

Urban Design Brief

**2365-2377 Lakeshore
Road West**
Town of Oakville

Prepared For
Graywood Bronte Village
Limited Partnership

March 2022



Job Number
21200-1

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This Urban Design Brief (UDB) has been prepared by Bousfields Inc. in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications to permit the redevelopment of the municipal lands addressed 2365-2371 and 2377 Lakeshore Road West. The UDB describes and illustrates the design vision, principles and objectives of the proposal in order to demonstrate its conformity with the Town's relevant design-related policies and direction.



Introduction

This Urban Design Brief (UDB) has been prepared by Bousfields Inc. in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications to permit the redevelopment of the municipal lands addressed 2365-2371 and 2377 Lakeshore Road West (hereafter referred to as the “Subject Site”). The proposed development, which fronts Lakeshore Road West, will consist of a 9-storey mixed use building with retail space at grade.

The UDB describes and illustrates the design vision, principles and objectives of the proposal in order to demonstrate its conformity with the Town’s relevant design-related policies and direction. This UDB serves as a companion document to be reviewed in conjunction with the accompanying technical reports, including the Planning Justification Report prepared by MHBC and architectural plans prepared by Diamond Schmitt Architects. Overall, it is our opinion that the proposed development represents good urban design and is appropriate within the existing and planned context of Oakville’s Bronte Village Growth Area.



Context Analysis

2.1 The Site and Surrounding Context

The Subject Site is a rectangular parcel located on the north side of Lakeshore Road West between Jones Street and Nelson Street. It has an area of 3,742.2 square metres with frontage on Lakeshore Road West of approximately 68.7 metres. The Subject Site is a consolidation of four lots and has three existing curb cuts. The portion of the property at 2365 to 2373 is currently occupied by 1- and 2-storey buildings that support a number of small businesses. The buildings maintain an approximate setback of 12.5 metres from the street line to allow for surface parking. Surface parking is also located at the rear of these properties. The portion of the property at 2377 Lakeshore Road West is currently vacant.



Figure 1 - The Subject Site (Aerial Plan)

The Subject Site is part of the Bronte Village Growth Area in the South West district of the Town of Oakville. Bronte Village, also known as “Village-by-the-Lake”, was historically a fishing village that became part of the Town of Oakville in 1962. Today, Bronte Village is focused on its relationship with the waterfront, taking advantage of its proximity to open space and other amenities. The Subject Site lies within the Bronte Village Growth Area Main Street District and fronts directly onto Lakeshore Road West, which is the primary road that connects Bronte Village with other neighbourhoods in Oakville including Kerr Village and Downtown Oakville. The general area is characterized by 1- to 3-storey buildings occupied

by commercial and residential uses fronting onto Lakeshore Road West, with a mix of low-, mid- and high-rise buildings interspersed throughout, including the recently completed development at 2441 Lakeshore Road West (i.e. The Village at Bronte Harbour) at 10 and 14 storeys one block west of the Subject Site. Lakeshore Road West currently functions as the spine and commercial main street for the area. Its character continues to evolve as some of the older, car-oriented development is replaced with more mixed-use, pedestrian-oriented development filling in many of the gaps created by surface parking areas.

The Livable Oakville – Town of Oakville Official Plan 2009 envisions Bronte Village to continue to evolve and serve as an intensification area, with focus on creating a vibrant community, with a thriving commercial area and a variety of housing opportunities that provide a year-round environment for residents, employees, and visitors. Growth is intended to be managed at defined locations and will focus on preserving the community feel and historical character of the village. New development is intended to respect the surrounding residential uses, the waterfront, and the harbour, as these are important features of the Town that contribute to its unique heritage and sense of place.



Figure 2 - Surrounding Development Context



Figure 3 - Aerial View of the Subject Site and Surrounding Context

2.2 Immediate Context

To the immediate east of the Subject Site is a single-storey commercial building at 2361 Lakeshore Road West occupied by a restaurant with a patio space in front. To its east is a 2-storey commercial development at 2357-2359 Lakeshore Road. Further east is a mixed-use development consisting of two development blocks which include a mixed-use 3-storey building with at-grade commercial uses fronting onto Lakeshore Road West and a residential building at the rear in a townhouse block configuration. Commercial uses are located on the north side of Lakeshore Road West beyond East Street to the east.

To the immediate west of the Subject Site is a 1.5-storey detached house-form building. Its front and rear yards are used for surface parking. To its west is a 2-storey commercial building at 2385-2387 Lakeshore Road West (i.e. Bronte Village

Animal Hospital). Commercial uses continue further west along Lakeshore Road. West of Jones Street is a commercial plaza with surface parking at the front in addition to the 10 and 14 storey residential development at 2441 Lakeshore Road West.

To the immediate north of the Subject Site is a narrow strip of land (approximately 4.6-metres wide) that extends to East Street along the rear of properties fronting onto Lakeshore Road West. The parcel has no assigned municipal address and is intended for municipal servicing. On the north side of this parcel are rear yards of single-detached residential dwellings, with lots that are approximately 59 metres deep and front onto Sovereign Street to the north. The rear yards of the residential dwellings do not extend into the narrow strip of land, as their fences are situated along its

northerly edge. Sovereign Street is the northerly limit of Bronte Village Growth Area, and directly to the north is a residential neighbourhood consisting primarily of low-rise residential dwellings.

To the south of the Subject Site, on the south side of Lakeshore Road West, are several commercial properties including a 3-storey commercial building at 2368-2370 Lakeshore Road West (i.e. Harbour Place) and associated surface parking. Immediately to its east is a townhouse development with commercial uses at grade fronting onto Lakeshore Road West. Lay-by parking is provided in front of the development along the commercial units. To the west of Harbour Place, on the south side of Lakeshore Road, are several commercial properties with surface parking.



1. Looking north towards the Subject Site (on the left) from Lakeshore Road West. Commercial building at 2361 Lakeshore Road West on the right.



2. Looking west along Lakeshore Road West, Subject Site to the north.



February 24th, 2022

3. Surface parking on the Subject Site (2377 Lakeshore Road West).



February 24th, 2022

4. Commercial plaza and recently completed 10 and 14 storey mixed-use development at 2441 Lakeshore Road West, west of Jones Street.



February 24th, 2022

7. Looking west along Lakeshore Road West from Nelson Street.



February 24th, 2022

8. Mixed use development at 2353 Lakeshore Road West, east of the Subject Site. Residential development at the rear.



February 24th, 2022

5. Commercial development at 2364 and 2370 Lakeshore Road West, directly across the street from the Subject Site.



February 24th, 2022

6. Looking east along the southern sidewalk of Lakeshore Road West.



February 24th, 2022

9. Looking south along Nelson Street from Lakeshore Road West.



February 24th, 2022

10. Looking east along Lakeshore Road West from Nelson Street.

2.3 Lot Fabric, Block and General Street Pattern

The general street pattern is characterized by a series of local roads organized in a rectilinear grid pattern, creating smaller blocks that allow for increased walkability and providing direct connections to Lakeshore Road West and the waterfront. Outside the Bronte Village, the character of streets and blocks changes and is reflective of a more suburban character where many of the existing low-rise neighbourhoods are situated. As shown in Figure 3, Lakeshore Road West is identified as a "Minor Arterial" on "Schedule C - Transportation Plan" in the Livable Oakville Plan with a planned right of way width of 26 metres. As noted above, Lakeshore Road connects Bronte Village with other neighbourhoods in Oakville and is one of the Town's principal streets. Bronte Road, which is also identified as a Minor Arterial within Bronte Village, becomes a Major Arterial to the north and is one of the principal streets and organizing elements in Oakville. Bronte Road connects with Lakeshore Road in Bronte Village west of the Subject Site and continues south towards Lake Ontario, as well as north to Palermo Village and Highway 407 north of Dundas Street.

2.4 Surrounding Built Form Character

Bronte Village is characterized by main street type buildings and commercial plazas fronting onto Lakeshore Road and a variety of residential buildings including some single detached dwellings, townhouse blocks, older style apartment buildings and more recent development of mid- and high-rise forms throughout the area. There is also a cluster of high-rise apartment buildings on the east side of East Street with heights of up to 22 storeys. The area continues to evolve with new development taking shape, including the recently completed 2441 Lakeshore Road West (i.e. The Village at Bronte Harbour) at 10 and 14 storeys one block west of the Subject Site. A Site Plan Control application was submitted for a 6-storey mixed-use building at 2432 Lakeshore Road at the southeast corner of Lakeshore Road West and Bronte Road and is currently under review. Another contextually relevant recent development application includes 2266 Lakeshore Road West, for a 15-storey mixed-use rental building. It's currently under review by the City.

2.5 Transportation Network

The Subject Site has good access to transit. Oakville Transit provides local transit service throughout the Town, with connections to the region via GO Transit and Mississauga's MiWAY Transit. There are a number of Oakville Transit surface routes that service the Subject Site and its vicinity, including Routes 3, 14A and 15, connecting it to the South Oakville Bus Terminal as well as to the Bronte GO and Oakville GO Transit Stations.

2.6 Existing Open Space Network

The Subject Site has good access to a number of existing parks and recreational areas including the Bronte Heritage Waterfront Park, Bronte Creek Provincial Park and the Fourteen Mile Creek Trail. The streetscape character of Lakeshore Road West in the vicinity of the Subject Site can be described as inconsistent as there is no coordinated treatment of the boulevard building setbacks vary, and there is no consistent organized landscaping or planting of trees. There are, however, sidewalks on both sides of the street, as well as street lights, which add to creating a sense of place within the public realm.

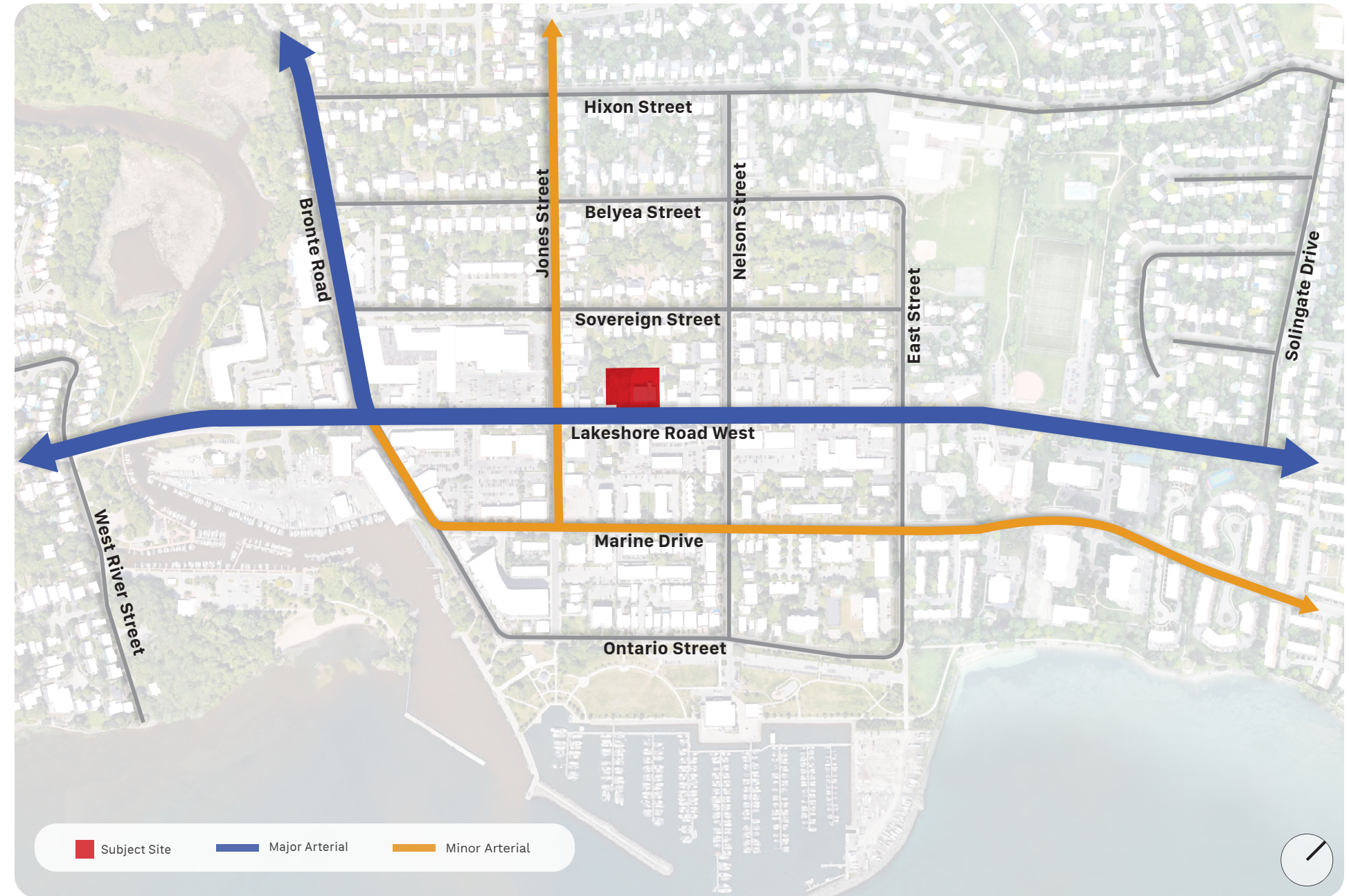


Figure 4 - Road Network (As per Livable Oakville Plan: Schedule C - Transportation Plan)



Figure 5 - Surrounding Heights and Built Form Typology

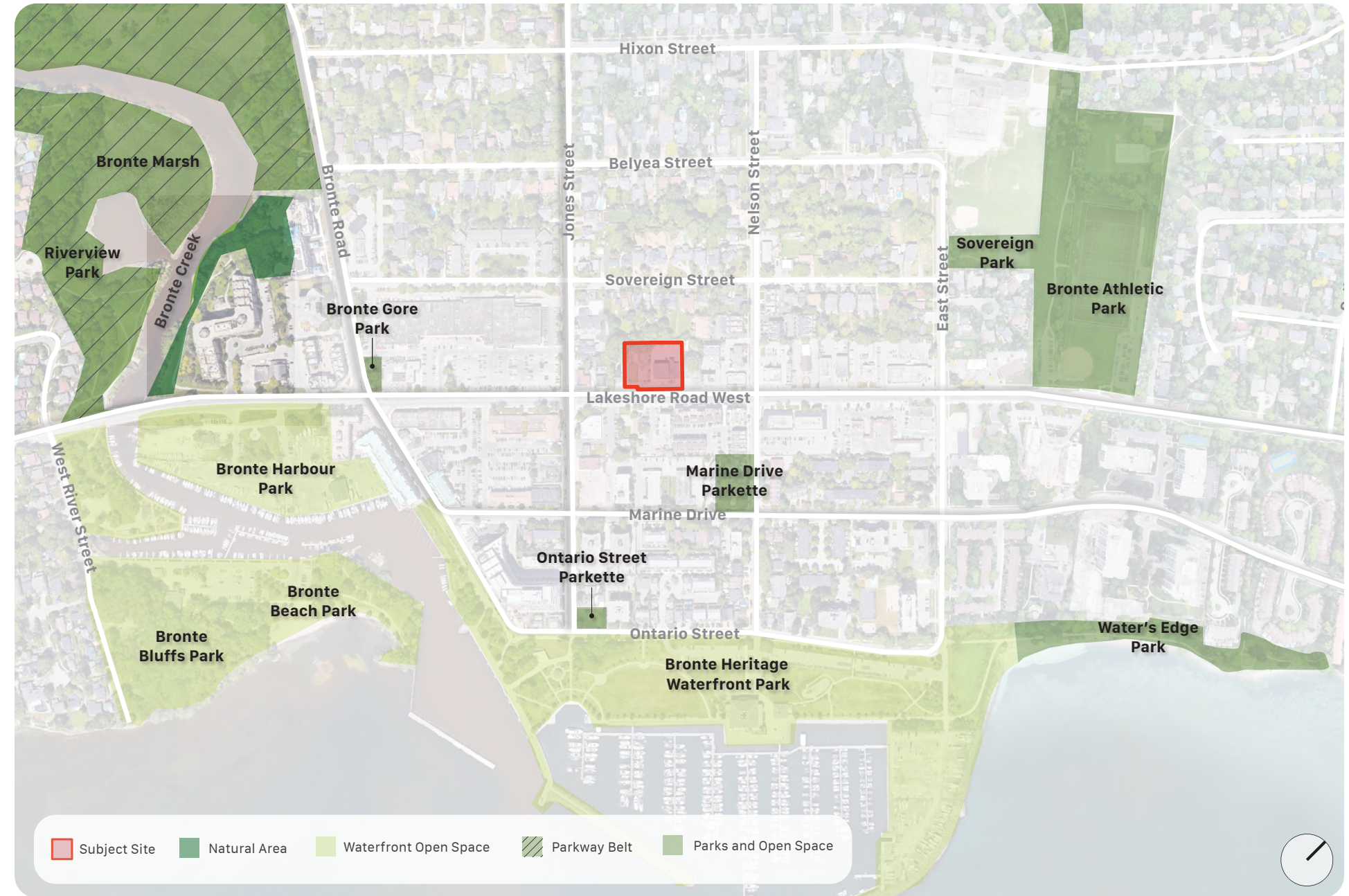


Figure 6 - Open Space Network

3

Design Vision, Guiding Principles & Objectives

3.1 Design Vision

The vision for the Subject Site is to redevelop an underutilized property with a mixed-use building that represents high quality design and enhances the existing public realm. The proposed development will contribute to the planned growth and intensification of the Bronte Village Growth Area. It will support existing and future transit facilities along Lakeshore Road West, while conforming with the urban design policies and guidelines outlined in the Livable Oakville Plan, and the Livable by Design Manual. An Official Plan Amendment and Zoning By-Law Amendment is required to permit the proposed height and density.



Figure 7 - Proposal Rendering: View Looking West along Lakeshore Road West (Prepared by Diamond Schmitt Architects)

3.2 Guiding Principles and Objectives



Respect and enhance the Existing and Planned Context

- Ensure for an appropriate framing of Lakeshore Road West and achieve adequate transition from lower scaled built forms to the north.
- Support the Town's vision for growth and intensification in Bronte Village Growth Area.
- Develop an attractive and contextually appropriate building form with excellent architectural design, and high-quality building materials.
- Orient and place the proposed building close to the street edge to animate and enhance the adjacent public realm.



Create a Positive Public Realm Experience

- Provide an appropriate building base with active uses at grade to help create a positive pedestrian experience along Lakeshore Road West. Minimize impact of vehicular and servicing areas on the pedestrian environment.
- Place vehicular and servicing areas away from public streets to minimize their impact on the pedestrian environment.



4.1 Livable Oakville – Town of Oakville Official Plan 2009 (Office Consolidation August 31, 2021)

Livable Oakville, the Town's Official Plan (hereafter referred to as "Livable Oakville") sets out policies for how lands should be used, and how growth should be managed through to 2031. Under Livable Oakville, the Subject Site is within a Growth Area designation on Schedule A1 Urban Structure (i.e. Bronte Village). Bronte Village is envisioned as a vibrant community, with a thriving commercial area and a variety of housing opportunities that provide a year-round environment for residents, employees, and visitors.

Per Schedule P1 – Land Use, the Subject Site is designated as Main Street 1. The Main Street 1 designation represents small-scale, mixed-use development along main streets and is intended to reflect a pedestrian-oriented, historic main street character. Permitted uses within Main Street 1 include a wide range of retail and service commercial uses, including restaurants, commercial schools, offices and residential uses. The ground floor of buildings in the Main Street 1 designation shall be primarily occupied by retail and service commercial uses characterized by high quality design standards and appropriately scaled pedestrian environment.

Section 6 of Livable Oakville recognizes the importance of good urban design as an integral part of the planning process and a key component of in creating a definable sense of identity. Section 6.1.1 sets out a number of objectives including providing for diversity, comfort, safety and compatibility with

the existing community; attractive, barrier-free, and safe public spaces, such as streetscapes; and innovative and diverse urban form and excellence in architectural design.

Section 6.2 sets out the Town's vision with respect to the public realm. In particular, Policy 6.2.1(e) provides direction on streetscape elements such as furnishings, trees and landscaping that help to create a sense of identity. Section 6.3 deals with Complete Streets and requires enhancement of existing streets by prioritizing pedestrian, cyclist and transit usage along comfortable, barrier-free safe routes.

Section 6.4 provides direction with respect to streetscape. In particular, Policies 6.4.1(a),(b),(c), and (e) provide further guidance with respect to streetscape elements. Policies 6.4.2(a) through (d) provide direction with respect to building orientation and framing of the street, as well articulation of the building facades. In particular, Livable Oakville requires:

- a. placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b. framing the street and creating a sense of enclosure;
- c. providing variation in façade articulation and details; and
- d. connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable.

Section 6.9 includes policy direction on built form, including considerations related to building placement, orientation, scale, architectural features, landscaping and signage. Policy 6.9.2 states that building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner. The Plan defines compatible as follows:

Compatible means the development or redevelopment of uses which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

Policy 6.9.3 states that compatibility between different land uses can be achieved by means of appropriate transition through landscape buffering, spatial separation, and compatible built form. Policy 6.9.9 also speaks to compatibility in terms of height with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade stepbacks or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.

Policy 6.9.4 states that In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to

provide interest and comfort at ground level for pedestrians. In this regard, Policy 6.9.5 goes on to say that buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements. Similarly, Policy 6.9.6 states that principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.

Urban design policies specifically related to Bronte Village are found in Part E: Growth Areas, Special Policy Areas and Exceptions. Section 24.5, in conjunction with Schedule P2, discusses the urban design plan, including the location of primary and secondary streets, a potential urban square, enhanced streetscape areas, pedestrian connections, view corridors and key gateway locations. Under Section 24.5, additional key objectives for urban design that apply specifically to Bronte Village are laid out, and include (but are not limited to):

- a. *built form and public realm elements should be designed to recognize and enhance the historic lakeside village character;*
- b. *to maintain a pedestrian-scaled environment, new development should generally be two to four storeys in height along the street edge, with taller elements stepped back;*
- c. *from the street, views to the lake and harbour from public streets shall be maintained. View corridors as indicated on Schedule P2 shall be enhanced by appropriate built form and public realm elements;*
- d. *enhanced streetscape treatments including cycling, transit and pedestrian-oriented amenities shall be provided on primary streets*

identified on Schedule P2; and.

- e. *pedestrian connections are encouraged at mid-block locations, transit stops and locations which enhance connectivity to the waterfront and harbour.*

Response:

Generally, the proposal has considered and incorporated the relevant urban design policies indicated in Livable Oakville, in the following ways:

- The unique architectural design and contextually appropriate building placement of the proposed development will enhance the identity and character of the Subject Site, while still respecting the existing character of the immediate area (Policies 6.9.1 and 6.9.9);
- The proposal maintains compatibility and respects the existing and planned community context and different uses through appropriate massing, transition through stepping of the building mass, spatial separation, orientation, and site design (Policies 6.9.2 and 6.9.3);
- The proposed development provides a generous residential lobby and commercial space along Lakeshore Road West, creating a significantly improved, attractive and animated pedestrian-oriented environment (Policy 6.9.5);
- The main building entrance is oriented to Lakeshore Road (6.9.6);
- The proposed design creates an articulated and distinct building envelope that defines Lakeshore Road West and fits in contextually (Policies 6.9.7 and 6.9.8);
- The proposal is designed in accordance with policy 6.9.9 by ensuring the proposed building height and form are compatible with adjacent existing development. The development is adjacent to a low rise residential area to the

north, on the north side of the municipal easement. In that regard, the proposal incorporates a transition of height through a series of terraces resulting in a 2-storey element 7.5 metres from the residential area to the north. The proposed massing generally fits within a 45-degree angular plane projected from a height of 10.5 metres above the 7.5 metre rear setback, based on the recommendations of the Urban Design Direction for Bronte Village Growth Area.

- As demonstrated by the Shadow Study prepared by Diamond Schmitt Architects, any adverse impacts have been appropriately reduced on adjacent properties and public realm. Furthermore, the proposed building height of 9 storeys and mid-rise form are compatible with and are within range of existing buildings in the area which includes building heights of up to 14 storeys within Bronte Village (Policy 6.9.9).
- The proposal provides direct barrier-free access for pedestrians to easily access principal building entrances, commercial space, servicing and parking (Policy 6.9.12); and
- The proposed design incorporates appropriate setbacks and screening to ensure that outdoor amenity spaces minimize any potential overlook and ensure compatibility with the local context. The rooftop mechanical has been incorporated into the overall design of the building (Policies 6.9.13 and 6.9.14).

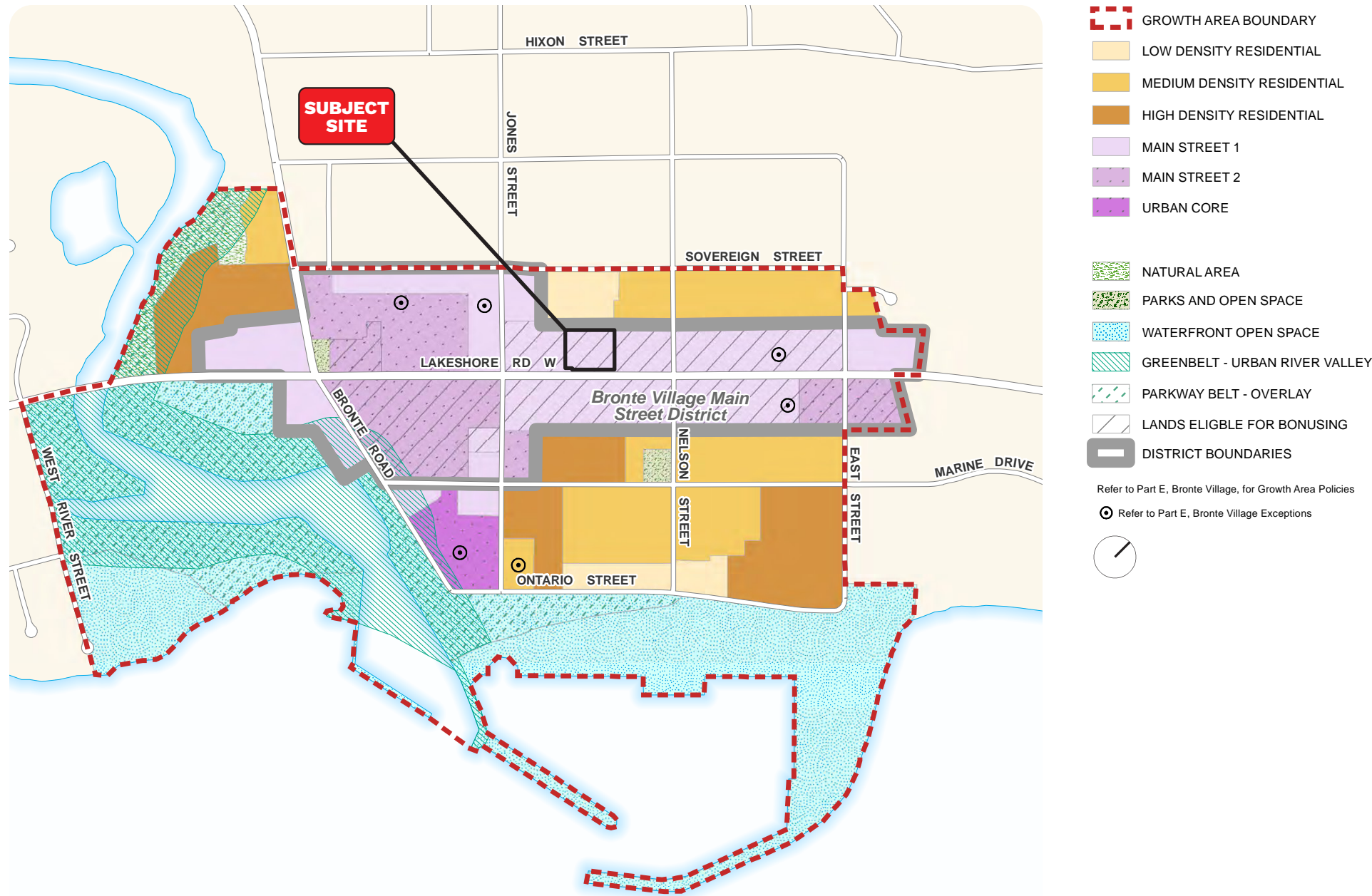


Figure 8 - Official Plan Schedule P1 – Land Use

4.2 Livable by Design Manual

Urban Design Direction for Oakville (Staff Update – December 2, 2019)

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

Section 1.4 of the LBDM provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. New and infill development proposals are expected to be designed and executed in accordance with the following design principles:

- Sense of Identity – creating distinct and vibrant communities
- Compatibility – fostering compatibility and context-specific design
- Connectivity – enhancing connectivity and accessibility
- Sustainability – integrating sustainability and resiliency
- Legacy – preserving built heritage, cultural and natural resources
- Creativity – inspiring creativity and innovation

The LBDM provides additional details and visual

articulation of the design objectives stated in the Livable Oakville Plan to ensure that any potential design bolsters the Town’s vision of being the “most livable community in Canada”.

Section 3.1 of the LBDM provides design direction with respect to mid-rise built form, including building base separation and side property setbacks. The guidelines establish that where two abutting mid-rise buildings have primary windows facing each other, the building design must incorporate a minimum 10 metre setback from the shared property line to create an overall minimum building separation of 20 metres to potential future development. In addition, where two abutting mid-rise buildings have secondary windows facing each other, the design must incorporate a minimum 7.5m setback from the shared property line to create an overall minimum building separation of 15.0m

Urban Design Direction for Bronte Village Growth Area (June 11, 2018)

The Livable by Design – Urban Design Direction for Bronte Village Growth Area is an urban design guiding document tailored specifically for the Bronte Village area that builds upon the broader town-wide design direction. The relevant sections of this document applicable to the Subject Site largely reflect the mid-rise building guidelines in the principle Urban Design Manual as described above. Some additional key urban design principles and directions for Bronte Village include the following:

- To distinguish the district: create a sense of

arrival, incorporate unifying elements and incorporate expressive elements (Guideline 3A);

- To foster activity at street level: create active spaces on the boulevard and incorporate active uses on the ground floor (Guideline 3B);
- To frame the street: define the corridor through built form (Guideline 3C);
- To be compatible with surroundings: incorporate transitions to surroundings (Guideline 3D); and
- To create links to and throughout the district (prioritize pedestrian access and movement) (Guidelines 3E).

In order to achieve Guideline 3A, the Design Manual recommends orienting the building massing and main entrances directly towards the street and incorporating distinctive streetscape surface treatments and furnishings, landscape designs and public art throughout to unify the district.

To foster activity at grade, the Design Manual recommends activity zones under Guideline 3B:

- Within the building interface: providing for retail spill over, orienting display windows towards the public realm, and incorporating weather protection.
- Within the pedestrian zone: maintaining an unobstructed, barrier-free and predictable pedestrian path of travel as well as incorporating surface treatment to distinguish the path of travel.
- Within the planting and furnishing zone: installing coordinated street furnishings and surface treatments such as benches, light

poles, and waste receptacles, among other things.

- Within the curb zone: locating infrastructure and utilities.

Guideline 3C includes recommendations with respect to appropriate framing of the street. In this regard, the guidelines establish that the building base height be no greater than 80 percent of the street width. Above this height, the building is to remain within a 45-degree angle from the main wall, in order to provide access to sky views and sunlight. In terms of transition, the Guidelines speak to a transition along the streetwall and from low-rise residential areas (Guideline 3D). Transition along the streetwall can be achieved through a variety of methods including stepbacks and incorporating visually interesting wall treatments.

Transition to low-rise residential areas can be achieved through the application of setbacks and angular planes. Specifically, the Guidelines recommend a setback of 7.5 metres and the application of an angular plane at 45 degrees from a height of 10.5 metres. The setback of 7.5m is typically applied to permit a driveway and a walkway. In this case the driveway is designed to turn into the building before it reaches the rear of the property. The 10.5 metre height is related to the height of low rise residential buildings such as detached dwellings. In fact, Zoning By-law No. 2014-014 permits a height of up to 10.5 metres on lands zoned Residential Low RL8 which applies to lands to the north of the Subject Site. An angular plane of 45 degrees requires the building massing to step back as the height of the building goes up resulting in a lower building envelope closer to a lower scaled residential area. This approach can be applied to ensure mitigation of any potential impacts such as shadowing or overlook.

Response:

It is our opinion that the proposal appropriately responds to the vision for Bronte Village set out in the Guidelines. It does so in the following ways in particular:

- The expression of the 4- to 5-storey streetwall helps to unify the proposal with the existing main street commercial buildings;
- The design encourages activity and provides visual interest at street level with active grade-related uses and by creating a rhythm of bays along Lakeshore Road. In addition, the building incorporates glazing with views to retail uses and a lobby that are oriented to the street, providing views into and out of the building;
- The design will incorporate several public realm enhancements inclusive of street trees, special surface treatment and an unobstructed clear path for pedestrian travel;
- The building massing provides for an appropriate framing of Lakeshore Road with several stepbacks above the streetwall condition, minimizing the perception of massing from within the public realm;
- The proposal has been designed to achieve adequate transition to the lower scaled residential area to the north. The building is setback 7.5 metres from the property line of the low-rise residential area on the north side of the municipal easement. The proposed massing generally fits within a 45-degree angular plane projected from a height of 10.5 metres above the 7.5 metre rear setback.
- The Functional Servicing Report prepared by Trafalgar Engineering concludes that the narrow strip of land directly north of the subject site must be maintained as an emergency overland

flow route for the external lands to the north. The Report also recommends a storm sewer line within the strip to connect to an already existing storm line to the east (currently located within the strip) to connect to Nelson Street. It is our understanding that this is going to make this strip of land unlikely to be assembled as part of any future redevelopment to the north. Based on the foregoing, the angular plane setback is taken from the existing rear yards of the residential properties on the north side of the strip.

- A sideyard setback of 10.6 metres has been applied to the rear building wing from the western property line to ensure appropriate separation from any potential future developments adjacent to the site. The front portion of the building facing Lakeshore Road west is setback 1.0 metre to the western property line and 0.7 metres to the eastern property line. Along these side building faces, no windows have been provided in order to ensure a party wall condition with any potential future development on the adjacent sites. Although these blank wall conditions are interim, the facades incorporate some articulation to create visual interest.
- The proposed design prioritizes pedestrian movement by limiting vehicular access to a single location along the street frontage, and through a building setback that allows for a wider boulevard zone.

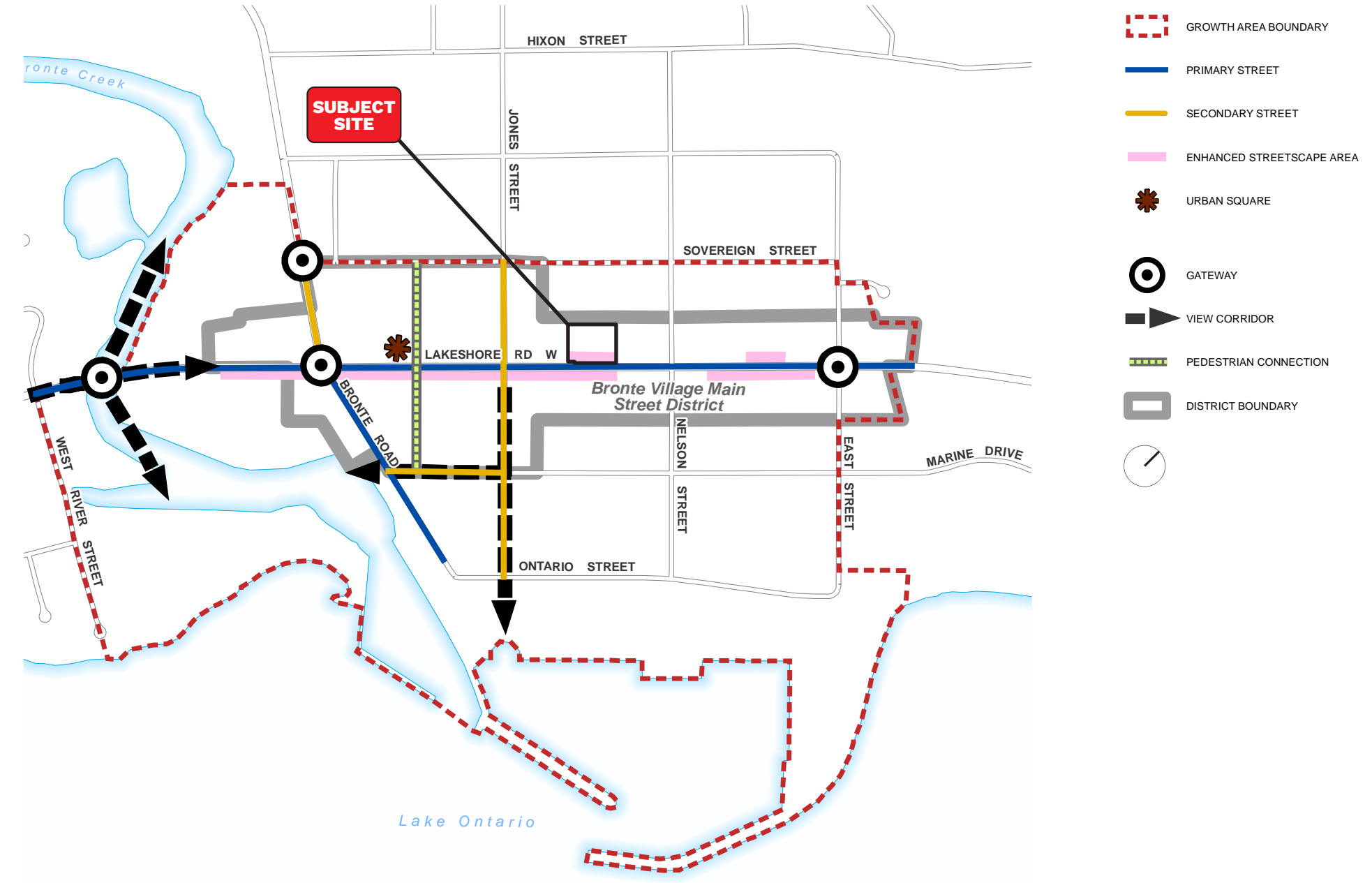


Figure 9 - Official Plan Schedule P2 – Bronte Village Urban Design

5

Development Plan

5.1 Proposal

The proposal introduces a mid-rise mixed-use building of 9 storeys with a height of 29.1 metres above the established grade (excluding the mechanical penthouse). The proposed building includes approximately 673 square metres of commercial space at ground level fronting onto Lakeshore Road West. The proposal will provide 180 residential condominium units. A total net floor area of 12,759 square metres is proposed resulting in a Floor Space Index (FSI) of 3.41 times the Subject Site area.

Vehicular access to parking, vehicle drop-off, servicing and loading is provided from Lakeshore Road West at the eastern point of the property. A total of 161 parking spaces will be provided including 6 surface stalls at grade for retail use. 155 spaces are provided in two-levels of below-grade parking. Access to the below-grade parking garage is located at the rear of site, hidden from the street view along Lakeshore Road West.

A total of thirty-three bicycle racks have been provided, including twenty four long-term racks

for residential use, seven short term racks for residential use, and two racks for non-residential use. The proposal incorporates approximately 556 square metres of new indoor and outdoor amenity space, where a total of 222 square metres of indoor amenity space is provided on the ground floor, and a total of 334 square metres of outdoor amenity space will be provided at grade. In addition to the shared amenity areas, the proposal incorporates private outdoor rooftop terraces that are to be sold individually.



Figure 10 - Proposal Rendering: View Looking Southwest Towards the Proposed Development (Prepared by Diamond Schmitt Architects)



Figure 11 - Proposal Rendering: View Looking East along Lakeshore Road West (Prepared by Diamond Schmitt Architects)

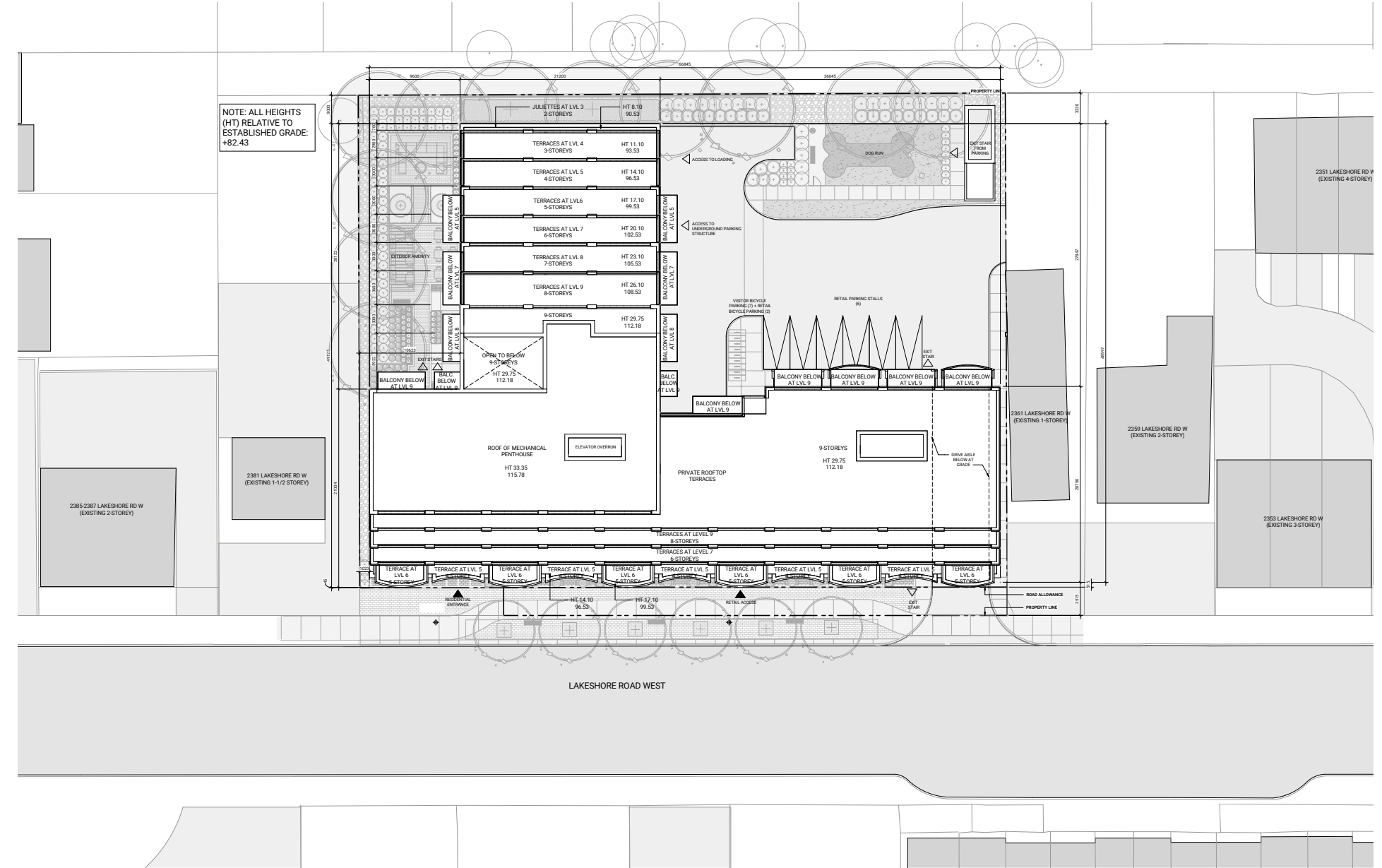


Figure 12 - Site Plan (Prepared by Diamond Schmitt Architects)

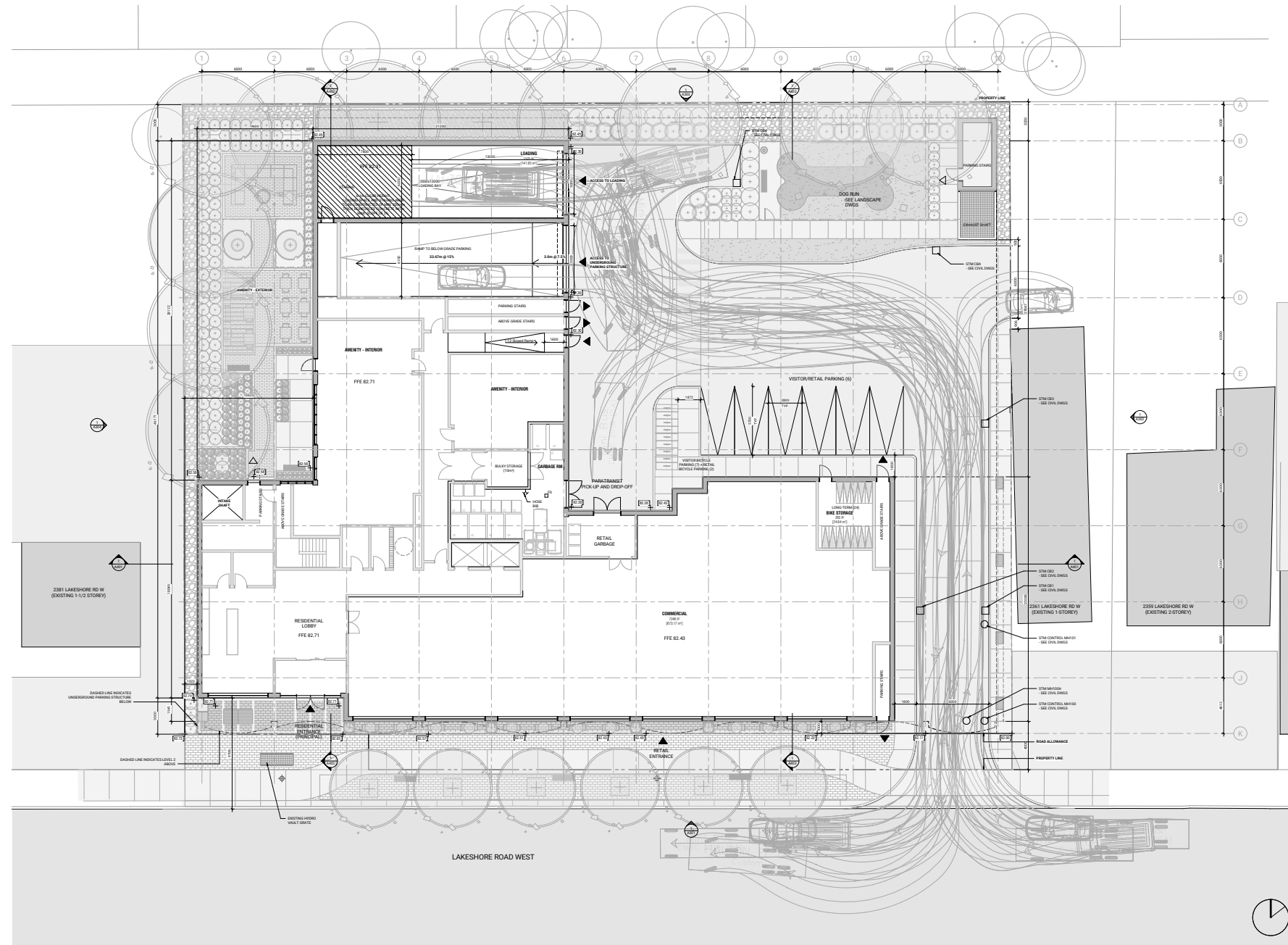


Figure 13 - Ground Floor Plan (Prepared by Diamond Schmitt Architects)

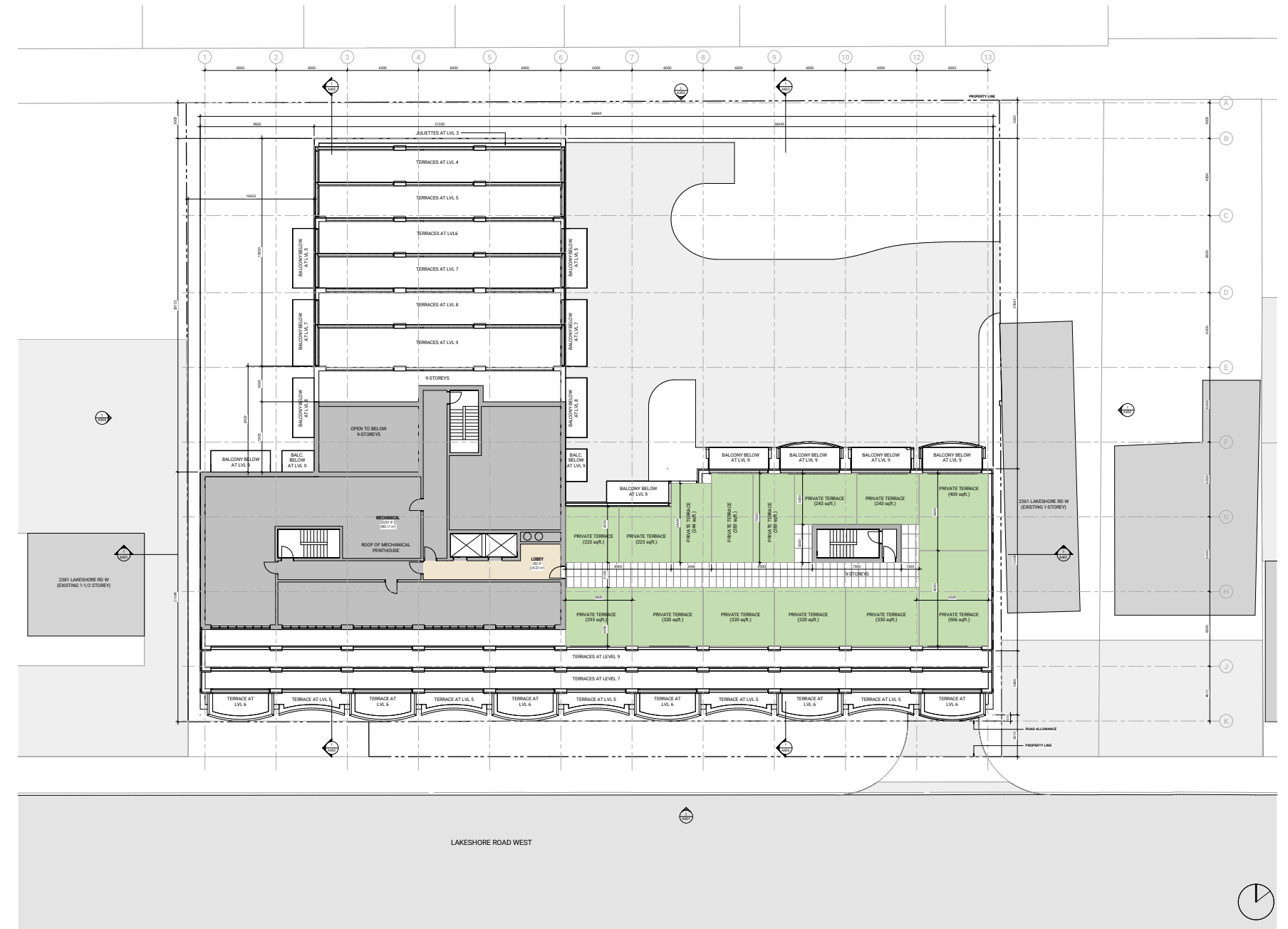


Figure 14 - Roof Plan (Prepared by Diamond Schmitt Architects)



Figure 15 - South Elevation (Prepared by Diamond Schmitt Architects)

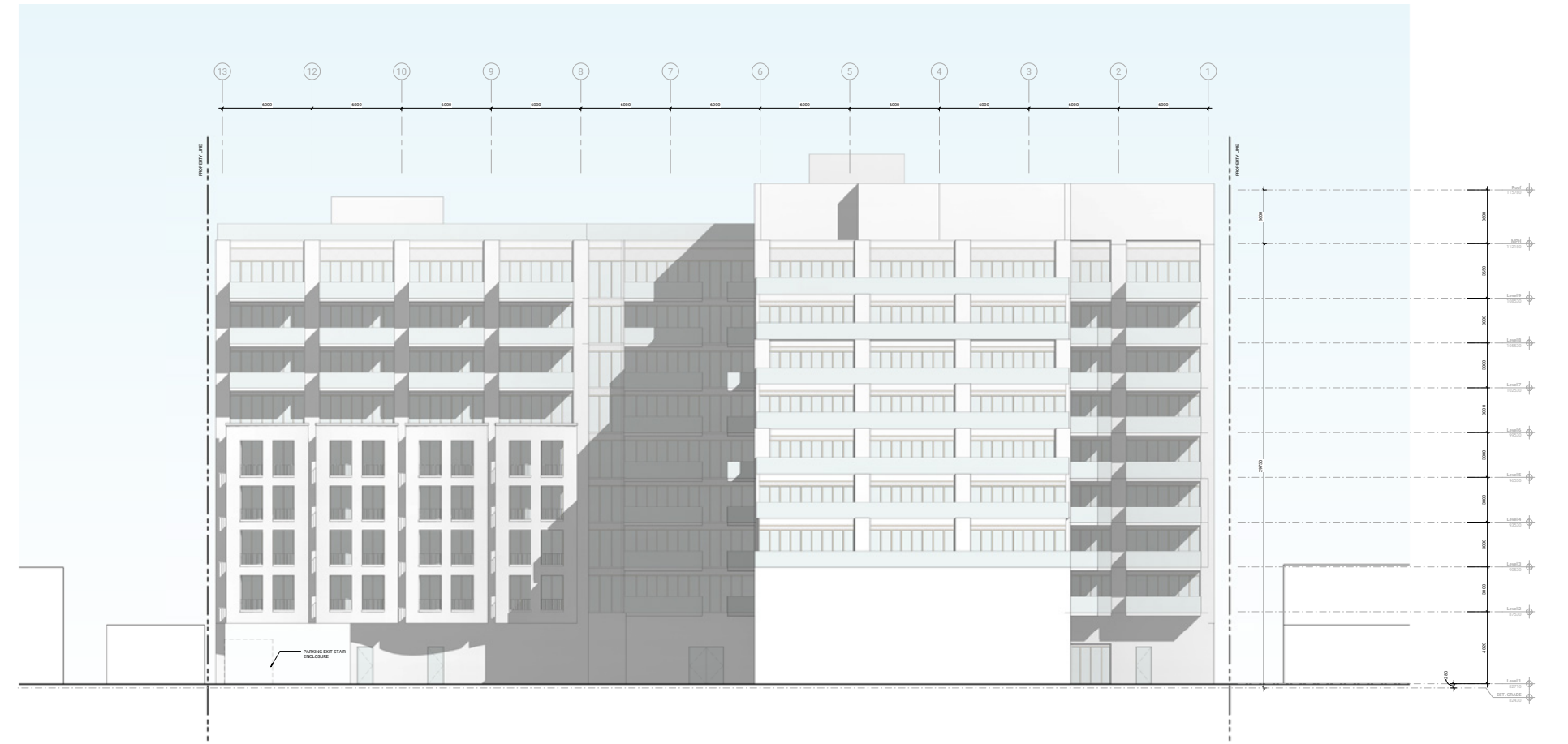


Figure 16 - North Elevation (Prepared by Diamond Schmitt Architects)



6

Development Framework and Strategies

The proposed design direction builds upon the policy framework of the Town's Official Plan and the recommendations of the Livable Oakville Design Manual. The proposal is compatible with the existing and planned context of Lakeshore Road in terms of massing and the building's relationship with the public realm at grade. The overall disposition of built form allows for an appropriate transition of scale to lower scaled buildings on adjacent properties and mitigation of any potential impacts and framing of the street right-of-way. The design incorporates active at-grade uses that animate the public realm and enhance the function of Lakeshore Road as a principal street and commercial corridor. The servicing, loading and parking functions have been incorporated into the overall design of the building and located away from the public realm.

6.1 Site Design

Site Organization

The Subject Site is organized in response to a number of contextual considerations including:

- The frontage of the Subject Site along Lakeshore Road;
- The existing lot configuration and, specifically, overall depth;
- The relationship to the existing low-rise residential areas.

The Subject Site is located along Lakeshore Road West which is a major commercial artery with pedestrian traffic. The building is oriented to the street with active at grade uses to enhance and animate the public realm. Accordingly, all of the service functions of the building are situated at the rear away from the street. Given the overall 52.2-metre depth of the Subject Site, the building has an inverted 'T' shape with a north-south wing extending into the rear of the site. As the building moves closer to the lower scaled residential back yards at the rear the building incorporates stepping to transition down in scale. An outdoor amenity space has been located at the northwest corner of the Subject Site.

Based on the aforementioned, the following design principles will apply:

- Placing and orienting the buildings along existing and planned street frontages and open spaces;
- Establishing an appropriate built form relationship with the surrounding context; and
- Limiting conflicts between vehicular and pedestrian traffic.

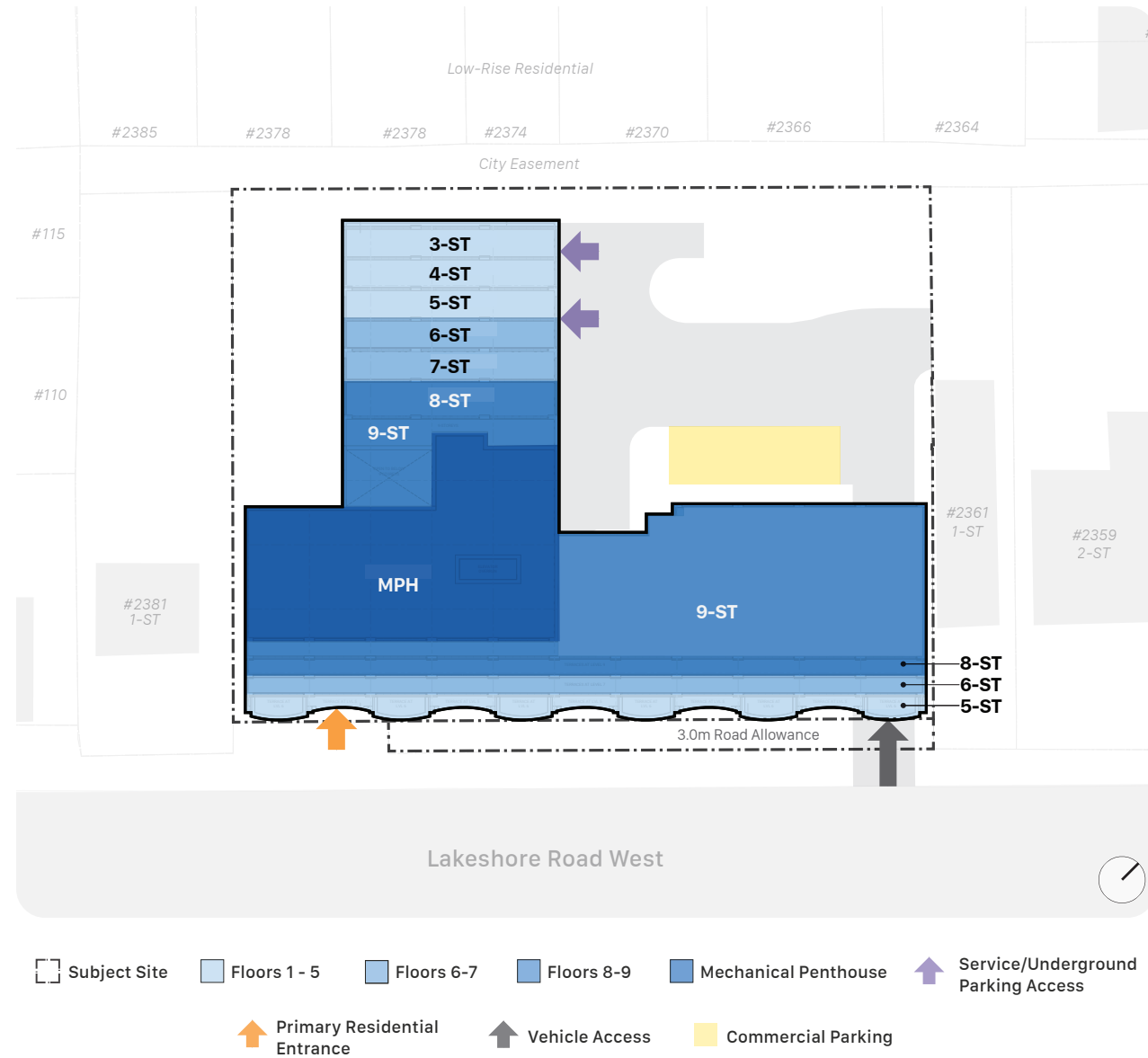


Figure 19 - Site Organization

Pedestrian Circulation

The proposal is based upon a strong focus on pedestrian integration at ground level and minimizing any conflicts with vehicular movement, and is supportive of the Lakeshore Environmental Study Report (Lakeshore EA).

The design incorporates a 3.0-metre road allowance and the building steps back 1.0 metre from the new property line at grade to create a wider boulevard zone. The 1.0 metre at grade setback contributes to the boulevard widening already being facilitated by the Lakeshore EA and is a sufficient depth for bistro seating and planters, while providing weather protection. The proposed active grade-related uses will help animate the public realm. There is also a clear distinction between the residential entrance which is set back from the street and the retail component which has a closer relationship with the public boulevard. To improve the overall safety of pedestrian movement, only one curb has been proposed along Lakeshore Road West, and main lobby doors are located on the opposite end of the site from the vehicular entry point.

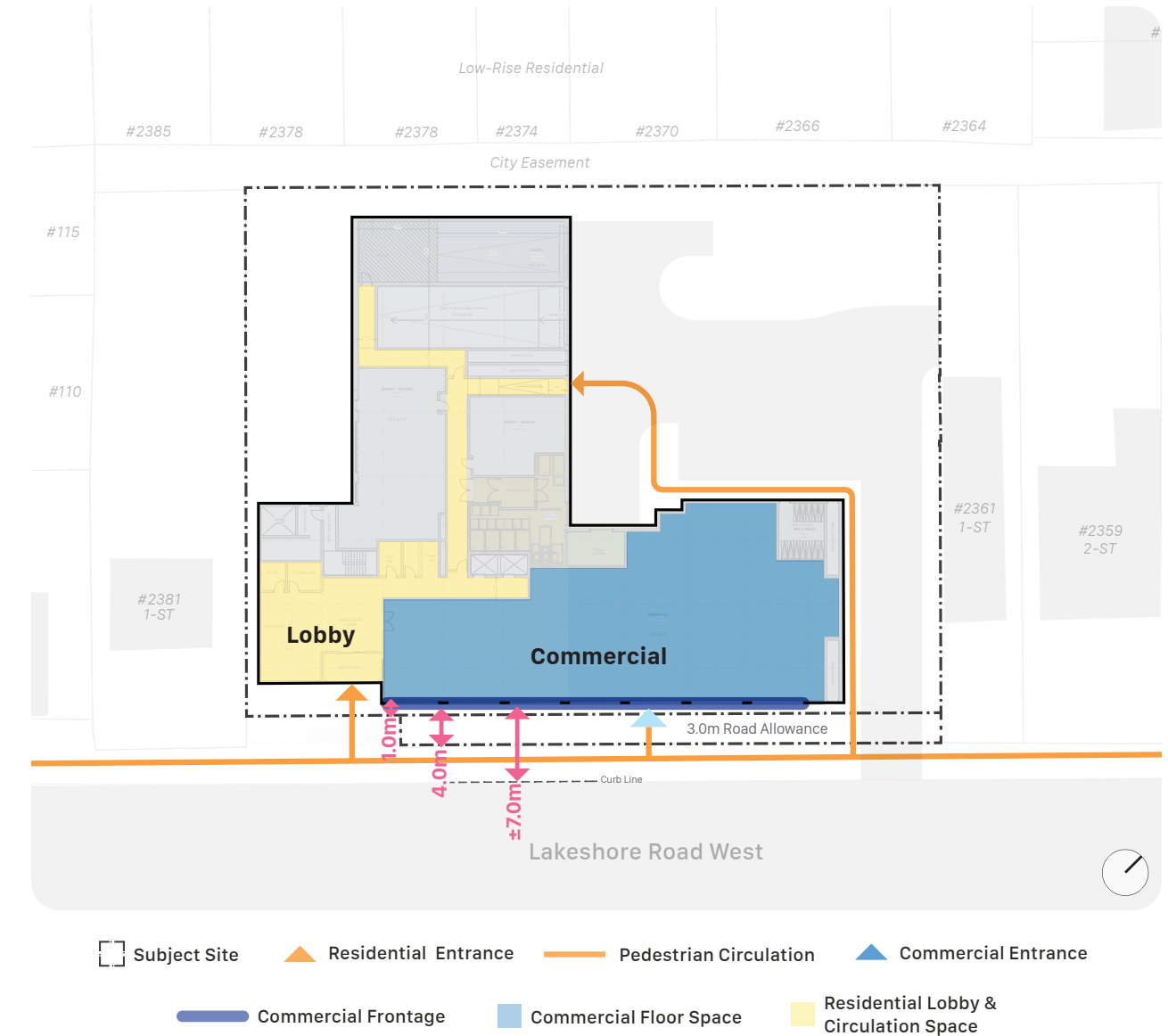


Figure 20 - Pedestrian Circulation

Landscape and Amenity Areas

The landscape design concept and drawings were prepared by Adesso Design Inc. Landscape Architects.

The landscape areas within and surrounding the proposal are integral to the vision of creating this new development for the area and will form the foundation for an exemplary future mixed use development in the area.

The design of the landscaped areas that comprise the proposal is essential to the overall approach of integration into the community, the character of Lakeshore Road West and the Town of Oakville.

The overriding approach to landscape and site design is to create a public realm that prioritizes pedestrians while being safe and attractive with multiple methods of access into the site and connections to the city.

The design strategy for the landscape is to create an inherently legible and clear route to the main entrances that feels secure, friendly and inviting for the residents and visitors.

Private Amenity Areas

Private amenity areas at grade and at the rooftop level will be reserved for building occupants. Private rooftop terraces will be sold individually, resulting in less people of the rooftop at any given time and allowing for increased privacy to existing and future development adjacent to the proposal. A dog run area is provided in the northeast corner of the site.

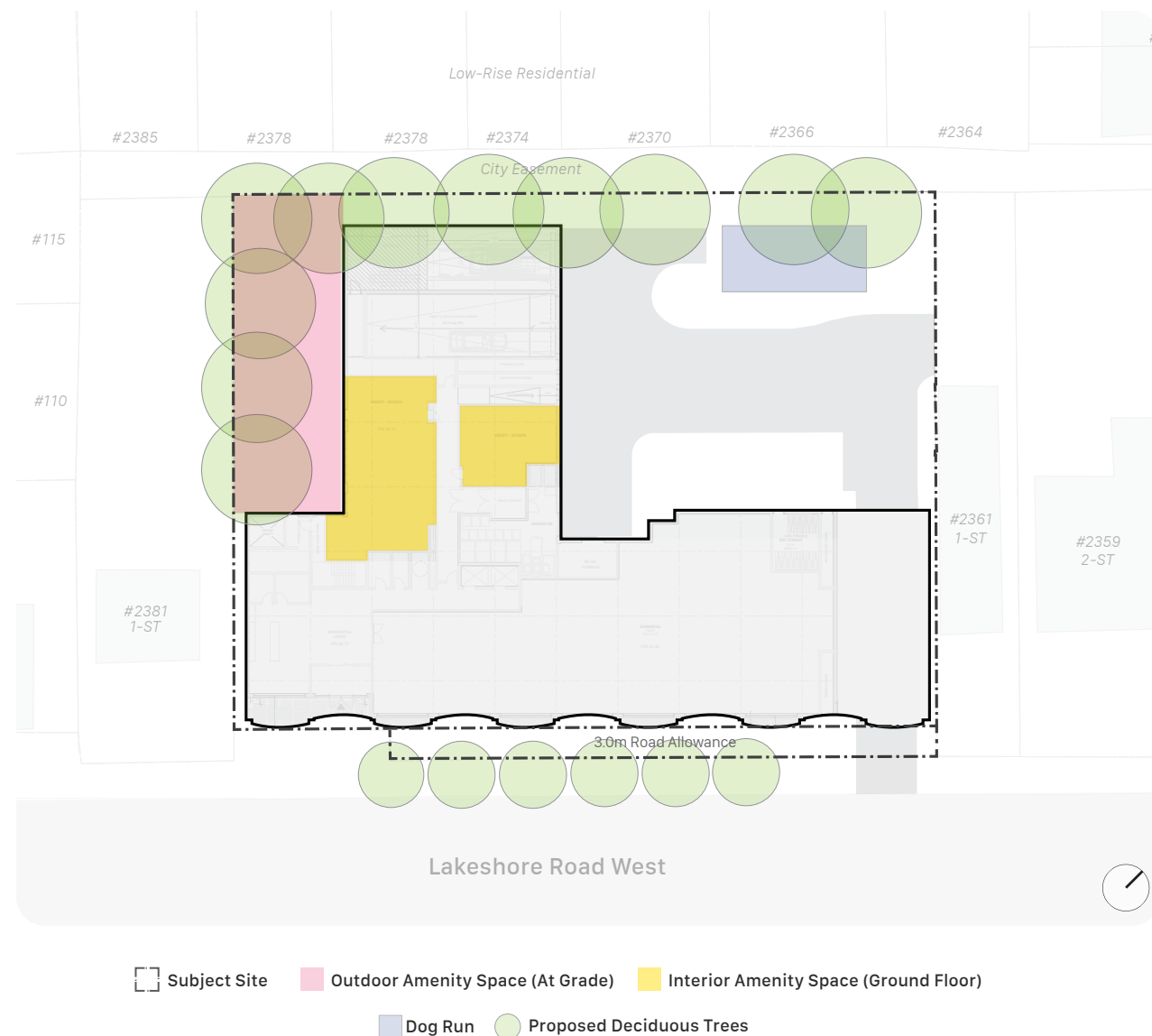


Figure 21 - Landscape and Amenity Areas

Parking, Loading and Servicing

Vehicular access is proposed through a driveway off Lakeshore Road West with drop-off areas to access a secondary residential lobby entrance, retail at grade, an internal loading area and ramp to underground parking. All "Back-of-House" activities including access to underground parking, loading, and servicing are located at the rear of the building, away from Lakeshore Road West, creating a more attractive and comfortable pedestrian environment along the public realm.

A total of 161 parking spaces will be provided including 6 surface stalls at grade for commercial use, located at the rear of the building and hidden from sight along Lakeshore Road West. In total, 155 spaces are provided in the two-levels of below-grade parking.

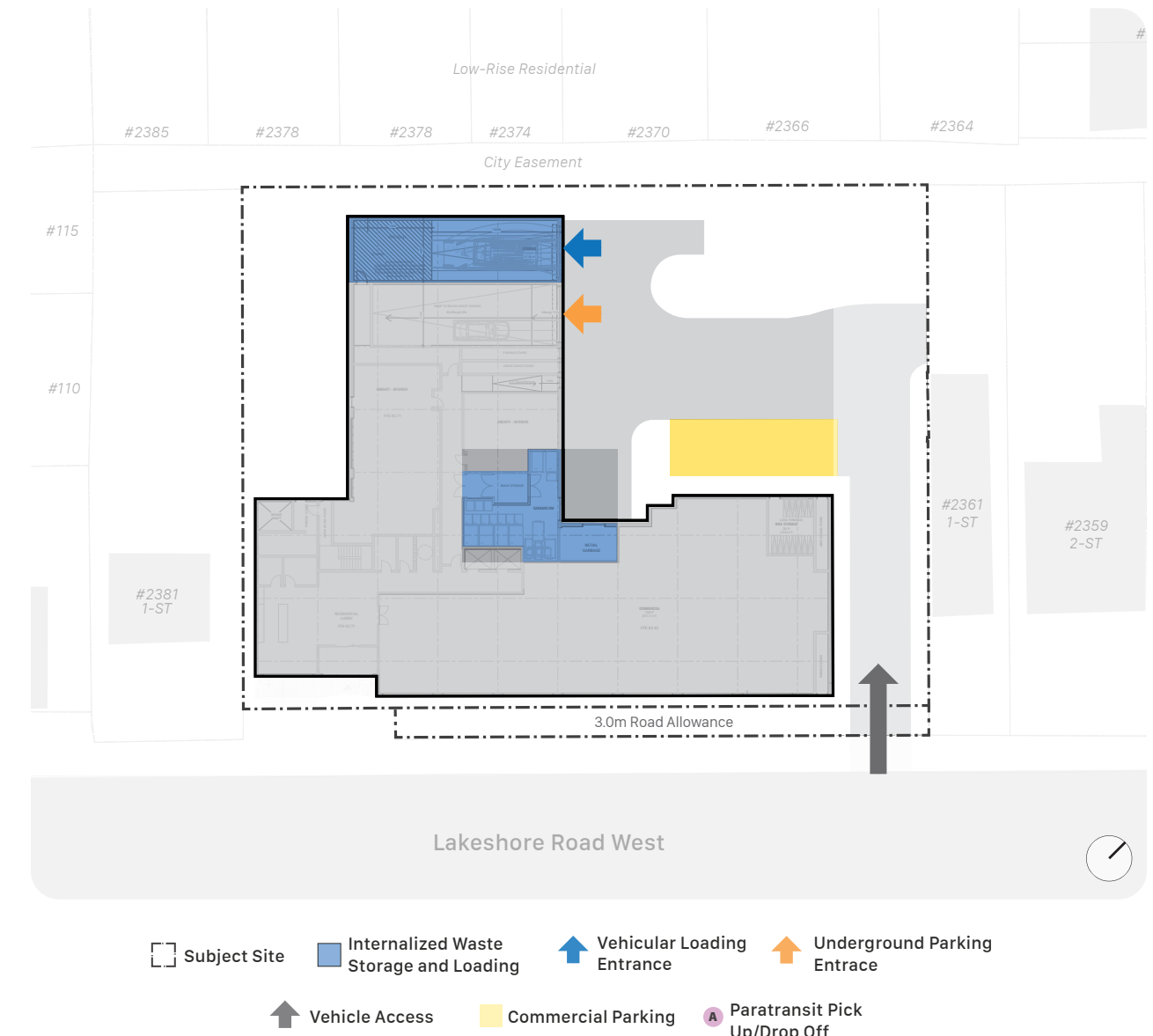


Figure 22 - Parking, Loading and Servicing

6.2 Built Form

Height, Massing and Setbacks

Generally, building massing should complement the surrounding built form environment, add visual appeal to the area as well as create an appropriate relationship with the street. The proposal will address these objectives by:

- Locating the building close to the street line to define and form the edge of the street.
- Providing additional setback from the street line at grade to enhance the pedestrian realm;
- Creating a street wall height that frames the streets at an appropriate scale.
- Ensuring appropriate transition to lower scaled residential areas.
- Providing sufficient setbacks to support future development of adjacent lots.

Based on the recommendations laid out in Section 3C of the The Livable by Design – Urban Design Direction for Bronte Village Growth Area, the building has a base that ranges between 4 storeys (14.3 metres) and 5 storeys (17.8 metres), and generally fits within a 45-degree angular plane taken from a height of 80% of the planned right-of-way along Lakeshore Road West (20.8 metres). The 4-to 5-storey street wall is designed to ensure for an appropriate framing of the street, and helps to create a pedestrian scale environment within the public realm that will be comfortable and inviting.

The proposal meets the intent of the guidelines related to base separation and side property setbacks laid out in section 3.1 of the LBDM. A sideyard setback of 10.6 metres has been applied to the rear building wing from the western property line to ensure appropriate separation

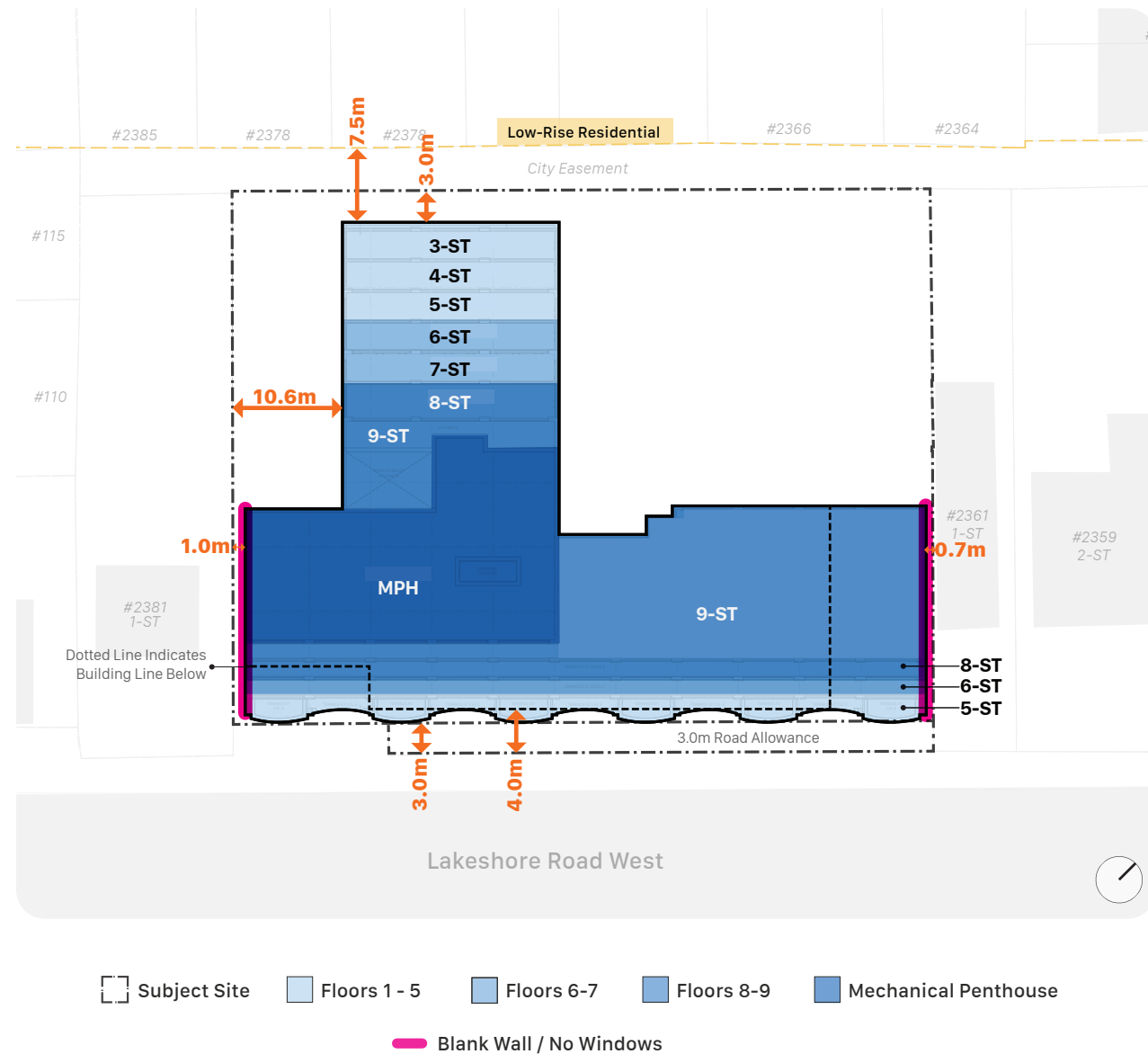


Figure 23 - Height, Massing and Setbacks

from any potential future developments adjacent to the site. The front portion of the building facing Lakeshore Road west is setback 1.0 metre to the western property line and 0.7 metres to the eastern property line. Along these building faces, no windows have been provided in order to ensure a party wall condition with any potential future development on the adjacent sites. Although these blank wall conditions are interim, the facades incorporate some articulation to create visual interest.

The proposal is designed in accordance with policy 6.9.9 in Livable Oakville – Town of Oakville Official Plan 2009, by ensuring the proposed building height and form are compatible with adjacent existing development. The development is adjacent to a low rise residential area to the north, on the north side of the municipal easement. In that regard, the proposal incorporates a transition in height through a series of terraces resulting in a 2-storey element 7.5 metres from the residential area to the north. The proposed massing generally fits within a 45-degree angular plane projected from a height of 10.5 metres above the 7.5 metre rear setback, based on the recommendations of the Urban Design Direction for Bronte Village Growth Area.

Architectural Articulation

The overarching architectural objective for the Subject Site is to ensure an appropriate expression with respect to use and built form. In that respect, the design of specific building elements should reflect the intended use. For example, at grade where retail uses are proposed, the architectural expression of the ground level should include ample glazing to help animate the public realm and allow for views in and out of the building. In

addition, the architectural expression should provide for a rhythm of store fronts with active at-grade uses with doors and weather protection wherever possible.

The expression of the residential uses in the streetwall and above, coupled with the setting back of the residential lobby entrance from the building's front façade, reflects the more private nature of dwellings with the use of more opaque materials. Conversely, where non-residential uses are proposed at grade, the façade has been treated with clear glazing to animate the public realm with the proposed commercial uses.

In addition, the dynamic, undulating nature of the front building facade helps create visual interest from within the public realm. With the building mass set back above Levels 4 and/or 5, the streetwall reads as varied in its expression, both in its height and its alternating position adjacent to the streetscape. The scale of the articulation and the shifting vertical bays reflect the scale and rhythm of the mainstreet streetscape characteristic of Lakeshore Road West. The approach to architectural articulation of the Lakeshore Road façade contributes positively to the streetscape and acts as an attractive backdrop to the public realm in the vicinity of the Subject Site. At the top of the building, the mechanical penthouse is set back and incorporated into the overall design of the building.

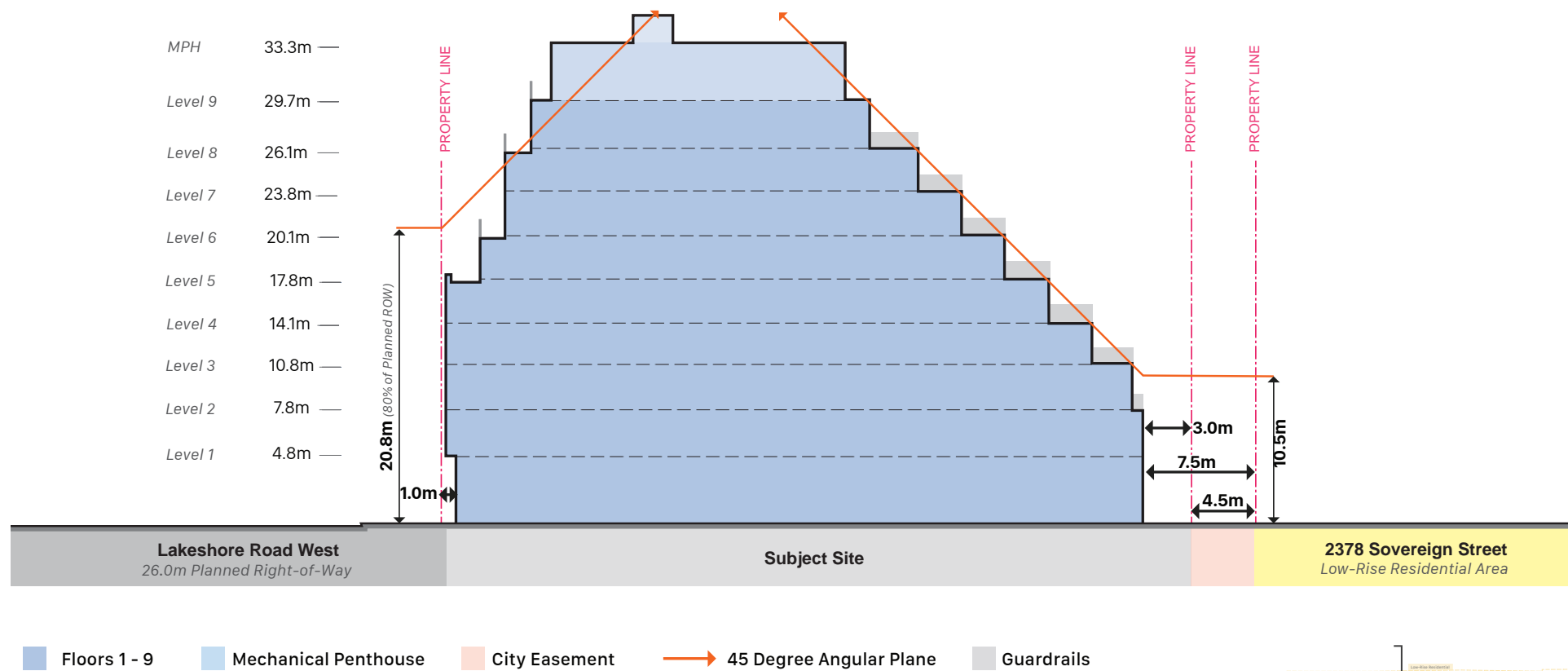
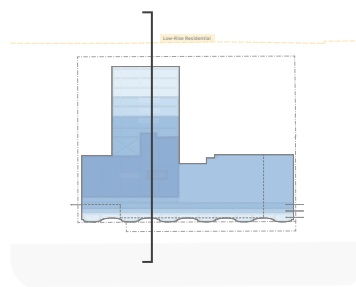


Figure 24 - Transition



Shadow Impacts

A Shadow Study was prepared by Diamond Schmitt Architects, dated March 23, 2022, assessing the shadow impacts from the built form on its surroundings. In accordance with the Town's Development Application Guidelines for Shadow Impact Analysis documents, the following test dates and times were prepared as part of this study:

- Test Dates: April 21st, June 21st, September 21st and December 21st
- Test Times: Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset for each Test Date

The Shadow Study incorporates existing buildings and property lines within the immediate context of the Subject Site, as well as buildings that are approved but not yet built and current applications. Parks and open spaces have also been identified. Accordingly, the Shadow Study distinguishes between those shadows that are existing, proposed and approved.

The findings of the Shadow Study demonstrate that the proposed development conforms to the policy direction in the Livable Oakville Plan, and in particular to Policy 6.9.15 in terms of maximizing sunlight, ensuring adequate sunlight and avoiding excessive shadowing. Further, the Shadow Study demonstrates that the development generally meets the criteria established by the Town with respect to any potential outdoor amenity areas, wall surfaces and roofs used for solar gain or the larger public realm including sidewalks.

The following provides an overview of the criteria established in the Town's Development Application Guidelines for Shadow Impact Analysis.

Criterion 1

The shadow impact analysis must demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings. Shadow impacts from proposed development should not exceed two consecutive hourly test times after 12:00pm on April 21, June 21 and September 21 (or where the adjacent site is undeveloped, on at least 60% of that site).

The proposal meets Criterion 1. The resulting shadows do not exceed two consecutive hourly test times after 12:00 p.m. on April 21st, June 21st and September 21st on any residential amenity spaces.

Criterion 2

The shadow impact analysis must demonstrate that public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21st, June 21st and September 21st.

None of the existing public parks or school yards in the area surrounding the Subject Site would be affected by the shadows produced by the proposal. Due to the location of the Subject Site on the north side of a street with an east-west orientation, there are no shadows on the sidewalks of Lakeshore Road until after 3:00 p.m. on April 21st, June 21st and September 21st, allowing at least five hours of continuous sunlight.

Criterion 3

The shadow impact analysis must demonstrate that proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy. Shadow impacts from proposed development should not exceed two consecutive hourly test times on December 21.

December 21st shadows are limited to a time frame between 9:18 a.m. and 3:15 p.m. The Shadow Study demonstrates that the majority of the residential properties directly to the north would not be impacted for more than two consecutive hourly times. In the morning hours, the building faces and/or roofs at 2364 and 2366 Sovereign Street would experience incremental shadowing from the proposal for more than two consecutive hourly times. Midday, as the shadows move in a north-easterly direction, the building faces and/or roofs at 114-118 Nelson Street and 2351 Lakeshore Road West would also experience incremental shadowing from the proposal for more than two consecutive hourly times. Shadowing of the roofs of the two adjacent properties fronting onto Lakeshore Road to the immediate east of the Subject Site (i.e. 2359 and 2361 Lakeshore Road West) would occur for more than two consecutive hourly times as well. It should be noted, however, that comparable impacts would occur from a lower, 6-storey building configuration on the Subject Site permitted by the policy direction of the Official Plan. Furthermore, the two adjacent properties could be assembled to be redeveloped at a comparable scale, resulting in further reduction of any shadowing on the rooftops.



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Sustainability Features

The proposed mixed-use development will strive to lessen the impact on municipal infrastructure and the environment through the green strategies identified below:

Site

Surface parking will be minimized, with all residential parking provided below grade to minimize the heat island effect of dark at grade parking surfaces. Other hard, light coloured landscaping elements will also be chosen to minimize heat island effect. The landscaping would be a variety of native or adaptive drought-resistant planting so as to reduce water usage. The site and building exterior lighting will be designed to minimize light pollution.

The proposal provides bicycle parking spaces (both at grade and below grade) to encourage alternative modes of transport and promote active transportation.

Building

To the extent possible, local materials and manufactured components will be used in the construction of the proposed development. The proposal will also incorporate two-chute garbage disposal with a dedicated recycling chute.



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Conclusion

It is our opinion, as outlined in this Urban Design Brief, that the proposed development represents good urban design, is appropriate within the existing and planned context and contributes to the planned growth and intensification in the Town of Oakville. From a built form perspective, the proposed building is compatible with the existing and planned context of Lakeshore Road in terms of its massing and the relationship of the building with the public realm at grade. The proposed development generally conforms to the policies and objectives prescribed in the Livable Oakville Plan and the Livable by Design Manual and is consistent with the evolving context of the Town of Oakville. It is the opinion of this brief that the proposal will establish a positive precedent for future development within the Bronte Village area, and is considered appropriate, desirable and should be approved.

