

# URBAN DESIGN BRIEF

**PREPARED FOR:**

**Regional Official Plan Amendment ("ROPA"),  
Official Plan Amendment ("OPA")  
and Zoning By-law Amendment ("ZBA")**

**Post Residences Inc.**  
1493 Sixth Line, Oakville

File no. 20375 G

**March, 2026**



*Your Vision*

*Designed | Planned | Realized*



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

MHBC - MacNaughton Hermsen Britton Clarkson Planning Limited  
230-7050 Weston Road Woodbridge, ON L4L 8G7  
T: 905 761 5588  
F: 905 761 5589  
[www.mhbcplan.com](http://www.mhbcplan.com)

# CONTENTS

1.0 Introduction	3
2.0 How To Read This Brief	4
3.0 Site & Context Analysis	5
3.1 The Subject Lands	5
3.2 Surrounding Context	6
3.3 Recent Development Context	9
3.4 Transportation Context	10
4.0 Design Vision & Objectives	12
5.0 The Proposal	13
6.0 Policy Context	17
6.1 Oakville Liveable Official Plan	17
6.2 Oakville Liveable By Design Manual	18
7.0 Detailed Design Direction	19
7.1 Site Design	19
7.1.1 Building Placement & Setbacks	18
7.1.2 Access & Circulation	21
7.1.3 Landscaping	22
7.1.4 Parking, loading & Service Area	23
7.2 Massing, Transition & Articulation	24
7.3 Sustainability Features & Micro-Climate Control	27
7.3.1 Shadow Study	28
8.0 Conclusion	37
Design Terms	39

# 1.0

# INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Post Residences Inc. (the "Applicant") to seek approval for a Regional Official Plan Amendment ("ROPA"), an Official Plan Amendment ("OPA") and a Zoning By-law Amendment ("ZBA") to facilitate a residential development located at 1493 Sixth Line, in the Town of Oakville (the "Subject Lands" or "Site").

The proposed development is a 6-storey apartment building including a daycare and 190 affordable rental apartment units of varying sizes. The proposed development offers a suitable intensification prospect while contributing to the provision of housing within the Oakville community.

This Urban Design Brief illustrates the proposal's conformity to the Town of Oakville Official Plan, as well as compliance with the Oakville Liveable Urban Design Guidelines, all of which are applicable to the Subject Lands. Please note that all designs and drawings are conceptual and subject to change.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Sincerely;

## MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP  
Partner | Planner | Urban Designer



Shadi Adab, M.Arch., M.U.P., MCIP, RPP  
Associate | Urban Designer



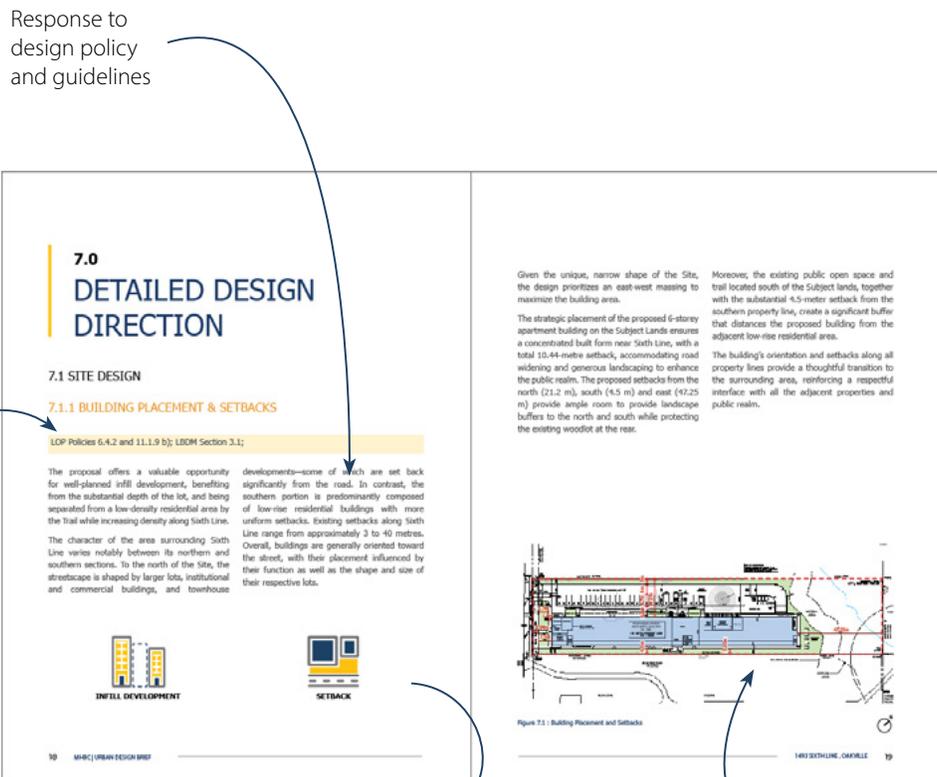
Ashmeet Kaur Bhatia, B.Arch, Cert. UD, Cert. PM  
Urban Designer

# 2.0

# HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.



## 3.0

# SITE & CONTEXT ANALYSIS

## 3.1 THE SUBJECT LANDS

The Subject Lands are municipally addressed as 1493 Sixth Line, in the Town of Oakville, Regional Municipality of Halton. It is located on the east side of Sixth Line. The Subject Lands are currently vacant and only contain vegetation, including trees, and are approximately 8,092 sq.m in area, and have an approximate frontage of approximately 42 m along Sixth Line. Aerial

imagery of the Site and surroundings indicates that the Site is relatively flat.

Natural Resource Solutions Inc. have assessed the woodlot at the rear of the Subject Lands through an Environmental Impact Assessment, confirming the extent of the existing woodlot and the required buffer to the proposed development.



Figure 3.1 : Location Map

## 3.2 SURROUNDING CONTEXT

To the immediate north of the Subject Lands is Munn’s Public School. The south side of the school property, adjacent to the Subject Lands, consists of surface parking for the school, followed by the school building itself. Note that the outdoor recreational space for the school is located within an interior courtyard and at the rear of the property along the McCraney Valley Trail. Beyond, towards the north, is a 2-storey townhouse development. Directly to the east of the Site is Oakville Park and Natural Area.

To the immediate south of the Subject Lands is a public open space and the head of McCraney Valley Trail, connecting to the trail network within the Natural Area to the east. Further south are single detached homes facing Sixth Line and sport fields associated with White Oaks Secondary School and Gaetan-Gervais Secondary School.

To the west of the Subject Lands, across the street, is a 1-storey commercial plaza with surface parking along Sixth Line. South of Elm Street are single detached dwellings and townhouse developments.



Figure 3.2 : From the Subject Lands, looking north along Sixth Line



Figure 3.3 : At the entrance of McCraney Valley Trail



Figure 3.4 : From the Subject Lands, looking south along Sixth Line



Figure 3.5 : Existing Plaza across Sixth Line

Figure 3.6 shows the Context Map, demonstrating community facilities and amenities within an 400m radius (10-minute walking distance) from the Subject Lands, including retail, food services, medical services, educational institutions, parks and natural spaces.

The area surrounding the Subject Lands is serviced by local amenities and facilities, and it is expected to serve and benefit the new residents of this area.



- |   |                                   |   |                 |
|---|-----------------------------------|---|-----------------|
|  | Subject Lands                     |  | Retail/Business |
|  | Natural Heritage System           |  | Food Service    |
|  | Parks, Open Spaces and Cemeteries |  | Education       |
|   |                                   |  | Park            |

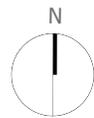


Figure 3.6 : Context Map

### 3.3 RECENT DEVELOPMENT CONTEXT

An assessment of the development context in the vicinity of the Subject Lands reveals five significant development applications:

- The proposal at 1105 McCraney Street for a 6-storey special care residence, with a total of 221 residential units, has been approved.
- The proposal at 1020 - 1042 Sixth Line is for a residential development consisting of fifty-seven 3-storey townhouse units organized within eight development blocks. This application has been appealed to OLT.
- The proposal at 1295 Sixth Line is for 30 townhouse units within three blocks.
- The proposal at 2163 & 2169 Sixth Line is for a 9-storey mixed-use building with a medical office and retail uses at grade, and residential uses on the upper storeys. This proposal was approved through OLT.
- The proposal at 1226 White Oaks Boulevard, for a 20-storey rental apartment building with 203 rental units, has been approved.

The development context showcases an intensity that aligns with the suitable growth and intensification goals of Oakville, thereby contributing to the expansion of the housing stock.

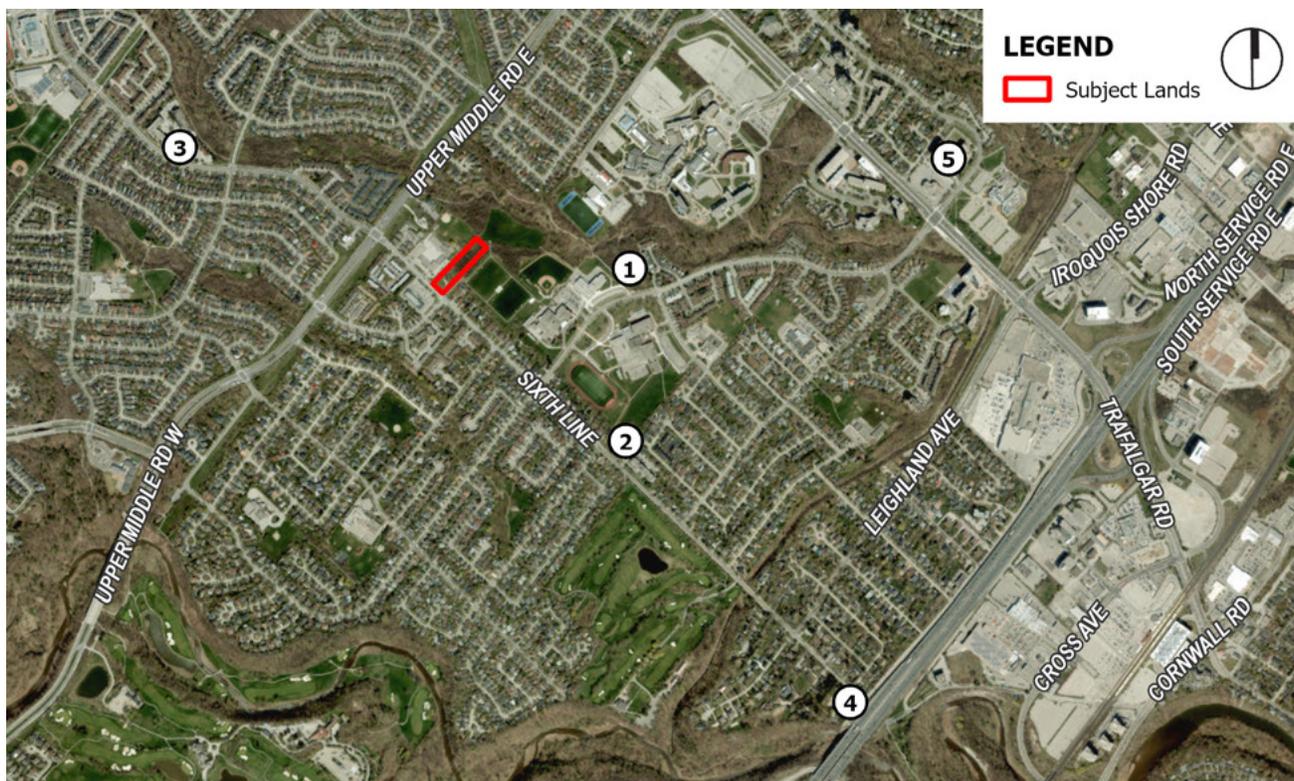


Figure 3.7 : Recent Surrounding Developments

### 3.4 TRANSPORTATION CONTEXT

The Subject Lands are located along a significant north-south transit corridor, Sixth Line, approximately 200 m south of the intersection with Upper Middle Road East, a significant east-west corridor. Sixth Line has a future right-of-way (“ROW”) width of 26 m. Aerial and survey imagery of the Subject Lands indicates that the current ROW width is approximately 20.09 m; therefore, a 2.94 m road widening dedication is provided as part of the proposed development

In the Halton Region Official Plan, Sixth Line is categorized as a Minor Arterial Road according to Map 3 – Functional Plan of Major Transportation Facilities. Similarly, in the Liveable Oakville Plan, Sixth Line is designated as a Minor Arterial Road on Schedule C – Transportation Plan.

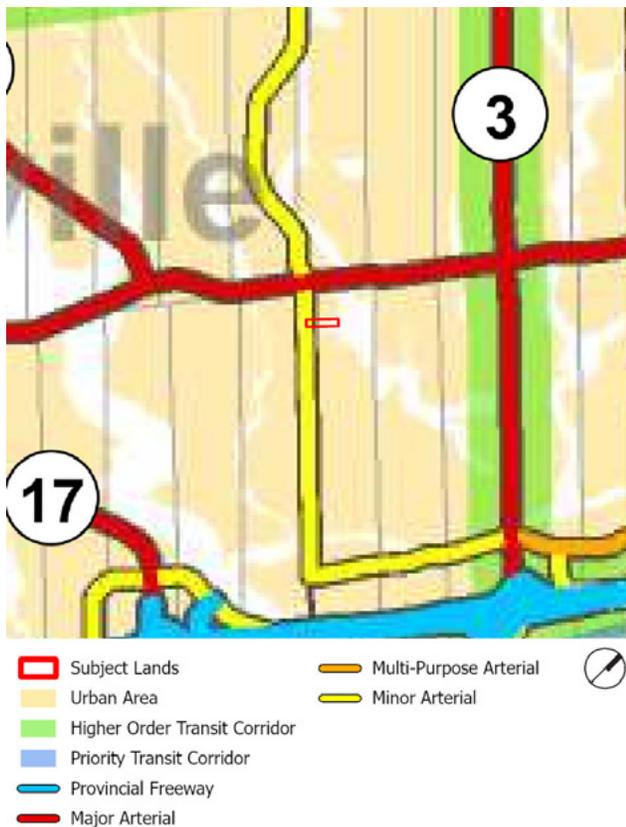


Figure 3.8 : Halton Region OP Map 3 – Functional Plan of Major Transportation Facilities

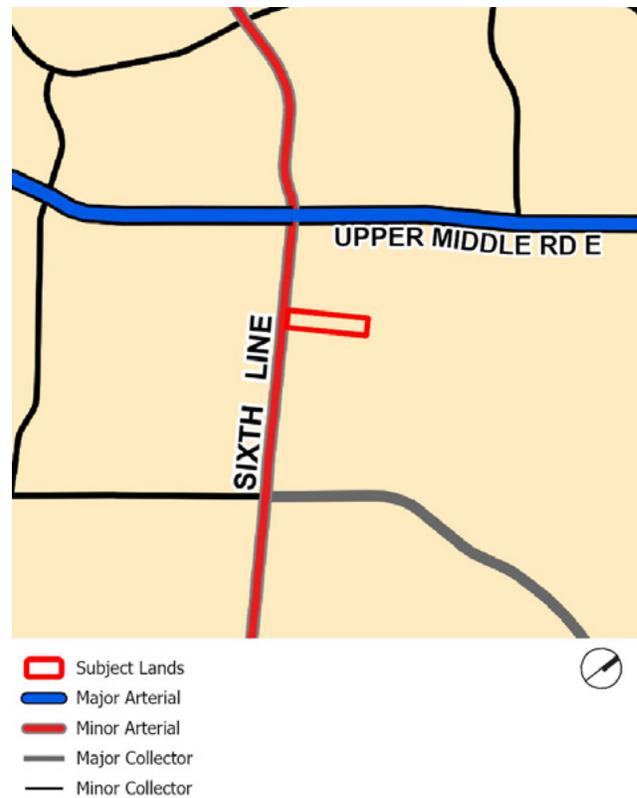


Figure 3.9 : Liveable Oakville Plan Schedule C – Transportation Plan

The Subject Lands are served by Oakville Transit Routes 19 and 71, with a bus stop adjacent to the Subject Lands. Route 19 operates 30-minute service from Trafalgar Urban Core in the north to Oakville GO in the south. Route 71 operates as a school special, connecting students to White Oaks Secondary School from the west and north neighbourhoods.

As per the Liveable Oakville Plan, outlined in Schedule D – Active Transportation Plan, Sixth Line is recognized as having an established bike lane. Additionally, the McCraney Valley Trail runs along the south property line, connecting users to key destinations including Sheridan College, White Oaks Secondary School, Oakville Place, and the Trafalgar Urban Core. Bike lanes and sidewalks are additionally provided along Sixth Line.

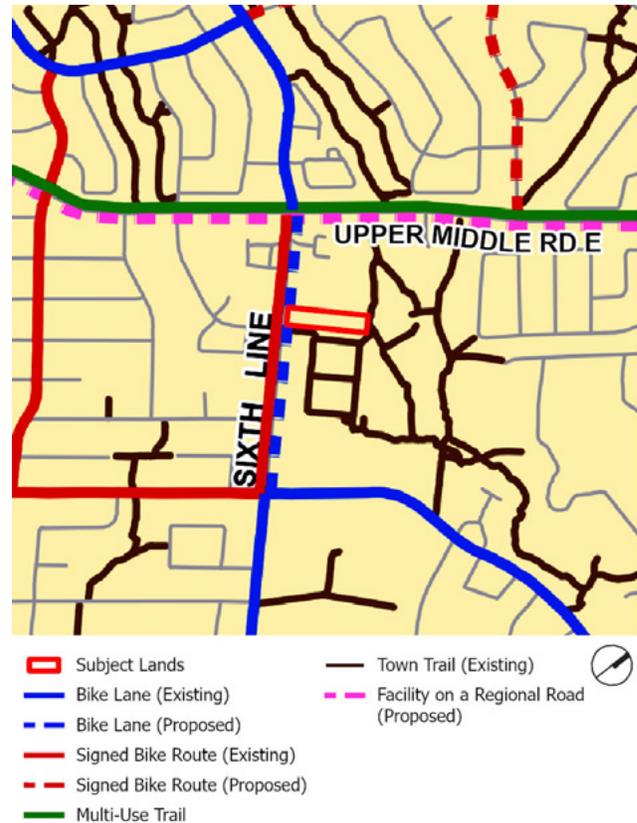


Figure 3.10 : Liveable Oakville Plan Schedule D – Active Transportation Plan

## 4.0

# DESIGN VISION

The proposed development is the outcome of meticulous planning and design by the project team, in collaboration with technical experts, Town staff, and the community. The design aligns with the Provincial Policy framework, Regional

and Town policies, which will enhance the existing public realm while respecting the existing built environment and delivering affordable rental housing.



Figure 4.1 : View of the Proposed Development

## 5.0

# THE PROPOSAL

The proposal introduces a 6-storey affordable rental building that features a mix of one-, two-, and three-bedroom units, thereby contributing to the existing housing stock in the area with different housing options.



Figure 5.1 : View of the Proposed Development

The proposed building runs east-west following the shape of the Subject Lands with a rear yard setback of approximately 47.25 m, which includes the existing Natural Area and a 10-meter buffer to the dripline of the woodlot.

An approximately 7.5 m setback is implemented from the front lot line along Sixth Line in addition to a 2.94 m road widening, increasing the overall setback to about 10.44 m from the current curb.

Along the north property line, the building is set back 21.2 m, providing room for a landscape buffer that preserves a significant number of existing trees, along with a 6.0 m driveway followed by surface parking.

Along the south property line, a 4.5 m setback is provided, including a 3.0 m landscape strip to allow for a vegetated buffer.

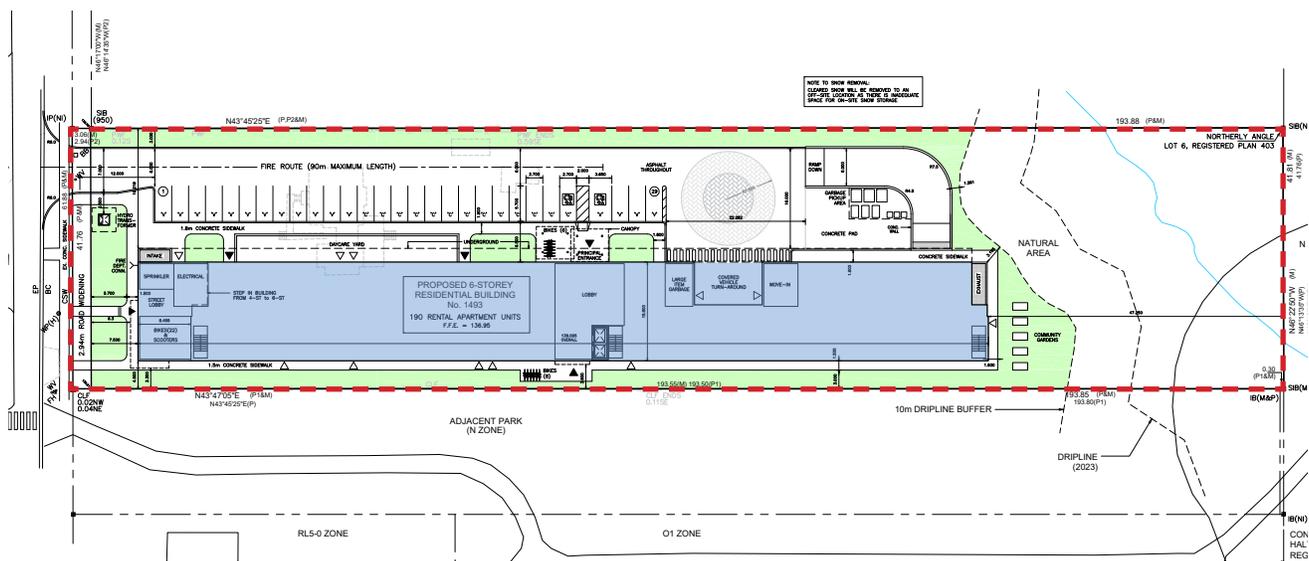


Figure 5.2 : Proposed Site Plan



The vehicular access is provided via a driveway located at the northwest corner with a driveway that runs along the north property line. Access to underground parking, loading, servicing, and garbage collection is located at the rear of the building, away from Sixth Line. In addition to 74 underground parking spaces, 29 parking spots are provided at grade, buffered from the public realm and adjacent properties.

To support the anticipated active transportation uses, the proposal offers a total of 34 bicycle parking spots, with 30 spots at grade designated for residents indoor at the front of the building along sixth line and an additional 12 spot for visitors located outdoor, with 6 each located on the north and south of the building.

The main residential entrance is located in the middle of the building, connected to a public sidewalk with a dedicated pedestrian pathway running along the north edge of the building. The ground floor of the proposed development contains 9 residential units in the half portion of the building to the east. The ground floor to the west of the main lobby contains a management office, a housing office, indoor amenity space, bicycle parking, garbage and loading space, as well as a 285 sq.m. daycare with 161.5 sq.m. of outdoor space.

Indoor amenity spaces have been planned for the residents on the ground floor.

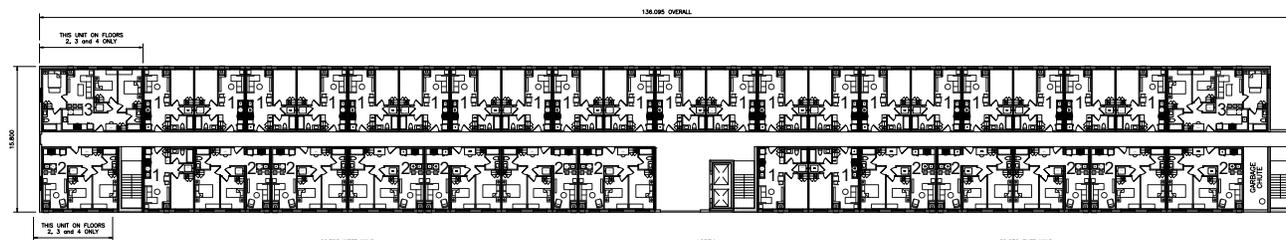


Figure 5.3 : Upper Floor Plan (Typical 2 to 6)

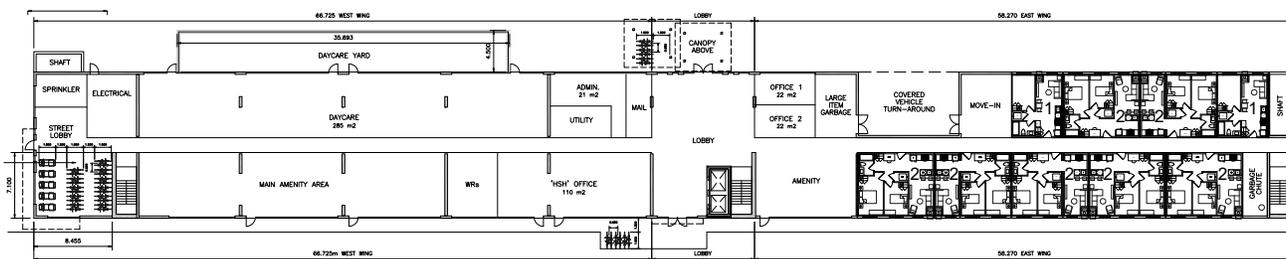


Figure 5.4 : Ground Floor Plan



## 6.0

# POLICY CONTEXT

The existing design-related policy framework for the Subject Lands includes the Liveable Oakville Plan, the Liveable by Design Manual - Urban Design Direction.

This section delineates urban-design-related objectives and policies within this regulatory framework relevant to the proposed development.

The following sections offer a summary of different aspects of the proposed design and their correlation with the key policies.

For a full analysis of the policy and regulatory framework, this Urban Design Brief should be read in conjunction with the Planning Justification Report prepared in support of this application.

## 6.1 OAKVILLE LIVEABLE OFFICIAL PLAN

The Town of Oakville Official Plan, also known as the Liveable Oakville Plan ("LOP"), establishes the desired land use pattern for lands within the Town, coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated, establishes a framework and policy context for decision making; and conforms or does not conflict with provincial plans, has regard to matters of provincial interest, and is consistent with provincial policy statements.

The urban structure of the LOP identifies the Subject Lands as being 'Natural Area' on Schedule A1 – Urban Structure (Figure 6.1), and the Subject Lands are designated 'Natural Area' on Schedule I – Central Land Use (Figure 6.2).



Figure 6.1 : LOP Schedule I - Central Land Use

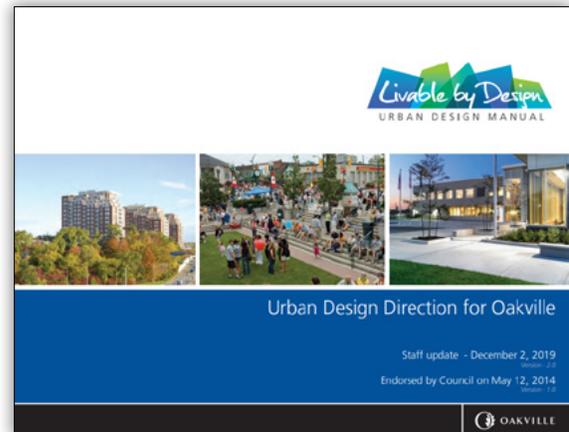
## 6.2 OAKVILLE LIVEABLE BY DESIGN MANUAL

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

1. Sense of Identity;
2. Compatibility;
3. Connectivity;
4. Sustainability; and
5. Legacy; and
6. Creativity.

The design of the proposed development adheres to these guiding principles. It aligns with the surrounding context, ensuring a high-quality built environment that accommodates growth. Complementing these principles, the LBDM offers detailed design guidance for built form. The goal is to achieve well-designed structures that harmonize with the local context, fostering liveable, functional, and visually appealing environments.

A detailed analysis of how the proposal addresses the LBDM guidelines – in conjunction with the Liveable Oakville Plan – is described in section 7.0 of this Urban Design Brief.



## 7.0

# DETAILED DESIGN DIRECTION

## 7.1 SITE DESIGN

### 7.1.1 BUILDING PLACEMENT & SETBACKS

LOP Policies 6.4.2 and 11.1.9 b); LBDM Section 3.1;

The proposal offers a valuable opportunity for well-planned infill development, benefiting from the substantial depth of the lot, and being separated from a low-density residential area by the Trail while increasing density along Sixth Line.

The character of the area surrounding Sixth Line varies notably between its northern and southern sections. To the north of the Site, the streetscape is shaped by larger lots, institutional and commercial buildings, and townhouse

developments—some of which are set back significantly from the road. In contrast, the southern portion is predominantly composed of low-rise residential buildings with more uniform setbacks. Existing setbacks along Sixth Line range from approximately 3 to 40 metres. Overall, buildings are generally oriented toward the street, with their placement influenced by their function as well as the shape and size of their respective lots.



**INFILL DEVELOPMENT**



**SETBACK**

Given the unique, narrow shape of the Site, the design prioritizes an east-west massing to maximize the building area.

The strategic placement of the proposed 6-storey apartment building on the Subject Lands ensures a concentrated built form near Sixth Line, with a total 10.44-metre setback, accommodating road widening and generous landscaping to enhance the public realm. The proposed setbacks from the north (21.2 m), south (4.5 m) and east (47.25 m) provide ample room to provide landscape buffers to the north and south while protecting the existing woodlot at the rear.

Moreover, the existing public open space and trail located south of the Subject lands, together with the substantial 4.5-meter setback from the southern property line, create a significant buffer that distances the proposed building from the adjacent low-rise residential area.

The building's orientation and setbacks along all property lines provide a thoughtful transition to the surrounding area, reinforcing a respectful interface with all the adjacent properties and public realm.

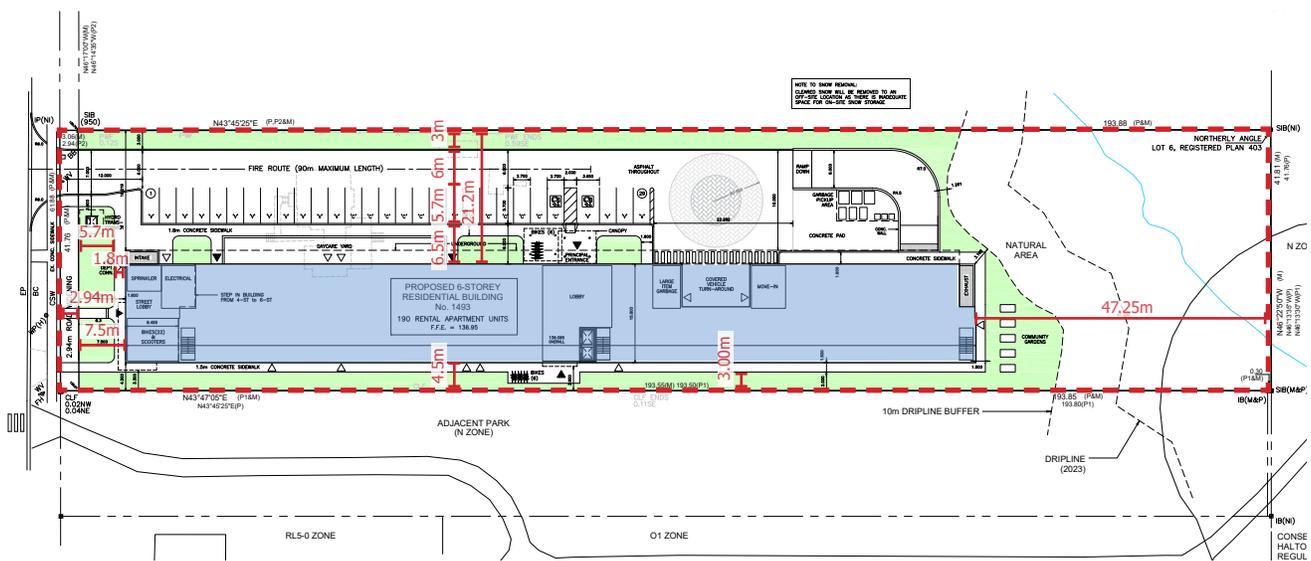


Figure 7.1 : Building Placement and Setbacks

## 7.1.2 ACCESS & CIRCULATION

LOP Part C, Policy 6.11, 6.12; LBDM Policy 4.2

The primary residential entrance is situated in the middle of the proposed building, directly connected to Sixth Line through a pedestrian walkway. Additionally, two secondary entrances at the front and rear are provided, directly accessed and connected to the public sidewalk and the surface parking via the same pedestrian walkway, respectively.

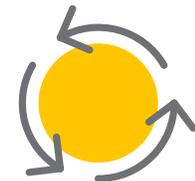
The construction of the proposed building will adhere to the Ontario Building Code, AODA, and all required accessible standards.

The development is strategically designed with a single vehicular access point from Sixth Line,

providing entry to loading and garbage collection at the rear of the building. This access point also serves the underground parking and surface parking at the rear, as well, functioning as a turnaround area.



**ACCESSIBILITY**



**CIRCULATION**



### LEGEND

- |                        |                     |                              |
|------------------------|---------------------|------------------------------|
| Subject Lands          | Surface Parking     | Underground Parking Access   |
| Pedestrian Circulation | Daycare Yard        | Primary Residential Entrance |
| Vehicular Circulation  | Garbage Pickup Area | Secondary Entrances          |
| Bike Parking           |                     |                              |

Figure 7.2 : Access and Circulation

## 7.1.3 LANDSCAPING

LOP Part C, Policy 6.10; LBDM Section 4.1

Conceptual landscaping is currently outlined on the submitted Site Plan accompanying the application. The plan delineates conceptual hard and softscaping areas.

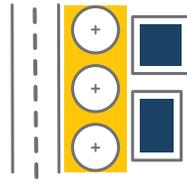
Landscaping will be incorporated along the proposed building frontage to enhance the streetscape along Sixth Line. Further, along the north property line, the building is set back 21.2 m, providing room for a landscape buffer and preserving a significant number of trees along the north property line. Along the south property line, a 4.5 m setback is provided, including a 3.0 m landscape strip to allow for a vegetated buffer.

The existing woodlot at the rear of the site is being preserved, with additional tree plantings proposed along its edge where it meets the hardscape. Landscaping is also introduced along the at-grade residential units, where a combination of shrubs and trees will provide privacy for residents while simultaneously screening views of the surface parking area.

In choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions wherever possible. The proposed landscaping provides 25% canopy coverage, exceeding the required 20% canopy coverage.



**TREE CANOPY**



**LANDSCAPE BUFFER**



**NATIVE PLANTING**

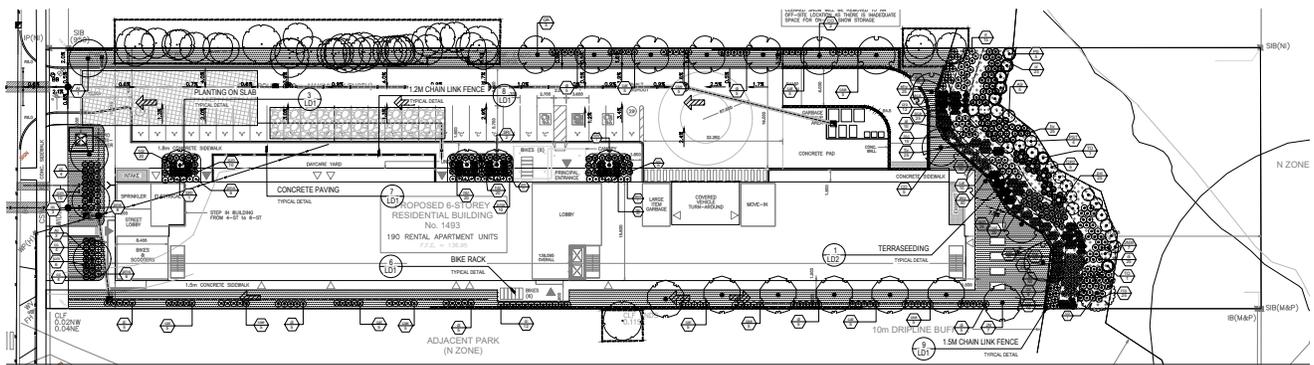


Figure 7.3 : Landscape Plan

## 7.1.4 PARKING, LOADING & SERVICE AREAS

LOP Part C, Policy 6.13, 6.16; Part D, Policy 11.1.9 f); LBDM Section 4.3, 4.6

In addition to 74 underground parking spaces, 29 parking spots are provided at grade, along the north edge of the proposed building. The proposed surface parking is appropriately buffered from the public realm and adjacent property to the north.

Loading and servicing areas are located away from Sixth line. They are screened from the public by the building and landscaping, providing visual relief and noise mitigation associated with the back-of-house areas. Waste storage is also located at the rear of the site that is further buffered from adjacent properties by landscaping (Figure 7.2).

The proposed pedestrian path is clearly defined and designed to be separated from the vehicular route and surface parking.

Services and utilities such as air handling equipment, hydro transformers, and telecommunications equipment will be positioned, screened or placed away from driveways and other main public views. Further details will be provided at the Site Plan Approval stage.

Additionally, rooftop mechanical equipment is located in the middle of the roof, ensuring that it is not visible from the public realm and integrated into the overall design of the building.

## 7.2 MASSING, COMPATIBILITY & ARCHITECTURAL ARTICULATION

LOP Part C, Policy 4.3, 6.9.1, 6.9.2, 6.9.5, 6.9.6, 6.9.9, 6.9.11, 6.9.13; Part D, Policy 11.1.9 a), c), d); LBDM Section 3.1

As previously noted, building heights in the surrounding area are primarily low-rise, with occasional instances of mid-rise development. The existing built form showcases a diverse mix of typologies: to the north, the landscape includes commercial plazas, large institutional buildings, and townhouse blocks, while the southern portion features single detached homes and a mid-rise building with a rectangular footprint.

The proposed building massing is straightforward, with a 4-storey component along Sixth Line to respect the adjacent low-rise context. A generous stepback of 8.45 m is provided on the 5th storey along Sixth line and then the height is carried uniformly to six storeys, creating a consistent

profile from front to back. The transition to the surrounding low-rise residential context is also achieved through the landscaped setbacks at grade and the overall siting of the building on the lot, rather than through architectural modulation of the upper levels. As mentioned under 7.1.1, a south setback of 4.5 m, adjacent to the McCraney Valley Trail, provides for significant separation from the existing low-rise dwellings further to the south. To the north, the 21.2m setback abutting existing surface parking associated with the elementary school provides approximately 36m of total separation to the school building itself. The provided Shadow Study further demonstrates that no significant shadow impact is anticipated on the elementary school.



Figure 7.4 : Rendering of the Proposed Development

The building adopts a simple and pragmatic façade composition, reflecting the modular nature of the affordable housing program. The base of the building is clearly defined through a darker material treatment at the ground level, establishing a strong visual foundation and creating a sense of scale at grade. Above this base, the upper residential floors are expressed through a lighter material palette with subtle variations in colour, helping to visually soften the overall mass of the building.

The façade is organized through a regular pattern of windows that provide ample natural light to residential units while maintaining a consistent architectural rhythm across the elevations. While the architectural detailing is intentionally restrained, variations in colour and material help to break down the scale of the long building and introduce visual interest.

At grade, the building accommodates residential units as well as supporting functions such as a daycare, indoor amenity space, management

and housing offices, and bicycle parking. Given the limited frontage along Sixth Line and the layout requirements of the residential units, the building cannot accommodate continuous active commercial uses along this edge. However, the design incorporates a secondary entrance and windows along the façade to maintain visual engagement with the street. A landscaped setback further buffers the building from the sidewalk and contributes to a comfortable pedestrian environment.

Along the longer north and south elevations, the extended length of the building is carefully moderated through the introduction of vertical architectural elements and subtle shifts in colour and material. These elements help visually segment the façade and highlight key access points while reducing the perception of bulk. Together with the consistent window pattern, these design strategies create a balanced composition that breaks down the building mass and provides a more pedestrian-scaled and visually coherent appearance.



**RHYTHM AND PATTERN**



**ARTICULATION**



**INFILL DEVELOPMENT**



Figure 7.5 : South Elevation

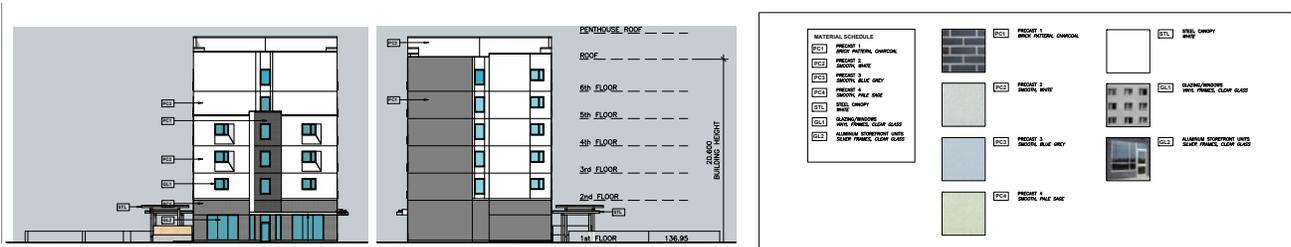


Figure 7.6 : West Elevation

Figure 7.7 : East Elevation



Figure 7.8 : North Elevation

## 7.3 SUSTAINABILITY FEATURES & MICRO-CLIMATE CONTROL

LOP Part C, Policy 8.9.4, 8.10, 10

The proposed development considers a number of sustainable design practices to ensure the resiliency of the building and surroundings.

The proposed development offers convenient access to existing bus routes. Beyond transit options, the project recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system, both in existing and new development areas, will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles.

The proposal protects and provides a buffer from the woodlot to the rear of the Subject Lands. Additionally, in choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design.

The proposed development, designed with a compact built form, aims to intensify an underutilized site, fostering energy conservation. Further sustainable strategies will be considered in the future application.



**SUSTAINABILITY**



**ACTIVE  
TRANSPORTATION**



**NATIVE PLANTING**

## 7.3.1 SHADOW IMPACTS

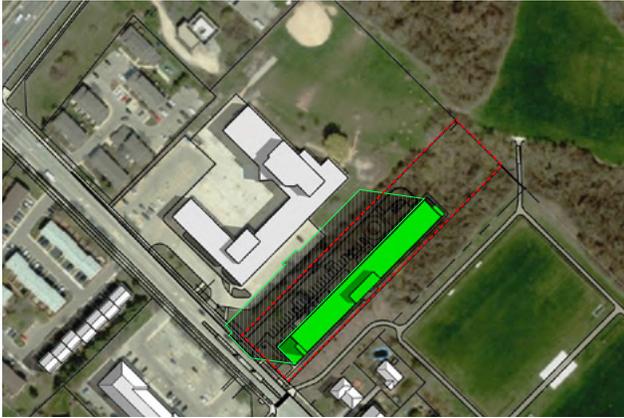
LOP Part D, Policy 11.1.9 h)

Regarding micro-climatic conditions, particularly shadowing, a Shadow Impact Study has been prepared by pml.A and is presented in the subsequent pages.

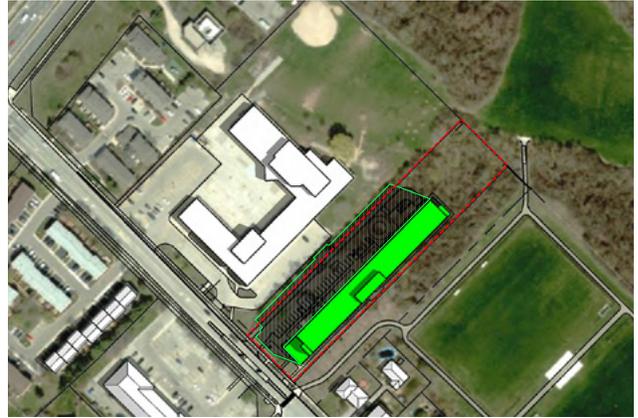
The study analyses the shadows cast by the proposed development on April 21, June 21, September 21 and December 21 at hourly intervals, beginning 1.5 hours after sunrise and ending 1.5 hours before sunset; per the Town's terms of reference.

As mentioned previously, the massing of the proposed building has been strategically located and designed to minimize any potential shadowing impacts on the surrounding streets, open spaces, and adjacent properties.

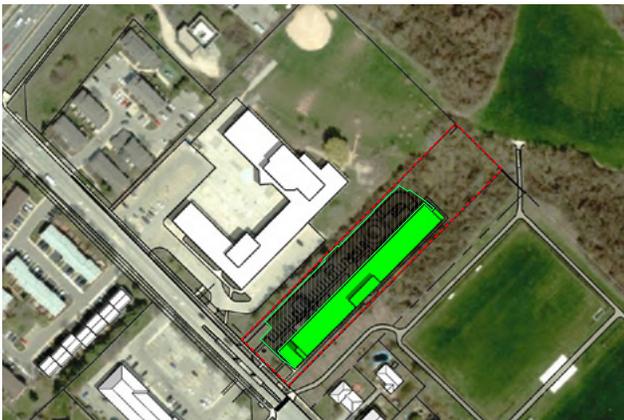
The study demonstrates that the proposed building generates minimal impacts on the surrounding area, all of which fall within the acceptable thresholds established by the Town's guidelines.



7:56 AM



8:56 AM



9:56 AM



10:56 AM



11:56 AM



12:56 PM

Figure 7.9 : April 21st - Shadow Study



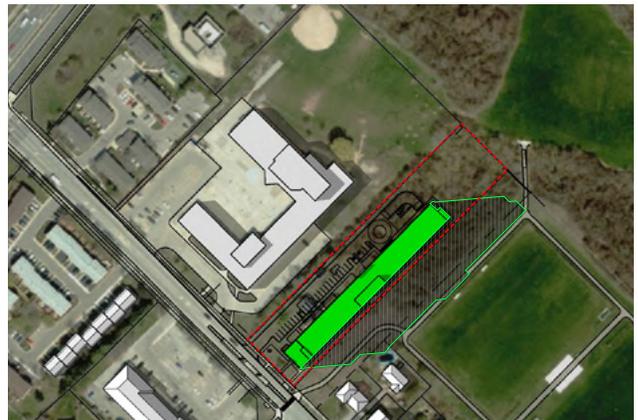
1:56 PM



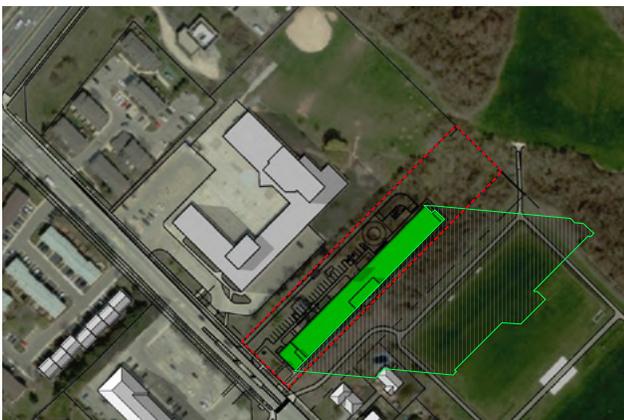
2:56 PM



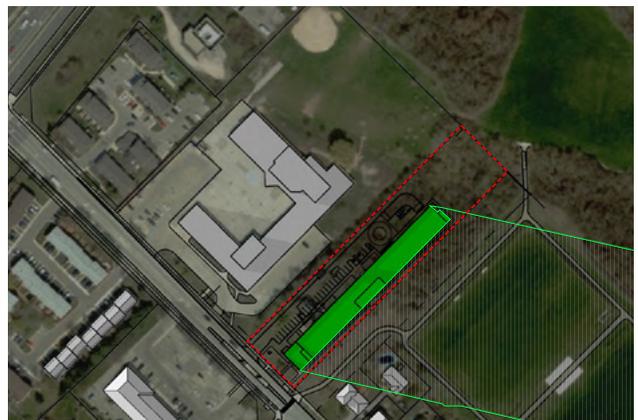
3:56 PM



4:56 PM

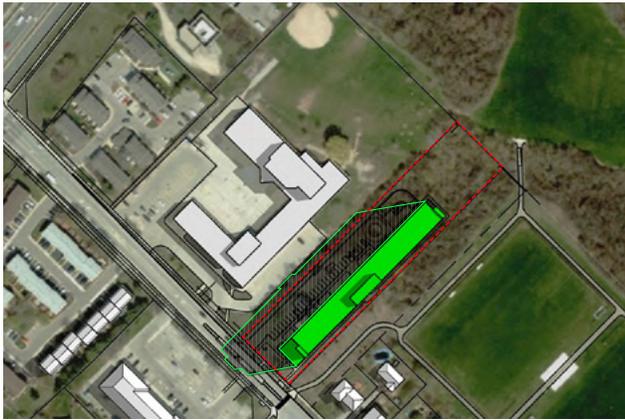


5:56 PM

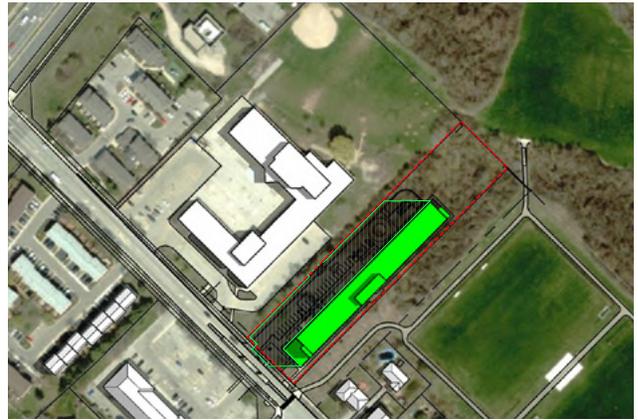


6:39 PM

Figure 7.10 : April 21st - Shadow Study



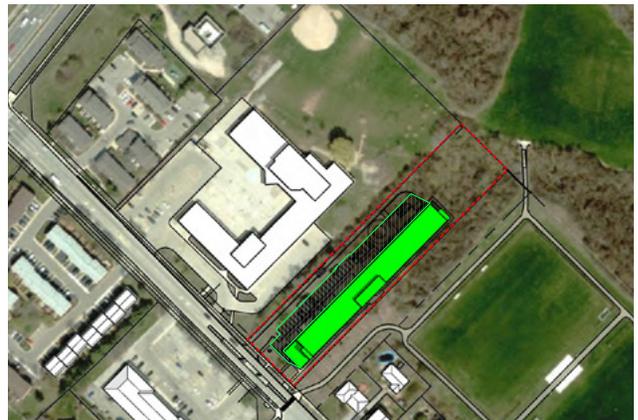
7:08 AM



8:08 AM



9:08 AM



10:08 AM



11:08 AM



12:08 PM

Figure 7.11 : June 21st - Shadow Study



1:08 PM



2:08 PM



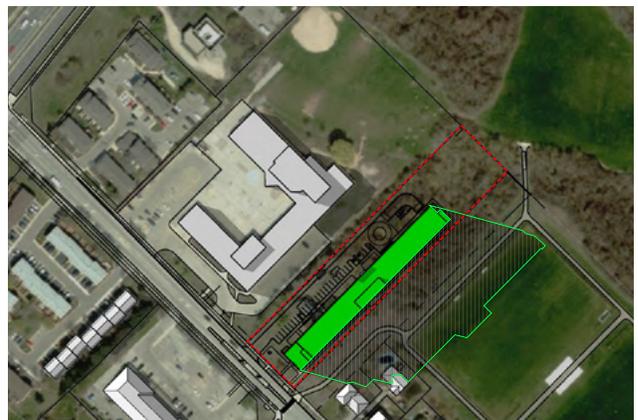
3:08 PM



4:08 PM

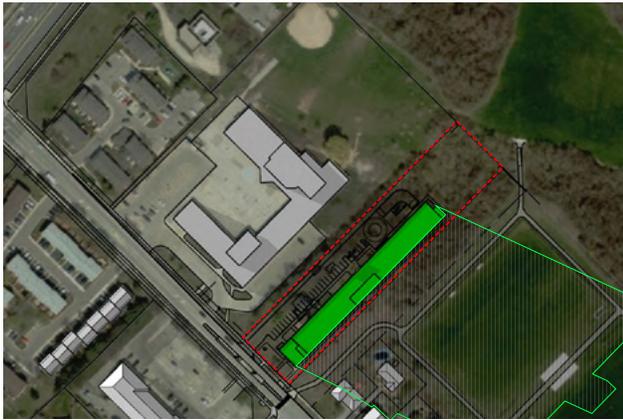


5:08 PM



6:08 PM

Figure 7.12 : June 21st - Shadow Study

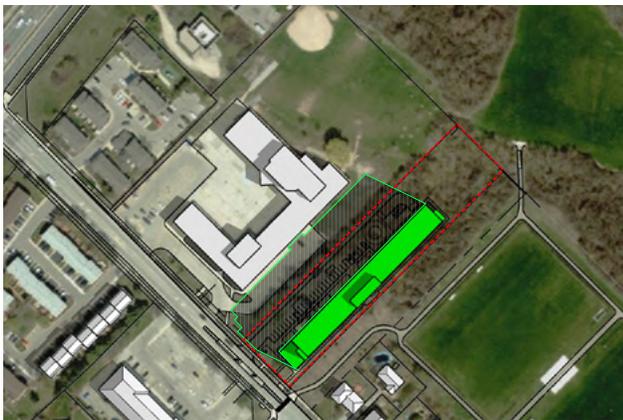


7:08 PM

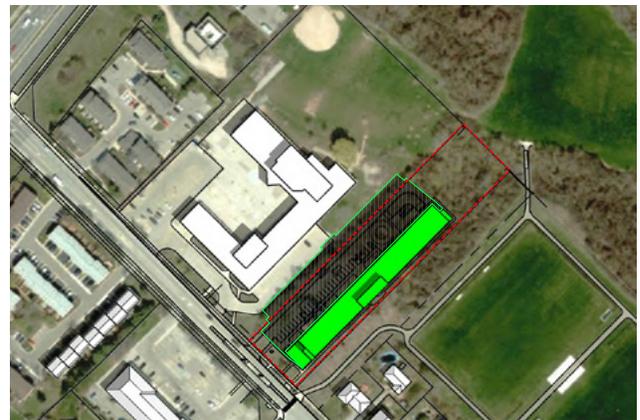


7:33 PM

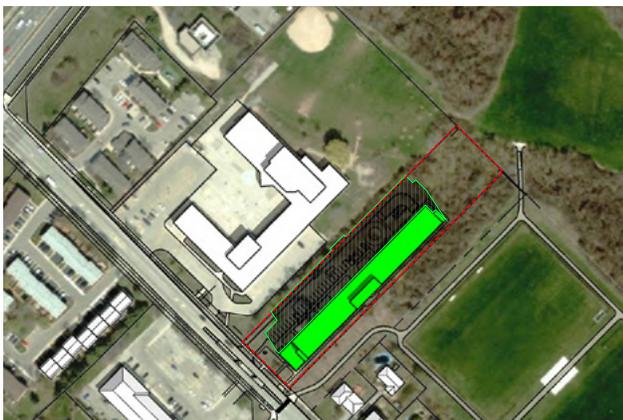
Figure 7.13 : June 21st - Shadow Study



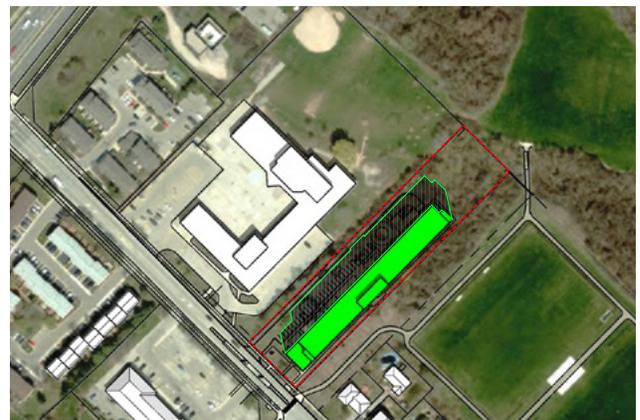
8:35 AM



9:35 AM



10:35 AM

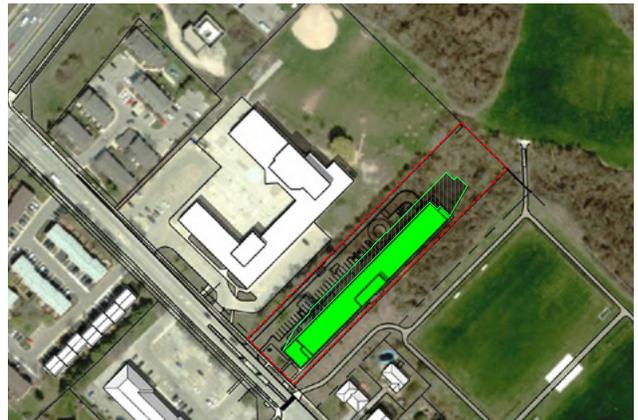


11:35 AM

Figure 7.14 : September 21st - Shadow Study



12:35 PM



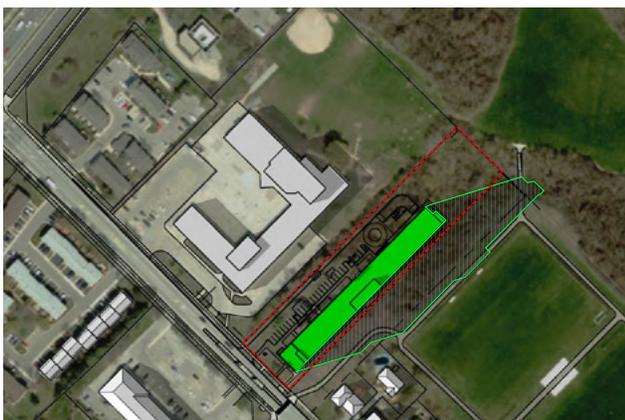
1:35 PM



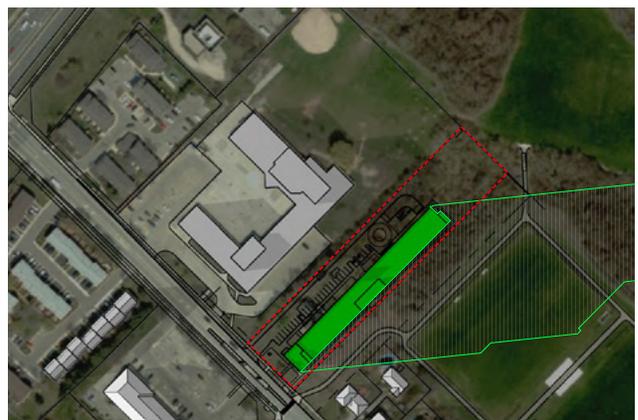
2:35 PM



3:35 PM

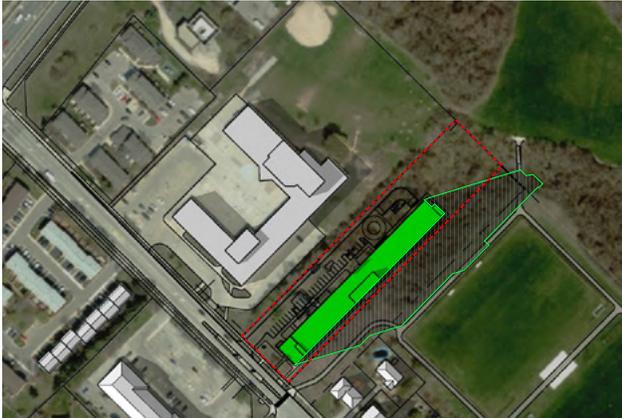


4:35 PM



5:35 PM

Figure 7.15 : September 21st - Shadow Study

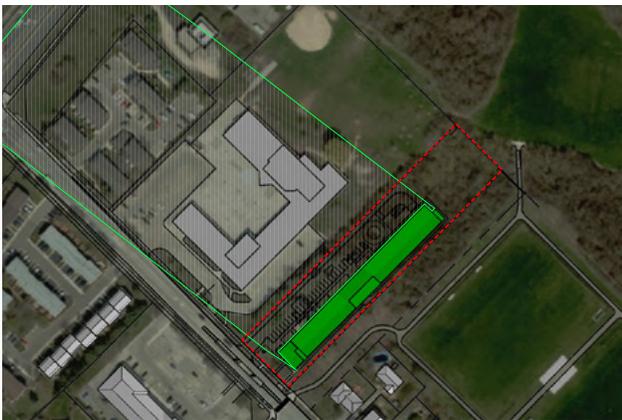


4:35 PM

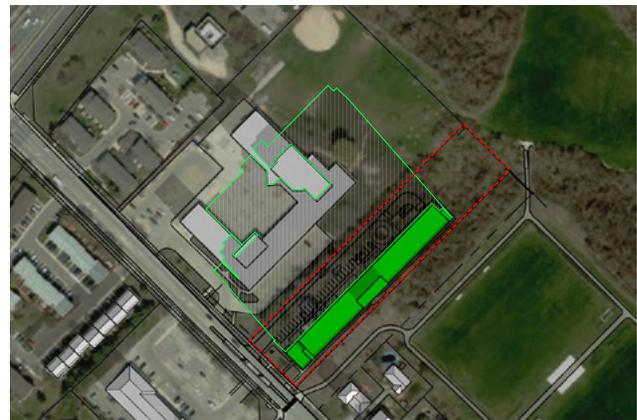


5:47 PM

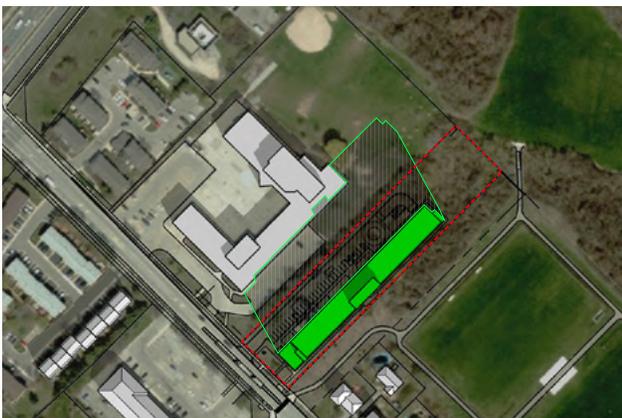
Figure 7.17 : September 21st - Shadow Study



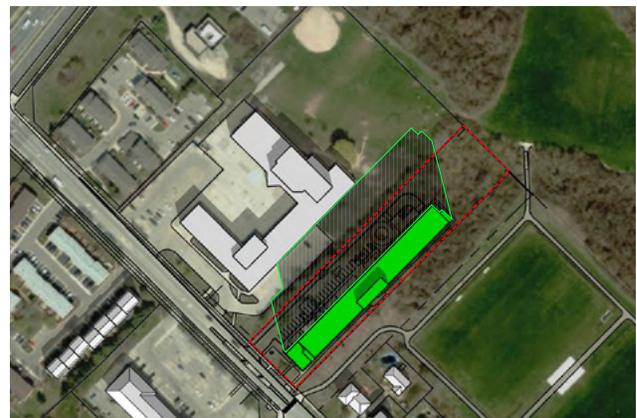
9:18 AM



10:18 AM

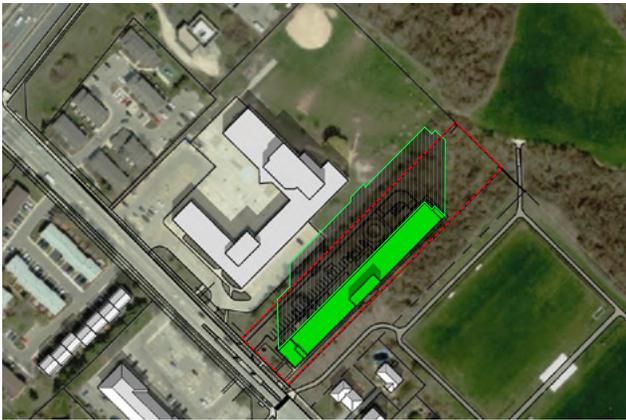


11:18 AM

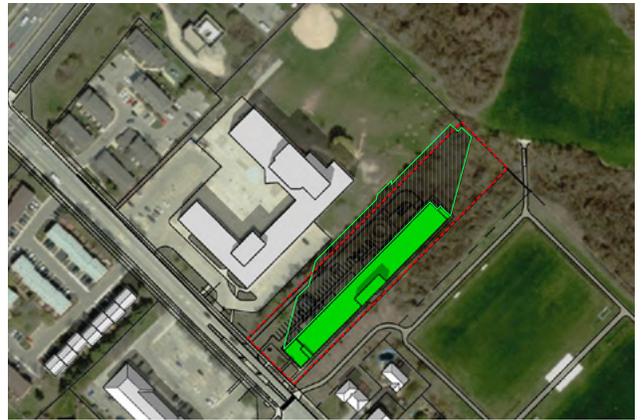


12:18 PM

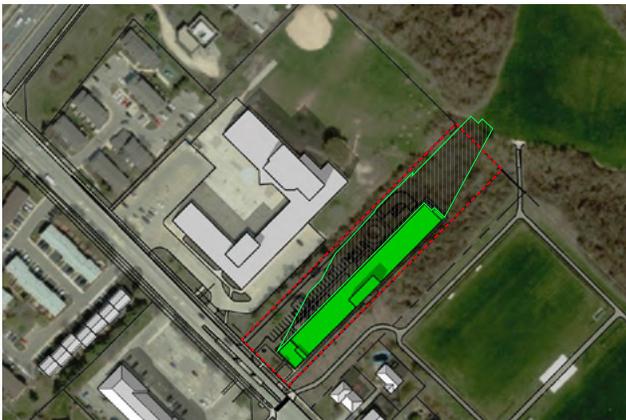
Figure 7.16 : December 21st - Shadow Study



1:18 PM



2:18 PM



3:15 PM

Figure 7.18 : December 21st - Shadow Study

## 8.0

# CONCLUSION

Positioned conveniently near the Town's transit system, bike routes, schools and parks, this location is strategically chosen for optimal accessibility. The envisioned design aims to enhance the current streetscape, appropriately responding to the scale and architecture of the surrounding context and creating a safe pedestrian environment. Enhanced landscaping and clean-lined and functional architectural design will contribute to a well-integrated built environment.

Our assessment of the Town of Oakville Liveable Official Plan and the Liveable by Design Manual indicates that the proposal adheres to the established vision and design direction.

Based on the analysis presented in this Urban Design Brief, in our opinion, the proposed development is appropriate for the Subject Lands within the existing context, contributes to the much-needed affordable housing and represents good urban design.

# Design Terms



**ACCESSIBILITY**  
Providing for ease, safety, and choice when moving to and through places



**ACTIVE TRANSPORTATION**  
The use of human-powered transportation as alternative to motorized-transportation



**ADAPTIVE REUSE**  
Converting an existing building uses into a new use



**ANGULAR PLANE**  
A geometric measurement that maintains solar access and height transition



**CHARACTER**  
The look and feel of an area, including activities that occur there



**CIRCULATION**  
The movement patterns of people and vehicles through a site or community



**COMPATIBILITY**  
Ensuring the size, form and character of a building fits relative to others around it



**CONNECTIVITY**  
The ease of movement and access between a network of places and spaces



**FINE GRAIN**  
A pattern of street blocks and building footprints that characterize an urban environment



**FOCAL POINT**  
A prominent feature or area of interest that can serve as a visual marker



**GATEWAY**  
A signature building or landscape to mark an entrance or arrival to an area



**HEAT ISLAND EFFECT**  
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments



**MASSING**  
The effect of modifying the height and bulk of the form of a building or group of buildings



**MAJOR TRANSIT STATION AREA**  
Areas within walking distance of an existing or planned higher order transit station



**MICROCLIMATE DESIGN**  
Design strategies that create comfortable outdoor conditions for year-round use



**NATIVE PLANTING**  
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water



**PUBLIC REALM**  
Public spaces between buildings including boulevards and parks, where pedestrian activities occurs



**RHYTHM AND PATTERN**  
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



**SETBACK**  
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



**STEP BACK**  
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



**TRANSIT-ORIENTED COMMUNITY**  
Compact, mixed-use, pedestrian-friendly developments near public transit



**TREE CANOPY**  
Cover and shade created by the layering of deciduous tree branches and foliage



**URBAN FABRIC**  
The pattern of lots and blocks in a place



**VIEW TERMINUS**  
The end point of a view corridor, often accentuated by landmarks



**ANIMATION**

Support sustained activity on the street through visual details, engaging uses, and amenities



**ARTICULATION**

The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



**BARRIER FREE**

Public and private places and spaces, designed to accommodate persons of all ages and abilities



**BUILT FORM**

The physical shape of developments including buildings and structures



**DESIRE LINE**

Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



**ECOLOGICAL RESTORATION**

Strategies to enhance existing natural heritage systems for environmental benefits



**FACADE**

The exterior wall of a building exposed to public view



**FIGURE GROUND**

The visual relationship between built and unbuilt space



**HEIGHT TRANSITION**

The gradual change in height between buildings within a community



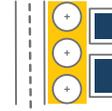
**INFILL DEVELOPMENT**

Development of underused lands within existing built communities to complete or densify those communities



**LANDMARK**

Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



**LANDSCAPE BUFFER**

Enhanced landscaping along property perimeters that protect privacy and promote compatibility



**NODE**

A place where activity and circulation are concentrated



**PASSIVE SOLAR DESIGN**

Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort



**PASSIVE SURVEILLANCE**

Design techniques to enhance visibility and safety of public areas



**PEDESTRIAN-ORIENTED**

An environment designed to ensure pedestrian safety and comfort for all ages and abilities



**STREET ENCLOSURE**

The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm



**STREET FURNITURE**

Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, news-paper boxes and kiosks



**STREETWALL**

The consistent edge formed by buildings fronting on a street



**SUSTAINABILITY**

Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



**VISTA**

Direct and continuous views along straight streets or open spaces



**WAYFINDING**

Design elements that help people to navigate through an area (e.g. signs, spatial markers)



**URBAN INTENSIFICATION**

Increasing urban density and land use efficiency through re-development



**WATER MANAGEMENT**

Management of available water resources to promote water quantity, and its efficient use and reuse

230 - 7050 Weston Road  
Woodbridge, Ontario L4L 8G7  
T: 905 761 5588  
F: 905 761 5589  
[www.mhbcplan.com](http://www.mhbcplan.com)



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE