

# NEYAGAWA BOULEVARD & WILLIAM HALTON PARKWAY, TOWN OF OAKVILLE

URBAN DESIGN BRIEF

OCTOBER 2025

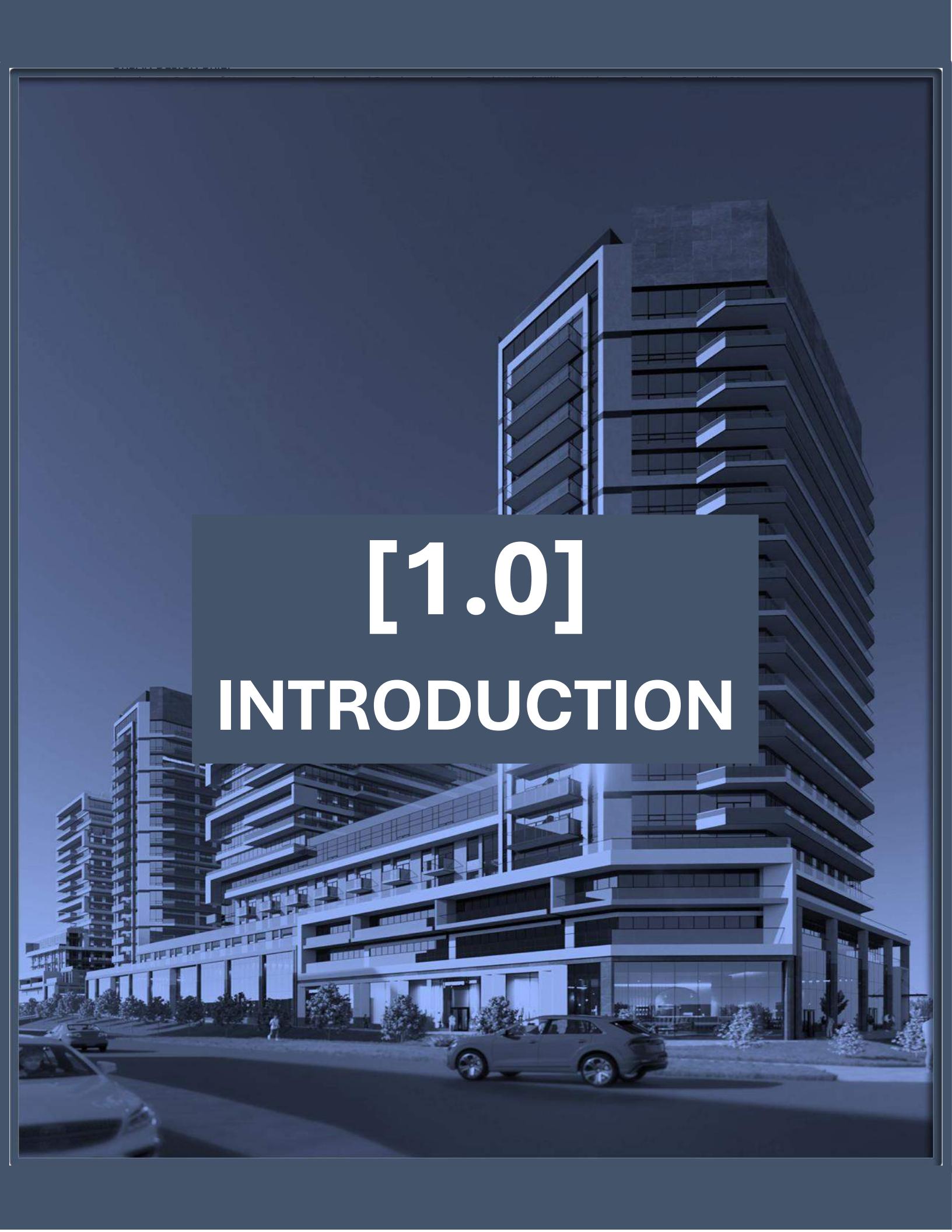




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# [1.0]

# INTRODUCTION

## 1.0 Introduction

Brutto Consulting has prepared this Urban Design Brief on behalf of our client, Burnhamthorpe/Oakville Holdings Inc., to respond to Provincial and Regional growth targets and to address the urban design principles of the Town of Oakville as per the Provincial Planning Statement (2024), the Halton Region Official Plan (2024 Office Consolidation), the Livable Oakville Plan (2025 Office Consolidation), the North Oakville East Secondary Plan (2006), the Livable By Design Manual, the North Oakville Urban Design Guidelines, and Zoning By-law 2009-189.

This Brief is submitted in support of the Official Plan and Zoning By-law Amendment applications required to permit the proposed development at the Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road W in the Town of Oakville (See *Figure 1 – Aerial View of Subject Site*). A detailed description of the proposed development is provided in Section 3.0 of this Brief. The purpose of this Brief is to provide an urban design analysis in support of the proposed development and submitted applications, demonstrating how the aforementioned represents good design.

The proposed development consists of five high-rise towers (18 storeys tall) with 3-storey streetwalls and 6-storey podiums. In total the five towers contain the following:

- 898 apartment units;
- 2,397.41 sq. metres of ground-floor retail space;
- 973 parking spaces – 3 levels of underground (P1-P3), and limited aboveground parking for retail; and,
- 634 Bicycle parking spaces.

This Urban Design Brief will examine the site and neighbourhood context, the prevailing planning policies, applicable land use designations, and zoning requirements. It will also provide an overview of the design elements and the proposed development's conformity to the planning and urban design principles of the Town of Oakville, which include but are not limited to intensification, built-form, public realm, sustainability principles.



# [2.0]

## BACKGROUND

## 2.0 Proposed Development Background

The Subject Property is located on the northeast corner of Neyagawa Boulevard and William Halton Parkway (formerly Burnhamthorpe Road W) and is also within the North Oakville East Plan Area. The Subject Property is vacant, vegetated land with one existing access on William Halton Parkway (See *Figure 1 - Aerial View of Subject Site*). The proposed development consists of an area of 4.37 acres (1.77 hectare). The Subject Site has a lot frontage of 55.07 metres (180.67 feet) on William Halton Parkway and a lot frontage of 433.07 metres (1,420.83 feet) on Neyagawa Boulevard. The proposed development will be provided with full municipal services including water supply, sanitary sewage and storm sewers through the allocation program.

The Subject Site is currently a vacant lot characterized by relatively flat topography with a gentle slope draining southward toward Burnhamthorpe Road West. A narrow hedgerow of vegetation is located along the eastern property boundary, while the remainder of the site is generally void of significant natural features, mature trees, or watercourses, having been previously cleared for agricultural use. The proposed development will enhance the site's ecological and visual quality through new landscaping, including street trees, planting beds, and green roof systems, which will contribute to the overall greening of the Neyagawa Urban Core (NUC) and reintroduce new landscaping and streetscaping elements.



**Figure 1: Aerial View of Site (Source: Google Maps, 2025)**

The purpose of the Official Plan and Zoning By-law amendment applications is to facilitate the proposed redevelopment of the Subject Property to a high-rise residential use with ground-floor commercial uses. Detailed building drawings are illustrated in Section 6.0 of this Brief.

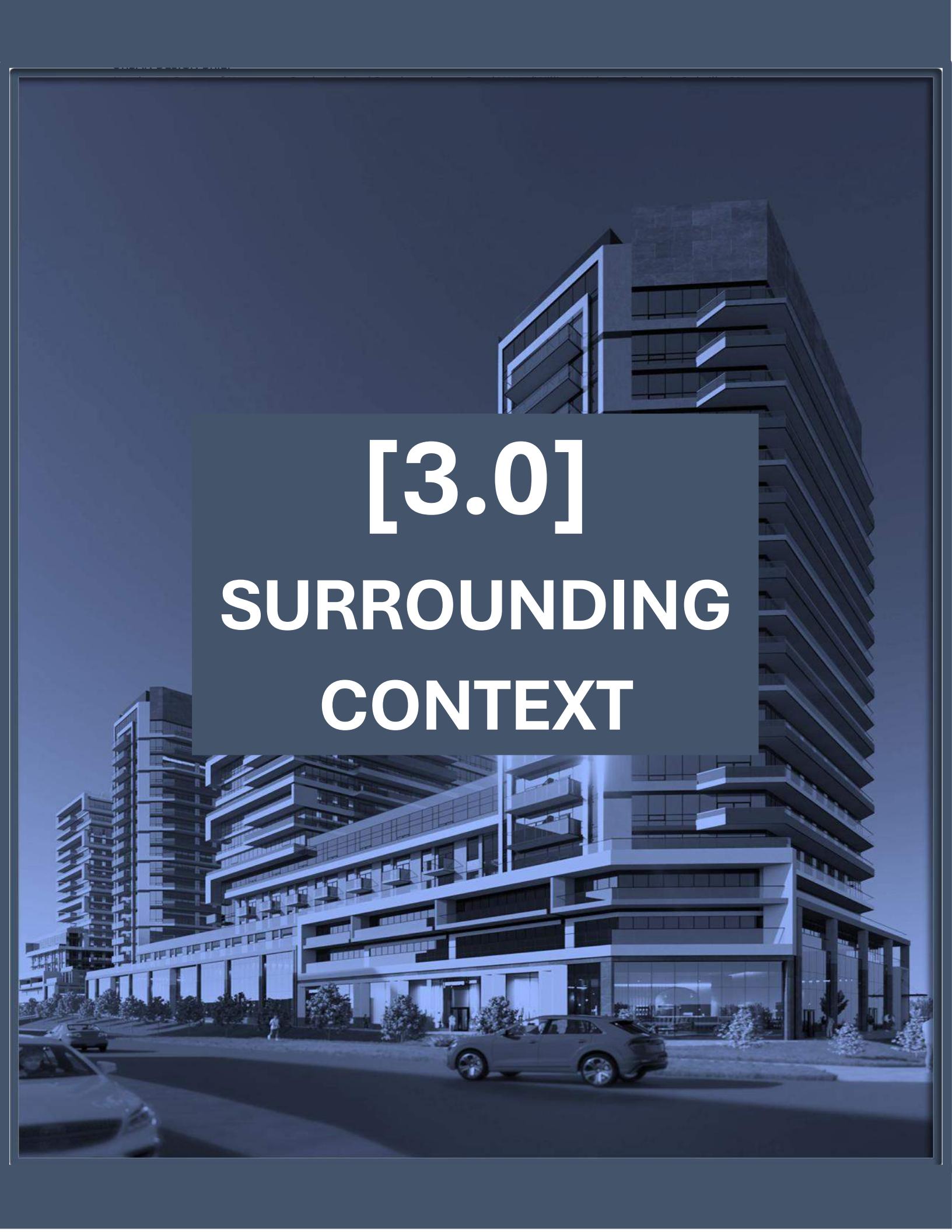
The proposed development will consist of five (5) high-rise residential towers, each 18 storeys tall, that will be supported by 3-storey streetwalls and 6-storey podiums. The development will be divided into two blocks, with Block 1 having three towers and Block 2 having two towers. Both blocks will have ground-floor commercial retail uses facing Neyagawa Boulevard and William Halton Parkway (See *Figure 2 – Proposed Site Plan*). The project proposes a total of 898 residential units, with 973 parking spaces, 634 bicycle parking spaces, 2,397.41 m<sup>2</sup> of ground-floor commercial space, 4,158.94 m<sup>2</sup> of amenity space, and 5,824.76 m<sup>2</sup> of at-grade landscaping. The proposed parking spaces will be distributed among three levels of underground parking (P1-P3), and 33 at-grade visitor parking spaces located in the rear and interior side yard of the site, away from the public realm.

The total gross floor area of all residential units will be 81,385.36 m<sup>2</sup> (876,025 ft<sup>2</sup>), and the total gross floor area of all non-residential (commercial) uses will be 2,397.41 m<sup>2</sup> (25,806 ft<sup>2</sup>). Combined, these make up a total gross floor area of 83,782.77 m<sup>2</sup> (901,831 ft<sup>2</sup>) and a gross FSI of 4.74. The proposed height and architectural articulation of the buildings will contribute to a distinctive addition to the evolving skyline of the Neyagawa Urban Core Area and will act as a gateway view north and south from the intersection of Neyagawa Blvd and William Halton Parkway. Please refer to *Table A1 – Project Statistics* for an overview of the proposed development.

**Table A1: Project Statistics**

Item	Key Statistics
<b>Net Site Area</b>	<b>4.37 ac (1.77 ha)</b>
Total Residential Units	898 units
Total Parking Spaces	973 spaces
Total Bicycle Parking Spaces	634 spaces
Total Residential TFA	81,385.36 m <sup>2</sup> (876,025 ft <sup>2</sup> )
Total Non-Res (Commercial) TFA	2,397.41 m <sup>2</sup> (26,502 ft <sup>2</sup> )
<b>Total Proposed TFA</b>	<b>83,782.77 m<sup>2</sup> (901,831 ft<sup>2</sup>)</b>
<b>FSI</b>	<b>4.74</b>
Landscape at Grade	5,824.76 m <sup>2</sup> (62,697 ft <sup>2</sup> )
Outdoor Amenity Space	2,222.74 m <sup>2</sup> (23,925 ft <sup>2</sup> )
Indoor Amenity Space	1,936.20 m <sup>2</sup> (20,841 ft <sup>2</sup> )
<b>Total Amenity Space</b>	<b>4,158.94 m<sup>2</sup> (44,766 ft<sup>2</sup>)</b>





# [3.0]

# SURROUNDING

# CONTEXT

### 3.0 Surrounding Land Use Context and Physical Characteristics

**North:** Highway 407 and Future 407 Transitway.

**South:** Existing and Approved Low Rise Residential Areas.

**East:** Approved Low and Mid Rise Residential Development.

**West:** Future Residential and Employment Uses.



Figure 3: Site Context (Source: Google Maps, 2025)

The Subject Site is located within the emerging Neyagawa Urban Core and is influenced by a range of surrounding built forms and land uses. To the north, the Site is bounded by Highway 407 and the future 407 Transitway, as well as the terminus of 16 Mile Creek along the extension of Neyagawa Boulevard. This northern edge forms a natural and infrastructural boundary, creating a clear

transition from undeveloped and transportation lands to the more intensively developed Urban Core.

To the southwest, the Site is adjacent to existing low-rise residential neighborhoods and a local school, providing a more intimate, human-scaled context. See *Figure 4* for the existing site frontage looking from the Neyagawa Boulevard and Burnhamthorpe intersection. To the southeast, the Sherborne Eno proposed development introduces mid-rise towers, commercial buildings, and additional low-rise residential forms. The midrise component will include 12-storey towers, which will frame the southern approach to the Urban Core. See *Figures 5-7* for a comparison of the existing and proposed site frontage looking from the Neyagawa Boulevard and Burnhamthorpe intersection. This combination of existing and planned development establishes a layered urban fabric, transitioning from low-rise residential to higher density mixed-use forms.

To the east, the Site abuts land designated for the Neyagawa Urban Core and employment uses, with no developments currently proposed. The Subject Site occupies a prominent corner within this eastern context, positioning the proposed towers as a visual anchor and height peak for future development. The orientation and design of the towers will establish an early reference point for the evolving character of this portion of the Urban Core, contributing to the definition of streets, open spaces, and future built form. See *Figures 8-9* for a comparison of the existing and proposed site frontage looking from the Neyagawa Boulevard and Burnhamthorpe intersection.

To the west, proposed low to high-rise residential development by Argo, including towers up to 15 storeys, will create a complementary high-density edge along this corridor. Together with the proposed development on the Subject Site, these projects will establish a cohesive skyline and built form language for the western portion of the Urban Core. See *Figures 10-11* for a comparison of the existing and proposed site frontage looking from the Neyagawa Boulevard and Burnhamthorpe intersection.

The proposed development has been designed to respond to this diverse surrounding context by incorporating articulated façades, podiums with street-level retail, and tower stepbacks that reinforce human scale at grade while contributing to a distinctive skyline. The design approach ensures that the towers relate appropriately to lower-scale residential areas to the south, while establishing a strong visual presence at key intersections within the Urban Core. Through careful consideration of scale, massing, and orientation, the Subject Site will integrate seamlessly with surrounding uses, creating visual cohesion and a well-defined urban character that supports both current and planned developments.



Figure 4: Existing View Southwest to High School



Figure 5: Existing View Southeast to Sherbourne/ Eno Lands

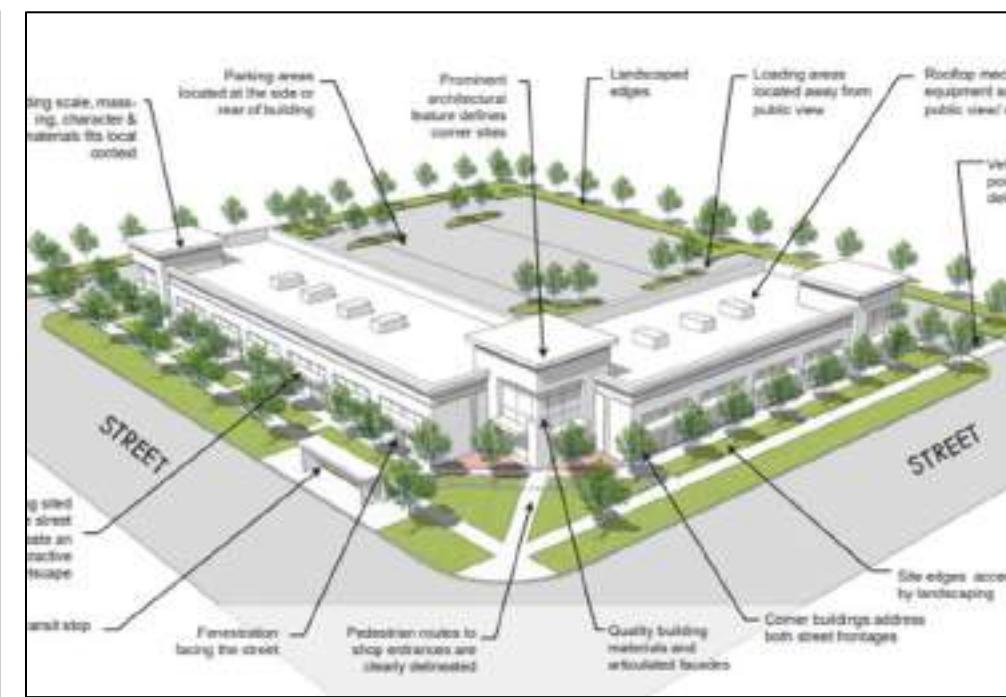


Figure 6: Proposed Commercial Building at Corner

Figure 7: Proposed Mid-Rise Building East of Corner  
Fronting William Halton Parkway



Figure 8: Existing View Northeast to Subject Site

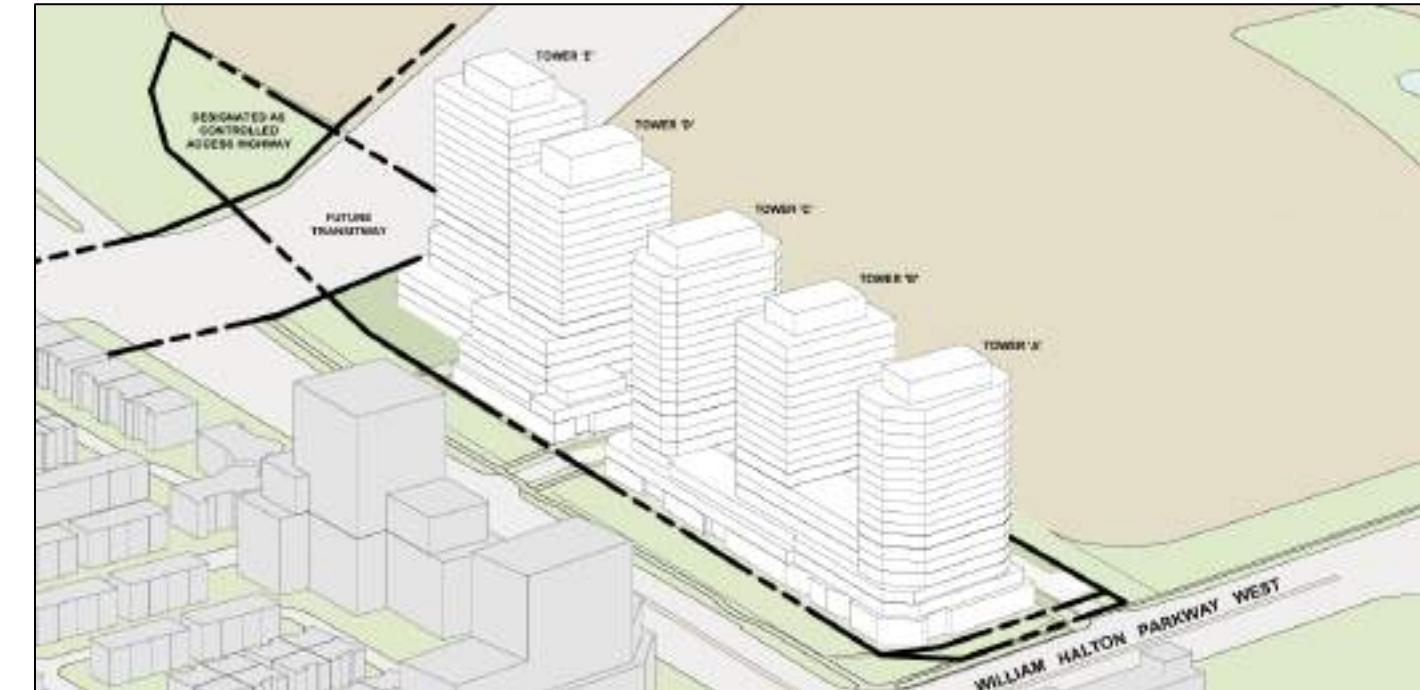


Figure 9: Proposed High-Rise Buildings



Figure 10: Existing View Northwest to Argo Lands



Figure 11: Proposed Structures on Argo Lands



# [4.0]

# PLANNING

# POLICIES

## 4.0 Planning Policy

The purpose of this section of the Brief is to illustrate the policies that apply to the proposed development of the Subject Lands. This section will demonstrate how these policies found in the land use planning documents promote good planning practices. The following planning policy documents will be discussed in this section of the Brief: Provincial Planning Statement (2024), Halton Region Official Plan (2024 Office Consolidation), the Livable Oakville Plan (2025 Office Consolidation), the North Oakville East Secondary Plan (2006), and the Town of Oakville Zoning By-law 2009-189.

### 4.1 The Planning Act

The *Planning Act* sets out matters of Provincial interest in Section 2.0, to which the Minister, the council of a Municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard. In the context of this proposal, the following are particularly relevant:

- h) the orderly development of safe and healthy communities;
  - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- p) the appropriate location of growth and development; and
- r) the promotion of built form that
  - i. is well-designed;
  - ii. encourages a sense of place, and,
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

With respect to subsection (h) of the *Planning Act*, the proposed development supports the orderly development of safe and healthy communities by introducing a compact and mixed-use built form that efficiently utilizes a key urban site within the designated Neyagawa Urban Core. As per subsection (h.1), the development provides accessibility for persons with disabilities by designing barrier-free site circulation, at-grade entrances, and continuous pedestrian linkages connecting buildings, sidewalks, and amenity areas.

With respect to subsection (p), the proposed development represents an appropriate location for growth by concentrating new density within a planned Urban Core area that is well-served by existing and future infrastructure, including major arterial roads and transit. In accordance with subsection (r), the proposal achieves design excellence through distinctive architecture, pedestrian-scaled podiums, and active mixed-use frontages that establish a strong sense of place at this key gateway site. The development also incorporates high-quality landscaped and amenity spaces that enhance safety, accessibility, and overall livability.

## 4.2 Provincial Planning Statement (2024)

The updated PPS, now Provincial Planning Statement, came into effect on October 20<sup>th</sup>, 2024, and is an amalgamation of the previous Provincial Policy Statement and the Growth Plan. The new PPS takes into account the directives of Bill 109, Bill 23, and Bill 97 by supporting intensification and growth within settlement areas.

Under Schedule 1, the Town of Oakville is listed as a "large and fast-growing" municipality, which is expected to have the greatest need for housing. 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Section 2.2 of the PPS speaks to housing policies, where 2.2.1 states that *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- *permitting and facilitating:*
  1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,*

- *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Currently, the Subject Site is an underutilized vacant land, the redevelopment of which is supported by Policy 2.2.1. The proposed 18-storey towers are an efficient use of the Subject Site within the Neyagawa Urban Core.

Policies 2.1.1-2.1.3 and 2.1.6 state that population and employment growth forecasts must be based on Provincial projections, with Municipalities able to make limited adjustments. Official Plans are required to ensure sufficient land is available to meet projected needs over a 20–30-year horizon. The PPS also establishes “complete communities” as a central planning objective, supporting mixed uses, housing diversity, and access to services.

Policies 2.3 and 2.4 state that Municipalities are directed to establish minimum density targets for Strategic Growth Areas and Major Transit Station Areas, particularly within built-up areas. Lands along frequent transit corridors are also recognized as strategic locations for intensification, where higher densities and mixed uses are encouraged to optimize existing and planned transit investments.

Overall, the proposed design is consistent with the Provincial Planning Statement by optimizing the use of a vacant and underutilized site through compact, transit-supportive built form. The placement and massing of the 18-storey towers achieve an efficient density within the Neyagawa Urban Core while maintaining appropriate transitions to adjacent areas. The proposal incorporates a mix of uses, high-quality public realm design, and pedestrian-oriented connections that promote active transportation and support the creation of a complete community. In doing so, the development embodies the PPS’s emphasis on intensification, housing diversity, and sustainable urban design in proximity to major transit infrastructure.

### **4.3 Halton Region Official Plan (2024 Office Consolidation)**

As of July 1, 2024, Halton Region no longer has planning responsibilities under Bill 23 and Bill 185. The Halton Region Official Plan is now treated as a Local Plan for Burlington, Halton Hills, Milton, and Oakville, and the Region is no longer the approval authority for Official Plans or amendments. Until amended or revoked by each Municipality, the Regional Official Plan continues to apply locally, resulting in three Official Plans now governing the Town of Oakville.

The Halton Region Official Plan's purpose, as set out in Section 1, is to establish a long-term vision for the Region's physical form and community character, while guiding future growth under the Planning Act, Municipal Act, and other provincial legislation. The Plan sets out goals, objectives, policies, and describes an urban structure for accommodating growth while ensuring alignment with municipal Official Plans and Zoning By-laws. The Subject Site is within the "Urban Area" and is designated as a "Strategic Growth Area" and a "Primary Regional Node" in the Plan.

The Strategic Growth Areas are intended to accommodate a significant share of population and employment growth through compact, transit-supportive, and complete communities. As per Policy 79.1 development will provide an urban form that complements existing areas, promotes efficient use of land, supports live-work relationships, fosters social interaction, and enhances public safety and environmental sustainability. As per Policies 79.2-79.4, these areas are meant to encourage cost-efficient and innovative urban design solutions, provide a mix of employment opportunities, services, and facilities accessible by public transit, and deliver a diverse and compatible range of residential, and employment uses to support surrounding neighbourhoods.

According to Policies 79.5-79.7 development should contribute to a vibrant, pedestrian-oriented urban environment, cumulatively attract a significant portion of population and employment growth, and provide high-quality public parks and open spaces designed to create attractive and engaging places. As per Policies 79.8-79.10, built form will support active transportation and transit use for daily activities, achieve higher densities than adjacent areas, and provide appropriate transitions to lower-scale areas. Policy 79.10.1 states that cultural heritage resources will be conserved to foster a sense of place and community identity.

As per Policy 79.3.4, area-specific plans will include a transportation network integrating active transportation, local transit, and higher-order regional transit systems, supported by urban design guidelines promoting transit-supportive development. Finally, through policy 85.13, innovation in building design is encouraged to allow for adaptable or convertible spaces, including future residential uses.

Overall, the proposed design conforms with the Halton Region Official Plan by contributing to the creation of a compact, transit-supportive, and complete community within a designated Strategic Growth Area. The proposed towers and podiums establish a strong urban form that efficiently uses land, integrates mixed uses, and enhances the public realm through active at-grade frontages and generous open spaces. The site design supports active transportation by providing direct pedestrian connections and integrating future transit access, while the architectural expression and massing deliver an appropriate transition to adjacent uses. Through its emphasis on high-

quality urban design, adaptability, and placemaking, the proposal reflects the Region's goals for vibrant, sustainable, and innovative development within the Neyagawa Urban Core.

#### **4.4 Livable Oakville Plan (2025 Office Consolidation)**

Schedule “E” of the Livable Oakville Plan, together with its accompanying Explanatory Note, identifies that the North Oakville East and West Secondary Plan areas, located between Dundas Street and Highway 407, are excluded from the Livable Oakville Plan. The Explanatory Note states that the Livable Oakville Plan (2009 Town of Oakville Official Plan, 2025 Office Consolidation) replaced the 1984 Official Plan and applies to all lands within the Town except these two Secondary Plan areas. Accordingly, the Subject Property is not governed by the Livable Oakville Plan in its entirety but remains subject to the Town of Oakville Official Plan (2006) and the North Oakville East Secondary Plan (2006). While the Livable Oakville Plan does not apply to these lands and conformity to its policies is not required, its broader urban structure principles provide context for understanding the planning framework of the City of Oakville.

The Site is subject to the policies of Section 3.0 – Urban Structure of the Livable Oakville Plan. The Site is designated as “Nodes and Corridors for Further Study”, “Nodes and Corridors”, and “Mobility Link” on Schedule A1. “Nodes and Corridors for Further Study” are described by policy 3.7 as areas that will be subject to future review that will provide updated and new policies to delineate boundaries, the mix of land uses, and the intensity and scale of development. OPA 326 has the intent to update the Urban Core policies for the Subject Site (See Section 4.5.1 of this brief).

Policy 6.1 states that the urban design objectives are to create diverse, safe, and comfortable communities through barrier-free and attractive public spaces, distinctive places, and excellence in architecture. Development and public realm improvements are to be evaluated using the Livable by Design Manual or comparable alternatives that meet the Plan’s intent. Implementation of these policies will occur through design documents and zoning.

Policy 6.2 states that the public realm should be designed to foster creativity and innovation by establishing an accessible, interconnected network of pedestrian-oriented spaces, walkable streets, and multimodal routes. Spaces must be comfortable, context-responsive, and enriched with landscaping, furnishings, wayfinding, and public art to create identity and orientation.

Policy 6.3 states that streets must be designed as “complete streets,” balancing pedestrian, cycling, transit, and vehicular uses. They should incorporate circulation alternatives, sustainable features, and barrier-free, safe routes while also providing high-quality public spaces that support community life.

Policy 6.4 states that streetscapes should strengthen local identity and promote pedestrian-oriented, safe, and attractive environments. New development should frame streets, animate the public realm with active uses, and coordinate landscaping, lighting, and furnishings to achieve cohesion between public and private spaces. Utilities should be consolidated or located underground to reduce visual impacts, and streetscape improvements must align with the Town’s Streetscape Strategy.

Policy 6.5 states that development should establish or reinforce a modified grid system with interconnected routes that disperse traffic, support cycling and transit, and respect natural features. Cul-de-sacs are discouraged unless required by physical conditions or neighborhood character, while reverse frontage lots should generally be avoided.

Policy 6.6 states that gateways should establish a strong sense of arrival and identity through high-quality architecture, landscaping, and streetscape design. Major gateways are to be located at prominent entry points to the Town and Growth Areas, with development designed to a pedestrian scale, addressing the public realm, and reflecting the distinctive character of the area.

Policy 6.8 states that public art is encouraged throughout the Town to express local history, culture, and traditions and to strengthen community identity. Installations should be placed in publicly accessible locations such as parks, plazas, courtyards, gateways, and civic sites, and are strongly encouraged in developments that attract significant pedestrian activity. Integration of public art into public infrastructure projects will be considered where appropriate.

Policy 6.9 – Built Form, states that buildings must create a strong sense of identity through form, massing, scale, and detailing, while ensuring compatibility with existing and planned contexts. Growth Areas and corridors should emphasize distinctive architecture, active street frontages, and variation in façade treatment to avoid monotony. Transitions in height and form, corner-lot articulation, universal accessibility, rooftop screening, and consideration of sunlight, wind, and shadows are required to minimize impacts. Development should also incorporate greater ground-floor heights for flexibility, accessible entrances oriented to public sidewalks, and design features that enhance both the pedestrian and visual experience.

Policy 6.10 states that landscaping should enhance the pedestrian environment, contribute to human scale, frame views, and provide seasonal variety. It should preserve healthy trees where possible, support the urban forest, increase canopy coverage, and incorporate native and non-invasive species. Landscaping treatments should offer shade, wind protection, and visual appeal while complementing natural features and open space systems.

Policy 6.11 states that pedestrian circulation must be safe, direct, and barrier-free, connecting building entrances, amenities, parking, sidewalks, and transit. Developments should link with adjacent sites where feasible and provide continuous walkways across driveways and parking areas to prioritize pedestrians. Enhancements such as landscaping, extended sidewalks, and strategically located transit stops should strengthen accessibility and safety.

Policy 6.12 states that vehicular access and circulation should be safe, efficient, and well-defined through clearly organized internal drive aisles and circulation routes. Consolidated driveway access is encouraged to minimize pavement areas, maintain a continuous streetscape, and increase landscaping opportunities.

Policy 6.13 states that parking areas should be designed to support safe, attractive pedestrian environments. Surface parking should be in rear or side yards, screened from public view, and connected to pedestrian networks, with barrier-free spaces located close to building entrances. Landscaping within parking areas should screen vehicles, provide shade and visual relief, define circulation, and be sized to support healthy vegetation. Structured parking should be located underground where feasible.

Policy 6.14 states that lighting should be scaled appropriately to site function and context, with pedestrian lighting provided at entrances, walkways, and key areas. Lighting design must minimize glare and spillover onto adjacent properties and roads, direct light away from the night sky, and may include accent lighting to highlight architectural features. Policy 6.15 states that signage should be compatible with the building's architectural design and overall site character, and exterior signage in residential areas should be minimized to maintain neighbourhood character.

Policy 6.16 states that service, loading, and storage areas should be located away from pedestrian and vehicular circulation, screened from public view, and buffered from residential uses. In Growth Areas these functions should be internal to the building or fully screened, with all utilities and site services located or screened to minimize visual and noise impacts.

Overall, while the Livable Oakville Plan does not directly apply to the Subject Site, the proposed development upholds its key urban design objectives related to built form, streetscape quality, public realm enhancement, and accessibility. The policies outlined above have informed the design approach of the proposed development and are further analyzed in Section 6.0 of this brief, which demonstrates how the proposal aligns with the Plan's intent to create safe, attractive, and well-connected urban environments that contribute positively to the overall structure and identity of the Town.

## 4.5 North Oakville East Secondary Plan (NOESP)(2006)

The Subject Property is designated as “Neyagawa Urban Core” and “Transitway” under the North Oakville East Secondary Plan (2006). This designation has a maximum building height of 8-storeys as per section 7.5.13.b of the NOESP but no prescribed density (FSI). The “Neyagawa Urban Core” layer illustrated on *Figure 12 – Urban Structure* supports the introduction of tall buildings and a wide variety of uses in the area. The in-force designation does not permit high-rise 18-storey buildings and a site-specific amendment to the Official Plan is required to permit the proposed development. The requested Official Plan amendment conforms with the public realm, urban design, and built-form polices of the NOESP (2006).

The proposed high-rise, mixed-use development aligns with the Vision in section 7.2.2 of the North Oakville East Secondary Plan by contributing to the Town strategy of directing growth to North Oakville. Situated within Neyagawa Urban Core, this site is designated as an Intensification Area, which has been strategically identified to accommodate a significant share of the residential and employment growth of the North Oakville Area. The development supports intensification within the urban boundary, capitalizing on the existing and planned transit infrastructure, including proximity to the 407 and the future 407 Transitway. Additionally, the proposed mixed-use type supports both residential and employment intensification, contributing to the Town goal of achieving a balanced distribution of growth in a manner that enhances sustainability, urban vitality, and infrastructure efficiency.

The Community Design Strategy set out in Section 7.5 of the NOESP establishes the overall framework for the design and development of the North Oakville East Planning Area. It provides general and area-specific guidance for Neighbourhoods, Urban Core Areas, and Employment Districts, ensuring cohesive, high-quality urban form across the Secondary Plan area.

Development within each Neighbourhood, Urban Core sub-area, or Employment Area is required to conform generally to the Master Plan prior to proceeding as per Policy 7.5.2(b). Where a proposal deviates from the Master Plan or requires coordination among multiple ownerships, the Town will require an Area Design Plan to ensure appropriate integration of land use, roads, open space, and servicing as per Policy 7.5.2(c-d). These plans must demonstrate conformity with the Secondary Plan and provide detailed layouts of parks, schools, stormwater management ponds, housing distribution, and transportation networks. Area Design Plans are to be prepared in consultation with affected landowners and approved by the Town, without requiring an Official Plan Amendment. An Area Design Plan has been included as a part of this submission and can be seen in *Figure 18*.

The General Design Directions policies set out in Policy 7.5.4 states that development throughout North Oakville East should follow the General Design Directions which emphasize compact, pedestrian-oriented, and transit-supportive built form. A hierarchy of civic and commercial uses will establish focal points within each Neighbourhood and Urban Core, ensuring daily needs are within walking distance. The community will be organized around a modified grid road system that integrates with the Natural Heritage System, minimizes vehicular travel distances, and supports early transit viability. Public safety, visual accessibility, and connectivity to open spaces, parks, and schools will be key design principles, achieved through single-loaded roads, crescent streets, and shared public spaces.

The streetscape policies of Policy 7.5.5 establish a hierarchy of road types with distinct design treatments to reinforce community character and pedestrian comfort. Arterial/Transit Corridors are envisioned as major gateways featuring the highest level of streetscape design with wide sidewalks, lighting, and tree planting. Further, pedestrian and cyclist comfort will guide all streetscape design. Noise-sensitive properties will be protected through design, with rear lotting and fencing prohibited except along Highway 407. Sidewalks will generally be provided on both sides of the street. Provisions for cyclists and trail systems will promote connectivity and recreation, and street lighting, furniture, and landscaping will be designed as cohesive, human-scaled elements that enhance pedestrian safety and comfort. Block lengths should be short and regular to encourage walkability, with mid-block connections provided where necessary.

Further, Policy 7.5.6 states that buildings should frame streets and create a sense of enclosure, with corner sites treated as visual anchors. Higher-density residential uses are to be located near transit and main streets. Off-street parking will be screened and located behind or beside buildings to reduce visual impact and support active street frontages.

Policy 7.5.8 states that views toward civic buildings, open spaces, and natural features will be preserved or created where possible. Landscaping will reinforce pedestrian comfort, human scale, and the use of native species to enhance ecological stability. The policy also encourages safe community design principles, ensuring clear sightlines, adequate lighting, informal surveillance, and accessible public spaces.

Policy 7.5.11 states that North Oakville East will be connected through an integrated network of roads, transit, trails, and cycling infrastructure to strengthen community cohesion. Gateways and major intersections, such as Trafalgar Road and Dundas Street, will be emphasized through prominent buildings and landscape treatments. Each Neighbourhood will be structured around a central activity node with transit access, local commercial uses, and public facilities. Neighbourhoods will provide diverse housing forms, mixed uses, and accessible open spaces that foster community interaction.

Policy 7.5.13 states that Urban Core Areas are planned as dense, mixed-use districts that evolve over time while maintaining pedestrian and transit orientation. Buildings should be designed for long-term adaptability and future intensification, with the highest densities concentrated along Trafalgar Road. The design of these cores will prioritize connectivity, open space integration, and design excellence reflective of Oakville's character.

Policy 7.5.16 outlines the Community Design Strategy for the Neyagawa Urban Core Area. The Neyagawa Urban Core is envisioned as a mixed-use district that combines commercial, residential, and institutional functions, serving as the focal point for the western portion of the Planning Area. While the scale of development will be lower than in the Trafalgar Urban Core, the intent is to create a vibrant, pedestrian-friendly environment that supports community activity and accessibility.

Under 7.5.16 a), where retail and service commercial development is permitted, buildings are expected to face the street in order to create an attractive, walkable shopping environment. These uses may be accommodated in stand-alone buildings or within the ground floors of mixed-use developments. Public entrances should connect directly to sidewalks, while primary windows and signage should also face the street to encourage an active frontage. Buildings along streets are encouraged to incorporate weather-protection features such as awnings, canopies, arcades, or porches.

To strengthen the pedestrian realm, no parking areas, driveways, or lanes should be located between buildings and sidewalks. Consistent setbacks are expected, and any parking lots abutting the street should be minimal in size and carefully designed in accordance with Section 7.5.7.1. The siting and design of large retail stores must also consider the alternatives outlined in Section 7.5.13 b), and commercial nodes, including large-format stores, should be fully integrated into the surrounding street and block network. The coordinated design of blocks, streets, sidewalks, and buildings is intended to encourage pedestrian circulation both within the commercial area and to surrounding neighbourhoods, thereby creating a comfortable and enjoyable public realm.

Under 7.5.16 b), implementation will be achieved through the zoning by-law, which will establish minimum and maximum setbacks, densities, and other performance standards. These regulations will ensure that development within the Neyagawa Urban Core meets the urban design expectations needed to fulfill its role as a vibrant, mixed-use community focal point.

Overall, the proposed mixed-use, high-rise development conforms with the design objectives of the North Oakville East Secondary Plan. The proposal builds upon the Neyagawa Urban Core vision by introducing a compact, transit-supportive, and pedestrian-oriented form that efficiently uses the underutilized site. The podium and tower composition reinforces the street edge, creates a sense of enclosure, and animates the public realm through active ground-floor uses and landscaped open spaces. The design prioritizes connectivity and walkability by integrating mid-block pedestrian linkages, weather-protected entrances, and seamless access to adjacent developments and future transit infrastructure. The project's massing, setbacks, and architectural expression deliver a cohesive urban character that complements the planned evolution of the Urban Core, while its open space and streetscape treatments contribute to a comfortable and engaging pedestrian environment. In doing so, the development embodies the NOESP's intent to create a vibrant, mixed-use community that supports growth, enhances livability, and strengthens the identity of the Neyagawa Urban Core.

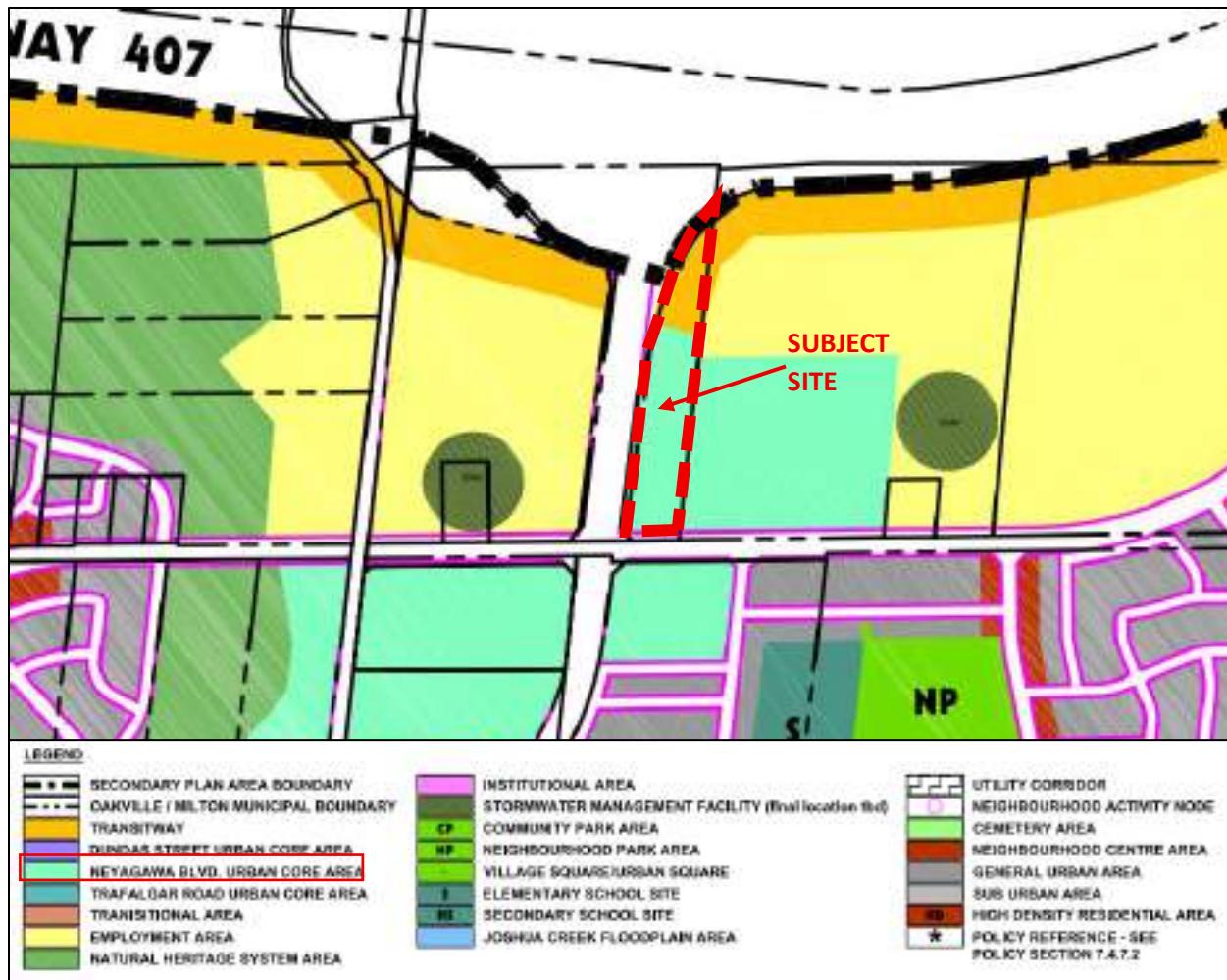


Figure 12: Urban Structure Map (Source: NOESP, 2006)

#### **4.5.1 Appealed Official Plan Amendment 326**

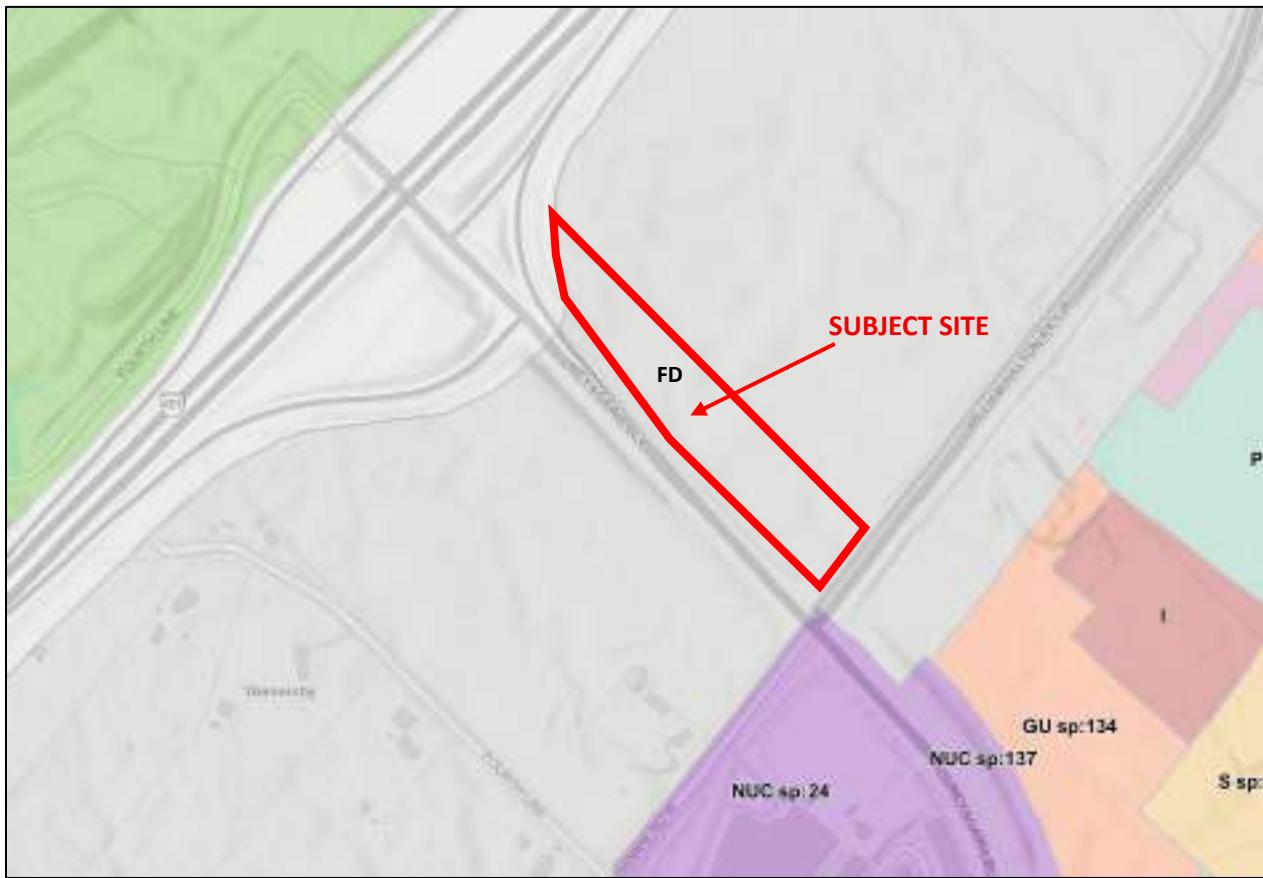
OPA 326 applies to lands at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West/William Halton Parkway. Its purpose is to establish policies for the Neyagawa Urban Core as a strategic growth area. OPA 326 strengthens the role of both the Trafalgar and Neyagawa Urban Core Areas as the densest mixed-use areas in North Oakville. It emphasizes that design excellence must be achieved not only at full build-out, but also in interim uses and phased development, with all stages of growth reflecting the Town's local character. For the Neyagawa Urban Core specifically, the policy revisions reinforce its role as a higher-order, transit-supportive, mixed-use focal point for western North Oakville. While its densities will be lower than Trafalgar's, mixed-use development is permitted throughout, with zoning standards to implement the appropriate setbacks, densities, and amenity space requirements.

Detailed design expectations are also introduced for retail and service commercial development to ensure the creation of a vibrant, pedestrian-oriented environment. Retail must be street-oriented, with barrier-free entrances, façades and signage facing the street, and weather protection through canopies or porches. Surface parking between buildings and sidewalks is prohibited, setbacks must be consistent, and large retail must follow established design alternatives. Commercial nodes must integrate into the block and street network to support pedestrian circulation and a lively public realm. Finally, a new policy subsection formally identifies the Neyagawa Urban Core as part of the Town-wide "Nodes and Corridors" structure, recognizing it as a strategic growth area under the broader Urban Structure framework.

OPA 326 also reinforces the Town's commitment to design excellence through the newly introduced reliance on the Livable by Design Manual and the urban design direction established in the original North Oakville East Secondary Plan. Section 7.6.6.3.4 of OPA 326 requires that all development be designed in accordance with the Livable by Design Manual, a new policy direction that was not previously required in the Secondary Plan. As such, the Policies of the Livable By Design Manual have been contemplated in this brief. Additionally, through this policy, Sections 7.2.3.4 and 7.5.3 are carried forward from the original plan, maintaining the foundational objectives of integrated community design, coordinated land use and built form, and cohesive open space systems. Together, these policies establish a clear framework for achieving design excellence within the Neyagawa Urban Core, ensuring future development contributes to a vibrant, pedestrian-oriented, and transit-supportive urban environment that aligns with Oakville's vision for complete communities.

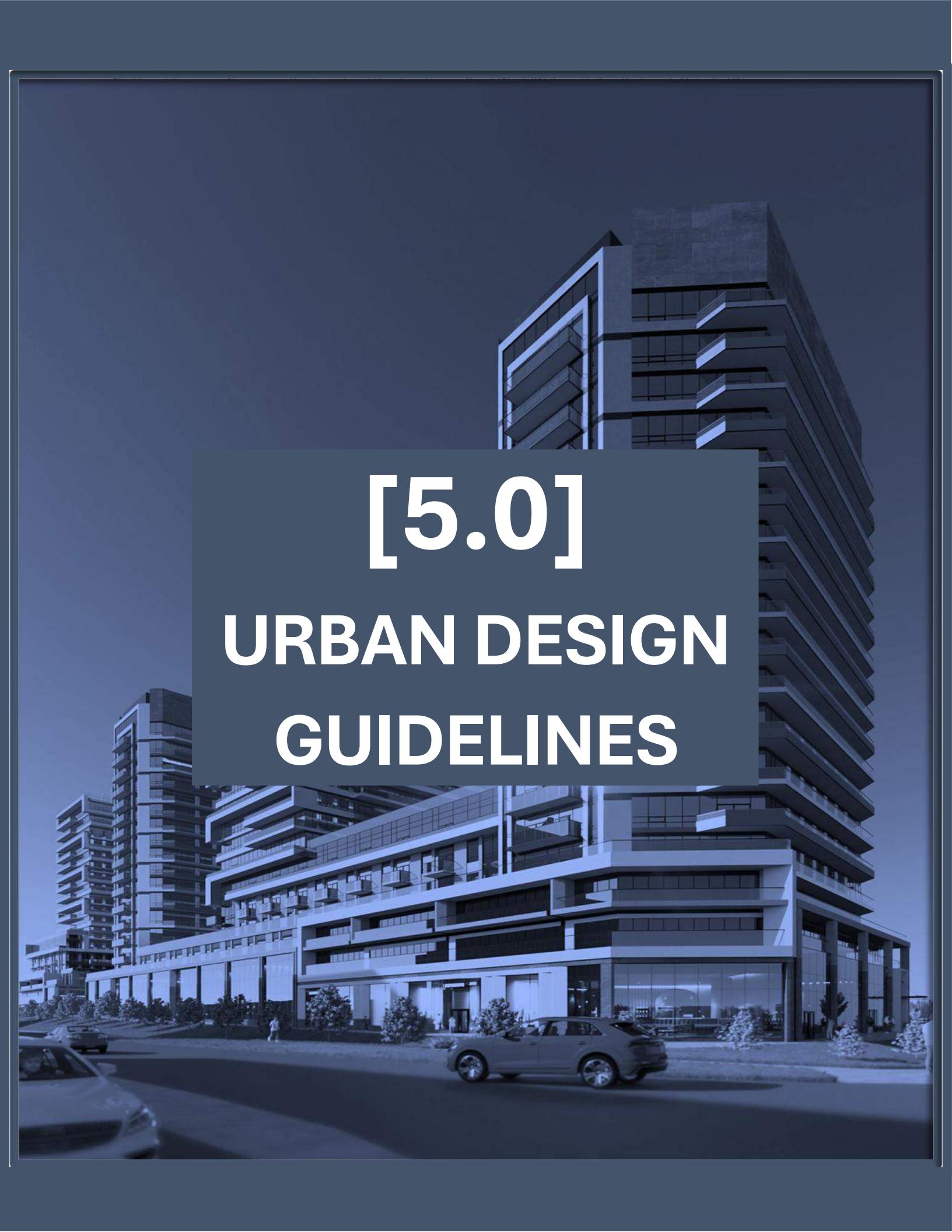
## 4.6 Town of Oakville Zoning By-law 2009-189

The Subject Property is currently zoned “FD – Future Development Zone” under the provisions of Town Zoning By-law 2009-189 (Please see *Figure 13 – Town of Oakville Zoning Map*). The applicable zoning provisions do not permit the proposed development and an amendment to the zoning by-law is required to facilitate the redevelopment of the Subject Site.



**Figure 13: Town of Oakville Zoning Map (Source: Town of Oakville, 2025)**

Future Development Zones are meant to mark properties for future development while allowing minimal development in the meantime. As such, a Zoning By-law Amendment is being proposed as part of the applications to permit the proposed development.



# [5.0]

# URBAN DESIGN

# GUIDELINES

## 5.0 Urban Design Guidelines

### 5.1 Livable By Design Manual

The Town of Oakville has established the Livable By Design Manual, which is meant to visually articulate the design objectives of the Town's Official Plan, set clear expectations for preferred design and development outcomes, establish an assessment framework for the review of development proposals, and provide guiding design principles and urban design direction for the creation of a detailed design document.

As these guidelines are intended to be read in conjunction with the North Oakville Design Guidelines, the relevant principle and design priority that will guide our proposed development include the following:

- 2.1 Complete Streets
- 2.2 Streetscapes
- 2.3 Gateways
- 2.4 Public Views and Vistas
- 2.6 Public Art
- 2.7 Wayfinding
- 3.1-Tall and Mid-Rise Buildings
- 4.1 Landscaping
- 4.2 Pedestrian Connections
- 4.3 Parking
- 4.4 Lighting (to be addressed at Site Plan)
- 4.5 Signage
- 4.6 Service, Loading, and Storage Areas

## 5.2 North Oakville Urban Design and Open Space Guidelines

The Town of Oakville has established North Oakville Urban Design and Open Space Guidelines. These guidelines establish the physical design concepts that will lead to the development of a high-quality, sustainable, and integrated employment and residential community. The Urban Design Guidelines outline that the urban design vision of the Town is to make Urban Cores into mixed-use areas that accommodate a range of commercial, residential, and employment uses. The area is also intended to act as a focal point for the western portion of the North Oakville East area.

The relevant principles and design priorities that will guide our proposed development include the following:

- 3.1. Sustainable Development
- 3.2.2. Community Design for Active Transportation
- 3.3.1. Building Orientation & Site Layout
- 3.3.2. Building Articulation & Detailing
- 3.4.5. Mid & High-rise Buildings
- 3.8.1. Street Boulevard Design
- 4.1.3. Neyagawa Urban Core Area

The proposed high-rise development reflects these guidelines and performance standards as it prioritizes compatibility with its surrounding context and central location in the Neyagawa Urban Core. It also enhances the pedestrian streetscapes along Neyagawa Boulevard and William Halton Parkway by fronting ground-floor retail commercial uses onto the roads to support a vibrant public realm and create a smooth transition between the public and private realm. The project design will be well integrated with its immediate surroundings and with the rest of the Neyagawa Urban Core as it develops over time.

The proposed building type and site design will also have regard for the above noted design guidelines and enhance the unique character of this future urban area. This will offer a high-quality and attractive landscape for pedestrians in the area and will form a key corner within the Neyagawa Urban Core as it develops over time.



**Figure 14: View of Proposed Development Rendering Looking Southwest**



**Figure 15: View of Proposed Development Looking Southeast**



[6.0]

# URBAN DESIGN ANALYSIS

## 6.1 Density, Heights, Setbacks and Massing

As previously mentioned in Section 4.2 of this Brief, the proposed development has regard to the matters of Provincial Interest set out in section 2 of the *Planning Act*, conforms to the Neyagawa Urban Core Policies of the NOESOP (2006) and has been designed to maximize the in-force and future intent of these policies. The proposed design also responds to the policies and guidelines of the Livable Oakville Plan, Livable By Design Policies and the North Oakville Urban Design and Open Space Guidelines.

With respect to the matters of Provincial Interest outlined in section 2 of the *Planning Act*, the proposed design contributes to the orderly development of safe and healthy communities through the creation of a vibrant, pedestrian-oriented public realm supported by active ground-floor uses and appropriate building scale (subsection (h)). The proposal also responds to subsection (h.1) of the Act by incorporating barrier-free site circulation, universal building entrances, and pedestrian connections that promote inclusivity throughout the development. With respect to subsection (p) of the Act, the project represents an appropriate location for growth and development by concentrating density within a designated Urban Core area served by major arterial roads and planned transit services. This ensures infrastructure efficiency and supports a compact and sustainable built form. In accordance with subsection (r), the proposal also achieves design excellence through distinctive architecture, human-scaled podiums, and a mix of uses that reinforce a sense of place at a major gateway site. High-quality amenity areas and landscaped street edges further provide safe, attractive, and vibrant spaces that create a liveable community.

Policy 3.3.2 of the North Oakville Guidelines states that blank walls along streets are discouraged; façades should include windows, terraces, projections, or other design features to animate the streetscape. Additionally, residential buildings should increase natural surveillance through grade-level windows and active rooms facing the street. The proposed development is designed with projections and windows at ground level that create visual interest and protect the public realm from strong winds. Additionally, the development of active retail frontages along Neyagawa Boulevard and William Halton Parkway that face the street and animate the public realm.

Section 3.1 of the Livable By Design Manual sets out the guidelines for tall and mid-rise buildings. The guidelines for building design are divided into three parts: the base, middle, and top. Policies 3.1.1 to 3.1.21 set out the policies for the building base. 3.3.1 states that the base building height should be no greater than 80% of the right-of-way width up to a minimum of 12 metres and

maximum of 6-storeys. The building base proposed is 6-storeys (24.2 metres) in height, which is within range and 80% of the 30 metre ROW.

Policies 3.1.13-3.1.18 of the Livable By Design Manual set design standards for building frontages and setbacks to reinforce a strong street presence and pedestrian-friendly environment. Buildings must generally extend their façades along the property edge to form a continuous street wall (at least 85% of the frontage in Growth Areas). Corner lots should wrap façades around both street edges. Long buildings over 55m must be broken up with substantial vertical setbacks to reduce massing. The proposed development includes a continuous and articulated street wall that wraps around the corner of the site and covers a minimum of 85% of the frontages on Neyagawa Boulevard and William Halton Parkway. The buildings also have a defined streetwall of 3-storeys that is respectful of human scale and incorporates large stepbacks and tower separations to reduce visual impact.

Policy 3.4.5 of the North Oakville Guidelines emphasizes that base buildings should be 1 to 6 storeys in Urban Core Areas and should establish pedestrian scale and integrate with streets, parks, and neighboring development. For high-rise buildings (10+ storeys), massing should be considered in three parts: base, middle, and top, with design excellence expected, particularly in Urban Core Areas. Key principles include tall ground floors for commercial uses, varied and articulated massing to reduce bulk and shadow impacts, high-quality materials, and consolidated servicing and parking to protect pedestrian environments.

Similarly, Policy 3.1.4 of the Livable By Design Manual states that ground-floor commercial uses facing a public street should include: a minimum first-storey-floor-to-ceiling height of 4.5m; a minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting; and architectural treatments on all non-transparent surfaces.

The proposed development is designed to include two 6-storey podiums that have established streetwall heights of 3-storeys. The first podium will connect towers A, B, and C, and the second podium will connect towers D and E. This design creates a continuous public realm while ensuring pedestrians can access other areas of the Site through a mid-block connection. Additionally, the podiums accommodate ground floor ceiling heights at grade of 6.9 metres, which creates an opportunity for grand and oversized retail frontages that enhance the public realm. Additionally, the development includes high-quality design with articulated and varied balcony designs and glazing materials. This design choice ensures each tower has its own prominence and sense of place, while the overall cohesion of materials brings the towers together as one central feature in the Neyagawa Urban Core.

Policies 3.1.25-3.1.29 of the Livable By Design Manual set out massing and spacing requirements for tall buildings. Tower floorplates above the base are limited to 750 sqm to promote slender forms and reduce wind and shadow impacts. Projections and indentations should be used to break up scale, add interest, and enhance the skyline. Towers must be separated by at least 25m, including projections, to preserve privacy, sunlight, and sky views. Placement on the base should minimize shadows on public and private open spaces, while orientation should support energy efficiency. The proposed development includes a maximum tower floorplate of 750 sqm. Additionally, the towers are separated by a minimum of 30 metres. The towers are each unique and visually attractive due to the varying balcony articulations between each tower.

Similarly, Policy 3.4.5.2 of the North Oakville Guidelines emphasizes that large floor plates should be articulated to break down massing and create distinctive skyline profiles. Adequate spatial separation of at least the width of the towers and generally no less than 25 metres is required between towers, and mid-block open spaces should be integrated as private or semi-private courtyards or gardens. The proposed development includes a 30 metre tower separation and a courtyard amenity area between Towers B and C.

Policies 3.1.19-3.1.21 of the Livable By Design Manual outline separation and setback requirements to ensure adequate light, privacy, and spatial quality between buildings. For buildings taller than six storeys, side setbacks must be at least 5.5m at a height equal to 80% of the adjacent right-of-way width, helping to manage scale, reduce shadowing, and maintain appropriate spacing. The proposed development includes oversized setbacks of approximately 20 metres between each podium. Additionally, the podiums are setback a minimum of 5 metres from the eastern property line, which allows neighbouring developments adequate space. Additionally, the podiums are less than 80% of the planned right-of-way of 35-42 metres at an appropriate height of 3-6-storeys (13.75-24.2 metres), which matches the future surrounding context.

Policy 3.1.22 of the Livable By Design Manual directs the design of the building middle to ensure it contributes positively to the overall form and surrounding context. This portion should feature varied architectural detailing, align with horizontal datum lines of neighboring buildings, and be designed to reduce shadow impacts and minimize negative microclimate effects on both public spaces and private amenities. The proposed development has been shown to have minimal shadowing effects on surrounding properties, as the shadows will be fast-moving. Additionally, as the area is still in development, the proposed development has been designed with mind to other developments proposed at the intersection as well as the Subject Sites corner frontage and direct proximity to Highway 407.

Policies 3.1.23 and 3.1.24 of the Livable By Design Manual establish how the middle portion of tall buildings should relate to the base. Generally, the tower must be stepped back at least 5m from the main wall of the base to create a clear distinction and reduce visual impact at street level. However, in prominent locations such as corners, the middle portion may extend to the ground without a separate base to emphasize architectural presence and landmark qualities. The proposed towers are stepped back a minimum of 3 metres and a maximum of 9 metres from the main wall of the podiums. While some of the stepbacks are less than 5 metres, the proposed development has taken into consideration the narrow nature of the Site and the ample public realm beyond the property lines on Neyagawa Boulevard and William Halton Parkway by ensuring the towers were stepped back a minimum of 6 metres from the property lines.

Policies 3.1.30-3.1.32 of the Livable By Design Manual emphasize the design of building tops to contribute to a distinctive and attractive skyline. Upper floors should be articulated with stepbacks and varied treatments to create visual interest, while rooftop elements such as penthouses, stair/elevator towers, and mechanical equipment must be integrated into the overall design. The proposed development includes an integrated mechanical penthouse that is adequately stepped back from the tower.

Similarly, Section 3.4.5.3 of the North Oakville Guidelines outlines that mid- and high-rise building setbacks and stepbacks help define the grade-level relationship with sidewalks, forecourts, gardens, and walkways, while upper-level stepbacks increase separation, sunlight, privacy, and terrace opportunities. Differences in setback should be resolved within the base building design, and higher-density development at major intersections should emphasize prominence through massing, projections, recesses, and open space treatments. Stepbacks should clearly define the building base, middle, and top, or create slender towers that emphasize verticality and reduce overall mass.

The proposed development incorporates a 3-metre setback from the property line along the Neyagawa and William Halton frontages. These setbacks represent best practices, and are supplemented by the ample 17 metre public realm between the property line and the curb along Neyagawa Boulevard. Additionally, the podium at the corner of Neyagawa and William Halton is stepped back from the streetwall by 5 metres at the corner and a minimum of 3 metres along every other edge. The other towers are stepped back similarly by incorporating larger stepbacks at prominent locations throughout the site. These stepbacks help to emphasize the three-storey human scale created by the streetwalls.

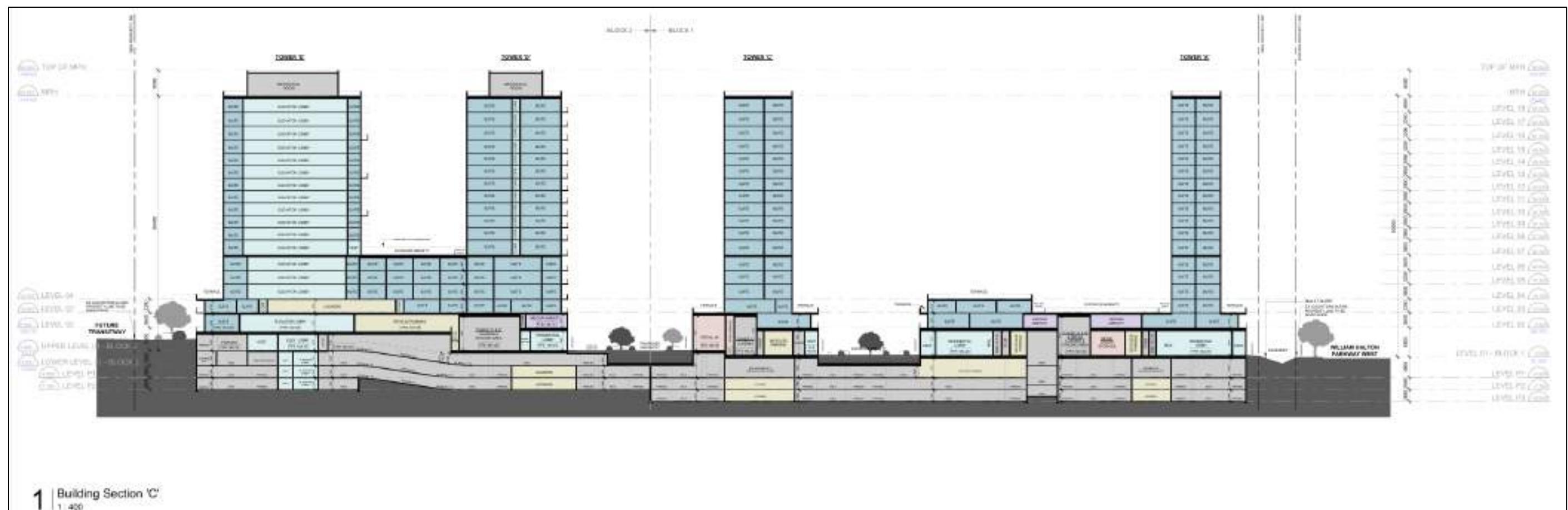
A minimum setback of 14.0 metres is required from any Ministry of Transportation (MTO) right-of-way. Within the immediate context of the Subject Site, the future Transitway, the Highway 407 on-ramp, and a portion of Neyagawa Boulevard fall under MTO jurisdiction. Following consultation, MTO has confirmed that their setback requirements may apply only to the Transitway and the Highway 407 on-ramp. In response, the proposed development incorporates a 14.0-metre setback from these areas, as demonstrated on the Site Plan.

Furthermore, the development responds to policy 6.9 of the Livable Oakville Plan by creating a strong identity through form, massing, and detailing while ensuring compatibility with surrounding built form. The towers exhibit varied articulation and slender proportions to avoid visual monotony, and podiums with generous ground-floor heights enhance pedestrian comfort and architectural distinction. Details of tower articulation will be further refined at the Site Plan stage.

The style of the proposed buildings will form unique and attractive facades, making the architecture a feature within the surrounding context. The massing and scale of the structures will be consistent with the unique opportunity presented by the Site context and the future development of the Area. The architecture of the proposed development is visually pleasing in design and unobtrusive to the surrounding context.



**Figure 16: Proposed Elevation Towers A, B, C, and D**



**Figure 17: Proposed Elevation Towers A, C, D, and E**

## 6.2 Pedestrian Streetscape Improvement

The proposed 18-storey mixed-use development offers a great opportunity to improve the existing pedestrian realm of this corner lot within the Neyagawa Urban Core. The Subject Site in its current state is underutilized and has no existing pedestrian realm, as the Site currently operates as a vacant rural lot.

Guideline 3.3.1.b of the North Oakville Guidelines states that where retail and service commercial development is permitted, it will be encouraged to be oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floors of mixed use buildings. The proposed development incorporates the retail uses on the ground level of the podiums with facades faced towards Neyagawa Boulevard and William Halton Parkway. The location of the retail space creates an enhanced and inviting public realm.

Guideline 3.3.1 of the North Oakville Guidelines on Building Orientation and Site Layout emphasizes creating a well-defined, pedestrian-friendly public realm by orienting buildings to frame streets, sidewalks, parking areas, and open spaces, while incorporating passive solar design. Entrances should generally face public streets or parks to strengthen connections with public space. The proposed development includes active retail frontages along most of Neyagawa Boulevard and all of William Halton Parkway.

In addition, the proposed streetscape design responds to policies 6.1 to 6.6 of the Livable Oakville Plan, which emphasize safe, comfortable, and inclusive public spaces. The proposed wide sidewalks, barrier-free access, and active retail frontages create an inviting pedestrian environment. The proposed landscaping, outdoor seating areas, lighting, and weather protection features will enhance comfort and accessibility for future residents and users of the site.

In response to policies 6.2 and 6.3 of the Livable Oakville Plan the development also supports a complete-street environment that balances pedestrian, cycling, transit, and vehicular activity. The proposed building setbacks, streetwalls, and high-quality architectural materials contribute to a cohesive streetscape consistent with policy 6.4. The design also responds to policy 6.6 by establishing a strong gateway presence through distinctive architecture and transparent podium façades at the corner of Neyagawa Boulevard and William Halton Parkway, reinforcing a sense of arrival into the Neyagawa Urban Core.

Similarly, Guidelines 3.1.7-3.1.12 of the Livable By Design Manual set out the design requirements for building entrances to ensure they are functional, accessible, and well-integrated with the public realm. Principal entrances must be visually prominent, oriented to the street, and have sidewalks. Architectural treatments, lighting, and landscaping are encouraged to highlight entry points. Secondary entrances may face private amenity spaces, and entrances related to passenger loading or structured parking should be located internally or at the rear/side of buildings, with parking ramps incorporated into the building form. The proposed development has accessible and well-defined entrances facing the public realm on Neyagawa Boulevard and William Halton Parkway. The Architectural design of the angular inlet retail entrances creates prominence. Additionally, secondary residential entrances are oriented towards the outdoor amenity space at the rear, and parking facilities are only accessible from the private driveway at the rear of the Site.

Guideline 3.3.1 of the North Oakville Guidelines also states that in mixed-use and retail areas, reduced setbacks and continuous streetwalls are encouraged to enhance walkability, while articulation and civic spaces add variety. Corner buildings and those at view termini should highlight their prominence with massing, detailing, and, where appropriate, higher density.

Similarly, Guideline 2.3 of the Livable By Design Manual states that gateways establish a sense of arrival and identity at key entry points through coordinated design of built form, landscape, lighting, and public art. Buildings should include distinctive architectural features and vertical elements that reinforce their prominence. Gateway treatments should extend into surrounding streetscapes to enhance district character and continuity.

Guideline 2.4 of the Livable By Design Manual also seeks to preserve and enhance significant public views and vistas toward cultural, architectural, and natural landmarks. Development should be designed to frame and emphasize key sightlines, rather than obstruct them. Built form, street alignment, and landscaping should be used strategically to maintain visual connections and create focal points. The proposed development is situated on the northeast corner of Neyagawa Boulevard and William Halton Parkway. The corner of the building is cut at 45 degrees to frame the intersection and enhance the northeast corner. The development also proposes ample sidewalks along the retail frontages, and setbacks are reduced where feasible.

The Subject Site occupies a highly visible location at the intersection of Neyagawa Boulevard and William Halton Parkway, offering prominent views from multiple approach directions. The proposed towers have been carefully oriented to highlight the intersection and create a distinctive visual marker within the Neyagawa Urban Core. At street level, the prominently designed retail frontage establishes an active and engaging pedestrian realm, drawing visual attention to the Site

and enhancing its presence within the streetscape. The transparent façades, architectural detailing, and consistent rhythm of storefronts create visual interest and foster natural surveillance, promoting safety and a sense of activity along the public edge. Together, these design features ensure the Site is both a visual focal point and a lively destination within the evolving urban context. These enhanced views not only define the Site's architectural prominence but also strengthen pedestrian orientation and wayfinding within the Urban Core.

Additionally, the Subject Site is positioned at one of the most prominent intersections within the Neyagawa Urban Core and will serve as a defining gateway feature for the area. Located at the northern extent of Neyagawa Boulevard, the Site frames the primary entrance and exit to the Urban Core, marking the transition from undeveloped lands north of Highway 407 into the emerging mixed-use community. The design of the proposed towers reinforces this role through their distinct architectural expression and orientation toward the intersection, establishing a strong visual presence along both Neyagawa Boulevard and William Halton Parkway. With active and continuous retail frontages animating the ground level, the development will function as a recognizable landmark for both existing and future residents, signifying arrival into the Neyagawa Urban Core and contributing to its evolving identity. As a result, the development will not only signify arrival into the Neyagawa Urban Core but also anchor a vibrant and accessible pedestrian gateway.

Guideline 3.3.1 of the North Oakville Guidelines also states that large blocks should be broken down with roads, walkways, or landscaping to improve connectivity and allow for future infill. Mixed-use and commercial buildings are expected to front sidewalks to enclose the street edge, with variations introduced through forecourts, courtyards, and other open spaces that enhance the pedestrian experience. The proposed development includes a break between the two podiums. The block also includes ample landscaping, sidewalks, and a large outdoor amenity at grade between Towers C and B.

Existing blocks in the surrounding area range from approximately 280 metres to over 550 metres in length. Following redevelopment, future blocks within the Neyagawa Urban Core will generally be smaller and provide additional access points to improve overall connectivity. While the Subject Site is already relatively small in comparison to neighbouring properties and does not significantly contribute to breaking up existing large blocks, the proposed development introduces two smaller internal blocks that will enhance pedestrian circulation within the site itself. The proposal does not include new public streets, but rather private driveways that provide internal access and circulation and are a more appropriate choice to advance Town objectives given the narrow width of the subject lands. As adjacent lands continue to develop in accordance with the Area Design

Plan (See *Figure 18*), the broader street network will expand, creating a more connected public realm and improving accessibility for future residents and visitors to the Subject Site. As the broader area continues to evolve, an extensive network of new streets, trails, and dedicated cycling lanes will further enhance connectivity for pedestrians and cyclists accessing the Site.

Guideline 3.3.2 - Building Articulation and Detailing of the North Oakville Guidelines emphasizes well-designed, visible, and accessible entrances that enhance the pedestrian experience. Mid- and high-rise entrances should be prominent, integrate with retail, and feature elements like canopies, porches, or double-height glazing, with clear views into lobbies for safety. Multiple street-level access points, varied door styles, and seating near entrances are encouraged, while windows should align with entrances to connect indoor and outdoor spaces. The proposed development includes angular cutouts along the retail facades that frame and create prominence at each entrance.

Similarly, Guideline 3.1.6 of the Livable By Design Manual states that buildings should incorporate coverage weather protection elements such as awnings, canopies, and projecting façade elements, to: provide at main building entrances, along active commercial streets, and near transit stops; achieve a minimum clearance of 3.75m measured from grade; and, maintain clear sightlines to ground floor uses and entrances. The proposed development includes 6.9 metre ground floor heights and features alcoves at each retail entrance to protect pedestrians from the elements.

Guideline 3.8.1 of the North Oakville Guidelines emphasizes that street boulevards should support pedestrian and bicycle movement while enhancing safety and comfort. Sidewalks should be lined with regular street trees or landscaping to encourage walking, and in high-traffic areas, boulevards should buffer pedestrians from vehicles using trees, vegetation, or on-street parking. Bicycle parking should be provided near mixed-use developments, open spaces, institutions, and other public destinations, and all public streets and sidewalks must be fully barrier-free to ensure accessibility.

Similarly, Guideline 2.2 of the Livable By Design Manual emphasizes the role of streetscapes in shaping the visual quality and pedestrian experience of the public realm. Streets should maintain a continuous streetwall, active frontages, and barrier-free pedestrian zones supported by street trees, lighting, and furniture. Streetscape design should integrate planting, furnishing, and curb zones to create comfortable, functional, and cohesive public environments. The proposed development includes a continuous streetwall along both Neyagawa Avenue and William Halton Parkway with active frontages that have high quality design and animate the public realm. These

frontages also have ample landscaping and will include street furniture and other details that animate the public realm at the Site Plan stage.

Guideline 3.8.1.1 of the North Oakville Guidelines provides guidelines for sidewalks in Core Areas and Neighbourhood Centres, particularly where retail fronts the street. Sidewalks should generally be at least 4.0 metres wide, with a 1.5–2.0 metre walkway and a 2.0–2.5 metre hard-paved boulevard, typically concrete, with higher-quality treatments in key focal areas. Feature paving bands should define pedestrian areas and continue across driveways and intersections to indicate priority. The proposed development includes 3 metre walkways along most of the Site's frontage which is complimented by ample landscaping between the sidewalk and the street frontage. There are additional sidewalks in this public realm which are connected to the Site at key access points.

The urban design improvements will create a pedestrian-friendly environment, promote active transportation alternatives such as walking and cycling, and provide easy access to nearby future transit facilities for future residents of the Subject Site. The proposed development will provide significant streetscape improvements consistent with the public realm and pedestrian environment policies.

URBAN DESIGN BRIEF

Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON



Figure 18: Area Design Plan



**Figure 19: West Facade**



**Figure 20: East Facade**

### 6.3 Linkages and Connectivity

Guideline 2.7 of the Livable By Design Manual promotes comprehensive wayfinding systems that orient users and reinforce local identity through clear, consistent, and accessible design. Elements such as signage, landmarks, surface treatments, and public art should be coordinated to support intuitive navigation. Wayfinding strategies are encouraged at the town-wide, district, and site scales to enhance connectivity and legibility.

Guideline 4.2 of the Livable By Design Manual encourages direct, barrier-free, and visually distinct pedestrian networks connecting buildings, parking, and public spaces. Pathways should use durable materials, weather protection, and clear differentiation from vehicular areas to ensure safety and comfort. Shade trees, furnishings, and landscape buffers should enhance the pedestrian experience throughout the site.

Guideline 4.5 of the Livable By Design Manual encourages signage that complements building architecture and communicates clearly without overwhelming the façade or streetscape. Signs should be proportionate, appropriately illuminated, and coordinated across multi-tenant or mixed-use developments. Heritage properties require signage that respects and enhances the character and attributes of historic structures.

Effective linkages and connectivity are key principles in the design of the Neyagawa Urban Core, supporting pedestrian movement, cycling, and integration with the surrounding urban fabric. The Subject Site is uniquely positioned to contribute to this network, enhancing accessibility, visual interest, and connections to both existing and planned infrastructure. This section highlights how the proposed development reinforces pedestrian, cycling, and street connectivity while acting as a gateway and landmark within the Urban Core.

The proposed development also responds to policies 6.5, 6.10, and 6.11 of the Livable Oakville Plan by establishing safe, barrier-free pedestrian connections between buildings, open spaces, and the public sidewalk network. Walkways are landscaped, well-lit, and fully accessible, ensuring direct routes across driveways and parking areas. The proposed internal circulation pattern reinforces a modified grid and supports cycling and transit use while dispersing vehicular traffic to the rear of the site and to the underground parking away from public view. Street trees and shaded seating areas also enhance comfort and human scale, having regard to the *Planning Act* objective for healthy, connected communities under subsection (h).

The Subject Site is strategically positioned to integrate with the future pedestrian realm and serve as a key connector within the Neyagawa Urban Core. Located at one of the most prominent intersections in the Urban Core, the Site will act as a defining gateway feature. At the northern extent of Neyagawa Boulevard, the development frames the primary entrance and exit to the Urban Core, marking the transition from undeveloped lands north of Highway 407 into the emerging mixed-use community. The proposed towers reinforce this gateway role through their distinct architectural expression and orientation toward the intersection, establishing a strong visual presence along both Neyagawa Boulevard and William Halton Parkway. Active and continuous retail frontages animate the ground level, creating a vibrant streetscape and a recognizable landmark for both existing and future residents. Together with the planned network of pedestrian trails and cycling infrastructure, the Site will contribute to a more connected and active public realm, supporting the evolution of the Urban Core as a complete, accessible, and pedestrian-friendly community (See Figure 21).

The Subject Site is also well integrated into the broader transportation and block network. Existing development blocks in the surrounding area range from approximately 280 metres to over 550 metres in length. Following redevelopment, future blocks within the Urban Core will generally be smaller and provide additional access points to improve overall connectivity. While the Site itself is relatively small compared to neighbouring properties and does not significantly contribute to breaking up existing large blocks, the proposed development introduces two smaller internal blocks that enhance pedestrian circulation within the Site. Although no new public streets are proposed on the Site, private driveways provide internal access and circulation. As adjacent lands develop in accordance with the Area Design Plan, the broader street network will expand to include an extensive system of interconnected streets, pedestrian trails, and dedicated cycling lanes (See Figure 21). This evolving multimodal network will enhance connectivity, accessibility, and active transportation opportunities for residents and visitors of the Subject Site.

Overall, the proposed development strengthens the Urban Core's connectivity by providing internal pedestrian and circulation linkages, framing a prominent gateway, and integrating seamlessly with the planned network of streets, trails, and cycling infrastructure. By enhancing visual and physical connections, the Subject Site supports an accessible, active, and vibrant public realm that will benefit both current and future residents. More specific details such as signage, landmarks, surface treatments, and public art will be hashed out at the Site Plan stage.

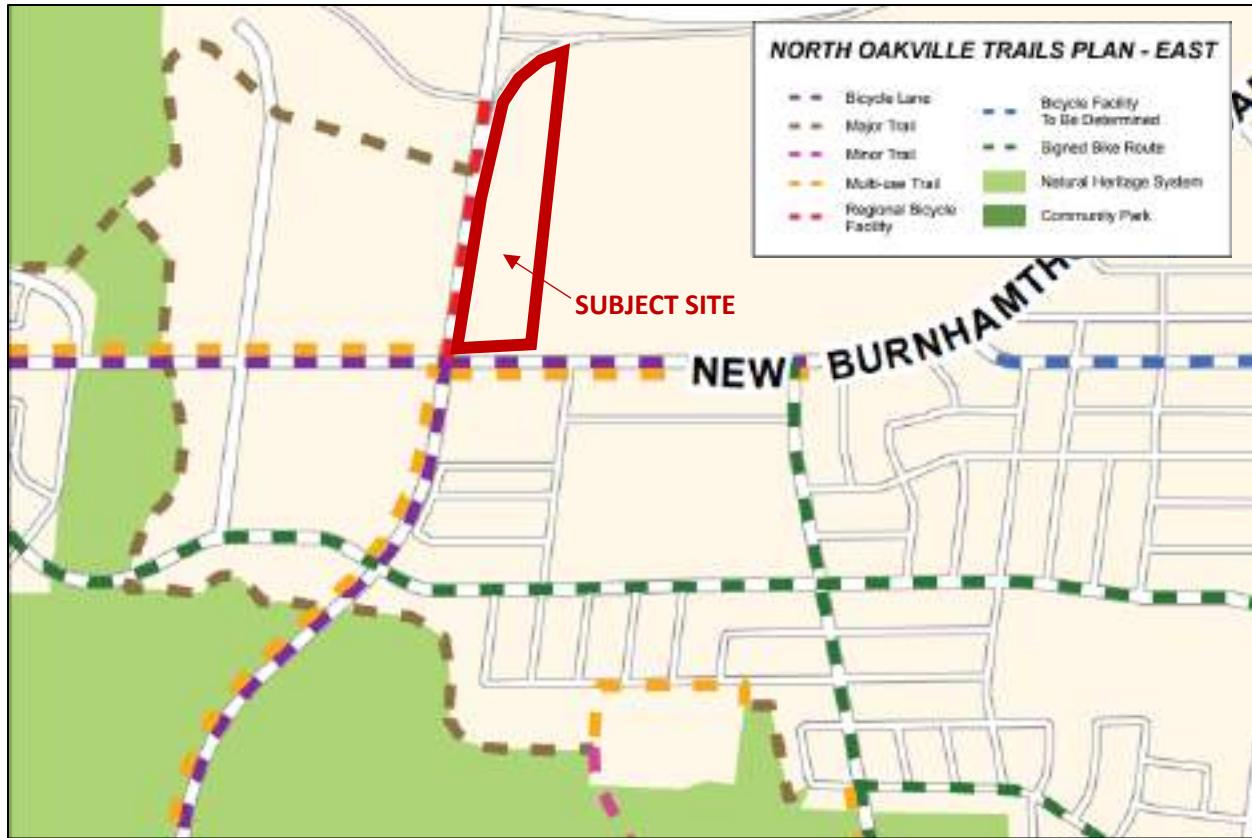


Figure 21: North Oakville Trails Plan (Source: Town of Oakville)

## 6.4 Built Form, Compatibility with Surrounding Uses, and Sun Shadow Study

Section 3.4.5.5 of the North Oakville Guidelines emphasizes that mid- and high-rise buildings must be designed to minimize adverse shadow impacts on surrounding low-rise neighborhoods, streets, pedestrian areas, and public open spaces, where sunlight is important for usability and comfort. Taller building elements should ideally be placed on the south side to reduce shadows and improve sky views, while massing should balance sunlight access with intensification goals. Shadow impact analysis, often using computer-generated studies, is recommended on a site-by-site basis to evaluate effects throughout the day and seasons. This policy suggests orienting buildings to limit shadows on adjacent open spaces and streets, designing interior courtyards to maximize sun exposure, and using strategies such as awnings, canopies, and tree planting to provide shade during summer months when desired.

Guideline 3.1.33 of the Livable By Design Manual requires that tall and mid-rise buildings be designed to respond sensitively to their surroundings. This includes minimizing negative impacts of height, massing, and shadows on adjacent low-density residential areas, heritage sites, open spaces, and natural areas, ensuring new development fits contextually within the existing environment. The proposed development has fast-moving shadows that minimally impact the surrounding area (See Figures 22-28)

It is our opinion that the density, height, and massing of the proposed high-rise development are appropriate and visually compliant with the surrounding context of the future Neyagawa Urban Core area. The slenderness of the towers combined with the enhanced separation distance of 30m ensures shadows are both spread out and move quickly along the public realm and adjacent properties, meeting the policy and guideline objectives.



**Figure 22: Sun Shadow of the Subject Site at 9:25 on April 21**



**Figure 23: Sun Shadow of the Subject Site at 10:25 on April 21**



Figure 24: Sun Shadow of the Subject Site at 11:25 on April 21

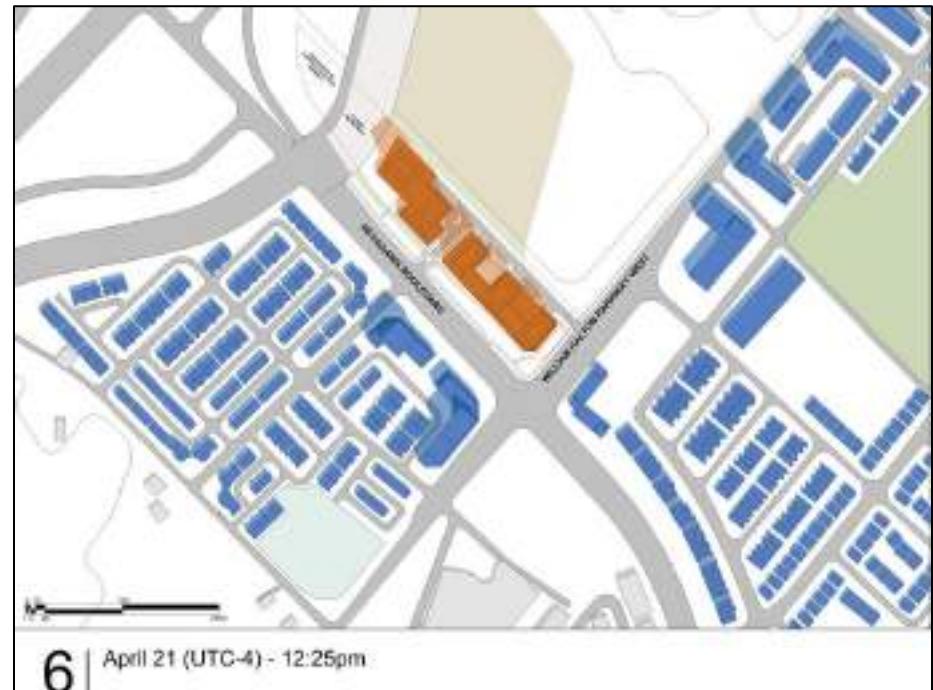


Figure 25: Sun Shadow of the Subject Site at 12:25 on April 21

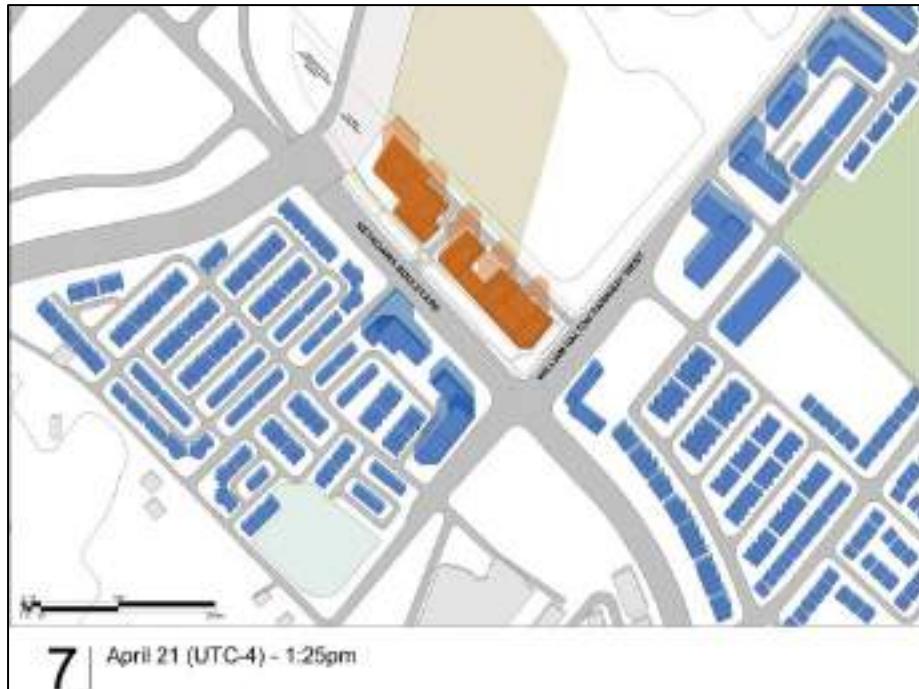


Figure 26: Sun Shadow of the Subject Site at 13:25 on April 21

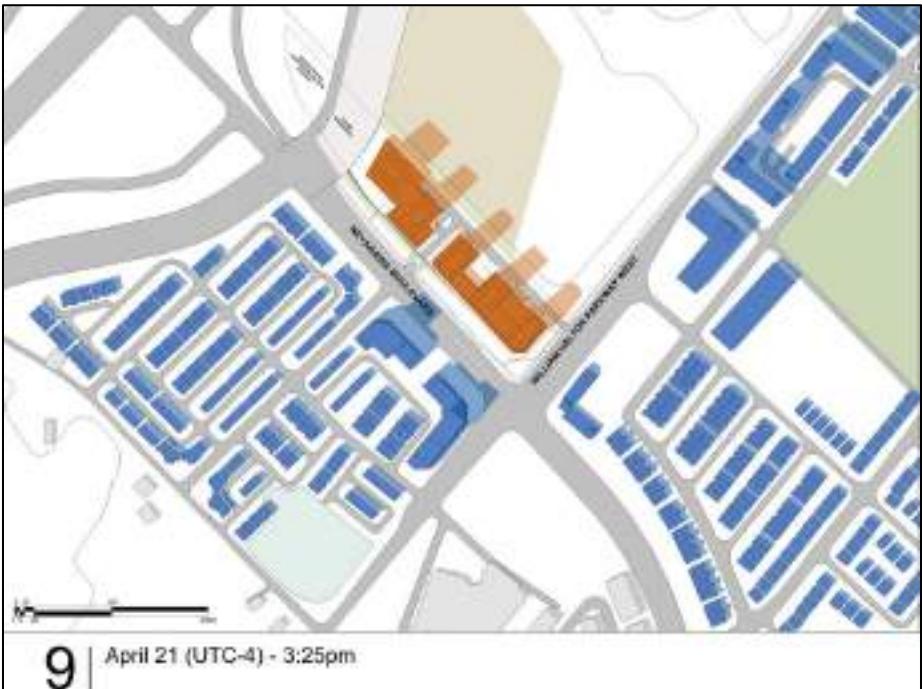
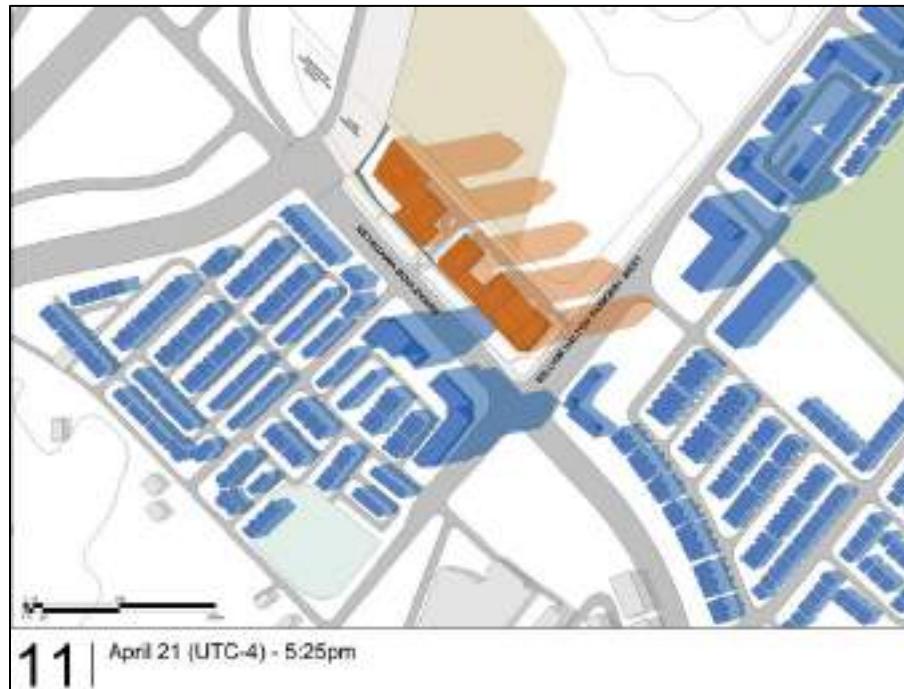


Figure 27: Sun Shadow of the Subject Site at 15:25 on April 21



**Figure 28: Sun Shadow of the Subject Site at 17:25 on April 21**

## 6.5 Landscaping and Outdoor Amenity Space

The proposed development will improve the existing landscape conditions along the two public frontages of the site and will also provide outdoor amenity space and green roofs at grade and above the podiums. Guideline 3.1.48 of the Livable By Design Manual requires that residential buildings provide private outdoor amenity space for each unit, such as a balcony or roof terrace, to enhance livability and access to outdoor areas. The proposed development includes both private balconies and amenity roof space.

As per policies 6.10 and 6.11 of the Livable Oakville Plan, the proposed landscape design enhances the pedestrian experience and supports ecological and aesthetic functions. Proposed planting includes native and non-invasive species that provide shade, seasonal variety, and continuity with the urban forestry objectives of the Town. The proposed outdoor amenity spaces are designed for barrier-free access and integrated with pedestrian routes, reinforcing comfort, accessibility, and social interaction. These features collectively have regard to *Planning Act* subsection 2(r) by providing public spaces that are high-quality, attractive, and vibrant, fostering a strong sense of place within the Neyagawa Urban Core.

Guideline 3.11. of the North Oakville Design Guidelines states that front yards should be planted with trees, shrubs, and native species to provide privacy and amenity, while street trees should be sited to reduce salt damage. For mid- and high-rise or mixed-use developments, landscaping should differentiate site areas, screen parking and service zones, soften blank façades, define building edges, and enhance streets and open spaces. Pedestrian-scaled lighting is encouraged, and landscaping along roads, pathways, and driveways should provide sufficient soil and visibility, with low fencing and shrubs used to add character without obstructing sight lines.

Similarly, Guideline 4.1 of the Livable By Design Manual emphasizes landscape design as a means of defining space, enhancing comfort, and achieving the Town's 40% tree canopy target. Landscape treatments should prioritize native and drought-tolerant species, preserve existing vegetation, and integrate green infrastructure such as bioswales and permeable surfaces. Planting should soften built edges, screen undesirable views, and reinforce pedestrian connections and site hierarchy. The proposed development responds to these policies through a comprehensive landscape strategy that introduces native tree species and vegetation to enhance ecological function and visual character across the site.

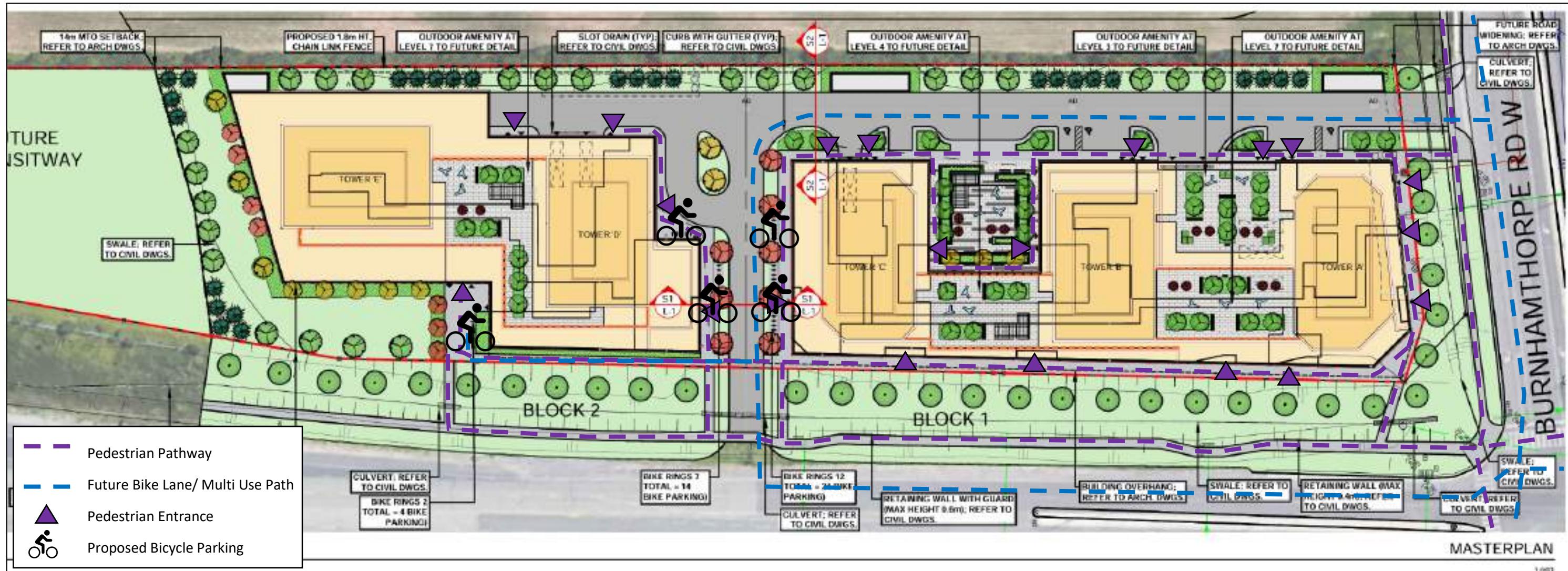
Guideline 3.11.1. of the North Oakville Design Guidelines states that planting strips should separate streets from parking areas using salt-tolerant ground cover, shrubs, and high-branching trees, while continuous tall vegetation that blocks views should be avoided. Street trees and accent planting should enhance driveway entrances, and shrubs or climbing vines can soften building transitions. Trees may also line main driveways to indicate priority routes. No surface parking is proposed along the main street frontages, maintaining an active and pedestrian-focused edge. The proposed development reinforces these principles by incorporating generous tree planting along internal driveways to frame circulation routes, strengthen the streetscape, and contribute to a cohesive public realm.

Guideline 3.11.2. of the North Oakville Design Guidelines states that side yards should include coordinated planting strips (minimum 3 metres) between adjacent parking lots, using a mix of high-branching trees and low ground covers that do not block pedestrian views. Screen planting should form continuous buffers to maintain privacy and improve the visual quality of edges between properties. The proposed development provides a landscaped strip exceeding 3 metres in width along the eastern property line, establishing a continuous green buffer that enhances edge conditions and supports visual continuity with future adjacent development.

Guideline 3.11.3. of the North Oakville Design Guidelines states that rear yards should provide landscape edge treatments wide enough (approximately 3 metres) for tree planting and other vegetation, serving as a buffer along lane accesses or service driveways in combination with fencing to protect adjoining properties. This generous landscaped setback creates a substantial green buffer that enhances the site's northern edge while providing visual screening and contributing to the overall open space network.

Guideline 2.6 of the Livable By Design Manual and policy 6.8 of the Livable Oakville Plan encourage the integration of public art as a defining element of placemaking and community identity. Art installations should be thoughtfully located in visible, high-traffic or culturally significant spaces and relate in scale and materials to surrounding architecture. Lighting may be used to highlight and animate installations, enhancing both day and nighttime presence. The proposed development will contemplate the installation of public art during the Site Plan stage.

Overall, the proposed landscaping, outdoor amenity space, and green roof are sustainable features that will not just make the proposed development a desirable place for living and recreation but will also contribute to maintaining an adequate level of green space as the area develops.



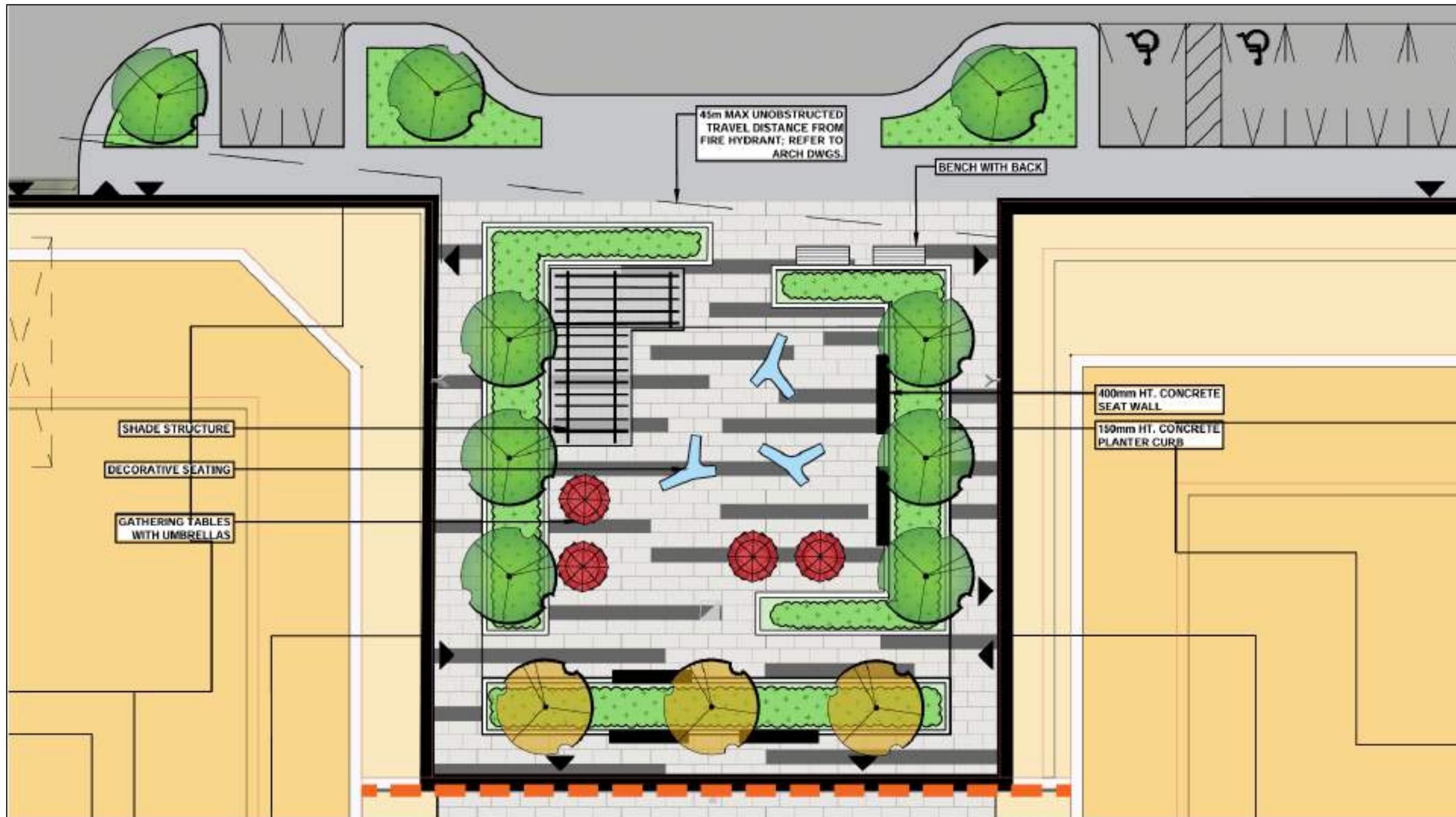


Figure 30: Proposed Courtyard Plan

## 6.6 Sustainability

Policy 3.1 of the North Oakville Design Guidelines states that the Town is committed to sustainable development as outlined in the North Oakville East and West Secondary Plans and applied through the Urban Design and Open Space Guidelines. The focus is on efficient land use, sustainable infrastructure, reduced automobile dependence, and improved air quality to create a more livable community. Sustainable development principles emphasize development form, energy and air quality efficiency, and responsible water management, while recognizing the importance of adapting to new technologies. The proposed development promotes active forms of transportation by creating walkable spaces and providing a surplus of bicycle parking spaces. The Subject Site is also within an Urban Core that is meant to operate as a walkable community with many retail spaces proposed on the Site.

Policy 3.1.1 of the North Oakville Design Guidelines states that development in North Oakville should maximize sustainable development through mixed-use design, a modified grid street network that supports transit. This approach ensures integration of land use, mobility, and environmental conservation. The proposed development is mixed-use and features frontages full of retail space. The proposed retail signage will be architecturally integrated and scaled to complement the building design as per policy 6.15 of the Livable Oakville Plan. This Site, in collaboration with the other commercial and employment uses planned in the Neyagawa Urban Core, will help create a walkable live-work neighborhood with reduced car dependency.

Policy 3.1.2 of the North Oakville Design Guidelines states that energy efficiency and air quality will be supported by both building and site design. A connected street and block network will encourage walkable, interactive neighbourhoods, while green building design will reduce environmental impacts. Potential methods include earth source energy, passive solar design, proper building orientation, natural ventilation, enhanced insulation, photovoltaic panels, green roofs, and cool roofs. As per policy 6.14 of the Livable Oakville Plan, the proposed site lighting will also be energy-efficient and designed to minimize glare and ensure nighttime safety. The proposed development includes ample landscaping, tree planting, and a network of sidewalks that connect the Site to surrounding existing and future developments.

## 6.7 Parking and Access

Guideline 4.3 of the Livable By Design Manual promotes the design of parking areas as secondary to pedestrian environments, minimizing visual impacts through screening, landscaping, and building integration. Structured or underground parking is preferred, with surface parking located to the rear or side of buildings and divided into smaller courts. Pedestrian linkages, permeable materials, and bicycle facilities are integral components of sustainable parking design.

Guideline 4.6 of the Livable By Design Manual states that service, loading, and storage areas be discreetly located and integrated into building design to reduce visual and operational impacts on the public realm. Where feasible, these facilities should be enclosed within buildings or screened by landscaping and architectural treatments. Access and circulation should be designed to minimize conflicts with pedestrians and adjacent uses.

The access and parking design responds to policies 6.12, 6.13, and 6.16 of the Livable Oakville Plan by ensuring site circulation that is safe, efficient, and visually unobtrusive. The proposed driveways have been designed to reduce pavement area and maintain continuous pedestrian movement along public frontages. Most of the proposed parking is located underground, with limited screened surface parking located at the rear of the site, which maximizes landscaping areas and outdoor amenity spaces. Service and loading areas are internalized and fully screened to maintain a high-quality public realm. This approach also has regard to *Planning Act* subsection (p) by efficiently using infrastructure and reinforcing compact development.

The proposed multi-level parking layout has also been designed in accordance with the Zoning By-law.

The proposed development has a total of 973 parking spaces. These include 816 residential parking spaces, 90 visitor parking spaces, and 67 commercial parking spaces. The proposed parking will be distributed across 4 levels of underground parking, with 33 surface parking spaces available for short-term visitors at the rear of the site. Please refer to *Table A2* below for the parking breakdown and refer to *Figures 31 to 35* for the proposed parking design.

**Table A2: Vehicular Parking**

<b>Parking Provided</b>	<b>Resident</b>	<b>Visitor</b>	<b>Commercial</b>	<b>Parking Spaces</b>
At Grade	0	33	0	33
LL1	71	16	0	87
P1	192	41	67	300
P2	341	0	0	341
P3	212	0	0	212
<b>Total</b>	<b>816</b>	<b>90</b>	<b>67</b>	<b>973</b>

In addition to the parking spaces proposed there will also be ample space for bicycle parking along Neyagawa Boulevard beside the ground-floor commercial units, and along the mid-block driveway. Four bicycle storage rooms are also proposed within the ground-floor level of the podiums, and one bicycle storage area is proposed on the Second Level of the podiums. These bicycle designated areas will be easily accessible and will encourage the future residents and visitors to use a sustainable transportation mode. The site will provide a total of 634 bicycle spaces.

The proposed development will be accessible from two locations: William Halton Parkway to the south and Neyagawa Boulevard to the west. We understand that the access to Neyagawa will be subject to MTO approval, and such approval would be sought as part of the approval process. The proposed access locations have been strategically designed to be as far from the main intersection and highway access points as possible to avoid any potential traffic impacts and to ensure pedestrian safety. Both driveways are intended to operate as right-in-right-out. Due to the Site's narrow shape, proximity to a 407 on-ramp, and configuration at the corner of Neyagawa Boulevard and William Halton Parkway, the potential driveway locations are limited. Two access driveways would allow the Site to operate in a manner that is more efficient. As configured, the access driveways are each expected to achieve 105 metre sightlines, meaning they can operate safely.

The underground parking access ramps are located on the northeast corner and eastern side of the site. The underground parking access ramp has been placed in the rear portion of the property away from both public view, bicycle parking locations, and from proposed tree planting locations. The access ramp is also integrated as part of the overall building design. Please refer to *Figure 31 – Proposed Parking Access* for reference.

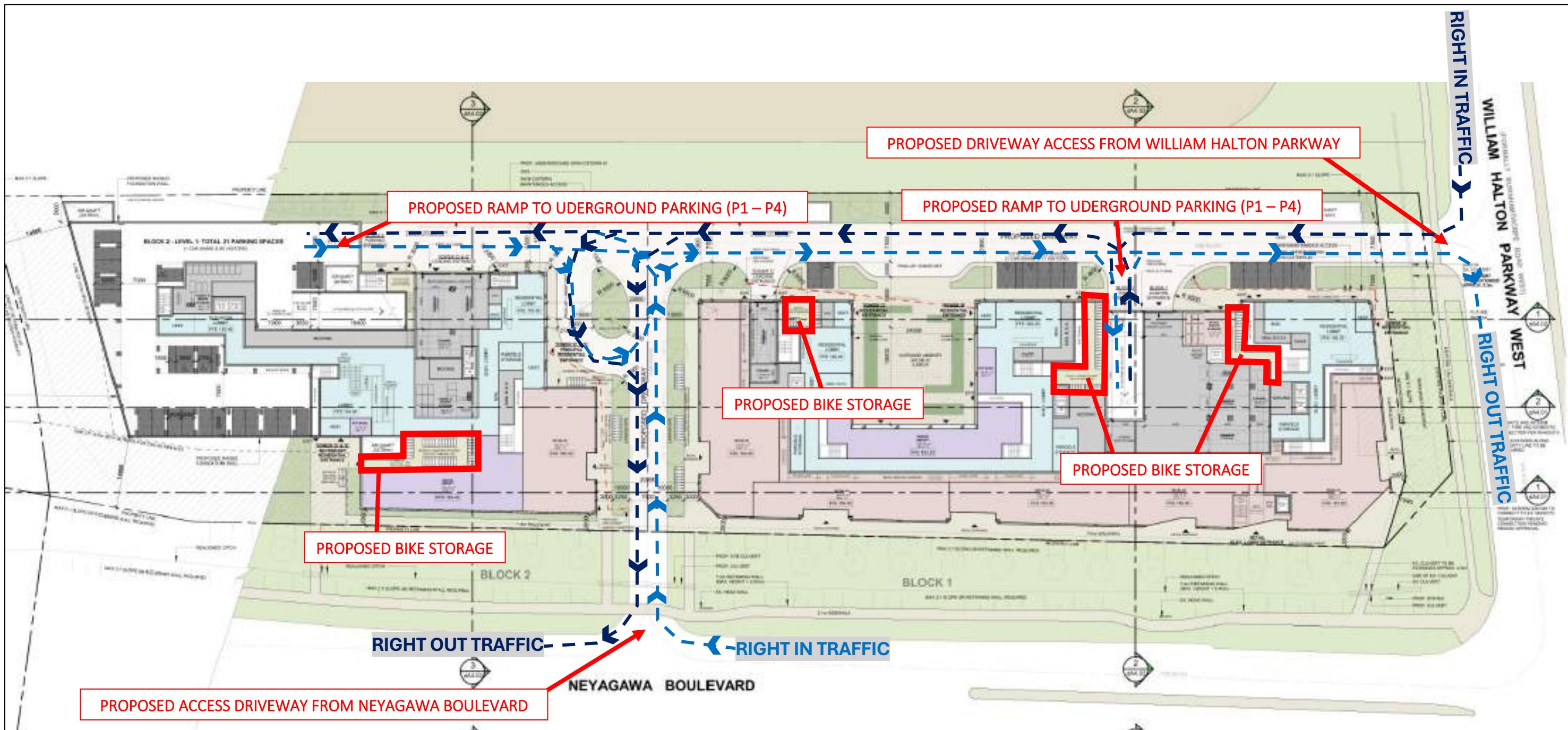


Figure 31: Proposed Parking Access and Vehicle Circulation Plan

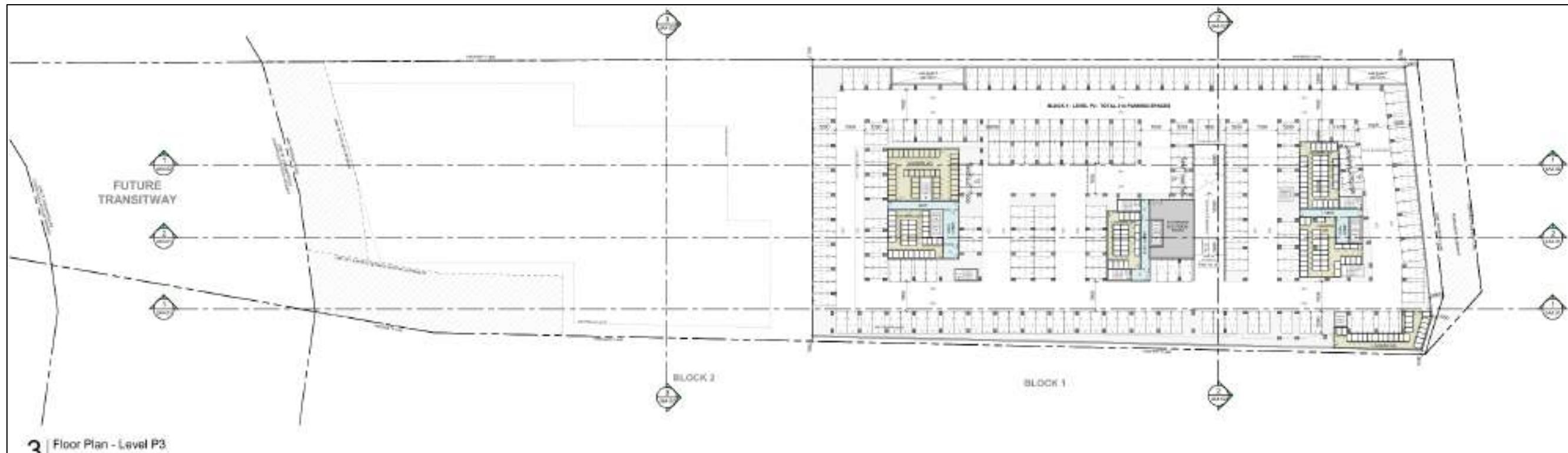


Figure 32: Proposed Underground Parking Plan (P3)

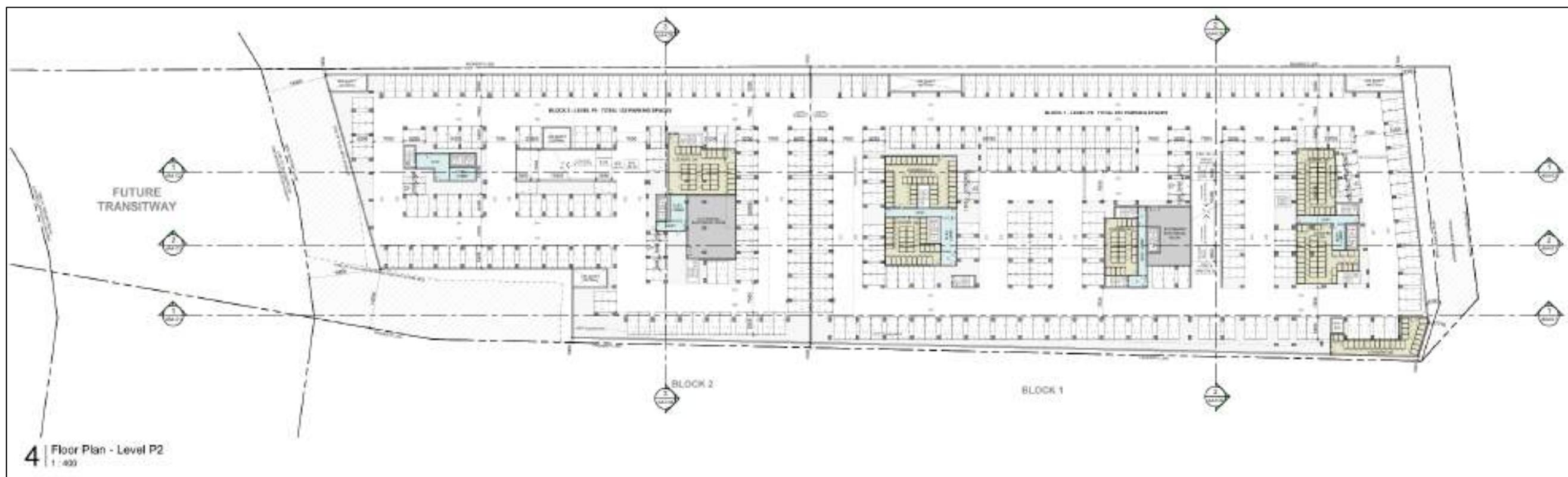


Figure 33: Proposed Underground Parking Plan (P2)

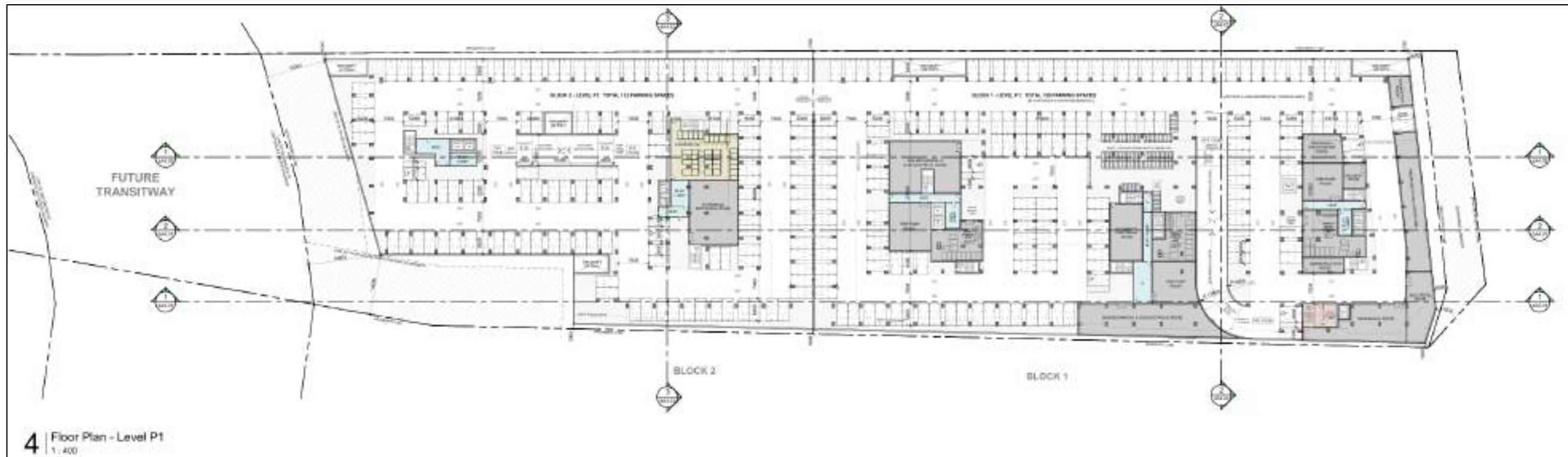


Figure 34: Proposed Underground Parking Plan (P1)

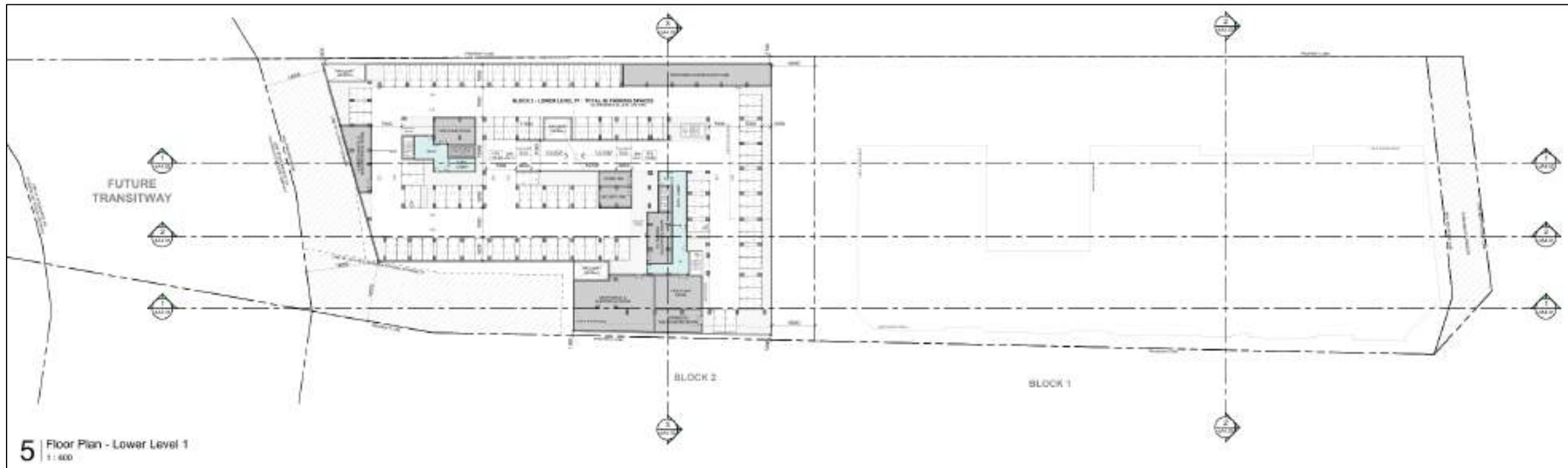


Figure 35: Proposed Underground Parking Plan (LL1)



# [7.0]

# CONCLUSION

## 7.0 Conclusion

The proposed development at the Northeast Corner of Neyagawa and Burnhamthorpe (William Halton Parkway) is an appropriate approach to introduce intensification through high-rise and mixed-use to this central location within the Neyagawa Urban Core area. The proposal meets Provincial and Regional height and density targets while significantly improving the public realm, activating it with ground-floor retail uses, enhanced landscaping, and wider sidewalks. It is also in conformity with the Town's Official Plan and Secondary Plan policies for high-rise mixed-use buildings and with the design priorities of the Livable By Design Manual and the North Oakville Design Guidelines.

The proposed high-rise development has been designed to incorporate contemporary architectural elements to achieve a landmark urbanism that will enhance what will be the future main corner and gateway for the Neyagawa Urban Core.

It will create an improved streetscape along all of its public street frontages where no public realm currently exists. This will result in a compact and efficient residential built form with ground-floor commercial uses within a future built-up area.

The site is served by existing transit routes within walking distance and will be served by more in the future which will facilitate accessibility to many key locations within the Town of Oakville and beyond.

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