

Urban Design Brief

2172 Wyecroft Road
Town of Oakville

Prepared For
NBIM 2172 Wyecroft LP
(c/o Northbridge Capital Inc.)
August 2025



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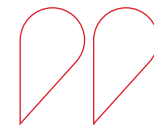
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This Urban Design Brief has been prepared by Bousfields Inc. in support of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications to permit the redevelopment of lands municipally known as 2172 Wyecroft Road.





1

Introduction



This Urban Design Brief (“UDB”) has been prepared by Bousfields Inc. to describe and illustrate the urban design vision, principles and rationale that will guide the form and pattern of development being proposed by NBIM 2172 Wyecroft LP (c/o Northbridge Capital Inc.) (the “Owner”) for a 2.36-hectare (5.83 acre) site municipally known as 2172 Wyecroft Road in the Town of Oakville (the “site” or “subject site”). The subject site is located on the south side of Wyecroft Road, north of the rail corridor immediately west of the Bronte GO Station (the “Bronte GO”).

The UDB is a companion document to the Planning & Urban Design Rationale (also prepared by Bousfields Inc.), architectural plans prepared by Turner Fleischer, landscape plans prepared by O2 Design, and other technical reports and studies prepared in support of the Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”), and Draft Plan of Subdivision (“DPOS”) applications.

The OPA, ZBA and DPOS applications would facilitate the redevelopment of the subject site into two development blocks, each providing a mixed-use base building with two towers, for a total of four residential towers of 35, 32, 28 and 25 storeys (the “proposal”). The proposal includes 1,616 residential units, 2,350 square metres of at-grade retail space, and a 1,015-square-metre daycare facility. The proposal also includes improvements to the public realm and conveyances for two new public roads.

This UDB assesses how the proposed design addresses the relevant urban design policy and direction of the Town of Oakville Official Plan and the Livable by Design Manual. It concludes that the proposed development is in keeping with the intent of the urban design framework established by the applicable policy documents and has appropriate regard for the design direction of relevant urban design guidelines. It is our opinion that the proposed development has been strategically organized, sited, and massed to provide an appropriate design solution for underutilized lands directly adjacent to the Bronte GO Station in an area that is anticipated to evolve and intensify over the long term.

For the foregoing reasons, it is our opinion that the proposed development represents good urban design and, accordingly, we support and recommend the approval of the OPA, ZBA and DPOS applications.

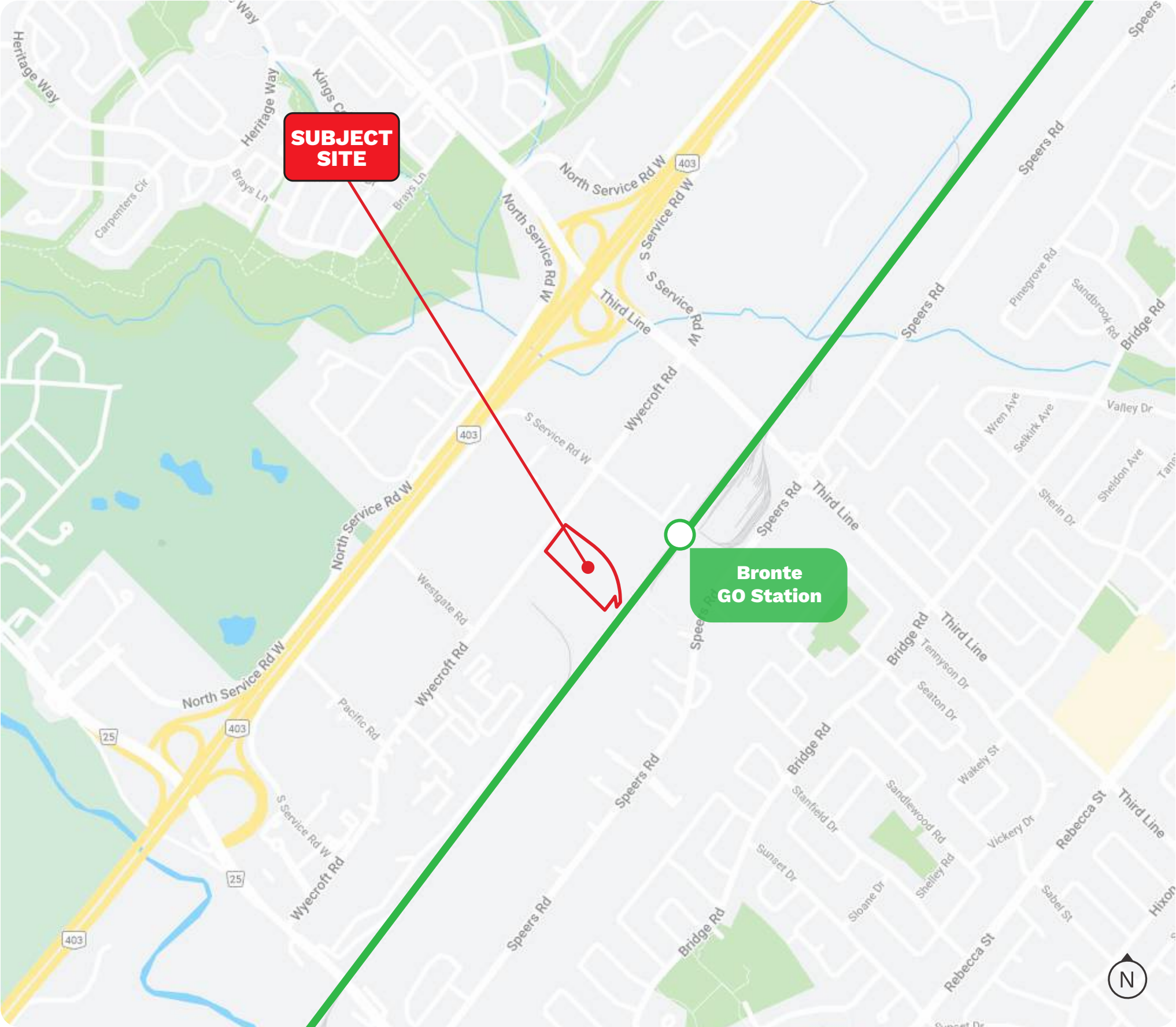


Figure 1 - Location Map

The background of the slide features a low-angle photograph of two modern skyscrapers. The building on the left has a distinctive facade with horizontal, rounded balconies or louvers. The building on the right is a taller, more conventional glass and steel structure. The entire image is overlaid with a semi-transparent red filter, creating a monochromatic, high-contrast aesthetic. The text is positioned on the left side, over the red-tinted sky area.

2

Design Vision & Objectives

2.1 Design Vision

The proposed development will contribute to the transformation of the Bronte GO Major Transit Station Area (the “Bronte GO MTSA”), which in the fullness of time, is envisioned to evolve into a new mixed-use, transit-supportive community complete with a new internal road network and a wide mix of residential and non-residential uses. The built form will be complemented by walkable streets, open spaces, amenities and an attractive, enhanced public realm.

The proposal will appropriately redevelop and intensify the subject site in a manner that is in keeping with the planned vision of the area and leverages upon its proximity to existing and planned higher-order transit. The overall urban design pattern, character and quality of the built form are intended to correspond with its location adjacent to the Bronte GO Station where the greatest height and intensification in the area is directed and to be compatible with future development in the surrounding area. The introduction of residential, retail and community uses on the subject site, together with public realm improvements, will further animate and revitalize the subject site and initiate the transformation of the area into a vibrant place to live, work and play.

2.2 Goals and Objectives

Key objectives for the development of the subject site include:



Establish the Planned Character of the Site

- Support the creation of a vibrant mixed-use community with a building design that creates a cohesive design composition through building orientation, proportion, scale, massing, use of materials and architectural character.
- Develop a contextually appropriate and pedestrian-friendly building form with excellent architectural design treated with high-quality building materials.
- Orient and place the proposed buildings at the street edge to animate and enhance the adjacent public realm.



Design a Transit-Supportive Development

- Provide a high-density, mixed-use development that contributes to the long-term vision for the Bronte GO MTSA.
- Provide opportunities for alternative travel options, contribute to the modal split and encourage healthy lifestyles for all ages.
- Design buildings and public realm elements to reflect the prominent location of the site in relation to the Bronte GO Station.



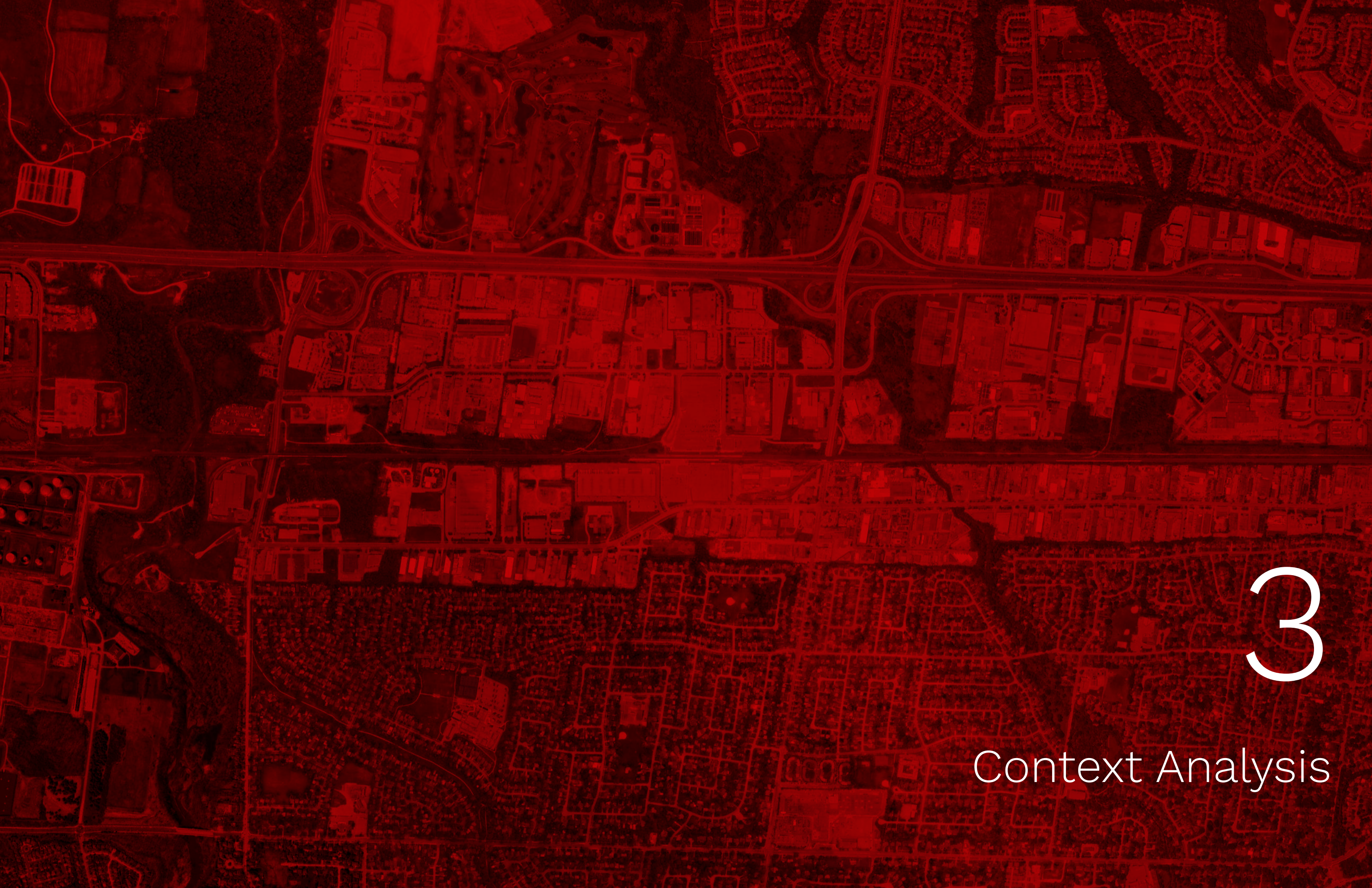
Enhance Connectivity and Accessibility

- Expand upon the existing road network and provide new vehicular connections as envisioned for the Bronte GO MTSA.
- Provide attractive and safe pedestrian routes within and around the site, improving pedestrian connectivity.
- Promote alternative modes of travel through the provision of cycling facilities.



Improve the Pedestrian Experience within the Public Realm

- Provide an appropriate base building height and tower stepbacks above to reduce the perception of built form from within the public realm and create a positive pedestrian experience at the ground level.
- Orient proposed buildings and active ground floor uses near the existing and proposed street edges to animate the adjacent streetscape.
- Establish a pedestrian-scaled street wall along all existing and proposed street frontages to enhance the public realm and pedestrian experience at grade.
- Minimize the appearance of, and internalize where possible, vehicular and servicing areas to reduce their presence along public streets.



3

Context Analysis

3.1 Subject Site

The subject site, municipally known as 2172 Wyecroft Road, is located in the Town of Oakville on the south side of Wyecroft Road, approximately 600 metres west of Third Line. The site is located within the Bronte GO Major Transit Station Area. It has a total approximate area of 2.36 hectares and is generally rectangular in shape, except for a rounded segment along the southeast boundary adjacent to the Bronte GO Station drive aisle and bus loop on the property to the immediate east. The subject site has an approximate frontage of 93 metres along Wyecroft Road and a depth ranging from 240 to 260 metres.

The subject site is currently occupied by three single-storey buildings utilized for a range of commercial, light industrial, and office purposes. One building is oriented parallel to Wyecroft Road and is set back to accommodate surface parking at the front of the building. Two additional buildings are located at the rear of the site and are surrounded by large, paved surface parking areas.

Vehicular access to the site is provided from Wyecroft Road via two private driveways at the northeast and northwest corners of the site.

With respect to topography and landscaping, the subject site is generally flat along the Wyecroft Road frontage with a subtle slope downward from north to south. There is a berm on the abutting property to the east that generally runs the length of the eastern property line. While much of the site is paved, street trees are located along the Wyecroft Road frontage. Trees, shrubs and other vegetation line the south edge of the subject site along the rail corridor.



Subject Site, Looking Southwest



Subject Site, Looking South



Subject Site, Looking Southwest

3.2 Area Context

The subject site is located immediately west of the Bronte GO Station and within the Bronte GO Major Transit Station Area. Currently, the area is primarily occupied by various employment and light industrial uses including warehouses, distribution centres, manufacturing buildings, office buildings, and automobile dealerships. However, through Halton Region Official Plan Amendment (“ROPA”) No. 48 and Town Official Plan Amendment (“OPA”) 41, the area is planned to accommodate increased densities and transform into a new transit-supportive mixed-use urban community in Oakville.



Bronte GO Station North Parking Lot

3.3 Lot Fabric, Block and Street Pattern

Within the immediate context of the subject site and along Wyecroft Road, the lot fabric is generally comprised of rectangular parcels that vary in scale depending on the nature of the industrial and/or commercial use. The Queen Elizabeth Way (“QEW”), Wyecroft Road and the Canadian National Railway (“CNR”) serve as the major east-west oriented block structuring elements within the area. Third Line and Bronte Road serve as the major north-south oriented block structuring elements, with smaller service roads such as South Service Road West, Westgate Road, and Pacific Road further breaking up the large industrial blocks.



Shipping Container Storage Facility (2171 Wyecroft Road)

Beyond the industrial area surrounding the subject site—particularly northwest of the intersection of the QEW and Third Line, as well as southeast of the properties fronting the south side of Speers Road—the block pattern changes to reflect one of a low-rise residential neighbourhood comprising single-detached house forms.

Through OPA 41, a network of new streets is planned across the Bronte GO MTSA that will divide the existing larger blocks in the area into a more connected and permeable street pattern that can support the planned mixed-use densification of the area (see Section 4.2 of this report).



Industrial Building (2192 Wyecroft Road)

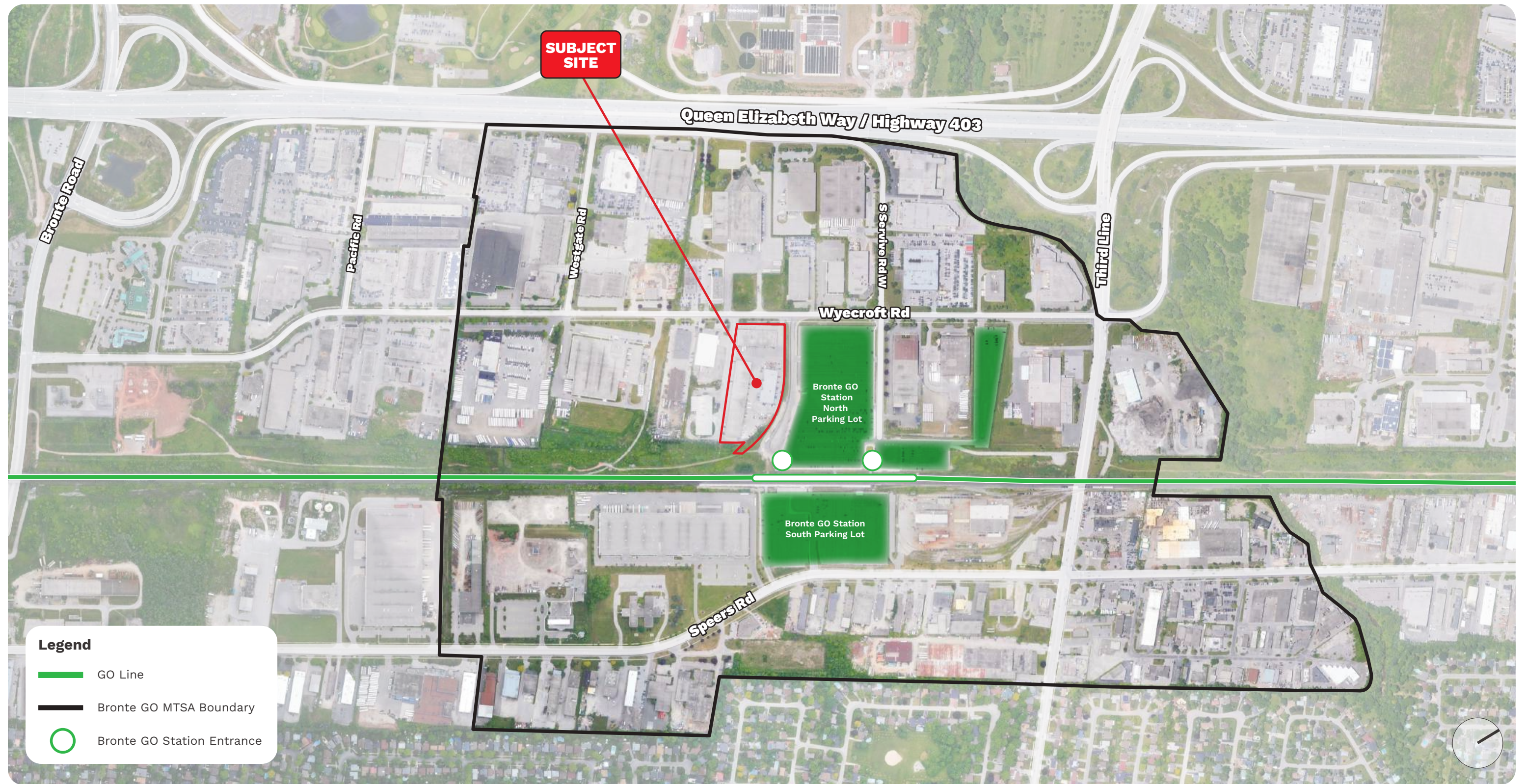


Figure 2 - Aerial Photo - Site Context

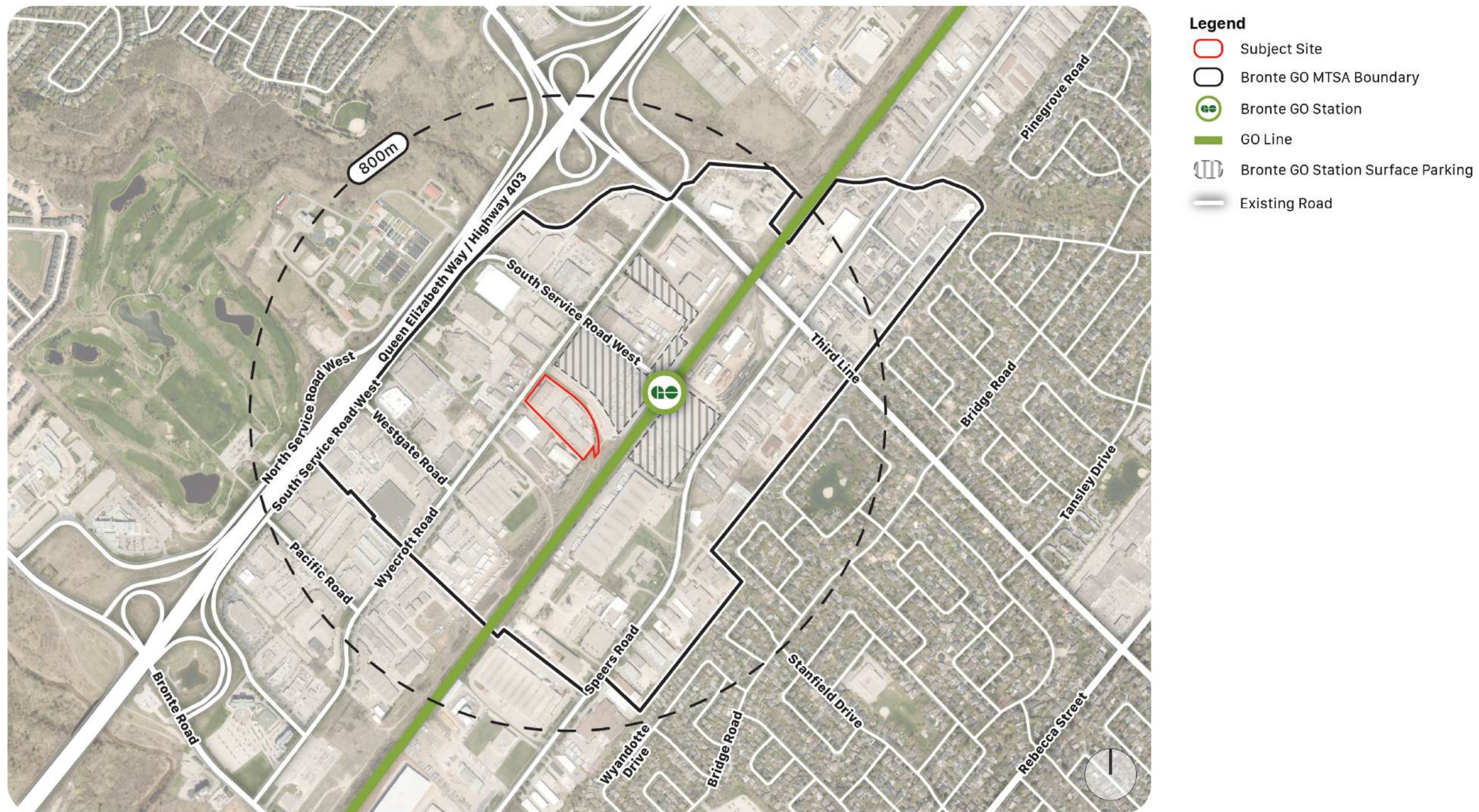


Figure 3 - Existing Lot Pattern and Street Network

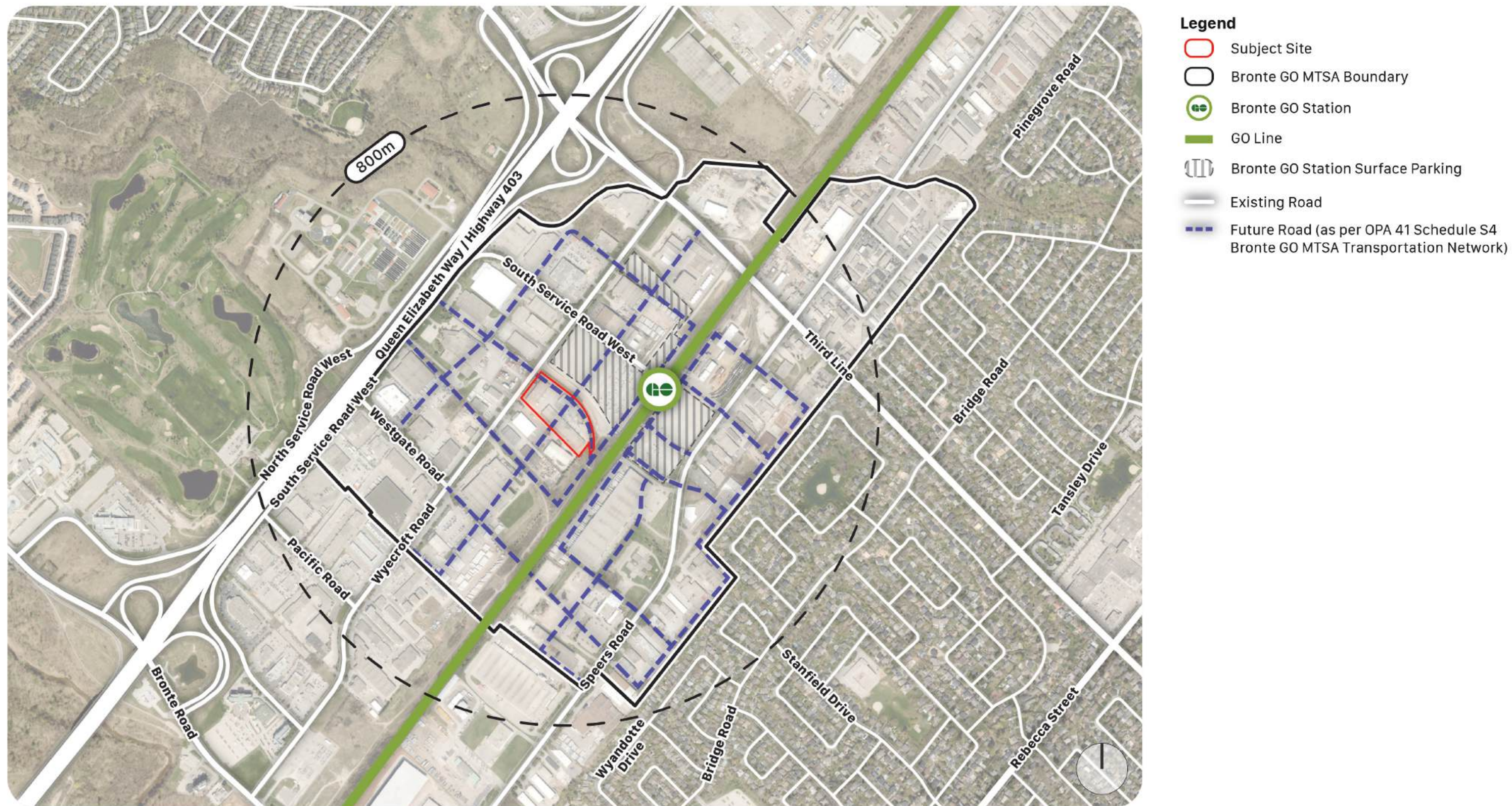


Figure 4 - Planned Lot Pattern and Street Network

3.4 Surrounding Uses and Built Form Character

The existing land use surrounding the subject site is largely defined by industrial, manufacturing, warehousing or employment uses. The built form of the area is generally consistent, with 1- to 2-storey office or industrial warehouse buildings with large floorplates and front yard setbacks, as well as associated surface parking lots.

To the immediate east of the subject site is the Bronte GO Station, which includes an extensive surface parking lot and a bus loop for Oakville Transit and GO Bus service. Beyond the station area, the built form character continues to be low-rise warehouse type forms, occupied by various employment, industrial and manufacturing uses that extend north and south generally between the QEW and Speers Road.

To the immediate south of the subject site is the Canadian National Rail corridor. Further south is a large 1-storey building occupied by a hospital logistics company, an insurance agency, and an industrial warehouse. In addition to a surface parking lot servicing the south side of the Bronte GO Station, the area between the rail corridor and the properties fronting the south side of Speers Road is characterized by similar light industrial uses. Beyond this area, approximately 450 metres south of the subject site, the built form character shifts to low-rise, residential use made up primarily of single-detached house forms.

Adjacent to and immediately west of the subject site are two 1-storey buildings occupied by an industrial chemical company and a contractor/cabinet maker. The built form of the area further west continues to be defined by light industrial and/or commercial uses, including several car dealerships. Along Bronte Road, south of the QEW, are three hotels and a banquet centre. Beyond Bronte Road is a large natural area around Bronte Creek, which extends generally parallel to Bronte Road in a southerly direction toward Lake Ontario.

To the immediate north of the subject site, across Wyecroft Road, is a shipping container supplier and an agricultural company corporate office contained in a 1-storey building. Employment, commercial and industrial uses extend north to the QEW. Opposite the highway, a waste and water treatment plant is surrounded to the west by a golf course, and to the north by a natural area associated with Fourteen Mile Creek. North of the natural area, approximately 950 metres from the subject site, the built form is characterized by low-rise, residential use in single-detached house forms.

As previously indicated, the surrounding area of the subject site within the Bronte GO MTSA is planned to evolve into a mixed-use, transit-supportive built form character, with the highest density of development adjacent to the Bronte GO Station.

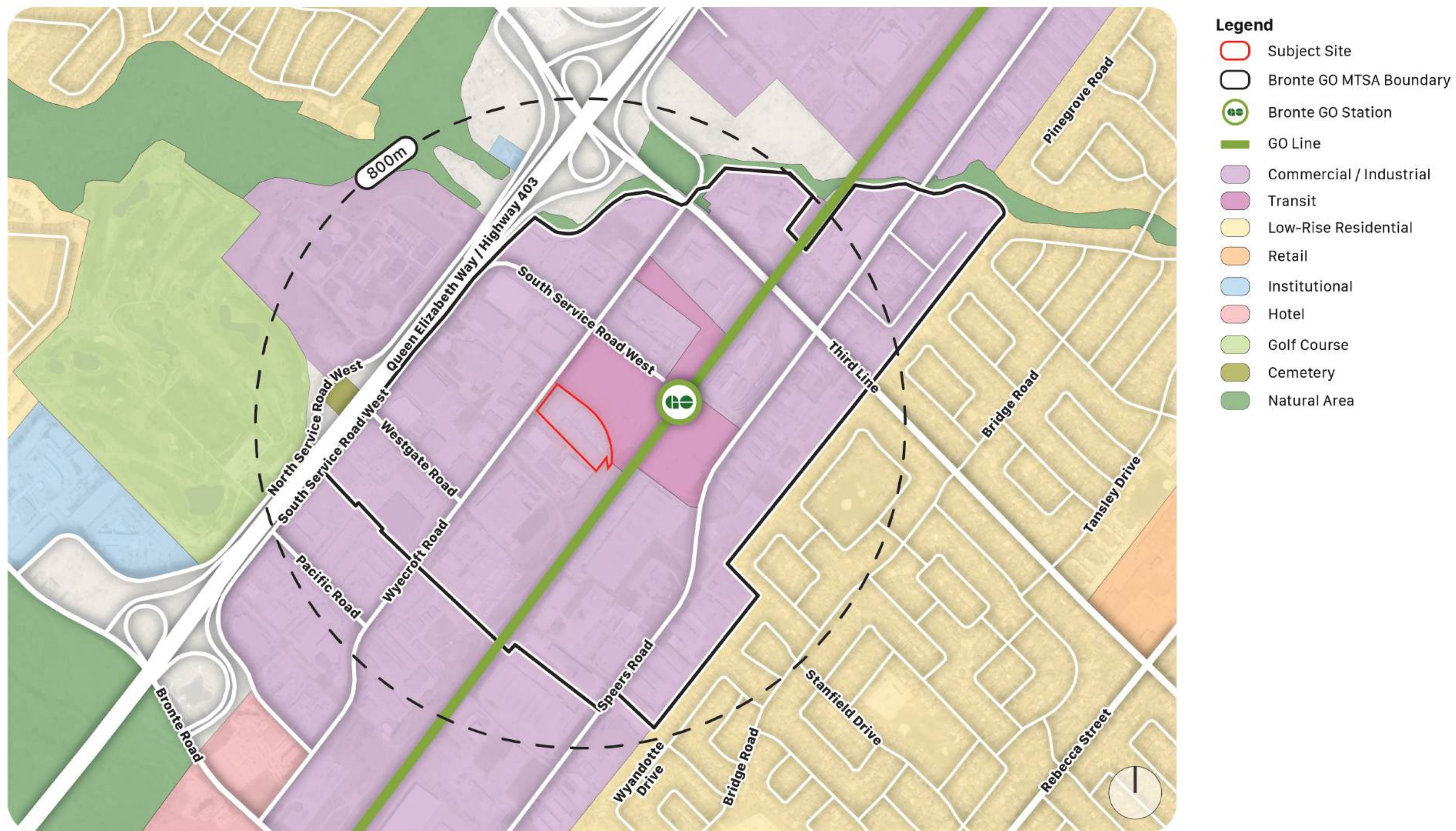


Figure 5 - Existing Use and Built Form Character

3.5 Road Network

Road classifications are established in the Livable Oakville Plan on Schedule C, Transportation Plan and OPA 41 Schedule S4 Bronte GO MTSA Transportation Network. Wyecroft Road is classified as a *Multi-Purpose Arterial* road on Map 3 - Functional Plan of Major Transportation Facilities in the Halton Region Official Plan and has a right-of-way requirement of 26.0 metres as per Map 4 - Right-of-Way Requirements of Arterial Roads. The segment of Wyecroft Road adjacent to the subject site includes two lanes of traffic, and a pedestrian sidewalk on the south side of the street. No on-street parking is permitted on either side of the street. Adjacent to the subject site, Wyecroft Road has an existing width of approximately 26.0 metres.

The subject site also has access to the regional road network as it is located approximately 350 metres south of the QEW highway. It is also in close proximity to Third Line, a Minor Arterial (approximately 600 metres to the east) and Bronte Road, a Major Arterial (approximately 1.4 kilometres to the west)—both of which are prominent north-south oriented roads in Oakville.

As part of OPA 41, a new network of roads are planned for the area surrounding the subject site, within the Bronte GO MTSA. All new roads are planned as local roads, with the exception of the planned extension of Westgate Road between Wyecroft Road and Speers Road, which is planned as a Major Collector.

3.6 Transit Network

With respect to existing public transit, the subject site is well served by multiple local and regional services. The subject site is situated directly adjacent to the Bronte GO Station with the main entrance to the station being within a 200 metre radius of the subject site, representing an approximate 5- to 6-minute walk. The station is serviced by GO Transit and Oakville Transit. In addition, Via Rail and Amtrak serve the Oakville GO Station which is one GO station to the east.

GO Transit

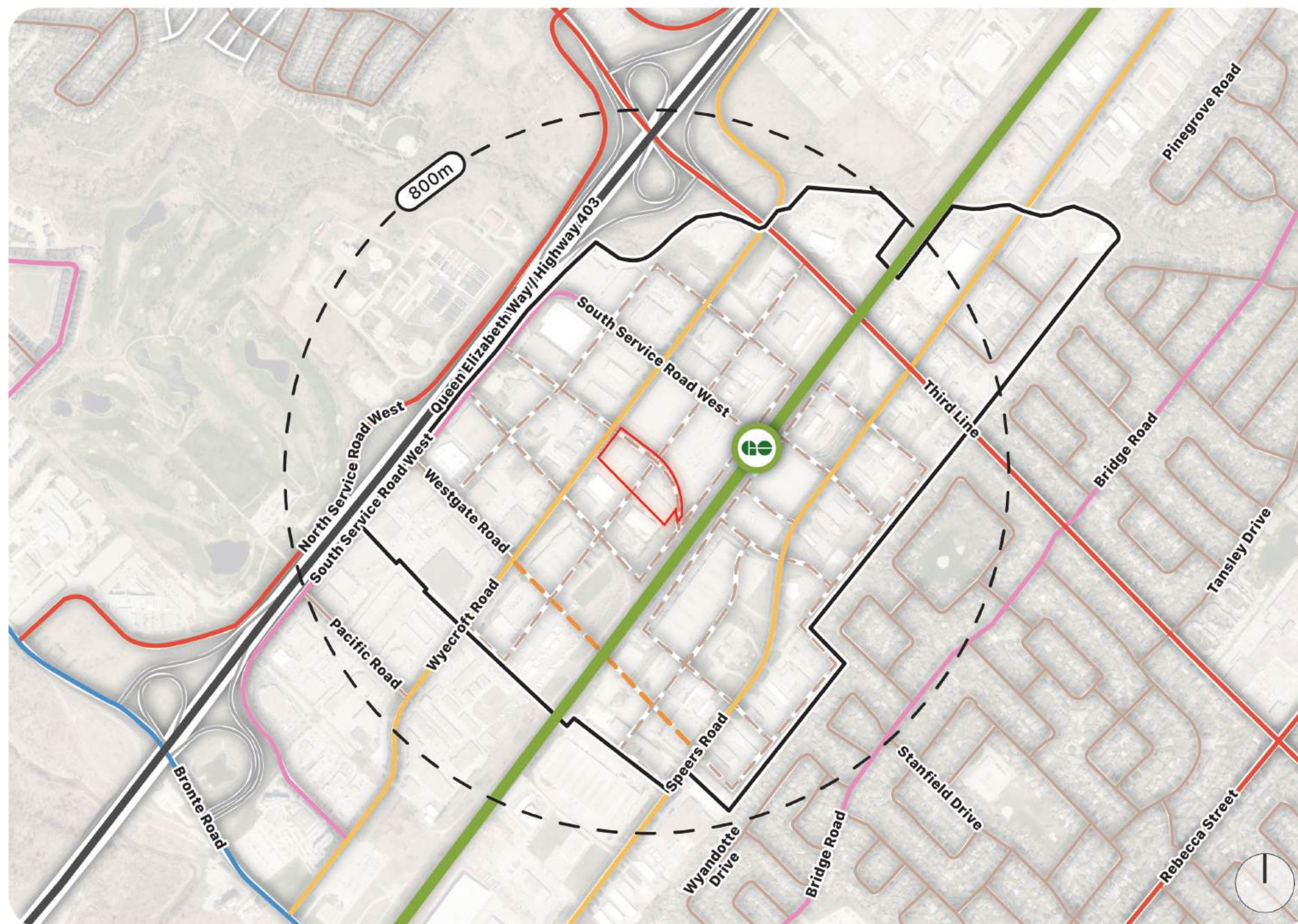
The Bronte GO Station is located along the Lakeshore West Line, which provides service between Hamilton and Toronto, with further connections west to Niagara Falls and east to Oshawa. The line runs every 30 minutes between the hours of 5:00 a.m. and 7:00 p.m. on weekdays, and every hour between 5:00 a.m. and midnight on weekends. Through the Lakeshore West GO expansion project, Metrolinx is working on improving service to and from Toronto by providing 15-minute service or better between Toronto and Burlington, alongside a new hourly service to and from Hamilton, seven days a week. The timelines for commencing and completing the project are yet to be announced.

Oakville Transit

From Bronte GO Station, Oakville Transit bus routes 3, 4, 6, 10, 13, 18, 28, 34 can be accessed, providing service to the majority of the Town of Oakville (see Figure 7 – Existing Transit Network). Frequent services are provided in all directions from the station.

Via Rail and Amtrak

Via Rail and Amtrak serve the Oakville GO Station, which is one GO station east of Bronte GO Station. Via Rail provides inter-regional service between Toronto through to Brantford, London and Windsor. Amtrak provides a once-daily service from Toronto to New York City in the United States, via Buffalo. The Oakville GO Station is accessible via bus or train from the Bronte GO Station.



Legend

- Subject Site
- Bronte GO MTSA Boundary
- Bronte GO Station
- GO Line
- Freeway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Minor Collector
- Local
- Freeway Ramp
- - - Future Major Collector (as per OPA 41 Schedule S4 Bronte GO MTSA Transportation Network)
- - - Future Local Road (as per OPA 41 Schedule S4 Bronte GO MTSA Transportation Network)

Figure 6 - Existing and Planned Road Network

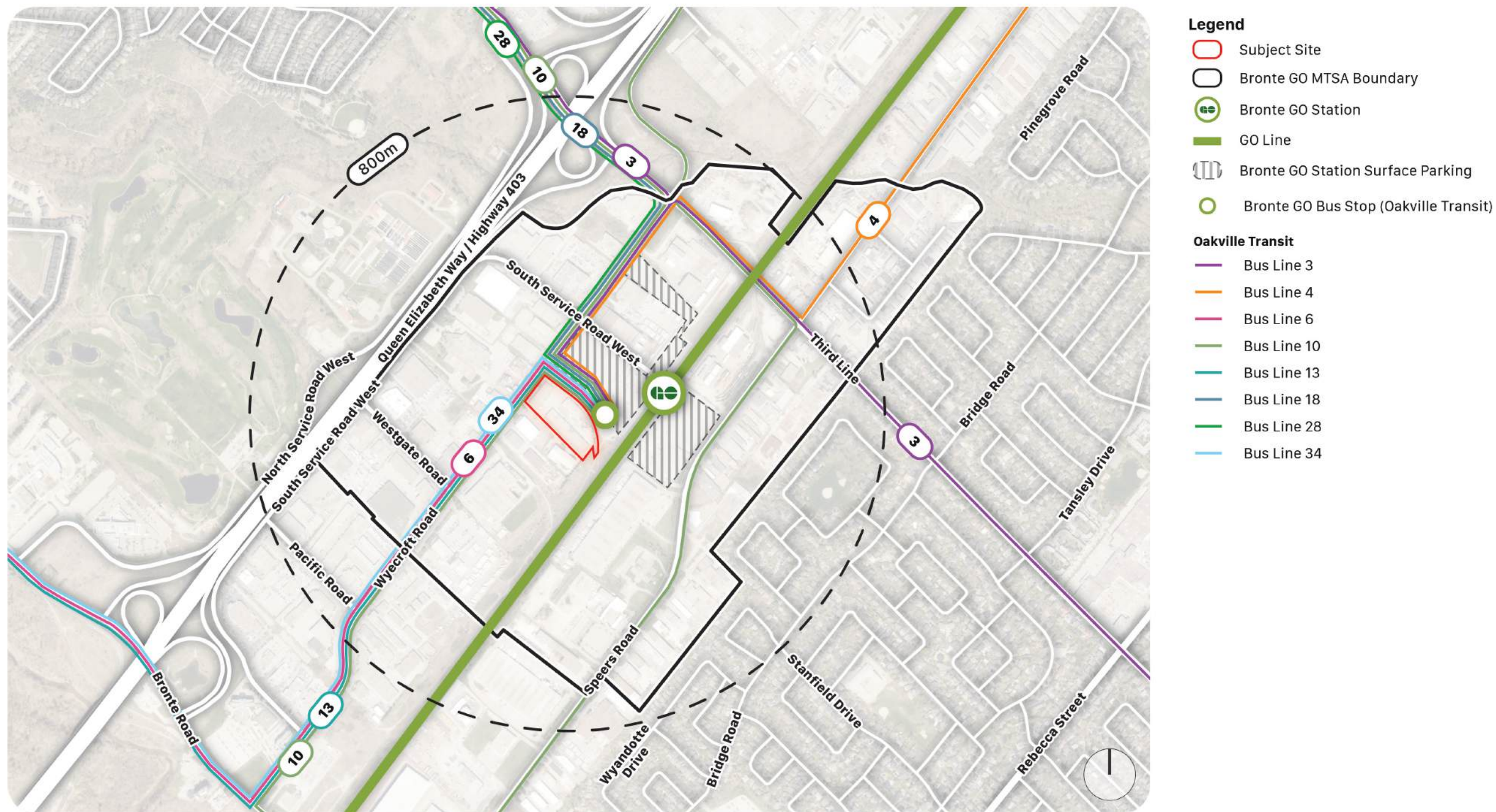


Figure 7 - Existing Transit Network

3.7 Existing Natural Features and Public Open Space

The subject site is within proximity to a network of open spaces, trails and natural features. To the north of the subject site and the surrounding industrial area is the Fourteen Mile Creek lands, a significant natural area that continues east through Oakville and eventually connects to Lake Ontario. Also to the north and opposite the QEW is Langtry Park and the Deerfield Golf Club.

West of the subject site, beyond Bronte Road, is another natural area surrounding Bronte Creek. North of the QEW, this area is part of Bronte Creek Provincial Park, which includes overnight and day campground facilities, as well as five hiking trails. The creek continues southeast, generally parallel to Bronte Road, and terminates at Lake Ontario.

South of the subject site and beyond the rail corridor is a series of neighbourhood parks including Seabrook Park, Rebecca Gardens, and Queen Elizabeth Park.

The wide range of existing parks, natural areas and trails provide multiple recreational opportunities within the vicinity of the subject site. Additionally, several new open spaces are planned within the Bronte GO MTSA that will be located in close proximity to the subject site and will further enhance the planned mixed-use residential character of the area. In particular, the lands directly south and southwest of the subject site, north of the rail corridor, are planned for parks and open space uses in the future.

The area surrounding the subject site includes existing and planned active transportation infrastructure. Schedule D of the Livable Oakville Plan identifies the segment of Wyecroft Road between Westgate Road and Third Line as an existing Multi-Use Trail and a Signed Bike Route. Nearby, Third Line, Bridge Road and North Service Road West are also identified as existing Signed Bike Routes.

Additional cycling infrastructure is planned within the Bronte GO MTSA as part of OPA 41, including a Multi-Purpose Trail on either side of the rail corridor, a Buffered Bike Lane on Speers Road, and a Bike Lane on North Service Road West.

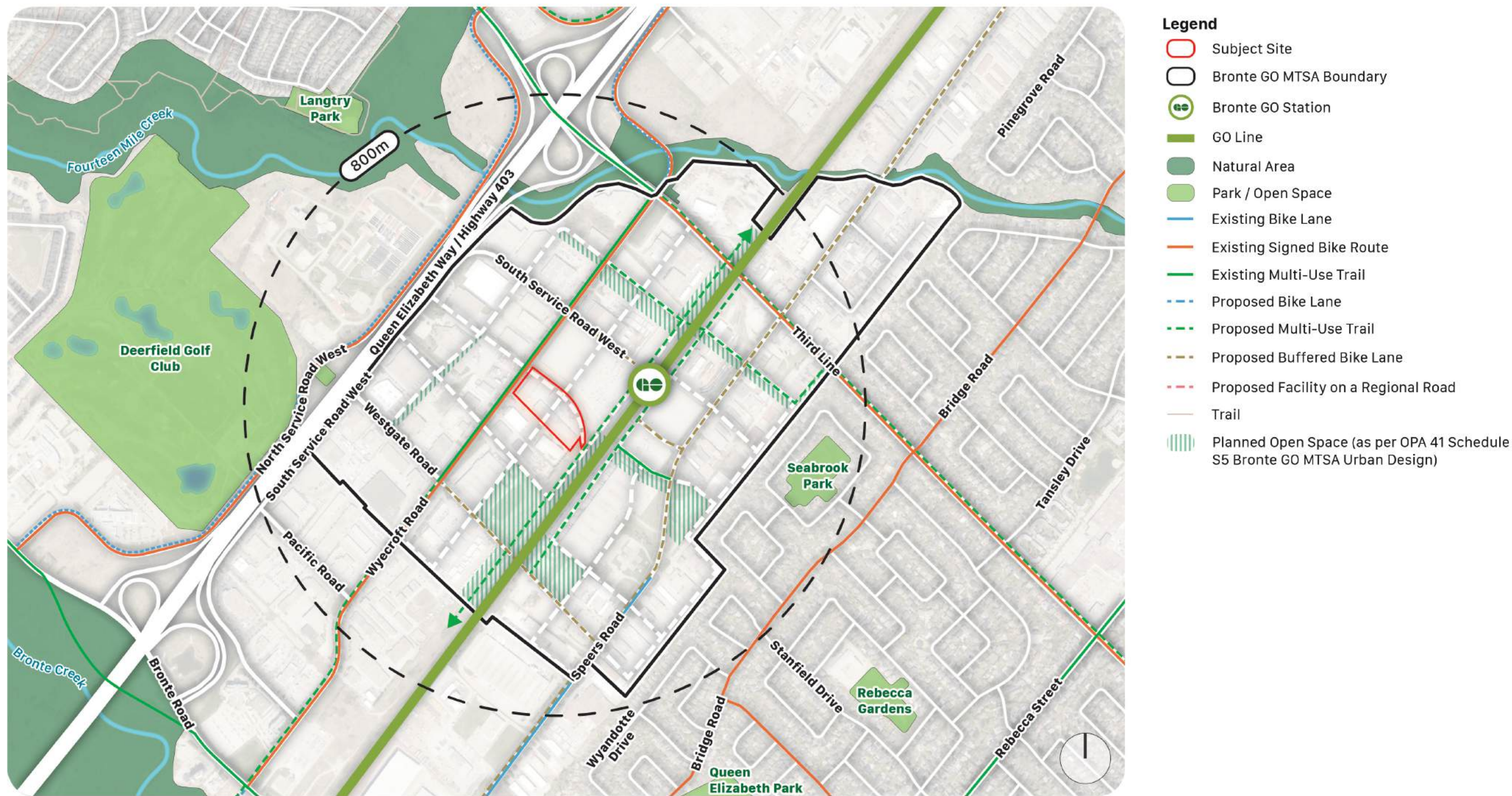


Figure 8 - Open Space and Active Transportation



4

Policy Context

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

The Livable Oakville Plan, The Town’s Official Plan, sets out policies on how lands should be used, and how growth should be managed through to 2031. The Livable Oakville Plan was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, and approved by the Regional Municipality of Halton on November 30, 2009, with modifications. After several appeals, the Ontario Municipal Board (now known as the Ontario Land Tribunal) approved the Livable Oakville Plan with further modifications on May 10, 2011. One site-specific appeal remains outstanding but does not affect the subject site. The most recent Office Consolidation of the Livable Oakville Plan is from April 2025.

In the Livable Oakville Plan, on Schedule A1 Urban Structure, the subject site is identified as *Nodes and Corridors*. Policy 3.7 provides that *Nodes and Corridors* are key areas of the Town and the focus for mixed-use development and intensification. Additionally, Schedule F Southwest Land Use Plan designates the land use of the subject site and the immediate surroundings as *Growth Areas*.

Section 4 of Part C of the Livable Oakville Plan provides policies regarding managing growth and change. Policy 4.1 provides that the majority of intensification in the Town is to occur within the Growth Areas as defined in Part E, which includes the Bronte GO MTSA as a primary Growth Area that will accommodate the highest level of intensification.

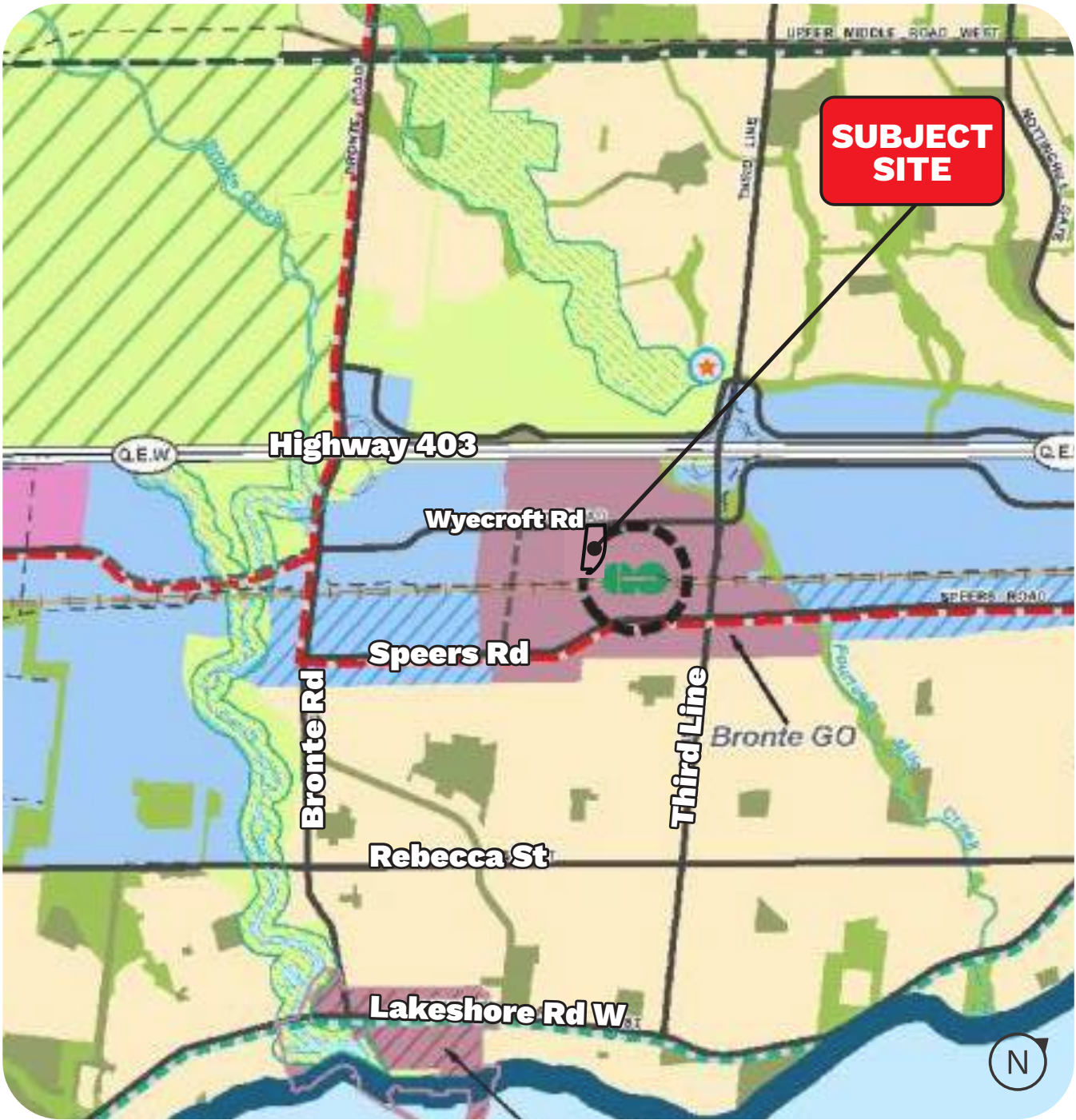
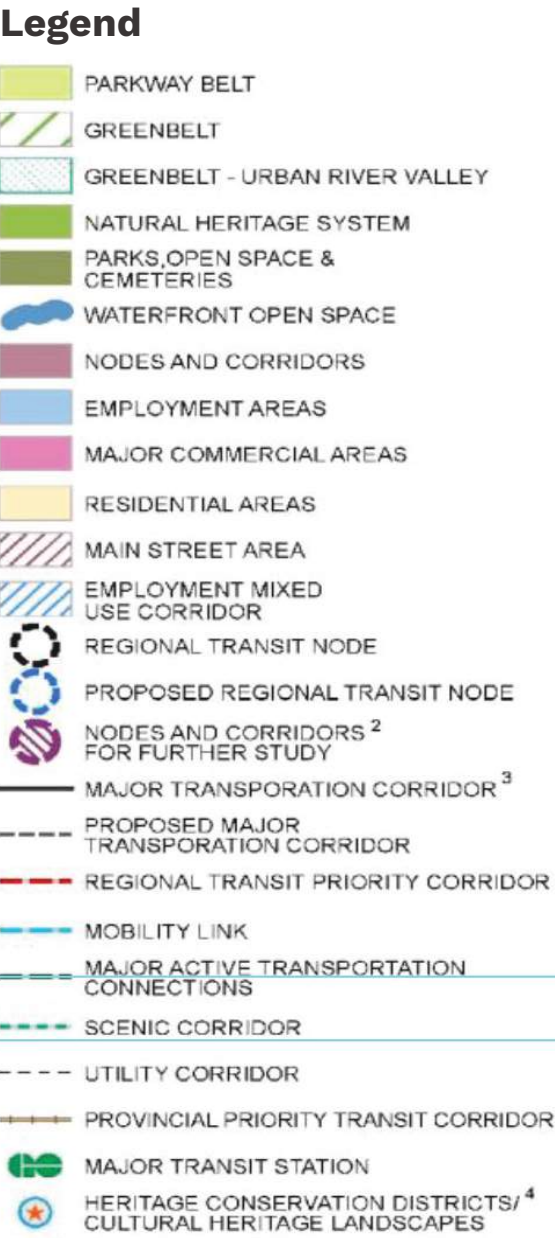


Figure 9 - Livable Oakville, Schedule A1, Urban Structure

Livable Oakville Schedule A1 Urban Structure



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

- a. diversity, comfort, safety and compatibility with the existing community;
- b. attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c. innovative and diverse urban form and excellence in architectural design; and
- d. the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

Policy 6.1.2 (a) provides that development shall be evaluated in accordance with the urban design direction set out in the Livable by Design Manual (referred to in Section 4.3) and that alternative design approaches may be proposed with the provision of appropriate justification and after consultation with the Town, subject to the proposed design meeting the intent and purpose of the Official Plan’s urban design policies.

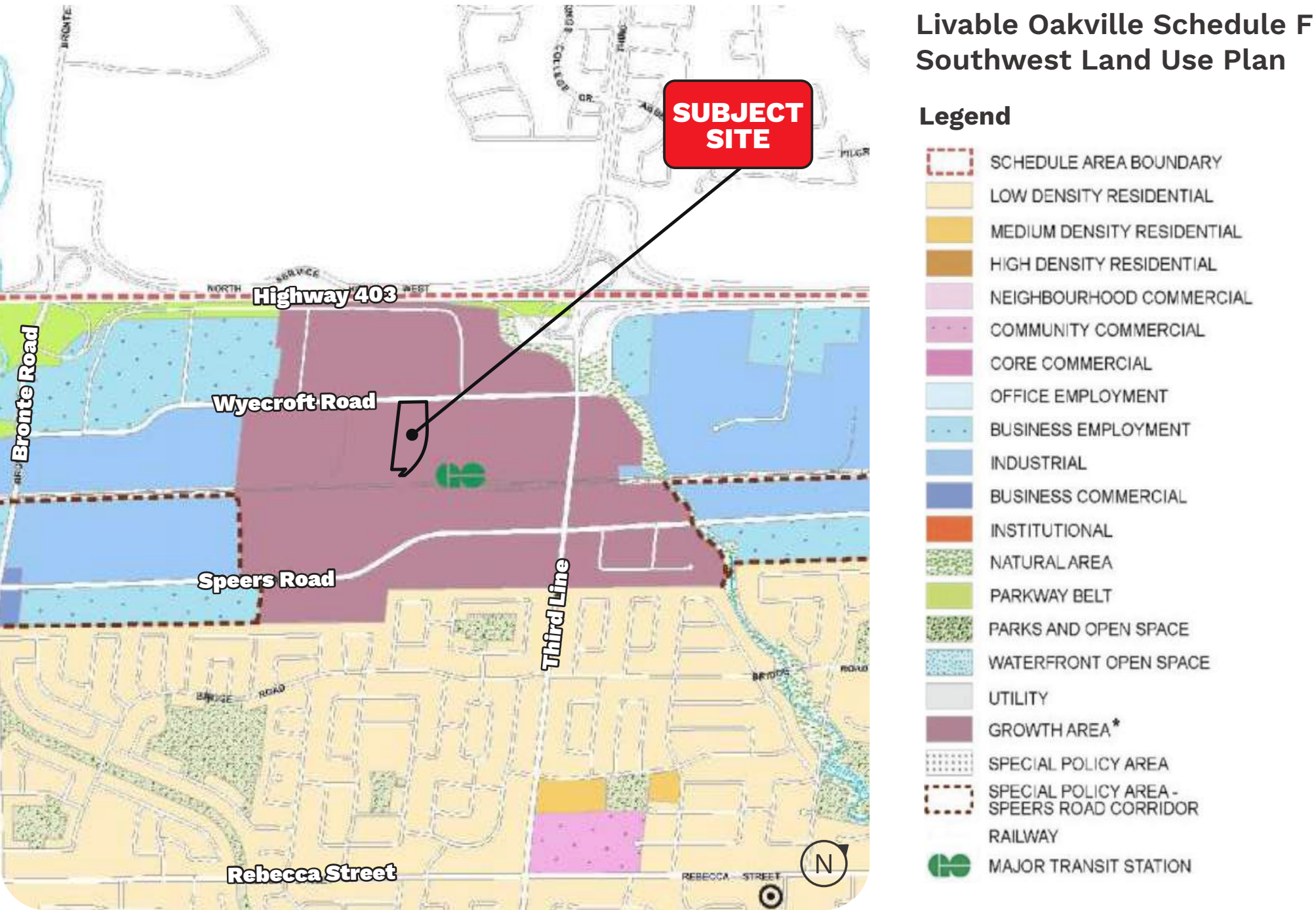


Figure 10 - Livable Oakville, Schedule F, South West Land Use

Policy 6.2.1 provides that the design of the public realm should promote creativity and innovation and include:

- a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;
- walkable street lengths for pedestrians;
- a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;
- comfortable and accessible public spaces that respond to their surroundings; and
- furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

Policy 6.4.2 provides that new development should contribute to the creation of a cohesive streetscape by:

- placing the principal building entrances towards the street and towards corner intersections;
- framing the street and creating a sense of enclosure;
- providing variation in façade articulation and details;
- connecting active uses to the public realm to enhance the liveliness and vibrancy of the street;
- incorporating sustainable design elements such as trees, plantings, furnishings, lighting, etc.; and
- coordinating improvements in building setback areas to create transitions from the public to private realms.

The built form policies are discussed in Section 6.9 and include:

- buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage;
- building design and placement should be compatible with the existing and surrounding built form context and carried out in a creative and innovative manner;
- to achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition between different land uses through landscape buffering, spatial separation, and compatible built form;
- in Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrian;
- buildings should present active and visually permeable façades relative to all adjacent streets and amenity spaces through the use of windows, entry features, and human-scaled elements;
- main principal entrances to buildings should be oriented to the public sidewalk;
- development should be designed to include variation in building mass, façade treatment and articulation to avoid sameness;

- buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets;
- new development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm;
- continuous streetwalls of identical building height are discouraged, and that variety in rooflines through subtle variations in roof form and height should be created;
- where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses;
- new development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation;
- rooftop mechanical equipment shall not be visible from view from the public realm;
- outdoor amenity areas should incorporate setbacks and screening elements to ensure compatibility with the local context; and
- buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows.

Section 6.10 sets out a series of landscape design policies which provide that, among other things, landscaping associated with new development should:

- enhance the human scale of development, create an attractive environment for pedestrian movement and frame desired views or focal objects;
- preserve and enhance the urban forest;
- provide shade and wind protection; and
- preserve and complement the existing natural landscape.

Sections 6.11 to 6.13 set out policies pertaining to pedestrian and vehicular access and circulation, as well as parking, which include:

- pedestrian walkways should be barrier-free;
- development should incorporate safe and direct access and circulation to and through the site that connects pedestrians to principle building entrances, amenity areas, parking areas, public sidewalks and transit facilities, as well as adjacent developments, where appropriate;

- in areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments;
- walkways should provide continuous routes across driveway entrances, drive aisles and through parking areas;
- development should incorporate safe and direct vehicular access and circulation routes with defined internal drive aisles to direct traffic, establish on-site circulation and frame parking areas;
- consolidated driveway accesses are encouraged to maximize landscaped space, as well as to minimize public sidewalk interruptions and expansive paved areas;
- barrier-free parking spaces should be located in close proximity to principal building entrances; and
- parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible.

The design of service, loading and storage areas is addressed in Section 6.16 and includes the following direction:

- servicing and loading areas should be located and orientated away from pedestrian and vehicular circulation both on-site and in the public right-of-way; accessible but not visible from the public realm; and, separated and buffered from residential areas;
- the visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, as well as screening with tree and shrub plantings;
- when lands are adjacent to residential land uses, service and loading areas should be internalized in the building or appropriately screened from the public realm and adjacent uses; and
- site servicing and utility elements should be located within the rear yard or away from or screened from public streets, adjacent residential areas and other sensitive land uses.

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

4.2 OPA 41 Bronte GO MTSA

As part of the Town of Oakville’s Official Plan Review, the Town completed a study of the Bronte GO Station and surrounding area, known as a “major transit station area” or MTSA. On November 1, 2021, Council passed By-law 2021-128 to adopt Official Plan Amendment 41 (“OPA 41”) for the Bronte GO Major Transit Station Area. OPA 41 was approved by Halton Region on November 25, 2022, with modifications. OPA 41 added several new schedules to the Livable Oakville Plan specific to the Bronte GO MTSA for matters related to land use, minimum densities, minimum and maximum building heights, transportation, and urban design.

The Bronte GO MTSA is planned to accommodate increased population and employment densities and transform over the long-term from an area dominated by employment and industrial uses to a transit-supportive, mixed use, urban community which maintains an employment focus.

The subject site is designated *Urban Core* as per Schedule S1 – Bronte GO MTSA Land Use. Section 12.5 contains policies with respect to the *Urban Core* designation which is envisioned to have a strong urban focus with buildings that are designed to be pedestrian-oriented, transit-supportive, and incorporate retail and service commercial, office and residential uses.

Lands to the north, east and west of the subject site are also designated *Urban Core*, while the lands directly southwest are designated *Parks and Open Space*. A north-south future road is identified along the eastern edge of the subject site and an east-west future road is identified to bisect the subject site centrally.

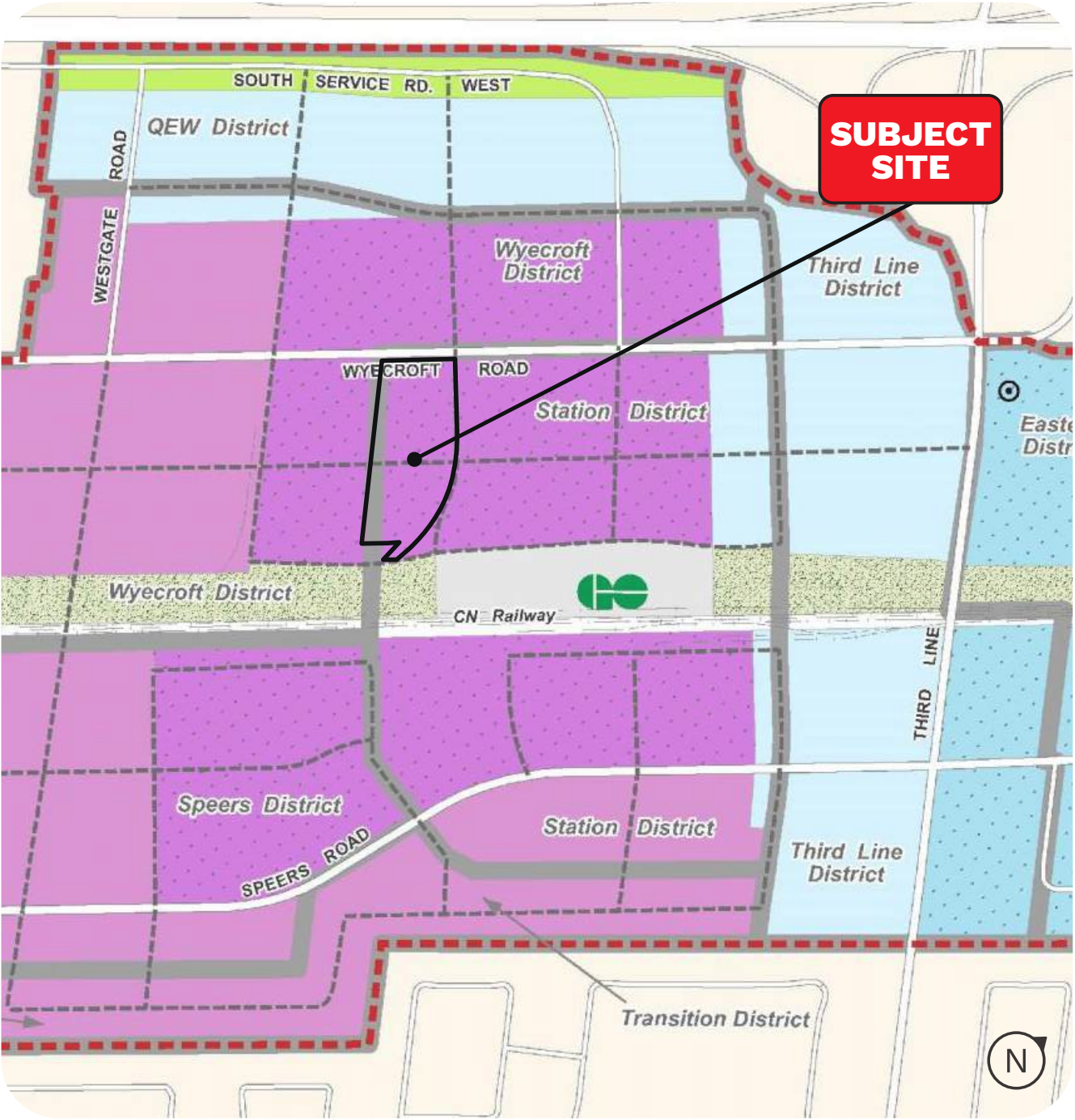


Figure 11 - OPA 41 Schedule S1, Bronte Go MTSA Land Use

Schedule S1 Bronte GO MTSA Land Use (Livable Oakville, as amended by OPA 41)



The Bronte GO MTSA is divided into seven districts, and the subject site is located within the Station District. All development in this district is required to be within mixed use buildings. Commercial uses shall be provided on the ground floor of buildings facing primary streets and are encouraged throughout the mixed-use area.

In addition to Section 6 of the Livable Oakville Plan, OPA 41 outlines clear urban design policies applicable to subject site and the Bronte GO MTSA, as illustrated in Figure 12 - Schedule S5, Bronte GO MTSA Urban Design.

The public realm policies are addressed in Section 27.5 and include:

- The design of new development shall improve access to and from existing and planned transit stations and stops. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing existing transit facilities.
- A height peak shall be created within the Station District, with buildings closest to the Bronte GO Station being the tallest buildings within the Bronte GO major transit station area.

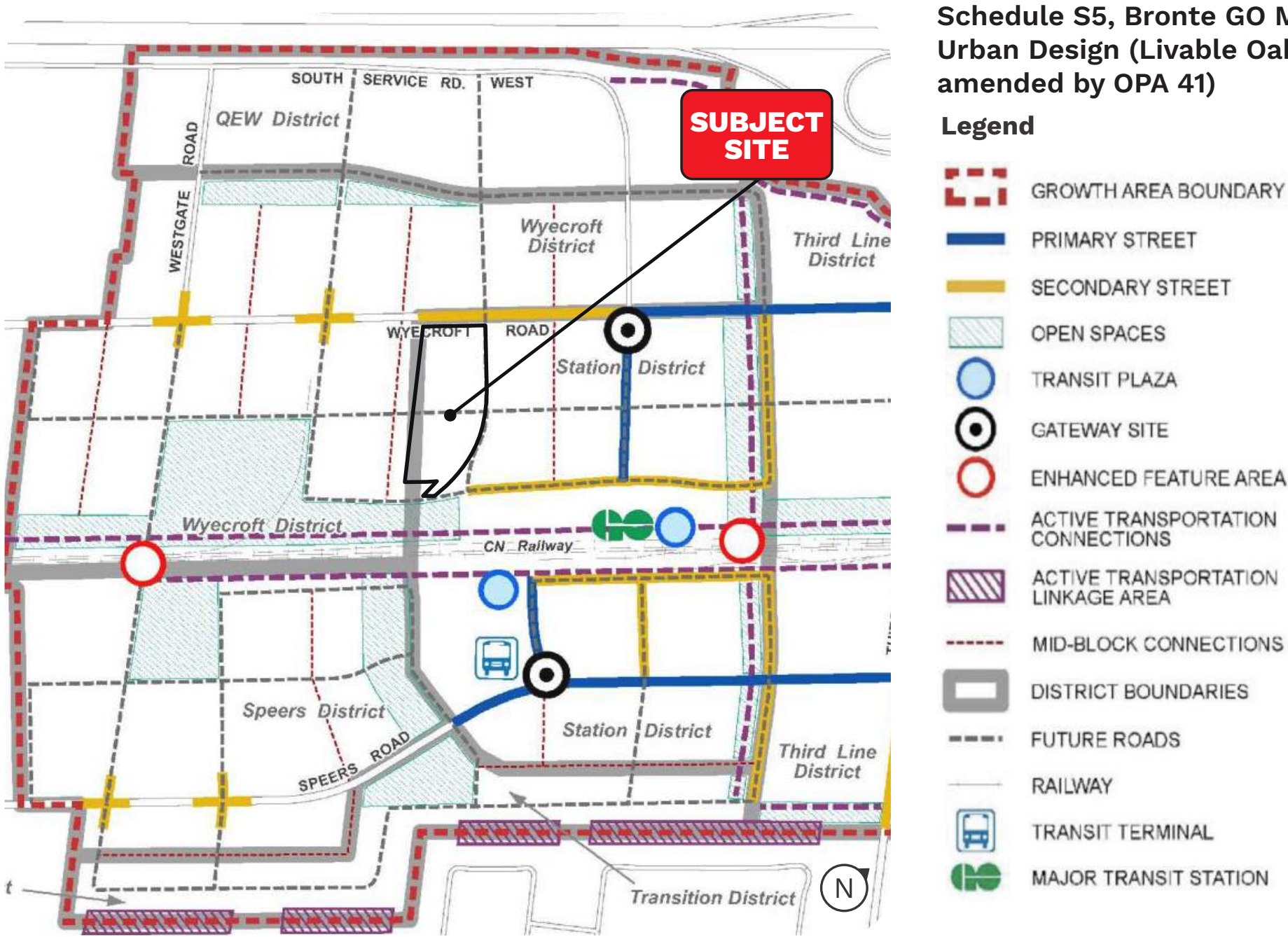


Figure 12 - OPA 41 Schedule S5, Bronte Go MTSA Urban Design

Direction related to streetscapes is set out in Policy 27.5.3 and include:

- Streets within the Bronte GO major transit station area shall provide pedestrian-oriented streetscapes through a combination of wide sidewalks, landscaping, tree plantings, and street furniture including benches, transit shelters and bike racks, appropriate for an urban context. Places for gathering and public art installation are encouraged.
- Active street frontages with active at-grade uses that contribute to a lively, pedestrian-oriented environment are encouraged throughout the Bronte GO major transit station area, and in particular at intersections, in the Station District, and along Speers Road.

Direction related to mid-block connections is outlined in Policy 27.5.6 and include:

- The transportation network should be supported by mid-block connections, shown conceptually on Schedule S5, which may be provided as additional streets if detailed transportation studies deem them warranted, or as other publicly accessible connections or laneways.
- Mid-block connections should improve and consolidate access to development, and enhance connections and mobility within and through the area.

Direction related to built form is provided in Policy 27.5.8 and include:

- Buildings shall have a transit-supportive built form that is oriented to the street to create a pedestrian-friendly urban environment.
- Building separation and side property setbacks for tall and mid-rise buildings should be achieved in accordance with the Livable by Design Manual.
- Tall building tower spacing and orientation, as well as floorplate control, should be achieved in accordance with the Livable by Design Manual.

4.3 Livable by Design Manual - Urban Design Direction for Oakville (2019)

The Town of Oakville Council endorsed the Livable by Design Manual (“LBDM”) on May 12, 2014. The purpose of the Livable by Design Manual is to supplement the Official Plan policies and Zoning By-law provisions by providing additional details on what constitutes desirable built form within the Town of Oakville. The LBDM “provides comprehensive and detailed design direction for development and capital projects to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville”.

The Livable by Design Manual (Part A) - Urban Design Direction for Oakville presents a comprehensive set of guiding design principles and urban design directives applicable Town-wide for all forms of development, redevelopment and capital projects. Section 1.4 provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. New and infill development proposals are expected to be designed and executed in accordance with the following design principles:

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

Section 2.0 provides design direction for the public realm. Relevant guidelines include, but are not limited to:

- Design new streets and enhance existing streets that incorporate complete street attributes such as being multi-modal, conveniently connected, barrier free, and safe, that offer spaces for public life, and that prioritize pedestrian and cyclist use and comfort.
- Maintain or create a continuous streetwall of building facades to provide a sense of enclosure and backdrop to pedestrian activities.
- Orient and position primary building facades, entrances and public spaces directly towards streets.
- Select sidewalk surface treatments based on streetscape function, desired permeability, durability, shape flexibility, pedestrian volumes and barrier free movement.
- Provide continuous, unobstructed, and barrier-free sidewalks on both sides of a street.

Section 3.0 provides design direction for built form. Relevant guidelines include, but are not limited to:

- Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum of 6 storeys.
- Where a stepback of the main wall of the building base is proposed, situate it no lower than 12.0 metres above grade and with a minimum depth of 1.5 metres, to ensure the building continues to frame abutting public spaces and streets.
- Enhance the building facade along the street edge by incorporating creative building elements that are compatible in style, scale and placement.
- For ground floor commercial uses facing a public street, incorporate a minimum first storey floor to ceiling height of 4.5 metres and a minimum of 75% glazing on facade(s) to achieve visual interest and access to natural light.

- For ground floor residential units, incorporate floor to ceiling heights between 3.5 metres and 4.5 metres.
- Design principal entrances to commercial units that are oriented towards and highly visible from the public realm and located at the same level/plane with the sidewalk. Secondary entrances may be oriented to private amenity areas.
- Locate vehicular-access entrance/exits to structured parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a free-standing element on the site.
- Extend the facades of the building base parallel along the full length of the property where it abuts the public realm to ensure the street wall creates a sense of enclosure.
- Within Growth Areas and along Intensification Corridors, design the main wall of the building to occupy a minimum of 85% of the facade zone along the lot length abutting a public street.
- Design the building at a maximum length of 55.0 metres along the facade zone before incorporating a significant break in massing. Incorporate a break with a minimum depth of 6.0 metres and minimum length of 9.0 metres to achieve a significant vertical break and setbacks.
- Incorporate strategic setbacks from the property line in the facade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses.
- Establish a consistent pedestrian scale at the street level by incorporating human-scaled built form and architectural features at key locations along the facades, such as, horizontal banding (datum lines), cornices, and openings.
- For a tall building, step back the middle component a minimum of 5 metres from the main wall of the building base.
- For tall buildings, design the floorplate above the building base with maximum area of 750 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level.
- Provide enhanced privacy for building units and access to sky views and sunlight by incorporating a minimum separation distance of 25.0 metres between building towers, whether located on the same or an adjacent property. The separation distance is measured horizontally from building face to building face and includes projections.
- Position the building tower on the building base to minimize the shadows cast across the public open spaces, urban squares and private amenity areas.
- Design the architectural treatment of the rooftop to complement the overall building design and to integrate penthouses, stair towers, elevator towers and mechanical equipment.
- Design building facades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls.
- Articulate the massing of the facade to divide the architectural detailing into smaller element by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.
- On residential buildings, architecturally integrate balconies and other projections into the structure and detailing of the building. Recess, partially recess or cantilever balconies that provide sun access to the units below.
- Design building facades with a high standard of architectural design, detail and variety of materials that are aesthetically compatible and exhibit quality of workmanship; are functional, durable and easily maintained; and contribute to energy efficiency and sustainability.
- For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit.

Section 4.0 provides design direction for site organization elements. Relevant guidelines include, but are not limited to:

- Incorporate a diversity of plant species based on ecological compatibility, seasonal variety, and appropriateness for site conditions.
- Incorporate drought and salt tolerant species, especially when adjacent to hard surfaces. Wherever possible, select native species and non-invasive species, especially when adjacent to natural areas.
- Landscape front and flankage yards with plantings and other landscaping features that provide visual interest, highlight pedestrian connections, enhance building and site design features, screen undesirable elements, and provide continuity with the public realm.
- Where warranted, landscape side and rear yards with plantings and/or fences/walls to achieve functional and attractive screening and/or buffering.
- Design pedestrian networks to provide direct, barrier free, predictable and safe access to and from public sidewalks, transit stops, urban squares, amenity areas, building entrances, parking areas and open spaces. Where appropriate, connect the network to pedestrian areas located on adjacent properties.

- Wherever possible within Growth Areas and on intensification sites, incorporate structured parking facilities, whether located below or above ground, to accommodate a higher density of parking coverage. Underground parking structures are preferred.
- Design vehicular entrances and ramps to a structured parking facility that complements the scale of the facade and surrounding streetscape elements. Wherever possible, provide access from a secondary street and separated from public areas.
- In Growth Areas and along pedestrian-oriented streets, locate vehicular access driveways from side or minor frontage streets to minimize impacts on pedestrian circulation, site character and streetscape.
- Provide safe and convenient bicycle parking for all non-residential and multi-unit residential sites to support multi-modal transportation options.
- Locate passenger pick-up and drop-off loading areas for convenient access to main building entrances.

- Design and integrate service, loading and storage areas to minimize the visual impact on the public realm, on built form and amenity areas, and on surrounding sensitive uses.
- Wherever feasible, locate service, loading and storage areas within the main building(s) to ensure these facilities are not visible from the public realm or within view of main building entrance(s).
- Wherever possible, consolidate service, loading and storage areas into one multi-functional area on the site to serve multiple buildings and multiple purposes.
- Locate and design service, loading and storage areas to prevent conflicts with pedestrian and vehicular circulation routes.
- Wherever possible, locate access driveways to service, loading and storage areas at the side or rear of the property to limit access directly from major thoroughfares.



5

Development Plan

The proposal contains a mix of uses and unit types that will positively contribute to the creation of a pedestrian-friendly, transit-supportive and mixed-use community in the Bronte GO MTSA. The proposed development divides the subject site into two new development blocks separated by a new 20-metre-wide public road at the centre of the site. A new 16-metre-wide public right-of-way is also proposed along the eastern extent of the subject site, conveying approximately 6,120 square metres in total to the Town for the creation of new roads.

In total, the proposed development consists of four towers—“Tower A” (35 storeys) and “Tower B” (32 storeys) sit atop a shared 6-storey, C-shaped podium on “Block A”, the northernmost parcel adjacent to Wyecroft Road. “Tower C” (28 storeys) and “Tower D” (25 storeys) sit atop a shared 6-storey, C-shaped podium on “Block B”, the southernmost parcel at the rear of the subject site. Each 6-storey building base is oriented to frame surrounding new and existing roads with a contiguous streetwall. Above the base building, the towers step back a minimum 3.0 metres to reduce the perception of the building mass by pedestrians from within the surrounding public realm.

Overall, the proposed development includes a total of 143,113 square metres of Gross Floor Area (“GFA”) across both blocks, resulting in an overall net density of 6.06 and 1,616 residential units. The proposal is comprised of approximately:

- 139,752 square metres of space for residential uses;
- 2,347 square metres of retail space at grade;
- 1,014 square metres of space for daycare use at grade, including an outdoor play area;
- 3,052 square metres of indoor amenity space at grade and on the 7th floor;
- 4,594 square metres of outdoor amenity space on the 7th floor; and
- 6,120 square metres of road conveyance for two future public roads through the centre and along the eastern edge of the site.

With respect to the public realm, the proposal maintains the existing trees along the Wyecroft Road frontage and encloses the streetscape by locating the building on Block A closer to the north property boundary. The pedestrian experience in this area is further enhanced by lining the streetscape with active at-grade uses, including retail space and a daycare facility. The new north-south public road along the eastern extent of the site includes street trees, landscaping and a new public sidewalk, in addition to further retail and grade-related residential uses, to ensure activity and interest within the public realm. Along the new east-west public road bisecting the site, new street trees and public sidewalks line both sides of the street. Front porches with tree and shrub plantings provide interest within the streetscape while allowing for the transition from the public realm to the private entrances to grade-related residential units situated on both sides of the street in Blocks A and B.

Finally, for each development block, vehicular access is provided via a private driveway from the new north-south public road to an internal drive court with space for pick-up and drop-off away from the public road. For each proposed building, vehicular parking is situated within four levels of underground parking, accessible from the internal driveway area. A total of 1,755 parking spaces is proposed across both blocks. Bicycle parking is located at the mezzanine level of each building, with a total of 1,622 bicycle parking spaces provided across both blocks. Two loading spaces are provided on the ground floor of each building (i.e., 4 loading spaces total), which are also accessible via the internal drive court. All loading, staging and storage areas are screened from public view and are located away from the public realm to limit their physical and visual impact on the surrounding area.

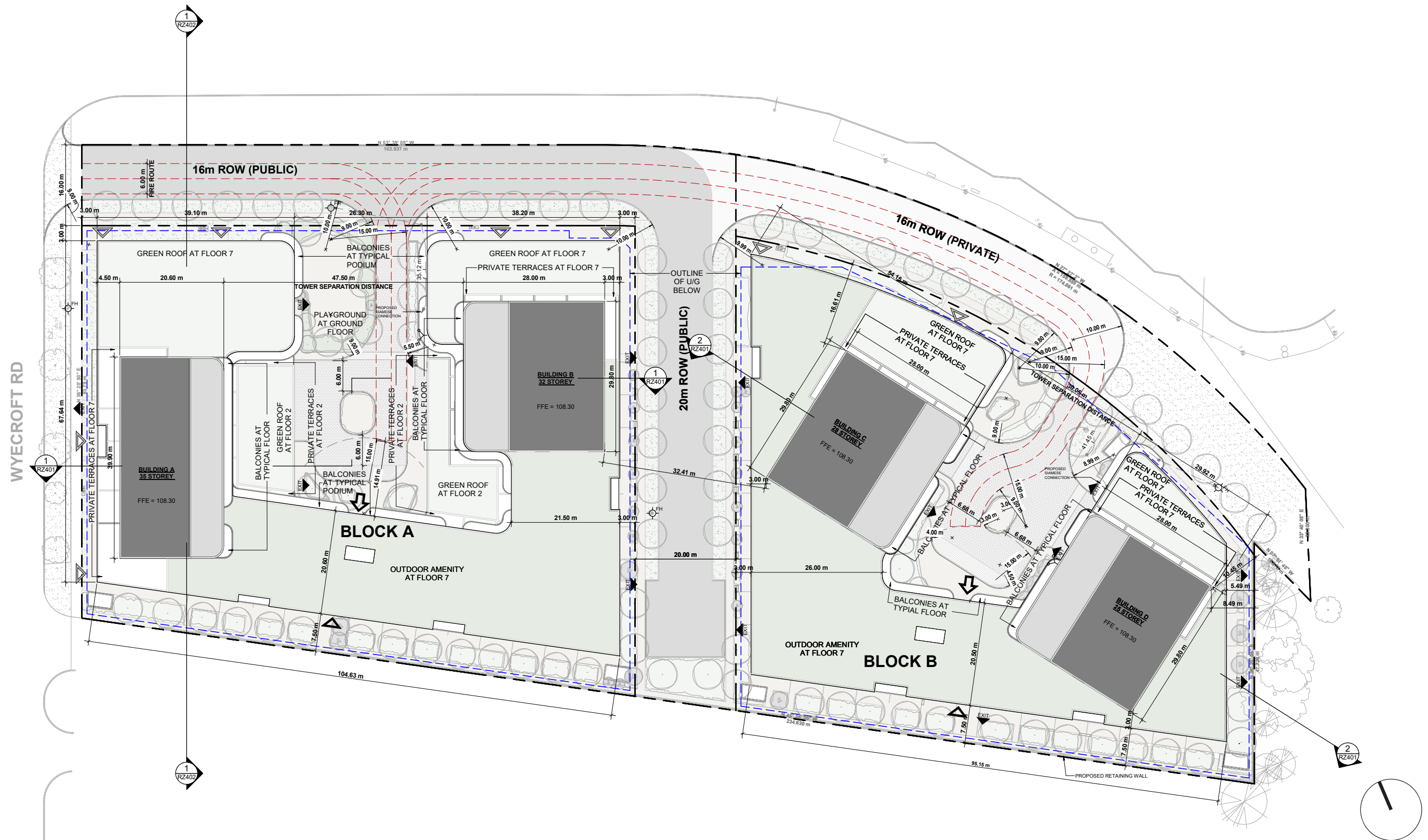


Figure 13 - Roof Plan (Prepared by Turner Fleischer Architects Inc.)

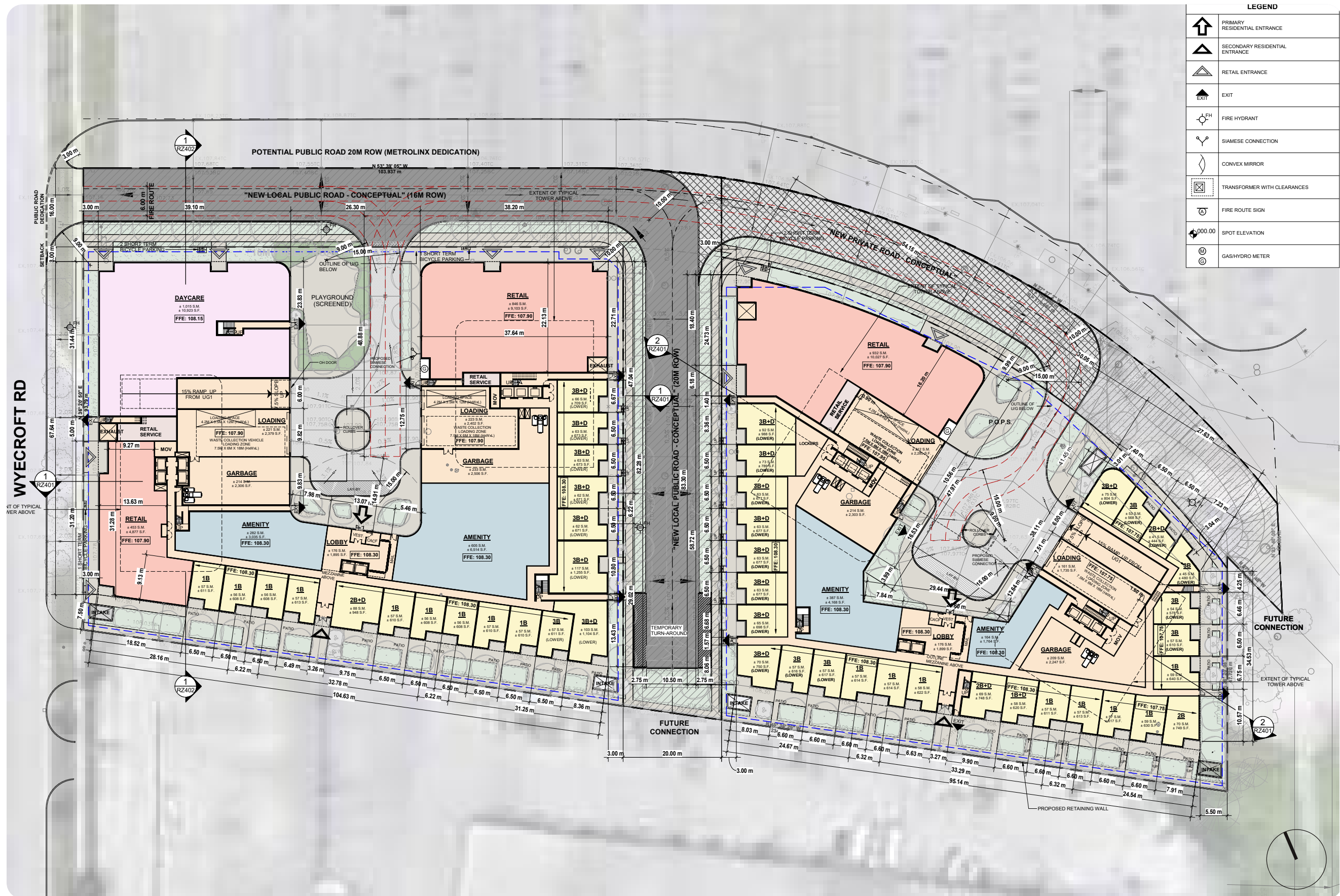




Figure 15 - East Elevation (Prepared by Turner Fleischer Architects Inc.)



Figure 16 - West Elevation (Prepared by Turner Fleischer Architects Inc.)

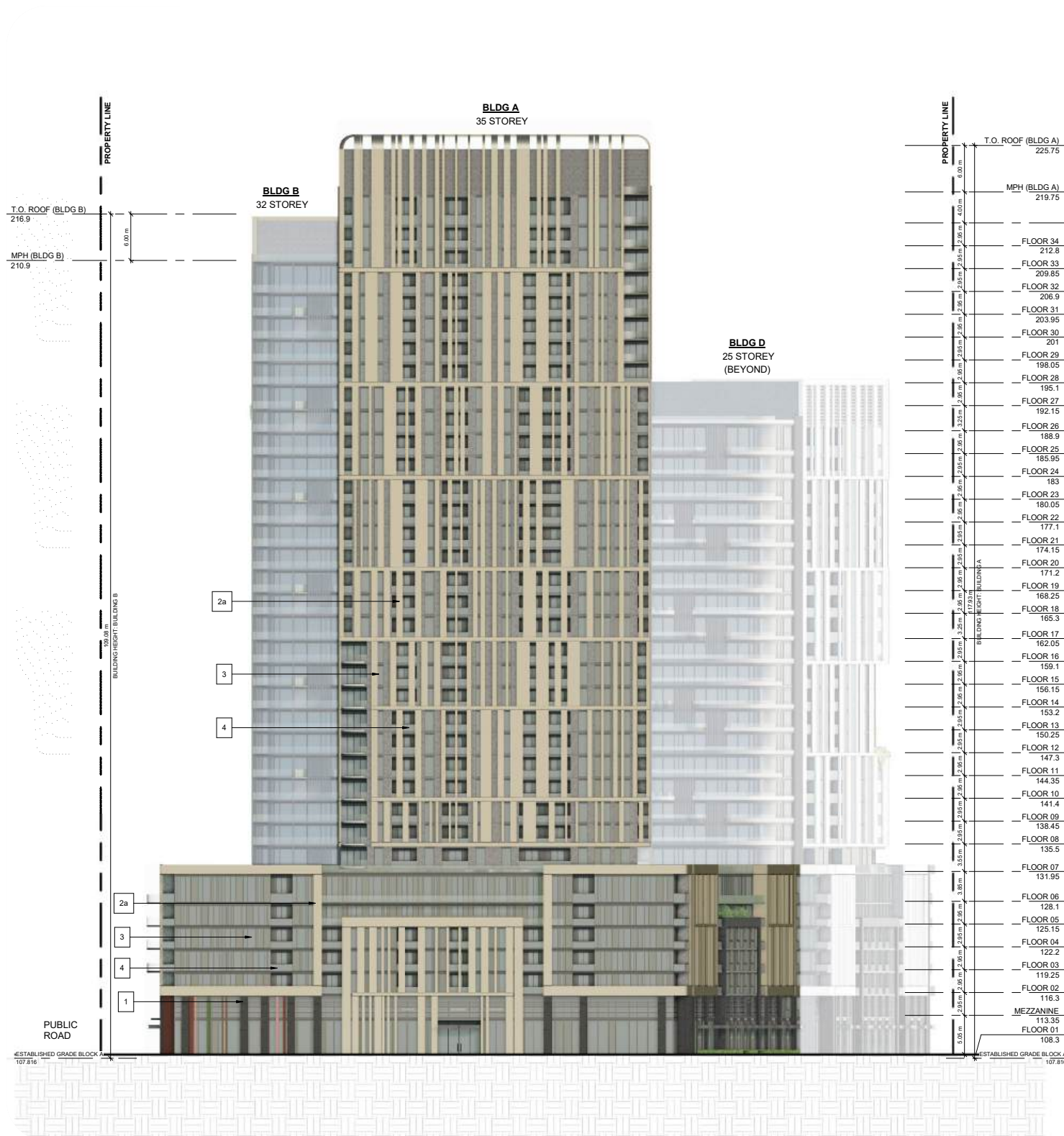


Figure 17 - North Elevation (Turner Fleischer Architects Inc.)



Figure 18 - South Elevation (Turner Fleischer Architects Inc.)

An architectural rendering of modern high-rise buildings with a red overlay. The buildings feature a grid-like facade with vertical and horizontal lines. The scene includes trees, a street with cars, and a person on a bicycle. The text '6' is prominently displayed on the left side.

6

Detailed Design Direction

6.1 Livable By Design Manual

The Livable By Design Manual provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. The following section outlines how the proposal for the subject site addresses and responds to the six guiding design principles.

Sense of Identity - *Creating Distinct and Vibrant Communities*

The proposal provides a built form that will initiate the transformation of the predominantly industrial and commercial area into a distinct and vibrant mixed-use community. The proposed street-oriented buildings frame the public realm with good proportion, providing for an improved pedestrian experience within the surrounding public realm. At grade, the proposal incorporates retail, daycare and grade-related residential uses that will animate the public realm and create engaging streetscapes in and around the site. It also introduces new public street frontages, pedestrian connections and open space elements to enhance the public realm.

Compatibility - *Fostering Compatibility and Context-Specific Design*

The subject site is located within an area planned for significant future change, particularly within the Bronte GO MTSA as part of the adoption of OPA 41. While the proposal represents one of the first sites within the area to realize the planned intensification and built form, it has been designed to be compatible with the planned and anticipated redevelopment in the area, while also remaining complementary to the interim condition of the surrounding context. In this regard, the proposed site organization, building heights and massing will be compatible with the planned context and the vision for the Bronte GO MTSA.

Connectivity – *Enhancing Connectivity and Accessibility*

The proposal incorporates elements that provide for new and enhanced pedestrian and vehicular connectivity. The proposed design introduces two new public roads, establishing smaller walkable blocks that improve access to the Bronte GO Station and appropriately guide future development more broadly within the Station District and adjacent districts within the Bronte GO MTSA. The proposal also enhances the surrounding streetscape by creating a well-articulated, pedestrian-scaled streetwall lined with active uses, encouraging walkability and increasing site permeability. The proposal provides direct and barrier-free access to all residential lobby areas, daycare facilities and retail areas and improves the pedestrian experience in and around the subject site.

Sustainability – *Integrating Sustainability and Resiliency*

The proposed high-density, transit-oriented development creates a sustainable urban form that promotes intensification in areas well supported by transit. A number of sustainability measures have been considered and incorporated into the building and site design, including the provision of bicycle storage, green roof areas, and the inclusion of local and highly tolerant plant species throughout the landscape design.

Legacy – *Preserving Built Heritage, Cultural and Natural Resources*

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

Creativity – *Inspiring Creativity and Innovation*

The proposal will promote high-quality architectural and landscape design that will contribute to and build upon the community features planned within the Bronte GO area. The proposed massing and façade treatment will serve as a positive design precedent and model of inspiration for new developments, establishing a creative and contemporary design aesthetic within the area. The proposed expansion to the existing public road network supports a block structure for adjacent development that is granular, walkable and encouraging of future creative design.

6.2 Site Design

6.2.1 Site Organization

The proposal envisions the redevelopment of the subject site with a mixed-use development consisting of two buildings, each with two tall building components atop a podium. The overall site arrangement has been informed by the planned built form context and street network in the Bronte GO MTSA. In this regard, the proposed site design will provide an appropriately intensified built form that will contribute to the planned revitalization of the area as a mixed-use, transit-supportive community.

The proposal seeks to divide the subject site into two development blocks—Block A, adjacent to Wyecroft Road, and Block B, at the rear of the site—separated by a new 20.0-metre-wide public road extending east-west through the centre of the site. Additionally, a second 16.0-metre-wide public road will extend south from Wyecroft Road along the eastern extent of the subject site, connecting to the new east-west road and to future planned roads south of the subject site in the fullness of time. This road is intended to form a portion of a planned future 20.0-metre-wide public road to be completed when the remaining 4.0 metres are conveyed by the abutting landowner in the future.

The development of Block A and the public roads represents the first phase of the proposal. The second and final phase involves the development of Block B, including a new interim private road that connects to the new north-south public road.

Block A consists of a single C-shaped building with street frontage on three sides: along Wyecroft Road to the north, and both new public roads on the east and south. The building includes a 6-storey podium and two towers: Tower A is 35 storeys and is situated closest to Wyecroft Road, while Tower B is 32 storeys and is situated near the centre of the subject site, close to the intersection of the two new public roads. The ground floor has been carefully designed to create a cohesive streetscape by framing and enhancing existing and proposed streets with active uses, including retail, a daycare (with a screened outdoor play area) and grade-related residential units. Loading and servicing activities, as well as underground parking access, are located away from direct public view and are accessed from an internal drop-off driveway at the centre of the block.

Block B is similarly arranged with a single building consisting of two towers atop a C-shaped podium. The building has frontage on one of the new public roads at the north. The podium height is 6 storeys; Tower C is 28 storeys and is located near the northeast side of the parcel, while Tower D is 25 storeys and is located at the southwest. As with Block A, the ground floor elements are arranged to best enhance the streetscape with active uses, while reducing the prominence of other required servicing spaces. A retail space fronts onto the new public road at the northeast corner of the podium. Grade-related residential units span the rest of the frontage and wrap around the remaining outward-facing facades. An internal driveway connects to the new road network at the eastern edge of the block, which provides access to loading spaces and underground parking levels.

Overall, tower elements have been organized to maintain appropriate separation distances from each other in order to limit potential impacts on privacy and overlook, as well as to preserve access to sunlight and sky view. In this regard, all towers have a minimum 25.0-metre separation distance from each other. Further, the tallest building heights are proposed along Wyecroft Road, with the heights stepping down toward the south. The building podiums have been sited and scaled to frame the adjacent public streets and maintain adequate separation distances from one another to ensure the public and private realms are comfortable from a pedestrian perspective, as well as to maintain access to sunlight and sky view and to minimize overlook conditions.

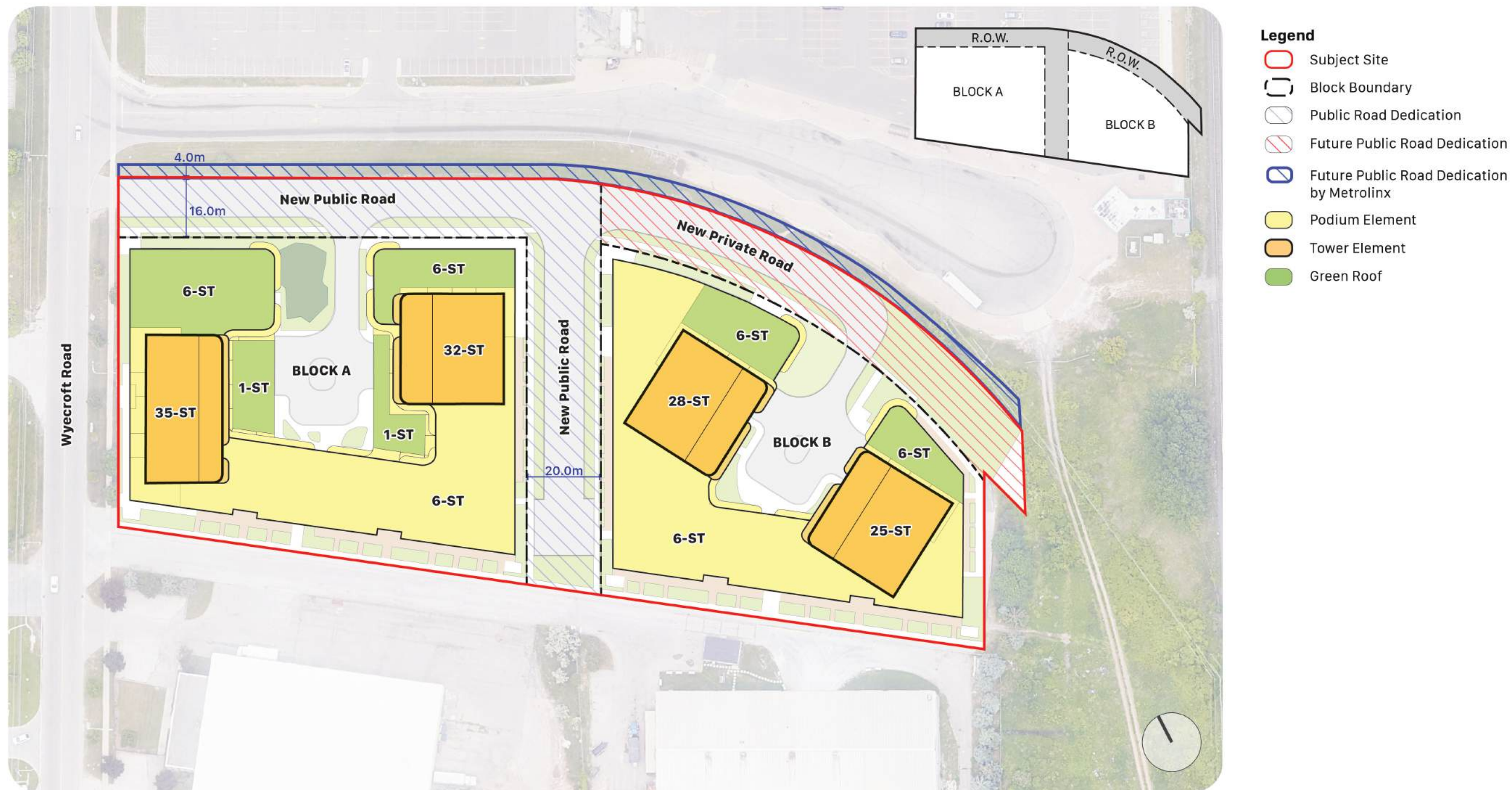


Figure 19 - Site Organization - Roof Plan

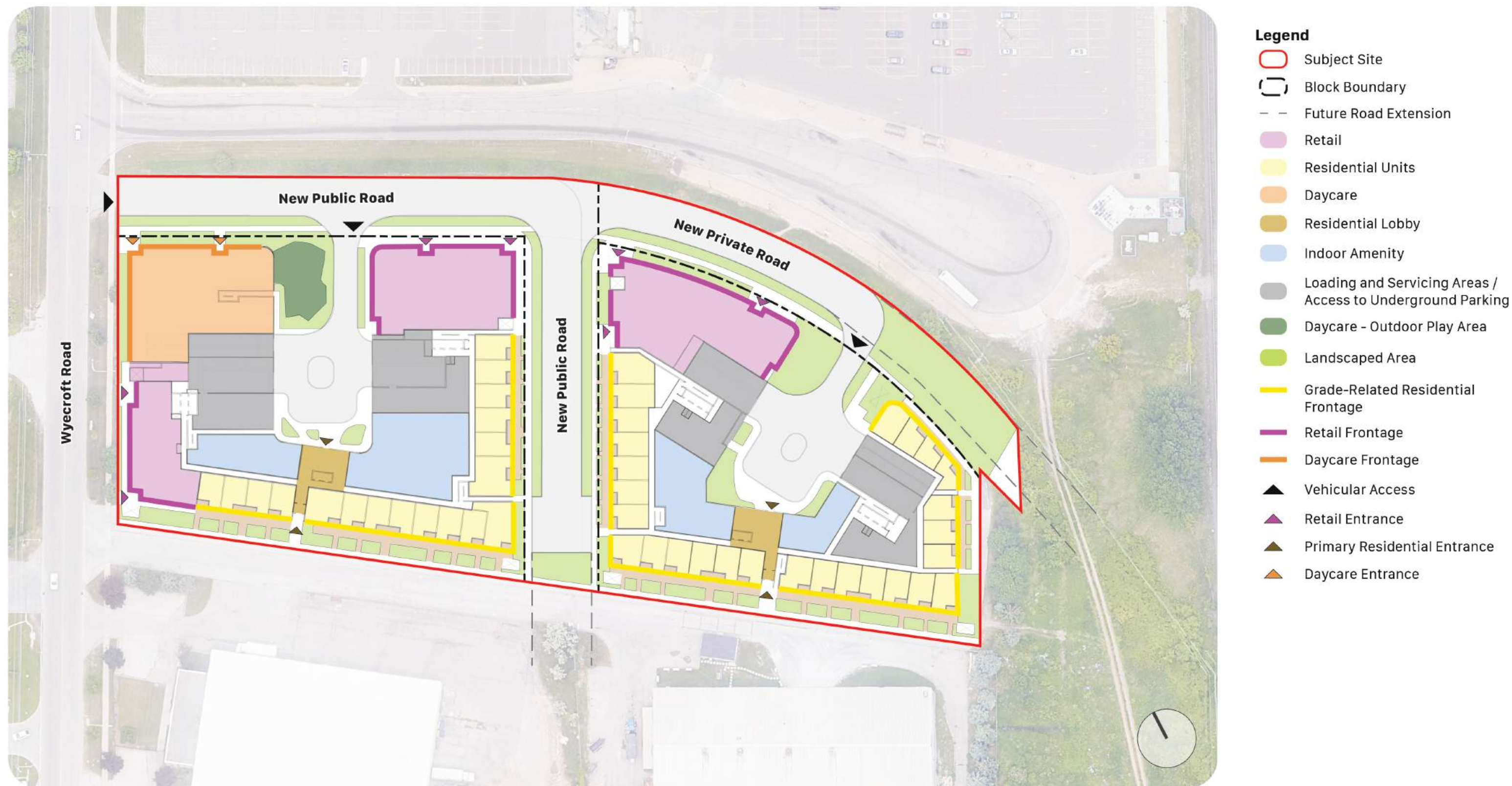


Figure 20 - Site Organization - Ground Floor Uses

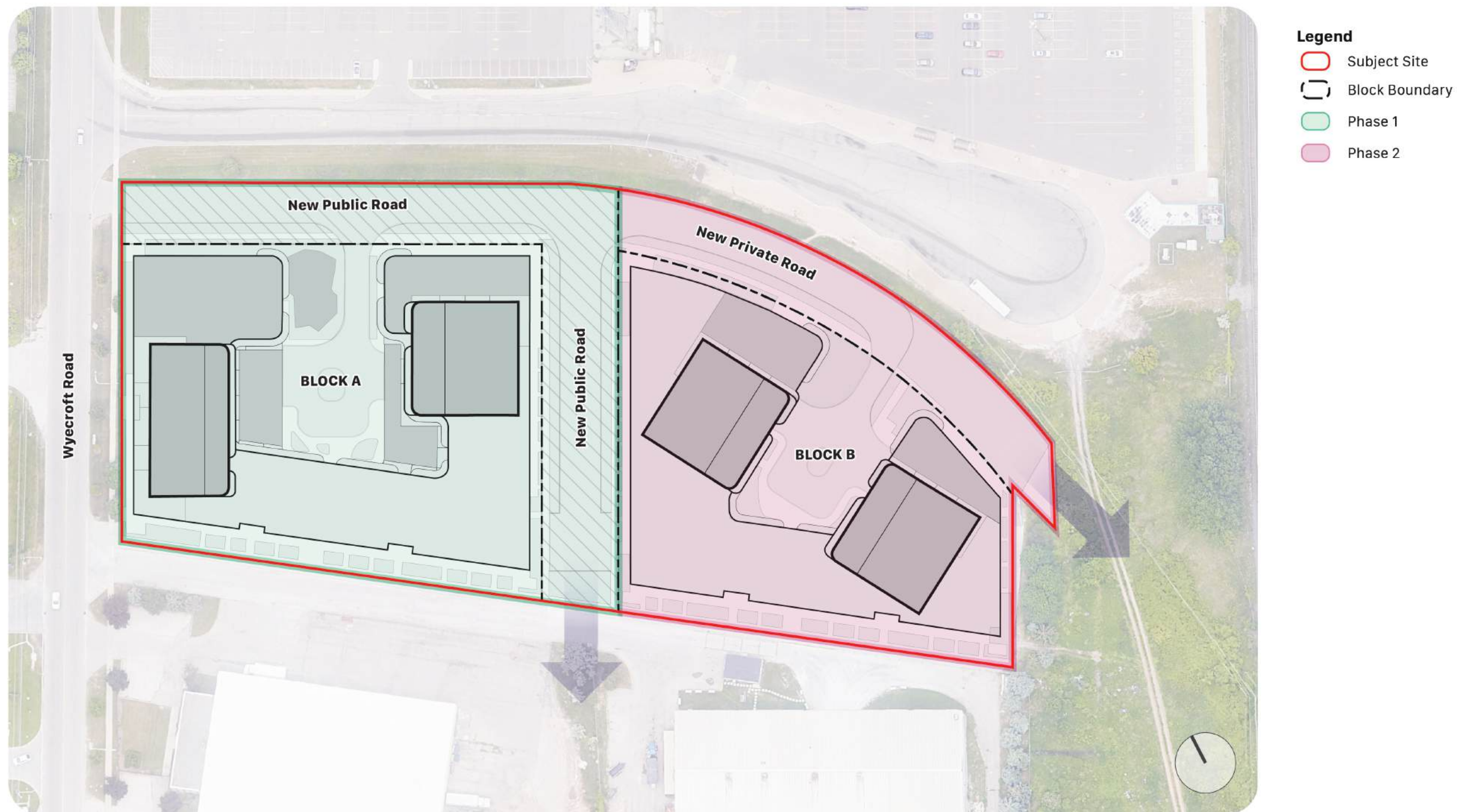


Figure 21 - Phasing Plan

6.2.2 Circulation and Access

In addition to expanding the road network as planned for the Bronte GO MTSA area, the proposed development presents an opportunity to support a growing residential and working population by creating an improved environment for pedestrians and cyclists.

A continuous network of sidewalks will be provided on all streets to support comfortable pedestrian circulation, including on Wyecroft Road and the proposed new public roads. Additionally, a dedicated mid-block connection is provided along the west property line, extending from Wyecroft Road towards the rail corridor. This will increase permeability and connectivity on the site and across the broader area to future parks and open spaces as planned south of the subject site.

With respect to cycling connections, the proposed development promotes the use of active transportation modes, generally through the provision of the connections described above, but more specifically through the proposed cycling infrastructure incorporated into the design of the subject site. In this regard, internal bicycle storage facilities have been included in each of the buildings and are located on the mezzanine level, with access provided from the residential lobby. Short term bicycle parking is also provided within the public realm close to the retail and daycare spaces on the ground floor.

6.2.3 Landscape and Amenity Areas

Landscape elements are incorporated throughout the site to enhance the identity and visual appearance of the area at the pedestrian level. These elements will provide transitions between different public and private functions, highlight architecture, soften the edges along the property and block boundaries, and improve the quality of the open spaces around the site. The proposed landscape elements are intended to provide clear and convenient visual and physical connections throughout the subject site that will draw pedestrians in, promoting active and passive recreation and fostering social interaction on and around the site.

Street trees will line the roads along each frontage of the site and on the edges adjacent to either development block. Grade-related residential units are set back from the public roads or property line to accommodate outdoor patio space and landscaping to buffer the private residential entrances from the adjacent public realm. In particular, new tree and shrub plantings are proposed along the south and east property lines to provide a buffer between grade-related residential units and adjacent properties. On Block A, an outdoor screened playground is also provided adjacent to the daycare.

In addition to the proposed public open space, the development provides indoor and outdoor amenity spaces. For each building, indoor amenity space is proposed on the ground floor, as well as within each tower on the 7th floor. Outdoor amenity space is located on the rooftops of the 6-storey podiums, adjacent to indoor amenity space. The proposed towers on each block have been massed and sited such that the proposed amenity areas atop each podium have adequate access to sunlight and sky view throughout the day year round.

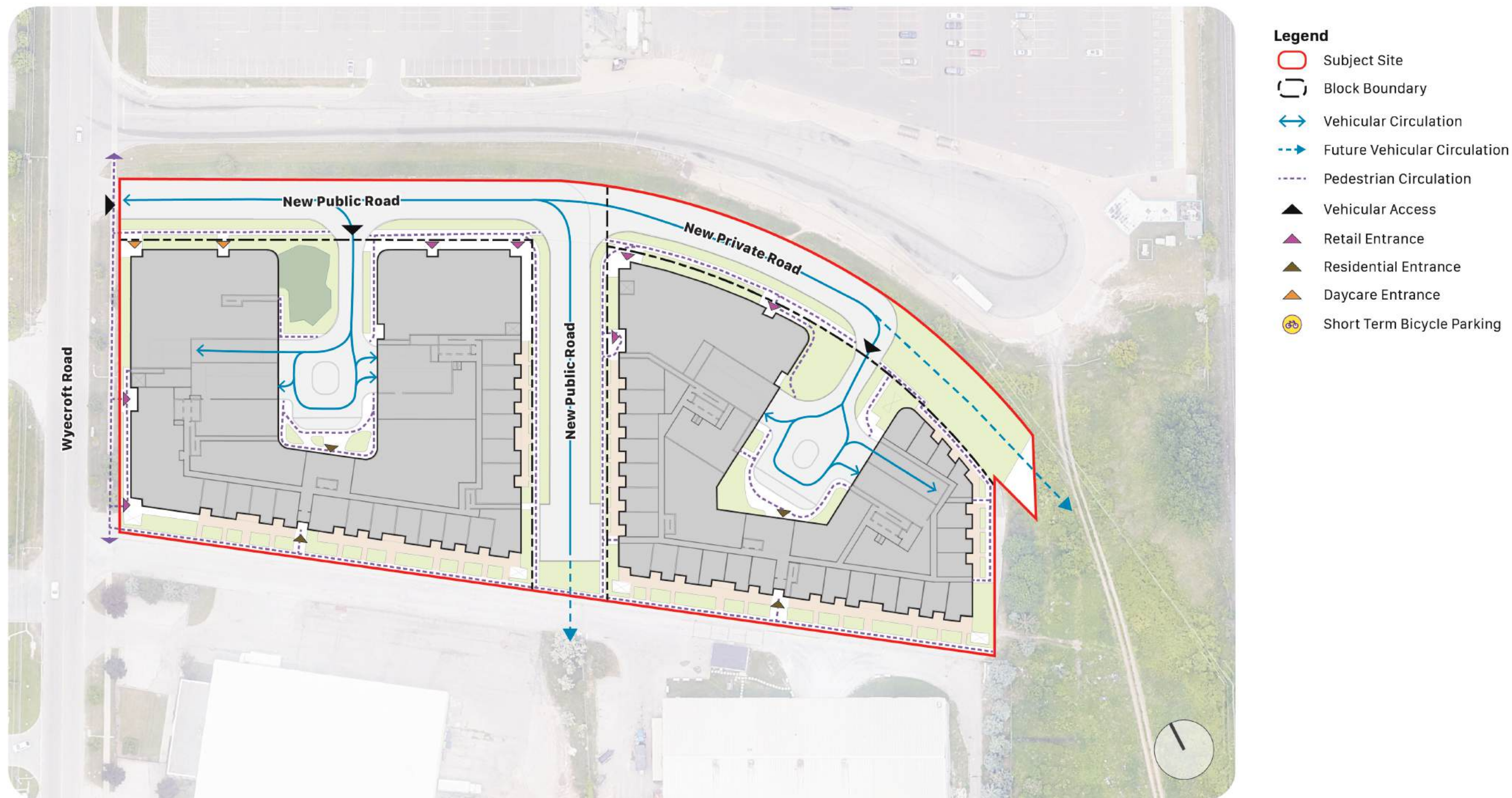


Figure 22 - Circulation and Access

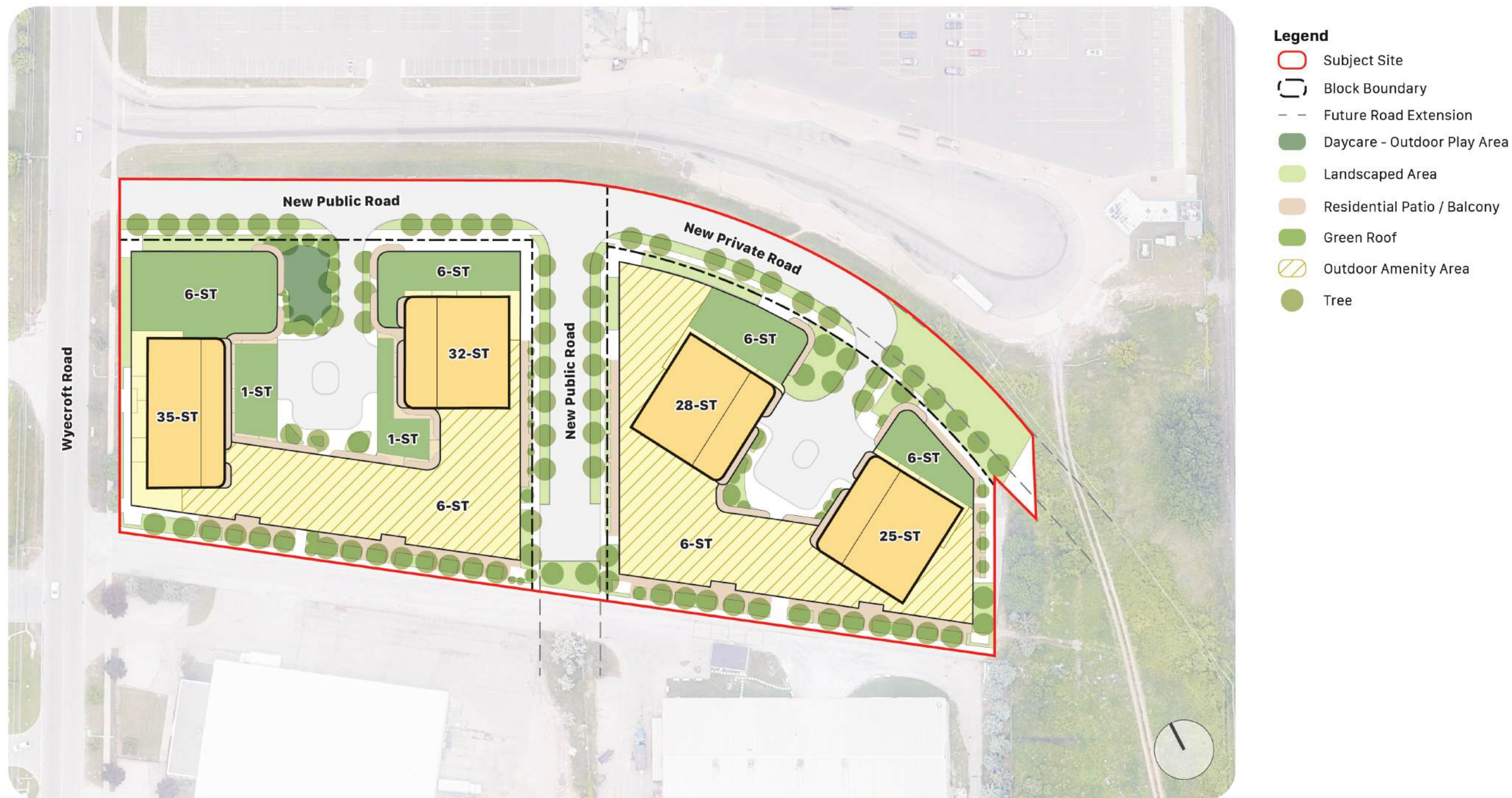


Figure 23 - Landscape and Amenity Areas

6.2.4 Parking, Loading and Servicing

The proposed development has been designed to be pedestrian-oriented and to limit the visual impact of parking and loading areas on the public realm. All vehicular activities are located away from Wyecroft Road with driveway access provided off the new north-south street, positioned at the centre of each block.

The proposal provides four levels of underground parking below each building, containing a total of 1,761 parking spaces (i.e., 950 spaces on Block A and 811 spaces on Block B). Below-grade parking access in each building is provided off the internal driveway via a ramp that is recessed within the building mass and screened from the public realm.

One pick-up and drop-off area for each building is proposed. Both are located internally to the block on the private driveway and in close proximity to the residential lobby entrance.

With respect to loading spaces, two loading spaces are provided on the ground floor of each building (i.e., 4 spaces total). On both blocks, loading spaces are accessed from the private driveway and are located internally within the building to minimize their visual and physical impacts on the public realm.

Overall, the location of parking, loading and servicing areas internal to the subject site and/or within each building provides for a continuous streetscape along Wyecroft Road and the proposed new streets. This allows for a safe and comfortable public realm where interactions between vehicles and pedestrians are minimized.

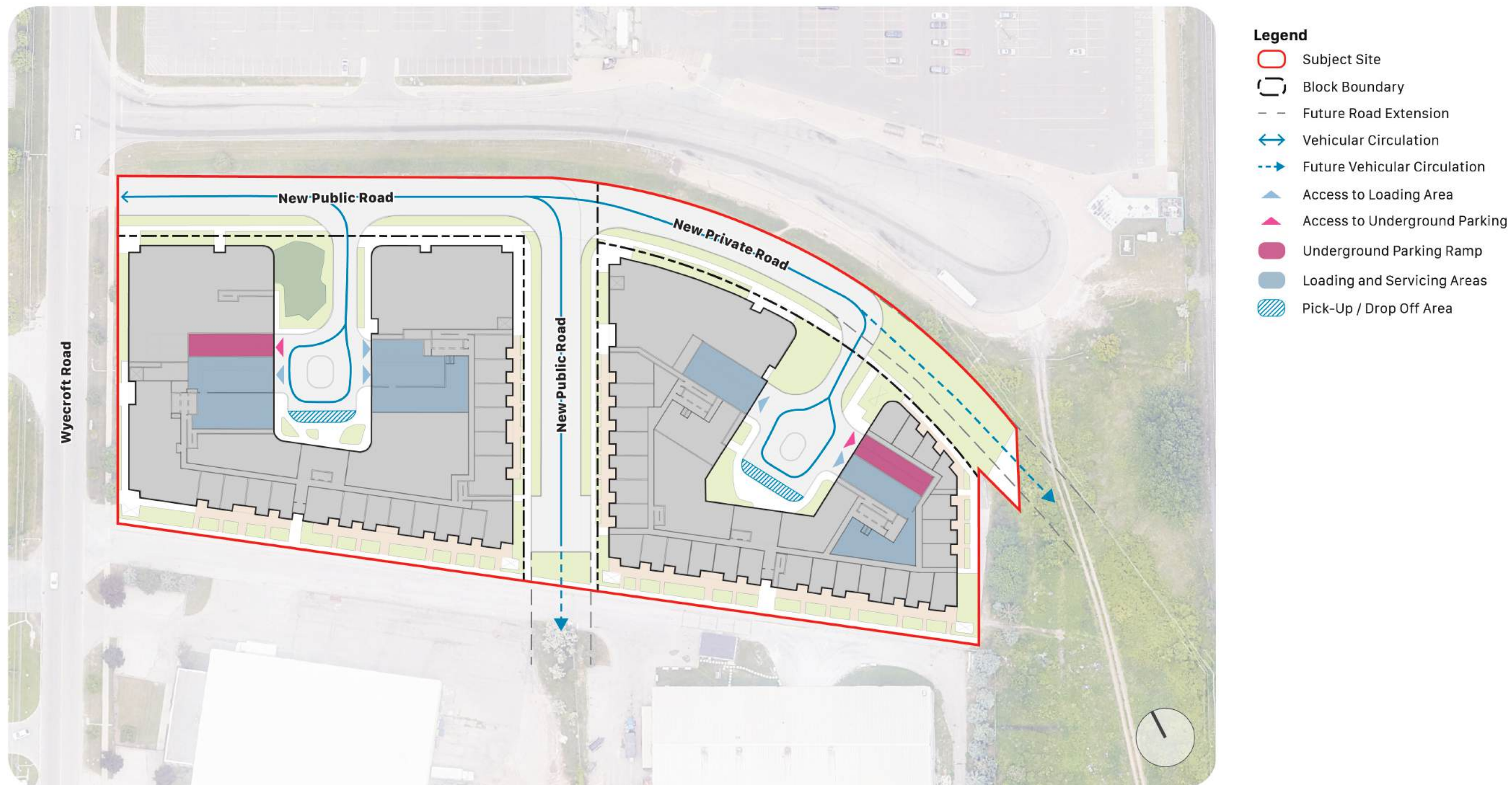


Figure 24 - Vehicular Access and Servicing

6.3 Built Form

6.3.1 Height and Massing

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

- the planned context of transit-supportive, mixed-use development based on the Town of Oakville urban structure;
- the size, depth, and configuration of the subject site, which can reasonably accommodate two development blocks with multiple towers while maintaining appropriate built form relationships;
- the physical separation of the subject site from any sensitive land uses such as low-rise residential areas or public parks; and
- the location of the subject site within the Bronte GO MTSA and its close proximity to higher-order GO Transit.

It is our opinion that achieving greater building heights on the subject site is appropriate and supports the significant intensification and revitalization that is planned within the Bronte GO MTSA as set out in the Livable Oakville Official Plan.

Podium Elements

The proposed C-shaped podiums of both buildings will activate and urbanize their respective street frontages with retail, grade-related residential and community uses. The 6-storey base building volumes are designed in keeping with the intent of the Livable by Design Manual. They will frame streets at a pedestrian scale and establish a strong street edge, with facades extending parallel to street frontages to create a sense of enclosure. To that end, each podium element has been strategically set back to allow for landscape elements that enhance the public realm, and will be highly articulated and treated with a variety of materials to increase visual interest adjacent to the building.

The podium height for both buildings is 6 storeys. On Block A, some one-storey elements are located internal to the block, adjacent to the private driveway.

Residential balconies within the podiums are mainly inset to reduce the visual appearance of the overall building mass. At locations of prominence, such as at the driveway entrance to each block, balconies are projected to add variety and increase visual interest.

With respect to setbacks, the building podiums are set back 3.0 metres from the north property line fronting Wyecroft Road, as well as all frontages on proposed new roads. Along the west property line, the podiums are set back 7.5 metres to accommodate a 6.0-metre wide landscaping strip and a 1.5-metre wide pedestrian pathway along the western property extent, connecting the new streets to Wyecroft Road in the north. Along the south property line, the podium on Block B is set back 5.5 metres, providing an appropriate setback to the area south of the site which is planned to accommodate a future public road running east-west through the Bronte GO MTSA area.

Tower Elements

The tower components of the proposed development have been strategically sited to mitigate any potential built form impacts, to maximize separation distances, and to minimize shadowing on the public realm and private amenity spaces. With proposed heights of 35 storeys (Tower A), 32 storeys (Tower B), 28 storeys (Tower C) and 25 storeys (Tower D), the proposed development balances the objectives of providing an appropriately scaled built form that is compatible with the planned context while achieving intensification in proximity to transit.

Generous separation distances are provided between all proposed towers to ensure privacy between residential uses onsite and potential future residential uses on adjacent properties, as well as to provide adequate access to sunlight and sky view within the new residential development and the surrounding public realm. Specifically, separation distances between towers on the subject site are proposed as follows: 47.5 metres between Tower A and Tower B, 32.4 metres between Tower B and Tower C, and 30.0 metres between Tower C and Tower D, all of which exceed the minimum separation distance of 25.0 metres set out in the Livable by Design Manual.

Along the shared west property line, appropriate tower setbacks are also provided. Specifically, Tower A is set back 12.8 metres and Tower D is set back 10.5 metres. If the adjacent property were to redevelop and apply the same tower setbacks, appropriate separation distances between 21.0 and 25.6 metres would be achieved, generally meeting the intent of the LBDM tower separation distances. In this regard, with respect to Block A, the west property line angles slightly to the southwest where the distance of Tower A from the lot line increases from the minimum 12.8 metres as it extends south. On Block B, the 10.5-metre minimum setback of Tower D is to the corner of the tower. The majority of the tower mass is set back further east from the lot line, resulting in oblique views to any future westerly tower, and ensuring a compatible built form relationship with future adjacent residential uses.

Tower elements have also been sited to reduce their visual impact on the pedestrian environment. Above the podium, towers are set back to create distinct building elements and allow for the podiums to remain as the primary street-defining element. A minimum 3.0-metre step back is provided from podium edges, with a 4.5-metre step back provided for the north face of Tower A along Wyecroft Road.

While the proposed tower floorplate areas of 784 square metres (Tower A) and 791 square metres (Towers B, C, and D) represent a modest increase from the maximum area of 750 square metres set out in the Livable by Design Manual, the footprint of the towers generally meets the intent of the guideline by providing slender tower designs that lessen shadow and wind impacts at ground level and on private amenity space. In our opinion, and as evidenced through the Shadow Study provided as part of the applications, the resultant shadow impact from the proposed floorplates is appropriate in the context of the planned intensification for the area.

Residential balconies within the tower elements are generally inset to reduce the appearance of the overall tower mass, with the exception of tower faces that overlook the centre of the blocks (i.e., the south faces of northerly situated towers and the north faces of southerly situated towers) to add variety and visual interest but where the additional mass of the built form will be less prominent from the surrounding public realm.

The top floors and roofs of the proposed buildings have been designed to establish a landmark and distinguished skyline in the Bronte GO MTSA with creative and attractive design features. The architectural treatment of the rooftops is designed to extend upwards and complement the overall building design, integrating mechanical penthouses, stair and elevator towers, and mechanical equipment into the overall architectural design language of the proposed development.

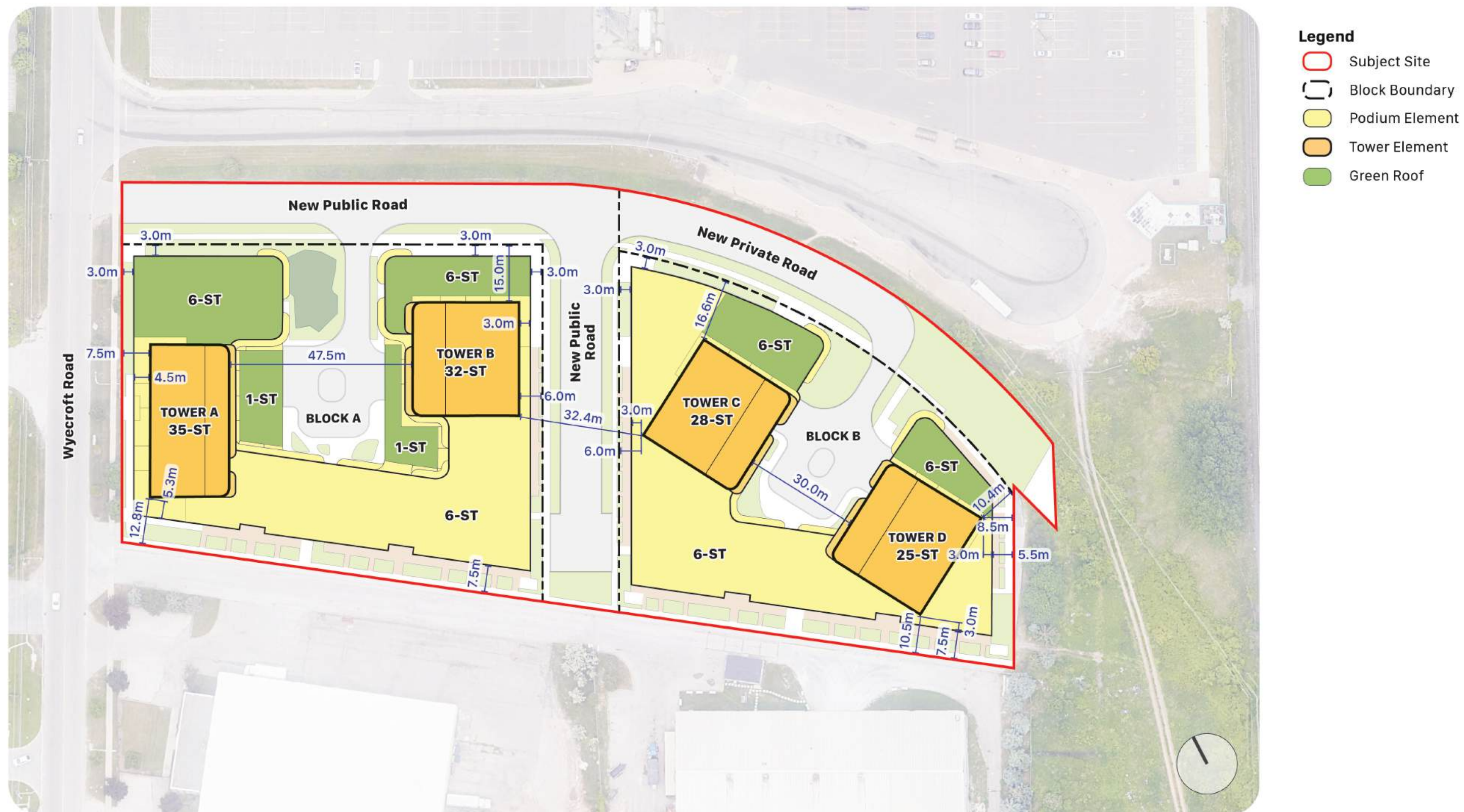


Figure 25 - Built Form Elements, Setbacks and Separation Distances

6.3.2 Transition

The proposed development has been designed to respond to and be compatible with the planned urban character of the Bronte GO MTSA. The proposed development includes a variety of building heights that respond to several contextual considerations, such as proximity to higher-order transit, while providing appropriately scaled podiums that anchor each building within the subject site and create an attractive urban edge.

The proposed tall building elements have been sited to provide for setbacks that would not preclude appropriate spatial separation to future tall buildings, should the surrounding properties redevelop as planned in the future. Along the shared west side property line, the podiums are set back 7.5 metres at grade to accommodate a mid-block connection, while the towers are set back a minimum of 12.8 metres in Block A and 10.5 metres in Block B. Along the east shared side property line, the right-of-way width associated with the proposed new road separates the proposed development from any future development on the adjacent property. Additionally, a further future widening of the road to the east of 4.0 metres is anticipated to achieve an ultimate right-of-way width of 20.0 metres, further separating the proposal from future tall building development to its east.

In terms of transition in use, the existing uses surrounding the site vary, but are generally characterized by light industrial and commercial uses. While the proposed residential, retail and community land uses conform to the in-effect Official Plan policies, a holding provision is proposed to ensure that prior to construction, appropriate mitigation measures have been implemented to ensure land use compatibility is achieved.

The proposed development provides retail, community and residential uses that will set the tone for the eventual future build out of the remaining Bronte GO MTSA where grade-related uses will provide for activity within the streetscape and enhance animation of the public realm. Retail and community uses are sited along Wyecroft Road as well as along the proposed north-south road that is more closely linked to the Bronte GO Station. Grade-related residential uses are positioned along the proposed east-west road to establish a residential streetscape. Where grade-related uses are proposed, landscaped patios animate the streetscape while appropriately transitioning from public to private space.

6.3.3 Shadow Impacts

The proposed buildings in each block have been massed and towers positioned to limit shadowing, in particular on the surrounding public realm and the proposed outdoor amenity spaces atop the podium.

A Sun/Shadow Study was prepared by Turner Fleischer Architects in support of the proposed development, and included shadows resulting from the proposal on April 21, June 21, September 21, and December 21 at hourly intervals starting 1.5 hours before sunrise and ending 1.5 hours before sunset on each study date. The Study also illustrated the conceptual shadow impact of a group of four towers positioned onsite in the same location as the proposal but at the permitted height of 24 storeys (see Sections 4.6.2 and 5.3 of the Planning and Urban Design Rationale Report, prepared by Bousfields Inc., for more detail on permitted height).

The Study demonstrates that the proposed development is generally in keeping with the criteria described in the Town of Oakville development application guidelines for Shadow Impact Analysis reports, which evaluate the impact of a development proposal on a subject site and surrounding area, as summarized below:

- The proposed development provides for adequate sunlight for residential amenity spaces to maximize their use during spring, summer, and fall afternoons and evenings.
- Shadow from the proposed development does not exceed two consecutive hourly test times after 12:00 p.m. on April 21, June 21 and September 21. With respect to undeveloped adjacent sites, shadow impacts are less than 60% on such areas on all test dates.
- Existing public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21, June 21, and September 21.
- The proposed development generally allows for adequate sunlight on building faces and roofs on December 21 for the possibility of using solar energy.

6.3.4 Pedestrian Experience at Grade

A key objective of the proposed development is to provide a built form, architectural design, and land use mix that supports the creation of a dynamic and activated public realm with convenient, barrier-free and predictable pedestrian access within the subject site. In this regard, new buildings have been placed along street frontages to activate proposed pedestrian routes and reinforce existing routes. To animate the pedestrian realm and provide passive surveillance of streets and open spaces, active grade-related uses are proposed throughout the subject site, such as retail and community uses, and residential lobbies. Retail and lobby uses have been treated with glazing to provide views into and out of the building. Where grade-related residential uses are proposed, landscaped patios animate the streetscape while also providing an appropriate transition from public to private space.

The streetscape strategy is focused on creating a strong sense of place that reflects the planned long-term transformation of the Bronte GO MTSA. As a result of OPA 41, it is anticipated that ongoing development comprising of high density, mixed-use buildings will transform the area into a transit-supportive urban community. As such, the proposal introduces enhanced landscaping elements to reinforce the prominence of existing and new streets, such as street trees that will line the frontages of the new streets. Further landscape elements will provide a buffer between the street and grade-related residential units along public streets and along the mid-block connection along the western extent of the subject site.

6.3.5 Architectural Articulation

Throughout the subject site, the proposed buildings exhibit a creative design language that will foster a distinct identity and read cohesively across both development blocks, while allowing for architectural variety and interest between buildings. The overall building mass of the towers and podiums incorporate a variety of strategies such as stepbacks, architecturally integrated balconies and vertical architectural elements and articulation. Together, the application of these strategies will create a dynamic group of buildings, reduce the overall mass of the tower elements and establish a high quality of architectural design within the Bronte GO MTSA and Station District.

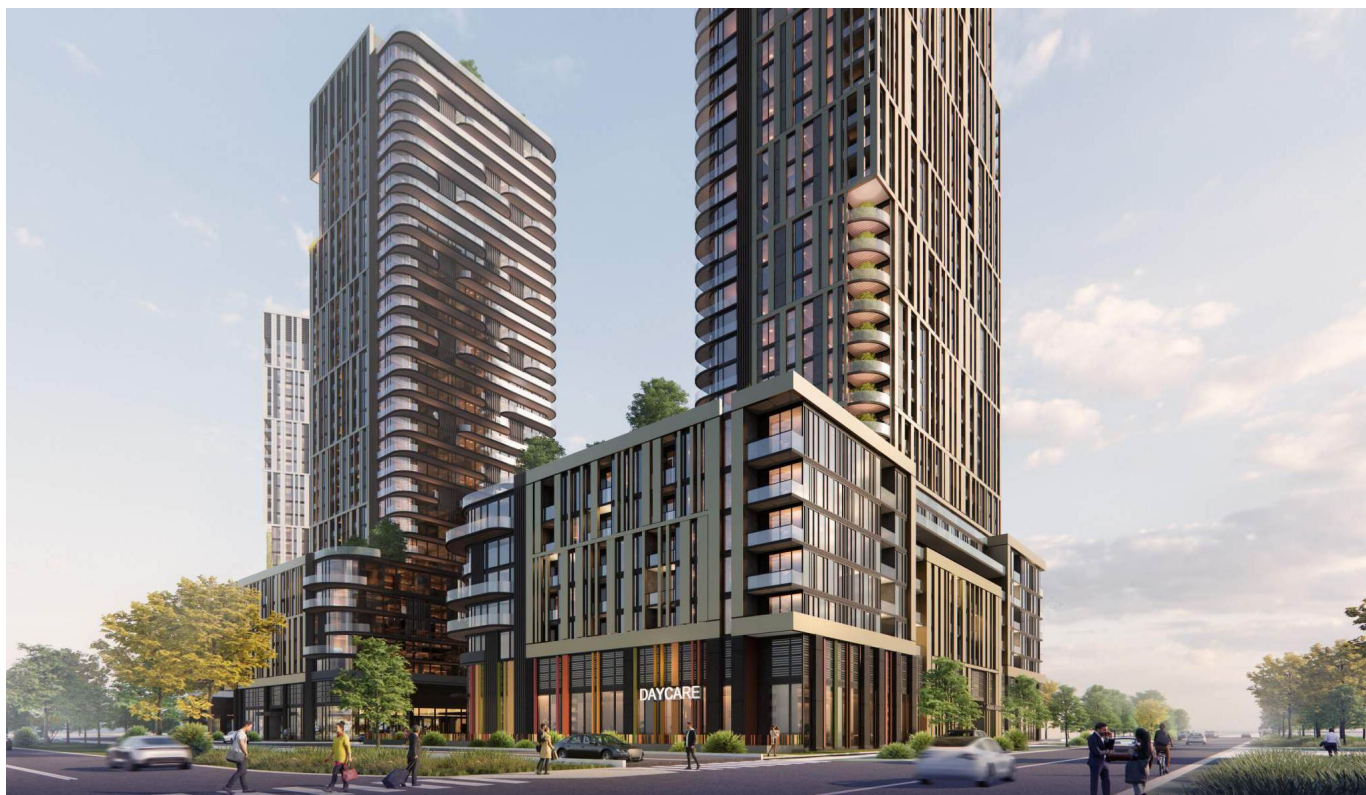
With respect to materiality, the building facades are well articulated with a rhythm of transparent and solid materials of high architectural quality, including brick, metal and clear glazing. Additionally, mechanical systems and utilities will be integrated into the facade and building design and screened from public view.



View looking west across Wyecroft Road to Subject Site



View looking west toward site entrance to Block A



View looking southwest toward Subject Site from Wyecroft Road



View looking east across Wyecroft Road to Subject Site

Renderings (Prepared by Turner Fleischer Architects Inc.)



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Sustainability Features

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

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

- **Compact Built Form:** The higher density of the new development will seek to reduce the embodied energy per resident through a compact development footprint.
- **Green Roof and Stormwater Management:** To enhance the energy performance of the building, the application of green roofing is incorporated in the building design. In this regard, soil and plants will function as an extra layer of roof insulation, which in turn will reduce heating requirements in the winter and cooling requirements in the summer. Plants selected for the roofs (and those surrounding the buildings at grade) should be native and/or drought tolerant species. As part of the stormwater management plan, these plants will assist with quantity control by retaining stormwater and promoting evapotranspiration. Green roofs also improve stormwater runoff quality by acting as a natural filter for rainwater.
- **Alternative Modes of Transportation:** Infrastructure which supports the use of alternative modes of transportation, such as bicycle parking within and around buildings, are provided throughout the subject site. The convenience of cycling and the ease of use of public transit will reduce car dependency and greenhouse gas emissions.
- **Green Construction Materials:** Further along in the detailed design process, the building materials that will be selected will be evaluated for durability and embodied carbon implications. Wherever possible, lower embodied carbon materials will be considered for use.
- **Bird-Friendly Design:** At the more detailed design stage of the building envelope, with the safety of bird wildlife in mind, bird-friendly window applications and building and site lighting will be considered.
- **Heat Island Mitigation:** To mitigate heat island effects, high albedo light-coloured roofing and hardscaping materials, integrated with green and/or white roofs and shade trees at grade, will be considered where possible.
- **Green Infrastructure:** Green infrastructure and stormwater management strategies, like permeable pavement and bioswales, will be considered as part of the overall streetscape and public realm design where appropriate and as feasible.
- **Biodiversity and Plant Selection:** To the extent possible, the use of plant species that are low-maintenance, hardy, and native will be prioritized to provide value to the overall ecological function for the landscape and offer seasonal interest to the community. For street plantings, when specified, salt and drought tolerant trees and shrubs will be selected.
- **Soil Volume:** Appropriate minimum soil volumes per tree will be provided to support mature tree growth.



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Conclusion

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

This Urban Design Brief concludes that the urban design vision, strategy, built form and pattern proposed for the subject site appropriately addresses and is supportive of the Town of Oakville Official Plan urban design-related policies and generally maintains the intent of the Livable by Design Manual. For the reasons set out in this Brief, it is our opinion that the proposed development for the subject site represents good urban design practice, can be appropriately accommodated within the overall regulatory framework, and will inform future redevelopment and build out of the larger Bronte GO MTSA, and accordingly should be approved.

