3056 NEYAGAWA BOULEVARD
URBAN DESIGN BRIEF

APRIL, 2026: ISSUED FOR OPA/ZBA/DPS 2ND SUBMISSION

URBAN STRATEGIES INC .

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Figure 1. Image of the Subject Site

1.0 DESIGN VISION

1.1 INTRODUCTION

This Urban Design Brief has been prepared by Urban Strategies Inc. on behalf of Neatt Communities ("**Neatt**") for its applications for Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision for 3056 Neyagawa Boulevard in the Town of Oakville (the "Site" or "**Subject Site**").

The Site is 3.75 hectares in size and is located generally in the northwest quadrant of the intersection of Dundas Street West and Neyagawa Boulevard. It has approximately 125 metres of frontage along Dundas Street West, approximately 135 metres of frontage along Neyagawa Boulevard, and approximately 200 metres of frontage along the future westward extension of Sixteen Mile Drive.

The Site is underutilized in its present condition, accommodating a single detached dwelling accessed from Neyagawa Boulevard, with outdoor open-air storage and vacant open space. As described in this Urban Design Brief and in the related Planning Justification Report, the existing use of the Site does not reflect its role within the Town of Oakville's Urban Structure as being part of an intensification corridor.

The Dundas Urban Core Area in which the Site is located is envisioned as a band of medium- and high-density mixed-use development extending along the north side of Dundas Street through the North Oakville East Secondary Plan area.

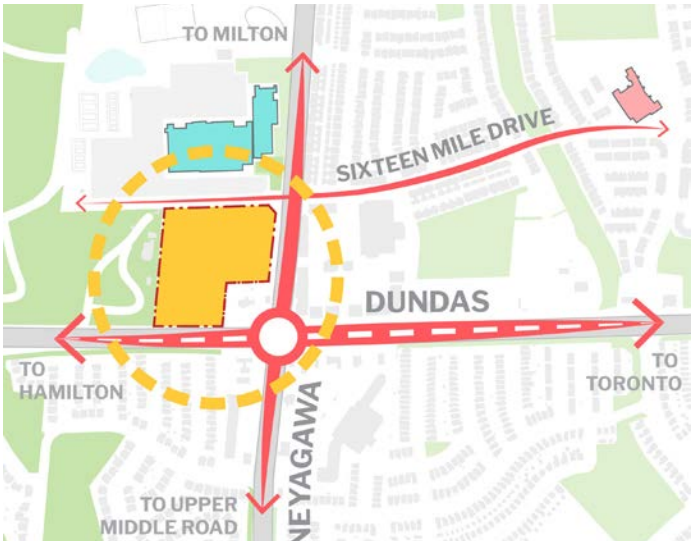
The broader North Oakville East area has changed significantly over the past twenty years, shifting from mainly agricultural land to an urbanized area with a mix of ground-oriented and apartment housing, non-residential uses, community service facilities, and parks and open spaces. The Dundas Street Bus Rapid Transit ("**BRT**") is a priority transit project endorsed by Metrolinx that will provide higher-order transit service to the Site's doorstep, extending east to the Kipling Mobility Hub in Toronto, and west to Highway 6 in Hamilton.

In keeping with the Site's planned context as an intensification corridor Neatt proposes to redevelop the Site into a high-density mixed-use community comprising 1,504 square metres of commercial-retail space and 2,178 residential units (the "**Proposed Development**" as further described in this Urban Design Brief).

This Urban Design Brief considers the Proposed Development through an urban design lens, with reference to the applicable policies and guidelines found throughout the Provincial, Regional and Municipal policy frameworks. The contents of this report have regard for the Town of Oakville's terms of reference for an urban design brief, matters raised with Urban Design staff in a January 30, 2024, meeting and comments received from Town staff on Submission 1. This report is intended to be largely descriptive and illustrative of the Proposed Development; a detailed review of relevant policies and guidelines has been provided in the Planning Justification Report, as directed by Urban Design staff.

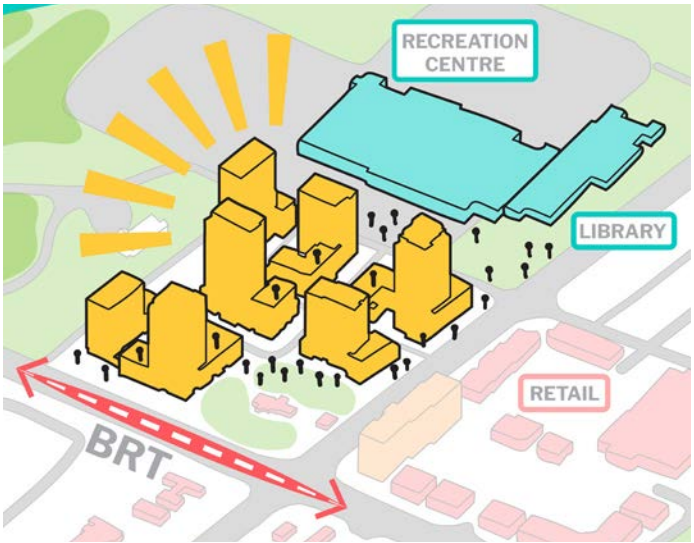
1.2 DESIGN VISION

The design vision for the Proposed Development is for a vibrant, high-density mixed-use urban precinct that complements the existing neighbourhood while adding to the diversity of built form, retail and open spaces in the area. The proposal supports several important land use and urban design objectives, including:



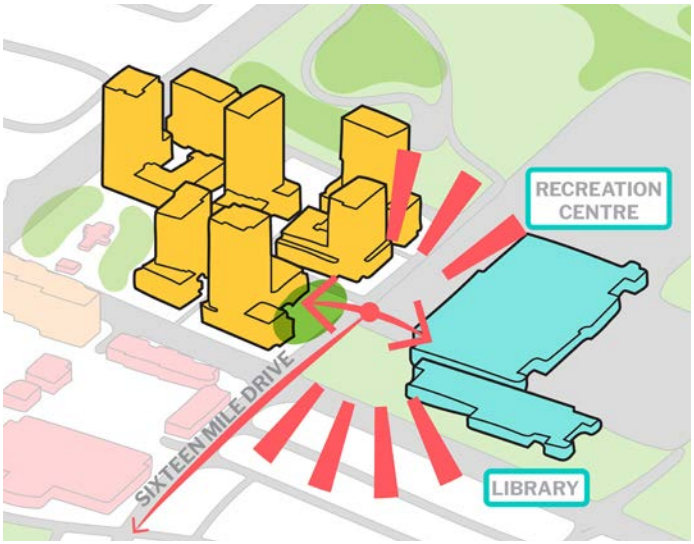
Focusing development at an important place of connection within the Town and Region

The Subject Site is located at an important place of connection. Dundas Street West is a key local and regional corridor with planned bus rapid transit connecting the Site east to Toronto and West to Hamilton. Neyagawa is an emerging mobility link connecting south to Upper Middle Road and with planned connectivity north to Milton. The Proposed Development delivers higher density and a greater mix of uses at this important place of connection within the broader transit/transportation network.



Delivering density at a strategic growth area with significant public investment

The Dundas Urban Core is an identified strategic growth area within the Town of Oakville's urban structure, a place where growth is directed. It is also experiencing significant public investment in the form of the Sixteen Mile Sports Complex, and the planned future library and recreational facilities. The Proposal will facilitate more people and uses at this important place of growth to optimize these public investments.

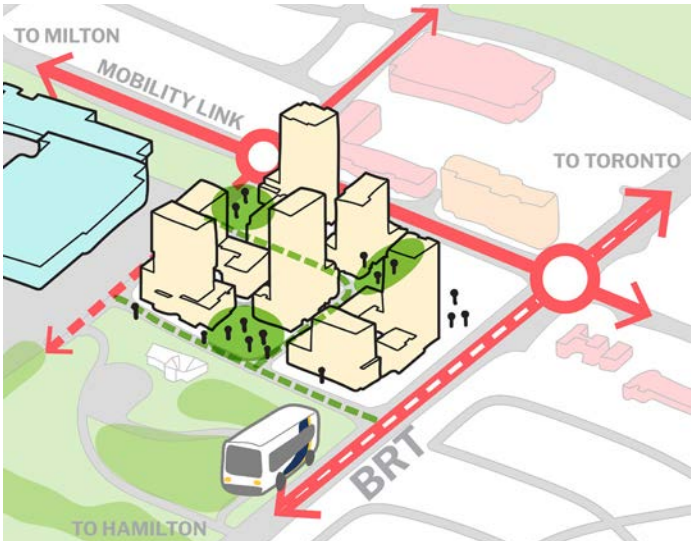


Anchoring 16 Mile Drive alongside the 16 Mile Creek Recreation Centre

Sixteen Mile Drive is an important local connection, linking schools, parks, and neighbourhoods together. The Proposal has been designed to anchor the western terminus of Sixteen Mile Drive alongside the Sixteen Mile Sports Complex and community hub to the north, through its organization of retail uses and a new plaza space.

Diversifying the mix of housing, open space and retail

The surrounding neighbourhood is characterized by a predominance of low-rise residential uses, car-oriented retail and large-scale open spaces. The Proposed Development contributes to diversifying these uses by adding a mix of new residential apartments, street-related main street retail along Street B and the new plaza, and urban open spaces that will complement and expand upon the functions of these existing uses.



Establishing a pedestrian precinct at a key place of transit connectivity

The Site is located in a place of existing and planned transit connectivity but also an area defined by wide streets with many lanes of traffic and few pedestrian areas. The Proposal will help to establish a pedestrian precinct defined by narrower streets with frequent crossing points and a network of woonerfs (shared streets) designed to support both people and cars. The Proposal extends a network of pedestrian-scaled connections across the site and out to both Dundas Street West and Neyagawa Boulevard.

Setting the stage for comprehensive block redevelopment

The Site is in an area with the potential for further intensification over time. This includes possible redevelopment at the corner of Dundas Street West & Neyagawa Boulevard (the “Prime Envision Lands”), infill of the Town-owned North Park lands to the north, and long-term consideration of the St. Peter and Paul Parish lands to the west (“Parish Lands”). The Proposal establishes streets, open space and pedestrian connections that would support the redevelopment of adjacent lands by enabling access, supporting positive adjacencies, and connectivity with future development.

2.0 CONTEXT ANALYSIS

2.1 SUBJECT SITE CONTEXT

The Subject Site is 3.75 hectares in size, located on the north side of Dundas Street West and west of Neyagawa Boulevard. At present, the Site contains a single detached dwelling having driveway access off of Neyagawa. The Site also accommodates open-air storage of containers, trailers and vehicles in addition to a large vacant open space along the Dundas frontage.

Topographically, the Site slopes approximately 2 metres from a high point in the northeast corner, to a low point in the southwest corner. There is existing trees and vegetation around the perimeter of the Site and in proximity to the existing dwelling. The Site is devoid of any significant natural heritage features.

Immediately southeast of the Site is a property at 1013 Dundas Street West (known as the "**Prime Envision Lands**") which is situated at the northwest corner of the Dundas-Neyagawa intersection. These lands accommodate an existing single detached dwelling and detached garage, and are not the subject of any active development application.

Immediately west of the Site is the St. Peter and Paul Serbian Orthodox Parish (known as the "**Parish Lands**") at 1039 Dundas Street West, which accommodate a place of worship and associated surface parking area, as well as a large open space. The Parish lands were formerly the subject of a 2021 Zoning By-law Amendment application by the Halton District School Board ("**HDSB**") to permit a new 1,200-student secondary school. However shortly after this rezoning application was filed, HDSB indicated that it was no longer considering this location for a school, and was actively working with the Town of Oakville to identify an alternative location for a new high school within northeast Oakville.

In addition to the character of the Site's immediate context, the broader Dundas Street streetwall is developing into a mid-rise character, with a number of new developments located along it's length.

Figure 2. Image of the Subject Site in Surrounding Context

2.2 SURROUNDING AREA

More broadly the Site is located within the North Oakville East area, which is bounded by the Sixteen Mile Creek ravine to the west, by Highway 407 to the north, by 9th Line to the east, and by Dundas Street to the south. South of Dundas are the established River Oaks and West Oak Trails communities. The land uses surrounding the Subject Site are varied, and reflect a community in an ongoing process of evolution.

East of the Site is a recently-completed 8-storey residential building and commercial-retail plaza accommodating a Fortinos grocery store and other stores and businesses. North and east of the commercial plaza is a residential community of ground-oriented housing with a mix of dwelling unit types. These lands in the northeast quadrant of the Dundas-Neyagawa intersection are part of a 59-hectare plan of subdivision approved by the Ontario Municipal Board in 2010. The approved subdivision plan included a 22-metre public street—now known as Sixteen Mile Drive—with an alignment generally reflecting the North Oakville East Transportation Plan (Figure 4 of the Secondary Plan). Although the Transportation Plan did not envision this street extending west beyond Neyagawa Boulevard, the Town of Oakville has advised that the westerly extension of Sixteen Mile Drive, which currently functions as a driveway into the Sixteen Mile Sports Complex, will become a public street at some point in the future.

North of the Site is Sixteen Mile Sports Complex, a 79-hectare Town of Oakville community recreational hub accommodating an existing indoor arena, an off-leash dog park, a variety of sports pitches, and Oakville Fire Station 9. In accordance with the North Park Master Plan, Oakville Town Council has approved and substantially completed a new community centre and library building attached to the existing arena building, which will contain an aquatics centre, gymnasium, community space, and Oakville Public Library branch. Also planned for the Sixteen Mile Sports Complex are additional sports fields and courts, a water park, a skate park, and other recreational and landscaped open space, representing a major public investment into community recreational infrastructure in the North Oakville East community located at the doorstep of the Subject Site.

South of the Site, on the south side of Dundas Street West, is a built-out neighbourhood known generally as River Oaks. Service-commercial and retail uses occupy the southeast and southwest corners of the Dundas-Neyagawa Intersection, including gas stations, standalone restaurants, a grocery store and other businesses. South of Dundas and west of Neyagawa is a residential enclave comprised of several local streets accessed from Riverbank Way. This enclave includes an existing stormwater management facility located west of Riverbank Way, and north/east of Forest Manor Gate.

West of the Site, beyond the Parish Lands, is Trafalgar Lawn Cemetery and Lions Valley / Sixteen Mile Creek, which is further described in Section 2.4 below.

Image 1: New residential development east of the Subject Site

Image 2: The Sixteen Mile Creek Sports Complex north of the Subject Site

Image 3: View of Lions Valley from Northwest of the Site

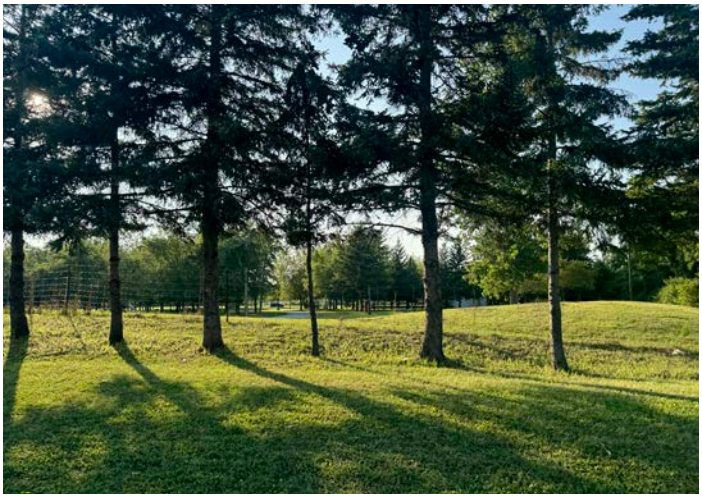


Image 4: View of the Trafalgar Lawn Cemetary and Parish from Dundas Street

Image 5: View of Neyagawa Drive looking south

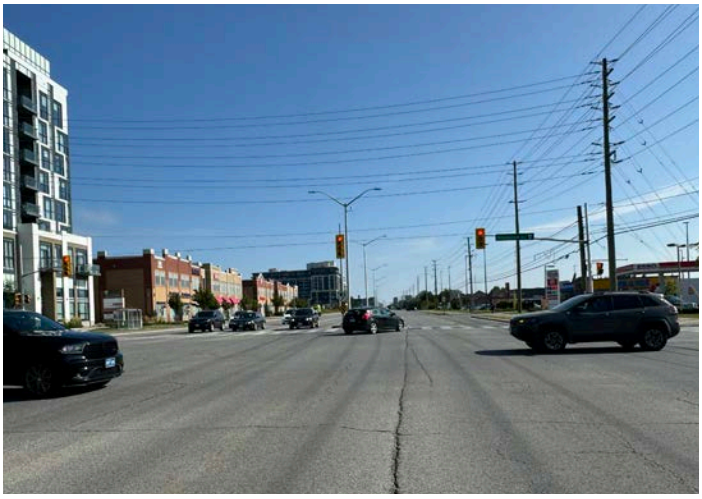


Image 6: View of the Dundas Street looking east towards Neyagawa

Image 7: View of 16 Mile Drive looking east from Neyagawa

Image 10: View of the retail plaza just east of the Site

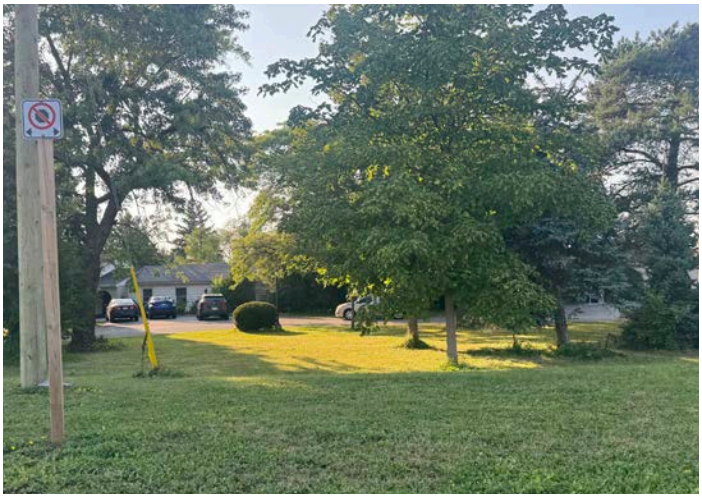


Image 9: View of the Prime Envision Lands from Dundas

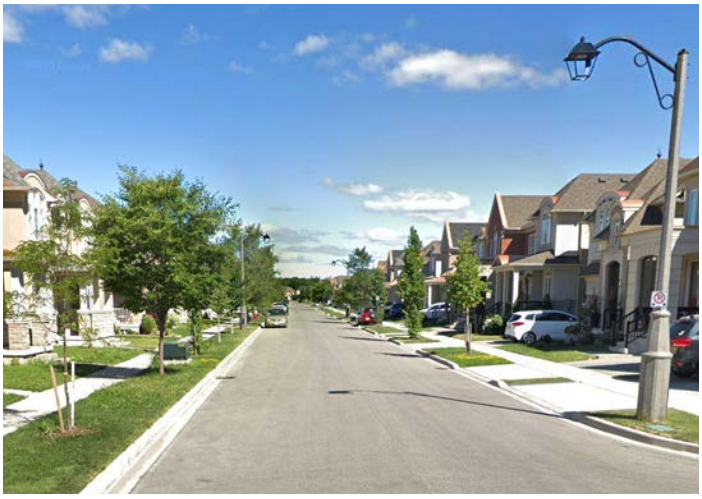


Image 10: Neighbourhoods to the east of the Site

2.3 TRANSPORTATION NETWORK

2.3.1 Roads: An important place of connection within the Town

The Site sits at an important place of connection within the Town and Region, adjacent to major east-west and north-south arterials connecting North Oakville to surrounding neighbourhoods and municipalities.

The Subject Site is well served by a network of existing and planned streets. Dundas Street West, also known as Regional Road 5, is a Major Arterial with a 50 metre right-of-way width. Dundas is planned to accommodate future Bus Rapid Transit ("BRT") and plays an inter-regional role, carrying high volumes of traffic including movement of heavy trucks.

Neyagawa Boulevard, also known as Regional Road 4, is a Major Arterial road with a planned 40 metre right-of-way width (as per the Map 4 of the Halton Region Official Plan – Right-of-Way requirements of Arterial Roads). An in-boulevard multi use trail is located along the western edge of Neyagawa that presently terminates at the northern edge of the Prime Envision Lands. Within the North Oakville East Secondary Plan, Neyagawa is identified for Secondary Transit Corridor Service. Currently, Neyagawa is not served by transit, although this may change as the residential population of the North Oakville East area increases over time.

Sixteen Mile Drive is an existing east-west public road that terminates at Neyagawa Boulevard. The existing Sixteen Mile Sports Complex driveway to the north of the Subject Site matches the alignment of Sixteen Mile Drive east of Neyagawa, and is intended to become a public street at a future time. Sixteen Mile Drive is an "Avenue/Transit Corridor" which is a road typology serving intermediate volumes of travel, and is intended to provide multiple street connections within and between neighbourhoods.

Figure 4. The Subject Site in the broader Context of Oakville's Growth Areas and Major Street Network

The broader street network consists of a hierarchy of arterial, collector and local roads. In the North Oakville East Secondary Plan area, the road network has been incrementally expanded in accordance with the 2008 North Oakville Master Plan. West of Neyagawa, there are limited planned new roads due to the presence of North Park and Lions Valley / Sixteen Mile Creek.

2.3.2 Transit: An area served by existing and planned transit

The Subject Site is served by existing public transit operated by Oakville Transit. Bus Route 5 travels between the Dundas-Highway 407 park and ride in the west, to Oakville GO station in the east, with stops located at the southwest (eastbound) and northeast (westbound) corners of the Dundas-Neyagawa intersection. During the day, the Route 5 bus operates at a 30-minute frequency, which reduces to 15-20 minutes during rush hour.

Bus Route 5A is a limited-service offshoot of Route 5 that diverts from Dundas north of Neyagawa, running east-west on Sixteen Mile Drive and then south on Ernest Applebe Boulevard where it re-connects with Dundas. Serve on Route 5A is currently limited to rush hour. Stops for Route 5A are located immediately adjacent to the Site on Neyagawa.

GO Transit Bus 22 operates serve between Oakville GO station in the south, and Milton GO station in the north, running primarily in a north-south direction along Trafalgar Road. GO Bus 22 connects with Oakville Transit Route 5/5A at the nearby Uptown Core Terminal, at the southwest corner of Dundas and Trafalgar Road.

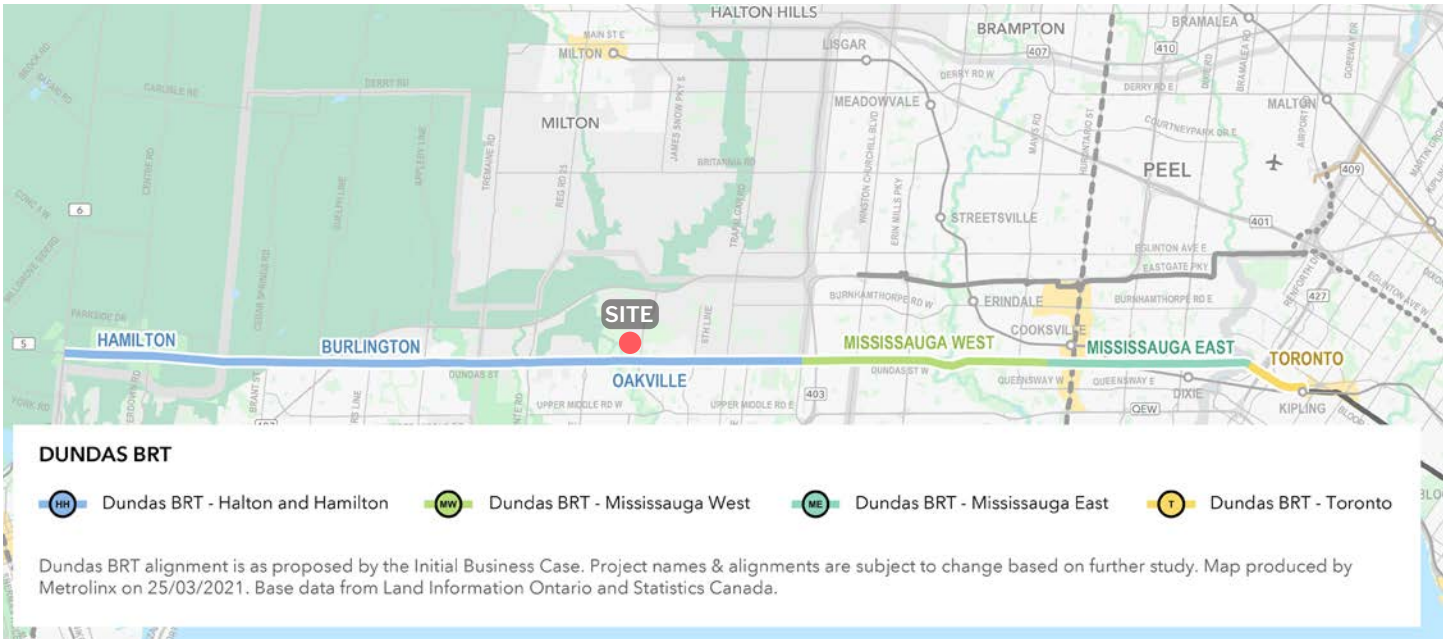


Figure 5. Dundas BRT Alignment as Proposed by the Initial Business Case, Source: Metrolinx

Planned Transit

Dundas Street is identified as a Regional Transit Priority Corridor in the Town's Official Plan and is the location of a planned 48km BRT corridor linking Kipling Transit Hub and Hamilton being advanced by Metrolinx. BRT has long been planned for Dundas and is reflected by the established right-of-way width which accounts for dedicated bus lanes, as well as in a range of local planning policies and studies.

Just north of the site, the Highway 407 Transitway is a planned grade-separated BRT corridor that is anticipated to run within the Highway 407 right-of-way for up to 150 kilometers between Brant Street in the City of Burlington in the west, to Brock Road in the City of Pickering in the east. Planning for the Highway 407 Transitway is being advanced in multiple segments. An Environmental Assessment for a 43-kilometer segment of the corridor between Brant Street and Hurontario Road was completed in 2020. The Highway 407 Transitway would be located approximately 2.75 kilometers north of the Subject Site.

Figure 6. Transit Routes and Stops within 10 Minute Walking Radius from the Site

2.3.3 Active Transportation: An important gateway to the active mobility network

The Subject Site benefits from excellent proximity to nearby pedestrian and cycling infrastructure. A multi-use trail is located on the south side of Dundas, within the public right-of-way, whereas the north side of Dundas along the edge of the Subject Site currently has a grassy boulevard and no sidewalk.

In addition to existing multi use paths along Dundas and Neyagawa, the Town's Active Transportation Master Plan (2017) identifies planned active transportation enhancements along the Sixteen Mile Drive extension, which will provide access to a future trail connecting through North Park and the future neighbourhood northwest of the William Halton Parkway extension.

More broadly, the Active Transportation Master Plan identifies a network of pedestrian and cycling routes through the North Oakville East area to support connectivity and linkages to neighbourhood destinations, such as retail clusters, parks and other open space areas.

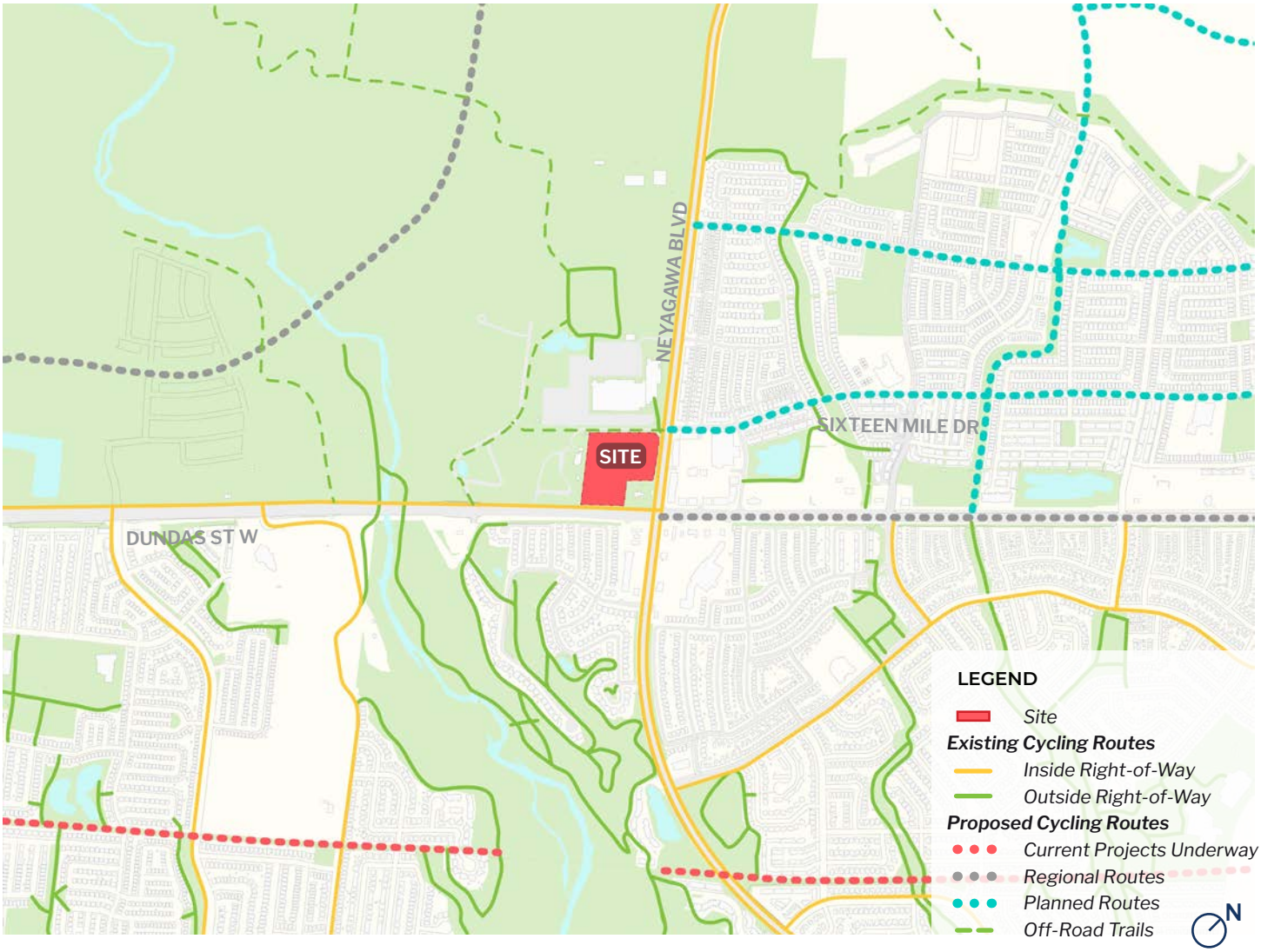


Figure 8. Map ES.6 (Proposed Cycling network Phasing & Priority Projects) from the Active Transportation Master Plan

Figure 10. Lions Valley west of the site forms a significant component of the North Oakville East natural heritage system

Figure 11. George Savage Park provides space for a range of active recreational uses

2.4 EXISTING NATURAL FEATURES, PARKS & OPEN SPACES

The site is located immediately adjacent to Sixteen Mile Sports Complex, a large Community Park with a broad range of existing and planned recreational and cultural facilities, including an indoor arena featuring four ice pads, an aquatics centre, meeting rooms, fitness facilities and gymnasium space, two sports fields, a cricket pitch, basketball courts, a splash pad, playground, skateboard park, bike pump track and library.

Within a short walk from the Site there are a wide variety of active and passive parks and open spaces, as well as an expansive natural heritage system. A short distance to the west is Lions Valley and Sixteen Mile Creek, a significant component of the North Oakville East natural heritage system. Primary access to the valley is from Lions Valley Park Road, which extends south from Dundas and descends to a visitor parking lot in the valley. A playground, trails and picnic areas are located a short distance from the parking lot. From the valley, the trail system extends south to connect to the West Oak Trails and River Oaks neighbourhoods, and future connections to the area to the north are planned as part of the Town's Active Transportation Master Plan.

The North Oakville East Secondary Plan outlines a hierarchy of park typologies that are distributed throughout the Secondary Plan area to maximize utility for existing and future residents (see Figure NOE2). This hierarchy consists of:

1. Community Parks—intended to accommodate the highest intensity of recreational use and level of facility development;
2. Neighbourhood Parks—parkland which provides a variety of outdoor recreational experiences and which serve one or more neighbourhoods;
3. Village Squares—passive open space areas that are intended to serve as focal points for portions of a neighbourhood; and
4. Urban Squares—passive open spaces located in the Trafalgar Urban Core Area that may be public or privately owned.

An additional Community Park is planned to the northwest, adjacent to William Halton Parkway. Located away from the site but serving the broader community is George Savage Park (15 minute walk) a Neighbourhood Park, Emily Cline Park (10 minute walk) and Kaitting House Parkette, two Village Squares.

Together, these parks represent a significant supply of parks and open spaces within walking distance of the Site, accommodating a broad range of active and passive recreational functions for the entire population spectrum.

3.0 POLICY CONTEXT

The Site is located within the North Oakville East Secondary Plan area (the "Secondary Plan"; OPA 272, 2009, as amended by OPA 321, 2019) within which it is designated Dundas Urban Core Area ("**DUC**") as indicated on Appendix 7.3 – North Oakville Master Plan 2008, to the Secondary Plan.

While the 2008 Master Plan identified a future secondary school on the Site, it has been determined by the local school boards that a school is no longer required in this location.

Policies and objectives for the DUC are outlined in Sections 7.3.2 (Urban Core) and 7.5.15 (Dundas Urban Core) of the Secondary Plan, which emphasize the role of the area in accommodating the "densest development and highest order activities" in the North Oakville East area (7.3.2).

In addition to the policy framework outlined in the Secondary Plan, urban design guidance for the area can be found in the following additional documents:

- Livable Oakville Official Plan;
- North Oakville Urban Design and Open Space Guidelines (2009);
- North Oakville Sustainability Checklist;
- North Oakville East Trails Plan;
- Livable by Design Manual (see note below):
  - **Part A –** Urban Design Direction for Oakville outlines as comprehensive set of guiding design principles and urban design directives intended to apply Town-wide to lands south of Dundas to all forms of development and redevelopment
  - **Part B –** Design Guidelines for Stable Residential Communities includes detailed design guidelines specifically tailored to identified districts and specific land uses
  - **Part C –** Site Design and Development Standards outlines a comprehensive set of detailed standards and technical direction to achieve the best possible site development and functionality.

Note: The Site is not subject to the policies of the Livable Oakville Official Plan (with limited exceptions) as the lands north of Dundas are guided by the North Oakville East and North Oakville West Secondary Plans. Notwithstanding, references have been incorporated, where relevant and appropriate, to certain urban design policies and guidelines in the Livable Oakville Official Plan and the Livable by Design Manual.

3.1 TOWN OF OAKVILLE OFFICIAL PLAN (LIVABLE OAKVILLE)

The Livable Oakville Plan, 2009 (as amended) is the Town of Oakville's Official Plan for lands south of Dundas Street. Adopted by Town Council in June, 2009, the Livable Oakville Plan was appealed to the Ontario Municipal Board, which approved the Plan with further modifications on May 10, 2011. The Town of Oakville is currently undertaking a review of the Livable Oakville Plan, involving among other matters a review of policies for its identified Growth Areas.

While the Livable Oakville Plan does not apply to the lands north of Dundas Street, North Oakville is still a part of the urban structure identified on Schedule A1 of the Livable Oakville Plan. The Policy Schedules apply to the Subject Site, however the Land Use Schedules do not. North Oakville provides its own framework for land use patterns and policies for the lands between Dundas Street and Highway 407 through the North Oakville East and the North Oakville West Secondary Plans. This section outlines the policies of the Livable Oakville Plan that are relevant to the Proposed Development, and demonstrate how the Proposal supports the Town's planned urban structure and is aligned with key policies pertaining to growth and change.

Section 4.0 Managing Growth and Change

Schedule A1 identifies urban structure elements of Oakville including Growth Areas (Nodes and Corridors) and Transportation Corridors. Section 3.6 describes the policy objectives for Nodes and Corridors, which are the Town's *strategic growth areas*. While urban structure elements are not land use designations, they establish a framework for where and how the Town will grow and help determine Oakville's character and form.

The Subject Site is identified within a corridor along Dundas Street and is a key area for mixed-use development and intensification (Policy 4.3). Nodes and Corridors are further delineated in the North Oakville Secondary Plans where they are identified as Urban Core Areas (including the Dundas, Trafalgar, and Neyagawa Urban Cores) as well as the Health Oriented Mixed-Use Node around Oakville Trafalgar Memorial Hospital. The Subject Site is in the Dundas Urban Core, and a more detailed analysis of the related policies is provided in the North Oakville East Secondary Plan section below.

Livable Oakville provides policies to meet the intensification target for residential development within the Built Boundary. The target identified in Section 4.4 is 14,390 residential units between 2015 and 2031. Halton Region, in consultation with the Town, has also recently undertaken Joint Best Planning Estimates ("**JBPEs**") to identify where and when development is expected to take place and to assist the Town with planning complete communities, including the range and mix of housing supply as well as the distribution of jobs. The JBPEs are categorized by population, employment and housing units in 10-year increments from 2021-2051. The Site is located within the Dundas Urban Core ("DUC") (east) policy area. The table and map on the following page (see Figure 30) outlines the JPBEs for the DUC (east) area as well as the Town-wide DUC (west) policy area targets, for reference.

The Subject Site is located within an identified corridor along Dundas Street West and is part of the Dundas Urban Core. It falls within one of the Town's strategic growth areas and is thus situated in an area planned for mixed-use development and intensification, in accordance with Oakville's urban structure elements and the North Oakville East Secondary Plan.

The Proposed Development will advance the objectives of the Town's urban structure hierarchy and help achieve the Built Boundary intensification targets. The project's three development phases include a total of 2,178 residential apartment units, supporting Oakville's target of 14,390 residential units within the Built Boundary by 2031, along with the updated JBPEs for the Dundas Urban Core (west) Area. Consequently, the Proposal aligns with the Town's goal to concentrate growth in nodes and corridors, fostering a complete community.

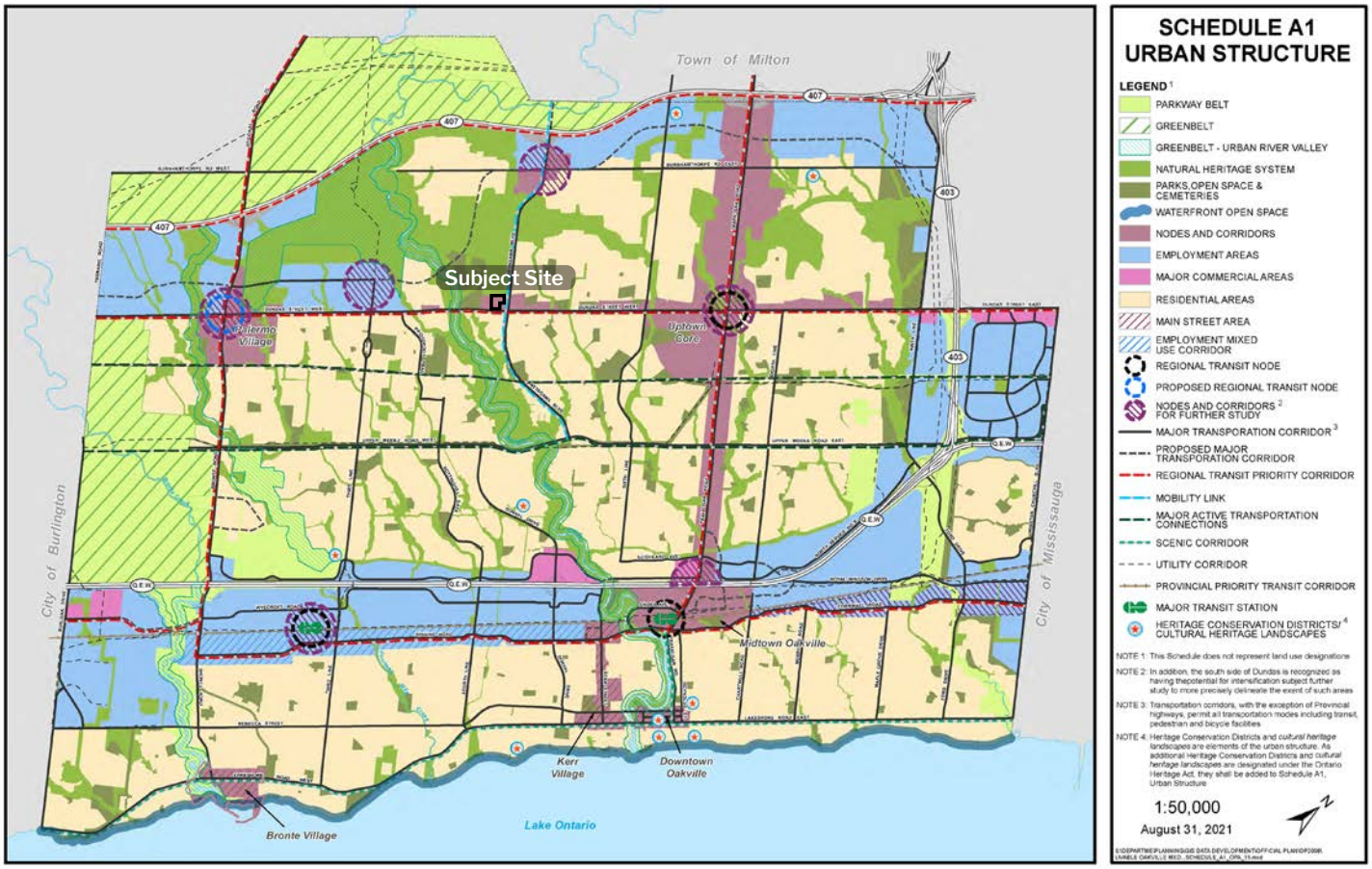


Figure 12. Livable Oakville Plan Schedule A1 - Urban Structure

Policy Area	Population (people)				Employment (jobs)			
	2021	2031	2041	2051	2021	2031	2041	2051
Oakville	220,143	295,939	378,469	444,000	110,839	147,198	183,555	212,788
DUC (west)	1,010	3,614	5,365	7,107	1,001	1,876	2,571	3,198
DUC (east)	-	1,072	2,217	3,352	-	248	466	653

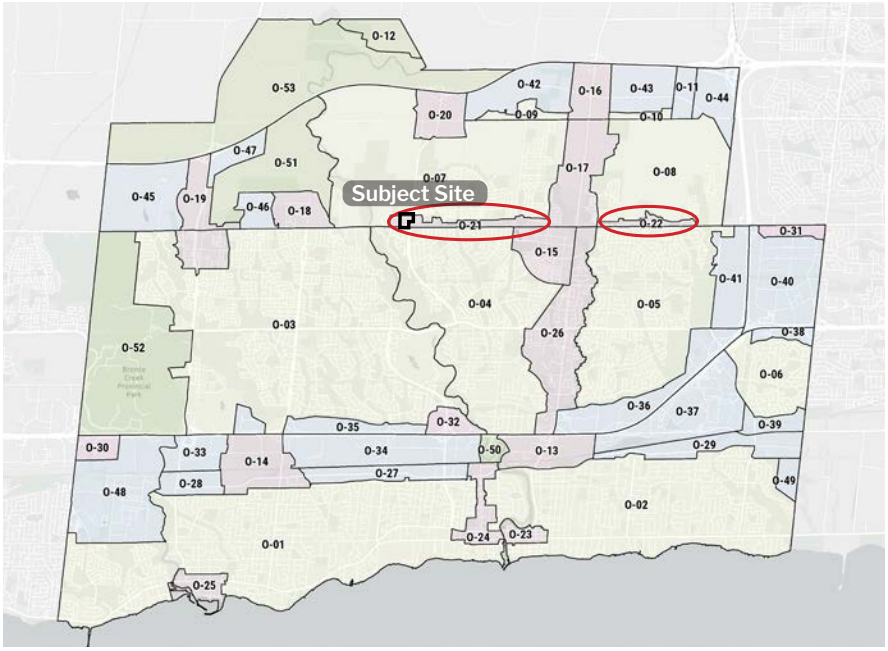


Figure 13. JBPEs Policy Area Key Map with DUC west (O-21) and DUC east (O-22) Policy Areas

Section 6.0 Urban Design

Although Section 6 of the Livable Oakville Plan does not technically apply to the Site, policies contained within Section 6 have been summarized below, and rationale provided in relation to the Proposed Development, as requested by Town Urban Design staff to supplement the Urban Design Brief.

Section 6 outlines the general objectives for urban design that all new development should support. Livable Oakville promotes the design of comfortable, diverse, and safe communities that demonstrate innovative and diverse urban form and excellence in architectural design (Policy 6.1.1). It establishes that new development should be compatible with existing communities and be attractive places to live. The Town aims to create distinctive places and locales including in its Growth Areas. Policy 6.1.2 states that development and public realm improvements shall be evaluated in accordance with urban design direction outlined in the Livable by Design Manual, and that alternative design approaches may be proposed with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the other urban design policies of the Livable Oakville Plan. The following subsections provide relevant design policy guidance.

Section 6.2 Public Realm

The policies in Section 6.2 promote vibrant, accessible urban environments by encouraging a network of streets and pedestrian routes that cater to various users (pedestrians, cyclists, transit, and vehicles). They emphasize walkable streets, interconnected spaces, and well-designed public areas furnished with amenities, landscaping, and public art that enhance identity and orientation.

Section 6.3 Complete Streets

Section 6.3 establishes that the design of new streets and the enhancement of existing streets will accommodate multiple modes of transportation, ensuring safe and accessible routes for pedestrians, cyclists, and transit users. The Section also provides that streets should include ecological features and create quality spaces that support public life.

Section 6.4 Streetscapes

The policies in this section describes the need for streetscapes that enhance the local context, promote pedestrian-friendly environments that are safe, attractive, and barrier free, and integrate elements like tree planting, lighting, and furnishings. The policies provide that new developments should contribute to cohesive streetscapes by:

- Placing principal building entrances toward the street and corner intersections;
- Framing the street to create a sense of enclosure;
- Providing variation in facade articulation and detail;
- Connecting active uses to the public realm;
- Incorporating sustainable design elements;
- Coordination improvements in building setback areas; and
- Improving the visibility and prominence of and access to unique natural, heritage and built features.

The policies also indicate that utilities should be minimally intrusive, preferably underground, aligning with a comprehensive streetscape strategy.

Section 6.5 Street Design/Layout

Section 6.5 provides street layout design policies to support the creation of an efficient and connected network. The policies promote a connected, street grid pattern to disperse traffic, enhance bike and transit integration, and respond to natural features. Cul-de-sacs and reverse frontage lots are discouraged unless necessary due to physical conditions.

Section 6.6 Gateways

Section 6 outlines policies for gateway locations, which are visually prominent sites located at major entry points into the Town and Growth Areas. The section establishes that gateways should create a sense of entrance and arrival, be well-designed, pedestrian-scaled, and address the public realm.

The Proposed Development advances a comprehensive public realm strategy that includes the provision of new public streets, enhancements to existing streetscapes along Dundas Street West and Neyagawa Boulevard and the future Sixteen Mile Drive extension, a variety of open space types, a woonerf shared street, and internal courtyard areas for access and servicing functions. Altogether these elements create a cohesive and vibrant public realm that supports a mix of users in anlignment with the intentions Section 6.2.

As part of the Proposed Development, three new public street segments are proposed:

- *Street A (19.0 metre ROW)*
- *Street B (20.5 metre ROW)*
- *Street C (17.0 metre ROW)*

The proposed public streets reflect existing Town of Oakville road typologies and cross-sections, with some site-specific variation for Street B to better-relate to the flanking at-grade retail frontages and support development of a 'market street" character. The new streets will be dedicated to the Town through the development approvals process (subject to phasing) and their design will incorporate complete streets principles and street design standards as outlined in Sections 6.3 and 6.5. The proposed streets maximize opportunities for new street trees, on-street parking, as well as daylight triangles where existing and proposed streets intersect.

With regard to streetscaping, the Proposal maximizes the extent of active frontages along existing and proposed streets, including extensive glazed areas to provide visual porosity and overlook, as well as multiple building entrances to common areas (lobbies, amenity areas) and to private grade-related residential units. The at-grade building setback zones vary with regard to the adjacent public right-of-way context to ensure that there is adequate space for tree planting, additional landscape, street lighting, and seating/furnishing opportunities. The landscape strategy advances a consistent approach to streetscape across the Site to establish a cohesive identity and an appropriate transition between the public and private realms, as directed by Section 6.4.

Regarding Gateways, the Subject Site is visually prominent along Dundas and Neyagawa, and the proposed new streets and site accesses provide an opportunity to demarcate a sense of entrance and arrival through an in-kind response in the building and landscape design. Public-facing uses such as retail units and building lobbies have been situated in corner areas and other zones of elevated prominence to maximize at-grade pedestrian activation, with appropriate landscape design to complement the distinctive character of the precinct.

Section 6.9 Built Form

Section 6.9 outlines a series of policies pertaining to built form to provide guidance for new development. The policies provide that new buildings and development:

- Should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscape and signage (Policy 6.9.1);
- Should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner (Policy 6.9.2);
- Shall achieve compatibility between different land uses by accommodating an appropriate transition through landscape buffering, spatial separation, and compatible built form (Policy 6.9.3);
- Should (in Growth Areas and along intensification corridors) incorporate distinctive architecture, contribute to a sense of identity, and be positioned on and oriented towards the street frontages to provide interest and comfort at ground level for pedestrians Policy 6.9.4);
- Should present active and visually permeable facades to all adjacent streets, urban squares, and amenity areas (Policy 6.9.5);
- Should orient principal entrances to the public sidewalk, on-street parking, and transit facilities (Policy 6.9.6);
- Should be designed with variation in building mass, facade treatment, and articulation to avoid sameness (Policy 6.9.7);
- Shall provide a distinct architectural appearance with a high level of detailing and articulated facades that continue around the corner to address both streets when located on corner lots (Policy 6.9.8);
- Shall ensure that heights and form are compatible with adjacent existing development by using an appropriate transition of height and form from new to existing development, which may include setbacks, facade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm (Policy 6.9.9);
- Should avoid continuous streetwalls of identical building heights and employ variation in rooflines through subtle variations in roof form and height (Policy 6.9.10);
- Shall have a greater first-floor floor to ceiling height to accommodate a range of non-residential uses where appropriate (Policy 6.9.11);

- Should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation (Policy 6.9.12);
- Shall hide rooftop mechanical equipment from view within the public realm (Policy 6.9.13);
- Should incorporate setbacks and screening elements for outdoor amenity areas to ensure compatibility with the local context (Policy 6.9.14); and
- Should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows (Policy 6.9.15).

The Proposed Development appropriately addresses the Built Form policies in Section 6.9 of The Town of Oakville Official Plan. The specific policy direction under Section 6.9 is achieved as follows:

- *The Proposal creates a distinct sense of identity through its massing, which represents a tower-podium typology deployed across the Site with variations to avoid sameness, to achieve visual interest, and to mitigate impacts on the surrounding areas (Policy 6.9.1);*
- *The Proposal is compatible with the surrounding context in terms of the proposed uses, massing/built form, and public realm approach, and will enhance the existing community by accommodating higher-density, transit-oriented housing. Compatibility is achieved by focusing intensification in the Dundas Urban Core, variability in built form, and significant horizontal setbacks to nearby lower-scale areas. The Proposal will co-exist in harmony with the existing area context and contribute to the achievement of a complete community in accordance with the applicable planning policy framework (Policy 6.9.2);*
- *Compatibility is also supported through the provision of an appropriate transition from the Site to the surrounding properties and uses, including a significant spatial separation to nearby lower-scale neighbourhoods as well as the positioning of Dundas Street West and Neyagawa Boulevard as horizontal buffers. It is anticipated that future development on the Prime Envision Lands and Parish Lands will be of a similar scale and density to the Proposed Development and adequate setbacks have been provided to transition appropriately with regard to future development footprints on those lands (Policy 6.9.3);*
- *Given the Site's location within the Dundas Urban Core - a Regional Intensification Corridor and Primary Regional Node - the height, scale, and massing of the Proposal supports the planned emphasis on transit-supportive intensification with a heightened sense of architectural character and public realm identity (Policy 6.9.4);*
- *Active and visually permeable facades are maximized at grade, particularly where adjacent to existing and proposed public streets. The placement of retail units, lobbies, amenity areas, and other common spaces is directed to prominent locations. At-grade residential units contribute to secondary streetscape animation to reinforce areas of the Site with a quieter and more-residential character (Policy 6.9.5);*
- *Principal building entrances are oriented to public streets with direct access from the public sidewalk, and views into and out of common interior areas (Policy 6.9.6);*
- *The massing of the Proposal accommodates a range of tower and podium heights, orientations, and expressions to maximize variety and avoid a monotonous concentration of buildings. The building facades will incorporate diverse articulation and cladding materials to differentiate between buildings while maintaining overall architectural cohesiveness (Policy 6.9.7);*
- *Corner locations are specially treated to maximize at-grade activity and porosity and to demarcate gateway locations across the Site; this includes concentrating higher-traffic uses in such areas and providing landscaping that encourages active pedestrian use and relates to the surrounding context, including nearby transit (Policy 6.9.8);*
- *The Proposal includes tower heights that peak at 26 storeys, with the greatest height concentrated in the centre of the Site and stepping down around the edges to achieve variety and reinforce a sense of transition to surrounding lands; appropriate tower step-backs are provided above the podium elements to avoid having full tower faces extending to grade and to frame a pedestrian-scaled streetscape condition (Policy 6.9.9);*
- *Regular breaks in the streetwall are provided by avoiding overlong frontages, breaking up the Site into a series of smaller development blocks and individual building footprints, maximizing at-grade connectivity and porosity through the use of new streets, a woonerf, and additional private drives, and by organizing open spaces along the street edge to provide seamless connections to the public right-of-ways (Policy 6.9.10);*

- *A minimum ground floor height of 4.5 metres is provided for all buildings to accommodate viable retail uses as well as grade-related residential units that activate the Site's street frontages and internal open space areas Policy 6.9.11);*
- *Barrier-free accessibility is incorporated throughout the Site such that all areas are inclusive to everyone without impediments such as stairs, overly steep ramps and grades, and other physical barriers (Policy 6.9.12);*
- *Where required, rooftop mechanical equipment will be appropriately set back from the building faces or architecturally screened (Policy 6.9.13);*
- *Outdoor amenity areas are concentrated at grade to maximize accessibility and proximity to building entrances and nearby open spaces (Policy 6.9.14); and*
- *Physical impacts associated with the buildings including shadowing, overlook, and wind, are appropriately minimized and mitigated where required (Policy 6.9.15).*

Section 6.10 Landscaping

Section 6.10 includes policies pertaining to landscaping.

Policy 6.10.1 provides that landscaping design and treatment should (a) enhance the visual appeal and human scale of development; (b) create an attractive environment for pedestrian movement; (c) frame desired views or focal objects; (d) define and demarcate various functions within development; and (e) provide seasonal variation in form, colour and texture.

Policy 6.10.2 states that development will preserve and enhance the urban forest by: (a) maintaining existing healthy trees where possible; (b) providing suitable growing environments; (c) increasing tree canopy coverage; (d) incorporating trees with historic or cultural significance; and (e) integrating a diverse mix of native plant species.

The policies also direct that landscaping should also incorporate shade and wind protection (Policy 6.10.3), preserve and complement the natural landscape (Policy 6.10.4) and shall enhance natural areas and open space features by incorporating native and non-invasive species (Policy 6.10.5).

The Proposed Development incorporates a comprehensive Site-wide landscape strategy with an urban public realm character that relates appropriately to the proposed high-density residential and commercial uses and broadens the diversity of neighbourhood places within the North Oakville East area. To maximize the tree canopy, opportunities for tree plantings within the proposed public street rights-of-way and elsewhere throughout the Site have been maximized, with consideration for sufficient soil volumes to allow for optimal growing conditions. Other soft landscaped areas have been integrated at strategic locations to support the programmed open spaces, to provide a special character along prominent street frontages, and to screen grade-related residential units.

As previously mentioned, the Proposal includes a variety of open space types to complement the significant amount of existing parks, open spaces, and natural areas located in the immediate surrounding context. The proposed open spaces are flexible in nature to accommodate active and passive recreational use and are conveniently located in proximity to building lobbies and common areas to provide additional amenity to future residents of the Site and to other people who live, work, and play within the local community.

The submitted landscape materials contain additional information regarding the number of proposed tree plantings, canopy coverage and species details.

Section 6.11 Pedestrian Access and Circulation

The policies in Section 6.11 relate to pedestrian access and circulation, and promote barrier-free pedestrian movement, direct pedestrian routes connecting building entrances, public sidewalks, and transit facilities. Walkways should be extended and enhanced in high-traffic areas and provide continuous, safe routes through and around parking areas.

The Proposal supports the policy direction in Section 6.11 and provides for a functional and attractive pedestrian realm with many options and connections throughout the Site. The pedestrian network has been designed to promote connections within and through the Site, and to link locations where greater pedestrian activity is anticipated, such as in proximity to the retail areas, around building lobbies, and to nearby transit stops. Barrier-free accessibility is provided across the Site to minimize impediments for people with mobility challenges.

Section 6.12 Vehicular Access and Circulation

Section 12 includes policies related to vehicular access and circulation. They direct new development to incorporate safe vehicular access with defined driving aisles and consolidated driveways to maximize landscaping and minimize disruptions to the public sidewalk.

Section 6.13 Parking

Policies 6.13.3 and 6.13.4 contain relevant policies regarding the design of parking. Together they establish that barrier-free parking should be near principal building entrances, and surface parking areas should incorporate planted landscaped areas that (a) screen vehicles from the public realm; (b) provide shade, wind break, and visual relief; (c) clearly define vehicular circulation routes; and (d) be sufficiently sized to support the growth of trees and other vegetation.

Section 6.16 Service, Loading and Storage Areas

Policies 6.16.1 through 6.16.4 provide guidance for the design and location of service, loading, and storage areas. The policies provide that these areas should be located away from pedestrian and vehicle circulation, screened from public view, and buffered from residential areas to minimize visual and noise impacts.

The design of the Proposed Development minimizes the impact of cars and servicing functions on the public realm and creates an active and pedestrian-focused ground plane. To the greatest extent possible, vehicular parking access has been consolidated. Each development block has one parking ramp to its respective underground garage. The Block 1 and 2 ramps are located off the woonerf away from high pedestrian areas, and the Block 3 ramp from an interior courtyard area. As a result, cars entering and exiting the Site are concentrated in locations where they will have minimal impact on pedestrian-focused areas and will be appropriately screened.

Site loading and servicing features have been concentrated along the woonerf for Blocks 1 and 2 away from high pedestrian areas and provided in the Block 3 interior courtyard. The siting of these features will ensure that they have minimal physical and visual impacts on the public realm while being able to efficiently support the everyday functions of the development. Sufficient space is provided to enable the maneuvering of emergency vehicles through the Site, as demonstrated by the Transportation Impact Study.

3.2 NORTH OAKVILLE EAST SECONDARY PLAN

The North Oakville East Secondary Plan (the "**Secondary Plan**") establishes a detailed planning framework for future urban development of the North Oakville East Planning Area. This area is bounded by Highway 407 to the north, Ninth Line to the east, Dundas Street to the south, and the centerline of Sixteen Mile Creek to the west.

The Secondary Plan was added to the Town of Oakville's 1984 Official Plan in 2008 by way of OPA 272. The Secondary Plan was appealed to the Ontario Municipal Board which approved it, with modifications, in 2010. The Secondary Plan is not subject to the Livable Oakville plan with the exception of Section 3 (Urban Structure) and Schedule A1- Urban Structure.

The Town of Oakville initiated a review of the North Oakville Secondary Plans (east and west) in May 2017. As a result of Part 1 of this review, the Town adopted OPA 321 to update the Secondary Plan policies pertaining to stormwater management facilities, the Trafalgar and Dundas Urban Core Areas, the Neighbourhood Centre Area designation, phasing, and definitions. OPA 321 was appealed to the Local Planning Appeal Tribunal (as the Tribunal was then known) and subsequently received modified approval by the Tribunal on July 2, 2019. OPA 321 has been consolidated into the Secondary Plan.

Section 7.2 Community Vision

Section 7.2.2 of the Secondary Plan establishes the vision for North Oakville East as a compact, pedestrian oriented urban community containing a variety of housing opportunities ranging from large-lot executive housing to high rise apartment units.

Section 7.2.3 of the Secondary Plan sets out general objectives to guide future urban development in the North Oakville East area. Relevant objectives for the Proposed Development include:

7.2.3.2 – Residential

(a) New residential communities shall complement existing built form elements, incorporate best planning and urban design practices, protect and enhance natural heritage and open spaces;

(b-c) Development densities will be established that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area; development will support the land use objectives of the Halton Urban Structure Plan;

(d) Development will contribute to the minimization of greenhouse gases, servicing costs and energy costs through efficient land use and a mix of housing forms and tenures;

(e) Development will promote a closer relationship between the workplace and home;

(f) Development will create varied and distinguishable residential neighbourhoods with a strong identifiable sense of place; and

(g) Provide for a variety of residential densities and unit types, directing the highest densities to the Trafalgar Road Corridor.

7.2.3.4 – Urban Design

(a) Integrate community design that coordinates land use, natural heritage and open space, street network, and built form;

(b) Integrate important views and vistas of natural heritage and open space system;

(c) Create an urban fabric characterized by a connected street system;

(d) Promote building design variety that promotes an active, safe, pedestrian realm;

(e) Street sections that promote a sense of scale and provide pedestrian comfort;

(f) Built form that addresses the street and minimizes the impact of garages and service areas;

(g) Encourage mixed-use development along strategic corridors;

(h) Create retail and service commercial development with a strong relationship to streetscapes and major pedestrian ways; and

(j) Promote a variety of housing with diverse architecture.

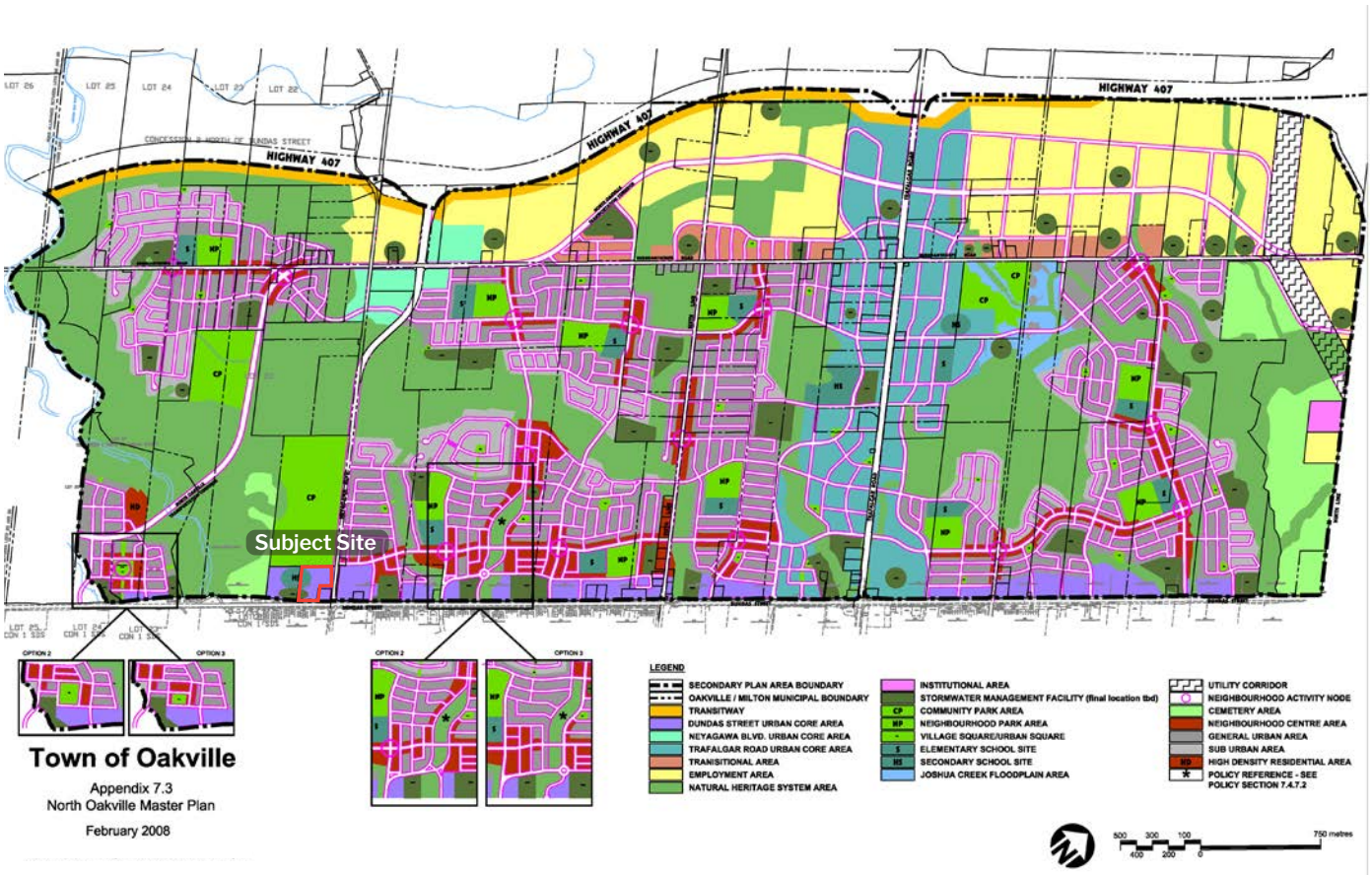


Figure 14. Appendix 7.3 - North Oakville Master Plan, North Oakville East Secondary Plan

7.2.3.5 – Transportation

(a) Create a system of roads that promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic;

(b) Establish an efficient and linked, safe pedestrian movement system;

(c) Establish a transportation system that complements and supports the existing and future urban structure;

(d) Promote transit opportunities through community design; and

(g) Promote local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

The Proposed Development is aligned with the community vision for the Secondary Plan area and aligns with relevant objectives.

The Proposal is designed to complement the existing built form elements in the surrounding area. By accommodating high-density development in multiple tall buildings, it increases the diversity of housing choice and form in the community. The development density exceeds the minimum density target of 160 people and jobs per hectare established under the Halton Region Urban Structure (as amended by ROPA 49) thereby optimizing the potential for transit-supportive intensification on the Site. The high-density form provides inherent sustainability benefits in the form of reduced consumption of materials, energy and resources, as well as lower greenhouse gas emissions per dwelling unit. The siting of compact residential housing in proximity to established commercial/ office/employment and community uses promotes a shorter distance between the workplace and home. In general, the Proposal is less high and dense than current development contemplated along the Trafalgar Road Corridor, thereby reinforcing the planned urban structure for North Oakville East.

From an urban design perspective, the Proposed

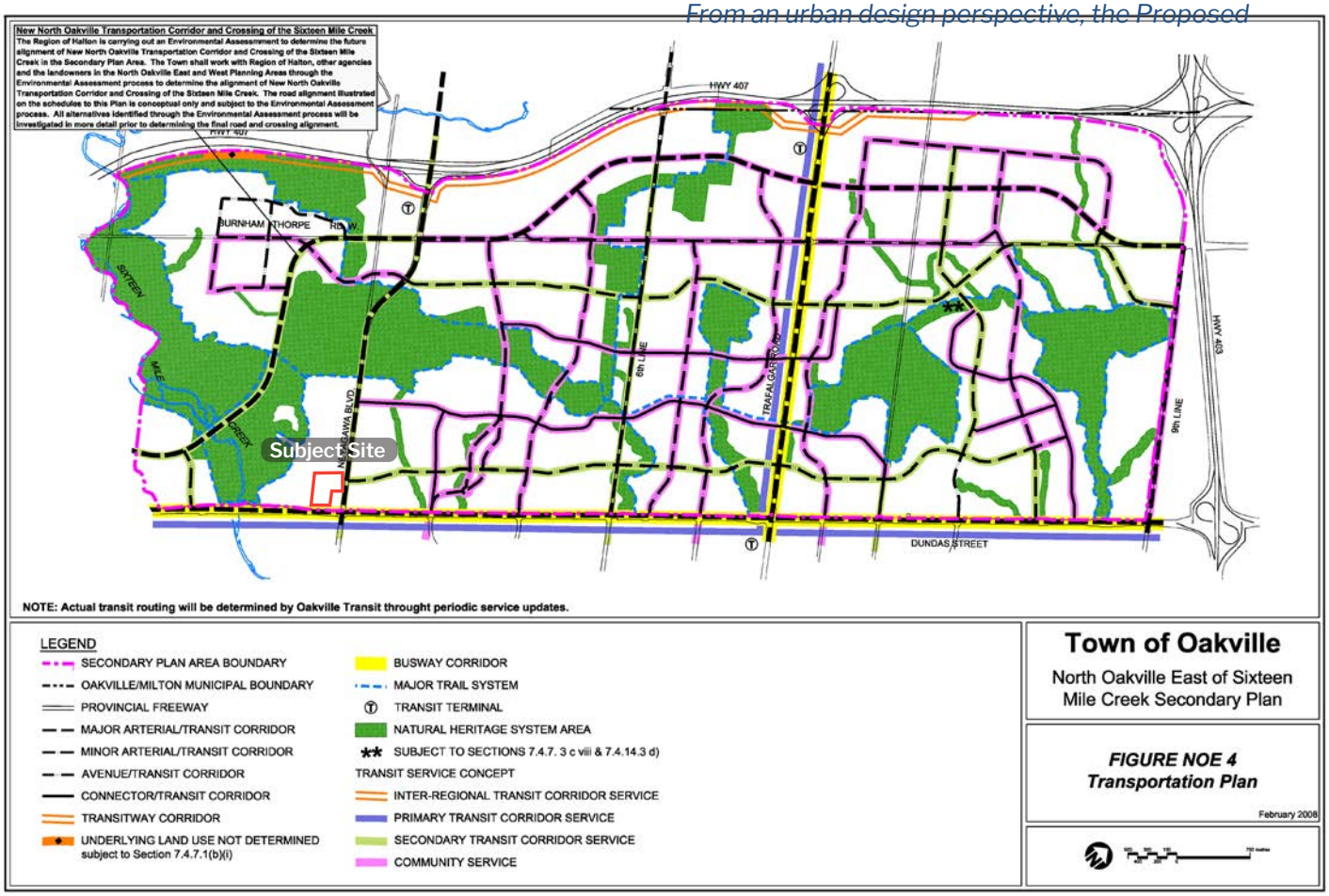


Figure 15. Figure NOE 4 - Transportation Plan, North Oakville East Secondary Plan

Development represents a thoughtfully designed mixed-use precinct supported by a diversity of open space types, at-grade retail space, and other amenities. The Proposal's built form breaks down the massing of the buildings so that they are appropriately scaled and provide variety in scale and expression. The Proposal promotes an active pedestrian realm with strong, vibrant streetscapes, and contributes an appropriate urban interface along the Dundas Street intensification corridor.

To contribute to a safe and efficient road system, the Proposal accommodates streets with wide sidewalks on both sides, and pedestrian-friendly streetscapes that prioritize safety, accessibility, and amenity. The Proposal supports transit ridership and provides high-density housing a short walking distance to existing transit stops on Dundas and Neyagawa. The proposed public street dedications will divide the large 3.75-hectare Site into smaller development blocks, contributing to a modified street grid that enhances cross-block porosity and shortens travel distances for people and vehicles. The proposed parking provision aligns with the Town's goals of reducing automobile dependency and promoting sustainable transportation options within the Dundas Urban Core.

Section 7.3 Community Structure

The Urban Core designations of the Secondary Plan are intended to accommodate the densest development and the highest order activities, including a full range of residential types, retail and service commercial, entertainment, cultural, business and institutional uses (Policy 7.3.2). The Subject Site falls within the Urban Core designated area of North Oakville, and more specifically within the Dundas Urban Core Area. Section 7.3.2 indicates that the primary focus for intensification is along Trafalgar Road, with the north side of Dundas Street and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

Section 7.3.6 outlines policies related to population and housing targets. The North Oakville East housing mix targets for future development aim to allocate 20-35% of units to high-density housing (Policy 7.3.6.2.a). These targets are guidelines and not strict annual requirements. The Town will monitor and review these targets every five years to ensure they align with overall population and employment goals without decreasing population targets. Additionally, there will be efforts to balance rental and ownership housing as per the broader policies in the Official Plan (Policy 7.3.6.2.b).

As previously described, the Proposed Development fulfills the intent of the Dundas Urban Core Area land use designation by concentrating high-density mixed-use development along Dundas Street, a regional road and an intensification corridor planned for higher-order BRT. The Proposed Development includes a maximum building height of 26 storeys, which exceeds the Secondary Plan height limit of 8 storeys (plus bonusing, though that mechanism no longer applies) for the Dundas Urban Core Area. The exceedance is appropriate given that the Dundas Urban Core Area is one of the most significant growth areas in the Community Structure, and in the context of more-recent planning policy updates such as ROPA 48 and 49, which implement the Halton Integrated Growth Management Strategy, as well as the recent JBPEs which contemplate significant population growth in the Town's Nodes and Corridors. Moreover, the Proposal is of a height and scale that fits within the intended structure where the Trafalgar Urban Core is the primary focus of intensification in the Secondary Plan area, and the Dundas Urban Core Area is at the next most significant level of planned intensity.

Section 7.4 Sustainable Development Strategy

Sustainable development is a core objective of the Secondary Plan, and Section 7.4 outlines a Sustainable Development Strategy containing policies that promote sustainability through new development, particularly as it relates to the protection and conservation of air, water and ecological features, energy resources, and heritage resources.

The planned structure of the North Oakville East area maximizes the potential for sustainable development by promoting mixed-use development, a modified grid road system, and a robust natural heritage and open space system (Policy 7.4.2).

Policy 7.4.5 speaks to water management in North Oakville East, establishing that it will be undertaken in accordance with the North Oakville Creeks Subwatershed Study ("NOCSS"). The Secondary Plan establishes that prior to Draft Plan of Subdivision approval, Environmental Impact Reports ("EIR") will be required for each subcatchment area as identified in Appendix 7.2 of the Plan. The Subject Site is located within NOCSS subcatchment area ES9.

The Proposed Development is aligned with the

Secondary Plan's Sustainable Development Strategy, providing compact, transit-oriented development and the required components of a complete community, including residential, commercial and open space uses, and a finer-grained mobility network. An EIR-FSS has been submitted with the planning applications to demonstrate a site servicing and stormwater management approach that addresses the requirements of NOCSS while avoiding the need to accommodate an additional stormwater management pond on the Site that would inhibit meaningful intensification opportunities and impede the ability to achieve an urban, mixed use frontage along Dundas Street West.

Section 7.5 Community Design Strategy

Section 7.5 – Community Design Strategy sets out general design policies for North Oakville East, as well as specific policies for the Dundas Street Urban Core Area designation. Policies within Section 7.5 that are relevant to the Proposed Development are outlined below.

The North Oakville East Master Plan, as indicated in Appendix 7.3, is a graphic illustration of the intended design of North Oakville East, including land uses designations, road alignments, and other planned elements of the community. Section 7.5.2 outlines the requirement for an Area Design Plan to be prepared for proposed plans of subdivision or development plans in the area to assist in demonstrating conformity with the policies and figures of the Secondary Plan with such respect to such matters as land use, road pattern, density and housing type distribution, and coordination with land uses and road patterns for lands outside of the development area, among other matters.

Section 7.5.3 states that all development applications in the North Oakville East area will be evaluated in the context of the North Oakville Urban Design and Open Space Guidelines. These guidelines are reviewed in a subsequent section.

As indicated on Appendix 7.3, the Site is coloured purple to correspond with the Dundas Urban Core Area designation. There are two additional symbols straddling the property line of the Subject Site and the Parish Lands, corresponding with a future Secondary School location and a stormwater management facility (with an annotation of 'final location TBD"). The requested OPA seeks to maintain the Dundas Urban Core Area designation while removing the Secondary School and stormwater management facility symbols on the Site from Appendix 7.3. The removal of the Secondary School symbol is consistent with the decision of Halton District School Board to pursue an alternative high school site elsewhere in the North Oakville East area. The removal of the stormwater management facility symbol is justified by the proposed stormwater strategy involving enhancements to the existing Riverside Way Pond, further described in the EIR-FSS.

Section 7.5.4 General Design Directions

Relevant general design direction for the North Oakville East area include:

(a) All development, especially in the Urban Core Areas, Neighbourhood Centres, and General Urban Areas, must be compact, pedestrian oriented, and transit-friendly in form, with a mix of uses encouraged;

(b) Development should promote a hierarchy of civic, institutional and commercial uses so that ordinary activities of daily living shall occur within walking distance of most dwellings;

(c) Development shall be based on a modified grid road system with road networks to disperse traffic, reduce travel lengths, and support the integration and viability of transit;

(e) Public safety, views and accessibility to the Natural Heritage and Open Space System are important considerations for community design;

(f) Parks, neighbourhood activity nodes and other civic areas will provide central meeting places for residents; and,

(g) Building densities and land uses will support the use of transit.

The Proposed Development promotes a compact, pedestrian-focused and transit-supportive design, adhering to mixed-use principles by providing residential and commercial-retail uses across the three development blocks. The site plan incorporates a mix of high-density tall building elements and mid-rise podiums, creating a varied urban form that supports vibrant street life and pedestrian accessibility.

Section 7.5.5 Streetscape

The streetscape in North Oakville East, comprising streets and public frontages, aims to balance traffic and parking with pedestrian circulation and aesthetic appeal (Policy 7.5.5). This involves designing sidewalks, curbing, planters, and street trees in accordance with the policies of Section 7.7.2. The Secondary Plan establishes that the Urban Design and Open Space Guidelines will provide further directions for public frontages.

Figure NOE4 "Transportation Plan" of the North Oakville East Secondary Plan identifies Dundas St West and Neyagawa Boulevard as Regional Primary Arterial Roads. Policy 7.5.5.1 establishes that Arterial/Transit Corridors in North Oakville East are high-capacity roads serving as major gateways, balancing transportation functions with access to adjacent land uses and acting as vibrant public spaces. These corridors will feature high-quality design elements like wide sidewalks, special tree plantings, distinctive paving, lighting, and signage.

Avenue/Transit Corridors are designated on Figure NOE4 of the Secondary Plan and are intended to connect neighbourhoods together and to Urban Core Area and other focal points. Policy 7.5.5.3 establishes that these roads will have a higher level of design than Local Streets with extensive use of tree and feature planting, paving, lighting and signage design, and will complement the planned abutting land uses.

Local Streets are intended to play a dual role as neighbourhood socialization space as well as supporting transportation needs (Policy 7.5.5.4).

Regarding the streetscape, the design will prioritize pedestrian and cyclist comfort and safety, especially in commercial and mixed-use areas, by enhancing the sidewalk environment (Policy 7.5.5.6). Sidewalks shall be provided on both sides of the streets, except for certain exceptions (Policy 7.5.5.9). Street designs will also accommodate cyclists with provisions for either on-road or separated paths, possibly including designated lanes. Bicycle parking standards, except for freehold ground-related housing, will be established through the Zoning By-law (Policy 7.5.5.10). Further, short, regular block lengths will be promoted to enhance walkability and offer route variation. Where short blocks are not feasible, wide public mid-block pathways will be provided to reduce walking distances (Policy 7.5.5.14).

The Proposed Development has appropriate regard for the Secondary Plan's Streetscape-related design policies. It provides three new public street dedications and enhancements to the Site's frontages along Dundas Street West, Neyagawa Boulevard, and the Sixteen Mile Drive extension. The Proposal contributes to the planned right-of-way cross section for Dundas and for Neyagawa, for which a small right-of-way widening dedication is proposed to achieve an ultimate road width of 40 metres per the Halton Region Official Plan Map 4.

Streets A, B and C have a quieter character and serve to provide access to the development blocks as well as traffic infiltration through the broader neighbourhood, including North Park and Sixteen Mile Sports Complex to the north. These new streets provide ample boulevard space for street trees and sidewalks on both sides and are augmented by additional private development setbacks. They connect to Dundas, Neyagawa, and the Sixteen Mile Drive extension where existing and planned active transportation infrastructure is situated. The three proposed development blocks are human-scaled and recognize desire lines through the Site by providing a variety of mid-block connections at grade.

Policy 7.5.6 Building Location provides relevant policies pertaining to building location including:

(a) Providing visual interest to pedestrians as well as a "sense of enclosure" to the street; heights of buildings shall be related to road widths to create a comfortable pedestrian environment;

(b) Corner lot buildings shall be sited and massed toward the intersection;

(c) Rear and side elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility; and

(e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops within the Urban Core Areas.

The Proposed Development aligns with the policies relating to building location. The proposed building locations are strategically oriented to create visual interest and a sense of enclosure along streets. Podium heights are generally scaled to complement adjacent right-of-way widths, with corner conditions and key intersections appropriately addressed by siting active uses, such as building lobbies and other common spaces, and by maximizing glazed areas to promote visibility and porosity with the surrounding urban context.

Section 7.5.7 provides policy direction related to parking areas design. Off-street parking areas in North Oakville East must minimize their visual impact through screening with low fences, walls, and landscaping, particularly along streets and near residential areas. In commercial or mixed-use developments, parking should be placed to the side or rear of the main building, with limited front parking (Policy 7.5.7.1. a-d). Off-Street Parking: Pedestrian walkways should be provided adjacent to stores, between building clusters, and to connect transit stops, public sidewalks, and other developments (Policy 7.5.7.1. e).

Parking strategies include encouraging on-street parking to enhance street activity and safety while serving as a pedestrian buffer. Engineering standards for roadways will support this, with reduced off-street parking requirements in transit-oriented and Urban Core areas (Policy 7.5.7.2.a). Municipal parking at strategic nodes will be developed in collaboration with landowners (Policy 7.5.7.2.b).

The Proposed Development has appropriate regard for the Secondary Plan directions regarding adequate parking and minimizing negative impacts on the public realm and pedestrian safety. The Proposal accommodates on-street parking in laybys within the proposed public street dedications, in a manner that achieves a balance with the provision of new street trees and other pedestrian amenities. Parking for the Proposed Development is predominantly accommodated in 4-level underground garages — one for each development block — in addition to limited short-term surface parking spaces integrated in the woonerf design the Block 3 interior courtyard area. Sufficient parking supply is anticipated to meet the residential, visitor, and commercial needs associated with the Proposed Development while avoiding an overemphasis on private automobile usage. Appropriate pick-up and drop-off facilities are provided in proximity to main building entrances, recognizing the increased prevalence of ride-sharing and food delivery services that require convenient, short-term and off-street idling space.

Policy 7.5.15 provides key design elements of the Dundas Urban Core Area. The Subject Site is designated Dundas Urban Core Area in Figures NOE1 and NOE 2 of the Secondary Plan. The Dundas Urban Core Area is designated for mixed-use development at high and medium densities along Dundas Street. Relevant policy requirements for this area include:

a) Mixed use development shall be permitted throughout the Urban Core Area; however, retail and service commercial uses shall be restricted to locations at intersections with north-south streets;

b) A full range of uses and densities of development shall be permitted throughout the Urban Core Area, with highest densities encouraged to locate at intersections with Dundas Street;

c) Where retail and service commercial development is permitted, it will be encouraged in a "main street" format, and subject to the following criteria (matters that are not relevant are excluded):

i. Provide direct access to the sidewalk from the principal public entrance;

ii. Include primary windows and signage facing the street;

iii. Provide awnings, canopies, arcades or front porches for weather protection;

iv. Include no parking, driveways, lanes or aisles between buildings and public sidewalks; and

v. Provide a consistent building setback; and

d) Minimum and maximum setbacks, densities, and other standards will be implemented through a Zoning By-law Amendment to ensure development that is compatible with the Dundas major transportation route.

The Proposed Development aligns with the aspects of Section 7.5 Community Design Strategy that are relevant to the Dundas Urban Core Area by:

- *Accommodating mixed-use development and orienting the commercial-retail uses to Street B, as well as along Neyagawa Boulevard and the Sixteen Mile Drive extension;*
- *Providing for a mix of uses at high density, concentrated at the intersection of two major arterial roads (Dundas and Neyagawa);*
- *Accommodating retail in a 'main street" format as a way to create a pedestrian-focused streetscape with vibrant, locally-oriented retail uses, including the potential for restaurants with exterior patios overlooking the Block 1 plaza space; and*
- *Establishing appropriate site-specific development standards through the proposed Zoning By-law Amendment.*

3.3 NORTH OAKVILLE URBAN DESIGN & OPEN SPACE GUIDELINES, 2009

The North Oakville Urban Design and Open Space Guidelines (2009) establish key design principles to develop a sustainable and cohesive community for both residential and employment purposes. These guidelines include detailed objectives, illustrated recommendations, and standards that aim to enhance the Town's urban living, employment opportunities, and recreational spaces.

The Guidelines emphasize creating walkable neighborhoods with interconnected streets and transit systems. They aim to blend transit and pedestrian-friendly streets with diverse housing and employment options. They promote integrated development to enhance local living, social spaces, and parks, promoting high-quality, sustainable urban living with strong community and employment integration. The following sections are those relevant to the Subject Site and have been summarized below.

Section Two: The Vision & Guiding Design Principles for North Oakville

Section Two of the Guidelines establishes the vision and guideline design principles for North Oakville, and includes 8 overarching Urban Design Principles:

1. Establish a sustainable natural heritage and open space system;
2. Ensure access and visibility to open spaces;
3. Develop a sustainable street transportation network with a grid system, shorter blocks, and transit accessibility;
4. Promote compact, walkable, mixed-use development;
5. Offer diverse housing options within neighborhoods, catering to different incomes and living needs;
6. Preserve residential enclaves and cultural heritage;
7. Embrace sustainable development; and,
8. Create a dynamic environment for employment uses.

Chapter 2.2 “Street Based Design” establishes five classifications of streets based on their typical design approach in North Oakville, highlighting the role of arterial/transit corridors and local streets in balancing transportation needs with social vibrancy (Guidelines 2.2.1 and 2.2.3). The Guidelines note that design elements such as wide sidewalks, greenery, and pedestrian-friendly features are crucial for creating a cohesive urban environment (Guideline 2.2.6). Further, Guideline 2.2.6 recognizes the interactions between the private and public realm. It provides that residential interfaces should have a transitional zone between the dwelling frontage and the public right-of-way through a variety of treatments in the setback such as front porches, grade, separations with integrated landscaped buffers, courtyards, front lawns and gardens. For mixed-use and commercial interface, Guideline 2.2.6 promotes the creation of a continuous street wall by creating active retail at-grade and encourages wide sidewalks that allow for amenities (such as bicycle parking, lighting, and landscaping) as well as to create spill-out use opportunities such as cafes. These aspects of built form and street design are to create an experience for both the private and public realm.

Section Three: General Urban Design Guidelines: Built Form & Open Space

Section Three of the Guidelines provides general urban design directions for the public realm. The following Chapters of Section Three are relevant to the Proposed Development:

- 3.1 Sustainable Development
- 3.2 Street and Block Pattern
- 3.3 General Land Use & Site Design
- 3.4 General Building Typologies
- 3.6 Natural Heritage and Open Space System
- 3.7 Stormwater Management
- 3.8 Pedestrian & Bicycle Circulation
- 3.9 Street Furniture
- 3.10 Public & Private Landscaping
- 3.11 Parking: Vehicular & Bicycle

The relevant Chapters of Section Three are summarized in the following section.

The Guidelines in Chapter 3.1 emphasize sustainable practices in urban planning, including efficient land use, energy-efficient building design, and advanced water management. The Guidelines call for mixed-use development, transit-oriented design, and environmental stewardship to enhance North Oakville’s livability and resilience.

The Guidelines in Chapter 3.2 establishes a general framework for streets, blocks and community design. The Guidelines provide that the transportation network should be designed to support various modes of transit, including cars, walking, and cycling. Additionally, they promote shorter blocks, narrow pavements, and on-street parking for pedestrian safety, reduced urban heat islands, and enhanced connectivity within the community.

The Guidelines in Chapter 3.3 outline general land use and site design. This Chapter focuses on integrating buildings into public spaces while ensuring accessibility and safety. Design guidelines prioritize architectural articulation, barrier-free access, and the creation of pedestrian-friendly streetscapes to foster a cohesive urban environment.

Chapter 3.4 provides guidelines related to general building typologies. The guidelines for high-density residential and mid/high-rise buildings emphasize scale, sunlight access, and environmental sustainability. Design principles focus on building bases, tower articulation, setbacks, and shadow impacts to optimize urban form and minimize environmental impact.

Chapter 3.6 sets urban design principles for the natural and open spaces, including emphasis on public safety, accessibility to open spaces, and community facilities. The guidelines encourage high-density development near natural heritage systems to enhance views and recreational connections, while gateways and open spaces are designed to strengthen community identity. Further, Guideline 3.6.2 describes the design of open space components. This includes passive parks, active recreation spaces, and urban open spaces integrated with the natural heritage system. The aim is to facilitate social interactions and enhance community connectivity through thoughtful alignment with streets and building frontages.

Chapter 3.7 outlines design principles for stormwater management. This Chapter details plans for over 50 stormwater management ponds integrated into the open space network in North Oakville. These ponds are anticipated to be designed to meet water quality standards, provide flood storage, and preserve natural edges adjacent to the Natural Heritage System.

Chapter 3.8 provides design guidelines related to pedestrian and bicycle circulation. These guidelines focus on enhancing pedestrian and cyclist safety and comfort across North Oakville. The design guidelines address boulevard designs, core area sidewalks, residential sidewalks, and crosswalks aimed at promoting barrier-free access, continuous circulation, and connectivity to transit and community facilities. Guideline 3.8.3 prioritizes universal accessibility in public spaces and new developments, adhering to Ontario Building Code standards. It establishes requirements for multi-sensory cues and textured paving to assist individuals with disabilities, ensuring street furniture and landscaping accommodate mobility aids.

Chapter 3.9 relates to the selection and placement of durable and functional street furniture across North Oakville. It includes guidelines for strategically positioning transit shelters, seating, public art, lighting, waste receptacles, and utilities to support pedestrian comfort, social interaction, and environmental sustainability.

Chapter 3.10 incorporates design guidelines related to public and private landscaping. This Chapter addresses the integration of public parks and green spaces to unify urban areas and extend the natural heritage system. Guidelines promote resilient planting, strategic tree placement, and irrigation systems to support biodiversity and enhance the visual appeal of North Oakville.

Chapter 3.11 provides design guidelines for private landscaping treatments in North Oakville. The guidelines call for front yard to feature trees, shrubs, and native plants to enhance privacy and aesthetics. This Chapter emphasizes landscape design that differentiates sites, including parking lots, courtyards, and sidewalks. The Guidelines promote the strategic placement of tree and shrub clusters to mitigate expansive building facades, as well as low fencing and shrubs along property lines maintain pedestrian visibility. Additionally, the guidelines provide that side yards and rear yards should be designed with adequate plantings and buffers to screen parking areas and adjacent properties effectively

Chapter 3.12 provides design guidelines on vehicular parking. The parking standards for North Oakville focus on reducing street-visible parking in mixed-use areas with good transit accessibility to promote urban density. Design guidelines for on-street parking favor parallel parking to minimize road width and landscaped bump-outs are recommended for on-street parking areas where suitable, contributing to traffic calming measures. Additionally, the guidelines promote permeable paving to be incorporated where feasible to manage stormwater effectively.

Chapter 3.13 provides design guidelines on bicycle parking. This chapter promotes safe and convenient bicycle parking throughout North Oakville to encourage non-motorized transportation. The design guidelines recommend installing bicycle racks at regular intervals in urban cores, neighborhood centers, and employment districts. These racks should use durable materials like post-and-ring designs that do not obstruct pedestrian flow. Additionally, the guidelines encourage that short-term bicycle parking be sheltered near building entrances without impeding pedestrian movement

Chapter 3.14 provides bird-friendly design guidelines for North Oakville that are based on the City of Toronto Green Development Standard's Bird-Friendly Development Guidelines. This Chapter focuses on incorporating bird-friendly design features into North Oakville's built environment to enhance bird safety and environmental sustainability. Design guidelines recommend using visual markers on glass surfaces to reduce bird collisions and minimize light pollution by directing external light downward. The design guidelines encourage bird-friendly features to be applied within the first 12 meters above grade to effectively mitigate risks to birds.

Section Four: Urban Cores

The Subject Site is identified as being within the Urban Core designation within the North Oakville East Secondary Plan, specifically within the Dundas Street Urban Core. The North Oakville Urban Design & Open Space Guidelines state that the Urban Core designation reflect the most urban part of the North Oakville Plan area. It is established that "[t]hese areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses" (Guideline 2.1.2.2). Within the Urban Core areas in North Oakville, the intention is for lands to become mixed-use urban areas, including residential towers, that can transition to other uses.

The guidelines in this Chapter promote a diverse mix of land use to support transit use and community wellbeing (Guideline 4.b). Guideline 4.b states that densities supportive of transit and a healthy social mix should be provided. Additionally, Guideline 4.c provides that the highest density should be concentrated around the Avenue/Transit Corridor and Connector/Transit Corridor street intersections including the Dundas Urban Core Area. The guidelines provides that shadow impacts for taller buildings in an Urban Core Area should be considered and balanced with the goals for intensification (Guideline 4.f).

Guideline 4.1.2 outlines the vision for the future of the Dundas Street Urban Core Area. These guidelines expect development at low and mid-rise including retail and commercial uses.

URBAN DESIGN & OPEN SPACES GUIDELINES SUMMARY OPINION

The Proposal has appropriate regard for the North Oakville Urban Design & Open Space Guidelines

The proposed development creates a network of streets designed to prioritize pedestrians, featuring wide sidewalks, generous boulevards, and integrated greenery throughout. Street A, Street B, and Street C are intentionally varied in width to accommodate bi-directional traffic, on-street parking, and pedestrian amenities, ensuring they serve as effective connectors while enhancing the urban environment.

The Proposed Development addresses sustainability in several significant ways. The Proposal makes efficient use of land, providing compact development that delivers significant residential and commercial density on an optimal development footprint to make effective use of land resources and infrastructure. The Proposal also supports sustainable transportation. It is a transit-oriented development which locates residential and commercial density near existing and planned transit service and community uses.

The urban design of the Proposed Development also supports active transportation connections within the development, to transit services, and to the broader community. In addition to the proposed streets, the Proposed Development provides additional multi-use paths offering accessible routes for pedestrians and cyclists. These multi-use paths, the Woonerf and the Green Fingers are mid-block connections that maximize access to the corner of Dundas Street West and Neyagawa Boulevard. The Proposed Development will therefore reduce reliance on private vehicles and encourage active transportation and the use of transit.

The street and block pattern of the Proposal aligns with North Oakville's Urban Design and Open Space Guidelines by emphasizing shorter blocks, narrow pavements, and on-street parking, contributing to pedestrian safety. The Proposed Development provides pedestrian-friendly environments with clear paths and access to open spaces enhancing comfort and accessibility. The proposed streets provide access to the Site for vehicles, pedestrians, and cyclists. The lengths of the three blocks range from approximately 72 m to 140 m, with high porosity created by the proposed mid-block connections. Such porosity supports convenient access to, from and within the site as well as access to the 7 proposed buildings and open spaces. The narrower streets and proposed landscaping and tree canopy also assist in reducing the urban heat island effect due to the reduction in pavement and increase in natural vegetation that makes a more comfortable pedestrian microclimate. The porosity of the site created by short blocks and mid-block connections allows for interactions with the public realm for both residents and visitors.

Regarding the general principles for mix-used buildings, the Proposed Development provides a strong street edge through continuous street wall on Dundas Street West and Neyagawa Boulevard and with active at-grade uses along Neyagawa Boulevard. All seven buildings have pedestrian-scaled podiums with towers that stepback to create a human-scaled environment

The landscape plan for the public areas of Proposed Development includes trees along all streets and pathways that provide shade and comfort to pedestrians and enhance the visual quality of the Site. Planters are also located in strategic places throughout the Site, including at street intersections to provide buffers between the street and building entrances. Planters will also be placed along ground floor units to create separation between the public and private realms. Heavier landscaping is to occur along Dundas Street West and Neyagawa Boulevard for pedestrian safety. All proposed open spaces are to have landscape treatments including trees, shrubs, grass, and planters to enrich the visual appeal of the area and enhance the biodiversity. The variety of open spaces across the site also provides opportunities to integrate street furniture within their landscaped areas

In conclusion, the urban design of the Proposed Development aligns with North Oakville's Urban Design & Open Space Guidelines by enhancing pedestrian and cyclist connectivity and accessibility, creating active retail frontages, and creating vibrant public spaces that encourage community interaction. The Proposed Development aligns with many of the built-form Guidelines with regard to how the buildings are arranged on short blocks with pedestrian-friendly podium heights. This approach ensures the Proposed Development will contribute positively to the social, economic, and environmental fabric of North Oakville

The Proposed Development does not align with the existing North Oakville Urban Design & Open Space Guidelines related to scale and density. These Guidelines are approximately 15 years old and no longer reflect the current municipal policies or the development context in North Oakville. The maximum height being proposed is 26 storeys. The proposed heights are justified by more recent planning policies, such as ROPA 48 and 49, which align with the Halton Integrated Growth Management Strategy and acknowledge the need for higher density in Nodes and Corridors – such as the Dundas Urban Core that the Proposal is situated within – to support extensive population growth and investment in higher-order transit. The Proposal, with its varied tower heights, strategically addresses the need to balance high-density development with maintaining appropriate transitions to surrounding areas, fulfilling broader planning policy objectives.

3.4 LIVABLE BY DESIGN MANUAL, 2019

The Livable by Design Manual, endorsed by Council in 2014 and updated in 2019 ("**LBDM**") is a guide that outlines design principles and standards aimed at creating high-quality, sustainable, and vibrant communities within the Town of Oakville. The LBDM provides design direction and guidelines that are in accordance with Section 6 of the Livable Oakville Official Plan.

Section 2: Design Direction For the Public Realm

Section 2 provides guidelines for the design of the public realm. The following is a summary of the most relevant Guidelines for the Proposal that are related to streets, plazas, parks, urban squares, trails and public buildings.

Guideline 2.1 provides directions on creating complete streets. According to LBDM, complete streets are customized to fit specific contexts rather than adhering to a one-size-fits-all approach. These streets ensure multi-modal access, prioritize pedestrians and cyclists, incorporate universal design for accessibility, promote ecological sustainability, offer public spaces, and create memorable identities. The guideline specifies that the design of complete streets is organized into roadway zones (accommodating vehicles and bicycles) and pedestrian zones (focusing on walkability, social interaction, and safety). Each zone includes components adapted to its particular function and context.

Guideline 2.2 outlines design direction for streetscapes. Streetscapes refer to the visual impact of the street, including the built form and landscape that frame it. The guideline describes streetscapes as comprising three main zones: Building Interface, Pedestrian Path, and Planting and Furnishing. The Building Interface ensures active and aesthetically compatible facades that provide a continuous streetwall, with entrances and public spaces oriented towards the street. Pedestrian Paths should feature barrier-free, continuous sidewalks with varied surface treatments for different functions. The Planting and Furnishing Zone focuses on selecting native street trees, integrating greening features, and placing street furniture to enhance the pedestrian experience.

Guideline 2.3 provides design directions related to gateways. The LBDM defines gateways as recognizable entry points to Oakville and its districts, employing coordinated design elements such as built form, streetscape features, public art, and lighting to create a distinctive character and provide orientation. The guideline explains that major and minor gateways vary in scale and are positioned at key entry points and intersections.

Guideline 2.4 addresses design directions for public views and vistas. The goal is to preserve and enhance significant sightlines and visual connections within the town, ensuring that developments positively contribute to these aspects and either maintain or create meaningful visual experiences.

Guideline 2.5 focuses on the design of urban squares. This guideline provides direction for designing pedestrian-oriented places, including plazas, forecourts, and courtyards, as extensions of the broader public realm

Guideline 2.6 provides design direction for public art. The LBDM emphasizes that public art is essential for creating attractive public spaces, enhancing local identity, and fostering civic pride. Public art should be strategically located at culturally significant sites, high pedestrian traffic areas, gateways, and prominent developments. Additionally, public art should harmonize with surrounding architectural elements and may include sculptures, murals, and stylized infrastructure.

Guideline 2.7 focuses on wayfinding systems in Oakville, which are designed to provide clear visual and navigational information to assist with orientation. The LBDM describes that effective wayfinding incorporates landmarks, markers, public art, and surface treatments to facilitate movement and reinforce local identity. The design direction as set by Guideline 2.7 for wayfinding systems is that they are to be crafted to be barrier-free, user-friendly, and strategically positioned to accommodate drivers, cyclists, and pedestrians.

Section 3: Design Direction For Built Form

Section 3 provides guidelines for the design of built form. The LBDM emphasizes that built form design should contribute to vibrant communities, create visually appealing buildings, and align with the scale and character of the surrounding environment. Further, the LBDM provides key aspects of built form that includes a sense of enclosure at the street level, balancing building height and mass, minimizing impacts on public spaces, and integrating pedestrian weather protection and solar orientation. It aims to allow architectural expression while fitting contextually within the area. The following is a summary of the relevant Guidelines for the Proposal that are related to the framing of the public realm and to site design and function.

Guideline 3.1 describes the design direction for both tall and mid-rise buildings. The Guideline provides that tall and mid-rise buildings should be cohesive in design, incorporating a distinct base, middle, and top to create human scale and interesting skylines. Further, it requires that the base interacts with the street, enhancing pedestrian experience and activity. The Guideline also provides that the middle portion of buildings should reduce bulk and incorporate architectural detailing, while the top should feature creative design to form a recognizable skyline. The Guideline establishes that building spacing, setbacks, and orientation should minimize shadow impacts and enhance environmental efficiency.

The Guideline for tall and mid-rise buildings establishes that their design should ensure minimal impacts on adjacent areas, including proper setbacks and transitions near low-density residential zones and heritage sites. Further, the Guideline describes that building façades should be well-articulated with high-quality materials, incorporating environmental controls and bird-friendly designs. Creative detailing is encouraged to prevent monotonous walls and to enhance the building's identity

Guideline 3.1 also provides design directions for amenity areas, specifying that residential buildings should include private outdoor spaces, such as balconies or roof terraces, to provide adequate amenity space.

Section 4: Design Direction for Organizational Elements

Section 4 provides guidelines for a site's organization. The LBDM describes effective site organization as one that optimizes functionality and enhances aesthetics by carefully placing buildings, pedestrian spaces, landscaping, vehicular routes, and service elements. Further, LBDM provides that a well-organized site layout fosters easy navigation for pedestrians, cyclists, and drivers, establishes a clear hierarchy of spaces, creates engaging street edges, and conceals service functions from public view. The following is a summary of the relevant Guidelines for the Proposal that are related to a site's organization.

Guideline 4.1 set directions for landscape design. The Guideline describes that effective landscape design enhances the form, function, and visual appeal of spaces by promoting human scale and softening urban areas. Further, it describes that the Town of Oakville aims for 40% tree canopy coverage by 2057 through increased planting and preservation of trees. Design directions for landscaping, as set out by Guideline 4.1, include protecting existing vegetation, choosing diverse and site-appropriate plant species, and integrating foundation plantings to enhance building features. Additionally, the Guideline provides that hardscape areas should use permeable materials where possible, and landscape screening and buffers should mitigate noise, glare, and undesirable views while complementing the overall design.

Guideline 4.2 emphasizes the importance of providing accessible and direct pathways to on-site destinations. Design direction for pedestrian networks promotes barrier-free, safe, and integrated pathway networks with public sidewalks, transit stops, and adjacent properties. Guideline 4.2 specifies that pedestrian pathways should be distinguished from vehicular areas through varied surface materials and include amenities such as shade trees and site furnishings. Design direction also calls for continuous walkways through parking areas to reduce conflicts.

Guideline 4.3 establishes that parking areas should support site uses without dominating the layout. The Guideline establishes a preference for structured parking in growth and intensification areas, with a focus on underground facilities. Guideline 4.3 provides that above-ground parking structures should integrate seamlessly with building designs and be easily convertible for future use. Finally, the Guideline notes that the design of pedestrian entrances to parking should be prominent and accessible, and vehicular access should complement the building's façade and avoid public areas.

Guideline 4.4 provides that effective lighting should ensure visibility while minimizing glare and intrusion. It provides that light should enhance architectural and landscape features, define pedestrian routes, and extend usability for evening activities. Guideline 4.4 specifies that lighting fixtures must meet energy efficiency standards and minimize light pollution. It further establishes that parking area lighting should provide uniform illumination without spillover, and site lighting should complement other design elements and ensure safe, inviting environments.

Guideline 4.5 outlines the design of signage. The Design direction for signage describes that signage should complement building architecture and site features without overwhelming them. The Guideline describes that signage should be proportionate, clear, and oriented towards viewers, and should enhance the building's aesthetic, be uniform across mixed-use sites, and respect heritage properties. Finally, the Guideline provides design directions on large sites and establishes that signage should aid in orientation without compromising sight lines or pedestrian pathways.

Guideline 4.6 provides design direction for service, loading, and storage areas, which should be integrated to minimize visual impact and conflicts with pedestrian and vehicular traffic. The design direction describes that these facilities should be located within or behind buildings and concealed with screening and buffering elements that match the building's materials and design. Finally, the Guideline establishes that whenever possible, these areas can be consolidated into multifunctional spaces that serve multiple purposes and ensure access is separate from major thoroughfares.

LBDM SUMMARY OPINION

The design of the Proposed Development has regard for Oakville's Livable by Design Manual, aligning with its key design directions. The Proposed Development creates a vibrant, pedestrian-oriented environment through a carefully planned mix of building heights, diverse open spaces, and integrated streetscapes.

The Proposed Development aims to foster a vibrant community by including a fine-grained urban circulation network with inviting and accessible pedestrian routes. The Proposed Development also includes a series of smaller, pedestrian-scaled blocks with diverse open spaces that encourage social interaction and recreational use, complementing existing parks nearby.

The Proposed Development creates complete streets on Street A, B, and C that provide vehicle and bicycle space alongside pedestrian-focused paths with continuous sidewalks and street trees. The proposed street network includes a series of smaller, pedestrian-scaled blocks that enhance pedestrian access through the site. The pedestrian experience of the streetscape is enhanced by active building frontages with direct access from the streets. The streets and mid-block connections through the Site will have a variety of green spaces for visitors and residents to enjoy. Overall, the Proposed Development will create engaging street edges, which aligns with the LBDM guidelines.

The built form includes a mix of tall and mid-rise buildings that integrate appropriately with the surrounding environment. The proposed towers ranging from 15 to 26-storeys, alongside mid-rise buildings, contribute to a varied skyline. The design maintains a pedestrian-scaled street level through podiums that range from 6-8 storeys and step-backs that minimize the visual impact of the towers, enhancing the streetscape condition. The design incorporates a height peak of 26 storeys concentrated at the center of the Site, with stepping down to lower areas. A 4-8 storey height variation across towers supports visual interest, and helps to minimize shadow impacts in some areas.

The site layout optimizes organizational elements to establish a clear hierarchy of public and private spaces. Landscaping plays a crucial role in softening urban areas and promoting human scale, and the Proposal supports the Town of Oakville's effort to achieve 40% tree canopy coverage.

Parking and servicing are organized to minimize visual and physical impacts on the ground plane. Underground garages beneath Blocks 1, 2, and 3 provide a total of 2,284 residential parking stalls and 449 visitor/commercial parking stalls, ensuring that these facilities do not dominate the layout. Servicing areas are consolidated into off-street locations within the site, such as the woonerf in Blocks 1 and 2 and the central courtyard in Block 3. The design supports operational needs while blending seamlessly with the architectural design.

3.5 ACTIVE TRANSPORTATION MASTER PLAN

The Active Transportation Master Plan ("ATMP") Update (2017) for the Town of Oakville is designed to advance the Town's goal of becoming Canada's most livable community by enhancing a comprehensive network of bicycle routes, sidewalks, and multi-use trails over the next 20 years that encourages active lifestyles and reduces reliance on cars. The ATMP outlines a comprehensive strategy for improving active transportation conditions and integrating new programs and initiatives.

The ATMP identifies existing and future active transportation infrastructure projects for the Town of Oakville, which are illustrated on a series of maps. Map 7 (see Figure 33) indicates existing in-boulevard cycling trails along Neyagawa Boulevard and Dundas Street West. This type of cycling route is characterized as a "multi use trail" that is intended to be shared by pedestrians, cyclists, and in-line skaters, and are typically two-way facilities.

Map 7 also identifies planned future off-road trails along the extension of Sixteen Mile Drive into Lions Valley Park, ultimately connecting northwest to the future intersection of William Halton Parkway and Burnhamthorpe Road West.

ATMP SUMMARY OPINION

The Proposed Development aligns with the ATMP and supports the existing and planned active transportation infrastructure in the North Oakville East area. The Proposal situates new residential and commercial density along the two existing multi-use trails along Dundas and Neyagawa, in addition to the planned off-road trails along the extension of Sixteen Mile Drive and into the valley system to the west.

The Proposal also enhances the Site's edge conditions along the existing multi-use trails with active frontages and new landscaping, including tree planting, street furniture and other pedestrian amenities. Further, the Proposal advances a pedestrian and cyclist-oriented development framework with many points of access to the existing and planned active transportation network. This will further encourage Site residents and employees to make use of this infrastructure as an alternative to private automobile use, and will invite visitors to walk, cycle, or roll into the Site, creating a more connected and sustainable community

Figure 16. ATMP Map 7 - Recommended Cycling Facility Types

4.0 DETAILED DESIGN DIRECTION

Section 4 contains an assessment of the Proposed Development from an urban design perspective, grouped by specific themes addressing various aspects of the Proposal. This section demonstrates how the Proposal achieves the direction of relevant urban design policies and guidelines from the applicable planning policy framework.

Figure 17. Plan of the Proposed Development highlighting phasing

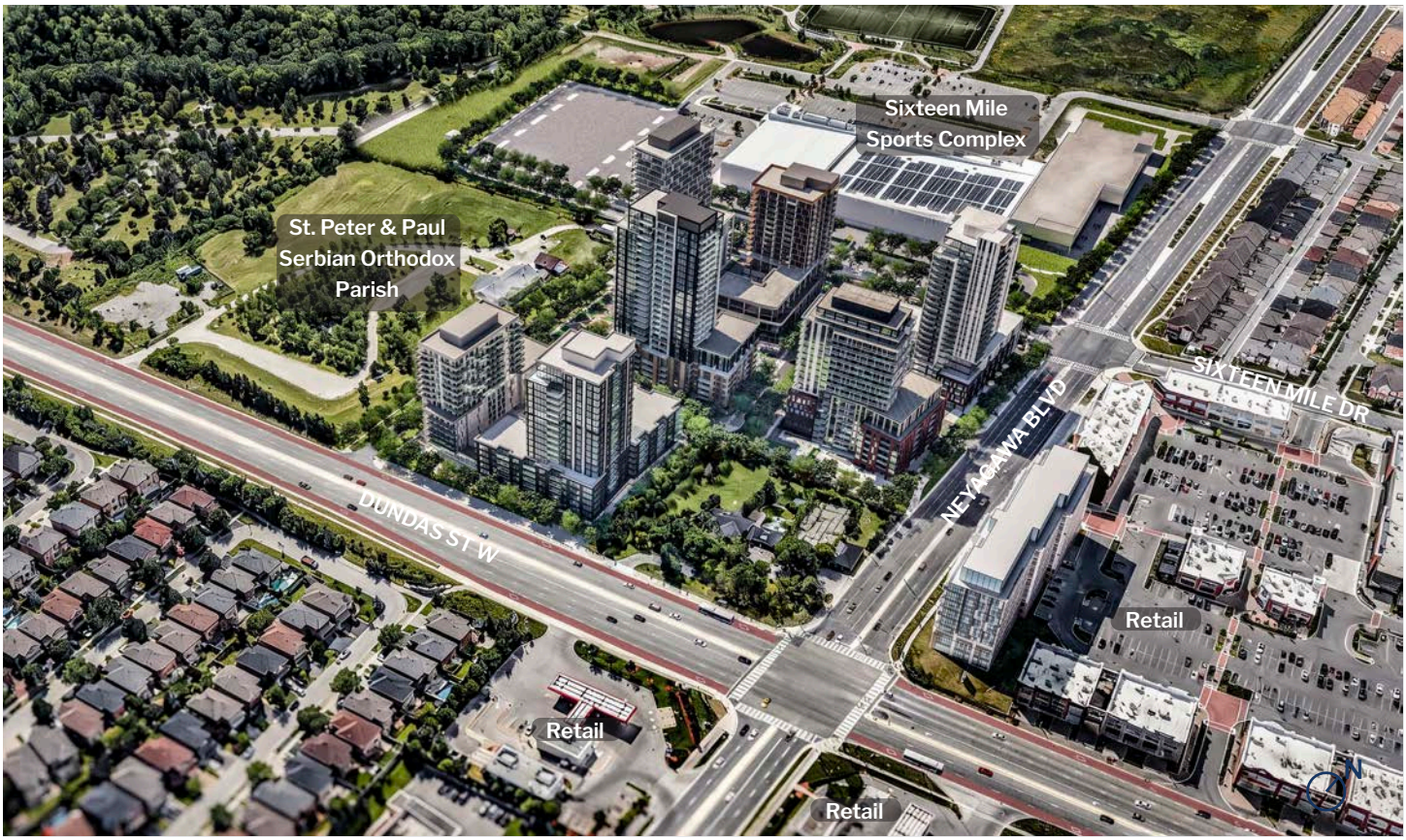


Figure 18. An artistic rendering of the proposed development in context

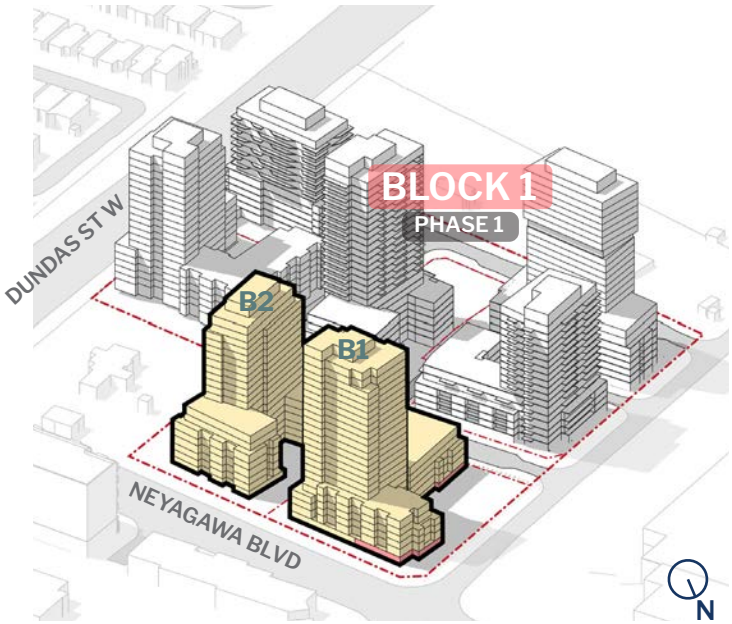
4.1 DESCRIPTION OF PROPOSED DEVELOPMENT

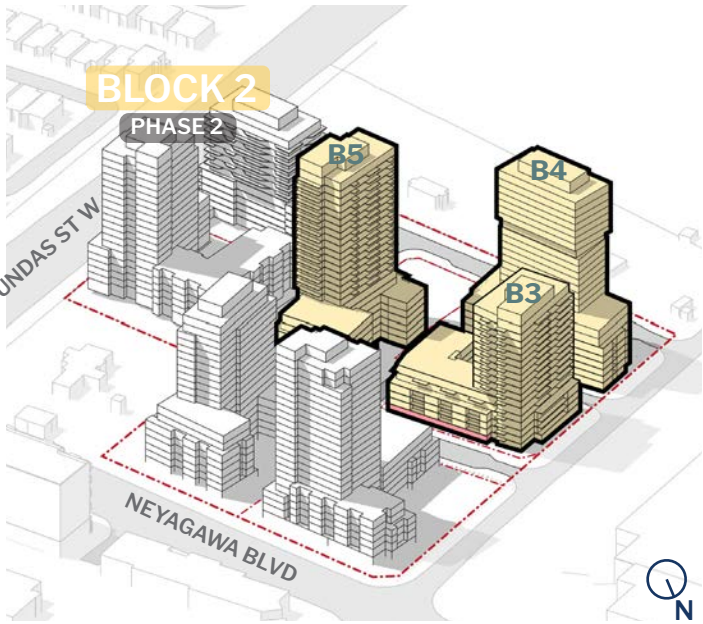
The Proposed Development consists of seven buildings organized within three development blocks. The blocks will be constructed in phases, commencing with Block 1 at the northeast corner of the Site, followed by Block 2 at the northwest corner, and ending with Block 3 at the southwest corner. Broadly, the Proposal represents a tower-podium development typology, with slender (max. 750 sq m) tall building elements integrated with mid-rise (6-8 storey) podiums that frame the edge of existing and proposed streets with heights proportional to the right-of-way widths.

In total, the Proposed Development will accommodate an overall gross floor area of approximately 155,760 square metres, inclusive of 2,178 residential apartment units and roughly 1,900 square metres of at-grade commercial space suitable for retail or service commercial uses, which supports the directions of the North Oakville Commercial Study. From a built form perspective, the Proposal incorporates a height peak of 26 storeys concentrated at the centre of the Site, stepping down to lower heights of between 15-18 storeys. The Proposed Development is designed to provide varied building heights, with a height difference of 4-8 storeys between the tallest and shortest towers in each block. The distribution of height and massing across the Site is intended to reinforce a pedestrian-scaled streetscape condition with tall buildings interspersed in a way that provides variety and visual interest and mitigates massing impacts on the public realm.

The proposed unit mix consists of approximately 70% 1-bedroom suites and approximately 30% 2-bedroom suites, which will expand the diversity of housing choice in the local community where there is currently a predominance of larger ground-oriented dwelling units. The unit mix will contribute to a supply of housing stock for diverse household sizes at all stages of life. By virtue of their size and density, these units will provide relatively economical housing options compared to ground-oriented housing in the surrounding area.

This section provides a high-level overview of the Proposed Development, including a description of each building and other aspects of the project design including new streets, the open space and public realm strategy, and architectural design.





BLOCK 1

Block 1 is in the northeast corner of the Site and will be the first phase of development. Block 1 is bounded by Neyagawa Boulevard to the east, the Sixteen Mile Drive extension to the north, Street B to the west, and by the Prime Envision Lands to the south. This first development phase is comprised of Building 1, a 24-storey tower integrated with a 6-storey podium, and Building 2, an 20-storey tower integrated with a 6-to-8-storey podium.

Building 1 contains two separate commercial-retail units totaling 927 square metres. One of the retail units is oriented along Street B, and the other oriented to the corner of Neyagawa Boulevard and Sixteen Mile Drive. Both retail units benefit from prominent street frontage and exposure to the landscaped plaza at the north end of Block 1, which could accommodate spillover (patio) space associated with the retail. The residential lobby has dual access from the plaza to the north, and the woonerf to the south. Two separate indoor amenity areas with a total of 631 square metres are provided at grade, accessible off of the lobby. A total of 371 residential units are proposed in Building 1. Building 1 also accommodates a ramp to the underground parking garage that serves all of Block 1.

Building 2 is an exclusively residential building that contains 274 units, including grade-related units that have private entrances and small gardens/terraces accessible from the surrounding streets. The building lobby is oriented to Street B. A ground floor interior amenity space of 160 square metres is proposed.

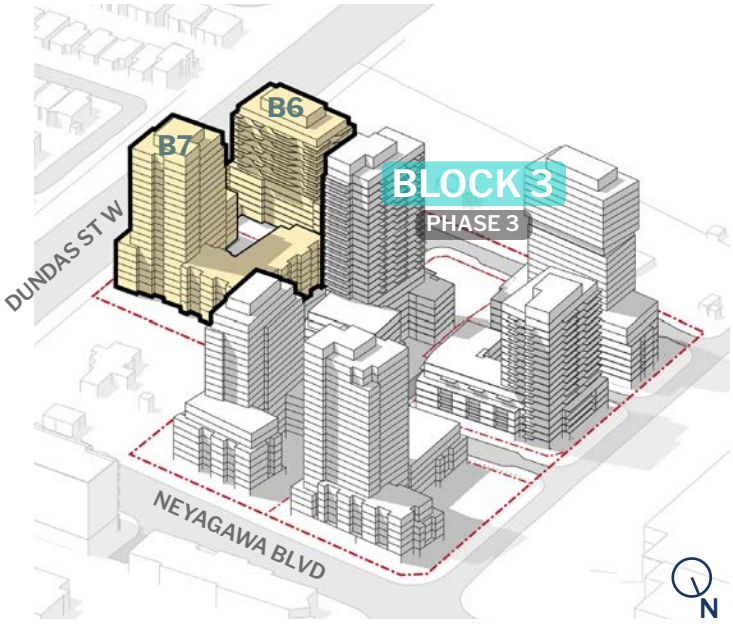
BLOCK 2

Block 2 is the second phase of development, located at the northwest corner of the Site. This block is bounded by Street B to the east, the Sixteen Mile Drive extension to the north, Street A to the west, and Street C to the south.

Building 3 consists of an 18-storey tower with a 6-storey podium element. A 472 square-metre commercial-retail unit is located at grade and oriented along Street B. The residential lobby is oriented to the northeast corner of the building, and a 333 square metre indoor amenity space is proposed adjacent to the lobby. Several grade-related residential units are accommodated at the south end of the building. Building 3 accommodates a ramp to the underground parking garage that serves all of Block 2. A total of 266 residential units are proposed in Building 3.

Building 4 is situated in the northwest corner of Block 2 and consists of a 24-storey tower with an 8 storey podium. This building contains exclusively residential uses, including grade-related units. The lobby is oriented to the southwest corner of the building with exposure along Street A and the large central open space. A 262 square metre ground floor indoor amenity area is proposed. The total number of residential units in Building 4 is 340.

Building 5 is situated in the southeast corner of Block 2 and consists of a 26-storey tower with an 8 storey podium. The building contains exclusively residential uses, including grade-related dwelling units, for an overall total of 365 units. The lobby is oriented to the southwest corner of the building, adjacent to Street C and with frontage along the central open space. An indoor amenity area of 303 square metres is proposed directly adjacent to the lobby.



BLOCK 3

Block 3 is the third and final phase of development, containing exclusively residential uses. This block is bounded by Street C to the north, the Prime Envision Lands to the east, Dundas Street West to the south, and Street A to the west.

Building 6 consists of a 15-storey tower with a 6-storey podium. Two ground floor lobbies are proposed, one facing north onto Street C and a second facing south to Dundas Street West to provide convenient access from, and animation over the southwestern gateway to the Site. Two indoor amenity spaces are proposed totaling 321 square metres. Inclusive of grade-related units, the total number of residential units in Building 6 is 216.

Lastly, Building 7 consists of a 20-storey tower with a 6-storey podium. A ground floor lobby is proposed, oriented south toward Dundas Street. The balance of the ground floor consists of grade-related units and a 405 square-metre indoor amenity space facing Dundas Street West. The podium accommodates a parking ramp to the underground parking garage that serves all of Block 3. The number of residential units proposed in Building 7 is 346.

	Block 1	Block 2	Block 3	Total
Site/Block Area	9,623 sq m	11,301 sq m	7,669 sq m	37,461 sq m (gross) 28,594 sq m (net)
GFA (total)	47,670 sq m	68,401 sq m	39,690 sq m	155,761 sq m
GFA (non-res)	1,032 sq m	472 sq m	-	1,504 sq m
GFA (res)	45,312 sq m	68,744 sq m	43,211 sq m	157,267 sq m
Height (ST)	24 + 20 ST	18 ST + 24 ST + 26 ST	15 ST + 20 ST	-
Height (M)	76.20 + 64.30 M	57.60 + 76 + 82.30 M	47.20 + 64.10 M	-
Res unit count	645 units	971 units	562 units	2,178 units
Resident parking	655 Stalls	997 Stalls	632 Stalls	2,z4 Stalls
Visitor/retail parking	130 Stalls	200 Stalls	119 Stalls	449 Stalls
Lockers (can accommodate bike parking)	498 Lockers	590 Lockers	513 Lockers	1,601 Lockers
FSI (gross)	-	-	-	4.16
FSI (net)	4.95	6.05	5.18	5.45
Amenity outdoor	3,059 sq m	1,912 sq m	685 sq m	5,655 sq m
Amenity indoor	790.50 sq m	898.40 sq m	725.6 sq m	2,414.50 sq m

Figure 19. Site Organization: The site is organized around a new network of public streets and served by a pedestrian friendly woonerf

4.2 SITE ORGANIZATION

The Proposed Development is organized around a new street and block network that is oriented to support connectivity across the Site and the urbanization of the larger northwestern quadrant of the Dundas-Neyagawa intersection over time.

In addition to the public streets and development blocks, the Site is further divided by a series of mid-block connections and interior courtyards. A woonerf extends through Blocks 1 and 2 accommodating consolidated parking, loading and servicing access and blended pedestrian space with additional landscaping In Block 3, these elements are concentrated around an interior open air courtyard. These additional circulation routes help to minimize the impact of back-of-house functions associated with the Proposal while contributing to a fine-grained pedestrian and cycling network.

The three proposed development blocks are appropriately scaled to provide a framework for a diversity of higher-density mixed-use and residential buildings integrated adopt a series of street-defining podiums that are varied to respond to their surrounding context and to provide frequent breaks in the streetscape. The tower elements are staggered throughout the Site to maximize sky views and sunlight access on the public realm, and to deliver a diverse and interesting skyline.

A variety of at-grade open spaces have been programmed throughout the Site to demarcate key gateways from the surrounding street network, creating a local focus for future residents of the Proposed Development and the surrounding community. Key desire lines to transit infrastructure and nearby commercial and community amenities are reinforced by the placement of mid-block connections.

Positioning Of Buildings In Relation To The Site, Streets And Surroundings

The Proposed Development recognizes the development potential of the adjacent Prime Envision Lands and Parish Lands and proactively anticipates how new streets and buildings on these properties may be configured in order to integrate harmoniously with future development. It is anticipated that development on the Prime Envision Lands will obtain access from proposed Street B, while proposed Street A will benefit future development on the Parish Lands. All proposed buildings on the Subject Site incorporate setbacks and step-backs that contribute to appropriate separation distances to future development on the adjoining lands.

Pedestrian Access And Circulation

The Proposed Development supports increased connectivity for vehicles, cyclists and pedestrians by accommodating three new public street segments and mid-block connections through the Site to the surrounding area. Pedestrian access to and through the Site are designed to maximize porosity, reinforce desire lines and to support ease of access, particularly for pedestrians. An extensive network of sidewalks, walkways, and other mid-block connections are proposed in order to connect higher-activity zones (e.g., lobbies, retail space, open spaces, transit stops) and to achieve a vibrant pedestrian-oriented streetscape.

Streetscape

Streetscapes throughout the Proposal prioritize a pedestrian-focused approach, with comfortable, human-scaled spaces that prioritize walkability and everyday use. Streets are framed by well-proportioned podiums that establish a consistent and defined street edge to reinforce a sense of enclosure and support active at-grade uses. Building setbacks vary based on street type and adjacency to provide appropriate transitions between the public and private realms. A network of sidewalks with street trees and furniture create a comfortable, attractive and functional pedestrian streetscape.

Public Open Spaces

The Proposed Development features an integrated network of open spaces that support community activity, connectivity, and a high-quality public realm. The Urban Plaza at the north edge of Block 1 serves as a central gathering space framed by trees that supports activation such as patios, events, and community programming. The Neighbourhood Open Space in Block 2 provides a large centrally located amenity area that is animated by surrounding building uses and linked to the nearby woonerf. It offers a playground, lawn, seating, and pedestrian connections, The woonerf functions as a shared, low-speed street that prioritizes pedestrian safety, while accommodating pick-up and drop-off, parking, and servicing. Green Fingers further support the Site's connectivity through landscaped mid-block links with tree planting, seating, and multi-use paths for walking and cycling. Together, these elements create a cohesive, accessible, and active public realm.

Parking, Loading And Servicing

The Proposal prioritizes a safe, functional, and lively street environment by carefully organizing parking and servicing to minimize their visibility and impact. The ground level prioritizes a vibrant public realm to support a pedestrian-oriented setting.

Parking is primarily located in underground garages beneath the blocks, each with its own access ramp. Residential parking meets zoning requirements, with additional spaces provided for visitors and non-residential uses.

Servicing areas for loading, waste collection, and related functions are located away from public areas and are consolidated in screened or interior locations to reduce their impact on the public realm.

Lighting

All lighting will meet Town of Oakville standards, providing adequate illumination while minimizing glare and shadow. Energy efficient, dark sky compliant fixtures will be used throughout, with a coordinated design approach across the site.

Light fixtures will line pathways to support safety and visibility and street lighting will be aligned with street trees where possible and will incorporate pedestrian scaled elements at key locations. Design details will be proposed at the SPA stage.

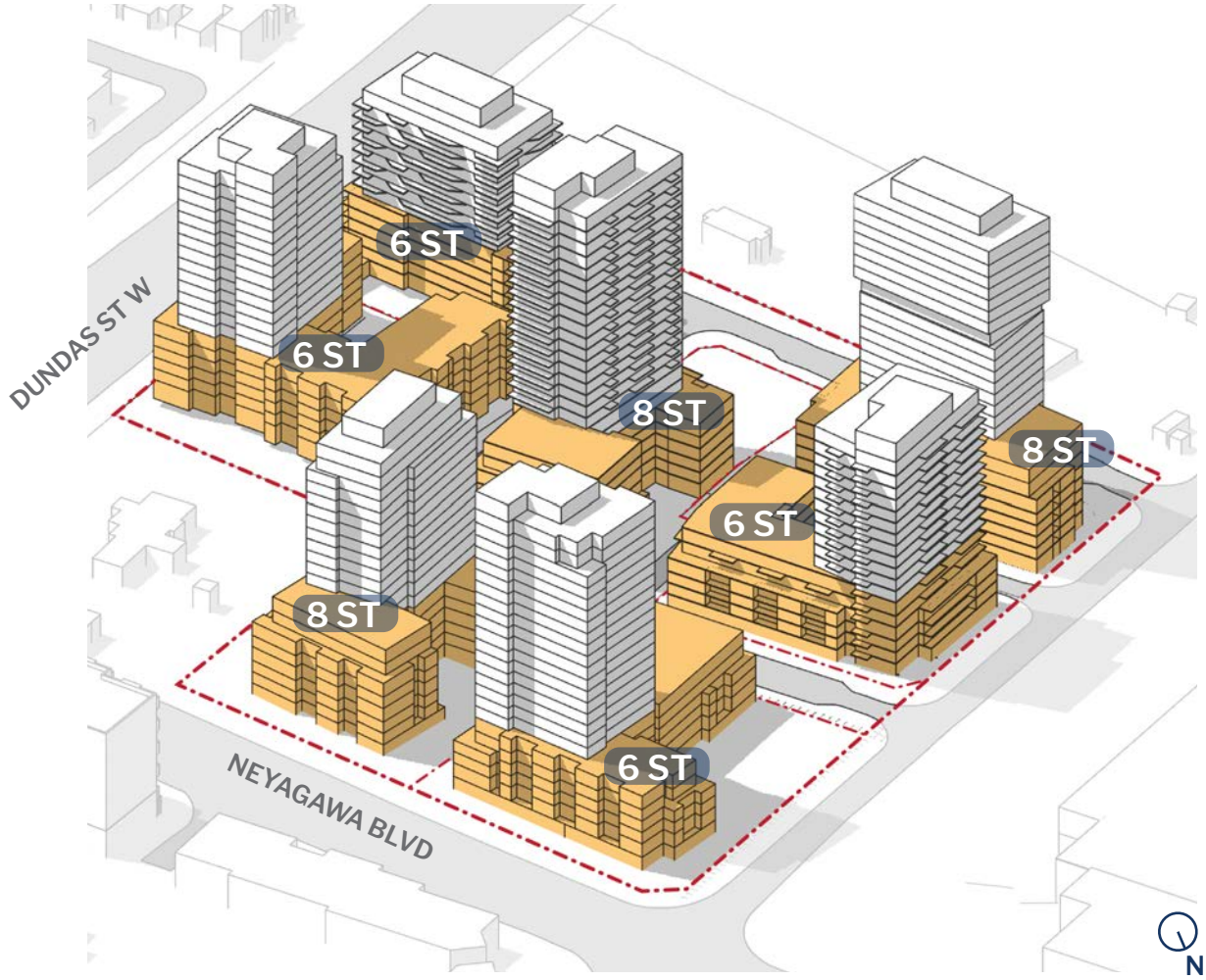


Figure 20. **A series of 5-8 storey podiums reinforce the public realm and support the development of pedestrian-scaled spaces**

4.3 BUILT FORM

The Proposed Development accommodates a mix of residential and commercial-retail uses grouped into seven buildings with heights ranging from 15 to 26 storeys. Configured as a series of podium and point tower buildings, the tower elements are situated on six-to-eight storey base buildings oriented to frame the public realm and articulated to support visual interest along the street. The podiums are set back from existing and future public street rights-of-way with regard for the desired character of the boulevard condition. At-grade setbacks range from 1.1 metres along the retail-focused zone of Street B (a 20.5-metre right-of-way) to over 4 metres in other locations where a wider setback is desirable to reinforce the at-grade residential character with private gardens/terraces and additional landscaping.

Across the Site are a variety of tall building elements that are stepped back from the base buildings to reinforce a pedestrian-scaled public realm. In limited locations the tower faces extend down to grade to mark the primary entrances to buildings. The heights of the towers are varied to support visual interest and a height peak of 26 storeys in Block 2, towards the centre of the Site. Along the Neyagawa and Dundas street frontages, the towers are configured as narrow point towers or positioned perpendicularly to the street to reduce their visual impact.

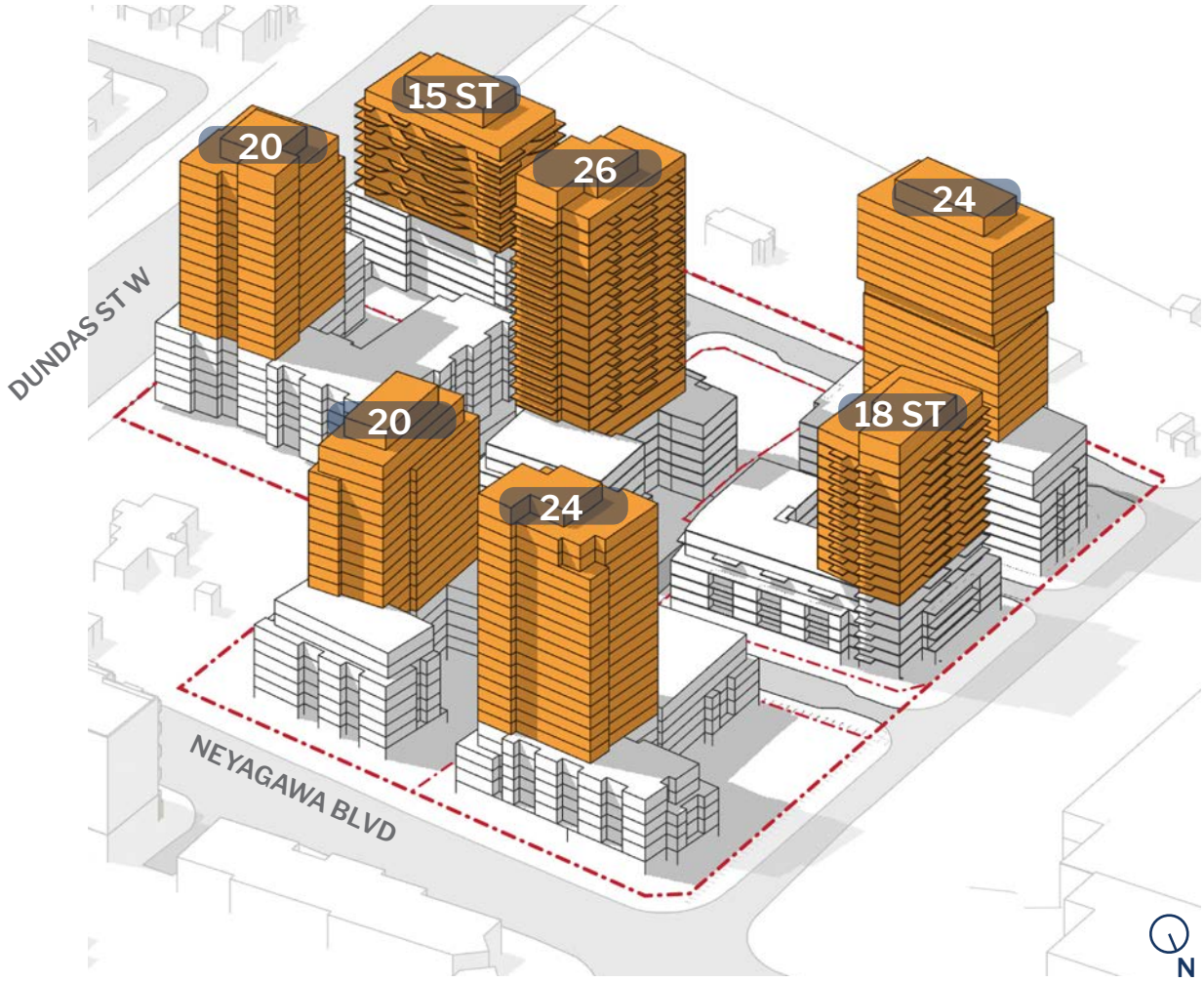


Figure 21. Taller tower elements are varied, organized to maximize separation and stepped back from the podiums to reduce their perceived impact at street level and support sky views

The tower heights result in a moderate transition to the adjoining land uses, and all of the towers will remain below a 45-degree angular plane projected from the closest low-rise residential lot lines, thereby limiting impacts such as loss of light, sky views, and privacy.

While the proposed development, which includes buildings up to 26 storeys, exceeds the maximum of 8 storeys permitted for the DUC, it is important to consider that numerous recent approvals in Oakville's strategic growth areas have surpassed their respective height limits. The proposed tower heights of up to 26 storeys are lower than the greatest tower heights in the Trafalgar Urban Core at 30 storeys, which respects the hierarchy of the NOESP by maintaining Trafalgar as the area intended for the highest scale of development.

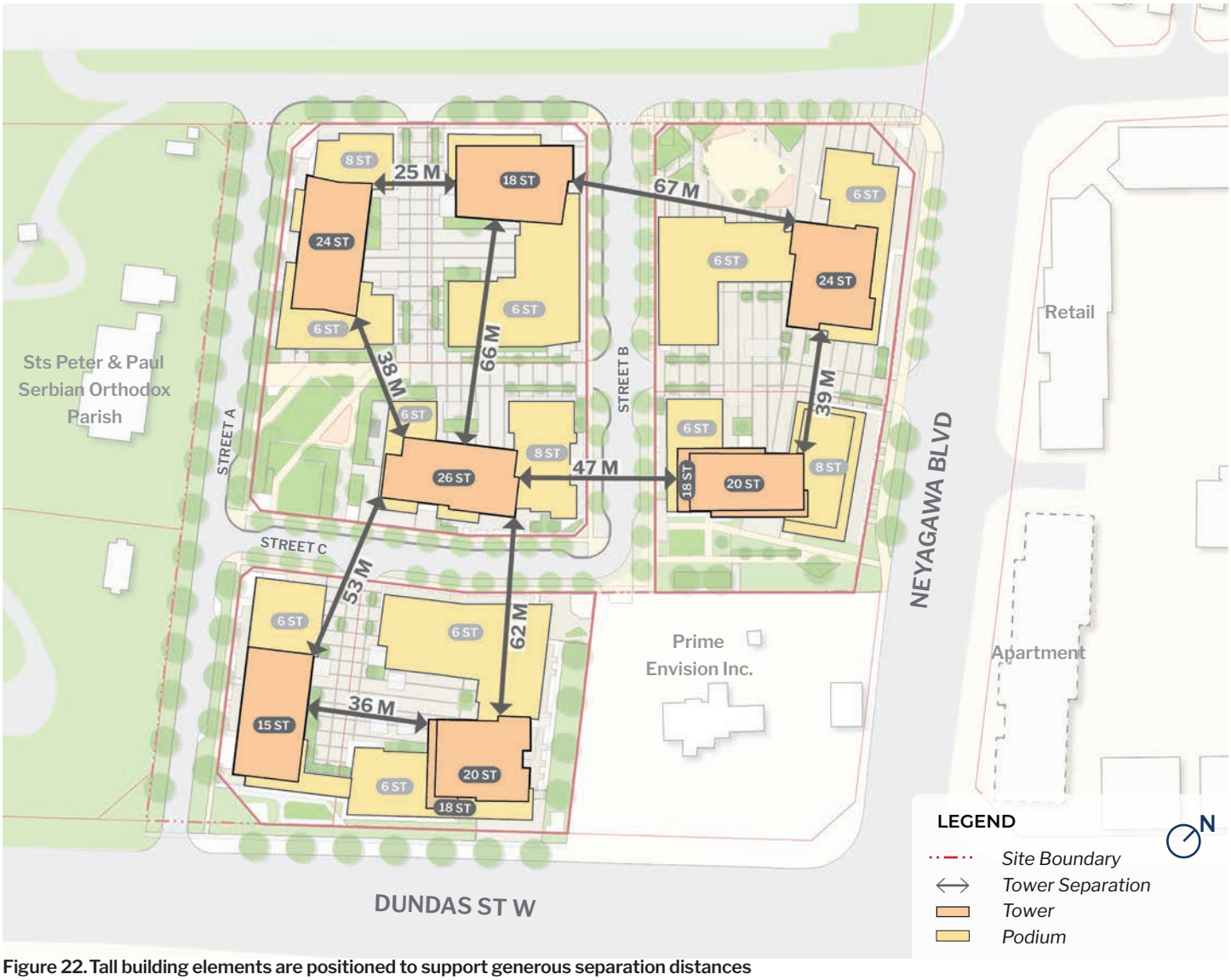


Figure 22. Tall building elements are positioned to support generous separation distances

4.4 TRANSITION AND ADJACENT RELATIONSHIPS

With respect to transition, the Proposed Development is designed to achieve compatibility with the surrounding area context. Compatibility from a planning and urban design perspective does not mean to be the same as, or even similar to, but rather means being able to co-exist in harmony while reinforcing the planned context of the Site and broader DUC Area as a focus for high-density and transit-supportive development.

The proposed tall building elements are positioned within the development blocks to minimize overlook and to maximize tower spacing with separation distances of at least 25 metres and up to 67 metres being provided. Along the Neyagawa and Dundas frontages in particular, tower separation distances of 39 and 36 metres, respectively, will ensure that sky views from the public realm and nearby residential neighbourhoods continue to be maximized.

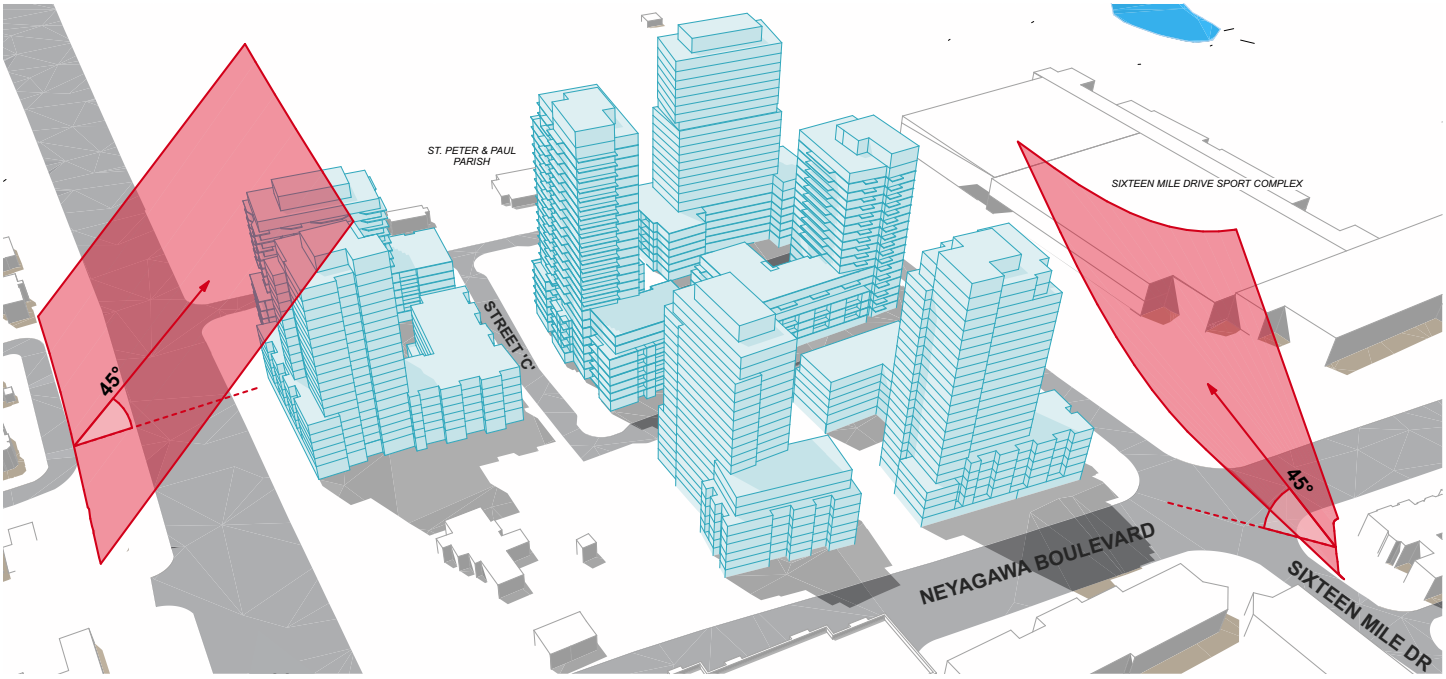


Figure 23. Proposed towers within a 45-degree angular plane

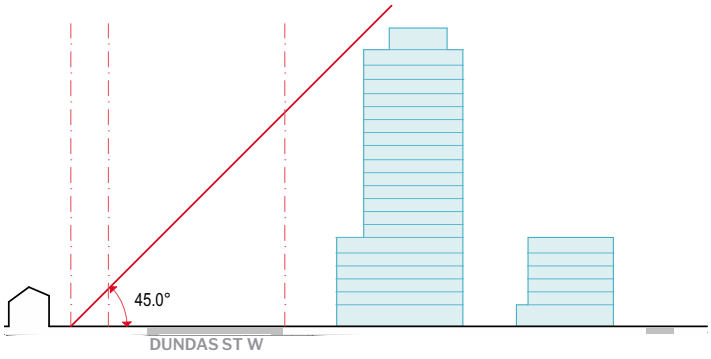


Figure 24. Section illustrating proposed tower facing Dundas Street W within a 45-degree angular plane

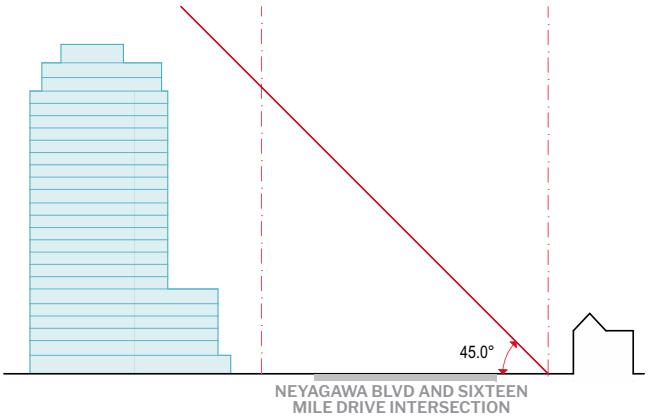


Figure 25. Section illustrating proposed tower facing Neyagawa Boulevard within a 45-degree angular plane

The Block 1 towers along the Neyagawa frontage and Block 3 towers along the Dundas frontage have been scaled to fit within a 45-degree angular plane, measured from the property line of the low-rise residential neighbourhood to the east and south of these frontages and to minimize net new shadowing throughout the year.

The Block 3 towers along the Dundas Street frontage are separated from the residential neighbourhood to the south by a distance of almost 70 metres across most of the frontage. The east-west orientation of the low-rise dwellings south of Dundas, on Valley Heights Crescent, further mitigates the massing impact of the Block 3 towers on this area.

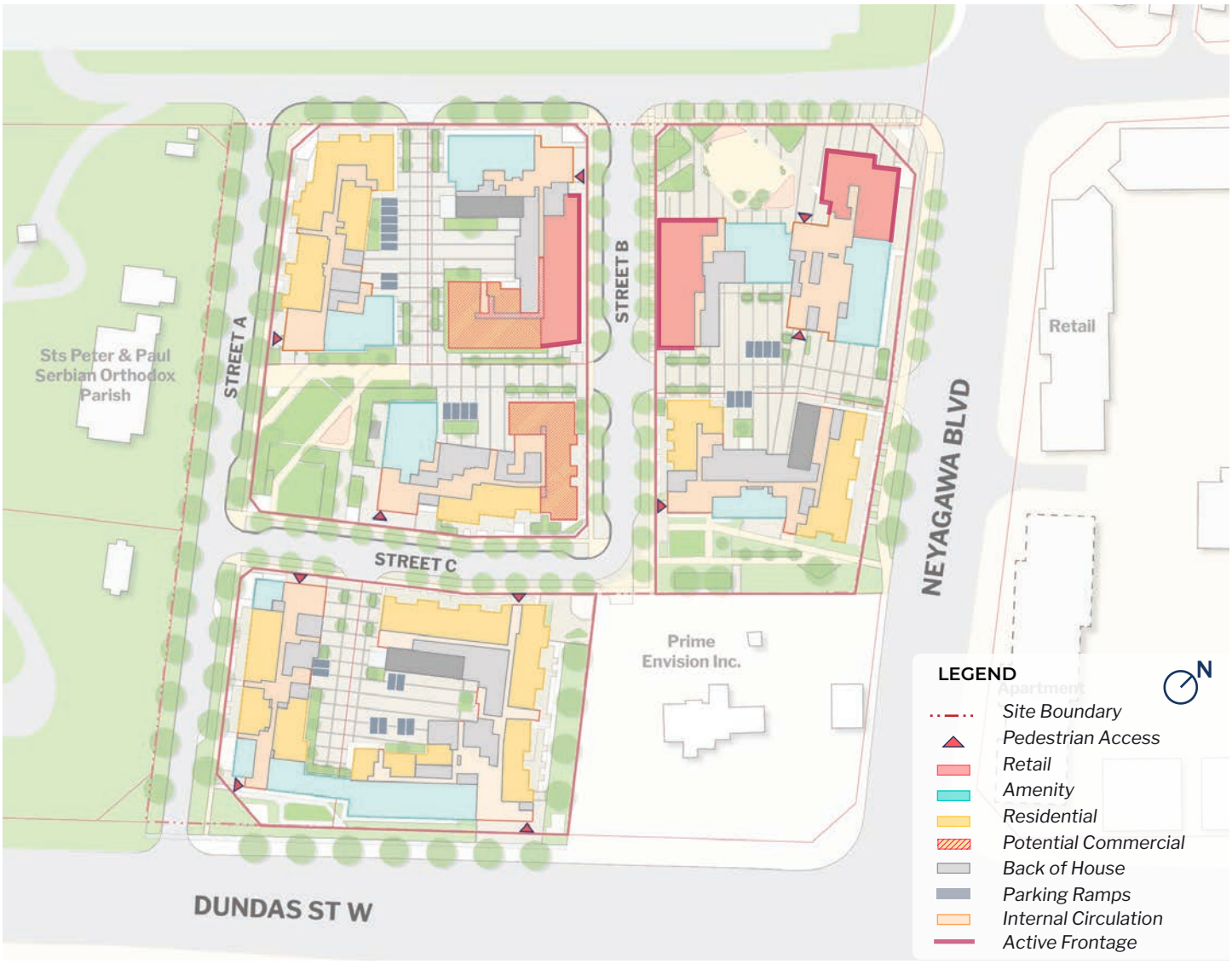


Figure 26. The pedestrian realm is supported by a mix of residential and amenity uses at street level. The clustering of retail uses

4.5 PEDESTRIAN EXPERIENCE

The Proposed Development incorporates a mix of residential and commercial uses that are organized to animate the public realm. A cluster of retail uses towards the north of the Site—with frontages along Street B, the future Sixteen Mile Drive extension, and Neyagawa Boulevard—has been organized to animate the Block 1 plaza space across from the community recreation hub in North Park. Along Street B, the retail uses help create a main street character at ground level along a key route for people travelling to and from the Site towards 16 Mile Creek Sports Complex, Library, and Block 1 plaza. The Proposal includes the identification of Potential Commercial space that would build on this characteristic.

Throughout the Site, the Proposal situates internal common amenity spaces where they relate to, and contribute to, the animation of the exterior public realm. Where possible, grade-related amenity spaces have been oriented to address planned open spaces or pedestrian connections to create opportunities for amenities to open onto, and to animate, outdoor open space.

The pedestrian experience and variation across the Site is reinforced through the design of the public realm. All pedestrian routes will be barrier-free and aligned with Town of Oakville, AODA and OBC standards. The "market street" segment of Street B is designed as a primarily hard-surfaced landscape, supportive of the vibrant retail environment with spill-out retail or patio space. Outside of the retail areas, the streets have been designed with a greater proportion of soft landscaping along the boulevard to reinforce a quieter and more-verdant residential character.

Parking, access and servicing entrances and zones have been designed as blended woonerf streets capable of supporting both vehicular and pedestrian traffic, with elements such as raised planters and boulevards to define walkways independent of vehicular areas.

4.6 ARCHITECTURAL EXPRESSION

The Proposed Development seeks to contribute to a vibrant, architecturally unique precinct at the northwest corner of the Dundas-Neyagawa intersection, recognizing the Site's visual prominence and adjacency to major community recreational infrastructure, public open space, and natural areas.

The architectural design of the Proposal is intended to reinforce the Site as a diverse, pedestrian-focused district. At the scale of the Site, varied podium heights with massing breaks and the use of frequent bays reinforce a pedestrian scale and rhythm at street level.

Towers are generally stepped back from the podium edge where desirable to provide massing relief, and incorporate vertical articulation to distinguish them from the podium elements. In specific locations, tower faces extend directly down to street level to mark the entrances of buildings or highly visible corners.

The selection of building materiality reinforces the architectural strategy of supporting variability and a pedestrian-scaled environment. As Block 1 is intended to be constructed first, the architectural plans for this submission incorporate a greater level of design detail for Buildings 1 and 2, as reflected in the architectural elevations and rendered views. Solid, tactile brick with variations of colour and texture help to differentiate the podiums from tower elements and support texture and visual interest at street level. The variation in upper-level podium step-backs and the increased use of glazed surfaces in towers support a gradation in scale to taller building elements, giving them a greater sense of lightness at the upper levels.

Rooftop mechanical equipment will be consolidated to the maximum extent to limit the footprint the associated visual impact from the public realm. Mechanical and other rooftop fixture (e.g. window washing equipment) will be set back from the tower face and/or screened within a parapet or enclosure.

Figure 27. The design of the buildings will reinforce the diversity of place

BRICK - BR01
PODIUM LEVEL BRICK
YANKEE HILL 433 SANDFACE

BRICK - BR02
UPPER PODIUM LEVEL BRICK
MERIDIAN SILVERSTONE

METAL PANEL - MT-01
TOWER CLADDING
LILY WHITE

METAL PANEL - MT-02
MULLION
SPARKLING ELEPHANT

SPANDREL - SP-01
ALL SPANDREL GLAZING
GREY SHOWER

GLAZING - GL-01
CLEAR GLASS

BRICK - BR03
PODIUM LEVEL BRICK
YANKEE HILL 106 OXIDE

BRICK - BR04
UPPER PODIUM LEVEL BRICK
MERIDIAN STRATHROY

METAL PANEL - MT-01
TOWER CLADDING
LILY WHITE

METAL PANEL - MT-02
TOWER CLADDING & MULLION
SPARKLING ELEPHANT

SPANDREL - SP-01
ALL SPANDREL GLAZING
GREY SHOWER

GLAZING - GL-01
CLEAR GLASS

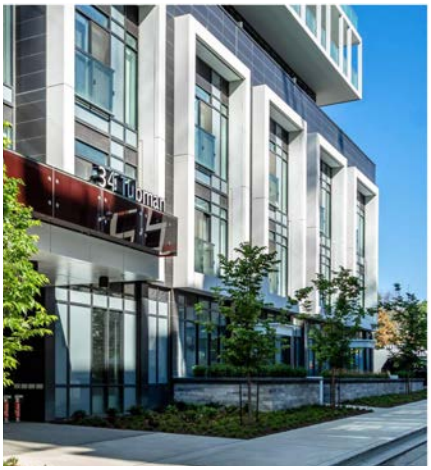


Figure 28. Block 1 proposed material palate (above) and facade design precedents for future phases (Block 2 & Block 3)

4.7 LANDSCAPE, OPEN SPACE AND AMENITY AREAS

The quality, quantity and variety of landscaped open spaces and amenity areas is a key attribute of the Proposed Development and part of what distinguishes the Proposal from other recent high-density developments in North Oakville East. The objective of the landscape strategy is to create a distinct, urban public realm that supports the vibrancy of the Dundas Urban Core Area and acts as a backdrop for everyday life.

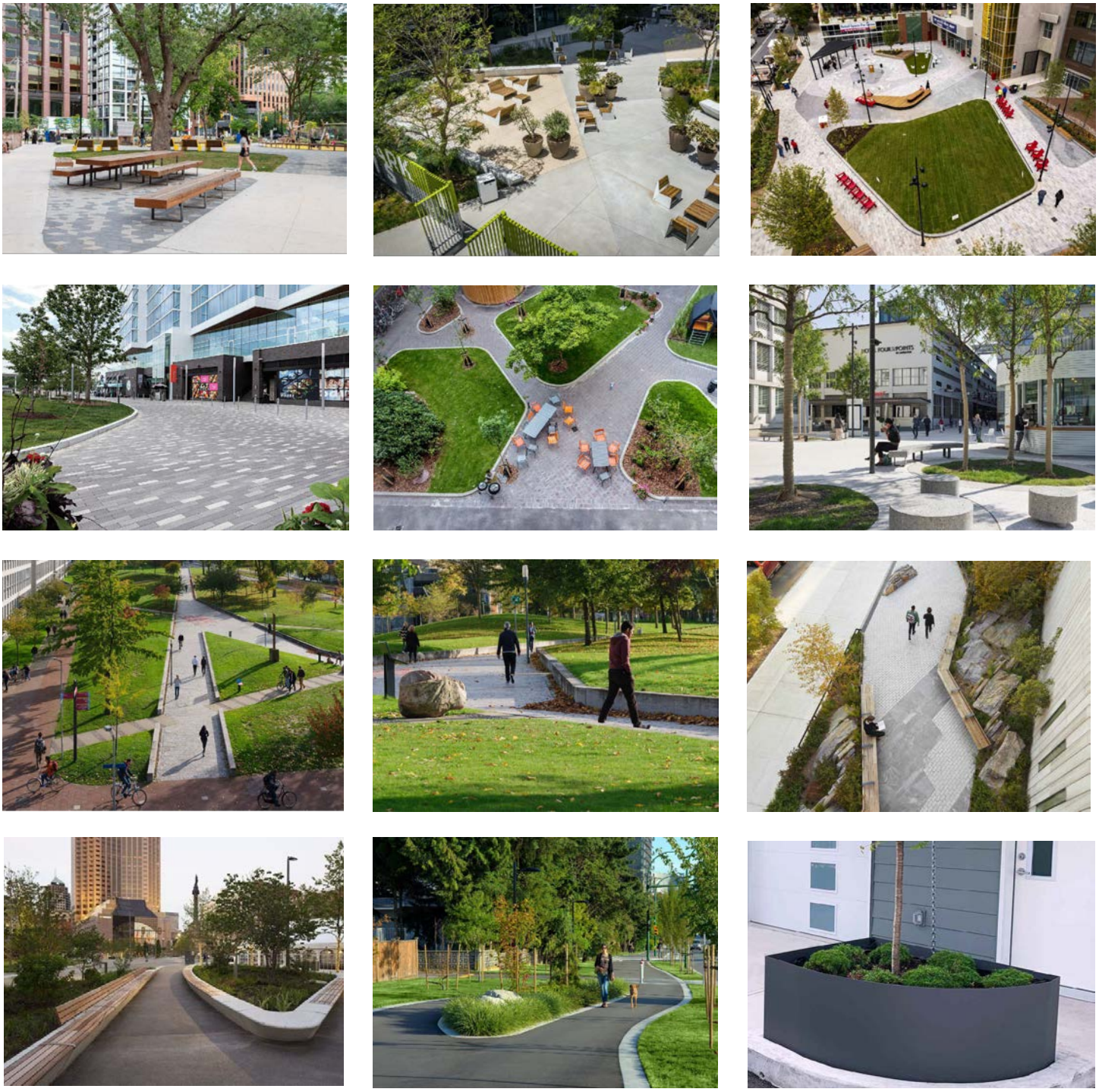


Figure 29. Precedent images of landscape, open space and amenity areas in the Proposed Development

4.7.1 PUBLIC REALM

The Proposal uses landscaping to stitch together the public realm and to create a cohesive network of supplementary open spaces and amenity areas.

1. The use of unit pavers with a consistent pattern of striping applied across the Site forms an "urban carpet" that signals the pedestrian focus of the precinct. The urban materiality is extended south along Street B in proximity to the retail zone to reinforce a market street character.

2. A central woonerf connects the Neighbourhood Open Space on Street A to Street B, reinforcing a sequence of linked spaces that flows from the 16 Mile Creek Sports Complex down through the Block 1 Plaza and into the heart of the site. Pedestrian priority is signalled through several design elements: the extension of a distinctive paving pattern shared by both the Block 1 Plaza and Neighbourhood Open Space; integrated seating; and the strategic use of bollards and tree planters to enable a curbless design that blends pedestrian and vehicular areas while still defining zones of pedestrian priority.

3. The Site's prominent street frontages along Dundas and Neyagawa are acknowledged by contextually appropriate landscape treatments that have regard for the proposed at-grade uses in these areas. The retail/restaurant space that wraps around the northeast corner of Block 1 is supported by patio space that can contribute to activity created by users traveling to and from the Recreation Centre.

4. South of the woonerf there are several grade-related residential units that will have semi-private garden terraces overlooking Neyagawa.

5. The Site's frontage along Dundas Street West is an important urban edge where it is anticipated that the streetscape will be enlivened primarily by the interior at-grade uses. Building lobbies have also been situated in the southeastern and southwestern corners of Block 3 to support activity along Dundas and to provide convenient connections to transit. Large interior amenity spaces fill in the remainder of the frontages between the lobbies. A pedestrian footpath has been incorporated parallel to the south building face on Block 3, with a grassy area for greenery and pet relief.

6. Two "Green Fingers" extend from the site's interior to Dundas and Neyagawa, supporting connections to transit. An east-west connection extending along the south side of Block 1 has been designed as a lush pedestrian mews with an integrated dog run. A north-south connection extending along the east side of Block 3 transitions the grade from the south side of Street C to Dundas Street and incorporates generous forecourt areas to mark the north and south entrances to the building.

7. Softer boulevard landscaping along Street A, the southern end of Street B, and Street C, in addition to the green fingers connecting the interior of the Site to Dundas and to Neyagawa, will strengthen the residential character areas of the Site and support a verdant landscaped setting for the buildings.

Figure 30. The Public Realm Plan supports the development of tree lined streets and a linked network of pedestrian friendly spaces

4.7.2 BLOCK 1 PLAZA

In Block 1, a sizable open plaza space (the "Plaza") is proposed to respond to and complement the existing and planned community recreational facilities located north of the Site, and to establish a gateway into the Site from the Sixteen Mile Drive extension. The Plaza is designed as a flexible urban room, similar in scale to Downtown Oakville's Town Square. The space is approximately 46 metres wide by 23 metres deep, for an area of about 1,050 square meters (0.1 hectares).

The Plaza will be animated by spill-out retail uses and potential restaurant patios and is intended to function as a broader gathering space for residents and visitors to the Site and the adjacent Sixteen Mile Sports Complex.

The Plaza is defined by landscaping along its northern and western edges, and a pedestrian-scaled building podium to the south. The configuration of the space provides flexibility for a wide range of uses and programming, including local gatherings, pop-up food vendors, markets and performances that could complement the public facilities to the north. Planters with integrated seating, pedestrian-scaled lighting, and shade structures will enhance the comfort and utility of the space and provide suitable conditions for year-round use.

Figure 31. The first phase will deliver a new plaza, across from the library and sports complex. The Plaza will act as a gateway to the development and reinforce the cluster of community uses as a civic destination

4.7.3 BLOCK 2 NEIGHBOURHOOD GREEN

In the western edge of Block 2, an additional publicly-accessible space open space (the "Neighbourhood Green") will provide a further focal point and local amenity for residents. With approximate dimensions of 38 by 50 metres, and an area of 1,900 square metres (0.19 hectares), the Neighbourhood Green is designed to contain a variety of environments providing active and passive recreational space to serve people of all ages with the community. Such functions conceptually include:

- A small tot-lot and playground surrounded by shade trees that will create space for infants and children to play, with nearby seating space for adult supervision;
- A hardscaped area with shade structure and benches and tables that will provide space for other residents to gather and socialize; and
- A grassy lawn will provide space to lounge or engage in activities.

The Neighbourhood Green is connected to its surrounding context by a network of paths that also define the various program areas described above, and will be directly accessible to residents of the Proposed Development and the surrounding community by the network of pedestrian-focused woonerfs extending through the Site for easy access.

Figure 32. The Neighbourhood Green is envisioned as a local gather space with a range of amenities designed to bring residents of the community together

THE NEW PLAZA AND NEIGHBOURHOOD GREEN WILL COMPLEMENT EXISTING PARKS, RECREATION CENTRES, AND OPEN SPACES TO EXPAND THE MIX OF RECREATIONAL OPPORTUNITIES FOR BOTH EXISTING AND NEW RESIDENTS OF THE COMMUNITY.

Trafalgar Lawn Cemetery

Lions Valley

St. Volodymyr Ukrainian Cemetery

Munns Creek Park

North Park

River Glen Park

4.7.4 OTHER OPEN SPACES AND AMENITY AREAS

Public Areas

Throughout the Site, the Proposal uses landscaping to unify the public realm and create a cohesive network of open spaces and amenity areas. A consistent pattern of unit pavers forms an "urban carpet" across the Site, signaling its pedestrian-oriented character. This material language continues south along Street B, near the retail zone, reinforcing a market street atmosphere.

A woonerf — sometimes called a living street or shared street — has been incorporated as an innovative circulation feature serving Blocks 1 and 2. Originating in the Netherlands, the woonerf typology combines shared space for vehicles, cyclists, and pedestrians with traffic calming measures and low speed limits to prioritize pedestrian safety and comfort. In this Proposal, the woonerf divides the development parcels and connects a series of interior courtyards, improving pedestrian movement throughout the site. It provides full access from all public street intersections, with the exception of Neyagawa Boulevard, where movements are restricted to right-in, right-out only.

The woonerf is predominantly hardscaped, with distinct paving treatments differentiating vehicle and pedestrian zones. The central segment — linking the Neighbourhood Park to Street B through the heart of the site — features a distinctive paving pattern shared with the Block 1 Plaza and Neighbourhood Open Space. This creates a legible sequence of connected spaces flowing from the 16 Mile Creek Sports Complex through the Block 1 Plaza and into the interior of the site.

Functionally, the woonerf accommodates pick-up and drop-off zones, surface parking, waste collection, emergency vehicle access, and bike parking. Pedestrian areas are defined through slightly rolled curbs, varied paving materials, planters, and bollards. Elevated planters provide protection from road salt, while dual-purpose lighting serves both pedestrians and drivers. Together, these elements extend the quality and character of the major open spaces directly to residential building entrances, creating a cohesive and inviting environment.

Street Frontages

The Site's prominent street frontages along Dundas and Neyagawa are acknowledged by contextually appropriate landscape treatments that have regard for the proposed at-grade uses in these areas. The retail/restaurant space that wraps around the northeast corner of Block 1 is supported by patio space that can contribute to activity created by users traveling to and from the Recreation Centre. This retail characteristic will extend south along Street B to the woonerf with potential for additional retail uses lining the woonerf or extending further south into the site. South of the woonerf there are several grade-related residential units that will have semi-private garden terraces overlooking Neyagawa.

The Site's frontage along Dundas Street West is an important urban edge where it is anticipated that the streetscape will be enlivened primarily by the interior at-grade uses. Building lobbies have also been situated in the southeastern and southwestern corners of Block 3 to support activity along Dundas and to provide convenient connections to transit. Large interior amenity spaces fill in the remainder of the frontages between the lobbies. A pedestrian footpath has been incorporated parallel to the south building face on Block 3, with a grassy area for greenery and pet relief.

Landscaping

Softer boulevard landscaping along Street A, the southern end of Street B, and Street C, in addition to the green fingers connecting the interior of the Site to Dundas and to Neyagawa, will strengthen the residential character areas of the Site and support a verdant landscaped setting for the buildings.

Alongside all streets, trees planted in silva cells or continuous, landscaped boulevards with soil volumes ranging from 30 to over 40 cubic metres will help to support a lush canopy in excess of 25% net site coverage.

The Proposal is designed to meet the applicable standards of the North Oakville Urban Forest Strategic Management Plan and the Livable by Design Manual (Part C), targeting a minimum 20% tree canopy cover within the residential development area. This will be achieved through a coordinated landscape strategy that integrates street trees, private plantings, and open space design within the limits of the Site.

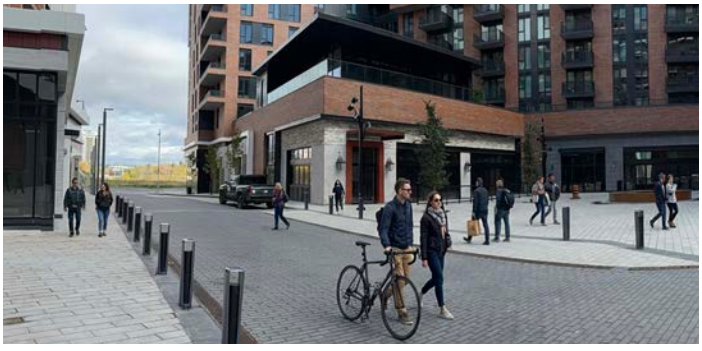


Figure 34. Distinct paving patterns, flush pedestrian and vehicular zones, and bollards help to integrate pedestrians and vehicles in this precedent while signaling pedestrian priority.

4.8 PEDESTRIAN / VEHICULAR ACCESS

As contemplated in the policy framework for the North Oakville East area, the Proposed Development contributes to the achievement of a modified grid street system by delivering an urban street and block network that supports a walkable and connected precinct while facilitating intensification over time.

A new north-south public street (**Street A**) will connect Dundas Street with the proposed extension of Sixteen Mile Drive west of Neyagawa. Street A will support access to the Site, serve visitors to the Sixteen Mile Sports Complex, and facilitate access to the Parish Lands should they redevelop over time. Street A has been designed with a 19-metre right-of-way including layby street parking along its eastern edge adjacent to the Proposed Development and the Block 2 open space. A 0.3 metre reserve block is proposed along the western edge of Street A to restrict future street connections into the Parish Lands subject to future landowner agreements and cost-sharing.

Figure 35. The proposal establishes a fine grained network of streets, pedestrian friendly woonerfs and landscaped connections that together support a highly permeable site

Street B is a proposed 20.5-metre-wide public street running north-south between the Sixteen Mile Drive extension and the proposed Street C. Street B is intended to support the at-grade retail uses in Blocks 1 and 2 in addition to the grade-related residential units south of the woonerf. On-street layby parking will be accommodated on both sides of the road. Sidewalk extensions around intersections serve to minimize pedestrian crossing distances and provide traffic calming. It is intended that should the Prime Envision Lands redevelop in the future, they will obtain access from the southern terminus of Street B. A 0.3 metre reserve block is proposed along the southern edge of Street B to restrict future street connections into the Prime Envision Lands subject to future landowner agreements and cost-sharing.

Street C is a proposed 17-meter-wide public street running east-west between Street A and Street B. With a smaller right-of-way, Street C is intended to contribute to a quieter residential character, while accommodating on-street layby parking along the eastern edge. Altogether the three proposed public street dedications help to define the development blocks and to expand the local mobility network in this evolving precinct.

Parking, loading and servicing access for the development blocks is accommodated from the **woonerf** that serves Blocks 1 and 2, and an interior courtyard that functions as a separate woonerf serving Block 3. These woonerf areas function as blended streets that are designed to balance both pedestrian and vehicular movement, providing the primary point of access to parking and loading facilities to limit the impact of these back-of-house functions on the public realm.

Figure 36. Street B has been designed to function as a retail main street with parking on both sides of the street

The public streets and woonerfs are augmented by two “green fingers” which provide mid-block pedestrian and cycling connections extending east to Neyagawa and south to Dundas from the intersection of Streets B and C. The green fingers extend connectivity from within the Site to the adjacent arterial roads, supporting access to existing transit infrastructure and multi-use paths. Altogether, the public streets and woonerfs establish a fine-grained network of blocks and pedestrian connections similar in scale and granularity to what is currently found in Downtown Oakville.

Figure 37. Parking, loading and servicing access for the development blocks is accommodated from a woonerf designed to balance both pedestrian and vehicular movement.

4.9 PARKING, LOADING AND SERVICING

In keeping with the desire to achieve an urban, pedestrian-focused precinct, the Proposed Development accommodates parking, loading and servicing elements in locations where their visual and physical impacts on the public realm are minimized. Parking areas and access ramps are positioned at the sides and interior locations of the buildings, away from public frontages and screened from view through integrated landscaped planting. To minimize the impacts of back-of-house parking, loading and servicing functions, a woonerf (shared street) has been incorporated into Blocks 1 & 2. The woonerf diverts back-of-house functions away from the public streets to the interior of the development blocks and provides additional porosity through the Site from Sixteen Mile Drive to a right-in-right-out connection at Neyagawa.

Parking for each of the three development blocks is provided in four-level underground garages—one for each block. Each garage has its own ramp, which for Blocks 1 and 2 are accessed from the woonerf, and for Block 3 is accessed from the internal courtyard. Garage access has been positioned away from the central east-west segment of the woonerf. This setup ensures that vehicle entry and exit from the ramps occurs off the public street network, reducing the potential for conflicts between vehicles and pedestrians.

Limited surface parking is provided on the private development blocks along the woonerf and Block 3 courtyard, intended for short-term use. On-street parking is proposed on all three new public street dedications to augment the parking provided by the Proposed Development.

Loading and servicing areas are similarly accommodated within the woonerf and Block 3 courtyard thereby minimizing visual and physical impacts of these important functions. Loading and servicing zones are located in close proximity to related areas of the development, such as building lobbies, moving rooms, waste storage, and retail units.

Transformers are designed to be integrated with the landscape, such as placed within berms or raised planters. Through future Site Plan Control applications, alternative locations will be explored to minimize impacts to the public realm. Waste storage rooms with tri-sorters are located on level P1. On garbage day, waste will be tractored up to designated areas on the ground floor for removal.

The Applicant's transportation consultant GHD has conducted a swept path analysis that demonstrates that there is sufficient space for emergency vehicles and garbage trucks to maneuver through the Site.

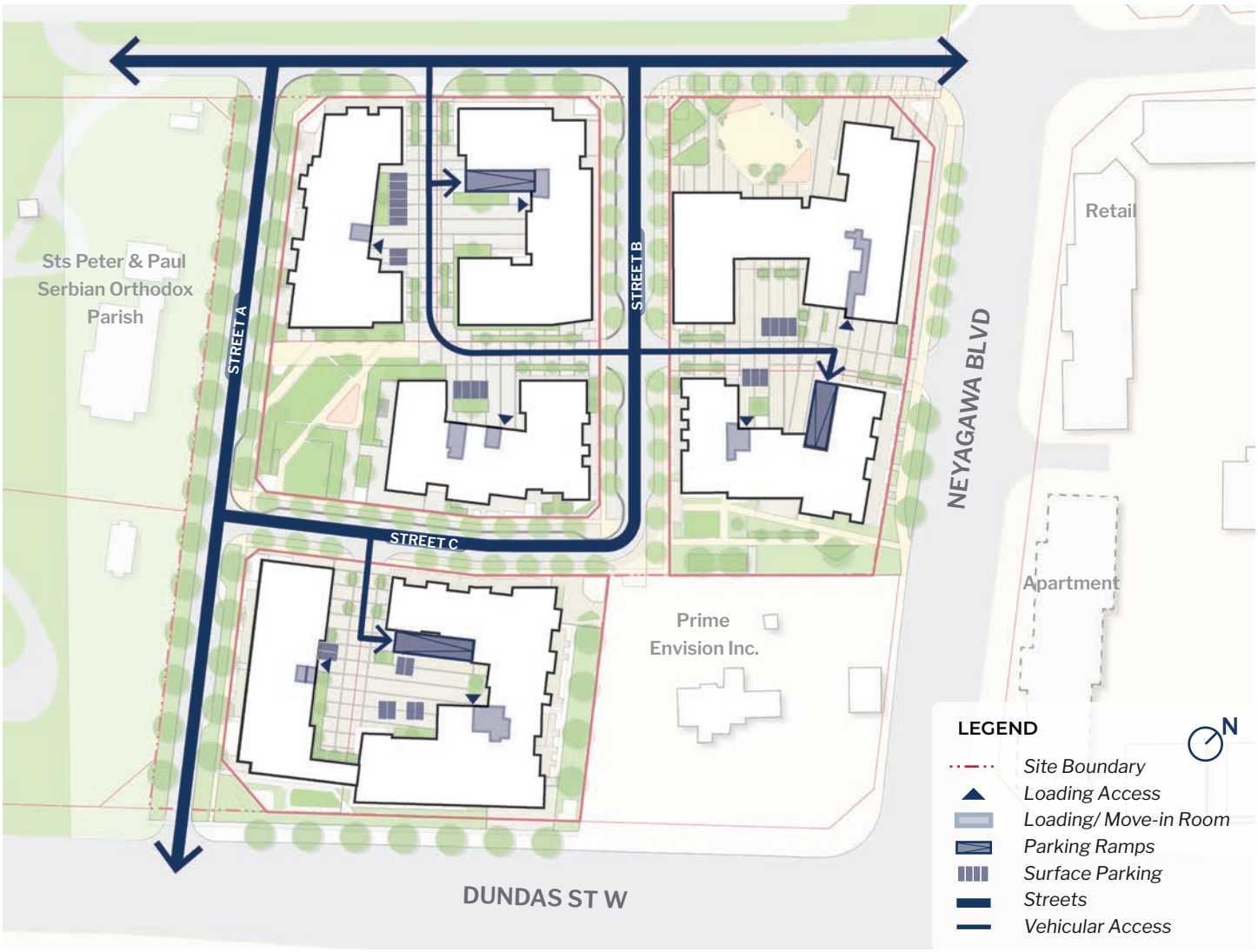


Figure 38. The proposal establishes a fine grained network of streets, pedestrian friendly woonerfs and landscaped connections that together support a highly permeable site

4.10 STREETSCAPES

Street A has a proposed right-of-way of 19 metres with two lanes of traffic and on street parking along the eastern edge.

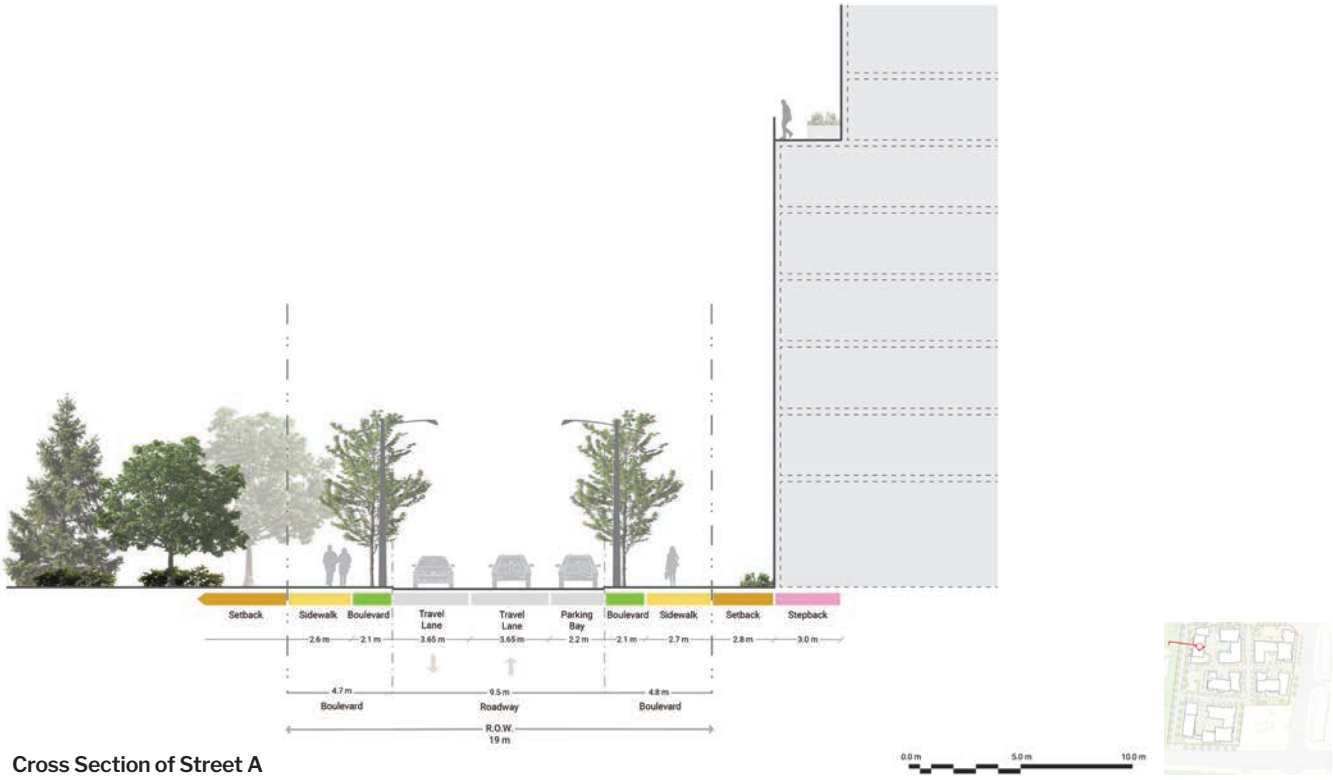


Figure 39. **Cross Section of Street A**

Street B has a proposed right-of-way of 20.5 metres with two lanes of traffic and on street parking along both edges. It is intended to have an active, retail character.

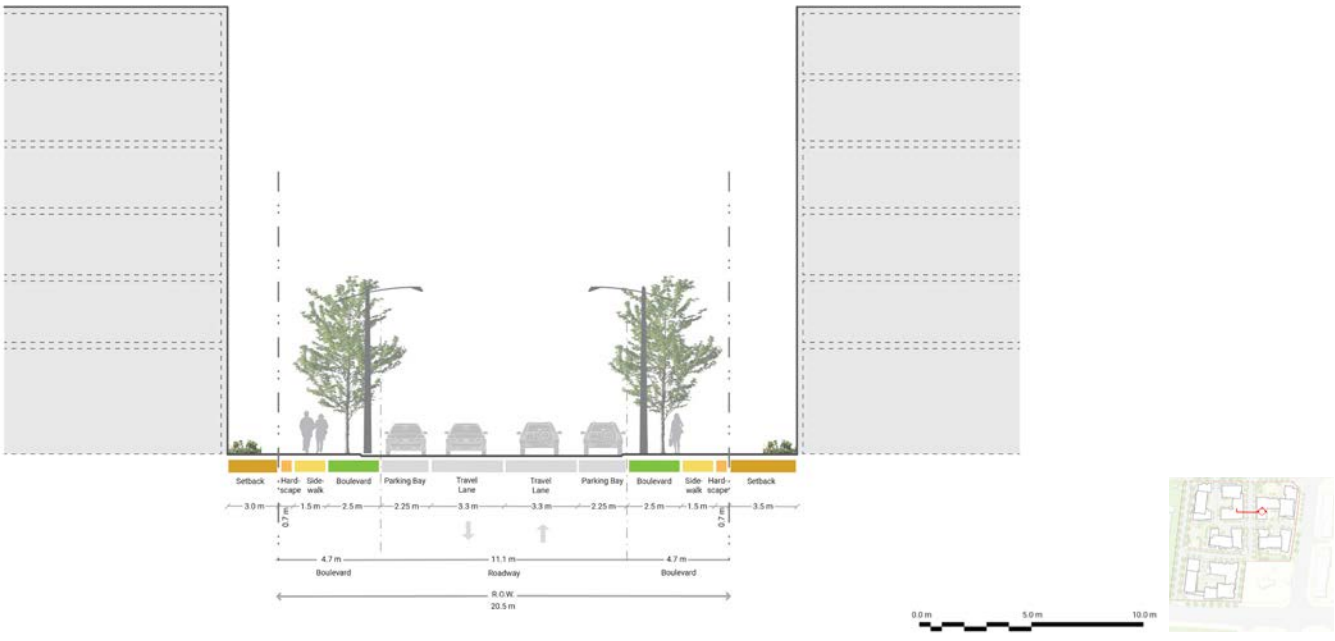


Figure 40. **Cross Section of Street B**

Street C has a proposed right-of-way of 17 metres with two lanes of traffic and on street parking along the eastern edge. It is intended to have quieter, residential character.

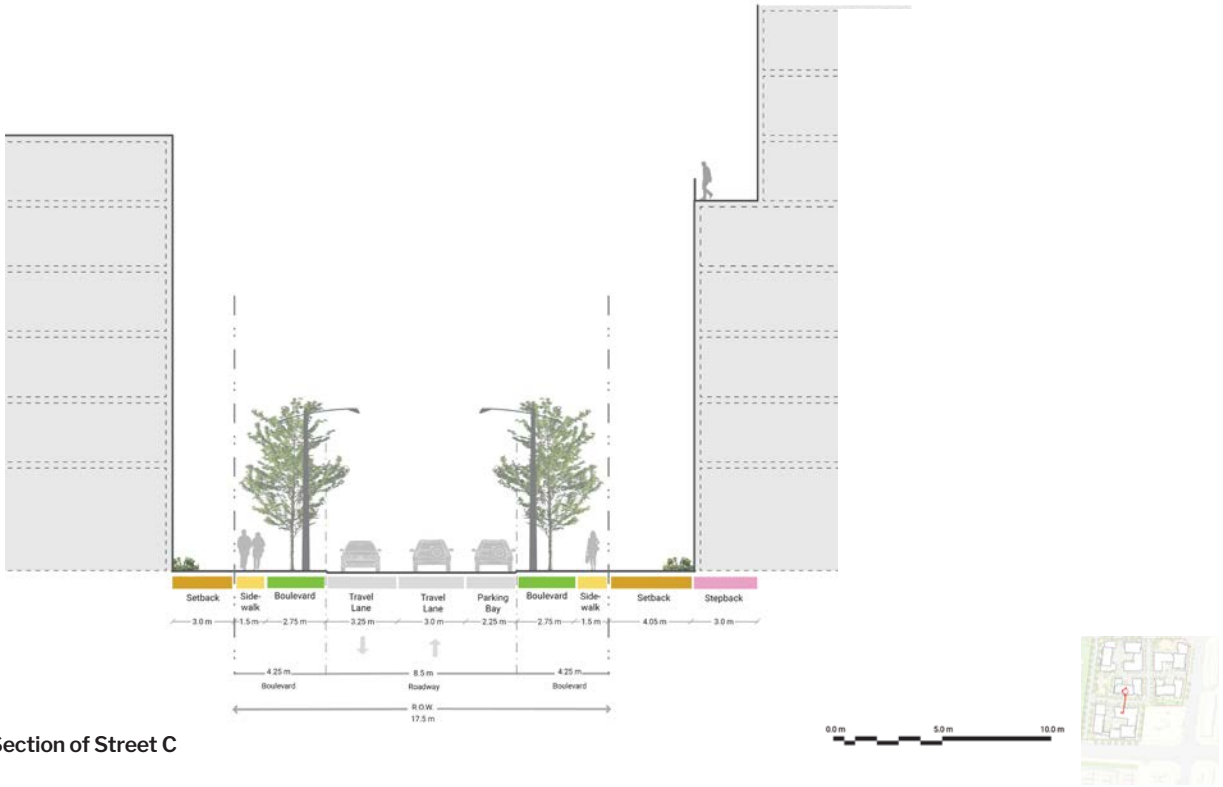


Figure 41. Cross Section of Street C

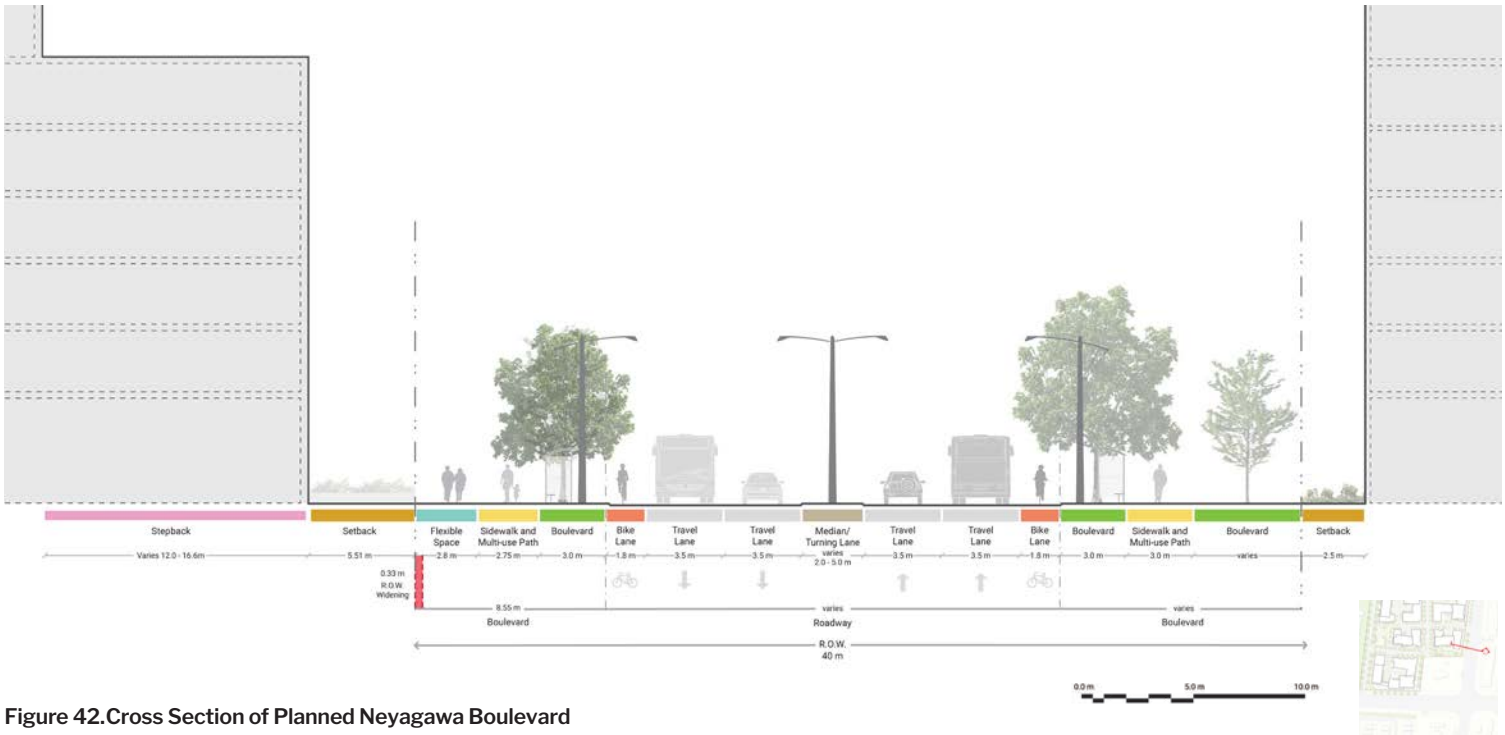


Figure 42.Cross Section of Planned Neyagawa Boulevard

Figure 43. **Cross Section of Dundas Street**

Boulevard
Sidewalk and Multi-use Path
Existing Berm
Sidewalk and Multi-use Path
Valley Heights Crescent
Boulevard
Side Yard
4.0 m
3.5 m
varies
varies
varies
8.5 m
4.8 m
varies
Boulevard
0.0 m
5.0 m
10.0 m

4.11 SUSTAINABILITY

The Proposed Development advances sustainability through a compact built form that makes efficient use of land, infrastructure, and services. By integrating residential and commercial uses within a consolidated footprint, the Proposal supports intensification while minimizing land consumption. Its location reinforces sustainability by situating density near existing and planned transit, encouraging reduced reliance on private vehicles and supporting increased ridership. This approach aligns with the Region's vision for the Dundas Urban Core as a Primary Regional Node and for Dundas Street West and Neyagawa Boulevard as key intensification corridors, where growth is directed to support complete communities.

The Development contributes to this vision by creating a walkable urban environment with improved access to housing, employment, and amenities.

Buildings will be designed to meet or exceed current energy performance standards, supporting reduced environmental impact, while a phased implementation ensures growth is coordinated with infrastructure and market demand. Overall, the proposal represents a sustainable approach that supports regional growth objectives and contributes to the creation of a resilient, accessible, and livable community.

4.12 WIND IMPACTS

A Wind Study using CFD modeling was conducted by RWDI to assess the Site's existing and proposed conditions. In the existing scenario, wind conditions are generally comfortable in summer but less so in winter, with lower speeds near buildings.

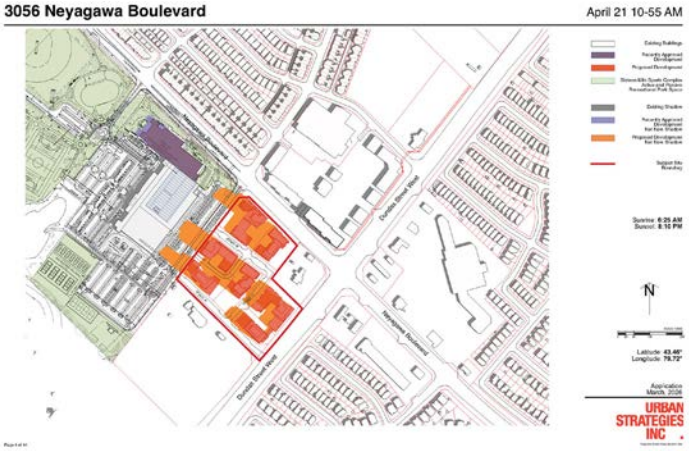
The Proposed Development is expected to reduce overall wind speeds across much of the Site by disrupting prevailing wind flow, improving conditions in many areas. Summer conditions will remain suitable for pedestrians, while some areas may still experience higher than desired winds in winter, particularly around building corners and between structures.

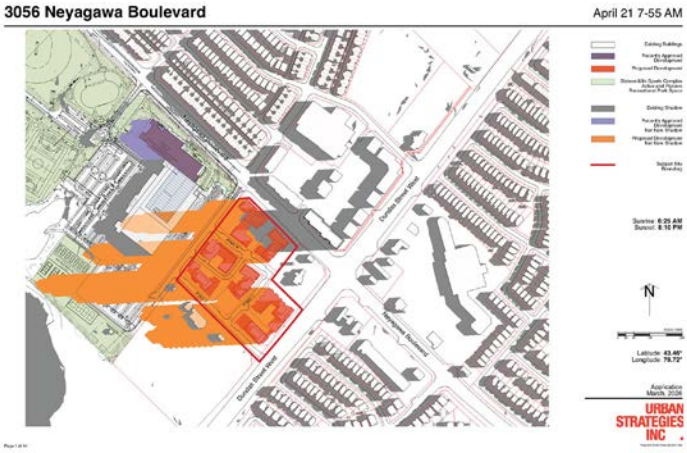
Design refinements such as adding podiums to Buildings 2 and 5 and reducing the height of Buildings 1, 5, and 7 are shown to improve localized wind conditions. Other buildings remain unchanged and are not anticipated to significantly affect wind patterns.

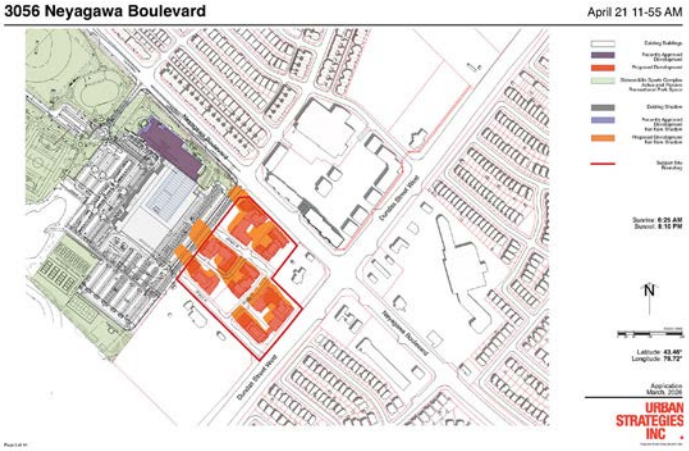
Overall, the updated design is not projected to introduce any new wind issues, and Site-wide conditions are anticipated to remain similar or slightly improved for pedestrian comfort throughout the year.

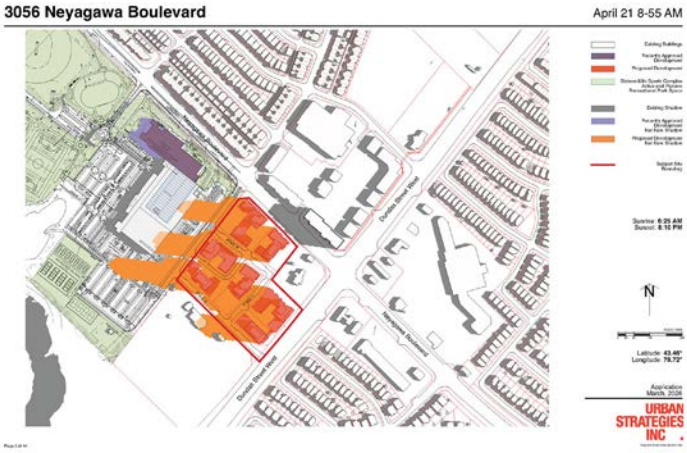
4.13 SHADOW IMPACTS

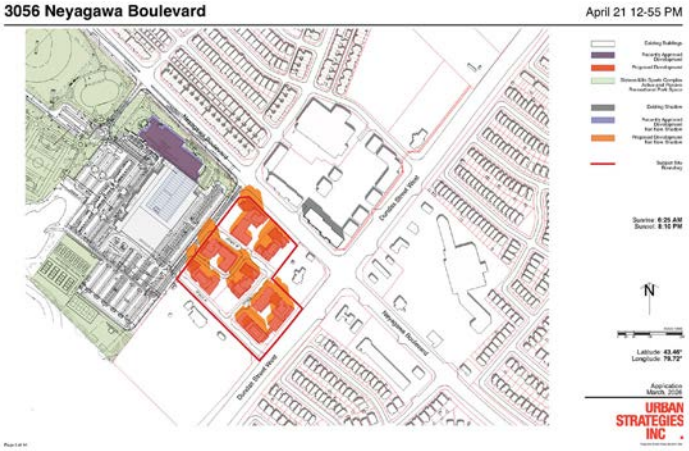
A Shadow Impact Analysis conducted by Urban Strategies Inc. Illustrates the net new shadow impact associated with the Proposed Development. The shadow impact has been evaluated against the three relevant criteria in the Town's Terms of Reference and the resulting opinion is that the shadows from the Proposed Development are adequately limited and do not have undue negative impact on the utility of the Site or surrounding area for amenity, parks and open space, and solar energy purposes.











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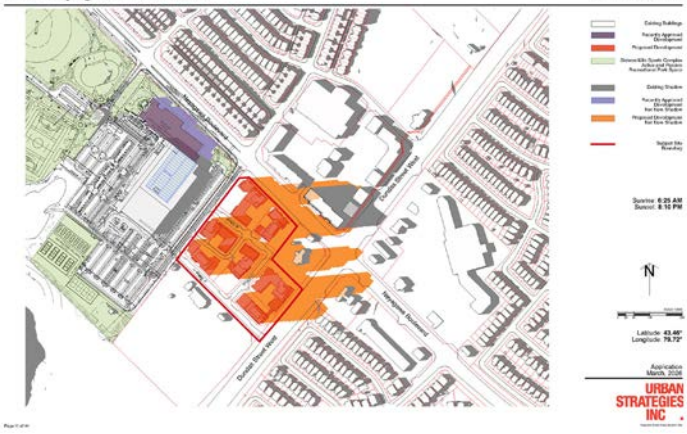
3056 Neyagawa Boulevard April 21 5-55 PM



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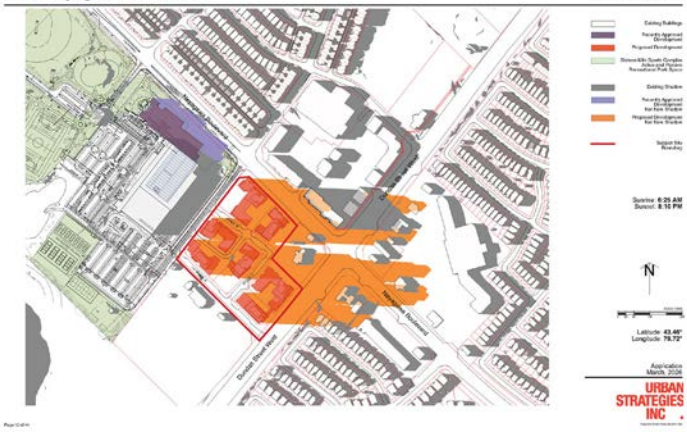

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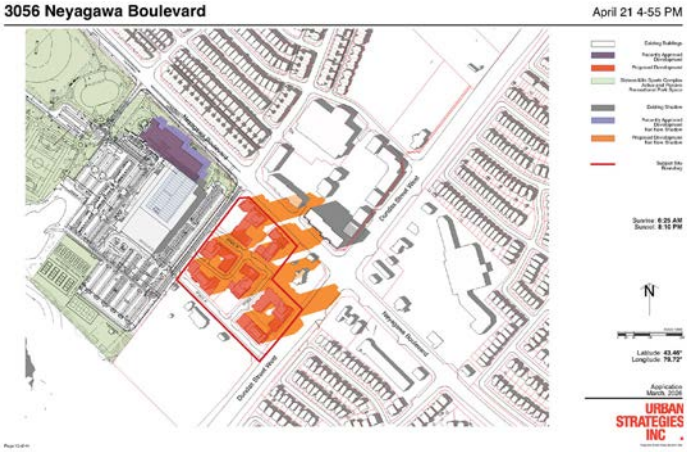
3056 Neyagawa Boulevard June 21 7-07 AM

3056 Neyagawa Boulevard April 21 4-55 PM



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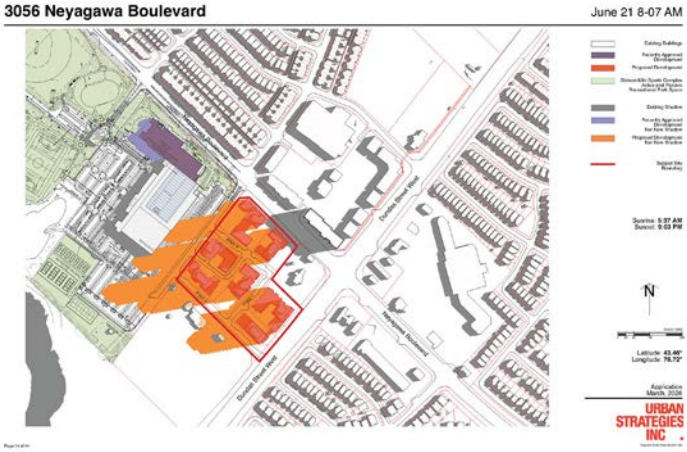

3056 Neyagawa Boulevard June 21 9-07 AM

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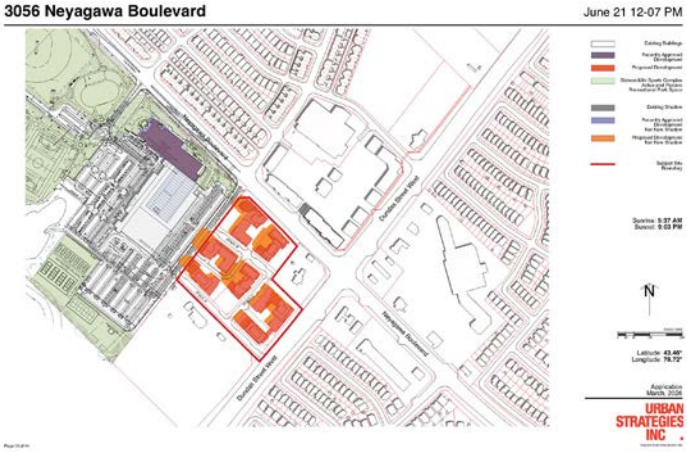

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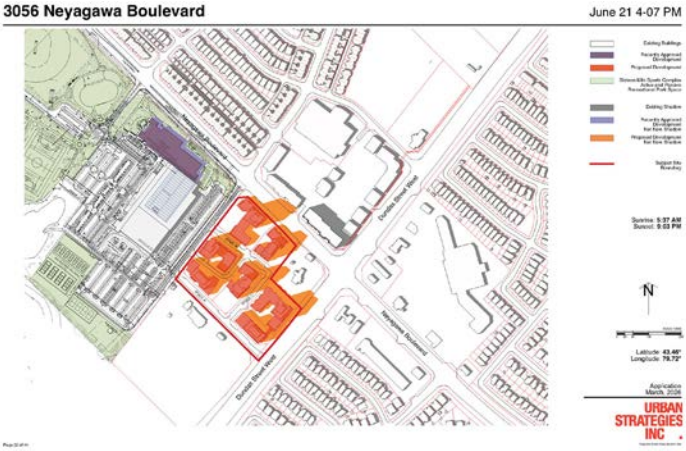

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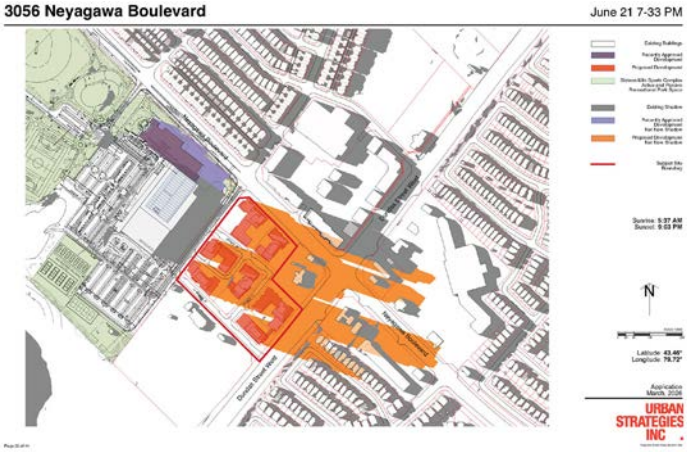

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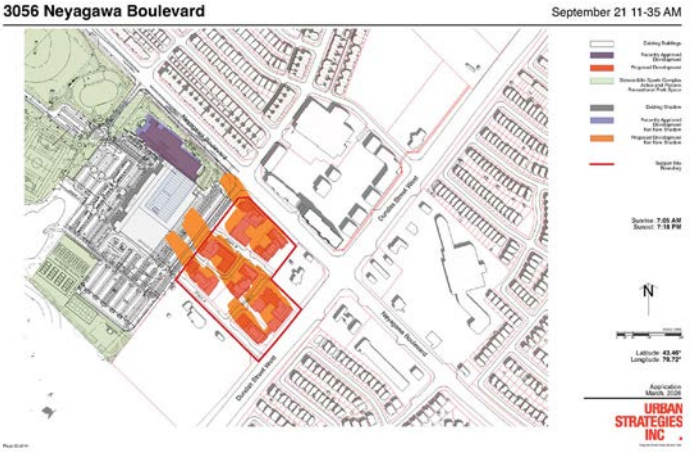

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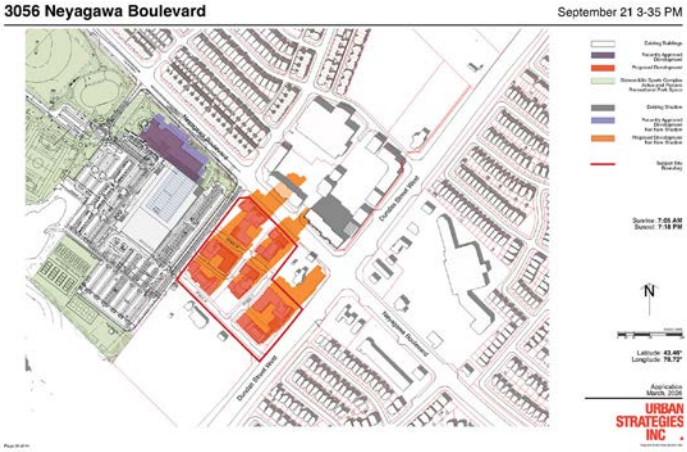

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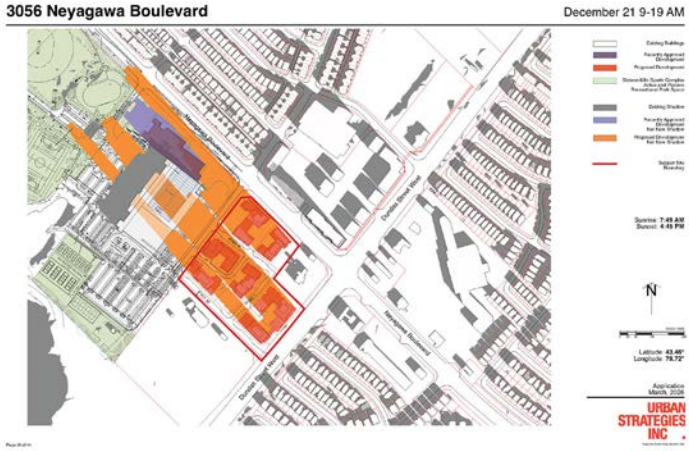

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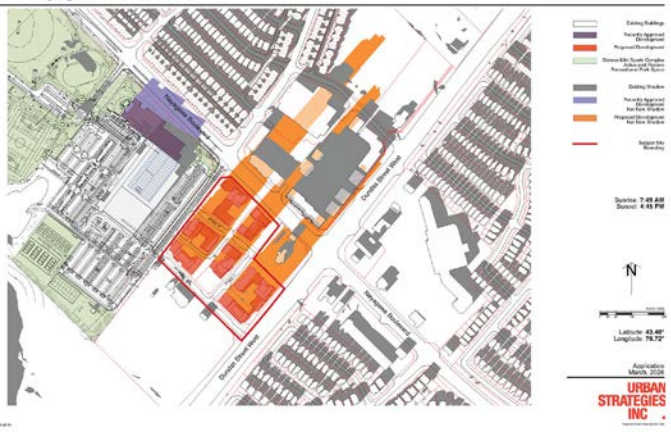

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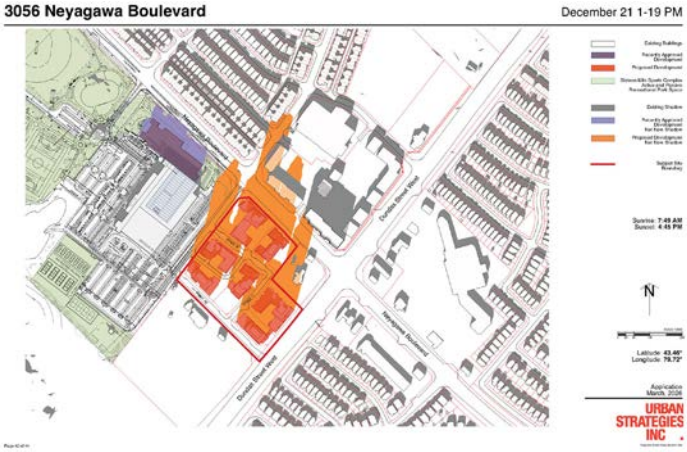

5.0 IMPLEMENTATION

5.1 REQUIRED PLANNING APPROVALS

The Proposed Development requires multiple planning approvals before construction can commence, including:

- An Official Plan Amendment ("OPA") to provide relief from certain provisions of the North Oakville East Secondary Plan as well as mapping amendments to remove the Secondary Plan and stormwater management facility symbols that currently apply to the Site;
- A Zoning By-law Amendment ("ZBA") to permit zoning relief from the applicable North Oakville Zoning By-law 2009-189, to establish site-specific development standards applicable to each block, and to introduce holding (H) provisions for Blocks 2 and 3 restricting development until servicing allocation is secured from the Region;
- Draft Plan of Subdivision ("DPOS") to divide the existing property (3065 Neyagawa) into new blocks for development, for public road dedications and reserve blocks, and for a Neyagawa Boulevard right-of-way widening; and
- Site Plan Control ("SPA") applications for each block will determine detailed building and site plan design on a block-by-block basis, within the approved zoning envelopes.
- The present (2024) applications are for OPA, ZBA and DPOS, and the project design has been advanced to a level appropriate for this stage in the planning process. The outcome of the ZBA application will be defined massing envelopes and gross floor areas for each block, among other development standards. The ZBA does not secure façade details or cladding treatments. Hence, there is an inherent level of generality for this Urban Design Brief which will be revised over time to make more-specific recommendations as the phases of the project advance through SPA.

Renderings and views, where provided, are conceptual and will be further refined through SPA on a block-by-block basis.

5.2 PHASING STRATEGY

The development is proposed to proceed in three distinct phases.

Phase 1 consists of the buildings and public streets associated with Block 1, including:

- Building 1: a 24-storey tower integrated with a six-storey podium; and
- Building 2: a 20-storey tower integrated with a five-storey podium.

Phase 2 consists of the buildings and public streets associated with Block 2, including:

- Building 3: an 18-storey tower integrated with a six-storey podium;
- Building 4: a 24-storey tower integrated with a six-to-eight-storey podium; and
- Building 5: a 26-storey tower integrated with a six-to-eight-storey podium.

Phase 3 consists of the buildings and public streets associated with Block 3, including:

- Building 6: a 15-storey tower integrated with a six-storey podium; and
- Building 7: a 20-storey tower integrated with a six-storey podium.

The three public street segments are proposed to be constructed and conveyed to the Town in the first phase of development.

The Applicant has secured servicing capacity through the Halton Region Allocation Program equivalent to 40% of the proposed number of dwelling units for Block 1, which is sufficient to register the first phase the proposed plan of subdivision. The ZBA will secure holding (H) provisions for Blocks 2 and 3 requiring the Applicant to secure servicing capacity prior to development proceeding on the respective block.

5.3 ARCHITECTURAL CONTROL PROCESS

This Urban Design Brief is intended to be an evolving document that is revised over time to reflect resubmissions and/or future SPA applications. This first version of the Urban Design Brief is primarily intended to articulate a high-level framework for the Proposed Development to ensure that a forward-thinking site strategy is built into the planning process from the outset.

6.0 CONCLUSION

The design vision for the Proposed Development responds to the Proposal's unique location within the Town, as an important point of connection at a cluster of significant public amenities. The Proposal responds to the context by establishing a vibrant, high-density, mixed-use urban precinct that complements the existing neighbourhood while expanding the area's built form, retail, and open space diversity.

The Proposal incorporates transit-supportive densities capable of optimizing planned transit investments while reinforcing the pedestrian realm through pedestrian-scaled spaces and street-level animation. The variety of tower types and configurations creates an interesting skyline while maximizing tower separation and sky views.

New streets, woonerfs, and pedestrian connections will improve access and connectivity while laying the groundwork for long-term development, including the potential development of the Prime Envision Lands and the Parish Lands. The organization and design of new open spaces respond to the Site's unique location across from the cluster of community uses, catering to a diverse range of users, including adults looking for places to gather, shop, or dine, and children looking for places to play. The diverse range of spaces also complements the larger active recreational areas to the north and valley lands to the west.

In the context of an evolving residential community with established retail and recreational uses, the Proposal promotes the creation of a more complete community with public transit, a mix of housing, community facilities, and open spaces.

URBAN
STRATEGIES
INC .