



DELMANOR
Inspired Retirement Living™

1280 DUNDAS STREET W, OAKVILLE
URBAN DESIGN BRIEF
DELMANOR RETIREMENT VILLAGE

 **MHBC** PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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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. This design brief has been updated to reflect the revised site plan concept and comments received from the Town of 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 24 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.

REVISIONS TO SITE PLAN CONCEPT

The site plan for the proposed development has been revised to address comments received through the circulation of the application. Significant changes include an increase in the westerly side yard setback to allow for additional tree saving; removal of the service lane from Fourth Line; improved vehicular circulation; consolidation of loading into one main loading space; increased tree and canopy coverage and the addition of a pedestrian entrance to provide connection to Dundas Street.

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

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.

DESCRIPTION OF SITE AND SITE FEATURES

The Subject Lands are positioned within the Sixteen Mile Creek watershed. The lands were formerly used as active agriculture and have been primarily used and maintained for passive recreation by St. Volodymyr .

There are a number of constraints within and surrounding the property which have been studied, identified, and where necessary protected through either retention, or buffering. All of which has been set out in the Environmental Impact Assessment completed in support of the applications. In addition to the adjacent treed Sixteen Mile Creek valley and its unnamed tributary, the primary natural features include incised draw feature and its associated woodland, a remnant agricultural pond, and sporadically occurring mature tableland trees, maintained for aesthetic purposes. Stable top of bank has also been identified.

Consideration was given to buffering and separation between the Subject Lands and the Sixteen Mile Creek valley and the candidate ANSI areas east and south of the proposed development. It was determined through the Environmental Impact Study (EIS) that the position of Fourth Line and the municipal trail head parking lot along the northeast and eastern boundary of the Site represent an existing disturbance and land use that do not require protection using large set-backs. In keeping with the direction and policies of the City and CH, a setback has been adopted along the overlapping ANSI and ESA boundary north and northeastern boundary of the Site.

To protect against erosion of the valley slopes of the draw feature within the adjacent woodland, a 7.5 m setback was determined to be adequate. Notwithstanding, a 10 metre buffer to the staked feature has been recommended and implemented, providing a larger setback than the recommended 7.5 m to the draw feature. In some locations the setback is as large as 15 metres.

The Subject Lands have been designed to ensure that there is generally a 15.0 metre setback from the LTSTS. In a few key locations a reduction from this setback is proposed, which has been supported through the EIS

that was prepared in support of the applications. The site has been designed to locate compatible land uses adjacent to the woodland and draw feature including passive private recreational uses on both sides of this feature consisting of minor trails and resting/viewing areas for the senior residents of the Site.

The existing pond on the Subject Lands is a remnant manmade pond from past agricultural practices on the landscape. The EIS report confirmed that removal of the pond as part of the ZBA application is not considered an impact to the local Sixteen Mile Creek, since the pond is isolated and likely functioned ecologically as a wildlife sink, meaning outflow contributions and wildlife dispersal from the feature are limited and the quality of the habitat present is low.

To ensure appropriate development of the Subject Lands with consideration of site features and adjacent features the following is recommended:

- Tree replacement should occur in accordance with the Arborist Report.
- Re-vegetation of the new SWM outfall location should be carried out immediately following construction. This is to include a native plant seed mix.
- The native plant seed mix should include species that are attractive to native pollinators.
- Vegetation removal should occur outside of the period from March to September to avoid impacts to breeding birds, potential occupation of treed roosts (individual trees) by bats.
- All outdoor lighting (including any new street lighting and external lighting on buildings) should be directed towards the ground and/or away from the natural areas.

To minimize impacts on wildlife and bird recommendations for lighting and bird friendly design have been provided within this updated Brief.

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.

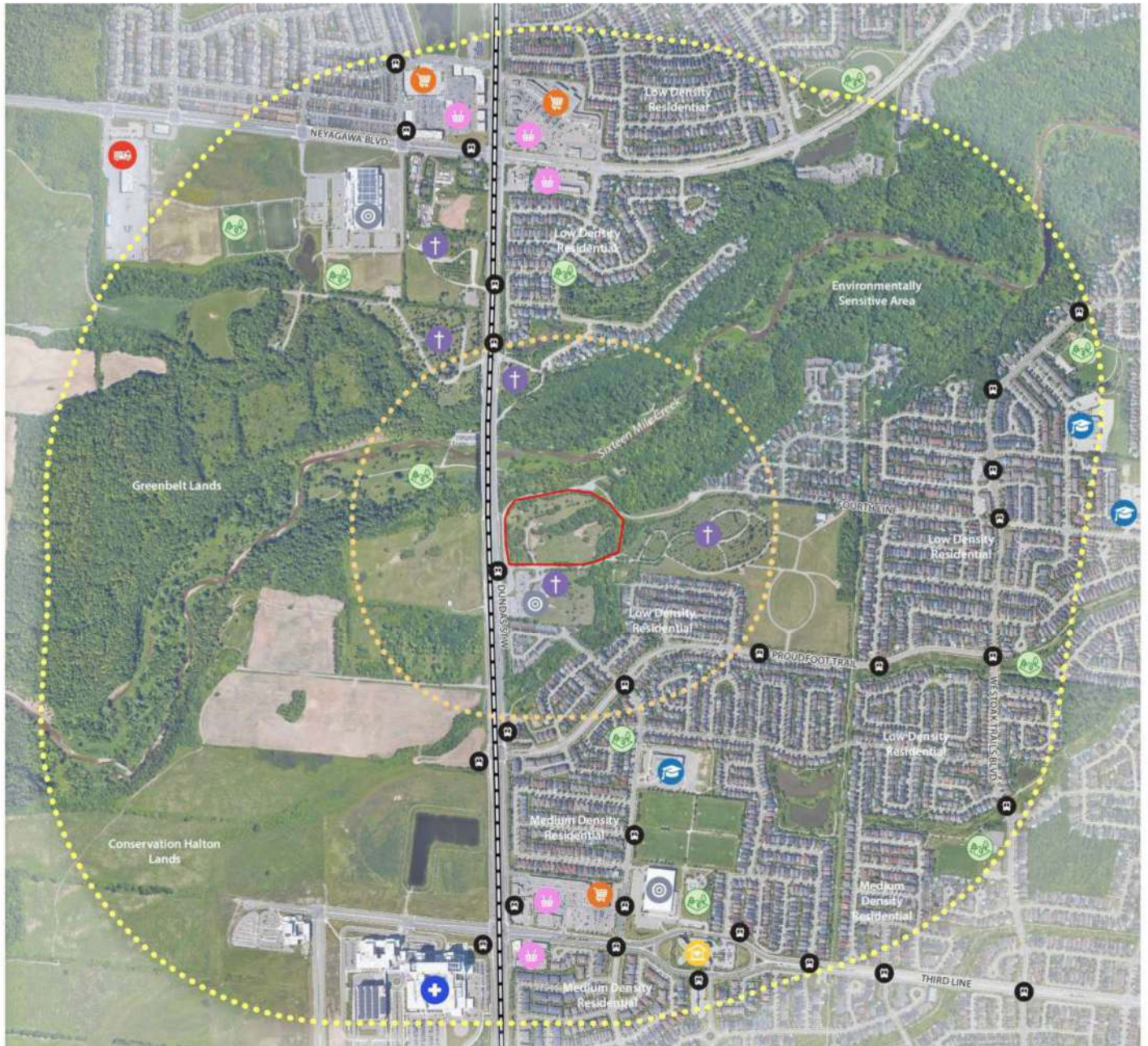
The Official Plan identifies existing and planned cycling infrastructure in the area surrounding the Subject Lands. A multi-use trail exists along both the north and south sides of Dundas Street west, which provides for east-west cycling connections throughout the Town of Oakville. Fourth Line also terminates 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.

FOSTERING A SENSE OF PLACE

- Maximize tree planting opportunities on the site to provide for extensive canopy coverage.
- Maximize opportunities to protect trees in accordance with the tree arborist report.
- Preserve and protect the existing woodland feature through the provision of appropriate buffers.
- Provide for high quality outdoor amenity space.

4.0

DEVELOPMENT PROPOSAL

The proposal is for an 8 storey seniors residence with 315 suites. The seniors building will provide a 'continuum of seniors care' including memory care suites, assisted living suites and independent living suites. An additional 24 seniors friendly independent living units are also proposed. 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.

A key goal in the overall site design was to retain as much existing vegetation as possible and to maximize

new tree planting. The site has been designed with consideration of buffers to allow for long term protection of existing key natural features. The westerly side yard setback (adjacent the existing driveway to the St. Volodymyr Cultural Centre) has been increased to provide for additional tree protection opportunities.

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



CONCEPTUAL DEVELOPMENT PLAN (REVISED)

appropriate intensification along a dedicated transit corridor (Dundas Street) on a currently underutilized piece of land.

SITE DESIGN

The provision of ample open space was a key design consideration in the development of the preliminary concept plan. Approximately 54% of the site area will be comprised of landscaped/open space areas.

Access to the site is proposed to be via a private access road off of Fourth Line, primarily running north-south. The proposed independent living units all front onto this private access road. The road terminates at the south end of the Subject Lands in a T-shaped turn around. A looped driveway is proposed to run off of this road to a drop off area to service the proposed seniors building.

A sidewalk is provided along the driveway and private access road, providing safe pedestrian access to the seniors building and the proposed independent living

units. An additional pedestrian connection is proposed to provide direct access from the seniors building to Fourth Line, which allows for a more direct connection to Dundas Street and existing trails further to the east. A Trail and Pedestrian Connections Plan has been prepared (and updated) and is included in Section 5 of this Brief.

The buildings have been oriented maximize views to the natural features, while at the same time framing surrounding roads, including the proposed private access road. The L-shaped seniors residence allows for parking to be located internal to the site and screened from Dundas and Fourth Line.

Parking for the seniors building is to be provided via surface parking as illustrated below. A total of 218 parking spaces are provided. 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 at regular intervals.

VEHICULAR CIRCULATION



---▶ PRIMARY VEHICULAR CIRCULATION ROUTE (INTERNAL)



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.

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. Parallel visitor parking spaces are provided along the private access road providing visitor parking that is conveniently located in close proximity to the independent living units.

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 16.5 metre setback from Fourth Line along its northern frontage, and 14 metres along its eastern frontage. The buildings are sufficiently setback from both the woodland buffer and the stable top of slope.

The independent living units along the western side of the Subject Lands are proposed to be set back a minimum of 12.5 metres from the adjacent St. Volodymyr Cultural Centre lands (a significant increase from the 4 metre setback originally contemplated). The increased setback provides an opportunity for further tree protection and provides more “rear yard” space for the units. The independent living units are set back well beyond the top of bank of the adjacent natural heritage feature and the 10 metre woodland buffer.

HEIGHT

The proposed seniors building has a total height of 29.5 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 screen 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 6 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. The surrounding natural features and retained natural features on-site will provide an additional form of outdoor amenity. The site has been designed to accommodate an extensive tree canopy.

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.

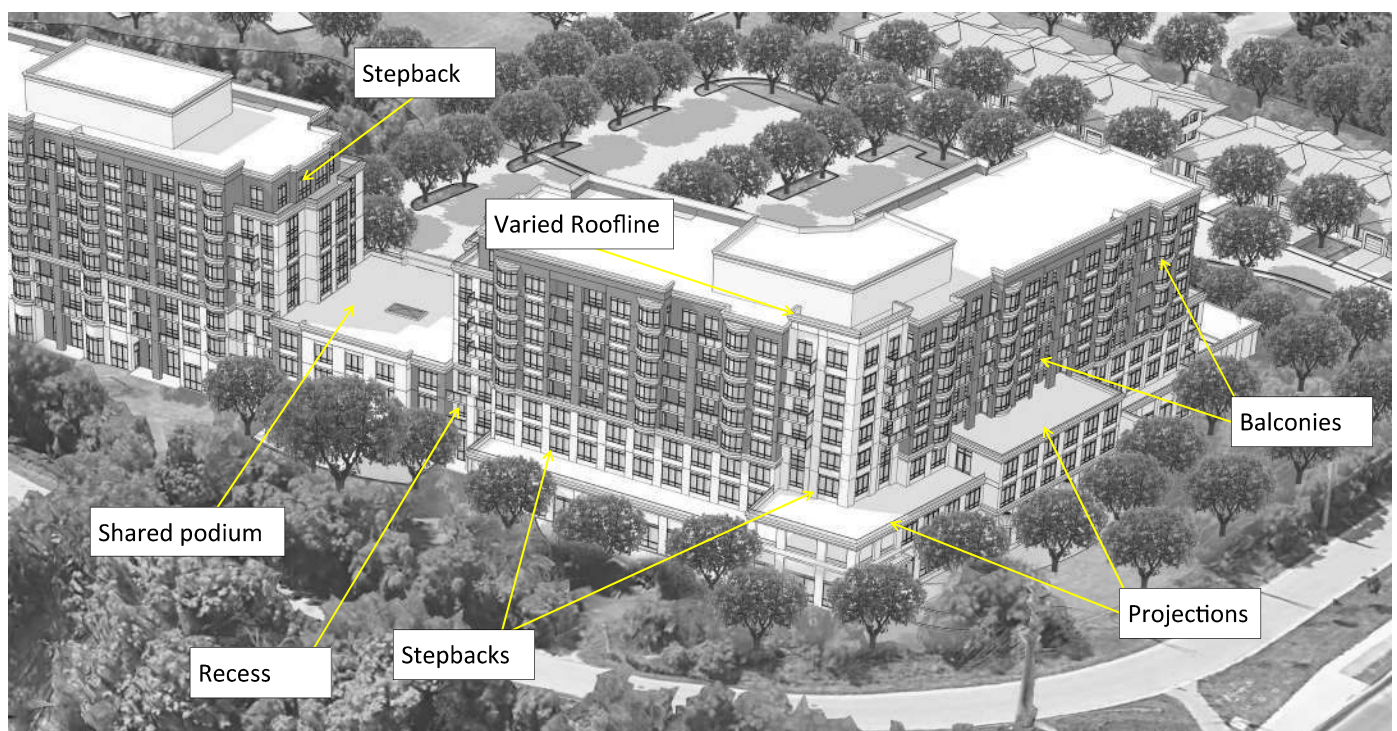
Rather than one long continuous eight-storey building, the building has been designed with two separate towers connected by a shared podium.

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.



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".

LANDSCAPING

A preliminary Landscape Concept Plan has been prepared which illustrates existing trees to remain, proposed trees, outdoor amenity areas and internal pedestrian circulation routes. A Tree Canopy Coverage Plan has also been prepared, which indicates soil volumes for proposed trees. Both plans are included in Appendix B of this report.

Part C, Section 2.1.1. of the Liveable by Design Manual establishes targets for various zones. Open Space Zones have a Tree Canopy target of 50%. However, it is noted that typically institutional uses would not be permitted in an Open Space zone and that as a result, this target is intended to apply to passive open space uses. The proposal is for a an institutional use. Institutional Uses have a Tree Canopy Target of 25%, which exceeds the target for employment, community, residential, and commercial uses. The Tree Canopy Coverage Plan illustrates that the 25% tree canopy target for Institutional uses will be met. 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:

- Target Tree Canopy
- Minimum planting standards including soil volumes
- Recommended native plant species, including inclusion of native species that attract pollinators.
- Any required planting setbacks from buildings and minimum planting widths, in particular for planted islands within the parking area.
- Preservation of existing vegetation, and implementation of arborist report recommendations.
- Treatment of required landscape areas, play spaces and amenity areas.
- Protection of existing trees where indicated on the Conceptual Landscape Plan, including vegetation along Fourth Line.



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

- Enhanced landscaping at the entrance to the site.
- Soft and hard landscape materials within outdoor amenity and patio areas.
- Landscaping within the surface parking lot to break up the impervious area.

LIGHTING AND BIRD FRIENDLY DESIGN

Building lighting will be designed to complement the architectural design while ensuring appropriate light levels at entrances to the building.

Lighting will be reviewed in detail through the site plan process and will be generally be designed in accordance with Town standards. Notwithstanding, in order to minimize lighting impacts on wildlife, consideration may need to be given to special lighting standards for the proposed development.

Mitigating the potential effects of artificial night-time light on wildlife can be achieved through the selection of lighting formats, lighting design and layout and operational procedures.

The first objective would be to use only the minimum amount of light needed for the task. Selecting light sources known to be less intrusive or altering of wildlife behaviour can also reduce potential impacts from artificial lighting in natural settings. The use of low pressure sodium, high-pressure sodium, metal halide and light emitting diodes (LEDs) has been shown to be preferred over traditional sources of lighting. For this reason, the use of these types of light sources (or similar) will be considered in the design of the buildings and its amenities.

Design elements that should be used include downcast lighting or direct lighting or installing directional accessories such as shields or baffles to direct light and reduce light spill-over and illumination into adjacent habitat components.

Similarly, roadway lighting can be designed with a light distribution pattern that spreads the length of the roadway so that adjacent areas are not illuminated.

Operationally, areas not requiring full time illumination can be fitted with motion activated lights to reduce the duration of illumination and maintain darker areas of adjacent habitat.

The above recommendations are included as guidance toward reducing the potential effects of artificial night-time light on wildlife. The issue will be examined and

addressed more thoroughly during subsequent design phases as part of photometric study however, at a minimum, all exterior light fixtures will be shielded to meet the IESNA full cut-off classification or an up-light rating of 0.

To deter bird collisions and reduce potential harm to birds design elements and mitigation provided in the City of Toronto Bird Friendly Development Guideline and Toronto Green Standard (TGS) "Bird Collision Deterrence" and the "Light Pollution" performance measures and best practices will be incorporated into the building design as part of the SPA application and future design phases. This will include glass treatment at applicable elevation zones. The issue will be examined and addressed more thoroughly during subsequent design phases.

SIGNAGE

Building and site signage will be designed to coordinate with landscape and built features. Building addressing will be designed to complement the architectural design while ensuring visibility for emergency services. Any wayfinding or entrance signage will be incorporated into the overall site plan. All signage shall comply with Sign By-law 2018-153.

LOW IMPACT DEVELOPMENT (LID)

LID measures include bioretention and soakaway pits. LIDs will be considered at the Site Plan Approval detailed design stage to reduce the runoff volume and promote rainwater retention/infiltration up to select return period storm events. LID measures are explained in greater detail in the FSR report prepared in support of the applications.

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.

A pedestrian connection from the Seniors Building to Fourth Line has been provided in order to provide access to the both the Multi-Use bike path and the Sixteen Mile Creek trail that can be accessed further to the east from Fourth Line. The proposed trail connection is located in an area that will have minimal impact on existing vegetation. An additional pedestrian connection was considered closer to the existing Trailhead, however, it was determined that there would be negative impacts on the existing vegetation proposed to be retained along the eastern edge of the site. In addition, there is a significant grade change along the eastern property line which would make an accessible trail connection challenging.

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

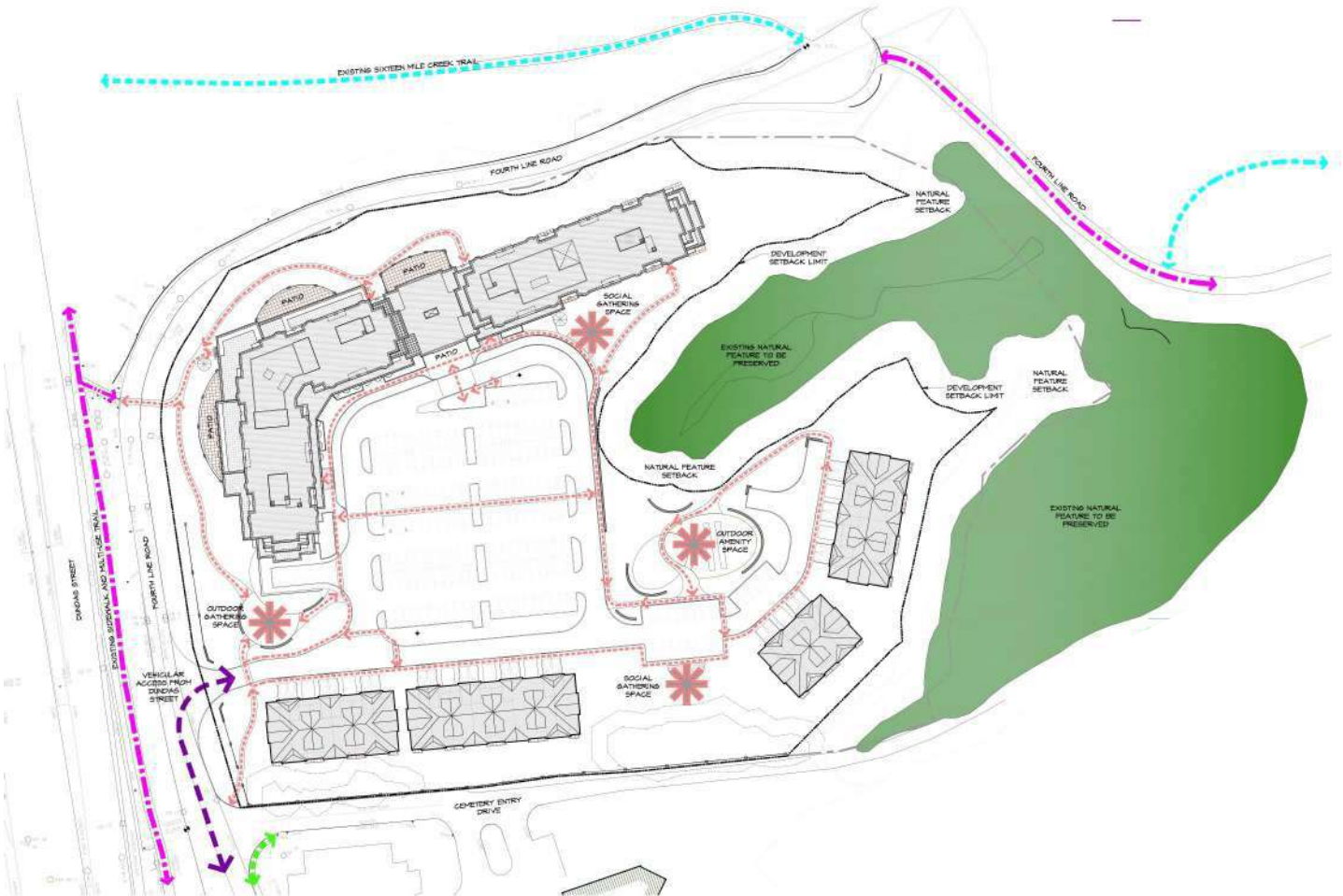
The Trail and Pedestrian Connection Plan identifies the existing natural feature that is to be retained and protected. All trails and sidewalk connections are located outside of this feature and the associated setbacks.

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 site entrance to the Seniors building.










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
-  PROPOSED 1.5M WIDE SIDEWALK CONNECTION
-  EXISTING NATURAL FEATURE TREE CANOPY TO BE PROTECTED
-  PROPOSED BUILDINGS BY ICKE/ BROCHU ARCHITECTS
-  PROPOSED BIKE PARKING

6.0

SHADOW IMPACT ANALY-

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 area where institutional uses are permitted. The proposed development includes a compact urban form which better utilizes the land area while still maintaining significant amounts of landscaped open space (54%).
- 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.
- A pedestrian connection is proposed to the surrounding trail system providing opportunities for active transportation including cycling and walking. Multiple pedestrian connections are provided internal to the development providing seniors with multiple options for walking routes. 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.
- Native plant species that attracted pollinators will be utilized.
- Existing vegetation will be retained where possible. This includes clusters of trees along the north, east and west property lines.
- The adjacent woodland feature will be protected and maintained and a buffer, as recommended in the EIS report, has been applied. The proposed buildings are well beyond the recommended buffer.
- Efforts have been made to preserve a large number of trees indicated by urban forestry.
- A tree canopy of 25% will be achieved which surpasses canopy targets for other uses such as residential, commercial and employment. A preliminary Tree Canopy Coverage Plan has been prepared and is attached as Appendix B.
- Landscaping within and around the surface parking area and pedestrian walkways will be designed with salt tolerant planting materials.
- Lighting will be designed to minimize impacts on wildlife and bird friendly design features will be explored and implemented.
- 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.
 - * Additional sustainable building features, such as water collection and storage, photovoltaic applications, green roof design and high albedo surfaces will be considered moving forward into detailed design.

8.0

POLICY CONTEXT

LIVEABLE OAKVILLE OFFICIAL PLAN

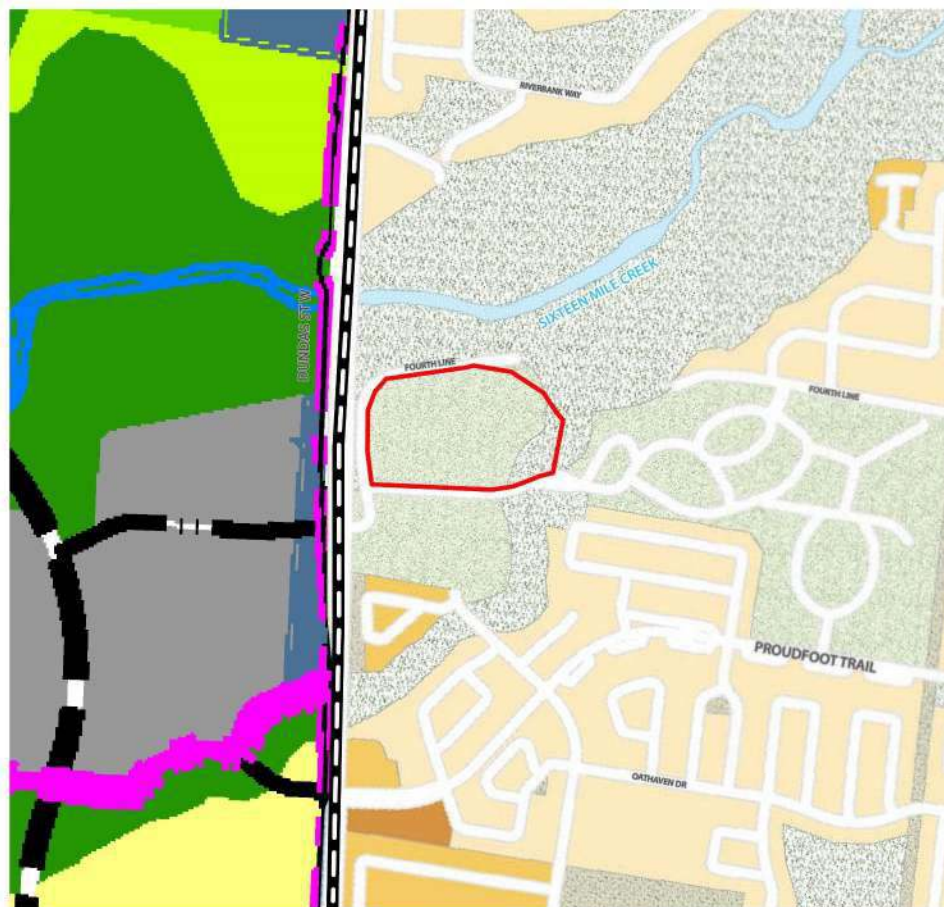
The proposed urban structure of the LOP identifies the Subject Lands as being within the 'Residential Area' and within the Built Boundary. The subject lands are further designated 'Private Open Space' with a site specific exception. The site specific exception permits a number of additional permitted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



- Livable Oakville Plan**
- Low Density Residential
 - Medium Density Residential
 - High Density Area
 - Parks & Open Space
 - Private Open Space
 - Built Boundary
- North Oakville Secondary Plan**
- Dundas Urban Core Area
 - Employment District
 - Natural Heritage System Area
 - Cemetery Area
 - Community Park Area
 - Neighbourhood Area
 - Built Boundary

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.
- 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.



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 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.
- The proposed development preserves the urban forest by ensuring sufficient setbacks from the identified woodland feature adjacent to the site; by maintaining existing trees within the right-of-ways and by increasing the westerly side yard setback to maintain existing clusters of trees. A number of mature trees will be retained in accordance with the arborist report and a diverse mix of native plant species will be planted. (Policy 6.10.2)
- A significant number of new trees are proposed which will, in combination with mature trees to be retained, provide shade and wind protection (Policy 6.10.3). The Tree Canopy Coverage Plan shows a total of 252 trees within the site boundaries.
- The revised site plan and the Conceptual Landscape Plan illustrate multiple areas where existing trees are proposed to be retained and protected. An increased setback along the western property line has been incorporated in order to further protect existing trees. Passive amenity areas have been located adjacent the woodland feature to ensure that the site design will complement the existing natural landscape (Policy 6.10.4).
- 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.
- Native plant species that attract pollinators will be included in detailed landscape plans.

Pedestrian Access & Circulation (Section 6.11, LOP)

- Barrier-free access to pedestrian walkways will be provided.
- Safe and direct access and circulation routes to and through the site have been incorporated to connect pedestrians to principal building entrances, amenity and parking areas (Policy 6.11.2).
- The existing Transit stop is located on Dundas and as such a direct pedestrian connection from the transit stop to the building cannot be provided. However, the site entrance has been located in close proximity to the transit stop and a sidewalk connects the proposed buildings to the site entrance, which will bring pedestrians close to the Dundas transit stop.
- Access to existing trails and the multi-use bike path will be provided from the proposed development via a direct connection to 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.
- Consideration was given to a shared driveway access with St Volodymyr and the cemetery. However, given the low volumes of traffic on Fourth Line it was determined that a shared driveway is not warranted in this instance. The traffic study supports the driveway location as proposed.
- Consolidating the primary driveway would also impact trees along the western property line which are proposed to be retained and buffered from the proposed development.
- Paired driveways are proposed for the independent living units which will maximize the areas available for landscaping and will minimize

disruption of the internal sidewalk along these units.

- 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 in proximity to the primary building entrances and are adjacent to pedestrian walkways.

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.
- Section 4.0 of this document provides additional lighting direction relative to adjacent wildlife.
- 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 and will comply with the Town’s Sign By-law.
- Service and loading areas have been relocated and a service entrance from Fourth Line is no longer proposed. A lay-by/drop off/ service lane is proposed along the primary entrance and internal sidewalks have been designed to minimize conflicts with this area.
- Landscaping and existing vegetation will screen the loading space from Fourth Line. to buffer the loading space 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



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.

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.
- The preliminary renderings provided within this document are minimal and conceptual in nature and have been generated from a “simple massing” model. The proposed variety of materials have not been defined or indicated on the facades of the elevations to date but will be developed during the Site Plan process.
- The building has portions of the facades greater than 55m in length, but within that plane there is substantial articulation including the following; the use of different cladding materials both vertically and horizontally, terracing on both ends of each wing of the building, projected massing elements at the ground, 2nd and 3rd floors with resident terraces above, ornamental cornices projecting higher than the parapet wall at the top of the building to break up the horizontal massing, a large recess (3 stories in height) in the centre of the façade facing 16th Mile Creek, a vertical architectural anchor element at the corner of the building on 4th Line Road, projected covered entrance canopies, recessed and projected balconies and bay windows to create visual interest around the entire façade. There is no rear elevation to the main building, so all facades will be designed with a high level of articulation.
- Creative building elements have been incorporated into the design along the public realm. There are a series of building projections (1 to 3 stories) aligning Fourth Line Road which include a number of dining, amenity, outdoor roof terraces and patios at grade. A main entrance has also been added at the corner of the building to provide pedestrian access to Fourth Line Road,



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.

the current bus stop location on Dundas Street and the existing rail system within the Sixteen Mile Creek Valley.

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.
- 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 existing 2 storey buildings to the proposed 8 storey Seniors building. The 8 storey building has been directed away from surrounding low rise development.

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.

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. A significant number of new trees are proposed.

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.
- The parking areas have been divided into smaller parking courts by the implementation of landscaped curbed islands and pedestrian walkways that both bisect and surround the entire

parking area. Smaller parking courts are provided in proximity to the independent living units.

- The preliminary Tree Canopy Coverage Plan identifies soil volumes within the parking lot. These details will be further reviewed and refined through the site plan process.
- A pedestrian walkway is provided through the parking area providing a safe north/south connection from the seniors building to amenity at the south of the site.

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 amenity areas including the proposed common patio areas as illustrated in the preliminary landscape concept.
- A preliminary Tree Canopy Coverage Plan has been prepared (Appendix B). The plan identifies soil depths.
- Detailed landscape matters such as minimum planting standards, plant and tree species, planting setbacks from buildings and detailed design of amenity spaces will be coordinate

through the site plan process.

- The Conceptual Landscape Plan (Appendix B) identifies existing vegetation to be retained, shows proposed locations for new trees, and provides preliminary designs for amenity areas.

Summary of how Service and Loading guidelines are addressed:

- The loading areas have been relocated internal to the site and will be screened from the public realm using similar materials to building facade. The previous two loading areas have been reduced to one main loading area at the south – west corner of the building which will be fully screened from the public realm with a secondary smaller loading space located on the south –east side, which will be used for moving residents and the transferring of refuse/ recycling bins to the main service area.
- The previous loading area accessed from Fourth Line has been removed.
- The design of service and loading areas will be finalized through the future site plan process, however the preliminary layout of these areas has been 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.
- Mitigating the potential effects of artificial night-time light on wildlife will be achieved through the selection of lighting formats, lighting design and layout and operational procedures as set out in Section 4.0 of this Brief.
- 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.
- All signage location, including ground signs, directional signs/wayfinding and wall signs will be in accordance with the Town's Sign By-law.

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.
- Existing vegetation within the right-of-ways is proposed to be maintained, and there will be a transition of natural features, to landscaped open space (with several new trees) and then the built form.
- Along the western edge of the property an increased setback has been provided to allow for sufficient rear yard space and the retention of existing vegetation.
- The pedestrian connection to Fourth Line was located based on consideration of existing grades and existing vegetation.
- 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 view along the Dundas Street West corridor.

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.
- Includes a large amount of open space (54%) and retains existing trees where possible.
- 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.

