

# Urban Design Brief

**115 Trafalgar Road**  
City of Toronto

**Prepared For**  
Hicks Design Studio

May 2023



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Job Number  
22361

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# Table of Contents

<b>1 Introduction</b>	<b>1</b>	<b>5 Proposal</b>	<b>28</b>
1.1 Introduction	2	<b>6 Detailed Design Direction</b>	<b>36</b>
<b>2 Design Vision, Guiding Principles &amp; Objectives</b>	<b>4</b>	6.1 Livable by Design Manual (LBDM) (Updated 2019)	37
2.1 Design Vision, Guiding Principles & Objectives	5	6.1.1 Sense of Identity	37
2.1 Design Vision	5	6.1.2 Compatibility	37
2.2 Guiding Principles and Objectives	6	6.1.3 Connectivity	37
<b>3 Context Analysis</b>	<b>8</b>	6.1.4 Sustainability	37
3.1 Subject Site	9	6.1.5 Legacy	37
3.2 Area Context	11	6.1.6 Creativity	37
3.3 Lot Fabric, Block and General Street Pattern	12	6.2 Site Design	<b>38</b>
3.4 Surrounding Built Form and Uses	14	6.2.1 Site Organization	38
3.5 Transportation Networks	16	6.2.2 Pedestrian / Vehicular Circulation and Access	40
3.6 Open Space Network	18	6.2.3 Landscape and Amenity Areas	40
<b>4 Policy Framework</b>	<b>20</b>	6.2.4 Parking, Loading, and Servicing	42
4.1 Livable Oakville –		6.3 Built Form	<b>43</b>
Town of Oakville Official Plan 2009	21	6.3.1 Height, Massing and compatibility	43
Downtown Oakville Growth Area Policies	23	6.3.2 Shadow Impacts	48
4.2 Livable by Design Manual –		6.3.2 Pedestrian Experience at Grade	49
Urban Design Direction for Oakville		<b>7 Sustainability Features</b>	<b>51</b>
version 2.0 (Updated 2019)	26	7.1 Sustainability Features	52
		<b>8 Conclusion</b>	<b>53</b>



This Urban Design Brief (“UDB”) has been prepared by Bousfields Inc. to describe and illustrate the urban design vision, principles, and rationale that will guide the form and pattern of the development being proposed by Hicks Design Studio for a 683 square metre site located at the southeast corner of Trafalgar Road and Church Street, municipally known as 115 Trafalgar Road in the Town of Oakville







# 1

## Introduction

## 1.1 Introduction

This Urban Design Brief (“UDB”) has been prepared by Bousfields Inc. to describe and illustrate the urban design vision, principles, and rationale that will guide the form and pattern of the development being proposed by Hicks Design Studio for a 683 square metre site located at the southeast corner of Trafalgar Road and Church Street, municipally known as 115 Trafalgar Road in the Town of Oakville (the “Site”).

The UDB is a companion document to the Planning Rationale Report, also prepared by Bousfields Inc., in support of applications to amend the Town of Oakville Official Plan (2009) – Livable Oakville (“Oakville OP”) and Zoning By-law No. 2014-014, as amended, which set out the planning policy context as it relates to the Site and the justification for the proposed development. The requested Official Plan and Zoning By-law amendments would facilitate the redevelopment of the Site with the replacement of an existing 2-storey commercial building with a new 6-storey mixed-use building. The proposal includes 12 residential units and 230 square metres of retail at grade along the street frontages.

This UDB provides a comprehensive review of the architectural design by Hicks Architects from an urban design perspective. In doing so, this Brief addresses the urban design policies of the Oakville OP, the Downtown Growth Area (Section 23 of the Oakville OP), and the Livable by Design Manual.

This Brief concludes that the proposed development is in keeping with the urban design framework established by the applicable planning framework documents and has appropriate regard for the design objectives of the applicable guideline documents. The proposed development has been carefully organized, sited, and massed in a manner that provides an appropriate response with respect to the contextual considerations including the existing and emerging built form character in the area.

For the foregoing reasons, it is our opinion that the proposed development represents good urban design, and, accordingly, we recommend and support the approval of the Official Plan Amendment and rezoning applications.



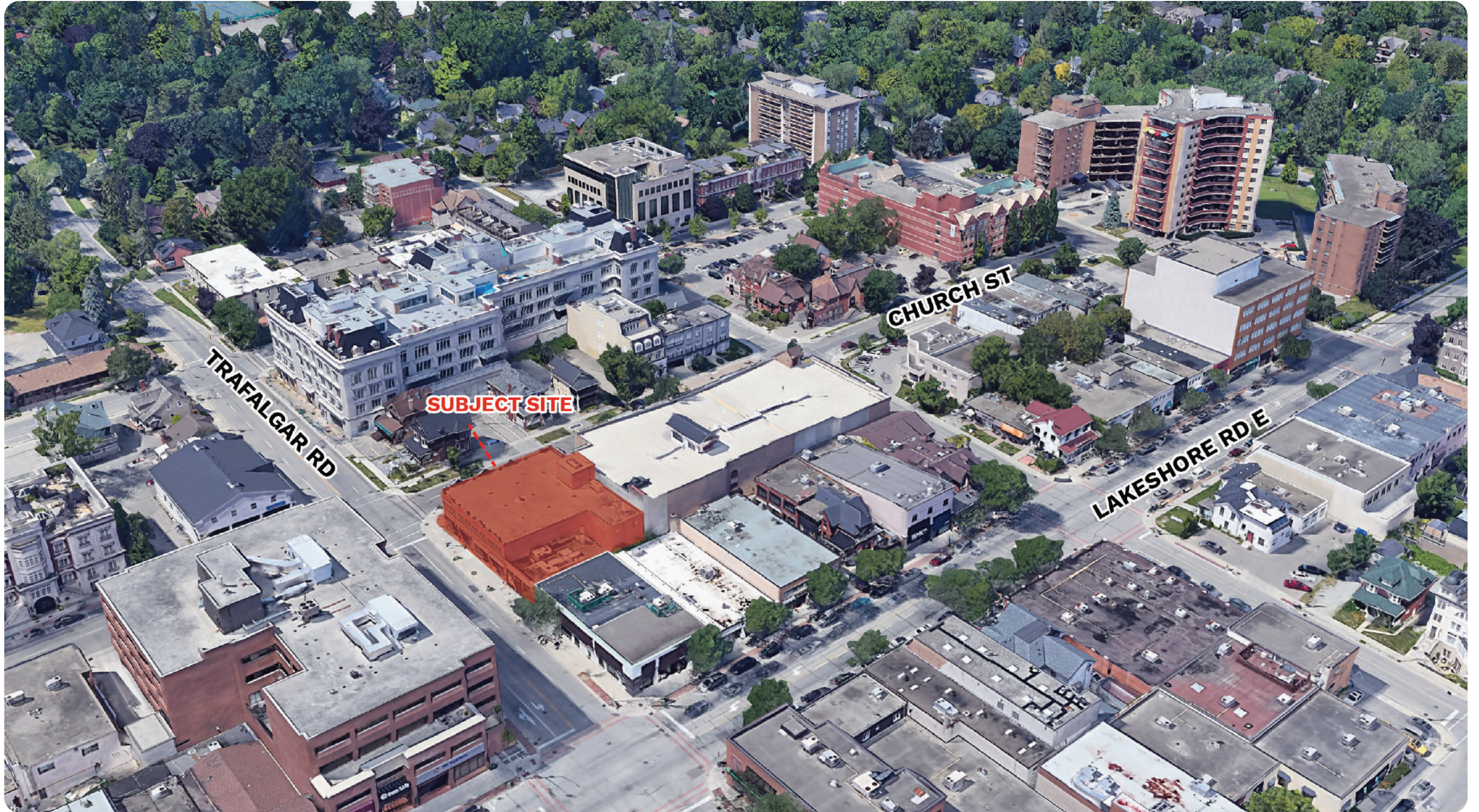


Figure 1 - Aerial Perspective of Subject Site



An architectural rendering of a multi-story building with classical architectural features. The building has a prominent portico on the ground floor with columns. The upper floors feature a grid of windows, many with decorative pediments. Balconies with ornate railings are visible on several floors. The building is set in an urban environment with other buildings and cars in the background. The entire image is overlaid with a semi-transparent dark blue filter.

# 2

Design Vision, Guiding Principles & Objectives



# 2.1 Design Vision, Guiding Principles & Objectives

## 2.1 Design Vision

The proposal will create a well-designed mixed-use building that in addition to commercial spaces, will offer new residential opportunities in downtown Oakville. The proposal provides a contextually appropriate and compatible building while contributing to the planned growth and intensification of the Downtown Growth Area.



Proposal - View from Church Street and Trafalgar Road looking Southeast

## 2.2 Guiding Principles and Objectives

In support of the Town of Oakville's policies and urban design guidelines, the proposal appropriately considers the following objectives:

### **Enhance the existing and emerging character of the area**

- Develop an attractive and contextually appropriate building form with design excellence and high-quality building materials;
- Orient and place the proposed building at the street edge to animate and enhance the adjacent public realm; and
- Design the building to fit within and contribute to the emerging character of the area, and create a cohesive design composition through the orientation, proportion, scale, massing, use of materials, and architectural character.

### **Provide a mixed-use development in a Growth Area**

- Provide new residential units on an underutilized site in a Growth Area;
- Maintain retail space at grade.

### **Enhance Connectivity and Accessibility**

- Provide retail and residential entrances that are all visible and accessible from the public sidewalk.

### **Create a Positive Pedestrian Experience at Ground Level**

- Incorporate active uses and transparent materials at the ground level that will frame the public realm and provide an animated street edge to enhance the character of the adjacent public realm, while providing ‘eyes on the street’ for pedestrian comfort and safety,; and
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence from the public realm.

### **Respect the Existing and Planned Surrounding Context**

- Respect the existing downtown’s fine-grained elements through a compatible built form that responds to the context of the Site, by providing a pedestrian-scaled and street-oriented building; and
- Design a building that is aligned with the planned and emerging built form in the area while incorporating appropriate setbacks to provide a contextually appropriate building.





# 3

## Context Analysis



## 3.1 Subject Site

The Site is generally rectangular in shape and located at the southeast corner of Trafalgar Road and Church Street in Downtown Oakville. The Site has a total land area of approximately 683 square metres, with approximately 24.3 metres of frontage on Trafalgar Road and 25.8 metres of frontage on Church Street. No significant vegetation or natural heritage features are located on the Site.

The existing 2-storey commercial building covers the entire site area with multiple commercial entrances on Trafalgar Road and Church Street.

In front of the Site, on Schedule Q2, Trafalgar Road and Church Street are classified as Secondary Streets.



View towards the subject site



View along the Trafalgar Road looking north  
(south of Church Street)



View towards the parking garage to the east of the subject site



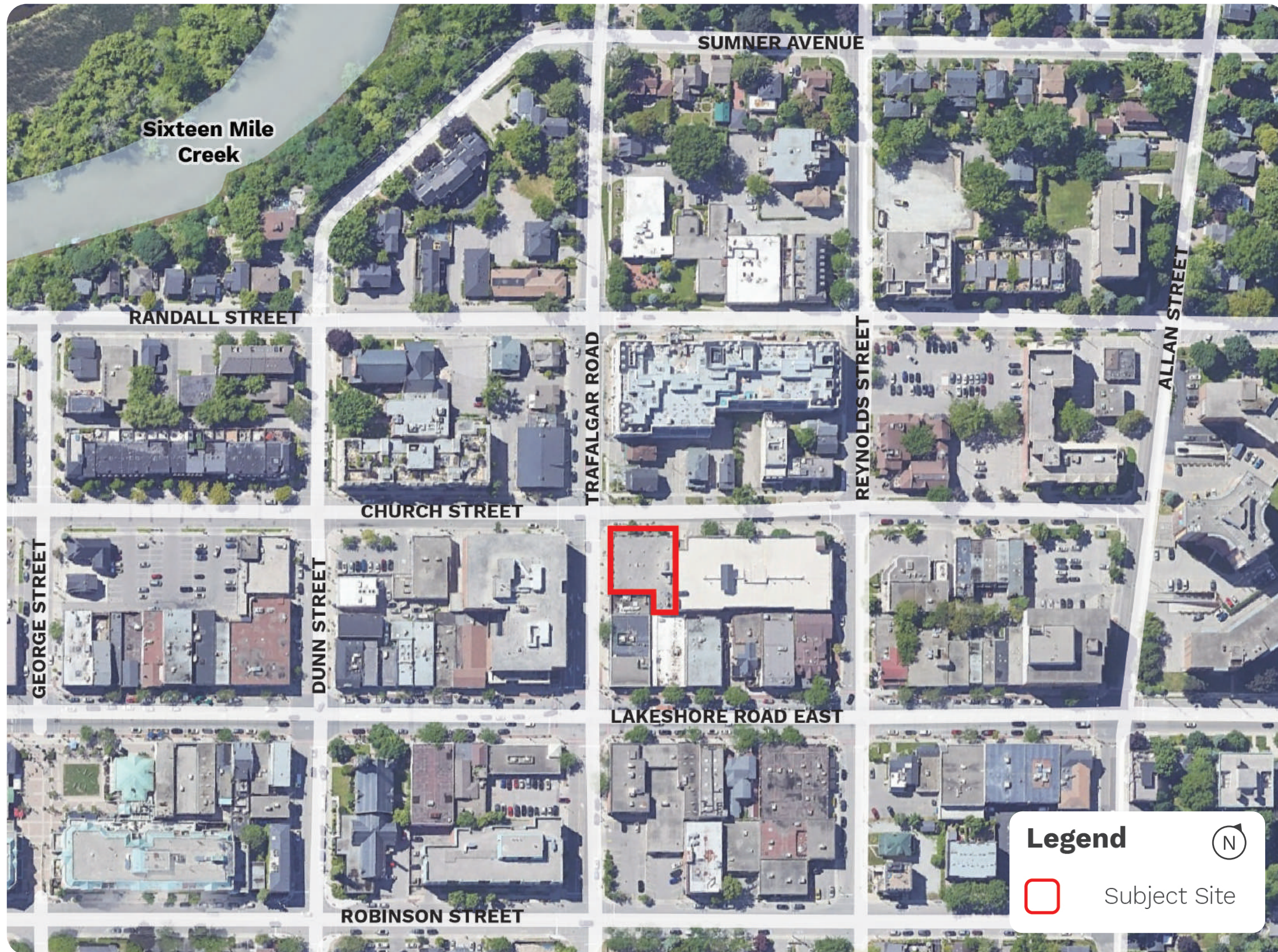


Figure 2 - The Subject Site Aerial View



## 3.2 Area Context

The Site is located within the Downtown Oakville Growth Area as identified in the Livable Oakville. While intensification opportunities are limited, Downtown Oakville is still envisioned to be an attractive, animated, and vibrant downtown where people live, meet, and work by accommodating intensification through new development that recognizes and contributes to the existing character and sense of place.

Downtown Oakville contains a range of building types including larger-scale residential apartment buildings on both ends of the downtown area, to the east and west, with a mix of mid to low-rise residential, mixed-use, and commercial buildings in between. One block south of the Site, lower-scale commercial and mixed-use buildings characterize Lakeshore Road as the main street and heart of Downtown Oakville. Further west, two of the most important Oakville cultural institutions, Oakville Centre for the Performing Arts and Oakville Public Library- Central Branch are located at the intersection of Church Street and Navy Street. These two buildings alongside the Town Square, on Lakeshore Road, are part of the ongoing Downtown Cultural Hub (DCH) initiative exploring opportunities to create a downtown cultural and performing arts space that will become the cultural and economic heart of the community.

To the northwest of Downtown is the Sixteen Mile Creek river valley before it reaches Lake Ontario to the south. Continuing south on Trafalgar Road, Lake Ontario and its extensive public trail and open spaces are located approximately 400 metres from the Site. Further north on Trafalgar Road, Oakville Go Station is located at the intersection with Cornwall Road, within the Midtown Oakville Growth Area, approximately 1.5 kilometres from the Site. Halfway to Midtown from the Site, just west of Trafalgar Road, the brand-new Oakville Trafalgar Community Centre is located at 325 Reynold Street.

Beyond Downtown boundaries, south of Robinson Street and a block north of Randall Street are lower-density residential areas.

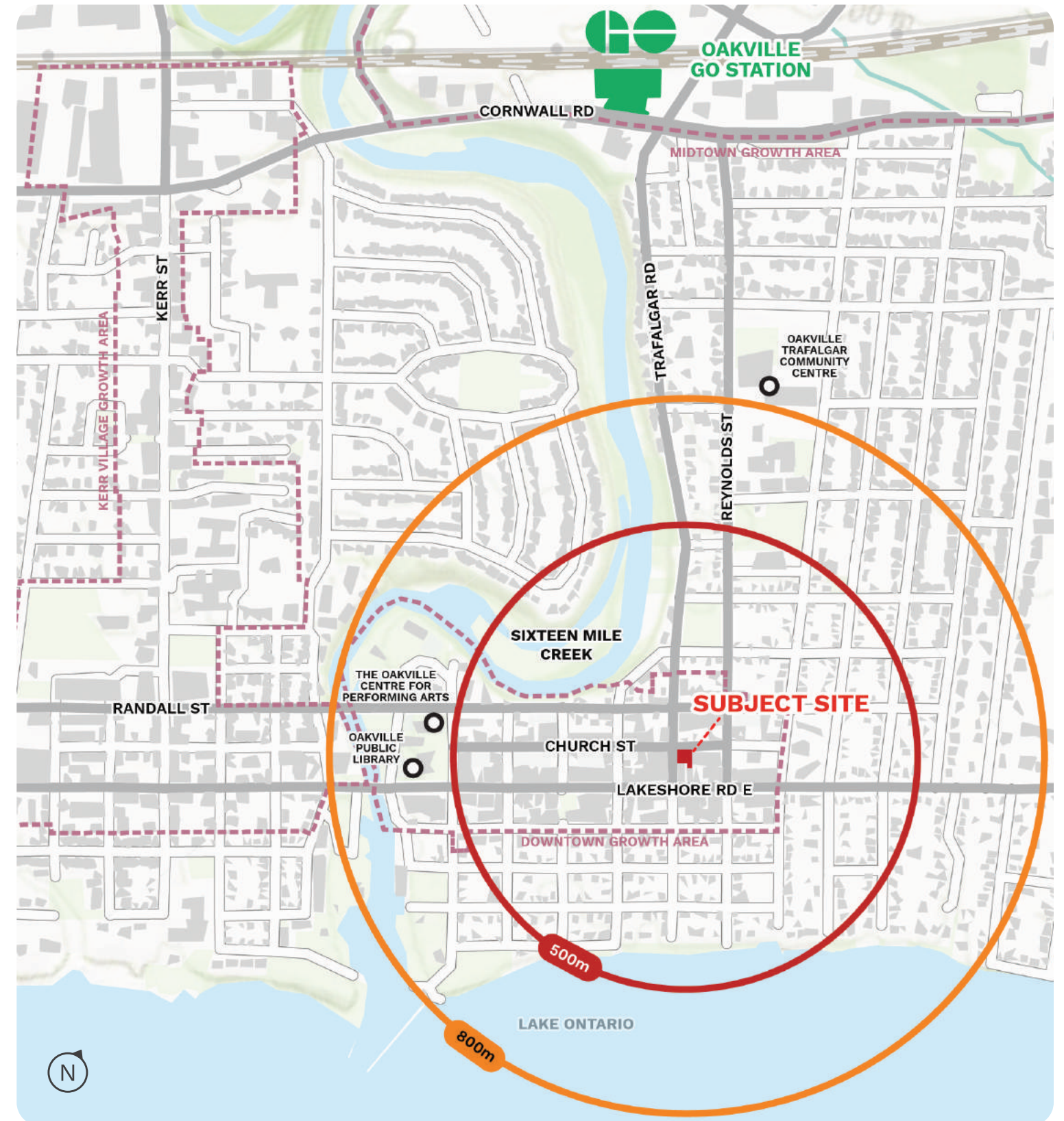


Figure 3 - Site and Surrounding Context

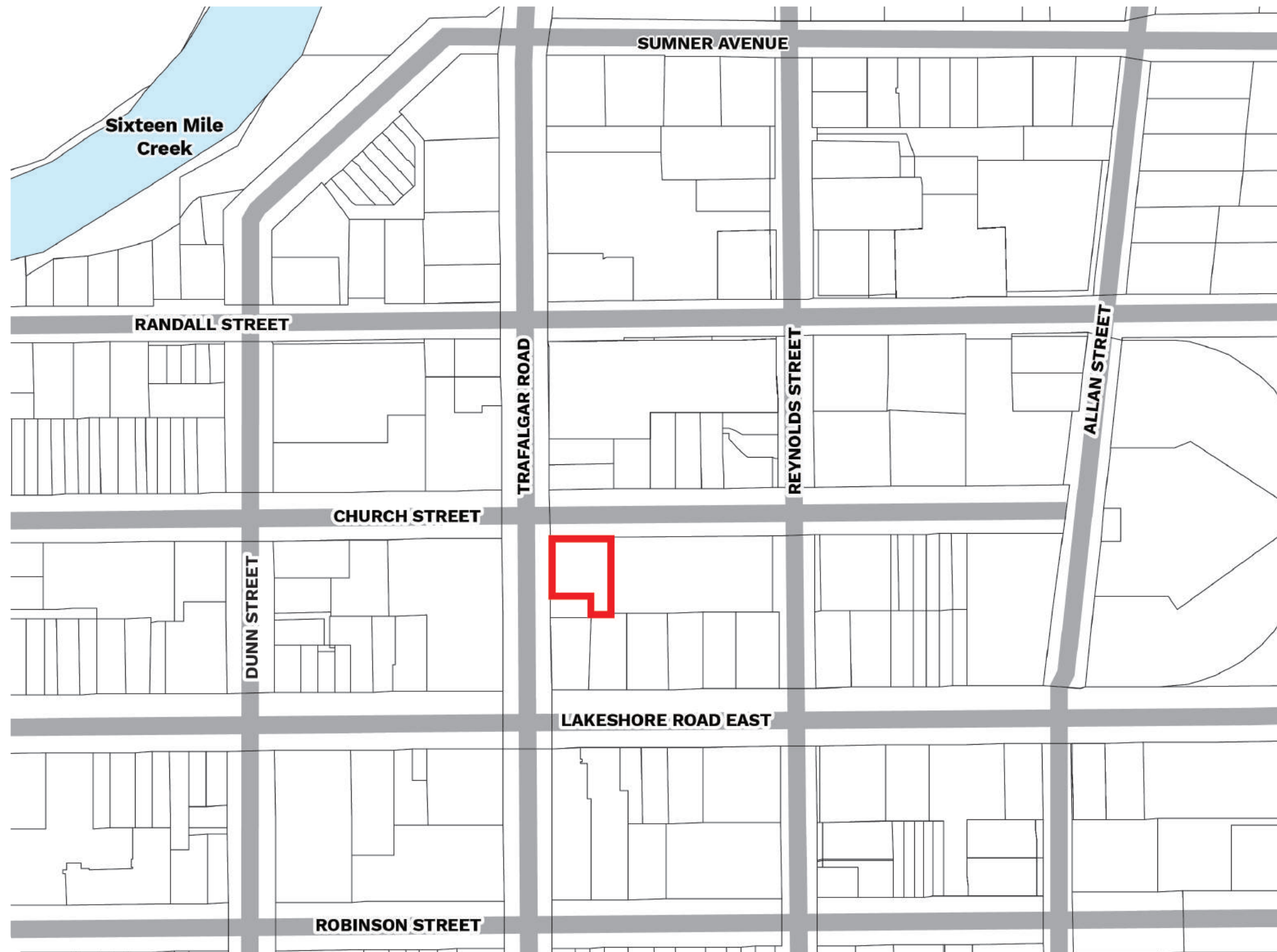
### 3.3 Lot Fabric, Block and General Street Pattern

In the area around the Site, the existing lot fabric consists of lots that vary in size considerably even though they are mostly rectangular in shape. Lots are much smaller to the south on Lakeshore Road while they are mostly much larger on Church Street, admitted some of them were created as the result of land assembly to create feasible redevelopment sites. Immediately outside of the boundaries of the Downtown Growth Area, lot sizes and shapes are more uniform.

The general block pattern in the area around the Site is made of an almost identical block size of around 75 metres by 100 metres creating a fine-grain grid like rectilinear pattern of streets and blocks.

The Site is situated at the southeast corner of Trafalgar Road and Church Street. Trafalgar Road is one of the major streets in Oakville connecting the Town's Downtown with other neighbourhoods to the north as well as a major transit station "Oakville GO Station". Church Street is an east-west street in the Downtown that runs parallel to Lakeshore Road providing addresses for a mix of commercial and residential uses.





**Legend**

- Subject Site
- Parcels
- Roads



Figure 4 - Lot Fabric Map

## 3.4 Surrounding Built Form and Uses

The existing built-form in the immediate vicinity of the Site is characterized by a mix of main-street type, commercial office buildings, as well as residential apartments and institutional uses. Two blocks east of the Site at the intersection of Church Street and Allan Street are existing and approved buildings of up to 12 storeys

To the immediate east of the Site, is a 3-storey garage structure with retail space at grade. Further east along Church Street is a mix of commercial and residential buildings and surface parking lots..

To the south of the Site, along Trafalgar Road, are single storey commercial buildings stretching down to Lakeshore Road.

Lakeshore Road is characterized by a mix of main street-type buildings, institutional uses and office buildings including a 5-storey commercial building at the corner of Lakeshore Road and Allan Street.

To the north of the Site, on the north side of Church Street, are three 2-storey houses spaced out with small surface parking lots that house a variety of commercial uses rather than residential use. Currently, there is a site plan application for a 2-storey addition to the rear of the building at 297 Church Street. Further east, there are a vacant lands, a 4-storey mixed-use building and a 3-storey apartment building.

To the immediate west, on the south side of Church Street, is a 4-storey office building, a 2-storey commercial building, and a surface parking at the intersection with Dunn Street. On the north side of Church Street is a 2-storey commercial building and its surface parking adjacent to a large 4-storey townhouse condominium at 261 Church Street.

In terms of uses, there is a wide range of uses from residential to commercial retail, office, surface and structured parking. In addition, the architecture of existing buildings in the area is very eclectic of various styles.





**Legend**

- Subject Site
- 1-4 Storeys - Residential
- 5-8 Storeys - Residential
- +12 Storeys- Residential
- 1-4 Storeys - Commercial
- +5 Storeys - Commercial
- 1-4 Storey - Mixed Use (Residential and Commercial)
- 1-4 Storey - Mixed Use (Garage and Commercial)
- Institutional
- #-ST** Storeys



Figure 5 - Surrounding Built Form and Use Typology

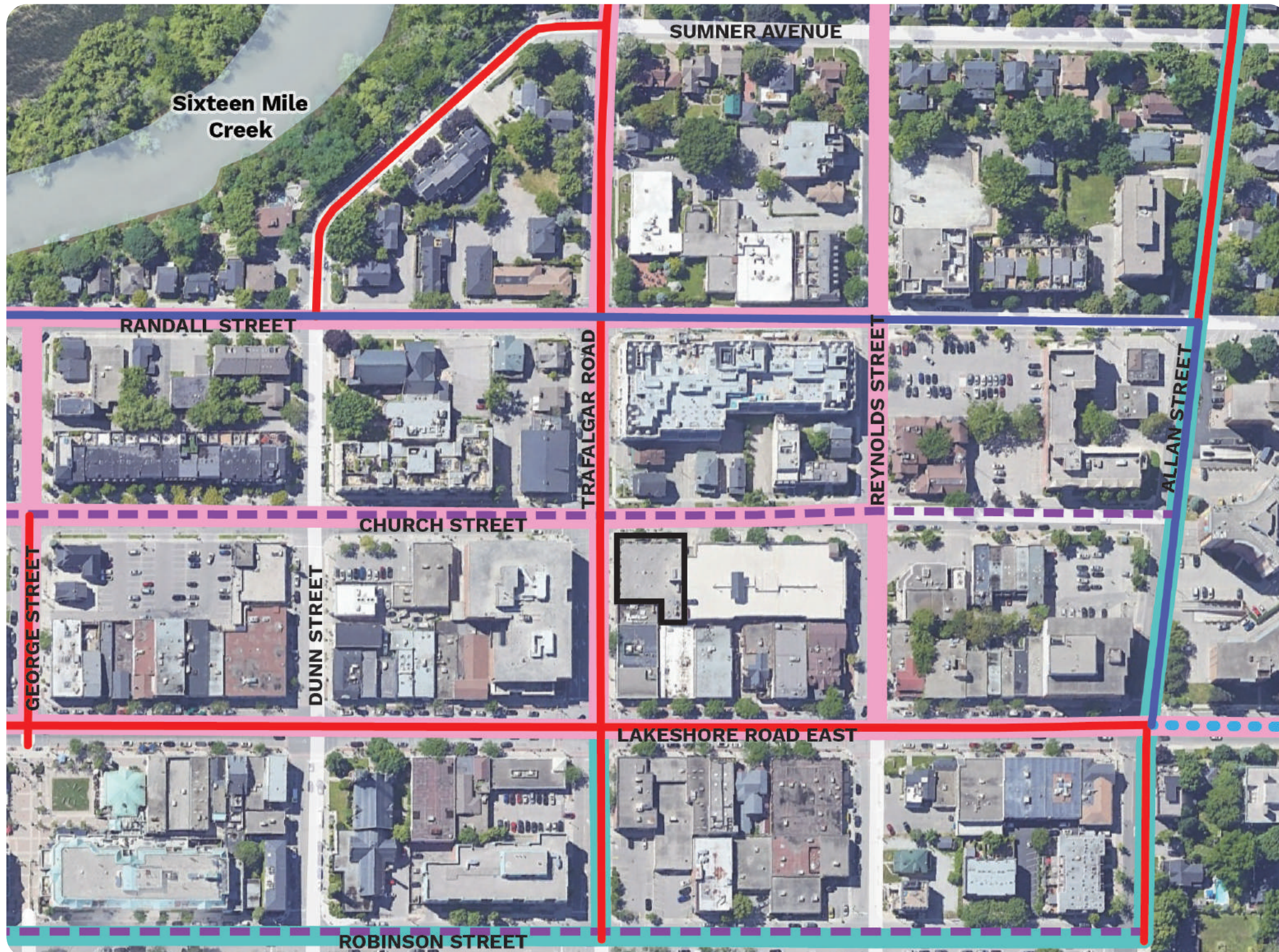


## **3.5 Transportation Networks**

Under Schedule C, Transportation Plan, of Livable Oakville Plan, Trafalgar Road and Church Street in the Downtown Growth Area are identified as Minor Arterials. As per Schedule D, Active Transportation Master Plan, the Site is planned to be served by a proposed ‘Signed Bike Route’ along Trafalgar Road and Lakeshore Road and a ‘Buffered Bike Lane’ along Church Street.

With respect to existing public transit, the Site is served by bus route 14/14A with bus stops at the intersection of Church Street and Dunn Street, about 100 meters to the west of the Site. This bus route connects the Site to Oakville and Appleby Go stations.





**Legend**








-  Subject Site
-  Minor Arterial Road
-  Minor Collector Road
-  Signed Bike Route
-  Buffered Bike Lane
-  Bike Lane
-  Multi-Use Trail



Figure 6 - Transportation Networks



## 3.6 Open Space Network

The Site is located in close proximity to Sixteen Miles Creek, a significant natural heritage area which flows from the Niagara Escarpment through the Town of Milton and Oakville emptying into Lake Ontario 400 metres south of the Site. Moreover, several parks- of varying scale – are within a 10-minute walk (600 metres) of the Site including:

- George's Square
- Busby Park
- Lakeside Park and Larry Cain Trail
- Dingle Park First Street Park
- Shipyard Park

In addition, Town Square is a small, but unique public space located on Lakeshore Road East in the heart of downtown Oakville, 250 metres to the southwest of the Site. Towne Square has become an important space for special events.





**Legend**

- Subject Site
- Parks and Open Spaces
- Downtown Growth Area Boundary
- Trails



Figure 7 - Open Space Network





  
Township  
**Town Hall**

4

Policy Framework



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

The Oakville OP sets out policies for how lands should be used, and how growth should be managed through to 2031. In the Oakville OP’s Schedule A1 - Urban Structure, the Site is located within Downtown, which is identified as one of the municipality’s Nodes and Corridors. In accordance with Policy 3.5, Nodes and Corridors are Strategic Growth Areas as defined in the Growth Plan and are key areas identified as the focus for mixed-use development and intensification. Further, the Site is within Main Street 1 in Schedule Q1- Downtown Oakville Land Use.

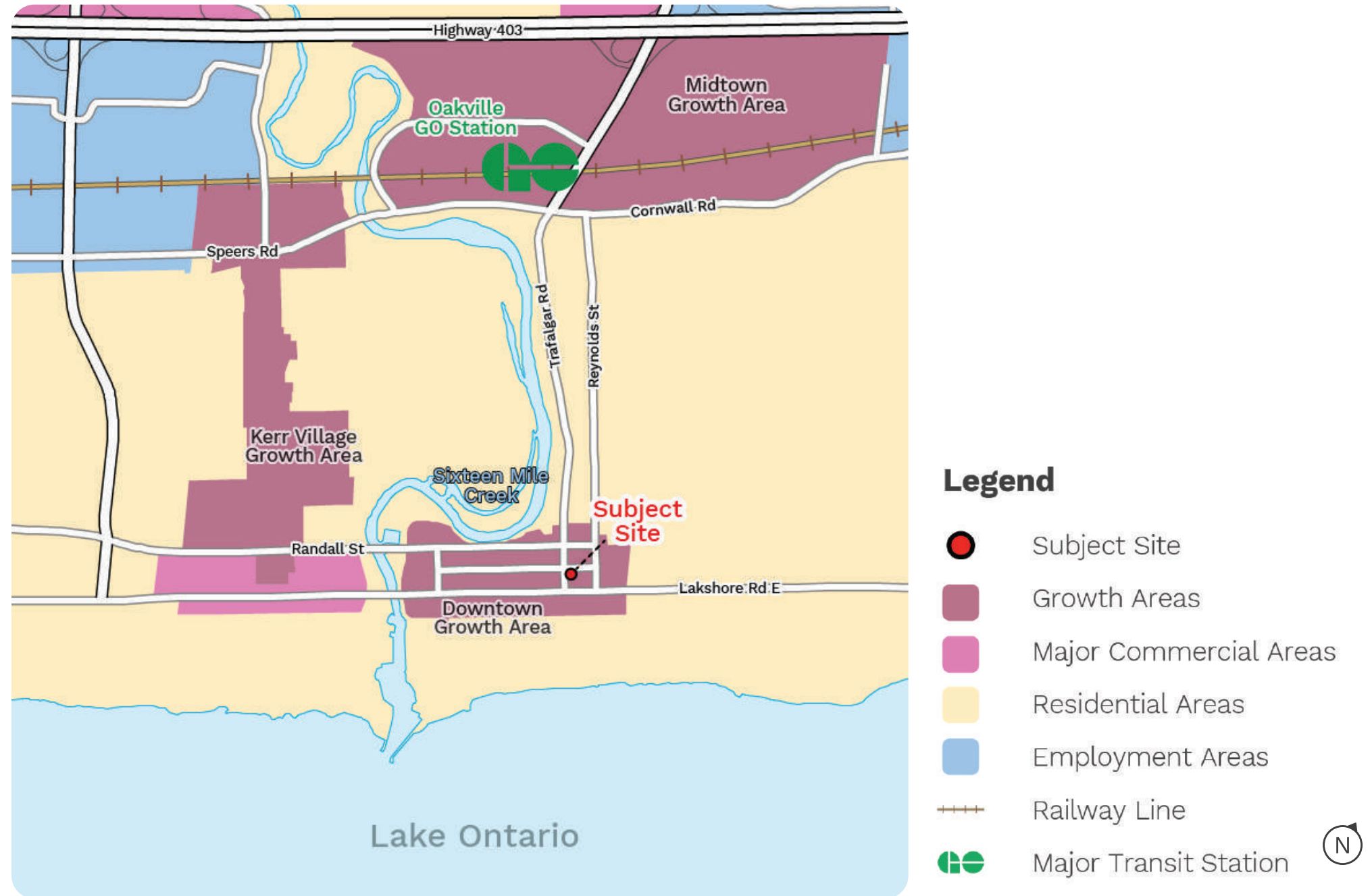


Figure 8 - Schedule A1 - Urban Structure



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

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

Generally, the proposal has considered and incorporated the relevant urban design policies indicated in the Oakville OP, including:

- The architectural design, contextually appropriate building placement and scale of the proposed development will enhance the identity and character of the Site, while respecting the existing and planned 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, and site design (Policies 6.9.2 and 6.9.3);
- The proposed development provides a residential lobby and grade-related retail space, creating an attractive and animated pedestrian-oriented environment (Policy 6.9.5);
- The proposed design creates an articulated and distinct building envelope to avoid sameness (Policies 6.9.7);
- The proposed development addresses both street frontages with a well articulated architectural appearance recognizing its role at a corner location (Policy 6.9.8); and
- The proposal provides direct barrier-free access for pedestrians to easily access the principal building entrance, and retail units (Policy 6.9.12).



## Downtown Oakville Growth Area Policies

Urban design policies specifically related to Downtown Growth Area are found in Part E: Growth Areas, Special Policy Areas and Exceptions, under Section 25. Under Section 25.2.2, the following objectives have been addressed to achieve a high level of urban design:

- a. creating high quality streetscapes, open spaces, and public and private buildings;
- b. ensuring new development is designed to maintain and enhance Downtown’s image as an enjoyable, safe, and pedestrian-oriented place, and complement the historical attributes of the area; and,
- c. creating an attractive public realm and ensuring new development is planned to support street-related, pedestrian-oriented environments.

Section 25.5 provides more specific urban design policies for developments in Downtown Oakville. With respect to Streetscapes, Policy 25.5.3 provides that secondary streets, as identified by Schedule Q2-Downtown Oakville Urban Design, should:

- i. incorporate a high degree of transparency on the ground floor;
- ii. provide building openings and principal entrances facing the street; and,
- iii. contain commercial, community, cultural or limited office uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.

The Site is bounded by two secondary streets, Trafalgar Road and Church Street.

With respect to Built Form, section 25.5.6(c) states that “Buildings greater than four storeys in height should be stepped back above the fourth storey where they front Church Street and/or Randall Street.”

A detailed discussion and analysis of how the proposal thoroughly addresses the Oakville OP design policies is described in Section 6.0 of this UDB.



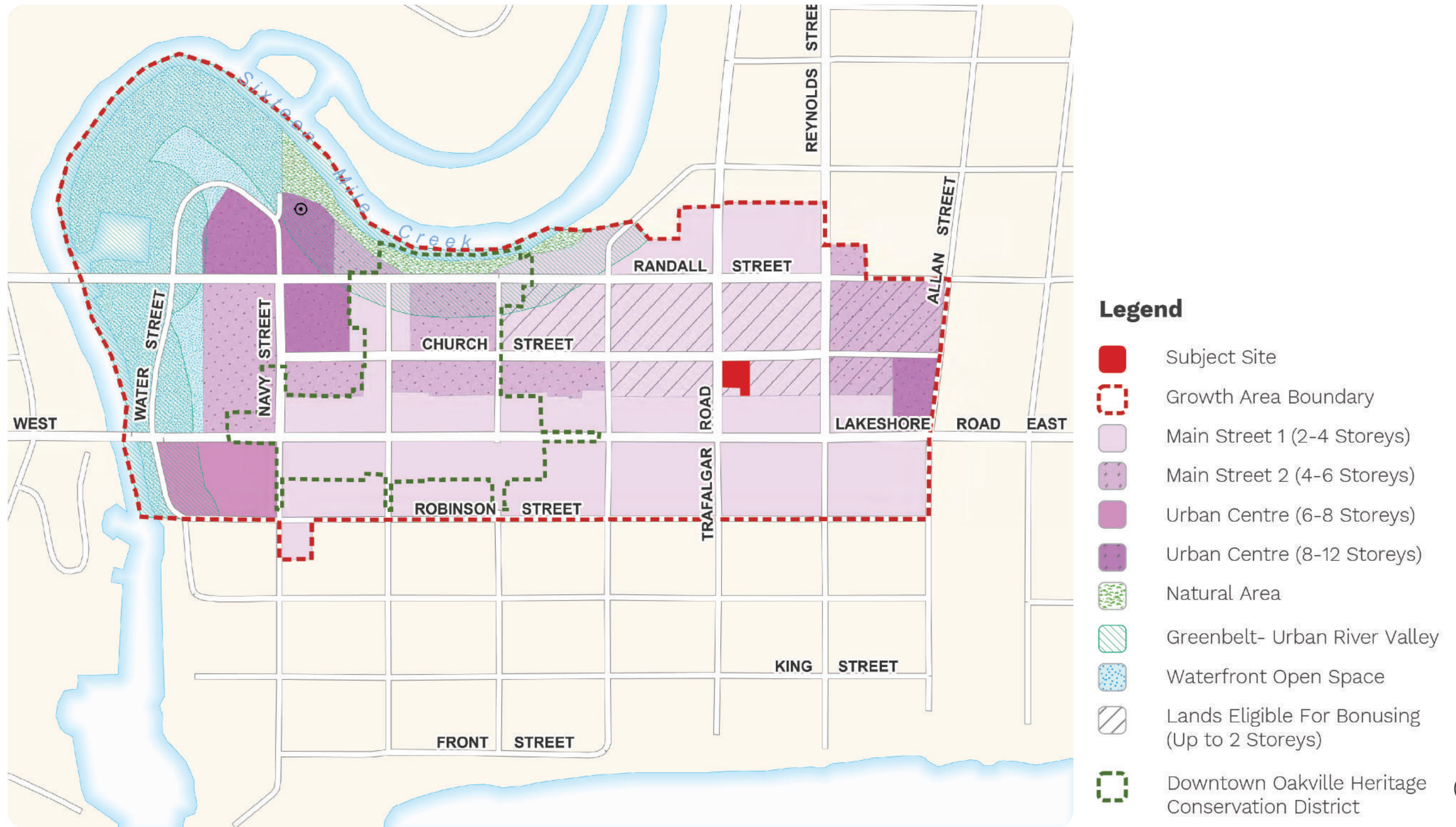


Figure 9 - Schedule Q1 - Land Use



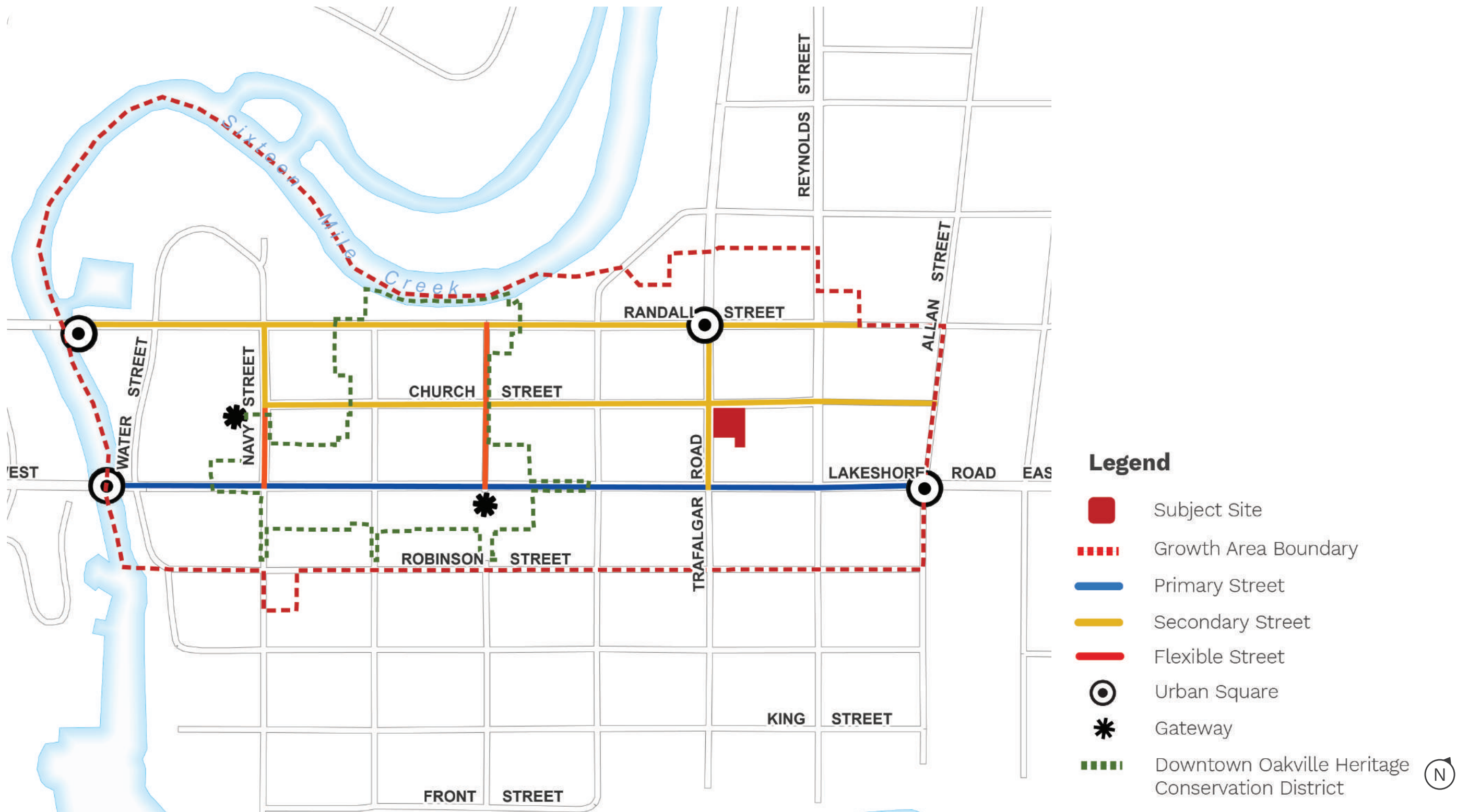


Figure 10 - Schedule Q2 - Urban Design



## 4.2 Livable by Design Manual – Urban Design Direction for Oakville version 2.0 (Updated 2019)

The proposed development for the Site is subject to the Town-wide urban design guidelines (Livable by Design Manual (2019)). The Livable by Design Manual (LBDM) was first endorsed in 2014 by the Council and updated in 2019 to reflect the current design vision more closely for the Town and overarching policy directions.

The purpose of LBDM is to supplement the Oakville OP 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 Oakville OP. 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

Sections 3.1.1 to 3.1.21 provide guidelines relating to the base/ mid-rise buildings. Guidelines 3.1.1 and 3.1.2 state that the height of the building base should not be greater than 80% of the right-of-way width with a minimum 1.5 metres setbacks at a 45-degree angle from the main street wall.

Sections 3.1.4, 3.1.5 and 3.1.6 state that the ground floor commercial uses should have a minimum ceiling height of 4.5 metres, incorporate a minimum of 75% glazing facing a public street and provide weather protection elements to provide coverage at main building entrances.

Guidelines 3.1.8 and 3.1.9 recommend that all the principal entrances to at-grade commercial units and all the uses above the ground floor should be highly visible and accessible from the public realm. Section 3.1.12 notes that vehicular access points should be located at the side of the building with the access ramp incorporated into the building.

Guidelines 3.1.13 and 3.1.14 indicate that the façade of buildings should be parallel to the property lines along the public street with 85% of the building being built to the property line within Growth Areas. Guideline 3.1.15 states that on a corner lot, the building’s main wall should wrap the corner and address both frontages with enhanced architectural treatment that highlights the corner.

Section 3.1.30 states that the uppermost floors of the building should be articulated by varying the massing with stepbacks and other architectural treatments to create a visually attractive skyline.

Sections 3.1.33 and 3.1.35 state that buildings should be designed to fit contextually and minimize potential impacts on their surroundings in terms of massing, height and shadow; and aligned with the front yard setbacks of the main building walls of adjacent buildings to create consistency in the streetscape.

Sections 3.1.38 to 3.1.46 provide additional guidelines relating to building detailing and materials to create “distinct and attractive buildings that are memorable and foster distinct identity.” Guidelines 3.1.48 states that residential buildings should provide private outdoor amenity space in form of terraces and balconies for each unit.

Section 4.3.18 indicates that in Growth Areas vehicular access should be located on the side to minimize impacts on pedestrian circulation, site character and streetscape. Section 4.6.2 states that service, loading and storage areas should be located within the main building to ensure that these facilities are not visible from the public realms.

A detailed discussion and analysis of how the proposal addresses sections of LBDM– in conjunction with the Oakville OP – is described in Section 6.0 of this UDB.



5

Proposal



The proposal provides for the replacement of the existing 2-storey commercial building with a 6-storey mixed-use building with retail space along both frontages that will create new housing opportunities in the Downtown Growth Area.

The proposal will provide 3 retail units with highly visible and accessible entrances from Trafalgar Road. The main residential entrance is located on Church Street providing access to the 12 residential units of varying size above grade. All residential units have access to their own private balcony or terrace. Overall, the proposal includes 230 square metres of retail space, 2,270 square metres of net residential floor area and 432 square metres of outdoor amenity space. The development has been carefully designed with respect to its larger and more immediate context. In that regard, the design incorporates a 4-storey streetwall that creates a pedestrian-scaled element framing both public streets, stepping back and up to the 5th and 6th floors adequately mitigating any potential impacts on the surrounding area.

The proposed development also includes a number of elements that will activate and enhance the streetscape along Trafalgar Road and Church Street including the provision of new hardscape elements including granite pavers at the main entrance to the building.

Vehicular parking for the Site is proposed to be accommodated within one level below-grade parking garage, accessed by the private driveway located within the Site from Trafalgar Road. The proposed development will provide a total of 21 parking spaces of which 16 of the spaces are provided through a lift style parking. Additionally, 2 bicycle parking spaces are provided at grade for the proposed commercial uses.



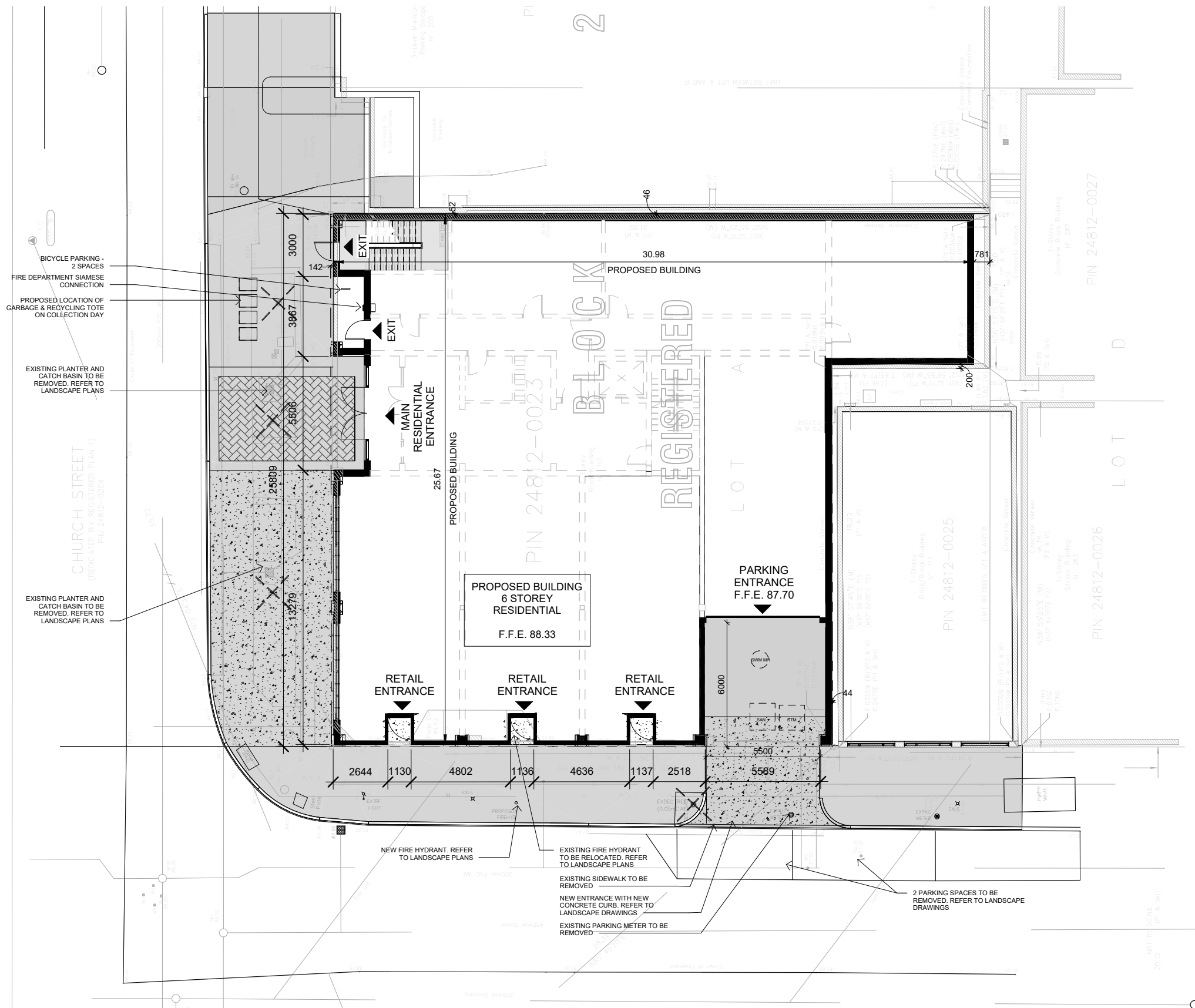


Figure 11 - Site Plan (Prepared by Hicks Design Studio)

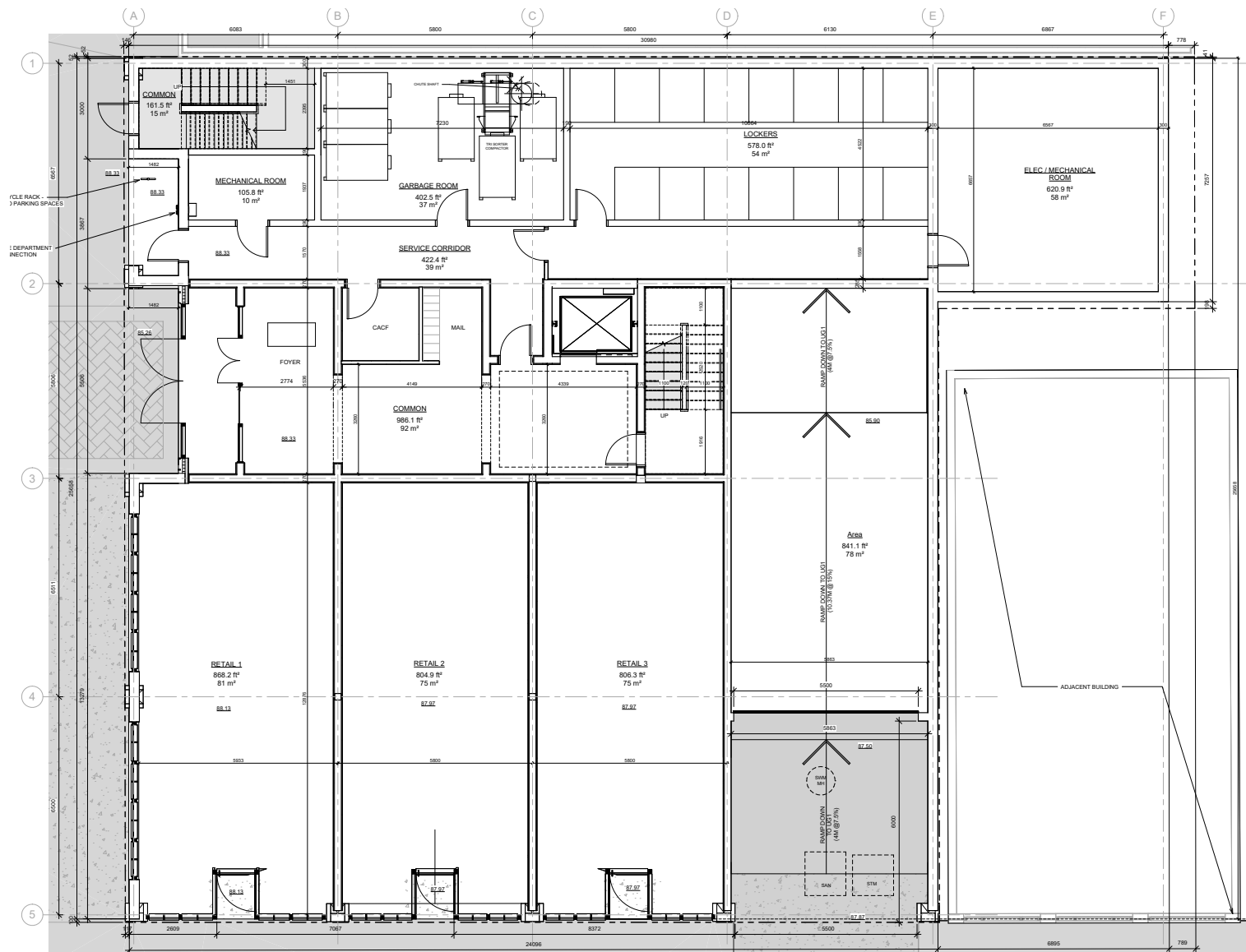


Figure 12 - Ground Floor Plan (Prepared by Hicks Design Studio)

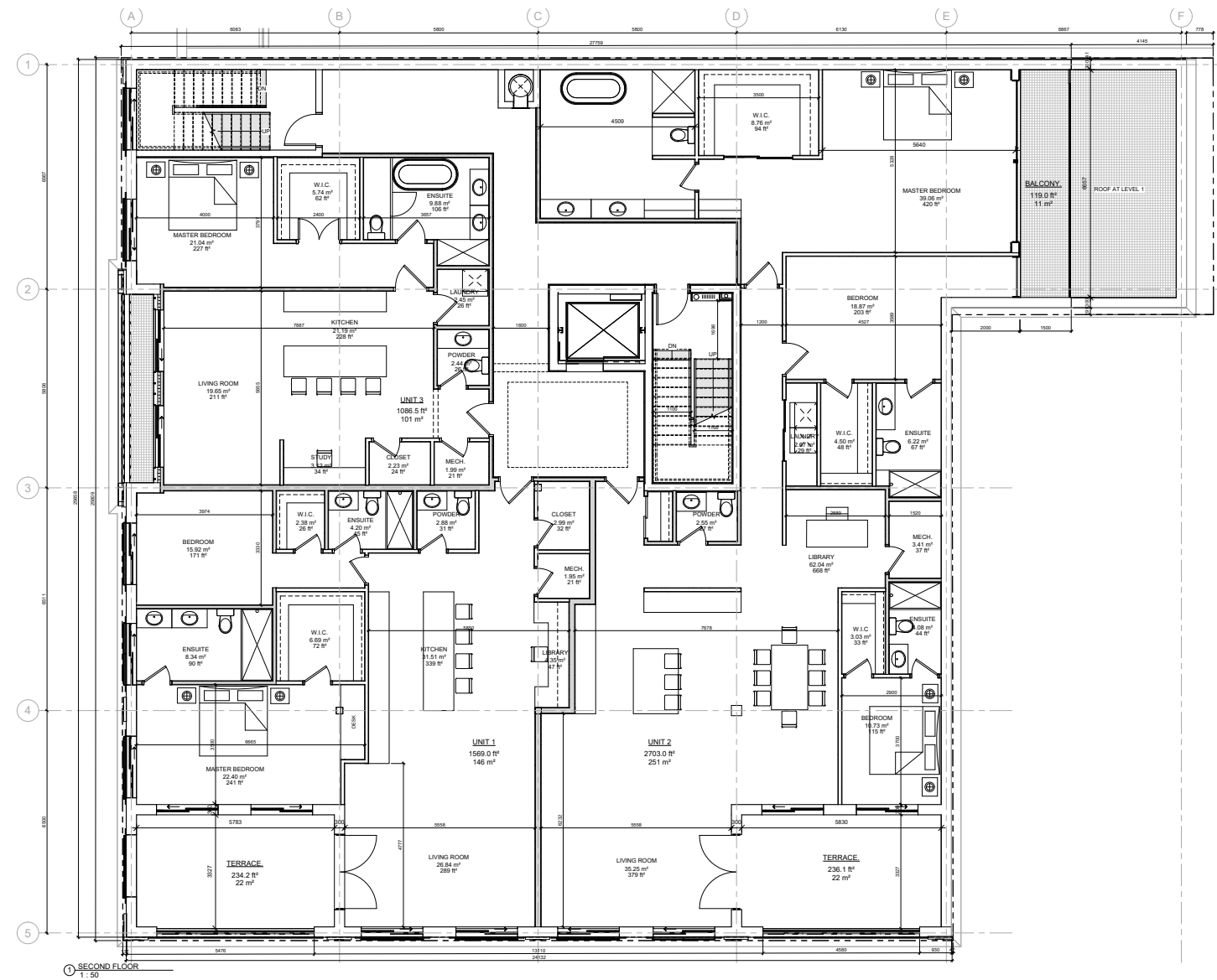


Figure 13 - Level 2 Floor Plan (Prepared by Hicks Design Studio)



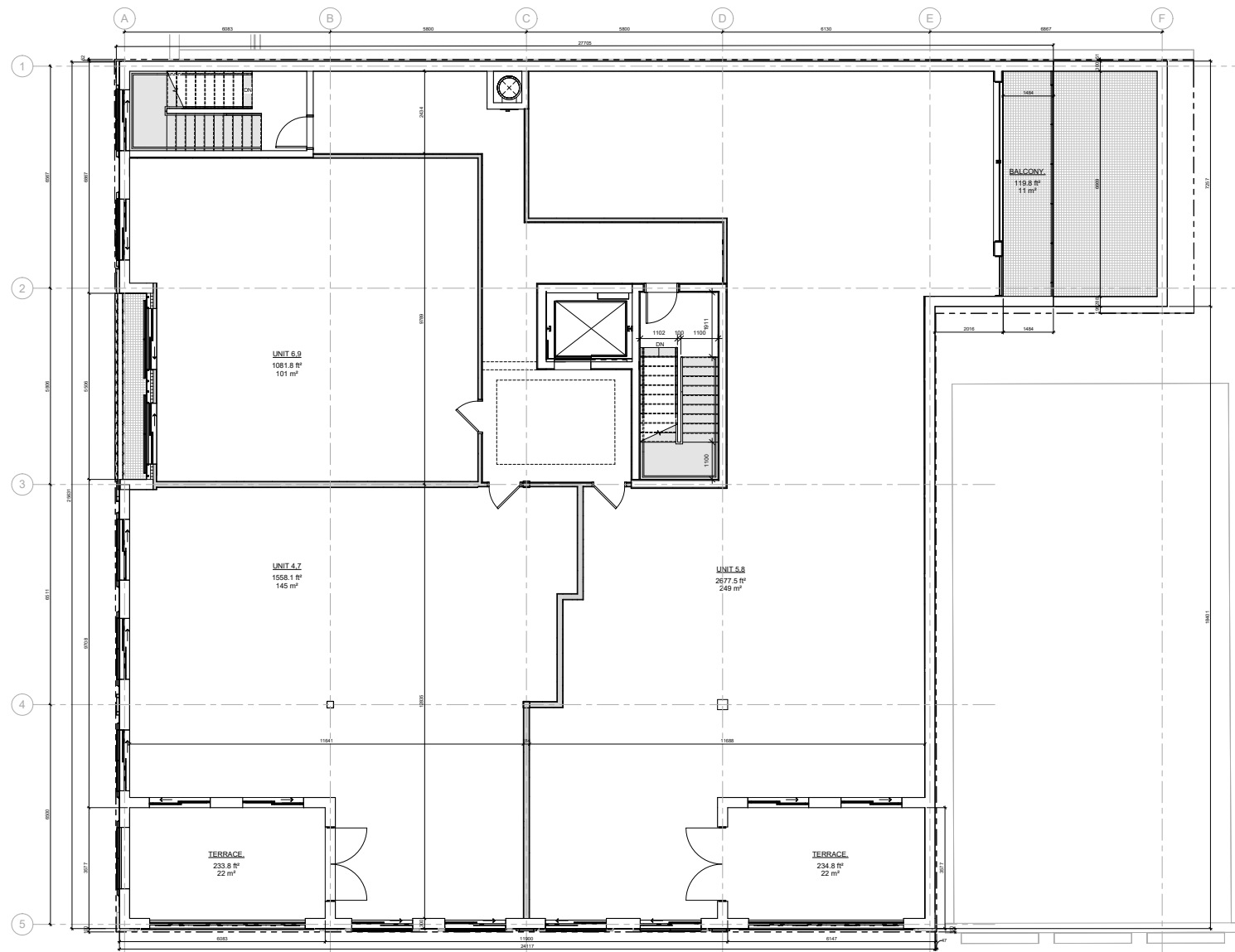


Figure 14 - Level 3-4 Floor Plan (Prepared by Hicks Design Studio)

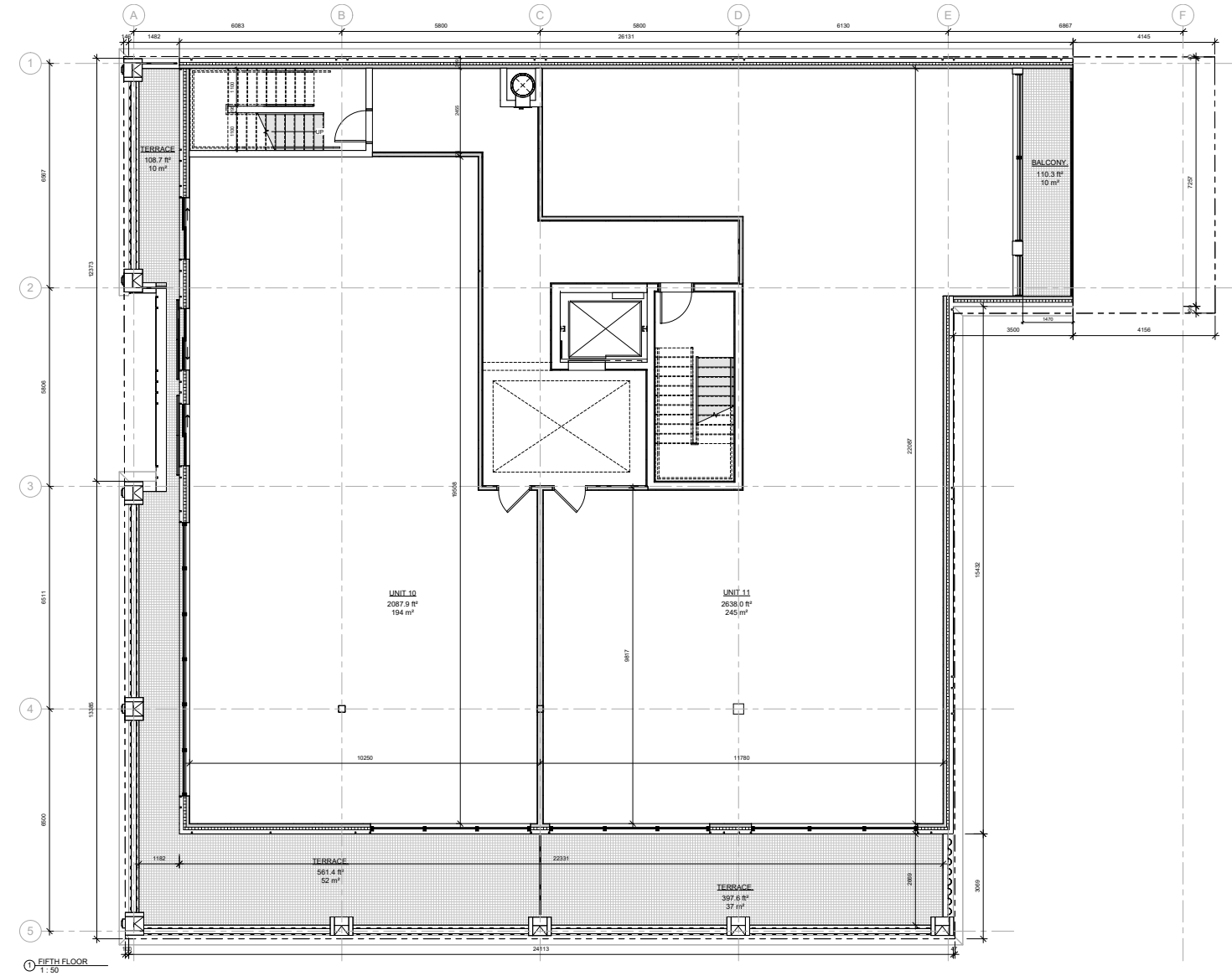


Figure 15 - Level 5 Floor Plan (Prepared by Hicks Design Studio)

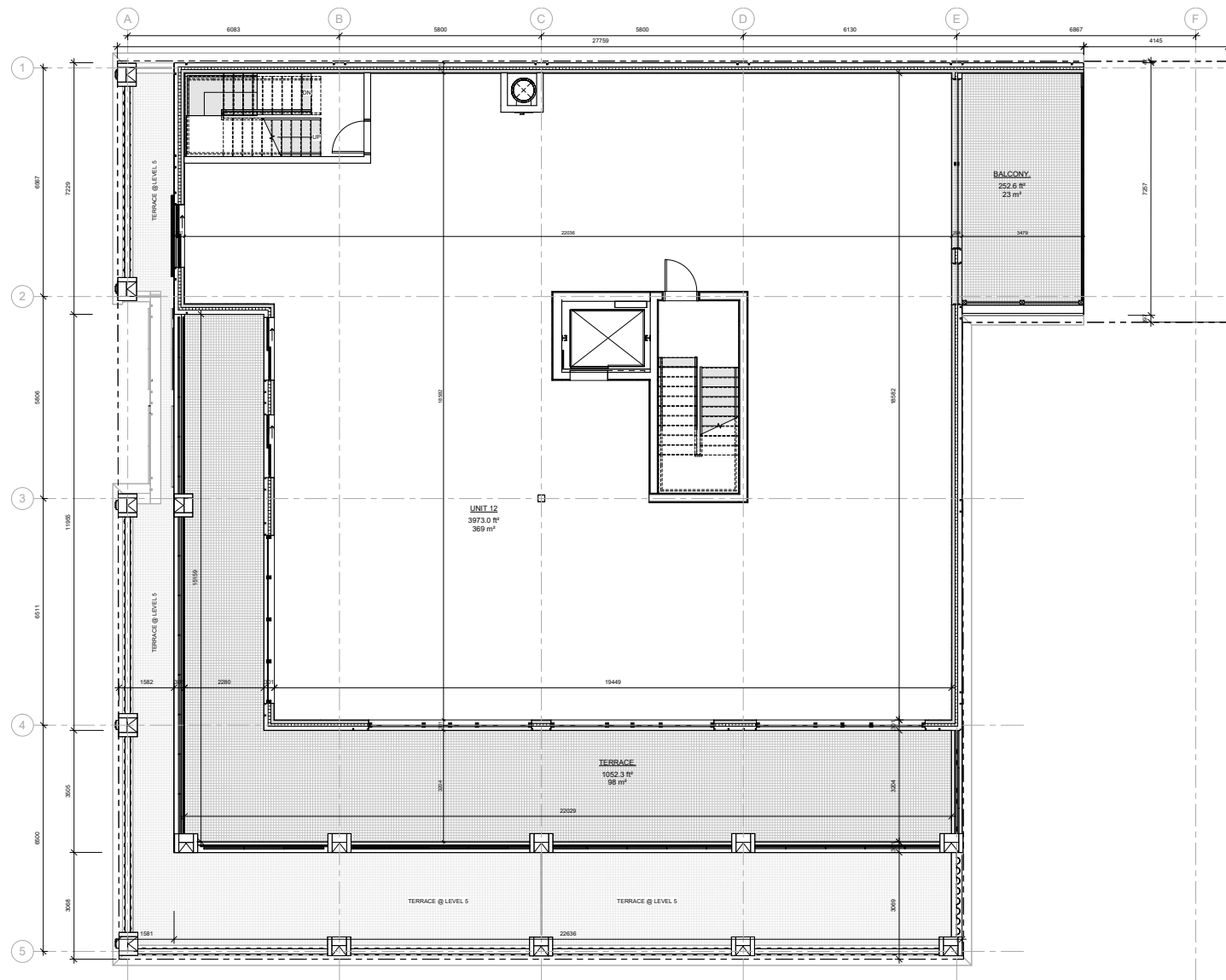


Figure 16 - Level 6 Floor Plan (Prepared by Hicks Design Studio)

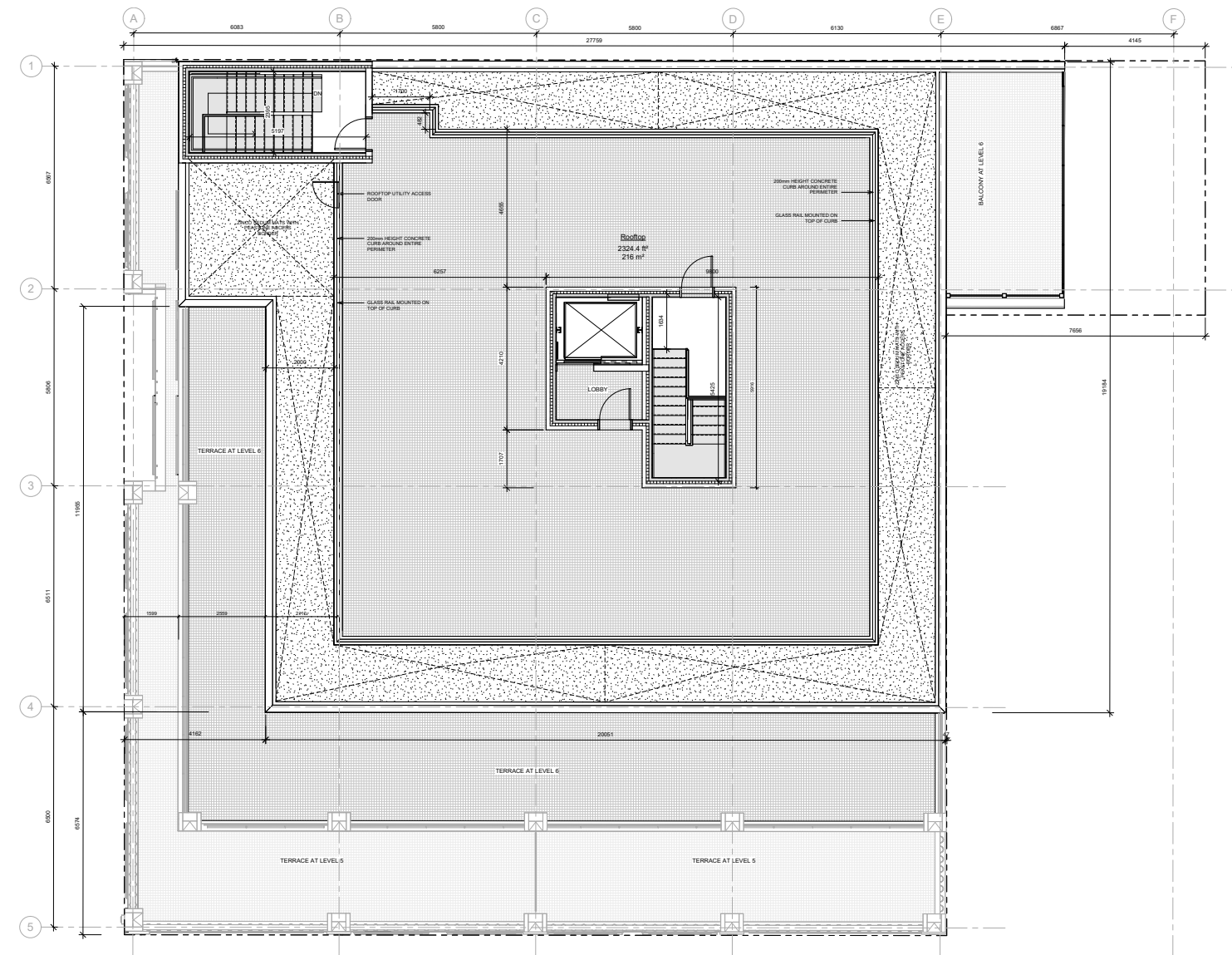


Figure 17 - Roof Plan (Prepared by Hicks Design Studio)



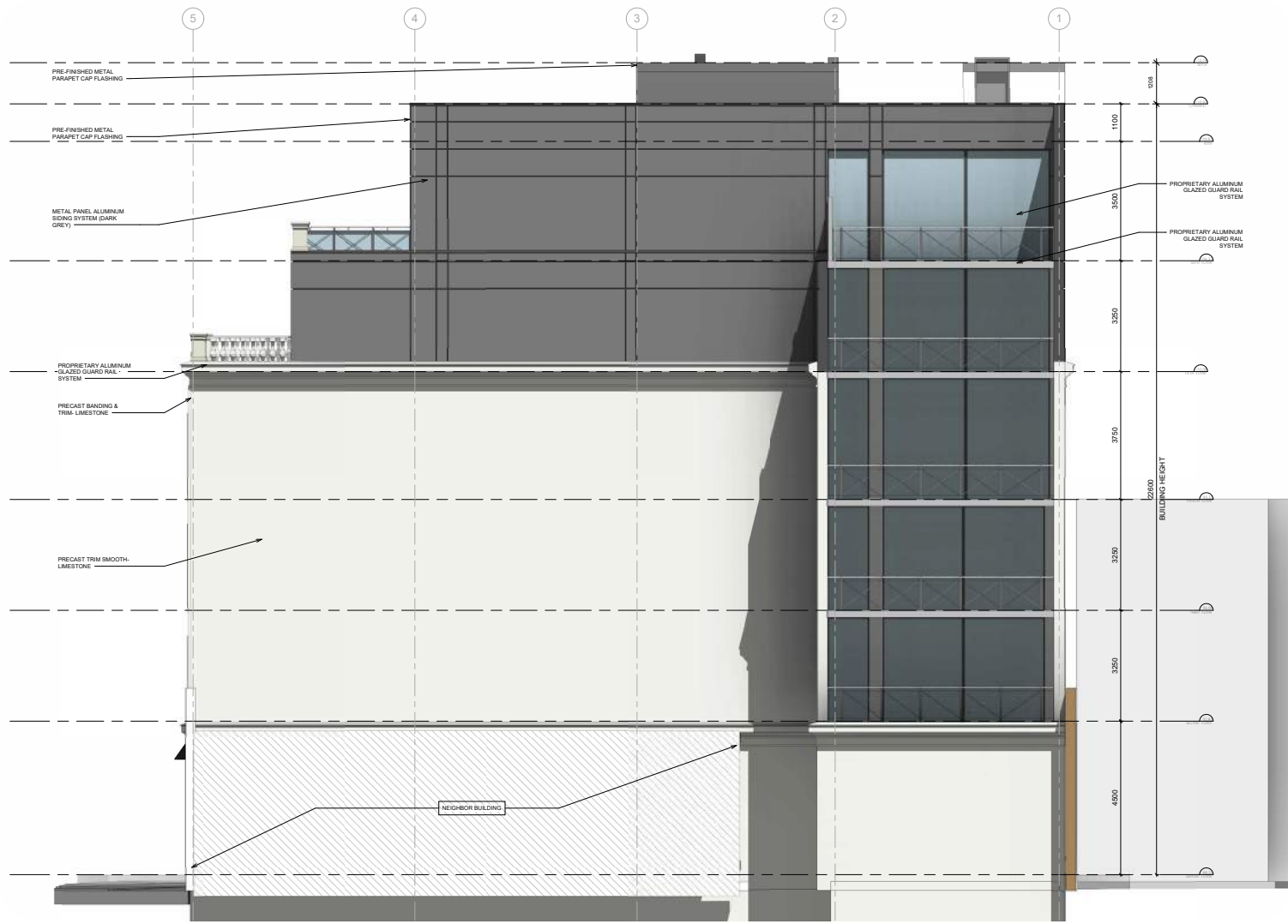


Figure 18 - South Elevation (Prepared by Hicks Design Studio)



Figure 19 - North Elevation (Prepared by Hicks Design Studio)



Figure 20 - West Elevation(Prepared by Hicks Design Studio)

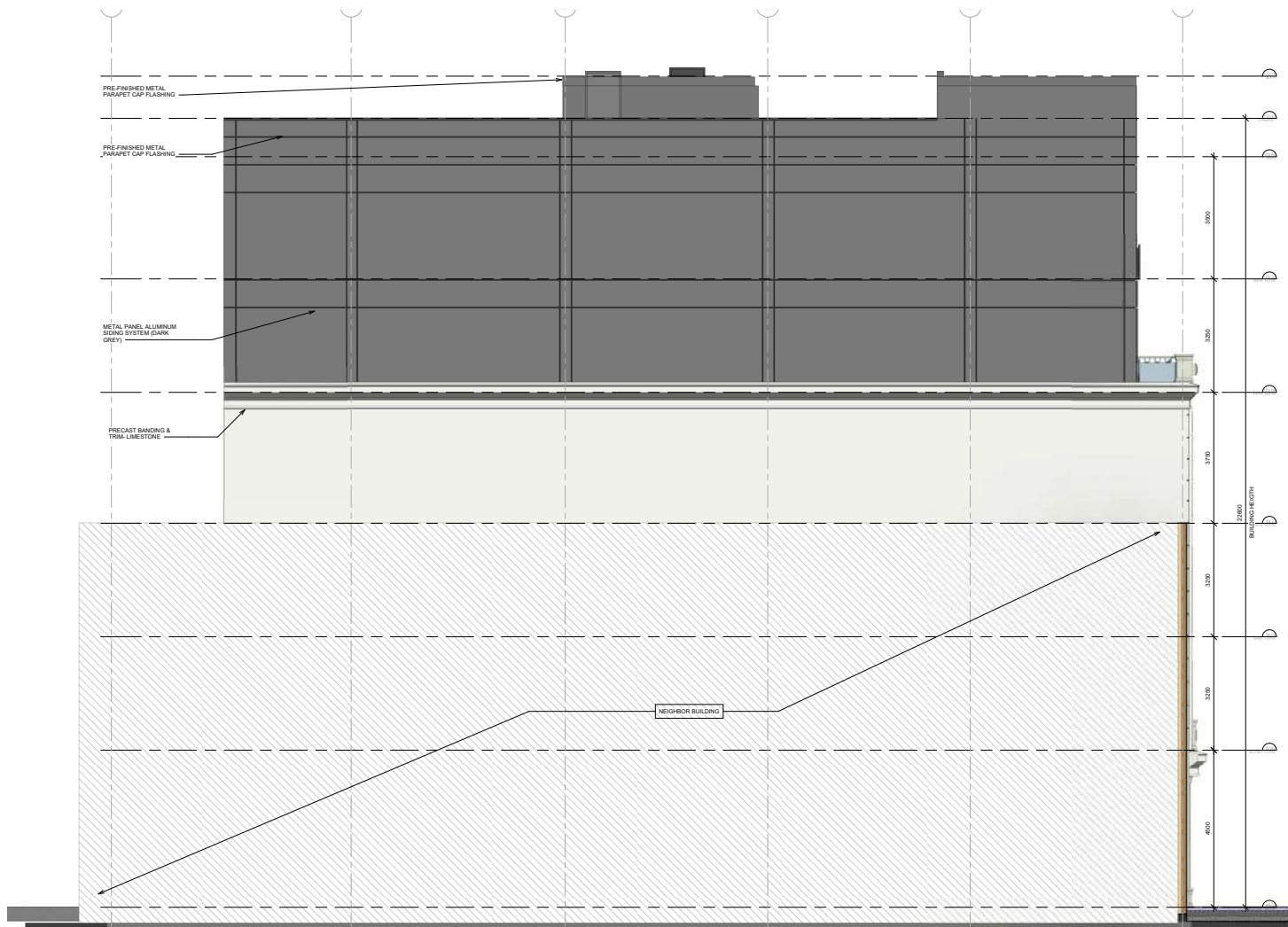


Figure 21 - East Elevation (Prepared by Hicks Design Studio)



A photograph of two women in an office environment. The woman on the left is wearing a black and white striped shirt and is pointing at a document with a pen. The woman on the right is wearing a light blue button-down shirt and is looking at the document. The background shows office shelves and papers. The entire image has a purple tint.

6

Detailed Design Direction

## 6.1 Livable by Design Manual (LBDM) (Updated 2019)

As indicated in Section 4.2 of this UDB, the LBDM provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Oakville OP. The following section outlines how the proposal executes the six guiding design principles.

### 6.1.1 Sense of Identity – Creating Distinct and Vibrant Communities

The proposal provides an architectural built form that enhances and reinforces the character of this underutilized Site at the corner of Trafalgar Road and Church Street. The proposed building incorporates retail space and the residential lobby to animate the public realm and create a more vibrant streetscape.

### 6.1.2 Compatibility – Fostering Compatibility and Context-Specific Design

The proposed 6-storey mixed-use building with a 4-storey streetwall and at-grade retail space is an appropriate addition to area. In this regard, the proposed site organization, massing and uses will be compatible with the planned context and the vision for Downtown Growth Area on Church Street and Trafalgar Road.

### 6.1.3 Connectivity – Enhancing Connectivity and Accessibility

The proposal has been designed with a focus on improving connectivity by providing a pedestrian-oriented built form. In addition, the proposal will also provide direct and barrier-free access to the residential lobby and retail entrances along Trafalgar Road and Church Street.

### 6.1.4 Sustainability – Integrating Sustainability and Resiliency

The proposal is a compact and walkable mixed-use development – creating a sustainable urban form that promotes sustainability versus sprawl.

### 6.1.5 Legacy – Preserving Built Heritage, Cultural and Natural Resources

The Site does not include any heritage attributes. The proposal will, however, introduce a well-designed building that will contribute to the built form of the area that is in line with the Town of Oakville’s vision for Downtown Oakville.

The proposal is situated across the street from two listed houses at the northeast corner of Church Street and Trafalgar Road. There is also a heritage designated house on the north side of Church Street at 293 Church Street. There are no heritage designated or listed properties that are directly adjacent to the Site. The proposed 4 storey streetwall element helps to create a low scale condition that helps to create a more compatible relationship with the existing house form buildings.

### 6.1.6 Creativity – Inspiring Creativity and Innovation

The proposal will promote high-quality architecture that will contribute to and build upon the community features and attributes found within Downtown Oakville. The proposed massing and façade treatment will serve as a positive design model creating a contemporary design aesthetic within the area.



## 6.2 Site Design

### 6.2.1 Site Organization (In Response to Oakville OP 6.4.1, 6.4.2, 6.11, 6.16, 25.5.3 / Livable By Design Manual 3.1.7-3.1.9, 3.1.12-3.1.15, and 4.6)

The proposed building envelope encompasses virtually the entire site area with practically no setback along the public frontages to reflect the existing and planned context and framing the adjacent public streets creating a sense of closure. The building will set back at grade at each entry location to minimize any conflicts with the flow of pedestrian movement along the two street frontages.

At ground level, the proposed retail space stretches north-south from the corner of Church Street and Trafalgar Road to the vehicular access to the underground parking at the south end of the Site. The main entrance to the residential lobby and the emergency exist are located on Church street. The presence of predominately active uses along both street frontages will help create an animated and safe public realm.

Servicing, loading and storage areas are located within the building to ensure they are not visible from the public realm.

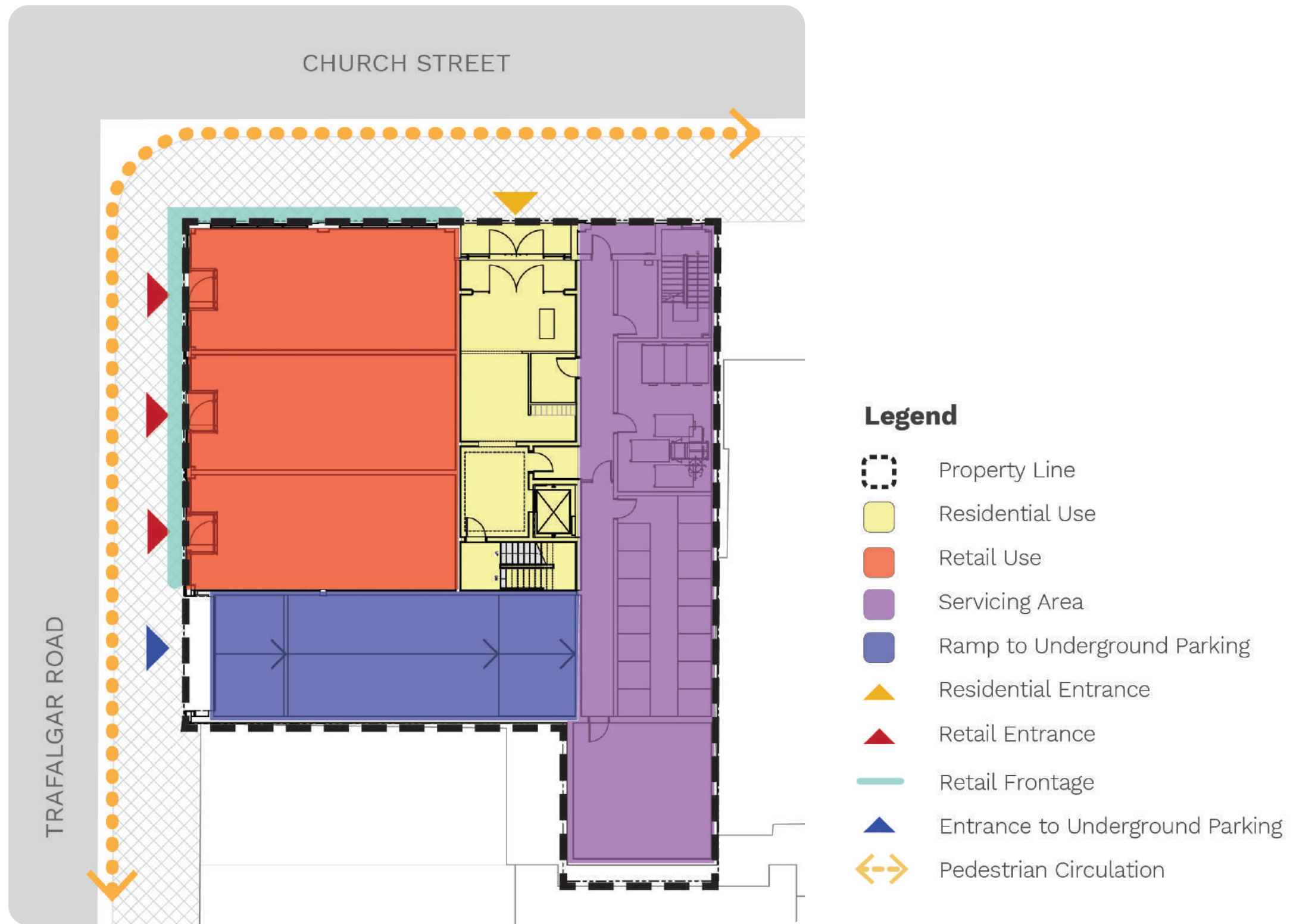


Figure 22 - Site organization Plan



### **6.2.2 Pedestrian / Vehicular Circulation and Access (In Response to Oakville OP 6.11.1-6.11.4, 6.12.2, 6.13.5/ Livable By Design Manual 4.2.1-4.2.2, 4.3.1, 4.3.18)**

Pedestrian circulation will primarily occur on public sidewalks that abut the Site along Trafalgar Road and Church Street. As mentioned, the primary residential entrance is located closer to the northeast corner of the site on Church Street directly accessible from the public sidewalk, as is the case for the retail space on Trafalgar Road.

Vehicular access to the underground parking is provided from Trafalgar Road at the southwest corner of the Site, opposite side of the residential entrance.

### **6.2.3 Landscape and Amenity Areas (In Response to Oakville OP 6.2.1(e)/ Livable By Design Manual 3.1.48)**

In terms of amenity areas each unit has its own outdoor amenity space in form of a balcony or terrace ranging between 10 square meters and 98 square metres. The proposed streetscape will extend the existing character along Trafalgar Road with a hardscaped boulevard. A similar approach is proposed along Church Street with granite pavers at the main residential entrance.

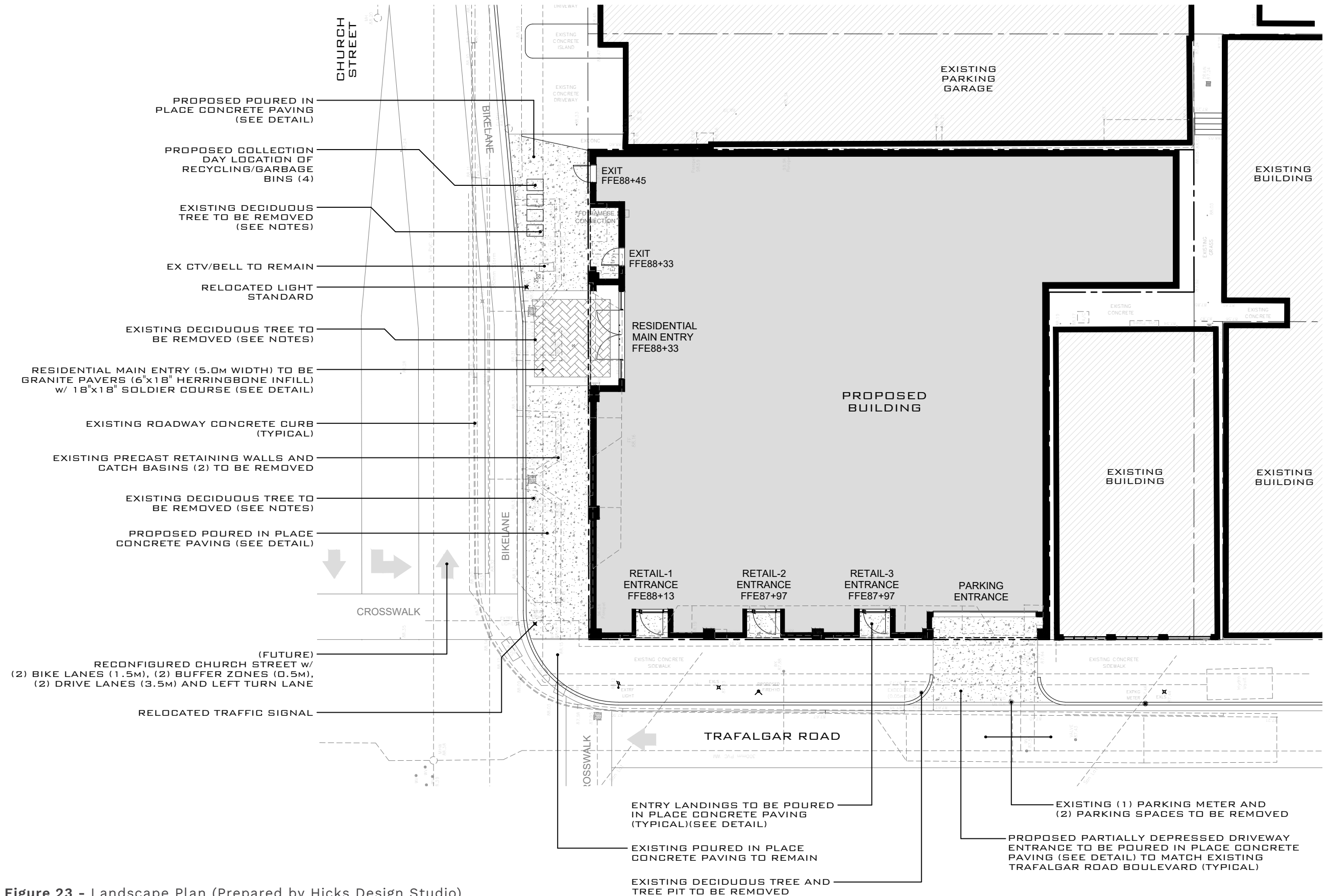


Figure 23 - Landscape Plan (Prepared by Hicks Design Studio)



#### **6.2.4 Parking, Loading, and Servicing (In Response to Oakville OP 6.13.5, 6.16 / Livable By Design Manual 4.3.18, 4.6.1-4.6.2)**

The proposed development has been designed to be pedestrian-oriented and to limit the visual impact of parking and servicing areas from the public realm. Below-grade parking access is provided via a ramp within the building at the south end of the property on Trafalgar Road and screened from the public realm by a garage door. Garbage storage is also located within the building accessible from the public sidewalk but not visible from the public realm and accessible from the public realm and separated from the residential areas. Regarding loading, Downtown Transportation and Streetscape Study identifies a designated "Commercial Loading Zone" in front of the Site within the right of way on Church Street.

## 6.3 Built Form (In Response to Oakville OP 6.9, 25.5.3, 25.5.6© / Livable By Design Manual 3.1)

### 6.3.1 Height, Massing and compatibility

Under section 3.1 of LBDM, the proposed 6-storey development is defined as a midrise building. The proposed height and massing are based on a number of contextual and urban design considerations including:

- the approved and planned context of buildings in the surrounding area; the size, depth, and configuration of the Site which can accommodate a midrise building while maintaining appropriate built-form relationships to adjacent properties;
- the immediate context which includes buildings of comparable scale;
- the location of the Site within the Downtown Oakville Growth Area along two of the principal streets in the downtown; and
- adequate mitigation of any potential impacts on the surrounding context.

From an urban structure perspective, the Oakville OP provides the framework for directing the growth within the Town's built-up area. In accordance with the Plan, growth is to occur primarily within the defined Growth Areas including Downtown Oakville. Within the surrounding context, the tallest building heights are currently at the east and west end of the downtown. Two blocks east of the Site, at the intersection of Church and Allan Road are two 7-storey and one 12-storey apartment building. Across the street at the corner of Lakeshore Road East and Allan Road is a 5-storey commercial building and to the north of Church Street at 132-136 Allan Street is a 2021 approval for a 6-storey office building with at-grade retail. The proposal is generally within range of this existing and emerging pattern of mid-rise buildings in the downtown area.

The proposed height is within range of the existing and emerging pattern of development in the area and would contribute to the achievement of intensification goals outlined in more detail in the accompanying Planning Rationale Report.

The proposal has been designed to appropriately respond to the surrounding context, frame both streets with good proportion, and establish a strong street edge in keeping with the OP urban design policies and the LBDM guidelines.

The proposed 4-storey element, at 14.86 metres, provides a pedestrian-scaled street wall that creates a comfortable sense of enclosure along both streets, and establishes the base building height to be less than 80% of the street right of way width (Trafalgar Road and Church Street have an approximate 20 metre right-of-way adjacent to the Site). Above this height, the building steps back the remaining portion at a 45-degree angle to provide access to sky views and sunlight with exception to the rooftop stairwell component. The 4-storey streetwall also provides for an appropriate transition of scale and provides compatibility with the existing buildings in the immediate vicinity.

Along Church Street, the base building recedes where the main residential entrance is located to provide a vertical break and change in materiality and color to further break up the mass of the building and visually provide a finer pattern in built form in keeping with downtown built form character.

Lastly, the proposal will be topped with an elevator house and emergency staircase that is significantly stepped back from the edge of the top floor and treated with cohesive design language and materials to ensure they are screened from view and limit obstructions to sky view.

The proposal is designed to ensure that the redevelopment potential of adjacent properties is unaffected. No openings are proposed on the east and south walls where the proposed building is built to the lot line. At the south east corner of the site where a small portion of the development includes south windows, the wall is setback approximately 5.7 metres from the south property line providing adequate spatial separation to a potential future development to the south. The balcony on levels 2 to 5 at the southeast corner incorporates a wall that screens the space from the west. On level 6, the balcony will include a full height privacy wall on the east side and a privacy screen along the west side.

Beyond the block, the right-of-way widths associated with Church Street and Trafalgar Road separate the proposed development from the adjacent buildings across the streets.





Figure 24 - Rendering - View looking East (Prepared by Hicks Design Studio)





Figure 25 - Rendering - View looking Southeast (Prepared by Hicks Design Studio)







Figure 26 - Rendering – View looking Northeast (Prepared by Hicks Design Studio)

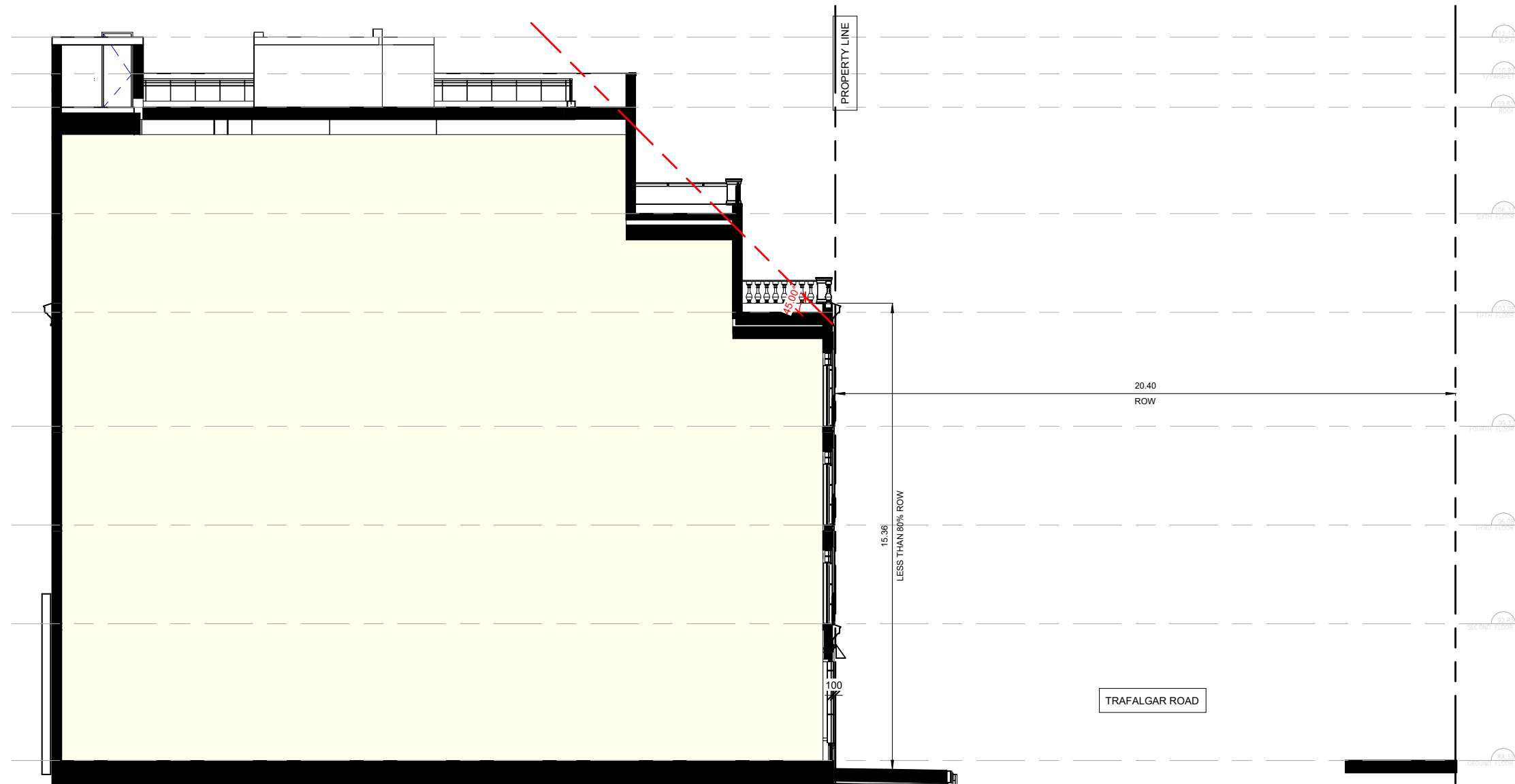


Figure 27 - Section showing the 45 angular plane



## 6.3.2 Shadow Impacts

A Shadow Study was prepared by Hicks Design Studio, dated January 12th, 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 findings of the Shadow Study demonstrate that the proposed development conforms to the policy direction in the Oakville OP, 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 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 or 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.

There is no park or schoolyard close to the subject site. On April 21st, June 21st and September 21st all sidewalks on Trafalgar and Road and Church Street receive at least 5 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 residential properties directly to the north would not be impacted for more than two consecutive hourly times.

### 6.3.2 Pedestrian Experience at Grade

A key objective of the proposed development is to provide a built form, architectural design, and land use mix to support the creation of a dynamic and activated public realm. In this regard, the proposed building has been placed along the street frontages, and to foster a vibrant, pedestrian-friendly environment along streets, the use of glazing is proposed along the streetwall promoting transparency and visibility. Active grade-related uses are proposed throughout the Site, including retail space and the residential lobby will animate the pedestrian realm and provide passive surveillance of the street.

The streetscape strategy is focused on fostering activity at the street level that reflects the importance of both Trafalgar Road and Church Street from an urban structure perspective. The proposal introduces enhanced hardscape elements that reflect and extend the existing character along Trafalgar Road with a hardscaped boulevard. Similar approach is proposed along Church Street with granite pavers at the main residential entrance.,



### 6.3.3 Architectural Articulation

the proposed building incorporates a uniform design language that will read cohesively on both frontages while allowing for architectural variety and visual interest. The overall building incorporates a balanced solid to glass ratio, punched windows and inset balconies.

With respect to more detailed articulation, the proposed building incorporates horizontal articulation that distinguishes between storeys and helps to define the building mass, more specifically defining the ground floor and the 4-storey streetwall element. Similarly, vertical architectural elements break up and articulate the base building, including the 1.5 metres deep vertical break on Church Street where the materiality of the two top floors is pulled down to the ground floor creating visual continuity and interest. Variations in street facades proposed across the Site will exhibit a high regard for the pedestrian-oriented nature of the proposed public realm.

Additionally, mechanical systems and utilities, such as drainage pipes, vents and meters, will be integrated into the façade and building design and screened from view from the public realm.



Figure 28 - North Elevation (Prepared by Hicks Design Studio)



7

Sustainability Features



## 7.1 Sustainability Features

The proposed development is designed as a compact and walkable development at a density that will support existing transit in the area and nearby. The overall building incorporates a balanced solid to glass ratio for building durability and sustainability purposes.

Further details regarding sustainability will be addressed during the Site Plan Application process.



8

Conclusion



It is the opinion of this UDB that the proposed 6-storey mixed-use development represents good urban design, is appropriate within the emerging and planned built form context, and contributes to the enhancement of the existing and planned character of Downtown Oakville. The proposal is successful in introducing an enhanced pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural design elements that respond appropriately to the surrounding area while providing new housing opportunities where intensification is required and appropriate.

This UDB concludes that the urban design vision, strategy and built form proposed for the Site appropriately addresses and is supportive of Oakville OP urban design-related policies and generally maintains the intent of the LBDM.

For the reasons set out in this Brief, it is our opinion that the proposed development for the Site represents good urban design practice, can be appropriately accommodated within the overall regulatory framework, and will inform the future redevelopment and build out of the larger Downtown Oakville area, and accordingly should be approved.





