius (10 min walk) — Trail - - - Waterfront Trail 	<p>Amenity</p> <ul style="list-style-type: none"> Park Retail Place of Worship Child Care Centre Medical/Health Centre 	<p>Oakville Transit</p> <ul style="list-style-type: none"> — Bus Route Bus Stop 	<p>Oakville Active Transportation Master Plan</p> <ul style="list-style-type: none"> — Existing Multi-Use Trail — Existing Cycle Lane - - - Proposed Cycle Lane - - - Existing Signed Cycle Route - - - Proposed Signed Cycle Route
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Figure 16: Context map

3.8 TRANSPORTATION NETWORKS

Currently Lakeshore Road West is served by bus routes 14 and 14A of the Oakville Transit system. The nearest bus stop is located on Lakeshore Road West, approximately 90 metres west of the site. There are a number of existing and planned active transportation routes within the vicinity of the site as per the Town's Active Transportation Master Plan Schedule D of the LOP which are identified in Figure 16 Context Map. Lakeshore Road West includes an existing multi-use trail, bike lane and the Waterfront Trail. Design considerations will include providing connections to these active transportation routes to benefit future residents and improve permeability.

3.9 RELATIONSHIP AND LINKAGES TO PUBLIC OPEN SPACES

A publicly owned right-of-way currently functioning as a linear park abuts the site's eastern border. This linear greenway extends from the road bend of Victoria Street and West Street at the west, to Lakeshore Road West at the east. This green linear pathway consists of grassed areas and mature trees (Figures 17 and 18). West Street continues further south up to the lake's edge to a small lookout area.

The site is within short walking distances of several parks and trails. Nearby parks include Victoria's Park, Chalmer's Park, Village Wood Park, Westbrook Park and Riverview Park. Existing municipal sidewalks, walkway blocks and sidewalks along Lakeshore Road West provide linkages to these public open spaces (Figure 16).



Figure 17: View of linear parkway from Victoria Street and West Street intersection



Figure 18: View from linear parkway towards the site



Town of Oakville Official Plan 2009

Office Consolidation
Last updated: August 28, 2018

4. POLICY CONTEXT

4.1 LIVABLE OAKVILLE PLAN OFFICE CONSOLIDATION UP TO AUGUST 28, 2018

The subject site is designated 'Low-Rise' as per Schedule F South West Land Use of the Livable Oakville Plan (LOP). An Official Plan Amendment is required to re-designate the lands to 'Medium Density Residential' in order to facilitate the proposed development of semi-detached units and street facing and condominium townhouses. The accompanying Planning Justification Report, also prepared by Weston Consulting dated July 2019, filed under separate cover provides detailed discussion and analysis in this regard. The proposed development conforms to the guiding principles of the LOP as it proposes to intensify fully serviced lands that are located within an existing built up area. The proposed development promotes connectivity and accessibility as it will provide residents with direct access to existing active transportation systems

along Lakeshore Road West as well as existing transit routes. Additionally, the proposed development will enhance the character of the local area as the land use will be compatible with its surrounding land uses.

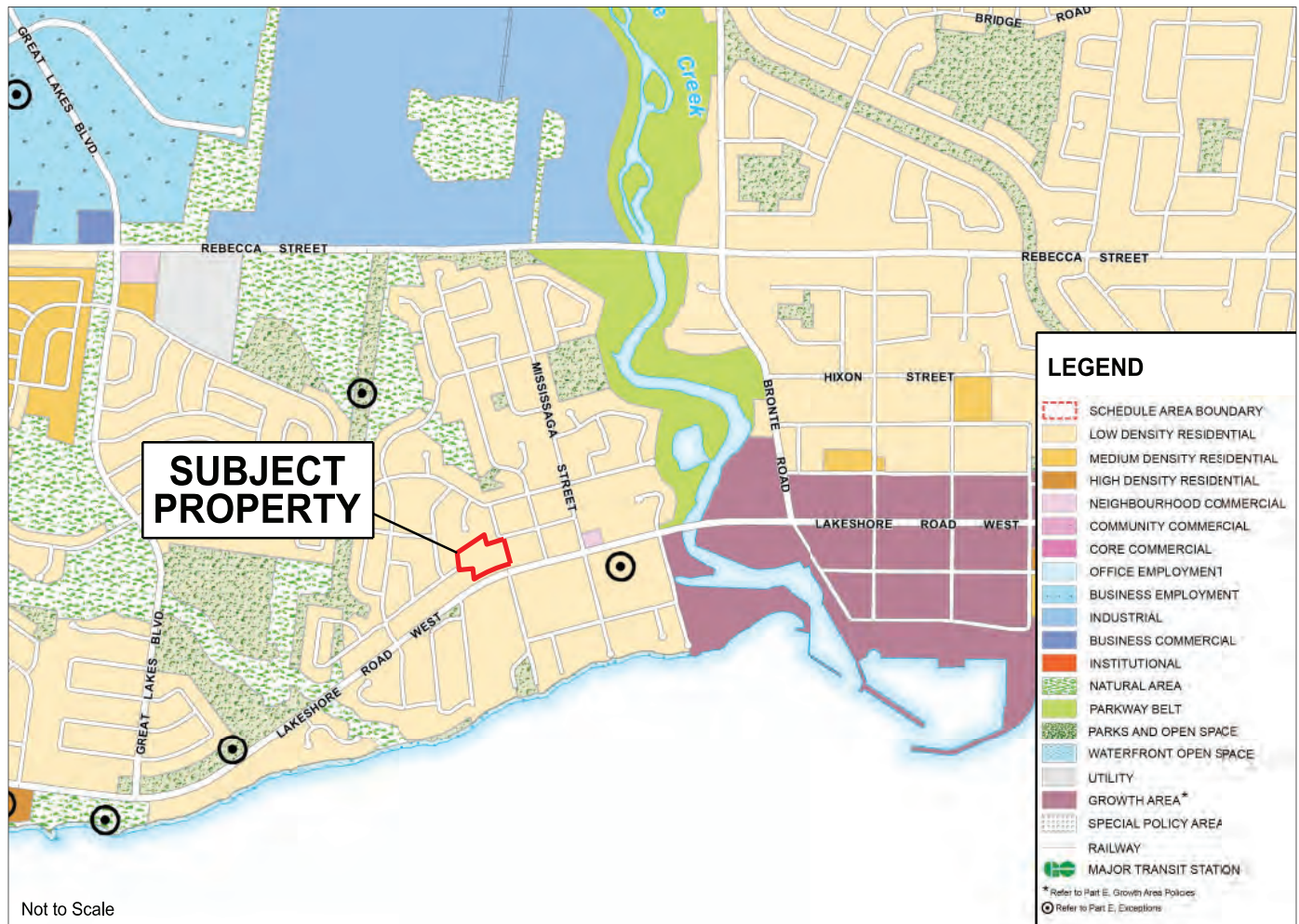


Figure 19: Extract of Schedule D Land Use of the LOP with subject site highlighted in red

4.1.1 URBAN DESIGN

Section 6 of the LOP includes general objectives and policies pertaining to urban design acknowledging that good urban design plays a significant role in the enabling of stimulating, vibrant and livable places, and is a key component in creating a definable sense of identity.

This section summarizes how the proposed development supports the general objectives and relevant policies.

General Objectives:

The proposed development adds diversity to the existing community with various types of residential dwellings consisting of semi-detached units, condominium townhouses and freehold townhouses. This assortment adds diversity to the existing monotonous fabric of single detached residential developments as well as offering different housing opportunities. The development provides comfort and safety by building on Crime Prevention through Environmental Design (CPTED) principles ensuring residents have 'eyes on the streets' for natural surveillance.

The proposed development will be compatible with the existing community in terms of land use and built form design. The design proposes to create attractive, barrier free and safe streetscapes along Lakeshore Road West and Victoria Street. The development will include buildings with high quality architectural design that are inspired from the local context yet contemporary. The development provides linkages which do not currently exist by supplying pedestrian and cycling connections through and around the site.

Policies:

The Public Realm-Policy 6.2.1

The development contributes to improving the network of pedestrian and cycling routes as it connects directly to the existing active transportation facilities along Lakeshore Road West and the public linear park to the north, as well as making connections to the existing municipal sidewalk on Victoria Street to its west. See Figure 25 Pedestrian and Circulation Map. Direct links will be established to the existing bus stop on Lakeshore Road West from main entrances of the proposed semis

and townhouses. The proposed development includes walkable blocks that encourage pedestrians and improve permeability. Figure 19 provides block dimensions.

A network of accessible, interconnected and predictable pedestrian-oriented spaces and routes will be established through site design. These spaces along the Victoria Street frontage and the Lakeshore Road West frontage will be comfortable and accessible with trees, landscaping and universal design standards. The spaces will be designed in relation to their surroundings. The Lakeshore Road West frontage will be preserved with the existing flower beds, curved walkways and mature trees while the newly created Victoria Street cul-de-sac will be treated with grassed boulevards, street trees and landscaping that will provide an attractive entrance to the development. The design of appropriate furnishings, trees, landscaping and signage will be provided in the Site Plan application stage.

Complete Streets-Policy 6.3.1

The development prioritizes pedestrians and cyclists through the proposed network of walkways throughout the site that connect to existing municipal sidewalks on Lakeshore Road West and Victoria Street, as well as the existing linear park. Transit ridership is encouraged by linking main building entrances to the existing bus stop on Lakeshore Road West. All routes will be comfortable and barrier free as they will be landscaped and designed based on applicable accessibility design standards. Safety will be ensured through adequate lighting at night. Proposed walkways are located in front of dwellings that will provide natural surveillance during the day. The use of sustainable design technologies and materials will be explored during advanced stages of the design.

Streetscapes-Policy 6.4.1

The proposed preservation of the existing streetscape along Lakeshore Road West will enhance the local context and create a sense of identity by integrating the streetscape with the development and adding a human-scaled street wall. The development promotes a pedestrian oriented environment that is safe, attractive and barrier free. Tree planting, landscaping and lighting



Figure 20: Proposed development with block dimensions

will be coordinated, details of which will be provided in the Site Plan application stage. The transition between the public private realms will be developed seamlessly through landscaping, tree planting, active building edges and linkages. See Figure 27 for proposed conceptual landscape plan.

Streetscapes-Policy 6.4.2

The proposed dual fronting towns and the freehold towns will have their main entrances towards Lakeshore Road West and Victoria Street respectively. The semi detached dwellings and condominium towns will be facing the private road. Thus the siting of the proposed buildings frame the street and create a sense of enclosure. The proposed building facades will be designed with variation in façade design and articulation in a coherent manner. The dual fronting towns with their main entrances and walkway connections will stimulate pedestrian activity along Lakeshore Road West that will enhance the liveliness and vibrancy of the street. Opportunities for incorporating sustainable design features will be explored and fleshed out during the Site Plan application stage. Above ground utilities shall be grouped and screened, where feasible, to minimize visual and physical intrusions on the streetscape.

Street Design/Layout-Policy 6.5.2

The proposed Victoria Street cul-de-sac is inspired by the neighbourhood character as cul-de-sacs are common in the area.

Built Form-Policy 6.9

The proposed building design and placement will be compatible with the existing surrounding context. See Section 6 Character Impact Analysis of the Brief. The development provides active and visually permeable facades along Lakeshore Road West, Victoria Street and the private road. Convenient access for pedestrians is provided by orienting the proposed buildings towards the public sidewalk and establishing direct access to existing transit on Lakeshore Road West. Buildings will be designed with variations in building mass, façade treatment and articulation to avoid repetition but will maintain a consistent character. The proposed building heights and their form are compatible with adjacent existing development. The massing and height of the proposed three (3) storey semis and towns provide an appropriate transition to the existing two storey single

detached residences on Ward Court. Additionally, adequate setbacks and landscaping will reduce adverse impacts on these properties. The proposed development will be designed as per applicable universally accessible design standards. The proposed semi-detached blocks and dual fronting blocks are sited to maximize solar energy.

Landscaping-Policy 6.10

The proposed development will create a human-scaled development and an attractive environment for pedestrian movement with the linked walkways. The Town's urban forest will be enhanced by maintaining existing healthy trees along Lakeshore Road West and at the rear of the site. See Figure 28 for proposed Landscape Plan.

Pedestrian Access and Circulation-Policy 6.11

The site design proposes safe and direct access and circulation routes to and through the site. These connect pedestrians to the front doors of the buildings as well as the visitor parking areas, the public sidewalk on Lakeshore Road West and Victoria Street, and the existing bus stop on Lakeshore Road West. See Figure 26 for Proposed Circulation Map.

Vehicular Access and Circulation-Policy 6.12

A safe and direct vehicular access and circulation route is proposed for the site. From the proposed cul-de-sac on Victoria Street, there will be a private road encircling the site similar to a crescent, with two access points from Victoria Street. Although two driveway accesses are proposed from the Victoria Street cul-de-sac, areas for landscaping along the boulevard will be maintained as per the Town's standards with grassed areas and street trees to maximize landscaping and extend the greenery of existing streetscapes.

Parking-Policy 6.13

The visitor parking spots are arranged into small groups and separated by landscaping, pedestrian sidewalks and built form. The visitor parking areas are conveniently located at the interior of the site, and at the sides of buildings so that they do not dominate the streetscape and are not directly visible from Lakeshore Road West and Victoria Street. These parking spaces are directly connected to the site's pedestrian network. A barrier-

free space is located adjacent to the sidewalk for ease of access to the site's pedestrian system and main building entrances. The surface parking areas will be landscaped to provide visual relief from hard surfaces. See Figure 21 for Parking Management Plan.

Lighting-Policy 6.14

Lighting shall be appropriate for the size and character of the proposed development. All building and site lighting will be mitigated at source to minimize impact on adjacent properties. Outdoor lighting fixtures shall direct light away from the night sky. The possibility of using

energy efficient outdoor lighting fixtures will be explored during the Site Plan application stage.

Signage-Policy 6.15

Signage shall be compatible with the scale and architectural design of the building, the site features and activities tailored to the size, type and style of development. Signage details will be provided in future phases of the design.

Service, Loading and Storage Areas-Policy 6.16.4

Utilities required such as hydro transformers, air handling equipment and telecommunications equipment shall be located away from the streets and adjacent residential areas.



Figure 21: Proposed Parking Management Plan

4.1.2 RESIDENTIAL

Section 11 of the LOP includes general recommendations and objectives for all residential areas. The proposed development is in keeping with several of these objectives as discussed below:

- A. maintain, protect and enhance the character of existing residential areas;*
- B. encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;*
- C. promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives; and*
- D. promote innovative housing types and forms to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.*

The proposed development maintains, protects and enhances the character of the existing surrounding residential area through its proposed site and building design. The design proposes a relatively compact urban form of development with a variety of housing alternatives that include freehold townhouses, condominium semi-detached residences and condominium townhouses. These dwelling types offer an alternative to what predominantly exists in the area (single detached residences) while providing compatible built form that is appropriate with the neighbourhood character.

Intensification outside of the Growth Areas but within stable residential communities will be subject to policies that are intended to maintain and protect the existing character of those communities. As the last developable parcel in the area, the proposal will not adversely impact the neighbourhood or detract from the established built form character. Policy 11.1.9 outlines several criteria in order to maintain and protect the existing neighbourhood character. Section 6 [Character Impact Analysis] of the Brief provides a detailed analysis on how the proposed development is in keeping with the relevant criteria as established in Policy 11.1.9.

Medium Density Residential-Policy 11.3

The development requires an Official Plan Amendment to re-designate the subject property from 'Low Density Residential' to 'Medium Density Residential'. This land use designation permits multiple attached dwellings that include townhouses. The density permitted is between 30 to 50 dwelling units per site hectare of which an amendment is requested for the proposed net density of 39.6 units per hectare (uph). In accordance with the Town of Oakville's Official Plan, Section 11.2.2, density is calculated on a site hectare basis. Please see the Planning Justification Report for a detailed planning rationale of the proposed density.

4.2 LIVABLE BY DESIGN MANUAL , MAY 12, 2014

The Town of Oakville Livable by Design Manual (LDM) is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The Livable by Design Manual applies to all development proposals which are subject to review and planning approval by the Town. The LDM directs that new and infill development are designed and executed in accordance with the following six guiding design principles:

1. **Sense of Identity** which is focused on developing buildings, streetscapes, infrastructure and spaces that are permanent and enduring, memorable and beautiful, adaptable and flexible, and highly-valued;
2. **Compatibility**, which ensures that development applies appropriate and context-specific design solutions to ensure new development integrates and complements the existing built environment and identity;
3. **Connectivity**, which promotes enhancing connectivity and accessibility via providing choices for mobility including walking, driving, cycling or transit;
4. **Sustainability**, which deals with creating an urban form that relies on accommodating growth through compact development supported by alternative transportation modes and re-enforces walkability, promoting green building design and incorporating alternative energy sources, and combining living, working and playing environments in close proximity;
5. **Legacy**, which focuses on the preservation and enhancement of built heritage, cultural features and landscapes, significant public views, and natural heritage systems and features; and,
6. **Creativity**, which promotes a high-quality built environment comprised of appropriately designed buildings, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places, which all respond to their local surroundings.

The proposed development will create a sense of identity by respecting the existing context of lots, streets, pathways, built form, trees and landscaping. This will enable memorable and highly valued place making. The proposed site design and built form will be compatible with the surrounding context to ensure that the development integrates and complements the existing

built environment. The design enhances connectivity and accessibility through the proposed walkways providing multiple route options for pedestrians and cyclists. The development embraces principles of sustainability by promoting active modes of transportation through the extension of municipal sidewalks, creation of through-connections and by protecting trees and landscaping along Lakeshore Road West. The preservation of the existing streetscape along Lakeshore Road West with compatible built form and street design will establish a legacy that both present and future residents will cherish. The proposed dual fronting townhouses are a creative solution to engaging and integrating the Lakeshore Road West frontage in promoting a pedestrian-focused public realm and attractive streetscape.

Section 3.3 of the LDM includes design directions for low-rise residential buildings that consist townhouses and apartments. The proposed development builds on these directions as discussed below:

4.2.1 BUILDING PLACEMENT

The proposed dual fronting towns are oriented and positioned towards Lakeshore Road West to foster an active pedestrian environment along the street edge. For similar reasons, the freehold townhouse block is oriented towards the Victoria Street cul-de-sac, and the interior semis and towns are oriented towards the private road. See Figure 24 for Proposed Site Plan. Driveways along Lakeshore Drive West would damage the existing treeline and was therefore decided against. The separation distances between buildings are adequate to provide enough light into main living areas, views towards the public realm and privacy between dwelling units. See Figure 24 for building separation distances.

4.2.2 HEIGHT AND MASSING

The townhouse blocks are designed to be three (3) storeys high to be compatible with the existing surrounding context of low-rise buildings. The proposed buildings will be massed to reinforce the pedestrian scale of development through porches and stairs, projected windows, balconies, and dormers. The 3rd floor will be contained within the roof reducing the perception of height and the overall volume of the buildings to achieve greater compatibility. See Figures 31 and 32 for preliminary elevation suggestions.

4.2.3 FACADES

A high level of architectural treatment that contributes to the pedestrian environment and reinforces the community character will be employed in facades that are visible from the public and semi-public realms. The facade design will include a variety of elements such as varied wall planes and roof lines, human scale proportions, large windows, and porches and entranceways. Architectural variety will be considered for adjacent townhouse blocks. See Figure 22 for precedent example of facade contributing to a pedestrian oriented environment. Figure 24 illustrates a precedent example of a townhouse block designed with variety and distinct entrances.

4.2.4 ENTRANCEWAYS

Main entrances will be oriented towards the public realm to improve legibility and contribute to the pedestrian

realm. For safety and comfort, entrances will be designed with adequate illumination, weather protection and accessible design features. Units will be raised a few steps higher than the abutting sidewalk level for privacy, depending on the final grading plan. The frontyards along Lakeshore Road will incorporate stairs, landscaping and low-decorative fencing. See Figure 27 for proposed conceptual landscape plan.

4.2.5 BUILDING DETAILING AND MATERIALS

Variation in roof lines and functional dormers and gables, balconies and projected windows will be incorporated to increase visual interest and minimize the massing of the roof (Figures 30 and 31 for preliminary elevation suggestions).

4.2.6 AMENITY SPACE

Private amenity space will be provided through a combination of front yards, back yards and balconies. Balconies will be integrated with the design of the building. Figure 23 provides a precedent example of landscaped front yard with decorative fencing.



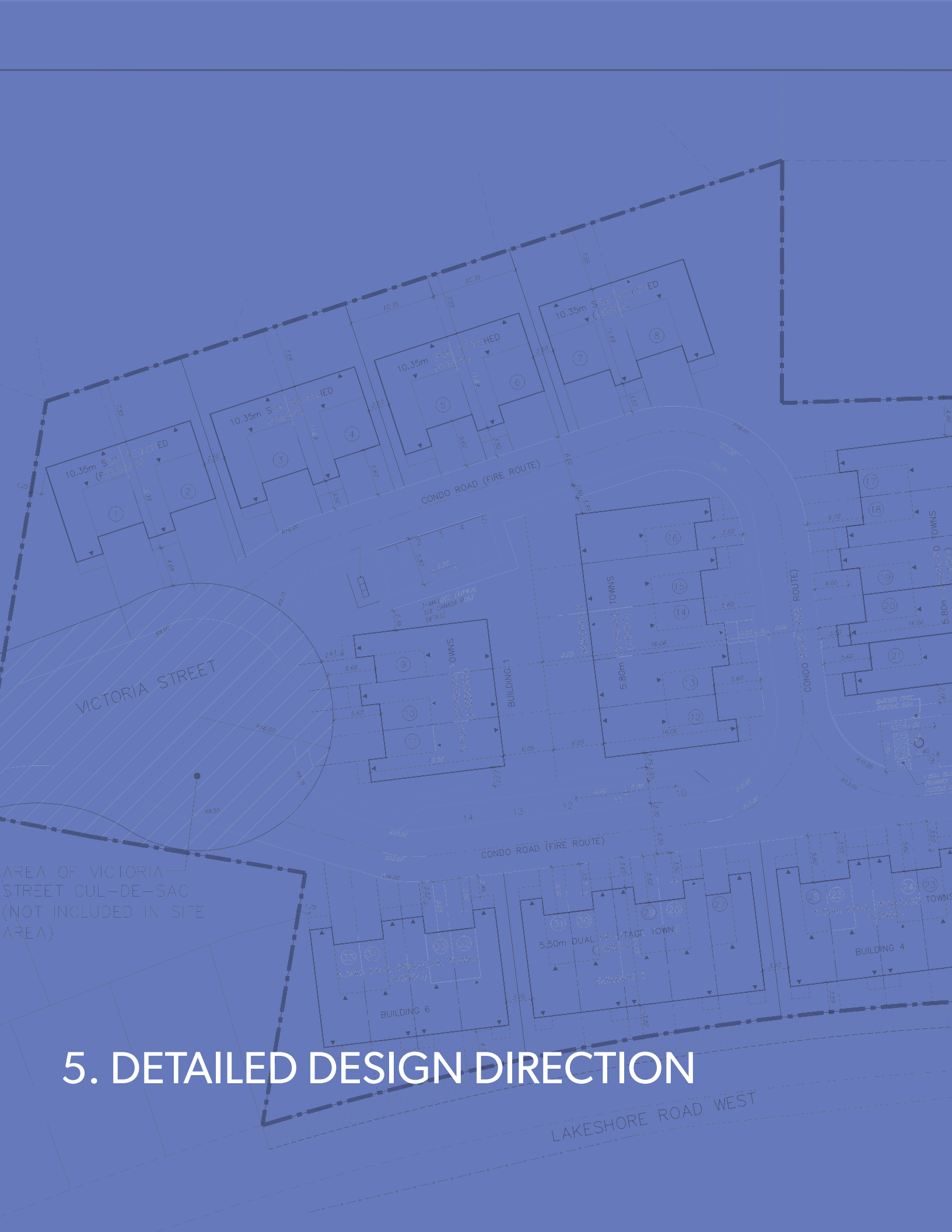
Figure 22: Precedent example of street oriented townhouses contributing to a pedestrian oriented environment



Figure 23: Precedent example of townhouse design with a variety of architectural elements, detailing and materials



Figure 24: Precedent example of front yard with decorative metal and masonry fencing



5. DETAILED DESIGN DIRECTION

5.1 SITE DESIGN

5.1.1 POSITIONING OF BUILDINGS IN RELATION TO THE SITE, ABUTTING STREETS AND SURROUNDINGS

Buildings are positioned to face public streets and the private road. The dual frontage townhouses are sited in response to the picturesque setting of the Lakeshore Road West street frontage. A minimum setback of 3 metres brings the buildings close to the street line adding a human scaled street wall along Lakeshore Road West.

A block of three (3) standard townhouses (Building 1) is oriented towards the Victoria Street cul-de-sac adding a view terminus to the end of the street. Two more standard townhouse blocks (Buildings 2 and 3) are located at the east part of the site bordering both sides of the private road. This arrangement establishes a back-to-back condition with rear yards facing each other. The rear yards of Building 3 will provide a landscaped transition to the linear parkway at the east.

The semi-detached buildings are located at the north of the site facing the private road. These buildings are setback at a minimum distance of 7.5 metres from the north property line establishing a back-to-back condition with the existing dwellings on Ward Court. These landscaped rear yards will separate and buffer the proposed semis from the Ward Court dwellings to mitigate privacy, overlooking, shadowing and massing impacts. See Figure 26 for the proposed site plan.



Figure 25: Proposed site plan prepared by VA3 Design and rendered by weston Consulting

5.1.2 VEHICULAR AND PEDESTRIAN ACCESS AND CIRCULATION

Vehicular access will be provided from the proposed cul-de-sac of Victoria Street. A private road 6 metres wide will provide internal vehicular circulation as it loops around the central block of the site providing access to garages. The private road also serves as a route for emergency and service vehicles.

The pedestrian route is separated from the vehicular route for the safety of pedestrians. A sidewalk 1.8 metres wide wraps around the central block and visitor parking spaces. This sidewalk will be connected to the municipal sidewalk of Victoria Street. Connections are also provided to the West Street parkway. Visitor parking spaces are located alongside sidewalks for ease of access to residential units.

The dual fronting townhouses will be accessed from Lakeshore Road West through walkway connections. The design, location and configuration of these walkways will consider the presence of existing mature trees in order to maintain the picturesque streetscape along Lakeshore Road West.

Sidewalks will be designed with universal accessibility in mind. Where a sidewalk has to cross over the private road or municipal street, painted crossings or featured pavers will be provided for continuity of the pathway and safety of pedestrians.



Figure 26: Proposed Circulation Map

5.1.3 PARKING, LOADING AND SERVICE AREAS

Surface visitor parking spaces will be discreetly located at the sides and rear of buildings internal to the site and screened from the public realm. Parking associated with residential units will be accommodated in driveways and garages integrated with the individual units. The presence of parked cars on private driveways will be visually reduced with landscaped front yards.

The development does not require loading areas as garbage will be collected through public curbside pick up. All utilities, transformers and HVAC units will be screened with landscaping or integrated into the building design.

5.1.4 PUBLIC OPEN SPACES

The boulevard along Victoria Street and its cul-de-sac forms the public open space within the development. The West Street parkway abuts the east boundary of the site providing proximity to a public linear park. The Victoria Street boulevard will extend the existing streetscape character into the private domains of the development providing seamless integration between the private and public realm.

5.1.5 LANDSCAPING AND AMENITY AREAS

The front and rear yards of individual residential units will serve as private amenity areas. These areas will be sodded to facilitate additional landscaping by future residents.



Figure 27: Public and private green spaces

5.1.6 STREETScape

The streetscape along Lakeshore Road West will be maintained with the mature trees, winding pathways and landscaped beds. The dual fronting townhouses will provide a built enclosure to the streetscape. A human-scale and pedestrian oriented environment will be established by architectural elements of the townhouses. Walkways leading to main entrances, landscaped front yards, main entrance doors, porches, balconies and large windows will occupy the street frontage stimulating pedestrian activity and an animated streetscape. Figure 28 provides the conceptual landscape plan and Figure 29 illustrates the intended streetscape development along Lakeshore Road West.

Streetscaping along the edges of Victoria Street will be an extension of the public realm boulevard treatment including street trees, sidewalks and grassed boulevards. Street lights and furniture will be provided (as required) per municipal standards. Considerations for ground related entry signage integrated with landscaping may be a consideration for this area as it will mark the gateway and identify the development.

The internal streetscape will simulate the public realm on a more intimate scale. A tree-lined sidewalk is anticipated to frame the private road. The size, type, and location of trees and plantings will be based on the scale of the private road, its flanking front yards and the scale of townhouse and semi-detached buildings. Landscaping may be used to emphasize individual residential entrances. The sides of buildings with minimal openings and fenestration exposed to the semi-public realm may utilize landscaping and planting to soften the edges and add visual interest along the private road.

5.1.7 LIGHTING

The development will be adequately illuminated at night. The condo road and all visitor parking spaces will be sufficiently illuminated. Building entrances will include a single wall mounted light fixture for ease of identification. Selected lighting fixtures will complement the architectural vocabulary of the development. Care will be taken to avoid the spill over of light into neighbouring properties.



Figure 28: Proposed conceptual landscape plan. Courtesy of MHBC.



Figure 29: Conceptual streetscaping along Lakeshore Road West



Figure 30: Conceptual streetscaping along Victoria Street cul-de-sac and the condo road

5.2 BUILT FORM

5.2.1 HEIGHT AND MASSING

The townhouses are proposed to be three (3) storeys high. The massing articulation is inspired from the neighbouring built form character following a neo-traditional expression. Projected porches with gable ended roofs, wall undulations, dormers, balconies, projected windows and recessed garages will articulate the massing as illustrated in the preliminary elevations prepared by VA3 Design (Figures 31 and 32).

5.2.2 SETBACKS AND BUILDING TO STREET RATIO

The proposed dual fronting townhouses are setback at a minimum distance of 3.59 metres from Lakeshore Road West. This brings the buildings close to the street's edge and aids in establishing a street enclosure that defines the edges of Lakeshore Road West with a human-scaled street wall. The freehold townhouses facing the Victoria Street cul-de-sac will be setback at a minimum distance of approximately 7.8 metres to define the street terminus with a human-scaled street wall. The semis and condo towns will be setback at least 3.5 metres from the condo road establishing a good street-to-building relationship and fostering the human-scale of development.

5.2.3 TRANSITION TO ADJACENT USES AND BUILT FORM

The surrounding use is low density residential that includes single detached residences and a townhouse development. The subject development is proposed to be a medium density residential development. Adequate setbacks are provided along the north, east and west sides of the property separating the proposed buildings from the neighbouring areas. See Section 6 [Character Impact Analysis] of the Brief for detailed discussions.

5.2.4 STREETWALL AND BUILDING TREATMENT AT GRADE

Human-scaled elements will be incorporated at grade to create a pedestrian friendly environment. These elements may include porches, landscaped steps leading to the porches, and large front windows. Material treatment will distinguish the floor at grade from the upper floors. Garages will be recessed from the main wall to reduce their presence along the street and private road. The Lakeshore Road West frontage will be articulated with multiple building entrances to create a finer grain of urban fabric.

5.2.5 FACADE TREATMENTS, ARCHITECTURAL ELEMENTS AND MATERIALS

The facade treatment will be sympathetic to the surrounding built form and general architectural style. Most of the existing buildings have traditional styled architectural expressions with pitched roofs, dormers and gables, well defined entrances with porches or verandas. Existing materials typically consist of brick and stucco. Stone is found in the newer construction (Waterview Commons). The design of the facades will draw inspiration from these, but reflect the present day with a neo-traditional style of architecture. Figures 31 and 32 illustrate preliminary elevations suggestive of an architectural theme inspired by traditional design elements. All materials will be durable and of high quality.

5.3 SUSTAINABILITY FEATURES

Several sustainability features will be considered as part of the proposed development. Further details of key sustainability features will be determined at the site plan stage. An overview of key considerations are:

- The proposed development will support energy efficiency to meet current Code requirements and standards.
- Energy savings will be made resulting from the density of developed proposed on the site.
- The proposed development makes efficient use of existing infrastructure and provides additional linkages to promote active transportation and bicycle ownership.



Figure 31: Preliminary elevations of the proposed semi-detached buildings. Courtesy of VA3 Design.



Figure 32: Preliminary elevations of the proposed townhouses. Courtesy of VA3 Design.



6. CHARACTER IMPACT ANALYSIS

6.1. BUILT FORM

This Character Impact Analysis has been undertaken in order to make a comparative analysis between the existing built form and the proposed residential development at 3171 Lakeshore Road West. This section assesses the compatibility of the proposed development with regard to neighbourhood characteristics and attributes outlined in section 11.1.9 of the Livable Oakville Plan. This includes the extent to which the proposed development is reflective of the lotting pattern, character and general built form of its surroundings.

The parameters of this study are determined by a 250m radius of adequate walking distance from the proposed development. The area of study includes a built environment which embodies comparable physical and temporal qualities to that of the proposed development, including pertinent new residential developments.

The following discussion contains a Brief analysis of the scale, heights, massing, architectural character and materiality of the surrounding built form and the corresponding compatibility of the proposed development with typical neighborhood characteristics, identified in figure 33:

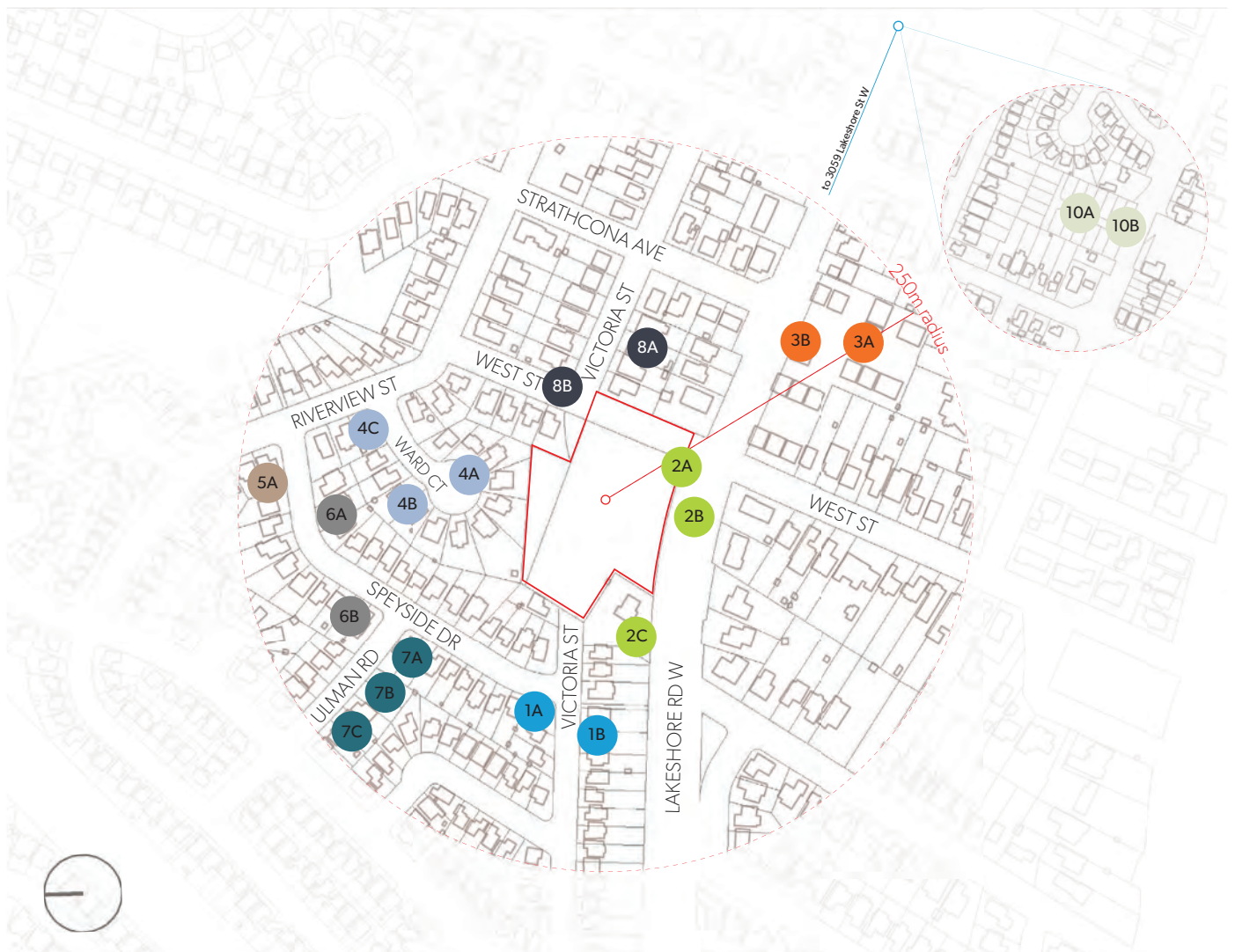


Figure 33: Built Form Key Map

1A 3205 Victoria Street



1A & 1B: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 2 storeys
Massing: Projected garages, street orientated
Character: Colonial Georgian style [above],
contemporary with colonial inspired elements [below]
Materials: clay brick

2A, 2B & 2C: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 3 storeys
Massing: Projected portico, slanted orientation from
street
Character: a-typical Dutch colonial style with tudor
inspired details
Materials: timber framing, stucco and clay roof tiling

1A 3206 Victoria Street



2A Lakeshore Road West Streetscape



2B West Street & Lakeshore Road West



2C 3171 Lakeshore Road West - Cudmore House





3A & 3B: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 2/3 storeys
Massing: Walk-up access, projecting 'porch', ramp to basement garages, internal orientation [court-style development]
Character: Contemporary,
Materials: clay brick and metallic cladding

4A, 4B & 4C: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 2 storeys
Massing: Projected garages, internal orientation [cul-de-sac development]
Character: Colonial inspired details
Materials: clay brick



4A Landscaped Centre of Ward Court



4B148 - 150 Ward Court



4B 156 Ward Court





5A: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 2 storeys
Massing: Projecting garage, street oriented, pyramid hip roof
Character: Contemporary
Materials: brick and slate effect roofing

6A & 6B: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 2 storeys
Massing: Projected garages, street oriented
Character: Colonial style
Materials: clay brick with clapboard inspired siding

6A 159 Speyside Drive



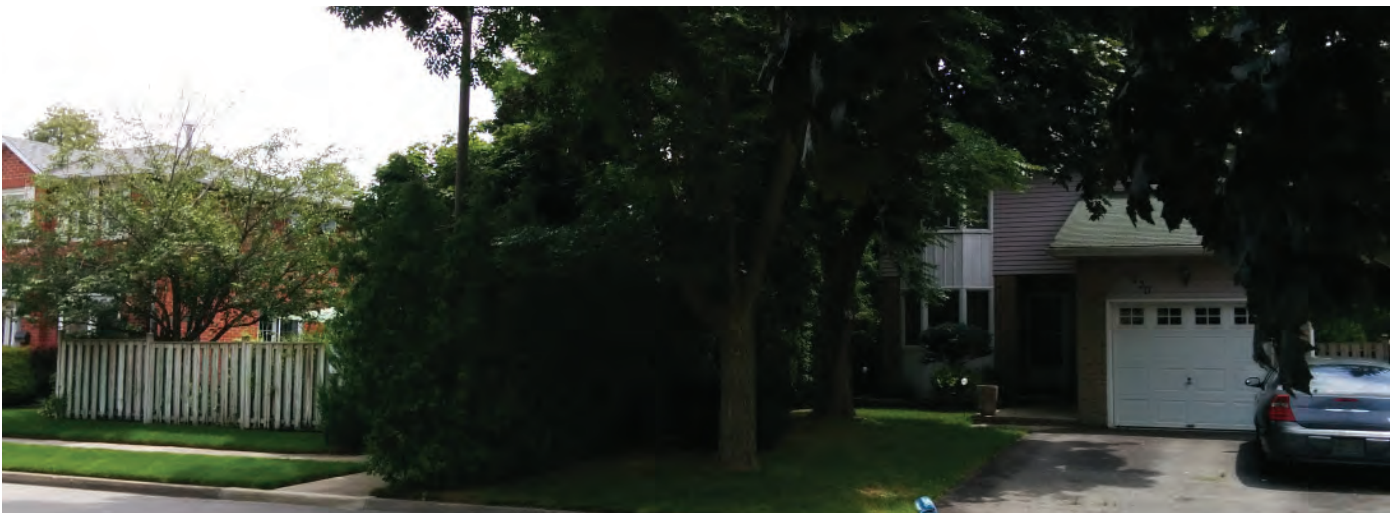
6B Streetscape Speyside Drive



7A 3226 Ulman Road



7B 3230 Ulman Road



7C 3240 & 3244 Ulman Road





8B West Street termination



7A, 7B & 7C: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 2 storeys
Massing: Recessed garages, mixed box gable and hip roofs
Character: Mixed contemporary [1980's] and neo-colonial style, split level
Materials: brick and slate style roofing

8A & 8B: Typical Characteristics and Attributes

Scale: low-rise residential scale
Height: 1/2 storeys
Massing: Projected garages, street oriented, open gable roofs
Character: Cottage style
Materials: brick with clapboard inspired siding

10A Waterview Common



10B Waterview Common



9A & 9B: Typical Characteristics and Attributes

Scale: low-rise residential scale

Height: 2/3 storeys

Massing: Recessed garages, mixed box gable and hip roofs, internal orientation [terminated straight street development]

Character: Contemporary town homes

Materials: brick and stone cladding

The Surrounding Built Form

Within the outlined Study Area, the neighbourhood surrounding the proposed development is characterized by low-rise residential properties, with heights of between 1-3 storeys. The properties to the south and west of the proposed development generally consist of more recently constructed residences from the 1980's to the contemporary. This includes the properties along Lakeshore Road West, Victoria Street, Ulman Road, Speyside Rive, Riverview Street and parts of West Street. Older properties dating from the 1950s lie near to the proposed development further along Victoria Street and Strathcona Avenue.

Properties within the Study Area are primarily detached and semi-detached dwellings. Within this residential category, dwellings have consistent massing with minor variances. These variances include projected or recessed garages and porches, porticos and a variety of roof types - most commonly hip and gable forms.

The majority of properties are orientated to face the street edge. There are two notable exceptions:

- A newer development at Waterview Common is a development with townhouse-style detached dwellings fronting the street edge, with a terminated private road. The homes lining the street directly face each other across a narrower entry road.
- The development at 3122 Lakeshore Road West accommodates 32 units within a small conurbation of semi-detached properties. The homes are atypically arranged within a courtyard-style block. Many of the homes directly face one-another or face onto the flankage of a neighbouring property. This development is also self contained with no vehicular through-access.

The typical character of properties within the Study Area are of a neo-colonial architectural style with variances in facade treatments such as bay windows, shutters and partially projected or recessed porticos. Many of the split level and cottage style dwellings within the Study Area have projected garages and more contemporary elements, including architectural influences from the Georgian [see 1A] and Dutch colonial period. A notable example of the latter is Cudmore House at 3171 Lakeshore Road West. Cudmore House displays a range of materials and influences, including stucco rendering, clay brick and Tudor-style timber framing elements. The typical material fabric within the Study Area is clay brick, with newer

developments such as at Waterview Common introducing new material elements into the neighbourhood. These include stone cladding and architectural features including prominent window trimmings.

The Built Form of the Proposed Development

Section 11.1.9 of the Livable Oakville Plan contains criteria for new development to maintain and protect existing neighbourhood character. The following is an analysis of the compatibility of the proposed development with its surrounding context in terms of:

11.1.9 [a] Scale, height, massing, architectural character and materials

- The proposed townhouses and semi-detached homes will be designed to instill a sense of identity in-keeping with the neighbourhood character. The buildings will maintain a compatible massing and low-rise scale to that of the neighbouring built context and not exceed 3 storeys.
- The building will integrate and mirror typical architectural features present in the surrounding built context, including Colonial Georgian inspired elements and other compatible styles.
- Materials and cladding will be sensitively selected using consistent and complimentary materials such as clay brick and stucco. Materials will not only compliment older built forms but reflect recent new development styles which are similarly compatible such as stone and colonial inspired architectural elements. Further material detailing will be provided at later stages of the design development phase.

Setbacks

11.1.9 [b] States that new *“Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.”*

Existing setbacks are varied within the Study Area. Generally, setbacks are between 4-6 metres along secondary roads, with larger setbacks typically corresponding with larger lots.

Orientation

Buildings are typically orientated towards the street edge, with some facing the street at a moderate angle. Buildings on lot H [figure 34] are inward facing, with many buildings facing the flankage of neighbouring dwellings. In these cases, separation distances are generally larger.

Transitions

11.1.9 [c] States that: *“Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.”*

The character of the surrounding neighbourhood is low rise residential, of between 1-2 storeys, with some 3 storey dwellings, such as the neighbouring Cudmore House. The proposed development offers a gradual transition from 2 to 3 storeys. The modest roofline of the dwellings on the proposed development site reduces the impact of 3 storey buildings, and is reflective of newer built forms seen in the area, such as at Waterview Common.

A

B

C

D

Average Setbacks: 7-15m±
Average Separation Distances: 2-15m±
General Orientation: Street facing,
several slanted toward street edge

Average Setbacks: 9m±
Average Separation Distances: 20m±
General Orientation: Slanted
toward street edge

Average Setbacks: 4-6m±
Average Separation Distances: 2-3m±
General Orientation: street facing

Average Setbacks: 4-6m±
Average Separation Distances: 1-3m±
General Orientation: Street Facing,
parallel with street edge

E

F

G

H

Average Setbacks: 4-5m± [Riverview]
5-10m± [Speyside]

Average Setbacks: 5-8m±

Average Setbacks: 4 - 16m±

Average Setbacks: n/a

Average Separation Distances: 3-10m±

Average Separation Distances: 3-5m±

Average Separation Distances: 2 - 16m±

Average Separation Distances: 1m±

General Orientation: Street facing,
parallel with street edge

General Orientation: Internal facing,
public road [cul-de-sac]

General Orientation: Street facing

General Orientation: Internal facing

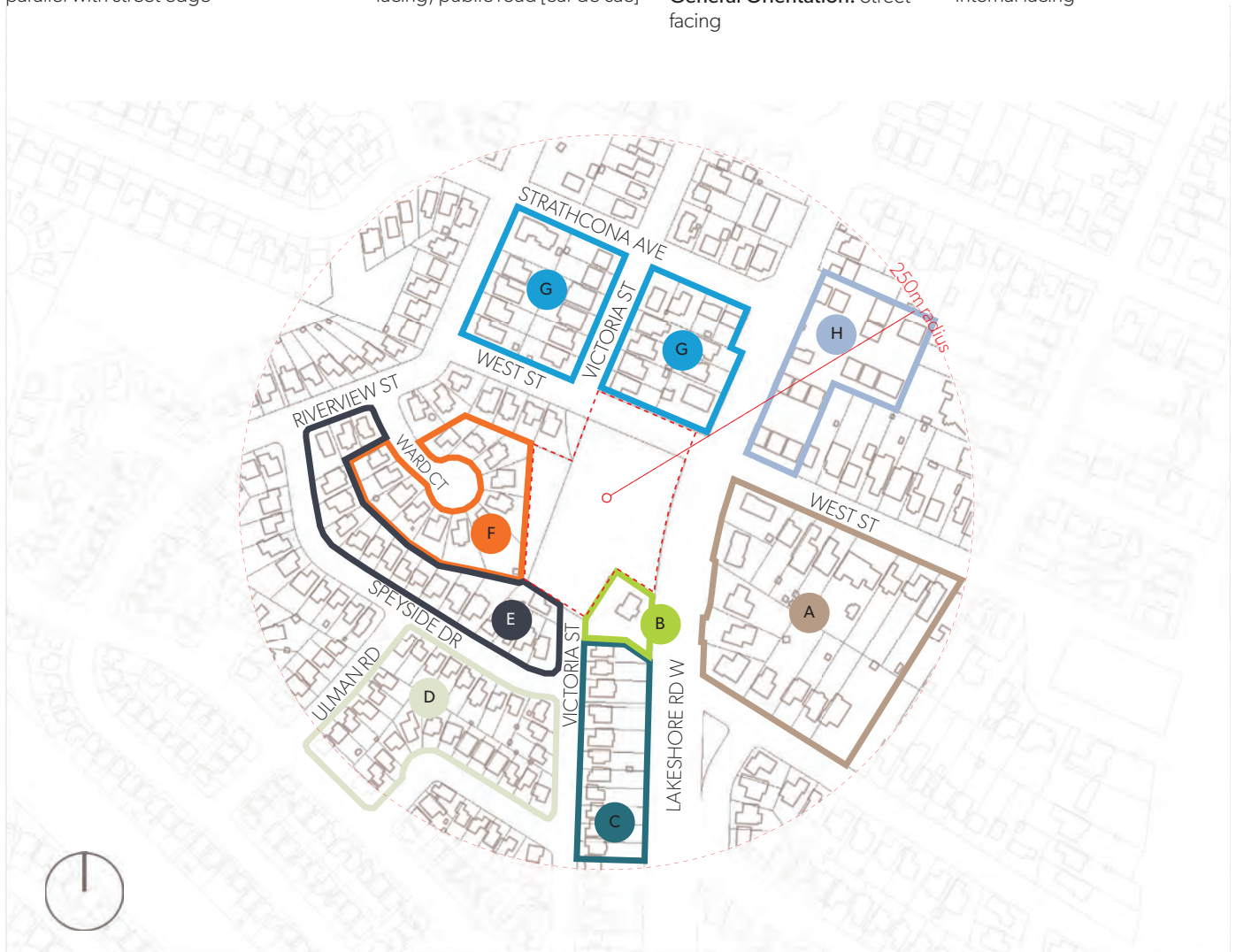


Figure 34: Setback Analysis Map

6.2 LOTS AND LOTTING PATTERNS

11.1.9 [d] States that: *“Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.”*

The lotting pattern within the Study Area reveals certain spatial trends, with some variety and notable exceptions.

It can be surmised that variances in lotting pattern generally occur between areas of different construction periods. For example, block G contains a typically regimented lotting pattern illustrative of an older building stock, whilst blocks E and C show indications of having developed as a ‘ribbon’ as development has pushed further along the main streets of Lakeshore Road West and Speyside Drive.

These blocks generally contain lots of rectilinear forms with minor deviations, as the lots follow the natural curve of the street edge. Properties along these blocks face the main street. In the case of block C however, properties are orientated towards the front of the lots and face Victoria Street with sizable rear yards along the main street of Lakeshore Road west.

In general, lots have generous rear yard setbacks with smaller front yard setbacks which serve to maintain pedestrian activity and connectivity along the street edge. Rear yards often contain ancillary buildings. Larger detached residences of varied footprints and massing occupy the larger lots contained in block A. These lots are more varied than their surroundings but are generally elongated rectilinear forms, with unusual placement of the buildings themselves within the lots.

Block B is an exception to surrounding lotting patterns, as it contains one large lot typical of older historic lotting patterns.

Block H is a newer form of development which contains one large lot within which a series of semi-detached and townhouse buildings form a courtyard pattern. The approximate total area of the lot measures 7,967.00 m². Many of the buildings in block H face the flankage of a neighbouring property. This incident is also seen in other blocks within the Study Area, for example where the residences along West Street face the side yards of the lots in block G.

Comparative Analysis with Proposed Lotting Pattern

The proposed development site is irregular in shape and consists of two parcels. The total site area measures 9925.86sq.m with a frontage of 95 metres along Lakeshore Road West. The lot depth measures approximately 100 metres from the lot line along Lakeshore Road West to the rear lot line.

Whilst the majority of lots within the Study Area are rectilinear in form, there are variations, particularly in the case of block A where the lot sizes have a wide range of scales and polygon forms.

The irregular lot shape reflects the type of lotting pattern that is emerging from recent patterns of land use development, as evident within the Study Area. Lot H is an example of an atypical scale of lot within the neighbourhood. The lot is a condominium block which is both irregularly shaped and larger than its immediate neighbours. Lot H and the proposed development lot have comparable total areas, the former at approximately 7,967.00 m². Lot H has a larger frontage at approximately 134.3m, with the proposed development frontage measuring 95m. Both frontages run alongside Lakeshore Road West.

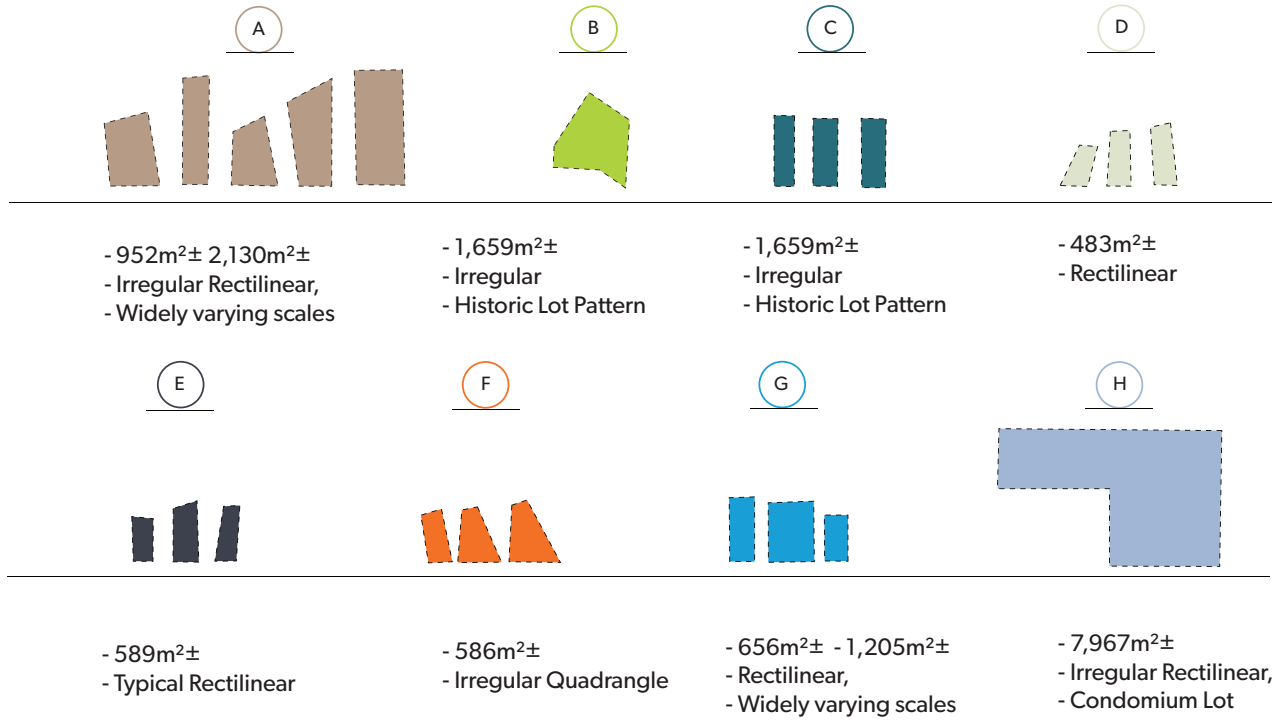


Figure 35: Lotting Pattern Map

6.3 PATTERNS OF DEVELOPMENT

Distinctive patterns of development are evident within the Study Area. These loosely correspond to the period in which they developed. Block G illustrates a typically older form of block type, the square block. Over time, the lots within the block have become irregular as the building forms have evolved. This is best illustrated by block A, which has larger than average lot sizes for the neighbourhood and substantial building footprints.

Block E is an example of how the typical square block has evolved into an elongated form which follows the development of the street edge. In both cases, buildings occupy the front portion of the lots. An exception to this is block C, where the buildings face onto Victoria Street away from Lakeshore Road West main street, allowing for generous rear yards.

Other blocks such as blocks F and E are irregular. These blocks do not always have parallel frontages to their neighbours, nor do the buildings themselves uniformly face onto the street edge. Block E is a single lot on which a heritage property sits.

The cul-de-sacs at Ward Court are examples of newer development patterns emerging in the area. The proposed development mirrors these emerging patterns which deviate from traditional patterns of development. The proposed development embodies several characteristics from successful examples of newer development forms, such as irregular, larger lots similar to the court-style development at 3122 Lakeshore Road West [block H]. Additional elements are reflected from Waterview Common which builds on the vehicular access design [block I] to create a looped private road which re-connects with Victoria Street and does not sever any vehicular linkages.



Figure 36: Patterns of Development Map

Dimensions of Roads

11.1.9 [e] States that: "Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection".

Victoria Street currently has a 17m ROW. Road infrastructure will be maintained to provide for emergency service and water service access. The proposed development integrates a turnaround with a 16m radius, designed to municipal standards. The site is accessed by a 6m condo road, designed with appropriated turning space for emergency and garbage collection services. The end of the internal condo road terminates in a hammerhead alongside the West Street perimeter of the site. Here, key visitor parking and an additional pedestrian linkage is provided.

Site Access

11.1.9 [f:] "Surface parking shall be minimized on the site."

The main vehicular access into the site will be from Victoria Street. Circulation around the site will be fluid due to the careful configuration of the condo road. The condo road integrates surface level visitor parking at intervals to avoid crowding. Visitor parking spaces are placed discreetly so as to be concealed within the site. Residents will have access to one space of internal parking and one space of exterior parking on the driveway of the unit. This alleviates the need for additional surface level parking for residents.



Figure 37: Parking Management Plan

Grading, Drainage and Location of Services Areas

11.1.9 [g] A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.”

11.1.9 [h] “Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.”

Due consideration has been made to the circulation of pedestrian and cyclist movement on and around the site. The site is designed to be permeable for cyclists and pedestrians: access from the sidewalk of Victoria Street provides a through-connection to the north side of Victoria Street through the site, with significant walkways retained and enhanced around the perimeter. These internal connections link to existing pathways, also providing for residential access along Lakeshore Road West. This ensures both activity and a human scaled public realm is maintained along the street edge, alongside access to nearby bus stops.

Details of drainage and service area location will be addressed at later stages of the site plan application process. Due consideration will be made to, where possible, maintain any existing grading features on the site. Existing green buffers along the perimeters of the site boundary will be preserved and enhanced, integrating natural walkways and additional landscaping.



Figure 38: Site Circulation Map

Views, Vistas and Privacy

There is a substantial treeline along the north, east and west perimeters of the site. This green buffer consisting of deciduous and coniferous trees will be largely retained, protecting the privacy of neighbouring properties. 12 trees in total are outlined for retention alongside Lakeshore Road West. In conjunction with this, additional landscaping will be provided along Lakeshore Road West to enhance the existing walkway and provide greater connectivity with the public realm from the proposed dual frontage town homes. As such, views will be maintained along Lakeshore Road West and enhanced by additional planting.

Microclimactic Conditions

Due to the significant retention of the existing trees on site [see Landscape plan figure 27], any adverse impacts upon the microclimactic conditions on site will be adequately mitigated.

The majority of shadowing from the proposed dwellings will fall within the site itself and will not impact neighbouring properties.

Heritage

11.1.9 [i] "The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved."

Sufficient separation distance will be maintained between the proposed development and the neighbouring Cudmore House. The design and massing of the proposed townhouses will not detract visually from the heritage assets of Cudmore House, nor will they incur adverse impacts from overshadowing. There are no other heritage buildings or structures identified within the Study Area.

Local Amenities

11.1.9 [j] "Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services."

11.1.9 [k] "The transportation system should adequately accommodate anticipated traffic volumes."

The Study Area outlined in the Built Form Key Map [figure 33] has a scope of 250m radius around the proposed development site. This area contains almost exclusively residential dwellings in a low-rise setting. As such, the radius of study has been expanded to encompass a wider area at increments of 400m and 800m, see figure 39 Local Amenities Map.

The proposed development site is well-serviced by a local bus route along Lakeshore Road West. To the south, this connects to a bus route along Great Lakes Boulevard and Bronte Road to the north. This service provides access to nearby retail facilities along the main street of Lakeshore Road West to the north. This retail strip includes restaurants, supermarkets, health centres, banks and other services.

The abundance of bus stops within easy walking distance of the site [100m approximately] will support a localized increase in the residential population. An increase in vehicular traffic in and out of the development can be adequately absorbed by the generous ROW existing on Victoria Street and Lakeshore Road West. The existing pedestrian sidewalk along Lakeshore Road West abutting the proposed dual frontage town homes will be preserved and enhanced in its entirety, allowing for safe pedestrian and cycle access to nearby bus stops.

The proposed development site is within walking distance of several outdoor recreation and trails which serve to create green linkages between a number of parks. The most accessible of these is Mohawk and Chalmers Park, with the West Street Promenade approximately 450m from the site along the waterfront of Lake Ontario. The proposed development does not obstruct or reduce the accessibility of these recreational outdoor areas from the main street of Lakeshore Road West and provides an additional pedestrian connection on the perimeter of the site linking to Victoria Street.

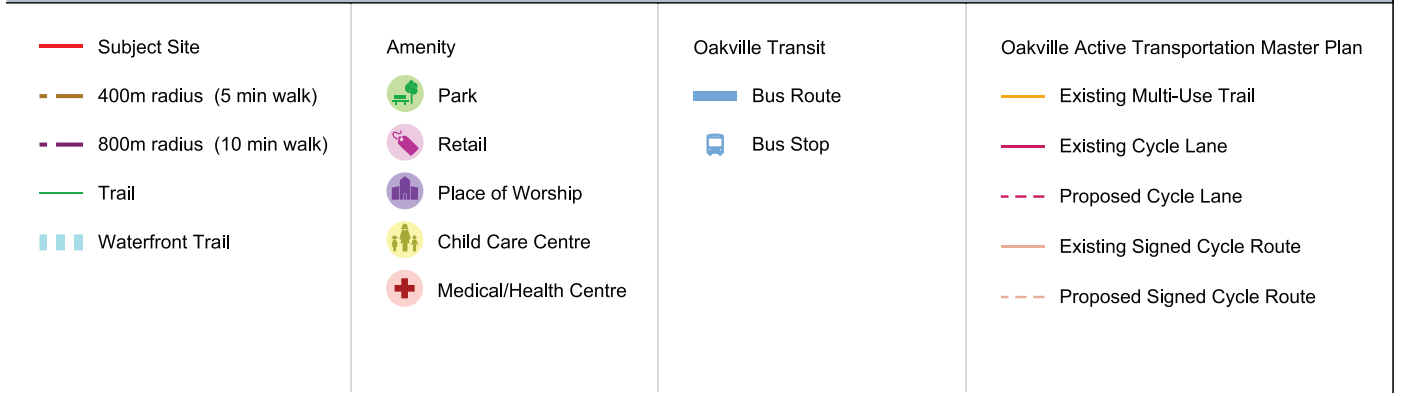
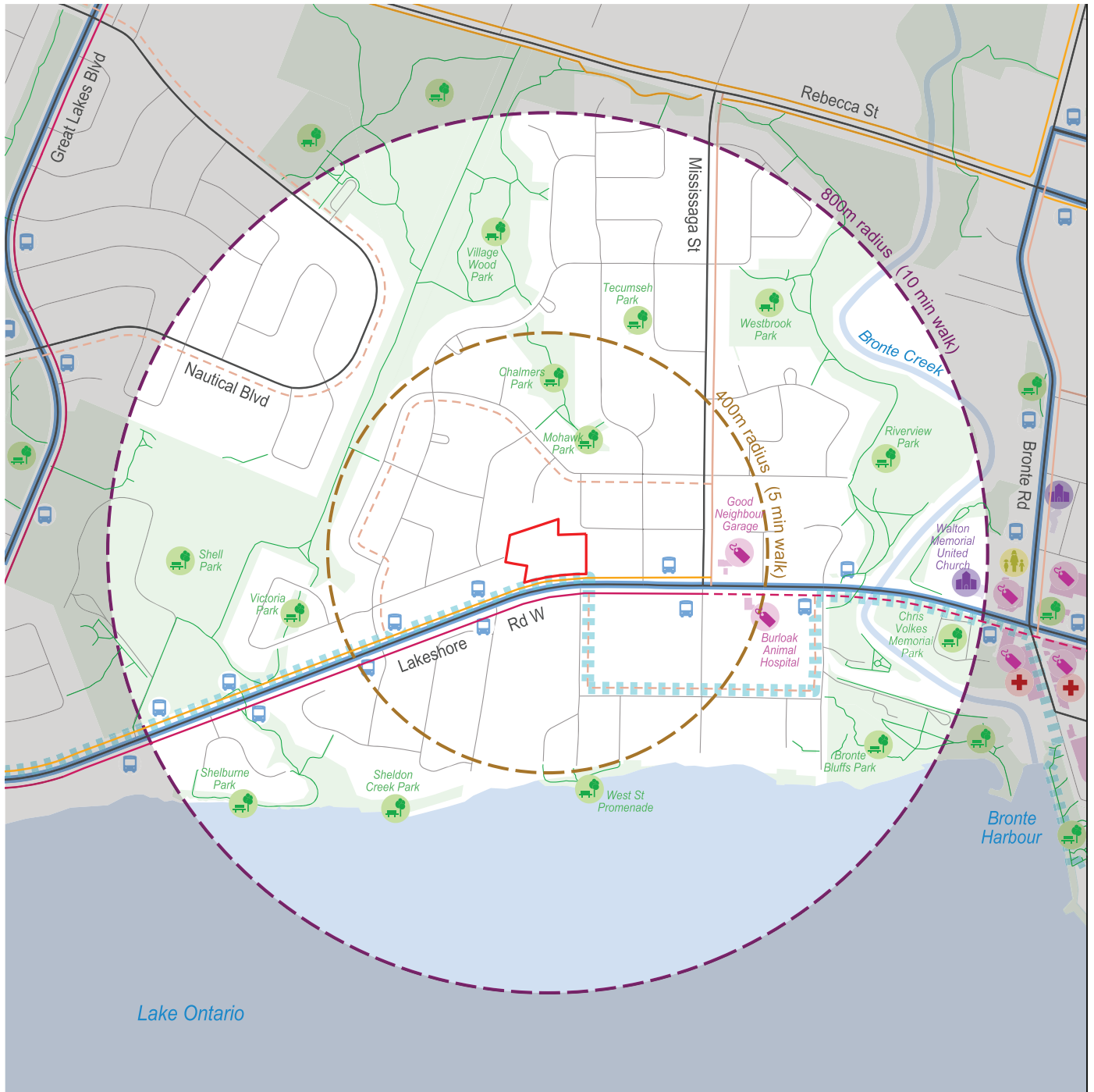


Figure 39: Local Amenities Map

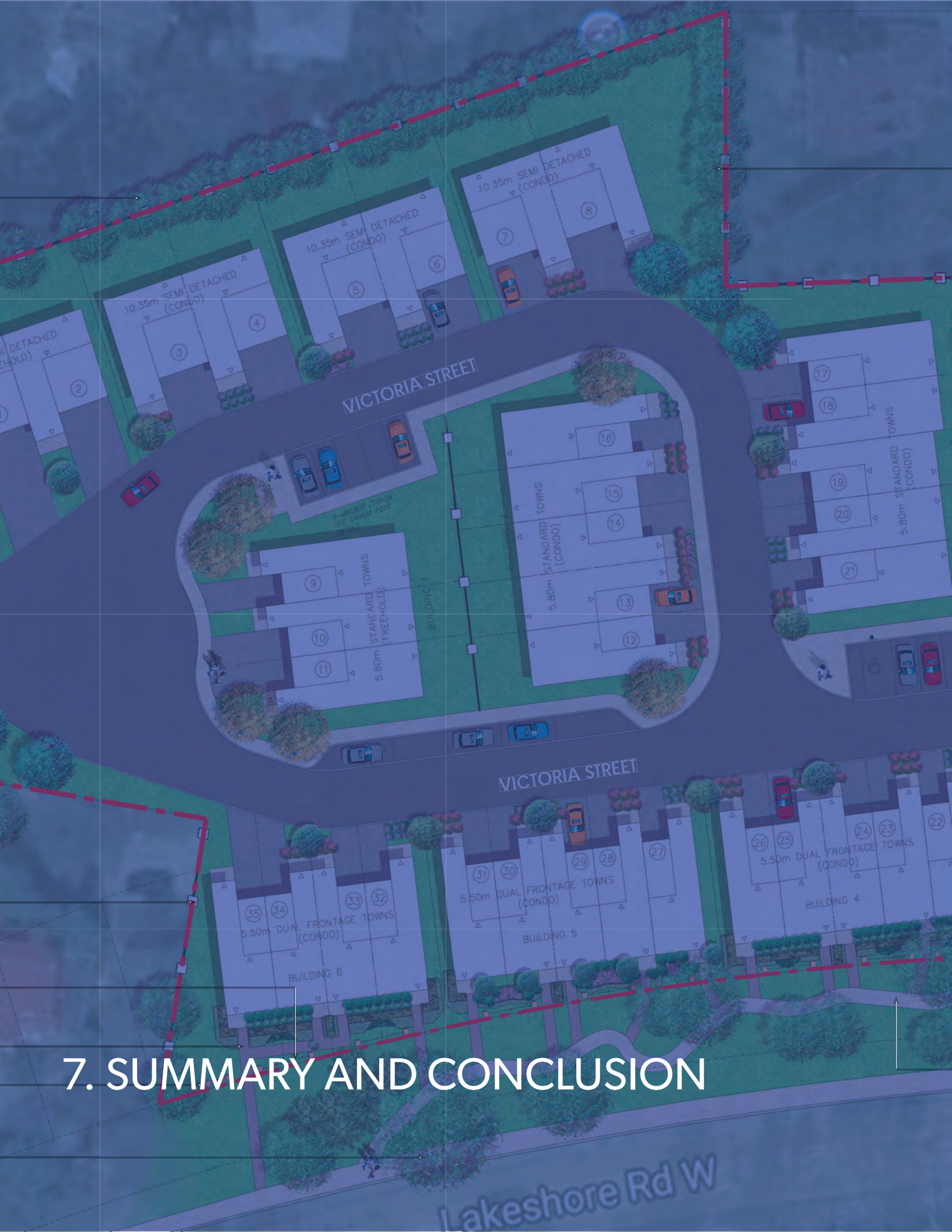
6.4 SUMMARY AND CONCLUSIONS

This Character Impact Analysis aims to provide a general comparative analysis between the existing built form of the surrounding neighbourhood and the proposed development. The scope of this analysis as outlined in the Built Form Key Map [figure 33], is adequate to capture a suitable radius of key neighbourhood characteristics in relation to the site.

It is our opinion that the proposed development is sufficiently compatible with its surrounding for the following reasons:

- The development enhances the street edge along Lakeshore Road West, maintaining the existing pedestrian pathway and integrating them with the proposed dual fronted town home entrances. Additional landscaping alongside this serves to reinforce the pedestrian focus of the street edge and to enliven the sidewalk.
 - Pedestrian access and circulation is promoted on and around the proposed development, ensuring no termination of access from Victoria Street north connecting to Lakeshore Road West and West Street.
 - The proposed development will have no adverse impacts upon Cudmore House due to generous setbacks and compatibility of style which will not detract from or overwhelm the existing property.
 - The character of the proposed development is consistent with other recent additions to the neighbourhood, such as Waterview Common.
 - The proposed development is a compatible variation on typical lotting patterns within the Study Area, and is reflective of other notable exceptions to typical development patterns such as Waterview Common and the 3122 Lakeshore Road West development. These illustrate suitably compatible lotting patterns and building orientations within a self-contained developments, and represent emerging trends in contemporary lotting patterns.
- All parking will be accommodated within both internal garages and external driveways, with adequate provision per unit [see Parking Management Plan figure 21]. The site will accommodate 14 surface visitor parking spaces above the required 9 spaces, which includes an accessible space. Visitor parking spaces will be accommodated in designated areas along the condo road.

In conclusion, whilst it is acknowledged that the lotting pattern of the development proposes a density which is moderately elevated above neighbouring densities, it is reflective of current trends in contemporary land use planning. These trends are evident within the Study Area, and serve to create desirable developments similar to the proposed. Our opinion is that the proposed development possesses overwhelmingly compatible attributes and characteristics with the existing urban fabric, and will support and enhance the character of the neighbourhood.



7. SUMMARY AND CONCLUSION

Lakeshore Rd W

7. SUMMARY AND CONCLUSION

The proposed residential development of freehold towns and condo semi-detached and townhouses offers an appropriate infill development that will engage Lakeshore Road West and its existing greenery and transform it to a human-scaled attractive pedestrian realm. Connections will be established to Lakeshore Road West, activating the public realm with pedestrians and tying the development to existing transit facilities. The proposed walkways will connect the site to the existing sidewalk on Victoria Street and the linear park, promoting connectivity and active modes of transportation. The proposed cul-de-sac on Victoria Street builds on the existing street pattern of the area while the private road is both practicable inspired by the existing court streets of the neighbourhood.

The buildings provide transitions to the neighbouring low-rise residential buildings as well as complementing the existing townhouse complex across Lakeshore Road West. The height, massing and scale of development will be compatible with the surrounding built form. The architectural style will be compatible with the existing traditional styled developments. Materials and colours will be complementary to the surrounding material palette.

The approval of the proposed planning applications associated with the proposed development will benefit this part of the Town with diversity, compact buildings and alternative housing options along with high quality urban design.



Figure 40: Detailed site illustration of the proposed development.



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