



**DELMANOR**  
*Inspired Retirement Living™*

# 1280 DUNDAS STREET W, OAKVILLE

## URBAN DESIGN BRIEF

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DELMANOR RETIREMENT VILLAGE

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# 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has prepared this Urban Design Brief on behalf of Delmanor Oakville Ltd. in support of a Zone Change application as it relates to the property municipally addressed as 1280 Dundas Street West, Oakville.

The proposal is a redevelopment of the existing underutilized site into a multi-unit retirement village. The proposed development contains an 8 storey seniors residence with 315 units and 27 seniors friendly independent living units. The entire development will provide a ‘continuum of seniors care’ including memory care suites, assisted living suites and independent living suites. All suites are proposed to be rental in tenure.

## **PURPOSE OF THIS URBAN DESIGN REPORT**

The purpose of this Urban Design Brief is to describe the development proposal, provide insight as to why certain design decisions are appropriate given the site specific context and how the proposal is consistent with and supportive of Town of Oakville design policies and directives.

## **OUR APPROACH**

In response to the planned function defined in the Official Plan and the design vision for the site, MHBC has prepared this Urban Design Report to illustrate how the proposed development has met design directives and represents good urban design.

The document begins with analysis of the site and the influential surrounding context. The design objectives are described in Section 3. Section 4 provides a detailed description of the proposed development. This document also includes a review of applicable design policies and how the development proposal complies with or impacts are mitigated through design.

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

Yours truly,  
**MHBC**



Andrea Sinclair  
MUDS, MCIP, RPP  
Partner & Urban Designer

# 2.0

## EXISTING CONDITIONS & CONTEXTUAL ANALYSIS

The Subject Lands are municipally addressed as 1280 Dundas Street West and are located to the south of Dundas Street West with Fourth Line providing access to Dundas Street, running parallel to Dundas Street to the north of the site and perpendicular to the Dundas Street to the east of the site, wrapping around the northern and eastern limits of the property. Fourth Line provides access to the St. Volodymyr Cultural Centre lands and the Subject Lands and accommodates significant grade changes related to Dundas Street

West's bridge over the Sixteen Mile Creek. To the northwest of the Subject Lands, Fourth Line turns north to meet Dundas Street West at a signalized intersection.

The Subject Lands are surrounded by the St. Volodymyr Cultural Centre to the west, natural heritage lands to the south, Fourth Line to the east and Fourth Line and Dundas Street West to the north. The Subject Lands are approximately 4.62 hectares (11.42 acres) in size with approximately 435 metres of frontage along Fourth Line to the north.



The Subject Lands currently form a part of the St. Volodymyr Cultural Centre, whose primary facility sits to the west, and are currently vacant with the exception of a small wooden shed. The Subject Lands are proposed to be severed as a separate development block from the St. Volodymyr Cultural Centre with the St. Volodymyr Cultural Centre and cemetery lands to the south remaining as one parcel.

The subject lands are located within 'west' Oakville and are located south of Highway 407 and north of the Q.E.W. The subject lands are located immediately west of Sixteen Mile Creek and are located along an existing transit route (Dundas Street West). Surrounding land uses are described as follows:

**NORTH**

Fourth Line is located directly north of the Subject Lands. Immediately beyond Fourth Line is Dundas Street West. North of Dundas Street are vacant lands located within the North Oakville Secondary Plan area.

**EAST**

Fourth Line wraps from the north along the eastern edge of the Subject Lands, terminating in a Cul-de-sac towards the southern end of the Subject Lands. A small portion of Fourth Line along the south-eastern corner of the Subject Lands is an un-opened municipal right of way. Beyond Fourth Line are valleylands associated with Sixteen Mile Creek. Existing trails run along both sides of the creek.

**SOUTH**

A small feeder creek to the Sixteen Mile Creek lies directly to the south of the Subject Lands, with the St. Volodymyr Ukrainian Cemetery beyond. Beyond the cemetery lies a residential neighbourhood primarily consisting of single detached dwellings.

**WEST**

The St. Volodymyr Cultural Centre is to the west of the Subject Lands. The centre consists of a two storey cultural centre with surface parking to the north along Fourth Line. An access driveway runs along the eastern edge of the Subject Lands, allowing vehicular access to the cultural centre's parking lot and to the Cemetery to the south. Further west is a neighbourhood primarily consisting of single detached dwellings.



Dundas Street West (an existing transit route) runs parallel to Fourth Line and is located north of the subject lands. The existing transit stop is located in close proximity to the proposed development entrance.



Valleylands associated with Sixteen Mile Creek and existing trails are located to the east and northeast of the subject lands.



St. Volodymyr Ukrainian Cemetery is located south of the subject lands.



The St. Volodymyr Cultural Centre is to the west of the Subject Lands. Further west is a neighbourhood primarily consisting of single detached dwellings.

## NEIGHBOURHOOD CONTEXT & AMENITIES

The Subject Lands are located in West Oak Trail neighbourhood of the Town of Oakville. The Subject Lands are directly south of Dundas Street, a major east-west corridor with frequent transit connections. The Subject Lands are located in close proximity to a number of community facilities, parks and recreation facilities including Oakville Trafalgar Memorial Hospital, Sixteen Mile Sports Complex, Lions Valley Park, Moccasin Trail and the Bronte Go Station.

The Subject Lands are serviced by three existing bus routes, 5, 5a, and 34 operated by Oakville Transit. Routes 5 and 5a Dundas, which run along Dundas Street, have a combined service frequency of 30 minutes and operate between the Oakville GO Station and the Dundas & Walkers Line 407 GO Carpool station in Burlington. Route 34 Pine Glen, which runs along Proudfoot Trail to the south of the Subject Lands, provides hourly service during peak hours and operates from Bronte GO to the West Oak Trails neighbourhood.

The Bronte GO Station is located 6 kilometres from the Subject Site. The Bronte GO Station is on the Lakeshore West line with eastbound service to Union Station and westbound service to the Aldershot GO Station and Hamilton.

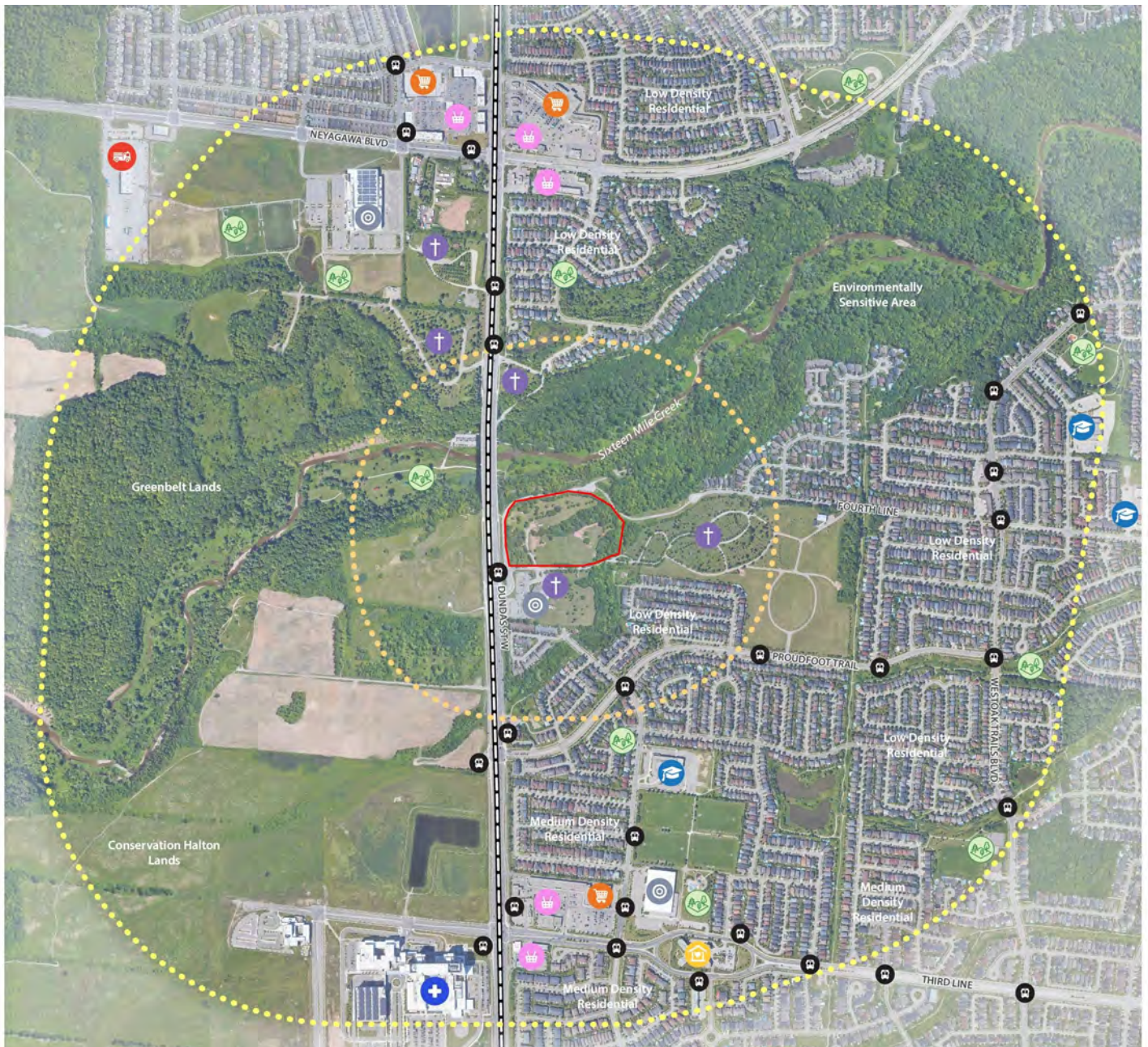
The Official Plan identifies existing and planned cycling infrastructure in the area surrounding the Subject Lands. A multi-use trail exists along both the north and south sides of Dundas Street west, which provides for east-west cycling connections throughout the Town of Oakville. Fourth Line also terminates to the south of the Subject lands, continuing as a Multi-use trail to connect to another portion of Fourth Line to the south. Fourth line is a signed bike route, providing north-south cycling access. Finally, a cycling trail exists through the Sixteen Mile Creek valley to the east of the Subject Lands.

The broader surrounding context and area amenities are illustrated on the following page.



Oakville Trafalgar Memorial Hospital is located approximately 1 kilometre west of the subject lands, providing residents of the retirement village with excellent health care in close proximity.

# SURROUNDING CONTEXT & AMENITIES



**Symbols**

-  School
-  Hospital
-  Grocery
-  Church
-  Fire Station
-  Parks/Open Space
-  Service Commerical
-  Community/ Recreation Centre
-  Retirement Home/ Long Term Care
-  Transit Stop

**Walkability**

●●●●● 400m    ●●●●●●●● 800m

# 3.0

## DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The goal of the proposed development is to establish a well-designed and high quality retirement village on the Subject Lands which will allow for an efficient use of the lands by adding seniors housing in an area that is well served by transit, shopping, parks and community uses. The proposed development supports the Town's vision for growth and intensification within the built boundary. The proposed design demonstrates a thoughtful and compatible development that represents good planning. Overall, the project will contribute to the range of uses in the area by adding seniors housing and will support the Region of Halton and Town of Oakville's intensification goals for lands within the built boundary. Consideration of the following principles will guide the design of the proposed development:

### HOUSING MIX AND DENSITY

- Provide additional housing forms that will contribute to the overall variety of housing available within the broader area.
- Provide forms of housing that will allow residents to age-in-place.

### OUTSTANDING DESIGN QUALITY

- Design buildings with a high standard of architectural design and building elevations that address surrounding public streets while taking advantage of views of Sixteen Mile Creek.
- Provide for extensive outdoor amenity areas which will be designed to result in engaging amenity spaces for residents of the village.

### COMMUNITY INTEGRATION

- Provide connections to the existing trail network in the area.
- Provide a form of housing (seniors residences) in a location that is well served by amenities including transit, shopping, community uses, parks and trails to provide seniors a full range of uses within walking distance.
- Encourage alternative forms of housing (rental seniors housing) that support intensification on the site and serve existing residents living in the broader neighbourhood.
- Connect to existing transit, sidewalks and the active transportation network.
- Provide for a development with visual connections to all surrounding public streets and uses. Such visual connections may include amenity space, windows, and balconies.



# 4.0 DEVELOPMENT PROPOSAL

The proposal is for an 8 storey seniors residence with 315 suites and net floor area of approximately 29,930 square metres. The seniors building will provide a 'continuum of seniors care' including memory care suites, assisted living suites and independent living suites. An additional 27 seniors friendly independent living units are also proposed in four blocks, with a net floor area of 4,445 square metres. Combined, the entire development is proposed to consist of 342 units and 34,375 square metres of net floor area. All suites will be rental in tenure.

The proposed seniors residence will provide a continuum of care, and introduces independent living suites, assisted care suites and memory care suites, to a

neighbourhood where limited opportunities currently exist.

The proposed seniors residence will serve the aging population of West Oak Trails allowing opportunities for local residents to downsize and age within their community, while also welcoming seniors who move to the community because they have family residing in the neighbourhood. The proposed use is favourable for the West Oak Trails community as it allows for the appropriate intensification along a dedicated transit corridor (Dundas Street) on a currently underutilized piece of land.



## CONCEPTUAL DEVELOPMENT PLAN





The proposed 8 storey apartment building is an L-shaped building that has been oriented to maximize units with views of the adjacent valleylands associated with Sixteen Mile Creek.

spaces proposed provides an effective parking ratio of 0.53 spaces / unit for the proposed 315 unit seniors building. The spaces are proposed to be shared by residents, employees, and visitors. The parking lots are proposed to contain greening features such as tree plantings and green medians.

The parking area is proposed to be buffered from the public realm by the seniors building and an outdoor amenity area.

Each independent living unit is proposed to have two private parking spaces, one in an internal garage, and one surface space on a private driveway. 6 parallel visitor parking spaces are provided along the private access road, providing for a visitor parking ratio of 0.22 spaces per unit.

### **BUILDING SITING AND SETBACKS**

The proposed 8 storey apartment building is an L-shaped building generally following the curve of Fourth Line along the eastern side of the Subject Lands. This building siting allows for many units to have views of

the adjacent valleylands associated with Sixteen Mile Creek. The building features a 17 metre setback from Fourth Line along its northern frontage, and 16 metres along its eastern frontage. A 22 metre setback is proposed to the south from the top of bank of the adjacent natural heritage feature, with a 12 metres woodland buffer.

The independent living units along the western side of the Subject Lands are proposed to be set back a minimum of 4 metres from the adjacent St. Volodymyr Cultural Centre lands, and 15 metres from Fourth Line. The independent living units are set back a minimum of 13 metres from the top of bank of the adjacent natural heritage feature, 3 metres beyond the minimum 10 metre woodland buffer.

### **HEIGHT**

The proposed seniors building has a total height of 27.5 metres. Stepbacks have been incorporated into the building on the south and west façades to effectively transition to adjacent outdoor amenity areas and adjacent lower building forms. The building has been

shaped to shield the surface parking from the public realm, and to maximize views of the adjacent valleylands, by providing an “L” shape massing along Fourth Line. The proposed independent living blocks are 1.5 storeys and 7 metres in height, providing an effective transition to the adjacent Cultural Centre.

A Shadow Impact Analysis has been completed (Appendix A) and demonstrates that there are no adverse shadow impacts on low rise residential areas. The findings of the Shadow Impact Analysis are discussed in further detail in Section 6.0 of this document.

**AMENITY SPACE**

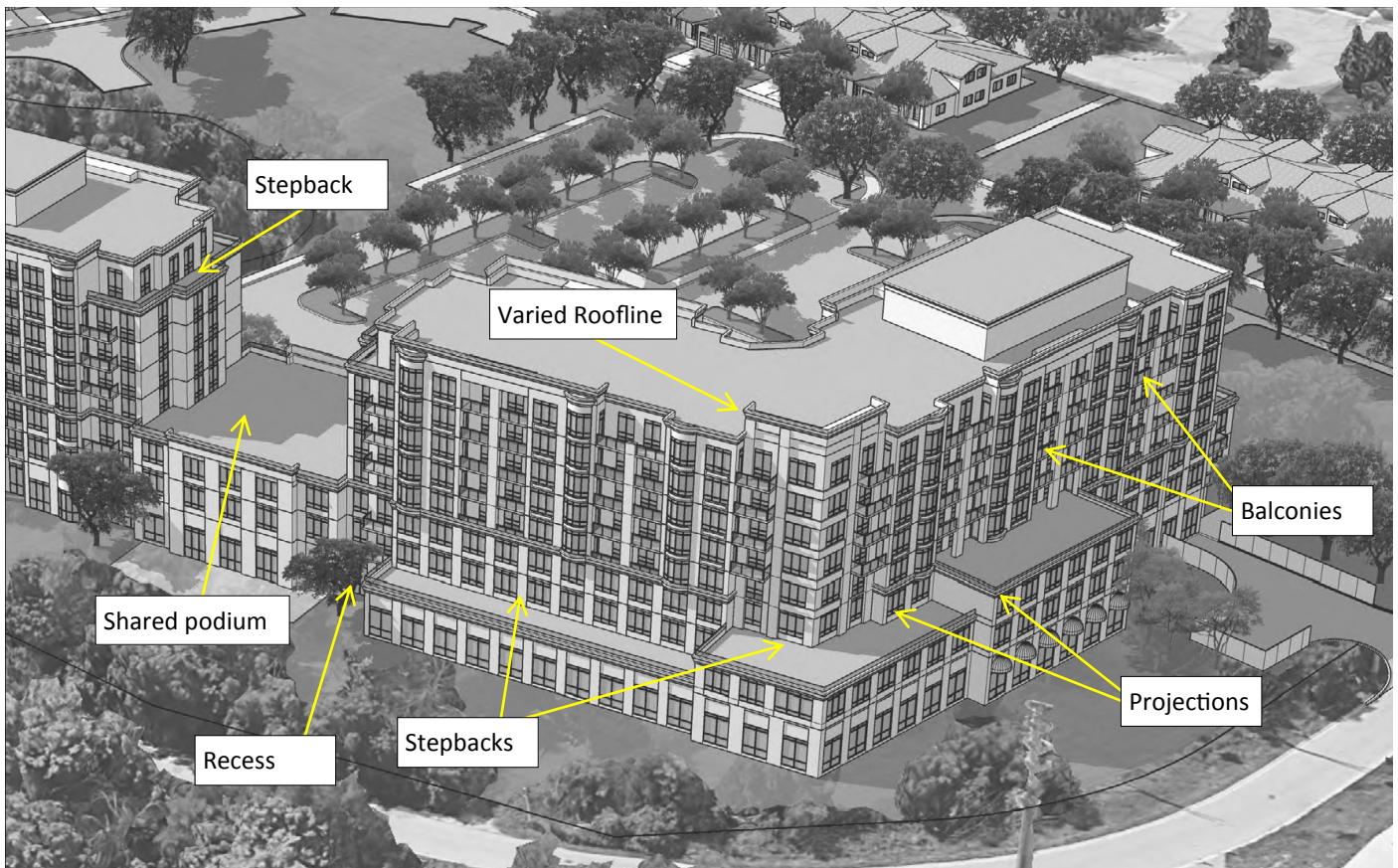
The proposed development will offer a wide range of in-house amenities, activities and services to enhance quality of life and support independence of residents. Outdoor amenity space is provided in three areas, and

patios will be provided off of the main apartment building with views of the Sixteen Mile Creek valley. Indoor amenity space with a variety of programming is provided on the ground, second, and third floors of the apartment building.

**BUILT FORM AND MASSING**

The proposed development has been thoughtfully designed to consider compatibility with surrounding development while enhancing the built-form character of Fourth Line and Dundas Street West.

The massing of the eight-storey building will be broken up using a variety of massing strategies including projections, recessions, step backs, varying rooflines, changes in building materials and colours, and horizontal and vertical articulation. Large windows and balconies further break up the mass of the building.



The preliminary massing models show a number of techniques that have been incorporated to break up the building mass. This includes stepbacks, a varied roofline, projections, recessions, the inclusion of balconies and the separation of the building into two separate “towers”.

Rather than one long continuous eight-storey building, the building has been designed with two separate towers connected by a shared podium.

### **BUILDING ARTICULATION**

A number of architectural elements will be incorporated into building facades, both horizontal and vertical that help create a streetscape of interest.

The buildings will be designed with changes in the depth of the surface of the building face which will give texture to the building surface.

The detailed articulation of the building as proposed in the preliminary renderings within this document promotes a more human scale for the building design by dividing the building mass into smaller parts.

### **LANDSCAPING**

The completion of detailed landscape plans will be required as part of a future site plan application. Landscape plans will consider the following as priorities:

- Enhanced landscaping along public road frontages to ensure attractive, high quality streetscapes.
- Soft and hard landscape materials within outdoor amenity and patio areas.
- The inclusion of trees and other plant materials to provide shade opportunities within the amenity area at the rear of the site.
- Landscaping within the surface parking lot to break up the impervious area.
- The inclusion of native and drought tolerant plantings.

### **LIGHTING**

Lighting will be reviewed in detail through the site plan process and will be designed in accordance with Town standards. Lighting design will ensure appropriate lighting levels for pedestrians, while avoiding spillover onto adjacent properties. Building lighting will be designed to complement the architectural design while ensuring appropriate light levels at entrances to the building.



Landscape plans will consider the inclusion of low maintenance, drought tolerant plant materials.

### **SIGNAGE**

Signage will be reviewed in detail through the site plan process and will be designed in accordance with Town standards. Building addressing will be designed to complement the architectural design while ensuring visibility for emergency services. Wayfinding signage and entrance signage will be incorporated into the overall site plan.

# 5.0 TRAIL AND PEDESTRIAN CONNECTIONS PLAN

In support of the proposed Retirement Village a Trail and Pedestrian Connections Plan has been prepared to illustrate how the proposed development will connect to the existing network of trails, sidewalks and multi-use bike paths. The Plan is included on the following page and is described herein.

The Retirement Village will be immediately adjacent the existing multi-use bike path that is located along Fourth Line Road and Dundas Street West. The Village is also in close proximity to the existing pedestrian trail within the Sixteen Mike Creek Valley lands.

Multiple internal pedestrian sidewalks are proposed which will connect Seniors to various amenities that are proposed within the development.

The Trail and Pedestrian Connection Plan identifies the existing natural feature that is to be retained and protected. All trails and sidewalk connections are located outside of this feature and the associated setbacks.

Internal pedestrian connections are proposed along the internal driveway providing direct pedestrian access from Fourth Line Road across the frontage of all independent living units. The internal sidewalks will also provide for safe and direct access from the Seniors Building to Fourth Line Road and the associated multi-use bike path.










The proposed Retirement Village is extremely well located in terms of active transportation opportunities including an extensive trail and multi-use pathway network.

# TRAIL AND PEDESTRIAN CONNECTION PLAN



## LEGEND

-  EXISTING 1.5M WIDE SIDEWALK
-  EXISTING 3.0M WIDE MULTI-USE BIKE PATH
-  EXISTING PEDESTRIAN TRAIL WITHIN THE SIXTEEN MILE CREEK VALLEY LANDS
-  EXISTING VEHICULAR AND PEDESTRIAN CEMETERY ACCESS PATH
-  PROPOSED 1.5M WIDE SIDEWALK CONNECTION
-  EXISTING NATURAL FEATURE TREE CANOPY TO BE PROTECTED
-  PROPOSED BUILDINGS BY ICKE/ BROCHU ARCHITECTS

# 6.0

# SHADOW IMPACT ANALYSIS

## SHADOW IMPACT ANALYSIS

A Shadow Impact Analysis has been prepared in support of the proposed development and is attached as **Appendix A** of this report. Typically shadow impacts are considered problematic if surrounding properties are impacted by shadows for long durations of the day. Impacts on residential properties, and in particular, the amenity space of residential properties as well as public open space are typically considered the most sensitive to shadow impacts. Shadow impacts on commercial properties, parking lots and public streets are typically considered less sensitive to shadow impacts.

The completed analysis confirms that in **April/September** shadows from the eight-storey building are primarily contained within the property. The trail connection along Fourth Line is only impacted by shadows in the late afternoon. The proposed outdoor patio areas on the eastern side of the proposed building will receive sun in the morning and will experience shade in the afternoon.

In **June** shadows are primarily contained within the site and within the surface parking area. Outdoor amenity areas, including the outdoor patios on the east side of the building will receive full sun for several time periods in June.

Shadow impacts in **December** are typically considered more acceptable given outdoor amenity areas are not used as frequently. Given the length of shadows in the winter, outdoor amenity areas proposed as part of the development will experience shadows during the December time periods. It is not anticipated that outdoor patios will be used during the winter period.

In summary, the proposed development has been designed to be compatible with existing low rise residential development to the west and south. Generous setbacks between the proposed eight-storey building and existing residential areas have been proposed and as a result the shadow studies demonstrate that there will be no shadow impacts to surrounding residential properties. Similarly there are no shadow impacts to the St. Volodymyr Cultural Centre located immediately west of the subject lands. Outdoor amenity areas will receive full sun for several tested time periods.



# 7.0

## SUSTAINABILITY

The proposed development will promote sustainable design initiatives and practices including sustainable building and landscape practices. The following is a summary of sustainable design components that have been considered in the preliminary design:

- The subject lands are an underutilized site in an identified residential area. The proposed development includes a compact urban form which better utilizes the land area.
- The development has been oriented with south facing windows and as such, achieves the benefits of passive solar orientation, including reduced heating and cooling costs.
- Multiple pedestrian connections are proposed to the surrounding trail system providing opportunities for active transportation including cycling and walking. The proposed development is located along Dundas Street West, an identified transit route with a multi-use trail.
- To further support active transportation, bicycle parking is proposed.
- The proposed development is located within 6 kms of the Bronte GO Station.
- Future landscape plans will consider the use of drought resistant native species.
- Landscaping within and around the surface parking area and pedestrian walkways will be designed with salt tolerant planting materials.
- The following additional green initiatives will be considered at the detailed design stage:
  - \* Water conservation features such as low-flow toilets and water efficient appliances.
  - \* Use of high quality windows to reduce thermal loss.
  - \* Use of energy efficient lighting such as LED for both interior and exterior lighting fixtures.

# 8.0

# POLICY CONTEXT

## LIVEABLE OAKVILLE OFFICIAL PLAN

The proposed urban structure of the LOP identifies the Subject Lands as being within the 'Residential Area' and within the Built Boundary. The subject lands are further designated 'Private Open Space' with a site specific exception. The site specific exception permits a number of additional permitted uses including senior citizen's housing.

The Subject Lands are west and north of lands designated as Environmentally Sensitive Areas, Area of Natural and Scientific Interest, Woodlands and Valleylands. The LOP identifies Dundas Street as a Major

Arterial and Busway Corridor with Dundas Street also identified as having a Multi-Use Trail and Fourth Line to the east of the site having a Signed Bike Route.

The subject lands are immediately adjacent the North Oakville Secondary Plan area which is intended to develop with a mix of uses. Lands on the opposite side of Dundas are designated Dundas Urban Core Area and Neighbourhood Area.

This section of the design brief summarizes how the relevant Urban Design policies of Section 6 of the LOP have been addressed.



## LOP SECTION 6– URBAN DESIGN

### Streetscape (Section 6.4, LOP)

- Consistent with the LOP Streetscape policies, the proposed development has been designed to promote a pedestrian-oriented environment that is safe, attractive and barrier free. This has been achieved through: the provision of barrier free entrances; through the provision of wide pedestrian walkways throughout the site, and through highly articulated building facades with windows facing all surrounding public streets.
- The project will be designed with coordinated landscaping including tree planting, lighting and furnishings (to be established through a future site plan process).
- While the 8 storey retirement building has been oriented to achieve views of Sixteen Mile Creek, the building has been designed to also frame Fourth Line Road and to address Dundas Street West.
- Principal building entrances for the low-rise independent living units have been located towards the internal private street.
- The building design includes variation in facade articulation and details including changes in building materials, recessions, projections and vertical and horizontal articulation.

### Built Form (Section 6.9, LOP)

- The proposed buildings have been designed to be compatible with the existing and planned surrounding context. This has been achieved through the provision of a range of building heights with taller buildings located at the eastern edge of the site and furthest from the existing low-rise residential community to the south.



As illustrated the site has been designed in a manner which transitions the greatest building height away from the existing low rise residential community to the south.

- The proposed development will allow for a gradual height transition from low rise uses along the site entrance to an eight-storey building closer to the creek.
- The eight-storey seniors building is orientated towards Fourth Line Road and has a defined building base. The building has been designed with two separate towers which breaks up the overall massing of the building.
- The proposed building presents active and visually permeable facades to the adjacent street through the use of windows, outdoor patios and

indoor amenity areas with windows facing the street.

- The primary site entrance is oriented to the existing transit facilities on Dundas Street West.
- The proposed building will be designed with variation in building mass, façade treatment and articulation, all of which breaks up the building mass. Building elevations will address all surrounding streets.

#### **Landscaping (Section 6.10, LOP)**

- The proposal will assist the Town in achieving landscape design direction by providing detailed landscape plans that will be prepared at the Site Plan Approval stage.
- Preliminary landscape considerations a tree-lined private entry road, outdoor patio space overlooking Sixteen Mile Creek, extensive outdoor amenity areas and privacy plantings along the private driveway access to the abutting cemetery.
- Native/non-invasive plant species and drought tolerant plants will be considered and incorporated into the detailed landscape plans where feasible.

#### **Pedestrian Access & Circulation (Section 6.11, LOP)**

- Barrier-free access to pedestrian walkways will be provided.
- Walkways are proposed to be extended from the surrounding trail system to the proposed development.
- The principal site entrance is proposed in close proximity to the existing transit stop at the corner of Dundas Street West and Fourth Line.

#### **Vehicular Access & Parking (Section 6.12-6.13, LOP)**

- The proposed development has one primary vehicular entrance which provides safe and direct vehicular circulation throughout the development.

- Independent living units will have parking in both private garages and driveways. Parking for the Senior's Building is provided in a central surface parking area which is located immediately adjacent the main entrance to the building.
- Barrier free parking stalls are located adjacent the primary building entrance and are adjacent to a pedestrian walkway.

#### **Lighting, Signage, Service, Loading and Storage Areas (Sections 6.14-6.16, LOP)**

- Detailed lighting plans will be submitted in support of a future site plan application and will include appropriately-scaled pedestrian lighting at building entrances, within parking areas and along pedestrian walkways.
- Building and site lighting will be mitigated at the source to minimize impacts on adjacent properties and public roads.
- Attractive signage will be provided to ensure wayfinding through the development. This includes entrance signage and signage directing site users to the Senior's residence and parking areas. Any building signage will be architecturally incorporated into the building elevation design.



Signage will be provided to identify the entrance to the Village and to provide wayfinding throughout the development. Signage will be integrated with the detailed landscape plans prepared in support of a future site plan application. (The above photo is provided as an example and is from another Delmanor development).

- Service and loading areas have been located and oriented away from the general circulation of pedestrians and motor vehicles.
- Landscaping will be used to buffer loading areas from the surrounding public realm.

## LIVEABLE DESIGN MANUAL

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

1. **Sense of Identity** which is focused on developing buildings, streetscapes, infrastructure and spaces that are permanent and enduring, memorable and beautiful, adaptable and flexible, and highly-valued;
2. **Compatibility** which ensures that development applies appropriate and context-specific design solutions to ensure new development integrates and complements the existing built environment and identity;
3. **Connectivity** which promotes enhancing connectivity and accessibility via providing choices for mobility including walking, driving, cycling or transit;
4. **Sustainability** which deals with creating an urban form that relies on accommodating growth through compact development supported by alternative transportation modes and re-enforces walkability, promoting green building design and incorporating alternative energy sources, and combining living, working and playing environments in close proximity;

5. **Legacy** which focuses on the preservation and enhancement of built heritage, cultural features and landscapes, significant public views, and natural heritage systems and features; and,
6. **Creativity** which promotes a high-quality built environment comprised of appropriately designed buildings, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places, which all respond to their local surroundings.

The proposed development has been designed in consideration of these guiding principles. The proposal has been designed to ensure compatibility with the surrounding neighbourhood to the south, and is appropriately located for the intended use as a seniors retirement village. The Site is within proximity to a variety of amenities, including Oakville Trafalgar Memorial Hospital, community uses, shopping, parks, trails and transit stops. The redevelopment will provide a high quality built environment and accommodates growth through intensification within the built boundary.

In addition to the guiding principles, the LBDM provides more detailed design direction for built form. The intent is for development to achieve well-designed built form that is linked with the local context to create livable, functional and attractive environments. The following sections of the guidelines have been considered relative to the preliminary proposal:

- Design direction for built form, relative to mid-rise buildings and low-rise residential buildings; and,
- Design direction for public realm and site development (understanding these elements will be further reviewed through a future site plan process).

The following analysis recognizes that detailed design will evolve through the future site plan process and that at rezoning stage only preliminary design considerations are known.

### **Tall and Mid-Rise Buildings (3.1, LBDM)**

The proposed development includes a mid-rise (8-storey seniors building which has been designed with consideration to the mid-rise building guidelines of the LBDM as summarized below:

- The proposed building has been designed with a defined building base with stepbacks above the third storey.
- Architectural treatments have been incorporated to accentuate the principal building entrance.
- The building middle will be designed with varied architectural detailing and will be stepped back from the building base.
- The building has been designed with two separate 'towers' connected by a three storey building base. This design breaks up the overall building mass and allows for greater light

penetration into residential units.

- The building has been oriented with south facing windows to maximize energy efficiency benefits.
- The building top will be articulated to create a visually attractive skyline profile.
- The building includes extensive indoor and outdoor private amenity areas.

### **Low-Rise Residential Buildings (3.3, LBDM)**

The low rise independent living units have been designed with consideration to the Low-Rise Residential Buildings guidelines as summarized herein:

- The low-rise buildings have been oriented towards the internal private street to foster active pedestrian environments along this street edge.
- Adequate spacing has been provided between buildings to mitigate privacy concerns and maximize access to sunlight.
- The corner façade visible from the public realm will be designed with a high level of architectural treatment.



As illustrated, the eight-storey seniors residence has been designed with stepbacks above the podium base. A three-storey podium connects the two towers, which breaks up the overall building mass. The building has been oriented towards surrounding roads including Fourth Line and Dundas Street West and is oriented to provide views of Sixteen Mile Creek.

- Buildings will ultimately be designed with a high standard of design, detail and variety of materials.

**Summary of how Transitions to Adjacent Neighbourhoods Guidelines are Addressed:**

- The building has been designed to fit contextually within the existing neighbourhood with consideration given to potential impacts of height, massing and shadows on surrounding properties, including the low rise residential areas located some distance to the south. As such, the building has been designed to achieve a transition of height from 2 storeys to 8 storeys.

**Summary of how Building Material and Detailing Guidelines are Addressed:**

- Final building materials and colours will be determined through the detailed site plan process.
- The proposed buildings will incorporate a combination of transparent glass and solid materials to achieve a well-articulated rhythm.
- The proposed buildings will include projections, recesses, vertical and horizontal articulation and other features that further enhance building articulation.
- Balconies have been integrated within the seniors residence to provide private outdoor amenity and to break up the building massing.

**Summary of how Amenity Area Guidelines are Addressed:**

- The proposed development includes extensive outdoor amenity area including outdoor patios, common outdoor amenity areas and balconies to ensure residential units have access to private outdoor amenity space.
- Indoor amenity space is proposed in combination with the proposed outdoor amenity areas to allow for spill out opportunities. This includes indoor dining areas adjacent to the proposed outdoor patios well as recreation and social rooms.



Outdoor amenity areas are proposed in combination with proposed indoor amenity space to allow for spill out opportunities (for example an outside dining area adjacent the indoor dining room as illustrated in the above precedent image).



The above graphic illustrates how building heights transition from 8 storeys to 2 storeys with the lower building heights located in proximity to the St. Volodymyr Cultural Centre and existing low rise residential communities.

**Summary of how Pedestrian Connection Guidelines are Addressed:**

- Pedestrian connections and routes have been planned and are illustrated in Section 5.0 of this Design Brief. All pedestrian pathways will be designed to provide safe, convenient and barrier free movement throughout the site.
- Pedestrian pathways will be demarcated through the use of alternative materials or colours to

distinguish between pedestrian and vehicular movement.

- Site furnishings in the form of waste receptacles, bike racks, and pedestrian scaled lighting will be placed throughout the site to ensure a comfortable pedestrian experience.
- Shade trees and weather protection elements will be considered through detailed building and landscape design for pedestrian comfort.

**Summary of how Parking Guidelines are addressed:**

- Vehicular entrances to the site will be restricted to reduce pedestrian/vehicular conflicts.
- Access driveways, ramp slopes, curbs and curb cuts will meet the minimum widths and turning radii as per Town requirements.
- Bicycle parking shall be provided to promote green movement for visitors and tenants/residents.
- Surface bicycle parking spaces will be placed in

highly visible areas near the primary senior's building entrance.

**Summary of how Landscaping Guidelines are Addressed:**

- A diversity of non-invasive plant species are encouraged to beautify the site and amenity spaces, including drought and salt tolerant species.
- Plantings will be used to define the edges of the site and to define private from public space.
- Low decorative entrance features are proposed to help define the primary entrance to the site.
- Trees are proposed within the site and along internal access roads to enhance the private road and pedestrian thoroughfares.
- Opportunities to integrate landscaping and signage will be explored through the future site plan process.
- Landscaping will be used to enhance outdoor



# LANDSCAPE CONCEPT PLAN



amenity areas including the proposed common patio areas as illustrated in the preliminary landscape concept.

**Summary of how Service and Loading guidelines are addressed:**

- Servicing and loading areas will be integrated in the building form, with landscaping to reduce visual impact from the public realm.
- The design of service and loading areas will be finalized through the future site plan process and will be designed to minimize pedestrian conflicts.
- A Transportation Impact Study has been prepared which considers safe movements within and external to the proposed development.

**Summary of how Lighting and Signage guidelines are addressed:**

- Future lighting plans will include light standards and fixtures that provide adequate illumination levels appropriate to the size, character and function of the site.
- Lighting plans will be in accordance with Town standards and will be designed to avoid spill-over and glare on surrounding properties.
- Sustainable and energy efficient lighting, such as LED, will be provided.
- Parking areas will be designed with appropriate levels of illumination that is uniformly distributed.
- Site lighting will be designed to create safe and inviting environments in particular along pedestrian pathways and at building entrances.
- The placement of lighting will be coordinated with the placement of tree plantings to minimize obscured illumination or shadow effects.
- Lighting fixtures that complement the building design will be provided.

- Proposed signage will complement and will be integrated with the building and landscape design.
- Lighting for signage (if proposed) shall complement the architecture, utilizing concealed, low accent and back-lit lighting to reduce clear and spillover on adjacent properties.
- All signage location, including ground signs, directional signs/wayfinding and wall signs will be finalized through the Site Plan Approval process, with input from Town staff.

**Summary of how Streetscape guidelines are addressed:**

- The proposal creates a continuous street wall through building facades to provide a sense of enclosure along the public realm.
- Active at-grade uses including amenity areas for residents have been oriented towards the street to enhance safety through informal surveillance.
- Outdoor amenity space including patios and the eastern parkette have been designed to activate the public realm.
- The proposal includes street trees and landscaping along the private driveway to provide shade opportunities and tree canopies.

**Summary of how Public Views and Vista guidelines are addressed:**

- The proposal will continue to maintain views and vistas of significant natural features including Sixteen Mile Creek. The proposal will also create new views of the surrounding natural features through the orientation of the eight-storey building towards key views.
- The proposed development will provide an attractive terminating view as one looks south down the site entrance driveway.
- The proposed development will result in a new

# 9.0

## SUMMARY CONCLUSIONS

The proposed development presented in this Urban Design Brief will contribute positively to Town of Oakville Official Plan policies and urban design guidelines.

Overall, the proposed redevelopment represents a significant investment West Oakville and will create new rental units in a village setting, all of which contribute positively to the broader neighbourhood. In summary the proposed development:

- Is appropriate given the existing use of the Site and the surrounding context.
- Capitalizes on the existing location of the subject lands within the Built Up Boundary and along an existing transit route.
- Provides for intensification that is sensitive to the surrounding context.
- Provides an opportunity for seniors in the existing community to “age-in-place”.

- Results in a pedestrian friendly development that supports active transportation and existing transit services, thereby minimizing future occupants’ reliance on the automobile.
- Introduce high quality architecture to emphasize the development as a ‘landmark’ along Dundas Street West.
- Create strong visually appealing street edges.
- Provides for new view opportunities of the Sixteen Mile Creek valleylands.

In our opinion the proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the broader West Oakville neighbourhood.



# APPENDIX A

SHADOW STUDY



**DELMANOR OAKVILLE**  
1280 DUNDAS STREET W  
OAKVILLE, ONTARIO

**SHADOW IMPACT ANALYSIS**  
PROJECT NO. 17.23  
DATE: JULY 29, 2020

2020 Sunrise/Sunset		
Apr	Sunrise	Sunset
1	6:59 am → (83°)	7:45 pm ← (278°)
2	6:57 am → (82°)	7:47 pm ← (278°)
3	6:55 am → (82°)	7:48 pm ← (279°)
4	6:54 am → (81°)	7:49 pm ← (279°)
5	6:52 am → (80°)	7:50 pm ← (280°)
6	6:50 am → (80°)	7:51 pm ← (280°)
7	6:48 am → (79°)	7:53 pm ← (281°)
8	6:47 am → (79°)	7:54 pm ← (281°)
9	6:45 am ↗ (78°)	7:55 pm ← (282°)
10	6:43 am ↗ (78°)	7:56 pm ← (282°)
11	6:42 am ↗ (77°)	7:57 pm ← (283°)
12	6:40 am ↗ (77°)	7:58 pm ← (283°)
13	6:38 am ↗ (76°)	8:00 pm ← (284°)
14	6:37 am ↗ (76°)	8:01 pm ← (284°)
15	6:35 am ↗ (75°)	8:02 pm ← (285°)
16	6:33 am ↗ (75°)	8:03 pm ← (285°)
17	6:32 am ↗ (74°)	8:04 pm ← (286°)
18	6:30 am ↗ (74°)	8:06 pm ← (286°)
19	6:28 am ↗ (73°)	8:07 pm ← (287°)
20	6:27 am ↗ (73°)	8:08 pm ← (287°)
21	6:25 am ↗ (72°)	8:09 pm ← (288°)
22	6:24 am ↗ (72°)	8:10 pm ← (288°)
23	6:22 am ↗ (71°)	8:11 pm ← (289°)
24	6:21 am ↗ (71°)	8:13 pm ← (289°)
25	6:19 am ↗ (71°)	8:14 pm ← (290°)
26	6:18 am ↗ (70°)	8:15 pm ← (290°)
27	6:16 am ↗ (70°)	8:16 pm ← (291°)
28	6:15 am ↗ (69°)	8:17 pm ← (291°)
29	6:13 am ↗ (69°)	8:19 pm ← (292°)
30	6:12 am ↗ (68°)	8:20 pm ← (292°)

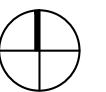
2020 Sunrise/Sunset		
Jun	Sunrise	Sunset
1	5:40 am ↗ (58°)	8:53 pm ← (302°)
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3	5:39 am ↗ (57°)	8:54 pm ← (303°)
4	5:39 am ↗ (57°)	8:55 pm ← (303°)
5	5:38 am ↗ (57°)	8:56 pm ← (303°)
6	5:38 am ↗ (57°)	8:56 pm ← (303°)
7	5:38 am ↗ (57°)	8:57 pm ← (303°)
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9	5:37 am ↗ (57°)	8:58 pm ← (304°)
10	5:37 am ↗ (56°)	8:59 pm ← (304°)
11	5:37 am ↗ (56°)	8:59 pm ← (304°)
12	5:37 am ↗ (56°)	9:00 pm ← (304°)
13	5:37 am ↗ (56°)	9:00 pm ← (304°)
14	5:37 am ↗ (56°)	9:01 pm ← (304°)
15	5:37 am ↗ (56°)	9:01 pm ← (304°)
16	5:37 am ↗ (56°)	9:01 pm ← (304°)
17	5:37 am ↗ (56°)	9:02 pm ← (304°)
18	5:37 am ↗ (56°)	9:02 pm ← (304°)
19	5:37 am ↗ (56°)	9:02 pm ← (304°)
20	5:37 am ↗ (56°)	9:02 pm ← (304°)
21	5:38 am ↗ (56°)	9:03 pm ← (304°)
22	5:38 am ↗ (56°)	9:03 pm ← (304°)
23	5:38 am ↗ (56°)	9:03 pm ← (304°)
24	5:38 am ↗ (56°)	9:03 pm ← (304°)
25	5:39 am ↗ (56°)	9:03 pm ← (304°)
26	5:39 am ↗ (56°)	9:03 pm ← (304°)
27	5:40 am ↗ (56°)	9:03 pm ← (304°)
28	5:40 am ↗ (56°)	9:03 pm ← (304°)
29	5:41 am ↗ (56°)	9:03 pm ← (304°)
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2020 Sunrise/Sunset		
Sep	Sunrise	Sunset
1	6:43 am ↗ (78°)	7:52 pm ← (282°)
2	6:44 am ↗ (79°)	7:51 pm ← (281°)
3	6:45 am → (79°)	7:49 pm ← (281°)
4	6:46 am → (80°)	7:47 pm ← (280°)
5	6:47 am → (80°)	7:45 pm ← (280°)
6	6:48 am → (81°)	7:44 pm ← (279°)
7	6:49 am → (81°)	7:42 pm ← (279°)
8	6:50 am → (82°)	7:40 pm ← (278°)
9	6:52 am → (82°)	7:38 pm ← (277°)
10	6:53 am → (83°)	7:36 pm ← (277°)
11	6:54 am → (83°)	7:35 pm ← (276°)
12	6:55 am → (84°)	7:33 pm ← (276°)
13	6:56 am → (84°)	7:31 pm ← (275°)
14	6:57 am → (85°)	7:29 pm ← (275°)
15	6:58 am → (85°)	7:27 pm ← (274°)
16	6:59 am → (86°)	7:25 pm ← (274°)
17	7:00 am → (86°)	7:24 pm ← (273°)
18	7:02 am → (87°)	7:22 pm ← (273°)
19	7:03 am → (88°)	7:20 pm ← (272°)
20	7:04 am → (88°)	7:18 pm ← (272°)
21	7:05 am → (89°)	7:16 pm ← (271°)
22	7:06 am → (89°)	7:15 pm ← (271°)
23	7:07 am → (90°)	7:13 pm ← (270°)
24	7:08 am → (90°)	7:11 pm ← (269°)
25	7:09 am → (91°)	7:09 pm ← (269°)
26	7:11 am → (91°)	7:07 pm ← (268°)
27	7:12 am → (92°)	7:05 pm ← (268°)
28	7:13 am → (92°)	7:04 pm ← (267°)
29	7:14 am → (93°)	7:02 pm ← (267°)
30	7:15 am → (93°)	7:00 pm ← (266°)

2020 Sunrise/Sunset		
Dec	Sunrise	Sunset
1	7:32 am ↘ (120°)	4:43 pm ← (240°)
2	7:33 am ↘ (120°)	4:43 pm ← (240°)
3	7:34 am ↘ (120°)	4:42 pm ← (239°)
4	7:35 am ↘ (121°)	4:42 pm ← (239°)
5	7:36 am ↘ (121°)	4:42 pm ← (239°)
6	7:37 am ↘ (121°)	4:42 pm ← (239°)
7	7:38 am ↘ (121°)	4:42 pm ← (239°)
8	7:39 am ↘ (121°)	4:42 pm ← (239°)
9	7:40 am ↘ (121°)	4:42 pm ← (238°)
10	7:40 am ↘ (122°)	4:42 pm ← (238°)
11	7:41 am ↘ (122°)	4:42 pm ← (238°)
12	7:42 am ↘ (122°)	4:42 pm ← (238°)
13	7:43 am ↘ (122°)	4:42 pm ← (238°)
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16	7:45 am ↘ (122°)	4:43 pm ← (238°)
17	7:46 am ↘ (122°)	4:43 pm ← (238°)
18	7:46 am ↘ (122°)	4:44 pm ← (238°)
19	7:47 am ↘ (122°)	4:44 pm ← (238°)
20	7:47 am ↘ (122°)	4:45 pm ← (238°)
21	7:48 am ↘ (122°)	4:45 pm ← (238°)
22	7:48 am ↘ (122°)	4:46 pm ← (238°)
23	7:49 am ↘ (122°)	4:46 pm ← (238°)
24	7:49 am ↘ (122°)	4:47 pm ← (238°)
25	7:50 am ↘ (122°)	4:48 pm ← (238°)
26	7:50 am ↘ (122°)	4:48 pm ← (238°)
27	7:50 am ↘ (122°)	4:49 pm ← (238°)
28	7:51 am ↘ (122°)	4:50 pm ← (238°)
29	7:51 am ↘ (122°)	4:50 pm ← (238°)
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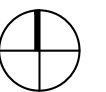


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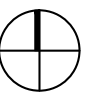


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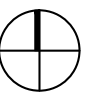


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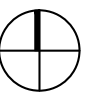


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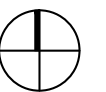


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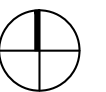


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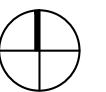


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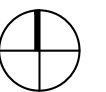


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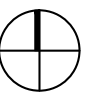


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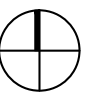


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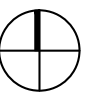


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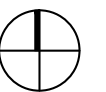


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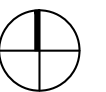


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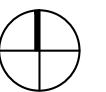


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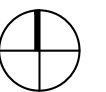


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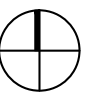


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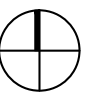


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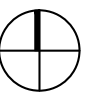


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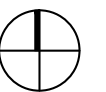


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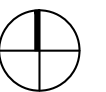


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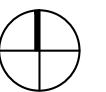


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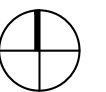


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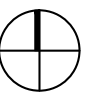


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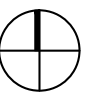


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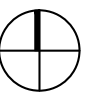


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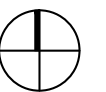


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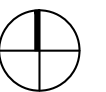


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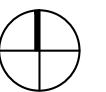


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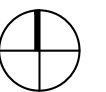


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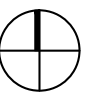


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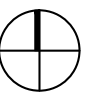


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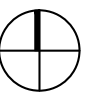


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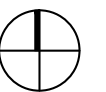


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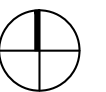


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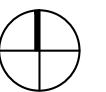


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