

URBAN DESIGN BRIEF
ROSEVILLE PROPERTIES INC.
APPLICATION FOR
ZONING BY-LAW AMENDMENT



106-114 Robinson St. and 71 Water St.
Town of Oakville, Regional Municipality of Halton

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1.0 INTRODUCTION

Williams and Stewart Associates Ltd. is the Urban Design consultant working on behalf of Roseville Properties Inc. with respect to an application for Zoning By-Law Amendment for the subject properties. This Urban Design Brief has been prepared by Williams & Stewart Associates Ltd. in support of this application and provides a description of the proposed architectural and urban design within the context of the local urban design guidelines and urban design policies of the Liveable Oakville Plan (2009 Official Plan). This document should be read in conjunction with the Heritage Impact Assessment prepared by Vincent J. Santamaura Architect Inc. dated 02 May, 2022.

2.0 SITE DESCRIPTION AND COMMUNITY CONTEXT

The subject lands are generally located on the south of Lakeshore Rd E, west of Navy Street. They are known legally as 106-114 Robinson St. and 71 Water St. The subject lands have an area of approximately **0.1632 hectares (0.4 acres)**.

The subject lands are currently vacant and were previously occupied by commercial and residential dwellings, all of which have been demolished and removed. The subject lands slope steeply towards Sixteen Mile Creek terminating at Water Street. There is sparse vegetation in the boundary of the property consisting of a few trees.

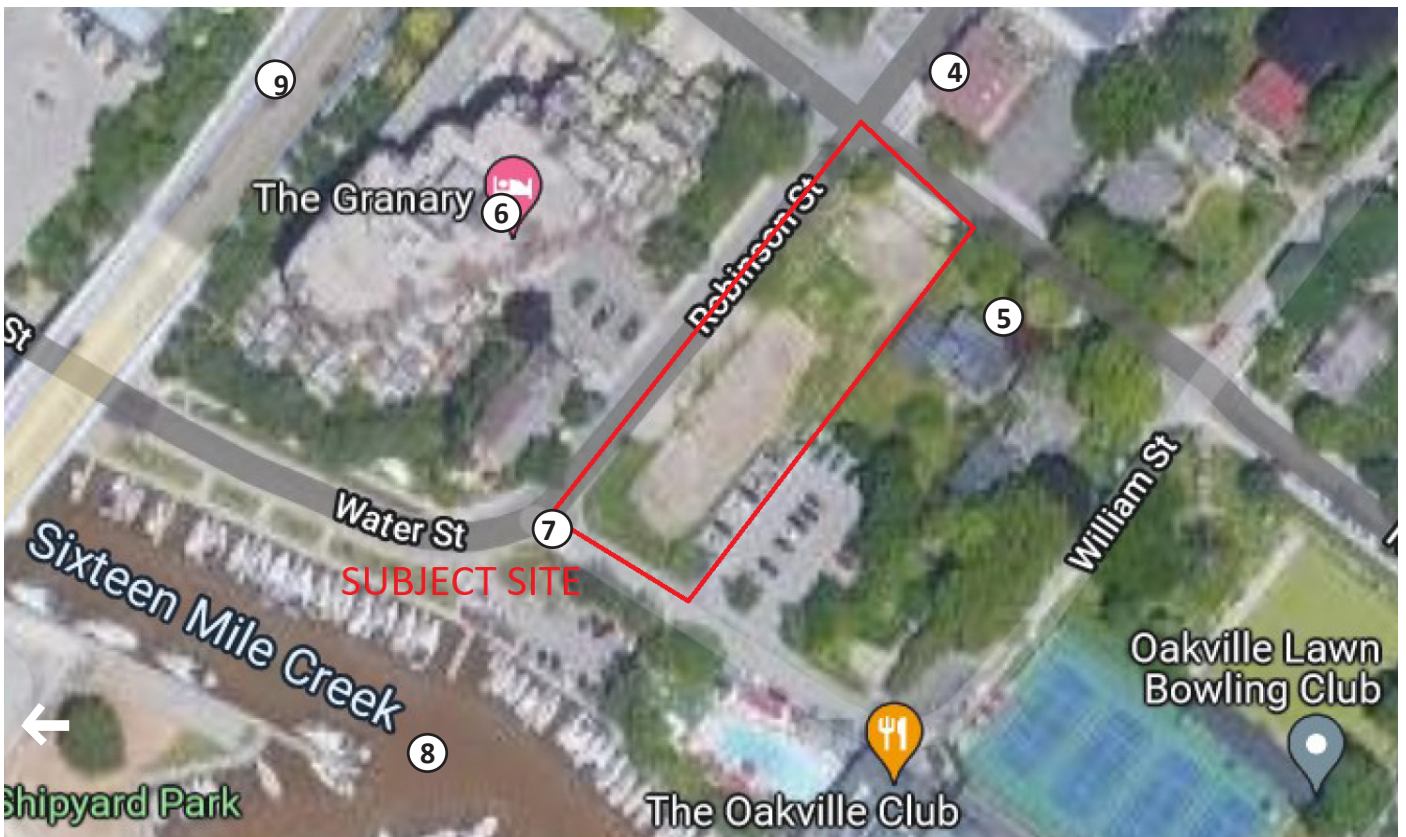
The subject lands are located in the southwest area of Oakville, which is made up of predominantly low density residential uses with a large number of heritage properties on larger lots, especially on the south side of Lakeshore Rd. E. The site is adjacent to, but not included in the Old Oakville Heritage Conservation Area on the south side of Lakeshore Rd. E. Between the site and Lakeshore Road E. is The Granary, a 9 storey condominium development. The surrounding context is as follows and is shown on Figure 1 below:

- North: Lakeshore Rd. E. and an existing residential 9-storey condominium development;
- West: Water Street and Sixteen Mile Creek;
- South: 68 and 70 Navy Street;
- East: 132 Robinson Street, a 3-storey Commercial building.

A number of community, commercial and retail facilities are located in the surrounding community. St. Thomas Aquinas Catholic Secondary School is located approximately 1000m to the west of the subject lands along Lakeshore Rd. W. A YMCA is located approximately 1500m from the subject lands along Rebecca St.

Lakeshore Rd. E. is a minor arterial running from Mississauga in the east to Burlington in the west. Randall St. is also an east-west minor arterial road and is located just north of Lakeshore Rd. E. Trafalgar Road is a north-south arterial road which is located approximately 800m east of the proposed development and provides access to the QEW. Public Transit is provided along Church Street with a stop approximately 200m from the subject lands and connects to the Oakville Go Station. Service is provided every 15-30 minutes on weekdays and every 30 minutes on Saturdays.

The character of the neighbourhood in proximity to the subject lands, particularly south of Lakeshore Road E., can be defined as an attractive upscale heritage residential neighbourhood with unique custom built properties on generous-sized, well-landscaped lots, close to the majestic shoreline of Lake Ontario. Immediately south of the subject lands is the Oakville Club and Sixteen Mile Creek Marina. There is also a small Town park that allows for public access to Lake Ontario. The Community Context Map (Figure 1) together with the Neighbourhood Character images (Figure 2) provide an overview of the physical character of the local area and the subject site's relationship to its surrounding context. It is critical that the proposed Roseville Properties Inc. residential development is designed with a great degree of sensitivity to and respect for the surrounding context to ensure compatibility with the established development pattern and built form character of the neighbourhood. Of particular importance is the interface with the existing heritage community south of Lakeshore Road E. and to the existing dwellings to the south.



Source: Google

Figure 1 – Community Context Map and Aerial View



1
Lakeside Park



2
View of Lake Ontario



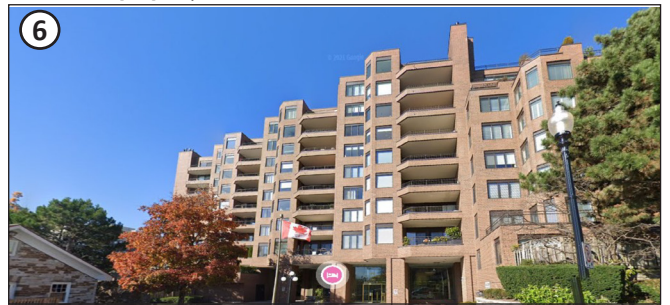
3
St. Thomas Aquinas Catholic Secondary School



4
Commercial property to the east



5
Semi-detached properties to the south



6
Condominium residence to the north



7
View of the site from Water Street



8
View from the site to Sixteen Mile Creek



9
Lakeshore Road E, just north of the site



10
Appleby College Private School

Figure 2 – Neighbourhood Character

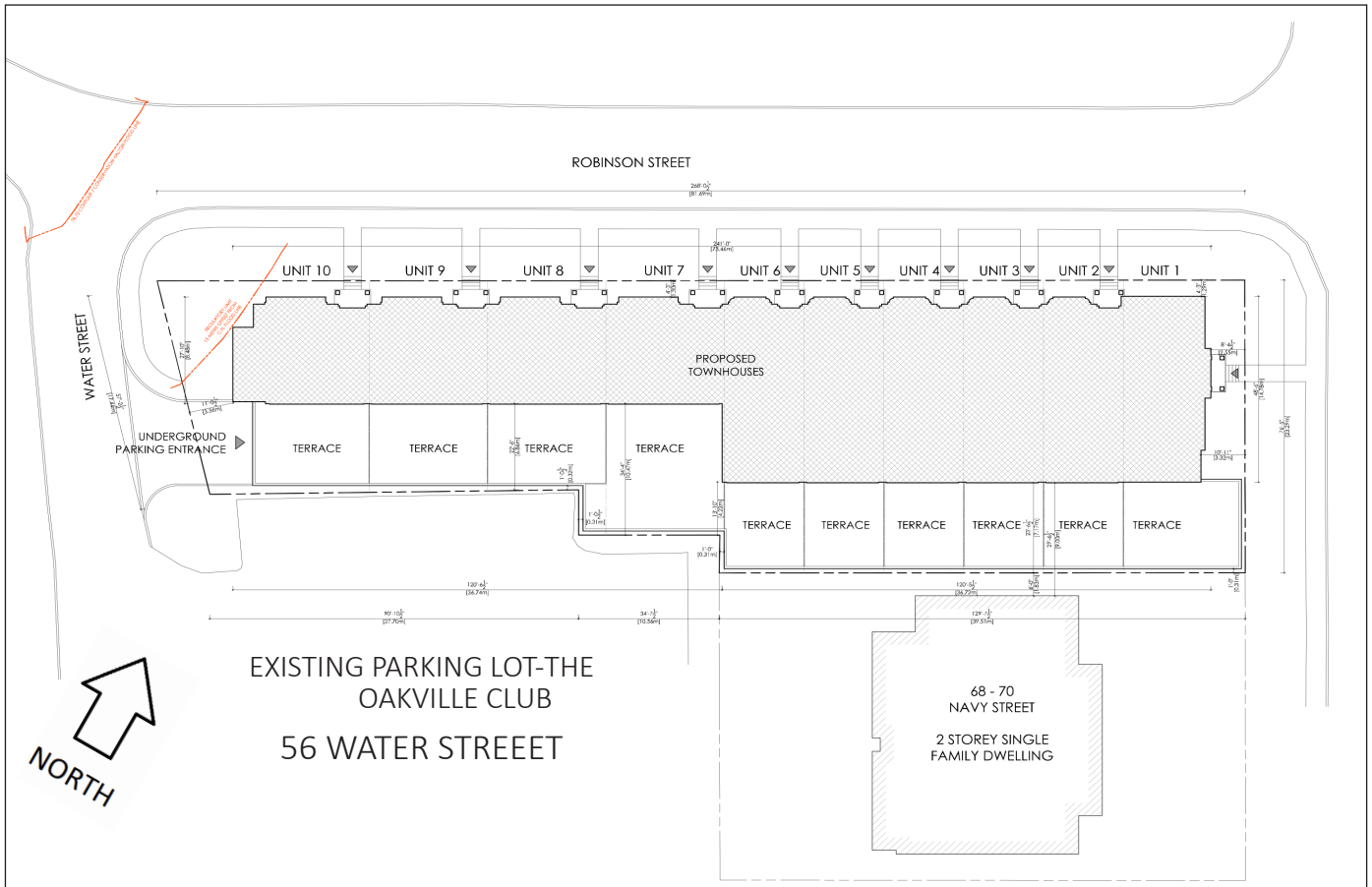


Figure 3– Site Plan

3.0 DESIGN VISION

The design vision for the Roseville Properties Inc. development is to create a compact, attractive, upscale townhouse development of ten 3 bedroom, 3-storey custom-designed homes designed to reflect and harmonize with its picturesque setting adjacent to Lake Ontario. Each unit shall be carefully designed and sited to appropriately respond to its location within the townhouse block through attention to architectural style, building orientation, massing, articulation, materials and site conditions. A high standard of built form and public realm design quality will be employed in order to seamlessly integrate with the existing heritage character of the local area and contribute to a unique sense of place within the community.

The proposed development consists of ten townhouse units with lot frontage and lot area in accordance with the proposed zoning by-law. Each unit has double garage parking accessed from a lowered driveway from Water Street. The drive aisle is covered by individual unit terraces that cascade to align with the sloping character of the site. The character of the design is distinctly heritage, employing rich materials, a mansard roof to reduce the perceived height of the block. It is worth noting that the proposed development is both lower and less dense than the previously approved apartment building.

It is imperative that the character and design of this new development exhibit a high degree of compatibility with its local context. In order to ensure compatibility with the existing neighbourhood a number of key design considerations will be addressed such as:

- Built Form: Housing form and architecture shall be carefully designed to maintain compatibility with the established local character.
- Grading: The grading of the roads shall determine the stepping of the townhouse units.
- Overlook / Privacy: Dwellings shall be designed and sited to minimize impact on adjacent properties to the extent feasible.
- Preservation of trees: Trees situated on the periphery of the property shall be preserved wherever to the extent feasible.
- Preservation of trees: Trees situated on the periphery of the property shall be preserved wherever feasible. Enhanced landscaping will buffer the proposed development from all aspects.

4.0 GOALS AND OBJECTIVES

In conformance with the Town's document 'Livable by Design: Design Guidelines for Stable Residential Communities (DGSRC)', the primary focus of this brief is to direct design development such that it maintains and preserves the local neighbourhood's character. As such, this development will maintain and promote five overarching and interconnected guiding principles identified in the DGRSC, namely:

Sense of Identity

- This development in terms of its quality of design, diversity and execution will ensure it is distinctive and vibrant.

Connectivity

- The proposal includes and makes full use of the existing road network network in accordance with the Town's engineering standards. A 1.5m sidewalk is proposed on the south and east side of the development and will provide access via a public walkway to Lake Ontario as well as a sidewalk linkage to Lakeshore Rd. E.

Sustainability

- The homes are designed to the highest standards of the current Ontario Building Code to meet or exceed the requirements for energy efficiency and water conservation.
- The use of best building practices including the use of local building trades, local and recycled materials, and building practices that minimize waste.

Legacy

- A full landscape design will be implemented on both Navy and Robinson Street frontages.
- The private terraces will provide a setback buffer to the existing, and any future development to the south.

Creativity

- The homes are designed with traditionally inspired architecture that is sensitive to the neighbourhood's scale and character and reflects the needs and current lifestyles of prospective homebuyers. Through the use of high-quality materials, a harmonized colour scheme and distinctive facade treatments, built form that is compatible with the established rich character of the area will be provided.



Figure 4 – Conceptual Rear Elevation



Figure 5 – Conceptual Front Elevation to Robinson Street



Figure 6 – New homes will be designed to provide an upscale architectural character (including style, massing, height and setbacks) that is compatible with architecture within the vicinity



Figure7- Building Relationship to the Street

5.0 APPLICABLE POLICY

Livable by Design: Design Guidelines for Stable Residential Communities takes its direction from the Urban Design policies of the *Livable Oakville plan*. Sections 11.1.8 and 11.1.9 of the Livable Oakville deal with intensification and development within stable residential communities and state the following:

"Intensification within the stable residential communities shall be provided as follows:

- a) *Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, land division, and/or the conversion of an existing building into one or more units, may be considered where it is compatible with the lot area and lot frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies of this Plan;*

11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

- a) *The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.*
- b) *Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.*
- c) *Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.*
- e) *Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.*

- f) Surface parking shall be minimized on the site.*
- g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.*
- h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.*
- i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved. Refer to Heritage Impact Statement.*
- j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.*
- k) The transportation system should adequately accommodate anticipated traffic volumes.*
- l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.*

The proposed development contemplates residential dwellings with similar height, scale and massing as the existing residential neighbourhood to the east of the subject lands and similar to other developments in the Greater Oakville area. It is anticipated that the proposed development will comply with the proposed zoning by-law standards which will mitigate the impact on the existing neighbourhood. The public road pattern is maintained and will provide sufficient vehicular and pedestrian circulation for the proposed dwellings. The proposed development is located in proximity to several neighbourhood amenities and is located a short distance from public transit route along Randall St.

6.0 GUIDELINES

Section 3.0 of the DGRSC contains design guidelines to assist in implementing the Livable Oakville Plan policies for compatible development in stable residential communities. The applicable guidelines have been addressed as follows:

3.1.1 Character

- 1. New development should positively contribute to the surrounding neighbourhood character by incorporating building and site elements that provide a visual reference to existing neighbourhood features and that complement the qualities of the surrounding residential community.*
- 2. New development should be designed to maintain and preserve the scale and character of the site and its immediate context and to create compatible transitions between the new dwelling and existing dwellings in the surrounding neighbourhood.*

The subject lands are currently undeveloped and vacant. The proposed development of 10 large residential townhouse units is less dense and more modest in scale than the previously approved apartment building. It is intended to provide a high level of architectural design which will enhance the appearance of the subject lands and complement the surrounding neighbourhood.

An elegant upscale character with a commitment to architectural design excellence will be required and achieved through the use of 3-storey townhomes utilizing traditional architecture. Although the intent is not to mimic the architectural styles of existing homes in the neighbourhood, new residences shall be designed with similar massing, height, setbacks and quality as other recent developments within the vicinity in order to ensure compatibility of character while reflecting a unique identity.

Further, articulation and unit stepping of dwellings is intended to provide varied and interesting streetscapes. Repetition of dwelling design and details will contribute to the uniformity of the building block.

3.1.2 Lotting Pattern

1. *New development should be compatible with the predominant pattern of lot width, lot depth and lot area as the adjacent properties to maintain and preserve the existing neighbourhood lotting pattern.*
2. *New development should maintain the setback or average of setbacks from the street frontage as the existing dwellings in the immediate area.*
3. *In instances where the lotting pattern has been altered through redevelopment, the placement of the new dwelling on the lot should maintain the pattern of the existing development for visual continuity along the streetscape and within the immediate neighbourhood.*

The proposed development provides for a built form with generally 19' and 29' wide units, perpendicular to the existing public road. The 2 widths are a response to the site conditions and to the natural slope of the site. The proposed front yard setbacks will be consistent with one another, while allowing some variation to provide for a varied streetscape. Units 1 fronts onto Navy Street and units 2-10 front onto Robinson Street, with their main front entrances linked to the public sidewalk within the municipal right-of-way and their garages accessed from the new lower drive aisle, accessing the underground garages. The stepped terraces above will afford views overlooking Lake Ontario.

3.1.3 Scale

1. *New development should not have the appearance of being substantially larger than the existing dwellings in the immediate vicinity. If a larger massing is proposed, it should be subdivided into smaller building elements that respond to the context of the neighbourhood patterns.*
2. *In instances where the lot size has been altered through redevelopment, the scale of the new development should be compatible with the scale of the surrounding buildings.*

The proposed new residential dwellings will be of similar scale, height and massing to the existing residential dwellings on Robinson Street, as well as other townhouse developments in the area.

3.1.4 Priority Lots

1. *New development on a priority lot should incorporate ample window openings and generous architectural detailing on all façades visible from the street(s) and other public spaces.*
2. *New development on a corner lot should make every effort to orient the main entrance to the dwelling towards the intersection, unless the existing dwellings on the other corner lots in the immediate area follow an alternate pattern.*
3. *New development on a lot located in a view terminus should incorporate visually interesting design elements that are directly aligned with the perpendicular road. Driveways and garages are discouraged from aligning with the view terminus.*
4. *Where privacy fencing is proposed, it should be of high architectural quality and the extent of fencing should be minimized to avoid being an expansive visual barrier. Refer to Town of Oakville Fence By-law for regulations.*

As stated previously, all dwellings within the proposed development will be designed with a high standard of design excellence, including highly articulated front and rear facades. Other design features shall include: well proportioned fenestration located to create well balanced elevations; wall projections to avoid a flat unarticulated facade; mansard roofs, dormers or other appropriate design elements to enhance the roof form. Priority lot dwellings have a higher degree of visibility within the public realm and will require special design enhancement.

Lots 1 and 10, which are situated at the corner of the public roads will be considered the primary priority lots

within the development. The front façade of these dwellings will face Navy Street and Water Street and will include the main entrance and a large number of windows facing both roads. Direct pedestrian connection shall be provided from the main entrances to the existing public sidewalk along Robinson Street and Navy Street and eventually, Water Street. Rear yard privacy screening will be provided for Lots 1 to 10, and shall not extend beyond the rear wall of the dwelling to ensure the full facade is visible within the public realm.



Figure 8 – The units will be designed to provide an upscale architectural character (including style, massing, height and setbacks) that is compatible with architecture within the vicinity. Terrace screening will provide privacy.

3.1.5 Rear Yard Privacy

1. *New development, which projects towards the established rear setback of adjacent dwellings, should be designed such that the height and massing of the projection does not cast significant shadows onto amenity space in the rear yards of adjacent properties..*
2. *New development should not include second storey decks and balconies, which may create an undesirable overlook condition onto adjacent properties.*
3. *New development is encouraged to incorporate appropriate fencing, screening, landscaping and other mitigative design measures that can assist in maintaining the privacy of adjacent dwellings and rear yards.*

The proposed residential dwellings along the south side of Robinson Street will have a rear yard to side yard condition with the adjacent existing dwellings on Navy Street.



3D PERSPECTIVE
VIEW FROM NAVY ST.



NORTH ELEVATION
VIEW FROM NAVY ST.

Figure 9 – Relationship between the proposed development and the existing semi-detached units to the south.

3.2.1 Massing

- 1. New development, which is larger in overall massing than adjacent dwellings, should be designed to reduce the building massing through the thoughtful composition of smaller elements and forms that visually reflect the scale and character of the dwellings in the surrounding area. This design approach may incorporate:*
 - projections and/or recesses of forms and/or wall planes on the façade(s);*
 - variation in roof forms;*
 - subdividing the larger building into smaller elements through additive and/or repetitive massing techniques;*
 - porches and balconies that can reduce the verticality of taller dwellings and bring focus to the main entrance;*
 - architectural components that reflect human scale and do not appear monolithic;*
 - horizontal detailing to de-emphasize the massing;*
 - consistency in building materials and colours.*
- 2. New development should be designed to mitigate potential impacts of overshadowing on adjacent properties by avoiding bulky massing close to the shared property line, by stepping down the height of the structure, and/or by increasing the setback(s) from the side and rear property lines.*

The proposed residential dwellings will be 3-storeys and have similar massing to the existing dwellings located in the immediate vicinity. The design and massing of rear facades that interface with existing homes to the south to avoid overlook, shadowing and loss of privacy conditions on adjacent properties. This is particularly important where grading conditions warrant rear walk-out basements.

3.2.2 Height

- 1. New development should make every effort to incorporate a transition in building height when the proposed development is more than a storey higher than the adjacent dwellings. The transition may be achieved by:*
 - stepping down the proposed dwelling height towards the adjacent shorter dwellings;*
 - increasing the separation distance between the dwellings.*
- 2. New development is encouraged to incorporate upper storey living spaces wholly or partially within the roof structure to de-emphasize the height and overall building scale, and to divide the massing of the roof. Dormer and end gable windows can provide adequate light into these spaces.*
- 3. New development that is taller than the average dwelling in the surrounding area should make every effort to step back the higher portions of the dwelling façade and roof to minimize the verticality of the structure and presence along the building front.*
- 4. New development with a full second storey is encouraged to incorporate facade articulation and different materials on the upper storey façade to minimize the appearance of greater height.*

To further diminish the perceived height of new residences, third storey living space shall be incorporated into the roofline, particularly for front and rear elevations (other methods may be considered to diminish the height and to ensure that none of the homes will have greater than a two-storey appearance from the rear). A portion of the roof forms may be flat in order to comply with height restrictions, i.e. mansard roof form (refer to Figure 8). This method of roof design has been employed by many existing dwellings in Oakville and other nearby recently constructed dwellings.

7.0 CONCLUSION

The proposed residential development will be 3-storeys in height and is an excellent transition building from the predominantly 2-storey heritage neighbourhood to the 9-storey condominium development on Lakeshore Road E. The build form is well suited to the sloping site, terracing down from Navy Street to Water Street with the steps articulating each individual unit while maintaining a consistent high-quality architectural character. The proposed units provide elevators in every unit making them suitable for both seniors and families.

The site has been a vacant lot within the Oakville downtown core for many years and the proposed development completes the neighbour fabric and contributes to the housing stock in Oakville.