BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

# Urban Design Brief

**2172 Wyecroft Road**
Town of Oakville

**Prepared For**
NBIM 2172 Wyecroft LP
(c/o Northbridge Capital Inc.)

March 2026

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Job Number
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This Urban Design Brief has been prepared by Bousfields Inc. in support of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications to permit the redevelopment of lands municipally known as 2172 Wyecroft Road.

# 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 development being proposed by NBIM 2172 Wyecroft LP (c/o Northbridge Capital Inc.) (the “Owner”) for a 2.36-hectare (5.83-acre) site municipally known as 2172 Wyecroft Road in the Town of Oakville (the “site” or “subject site”). The subject site is located on the south side of Wyecroft Road, north of the rail corridor immediately west of the Bronte GO Station (the “Bronte GO”).

The UDB is a companion document to the Planning & Urban Design Rationale (also prepared by Bousfields Inc.), architectural plans prepared by Turner Fleischer, landscape plans prepared by O2 Design, and other technical reports and studies prepared in support of the Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”), and Draft Plan of Subdivision (“DPOS”) applications.

The OPA, ZBA and DPOS applications would facilitate the redevelopment of the subject site into two development blocks, each providing a mixed-use base building with two towers, for a total of four residential towers each of 24 storeys (the “proposal”). The proposal includes 1,191 residential units, 2,562 square metres of at-grade retail space, and a 1,355-square-metre daycare facility. The proposal also includes improvements to the public realm, a widening of the Wyecroft Road right-of-way, and conveyances for two new public roads.

This UDB assesses how the proposed design addresses the relevant urban design policy and direction of the Town of Oakville Official Plan and the Livable by Design Manual, as well as other relevant urban design guidance. It concludes that the proposed development is in keeping with the intent of the urban design framework established by the applicable policy documents and has appropriate regard for the design direction of relevant urban design guidelines. It is our opinion that the proposed development has been strategically organized, sited, and massed to provide an appropriate design solution for underutilized lands directly adjacent to the Bronte GO Station in an area that is anticipated to evolve and intensify over the long term.

Further, it is our opinion that the proposed development represents good urban design and, accordingly, we support and recommend the approval of the OPA, ZBA and DPOS applications.

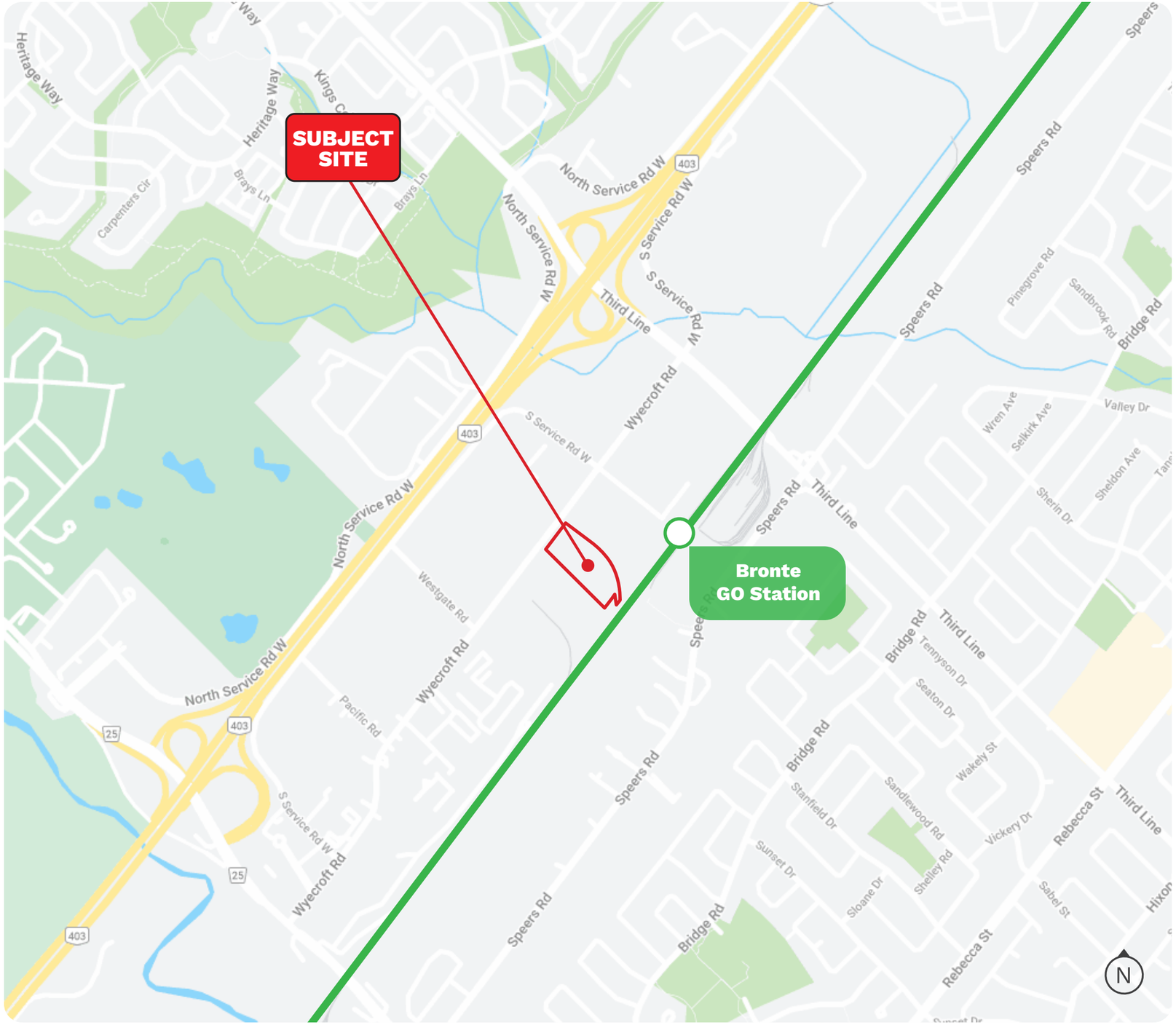



**Figure 1 -** Location Map

# 2

# Design Vision & Objectives

# 2.1 Design Vision

The proposed development will contribute to the transformation of the Bronte GO Major Transit Station Area (the “Bronte GO MTSA”), which, in the fullness of time, is envisioned to evolve into a new mixed-use, transit-supportive community complete with a new internal road network and a wide mix of residential and non-residential uses. The built form will be complemented by walkable streets, open spaces, amenities and an attractive, enhanced public realm.

The proposal will appropriately redevelop and intensify the subject site in a manner that is in keeping with the planned vision of the area and leverages upon its proximity to existing and planned higher-order transit.

The overall urban design pattern, character and quality of the built form are intended to correspond with the site location adjacent to the Bronte GO Station where the greatest height and intensification in the area is directed in a manner that is compatible with future development in the surrounding area. The introduction of residential, retail and community uses on the subject site, together with public realm improvements, will further animate and revitalize the subject site and initiate the transformation of the area into a vibrant place to live, work and play.

# 2.2 Goals and Objectives

Key objectives for the development of the subject site include:

## Establish the Planned Character of the Site

- Support the creation of a vibrant mixed-use community with a building design that creates a cohesive design composition through building orientation, proportion, scale, massing, use of materials and architectural character.
- Develop a contextually appropriate and pedestrian-friendly building form with excellent architectural design treated with high-quality building materials.
- Orient and place the proposed buildings at the street edge to animate and enhance the adjacent public realm with built form and/or open space elements as appropriate.

## Design a Transit-Supportive Development

- Provide a high-density, mixed-use development that contributes to the long-term vision for the Bronte GO MTSA.
- Provide opportunities for alternative travel options, contribute to the modal split and encourage healthy lifestyles for all ages.
- Design buildings and public realm elements to reflect the prominent location of the site in relation to the Bronte GO Station.

## Enhance Connectivity and Accessibility

- Expand upon the existing road network and provide new vehicular connections as envisioned for the Bronte GO MTSA.
- Provide attractive and safe pedestrian routes within and around the site, improving pedestrian connectivity.
- Promote alternative modes of travel through the provision of cycling facilities.

## Improve the Pedestrian Experience within the Public Realm

- Provide an appropriate base building height and tower stepbacks above to reduce the perception of built form from within the public realm and create a positive pedestrian experience at the ground level.
- Situate active ground floor uses and new open space areas near the existing and proposed street edges to animate the adjacent streetscape.
- Establish a pedestrian-scaled street wall along all existing and proposed street frontages to frame the public realm and enhance pedestrian experience at grade.
- Minimize the appearance of, and internalize where possible, vehicular and servicing areas to reduce their presence along public streets.

# 3

# Context Analysis

# 3.1 Subject Site

The subject site, municipally known as 2172 Wyecroft Road, is located in the Town of Oakville on the south side of Wyecroft Road, approximately 600 metres west of Third Line. The site is located within the Bronte GO Major Transit Station Area. It has a total approximate area of 2.36 hectares and is generally rectangular in shape, except for a rounded segment along the southeast boundary adjacent to the Bronte GO Station drive aisle and bus loop on the property to the immediate east. The subject site has an approximate frontage of 93 metres along Wyecroft Road and a depth ranging from 240 to 260 metres.

The subject site is currently occupied by three single-storey buildings utilized for a range of commercial, light industrial, and office purposes. One building is oriented parallel to Wyecroft Road and is set back to accommodate surface parking at the front of the building. Two additional buildings are located at the rear of the site and are surrounded by large, paved surface parking areas.

Vehicular access to the site is provided from Wyecroft Road via two private driveways at the northeast and northwest corners of the site.

With respect to topography and landscaping, the subject site is generally flat along the Wyecroft Road frontage with a subtle slope downward from north to south. There is a berm on the abutting property to the east that generally runs the length of the eastern property line. While much of the site is paved, street trees are located along the Wyecroft Road frontage. Trees, shrubs and other vegetation line the south edge of the subject site along the rail corridor.

Subject Site, Looking Southwest

Subject Site, Looking South

Subject Site, Looking Southwest

## 3.2 Area Context

The subject site is located immediately west of the Bronte GO Station and within the Bronte GO Major Transit Station Area. Currently, the area is primarily occupied by various employment and light industrial uses including warehouses, distribution centres, manufacturing buildings, office buildings, and automobile dealerships. However, through Halton Region Official Plan Amendment ("ROPA") No. 48 and Town Official Plan Amendment ("OPA") 41, the area is planned to accommodate increased densities and transform into a new transit-supportive mixed-use urban community in Oakville.

## 3.3 Lot Fabric, Block and Street Pattern

Within the immediate context of the subject site and along Wyecroft Road, the lot fabric is generally comprised of rectangular parcels that vary in scale depending on the nature of the industrial and/or commercial use. The Queen Elizabeth Way ("QEW"), Wyecroft Road and the Canadian National Railway ("CNR") serve as the major east-west oriented block structuring elements within the area. Third Line and Bronte Road serve as the major north-south oriented block structuring elements, with smaller service roads such as South Service Road West, Westgate Road, and Pacific Road further breaking up the large industrial blocks.

Beyond the industrial area surrounding the subject site—particularly northwest of the intersection of the QEW and Third Line, as well as southeast of the properties fronting the south side of Speers Road—the block pattern changes to reflect that of a low-rise residential neighbourhood comprising single-detached house forms.

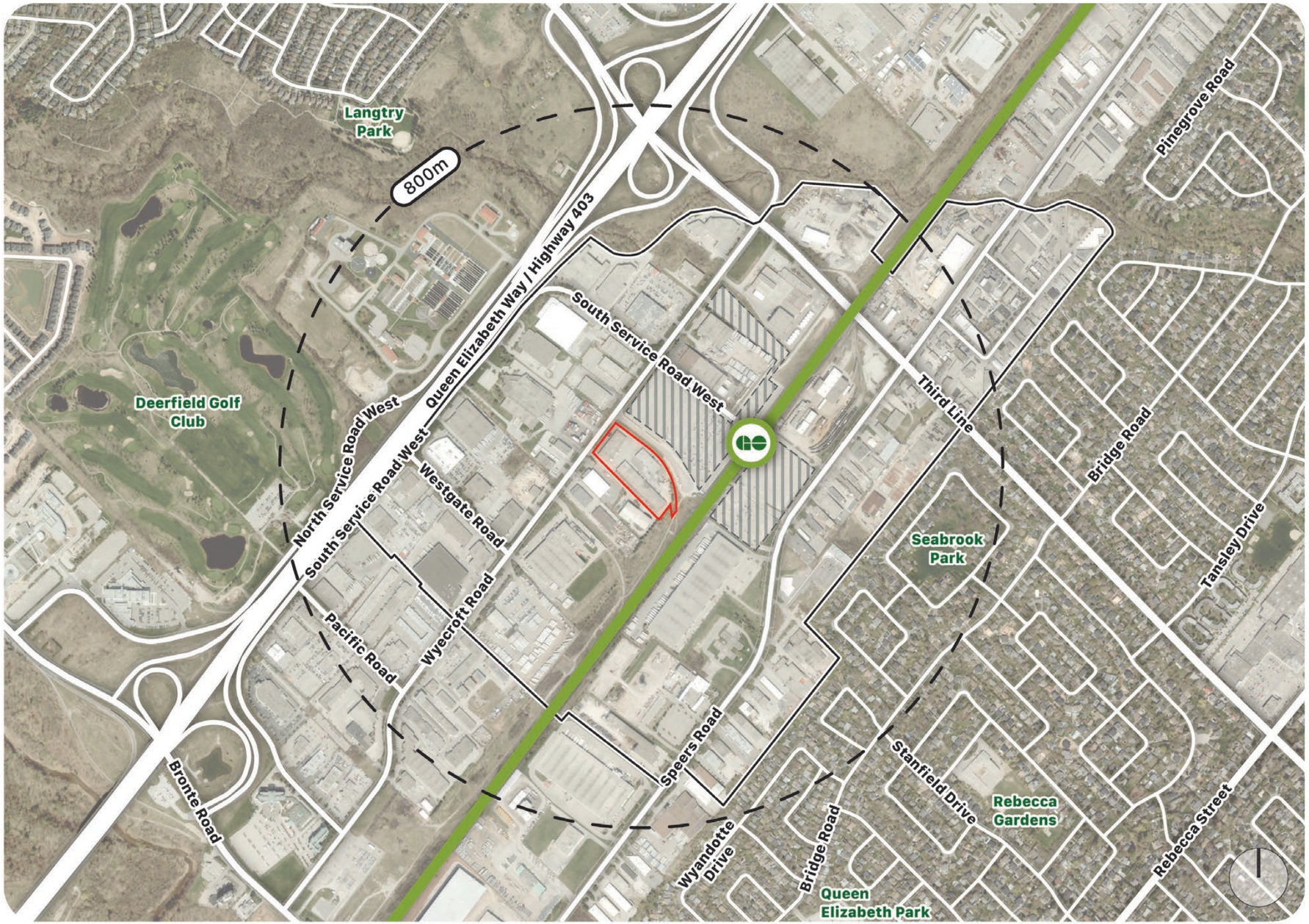
Through OPA 41, a network of new streets is planned across the Bronte GO MTSA that will divide the existing larger blocks in the area into a more connected and permeable street pattern that can support the planned mixed-use densification of the area (see Section 4.2 of this report).

Bronte GO Station North Parking Lot

Shipping Container Storage Facility (2171 Wyecroft Road)

Industrial Building (2192 Wyecroft Road)

**Figure 2 -** Aerial Photo - Site Context




**Legend**

- Subject Site
- Bronte GO MTSA Boundary
- Bronte GO Station
- GO Line
- Bronte GO Station Surface Parking
- Existing Road

**Figure 3 -** Existing Lot Pattern and Street Network

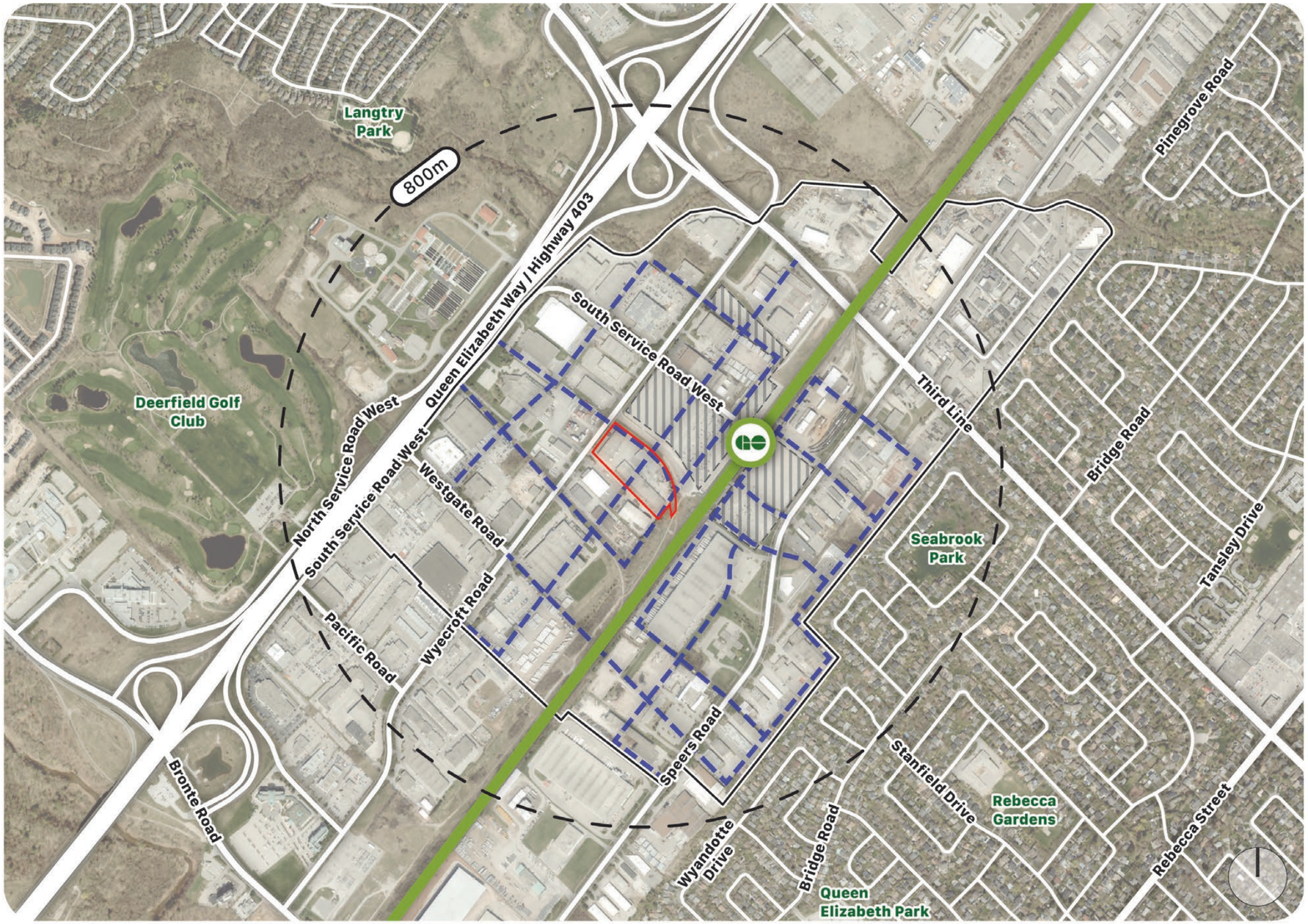



**Figure 4 -** Planned Lot Pattern and Street Network

# 3.4 Surrounding Uses and Built Form Character

The existing land use surrounding the subject site is largely defined by industrial, manufacturing, warehousing or employment uses. The built form of the area is generally consistent, with 1- to 2-storey office or industrial warehouse buildings with large floorplates and front yard setbacks, as well as associated surface parking lots.

To the immediate east of the subject site is the Bronte GO Station, which includes an extensive surface parking lot and a bus loop for Oakville Transit and GO Bus service. Beyond the station area, the built form character continues to be low-rise warehouse type forms, occupied by various employment, industrial and manufacturing uses that extend north and south generally between the QEW and Speers Road.

To the immediate south of the subject site is the Canadian National Rail corridor. Further south is a large 1-storey building occupied by a hospital logistics company, an insurance agency, and an industrial warehouse. In addition to a surface parking lot servicing the south side of the Bronte GO Station, the area between the rail corridor and the properties fronting the south side of Speers Road is characterized by similar light industrial uses. Beyond this area, approximately 450 metres south of the subject site, the built form character shifts to low-rise, residential use made up primarily of single-detached house forms.

Adjacent to and immediately west of the subject site are two 1-storey buildings occupied by an industrial chemical company and a contractor/cabinet maker. The built form of the area further west continues to be defined by light industrial and/or commercial uses, including several car dealerships. Along Bronte Road, south of the QEW, are three hotels and a banquet centre. Beyond Bronte Road is a large natural area around Bronte Creek, which extends generally parallel to Bronte Road in a southerly direction toward Lake Ontario.

To the immediate north of the subject site, across Wyecroft Road, is a shipping container supplier and an agricultural company corporate office contained in a 1-storey building. Employment, commercial and industrial uses extend north to the QEW. Opposite the highway, a waste and water treatment plant is surrounded to the west by a golf course, and to the north by a natural area associated with Fourteen Mile Creek. North of the natural area, approximately 950 metres from the subject site, the built form is characterized by low-rise, residential use in single-detached house forms.

As previously indicated and as outlined in Section 4 of this report, the surrounding area of the subject site within the Bronte GO MTSA is planned to evolve into a mixed-use, transit-supportive built form character, with the highest density of development adjacent to the Bronte GO Station.

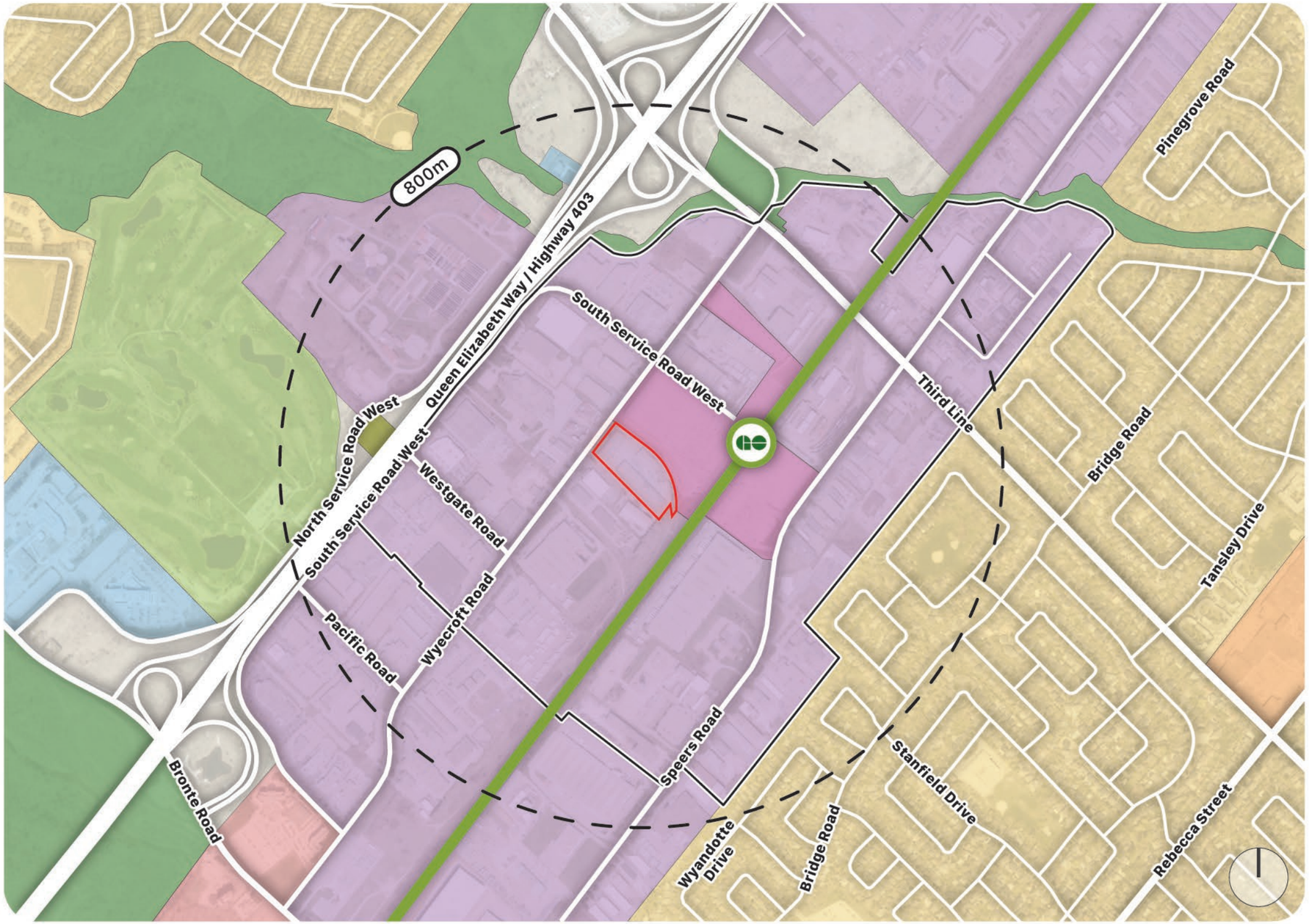



**Figure 5 -** Existing Use and Built Form Character

# 3.5 Road Network

Wyecroft Road is classified as a *Multi-Purpose Arterial* road on Map 3 - Functional Plan of Major Transportation Facilities in the Halton Region Official Plan and has a right-of-way requirement of 26.0 metres as per Map 4 - Right-of-Way Requirements of Arterial Roads. Further, the Oakville Official Plan "Livable Oakville" lists Wyecroft Road as a multi-purpose arterial with a width of 35.0 meters. The segment of Wyecroft Road adjacent to the subject site includes two lanes of bidirectional traffic, and a pedestrian sidewalk on the south side of the street adjacent to the subject site. No on-street parking is permitted on either side of the street. Adjacent to the subject site, Wyecroft Road has an existing width of approximately 26.0 metres.

The subject site also has access to the regional road network as it is located approximately 350 metres south of the QEW highway. It is also in close proximity to Third Line, a Minor Arterial (approximately 800 metres to the east) and Bronte Road, a Major Arterial (approximately 1.5 kilometres to the west)—both of which are prominent north-south oriented roads in Oakville.

As part of OPA 41, a new network of roads are planned for the area surrounding the subject site, within the Bronte GO MTSA. All new roads are planned as local roads, with the exception of the planned extension of Westgate Road between Wyecroft Road and Speers Road, which is planned as a Major Collector.

# 3.6 Transit Network

With respect to existing public transit, the subject site is well served by multiple local and regional services. The subject site is situated directly adjacent to the Bronte GO Station with the main entrance to the station being within a 200-metre radius of the subject site, representing an approximate 5- to 6-minute walk. The station is serviced by GO Transit and Oakville Transit. In addition, Via Rail and Amtrak serve the Oakville GO Station which is one GO station to the east.

## GO Transit

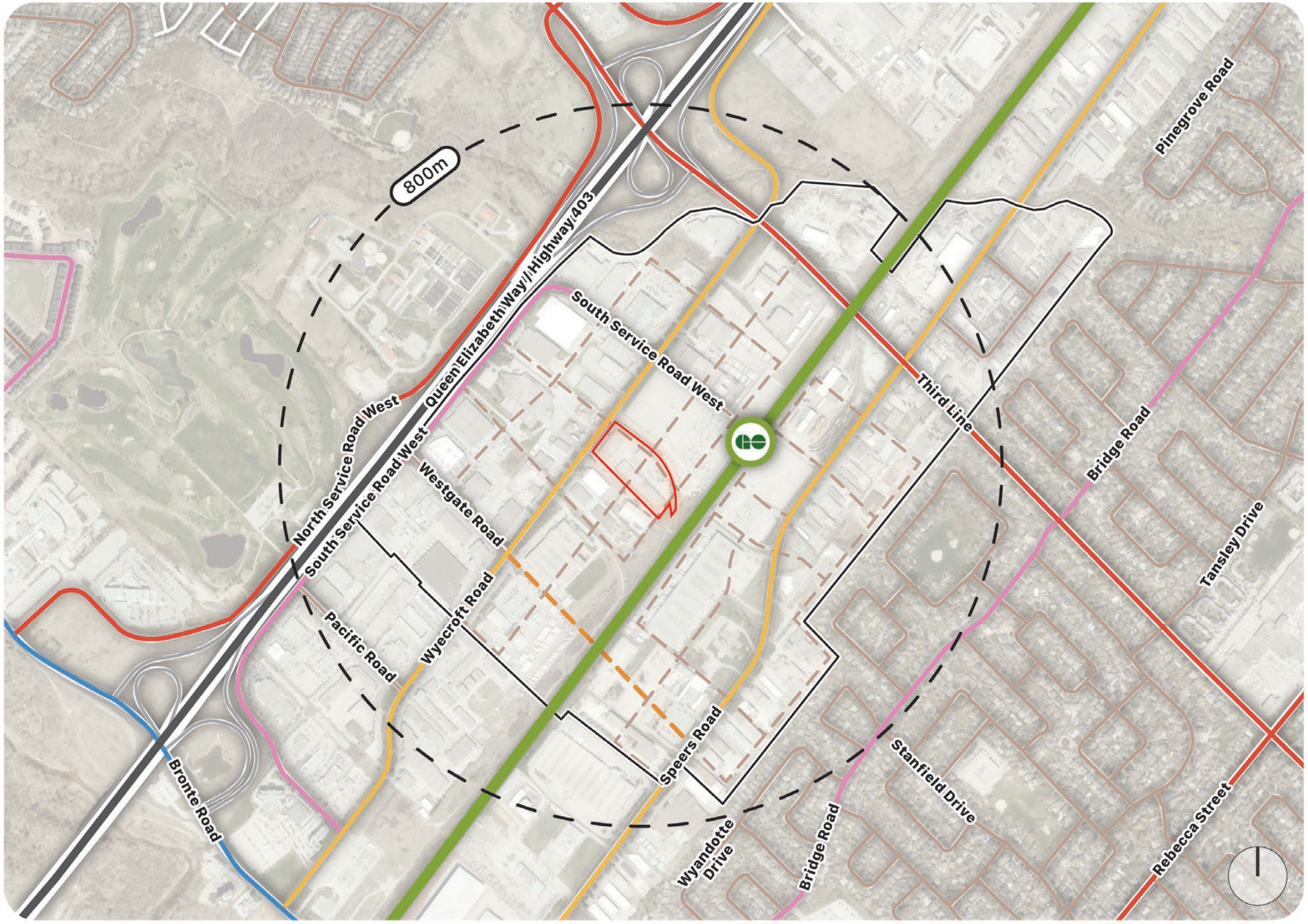
The Bronte GO Station is located along the Lakeshore West Line, which provides service between Hamilton and Toronto, with further connections west to Niagara Falls and east to Oshawa. The line runs every 30 minutes between the hours of 5:00 a.m. and 7:00 p.m. on weekdays, and every hour between 5:00 a.m. and midnight on weekends. Through the Lakeshore West GO expansion project, Metrolinx is working on improving service to and from Toronto by providing 15-minute service or better between Toronto and Burlington, alongside a new hourly service to and from Hamilton, seven days a week. The timelines for commencing and completing the project are yet to be announced.

## Oakville Transit

From Bronte GO Station, Oakville Transit bus routes 3, 4, 6, 10, 13, 18, 28, and 34 can be accessed, providing service to the majority of the Town of Oakville (see Figure 7 – Existing Transit Network). Frequent services are provided in all directions from the station.

## Via Rail and Amtrak

Via Rail and Amtrak serve the Oakville GO Station, which is one GO station east of Bronte GO Station. Via Rail provides inter-regional service between Toronto through to Brantford, London and Windsor. Amtrak provides a once-daily service from Toronto to New York City in the United States, via Buffalo. The Oakville GO Station is accessible via bus or train from the Bronte GO Station.




**Legend**

- Subject Site
- Bronte GO MTSA Boundary
- Bronte GO Station
- Freeway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Minor Collector
- Local
- Freeway Ramp
- Future Major Collector (as per OPA 41 Schedule S4 Bronte GO MTSA Transportation Network)
- Future Local Road (as per OPA 41 Schedule S4 Bronte GO MTSA Transportation Network)

**Figure 6 -** Existing and Planned Road Network

**Legend**

- Subject Site
- Bronte GO MTSA Boundary
- Bronte GO Station
- GO Line
- Bronte GO Station Surface Parking
- Bronte GO Bus Stop (Oakville Transit)

**Oakville Transit**

- Bus Line 3
- Bus Line 4
- Bus Line 6
- Bus Line 10
- Bus Line 13
- Bus Line 18
- Bus Line 28
- Bus Line 34

**Figure 7 -** Existing Transit Network

# 3.7 Existing Natural Features and Public Open Space

The subject site is within proximity to a network of open spaces, trails and natural features. To the north of the subject site and the surrounding industrial area is the Fourteen Mile Creek lands, a significant natural area that continues east through Oakville and eventually connects to Lake Ontario. Also to the north and opposite the QEW is Langtry Park and the Deerfield Golf Club.

West of the subject site, beyond Bronte Road, is another natural area surrounding Bronte Creek. North of the QEW, this area is part of Bronte Creek Provincial Park, which includes overnight and day campground facilities, as well as five hiking trails. The creek continues southeast, generally parallel to Bronte Road, and terminates at Lake Ontario.

South of the subject site and beyond the rail corridor is a series of neighbourhood parks including Seabrook Park, Rebecca Gardens, and Queen Elizabeth Park.

The wide range of existing parks, natural areas and trails provide multiple recreational opportunities within the vicinity of the subject site. Additionally, several new open spaces are planned within the Bronte GO MTSA that will be located in close proximity to the subject site and will further enhance the planned mixed-use residential character of the area. In particular, the lands directly south and southwest of the subject site, north of the rail corridor, are planned for parks and open space uses in the future.

The area surrounding the subject site includes existing and planned active transportation infrastructure. Schedule D of the Livable Oakville Plan identifies the segment of Wyecroft Road between Westgate Road and Third Line as an existing Multi-Use Trail and a Signed Bike Route. Nearby, Third Line, Bridge Road and North Service Road West are also identified as existing Signed Bike Routes.

Additional cycling infrastructure is planned within the Bronte GO MTSA as part of OPA 41, including a Multi-Purpose Trail on either side of the rail corridor, a Buffered Bike Lane on Speers Road, and a Bike Lane on North Service Road West.

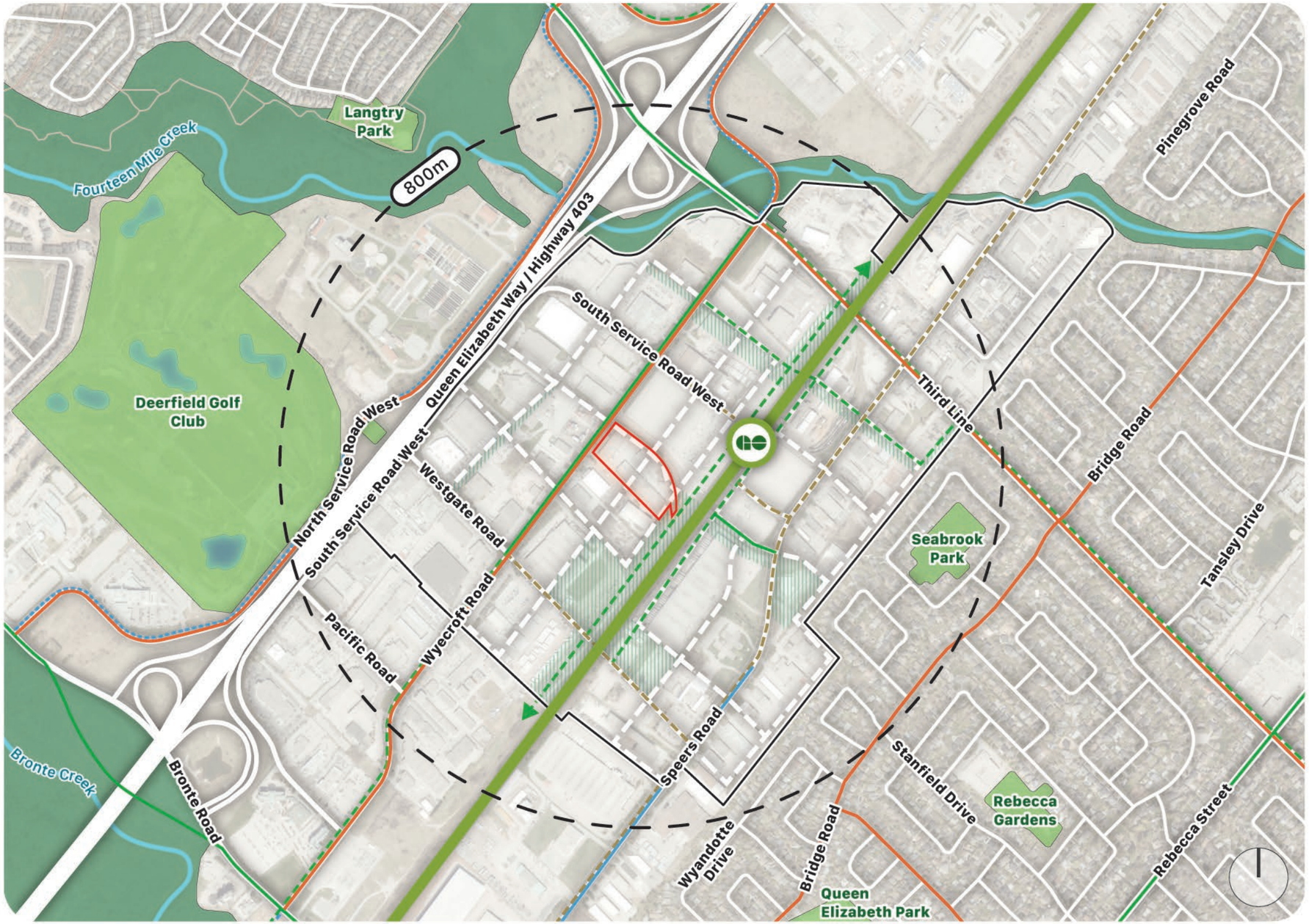



**Figure 8 -** Open Space and Active Transportation

# 4

# Policy Context

# 4.1 Livable Oakville Plan – Town of Oakville Official Plan 2009 (April 2025 Consolidation)

The Livable Oakville Plan, The Town's Official Plan, sets out policies on how lands should be used, and how growth should be managed through to 2031. The Livable Oakville Plan was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, and approved by the Regional Municipality of Halton on November 30, 2009, with modifications. After several appeals, the Ontario Municipal Board (now the Ontario Land Tribunal) approved the Livable Oakville Plan with further modifications on May 10, 2011. One site-specific appeal remains outstanding but does not affect the subject site. The most recent Office Consolidation of the Livable Oakville Plan is from April 2025.

In the Livable Oakville Plan, on Schedule A1 Urban Structure, the subject site is identified as *Nodes and Corridors*. Policy 3.7 provides that *Nodes and Corridors* are key areas of the Town and the focus for mixed-use development and intensification. Additionally, Schedule F Southwest Land Use Plan designates the land use of the subject site and the immediate surroundings as *Growth Areas*.

Section 4 of Part C of the Livable Oakville Plan provides policies regarding managing growth and change. Policy 4.1 provides that the majority of intensification in the Town is to occur within the *Growth Areas* as defined in Part E, which includes the Bronte GO MTSA as a primary *Growth Area* that will accommodate the highest level of intensification.

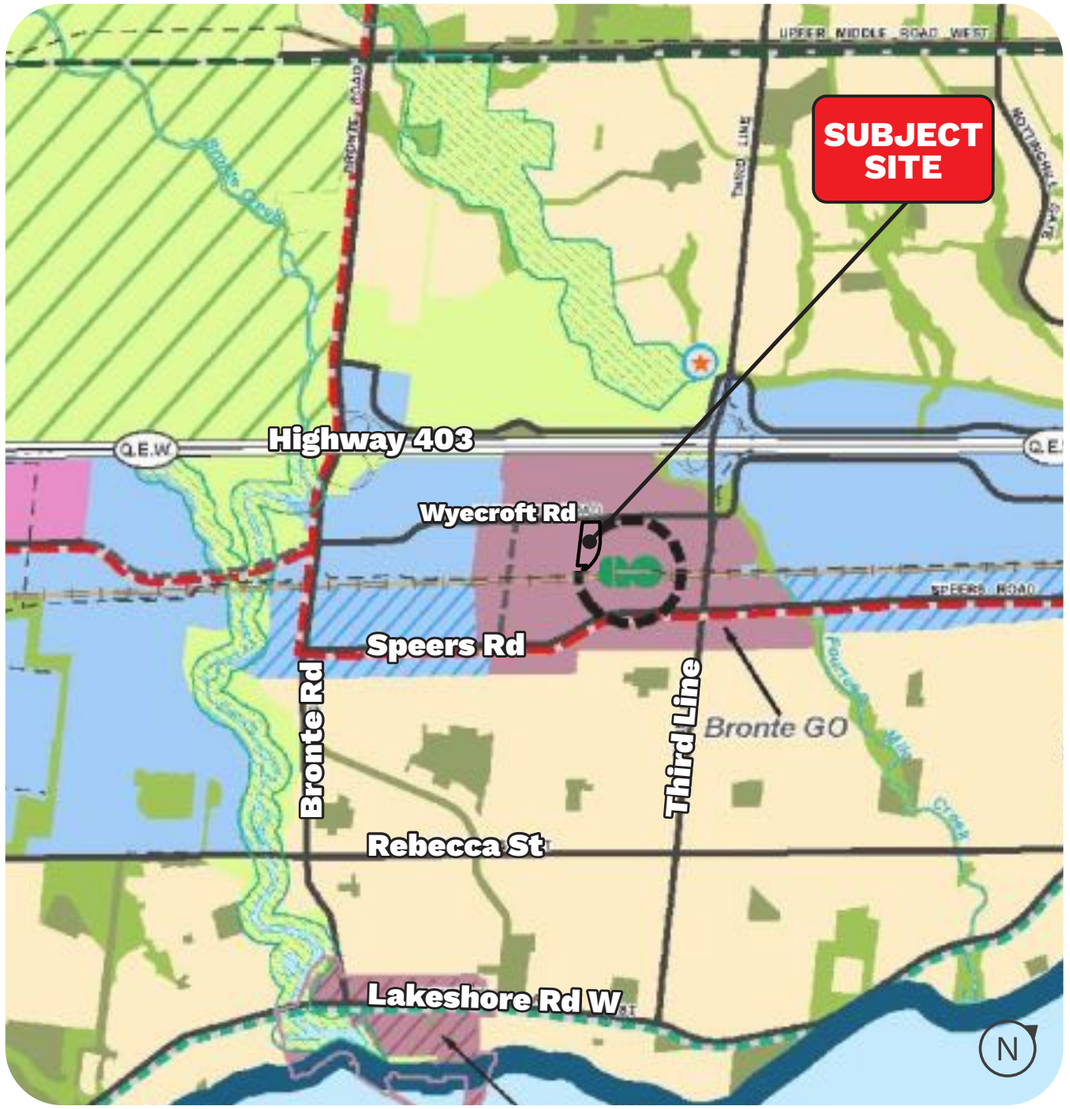



**Figure 9 -** Livable Oakville, Schedule A1, Urban Structure

Policies related to urban design are found in Section 6 of Part C: Making Oakville Livable (General Policies). Under Section 6.1.1, the Livable Oakville Plan 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.

Policy 6.1.2 (a) provides that development shall be evaluated in accordance with the urban design direction set out in the Livable by Design Manual (referred to in Section 4.3 of this report) and that alternative design approaches may be proposed with the provision of appropriate justification and after consultation with the Town, subject to the proposed design meeting the intent and purpose of the Official Plan's urban design policies.

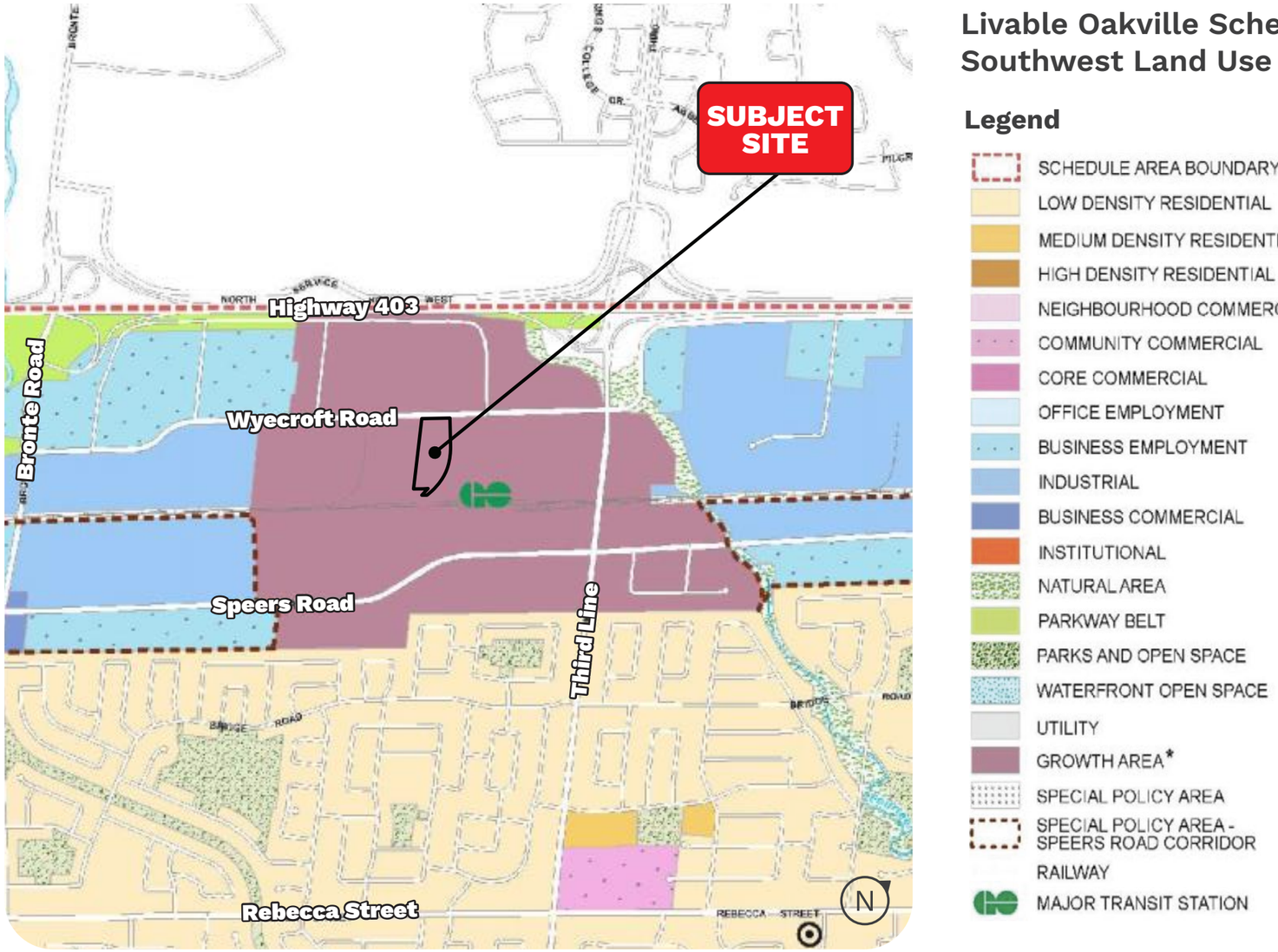



**Figure 10 -** Livable Oakville, Schedule F, South West Land Use

Policy 6.2.1 provides that the design of the public realm should promote creativity and innovation and include:

- a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;
- walkable street lengths for pedestrians;
- a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;
- comfortable and accessible public spaces that respond to their surroundings; and
- furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

Policy 6.4.2 provides that new development should contribute to the creation of a cohesive streetscape by:

- placing the principal building entrances towards the street and towards corner intersections;
- framing the street and creating a sense of enclosure;
- providing variation in façade articulation and details;
- connecting active uses to the public realm to enhance the liveliness and vibrancy of the street;
- incorporating sustainable design elements such as trees, plantings, furnishings, lighting, etc.; and
- coordinating improvements in building setback areas to create transitions from the public to private realms.

The built form policies are discussed in Section 6.9 and include that:

- buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage;
- building design and placement should be compatible with the existing and surrounding built form context and carried out in a creative and innovative manner;
- to achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition between different land uses through landscape buffering, spatial separation, and compatible built form;
- 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 pedestrian;
- buildings should present active and visually permeable façades relative to all adjacent streets and amenity spaces through the use of windows, entry features, and human-scaled elements;
- main principal entrances to buildings should be oriented to the public sidewalk;
- development should be designed to include variation in building mass, façade treatment and articulation to avoid sameness;
- buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets;
- new development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm;
- continuous streetwalls of identical building height are discouraged, and that variety in rooflines through subtle variations in roof form and height should be created;
- where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses;
- new development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation;
- rooftop mechanical equipment shall not be visible from view from the public realm;
- outdoor amenity areas should incorporate setbacks and screening elements to ensure compatibility with the local context; and
- buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows.

Section 6.10 sets out a series of landscape design policies which provide that, among other things, landscaping associated with new development should:

- enhance the human scale of development, create an attractive environment for pedestrian movement and frame desired views or focal objects;
- preserve and enhance the urban forest;
- provide shade and wind protection; and
- preserve and complement the existing natural landscape.

Sections 6.11 to 6.13 set out policies pertaining to pedestrian and vehicular access and circulation, as well as parking, which include:

- pedestrian walkways should be barrier-free;
- development should incorporate safe and direct access and circulation to and through the site that connects pedestrians to principle building entrances, amenity areas, parking areas, public sidewalks and transit facilities, as well as adjacent developments, where appropriate;
- in areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments;
- walkways should provide continuous routes across driveway entrances, drive aisles and through parking areas;
- development should incorporate safe and direct vehicular access and circulation routes with defined internal drive aisles to direct traffic, establish on-site circulation and frame parking areas;
- consolidated driveway accesses are encouraged to maximize landscaped space, as well as to minimize public sidewalk interruptions and expansive paved areas;
- barrier-free parking spaces should be located in close proximity to principal building entrances; and
- parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible.

The design of service, loading and storage areas is addressed in Section 6.16 and includes the following direction:

- servicing and loading areas should be located and orientated away from pedestrian and vehicular circulation both on-site and in the public right-of-way; accessible but not visible from the public realm; and, separated and buffered from residential areas;
- the visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, as well as screening with tree and shrub plantings;
- when lands are adjacent to residential land uses, service and loading areas should be internalized in the building or appropriately screened from the public realm and adjacent uses; and
- site servicing and utility elements should be located within the rear yard or away from or screened from public streets, adjacent residential areas and other sensitive land uses.

A detailed discussion and analysis of how the proposal thoroughly addresses the Livable Oakville urban design policies is described in Section 6.0 of this Urban Design Brief.

# 4.2 OPA 41 Bronte GO MTSA

As part of the Town of Oakville's Official Plan Review, the Town completed a study of the Bronte GO Station and surrounding area, known as a "major transit station area" or MTSA. On November 1, 2021, Council passed By-law 2021-128 to adopt Official Plan Amendment 41 ("OPA 41") for the Bronte GO Major Transit Station Area. OPA 41 was approved by Halton Region on November 25, 2022, with modifications. OPA 41 added several new schedules to the Livable Oakville Plan specific to the Bronte GO MTSA for matters related to land use, minimum densities, minimum and maximum building heights, transportation, and urban design.

The Bronte GO MTSA is planned to accommodate increased population and employment densities and transform over the long-term from an area dominated by employment and industrial uses to a transit-supportive, mixed use, urban community which maintains an employment focus.

The subject site is designated *Urban Core* as per Schedule S1 - Bronte GO MTSA Land Use. Section 12.5 contains policies with respect to the *Urban Core* designation which is envisioned to have a strong urban focus with buildings that are designed to be pedestrian-oriented, transit-supportive, and incorporate retail and service commercial, office and residential uses.

Lands to the north, east and west of the subject site are also designated *Urban Core,* while the lands directly southwest are designated *Parks and Open Space*. A north-south future road is identified along the eastern

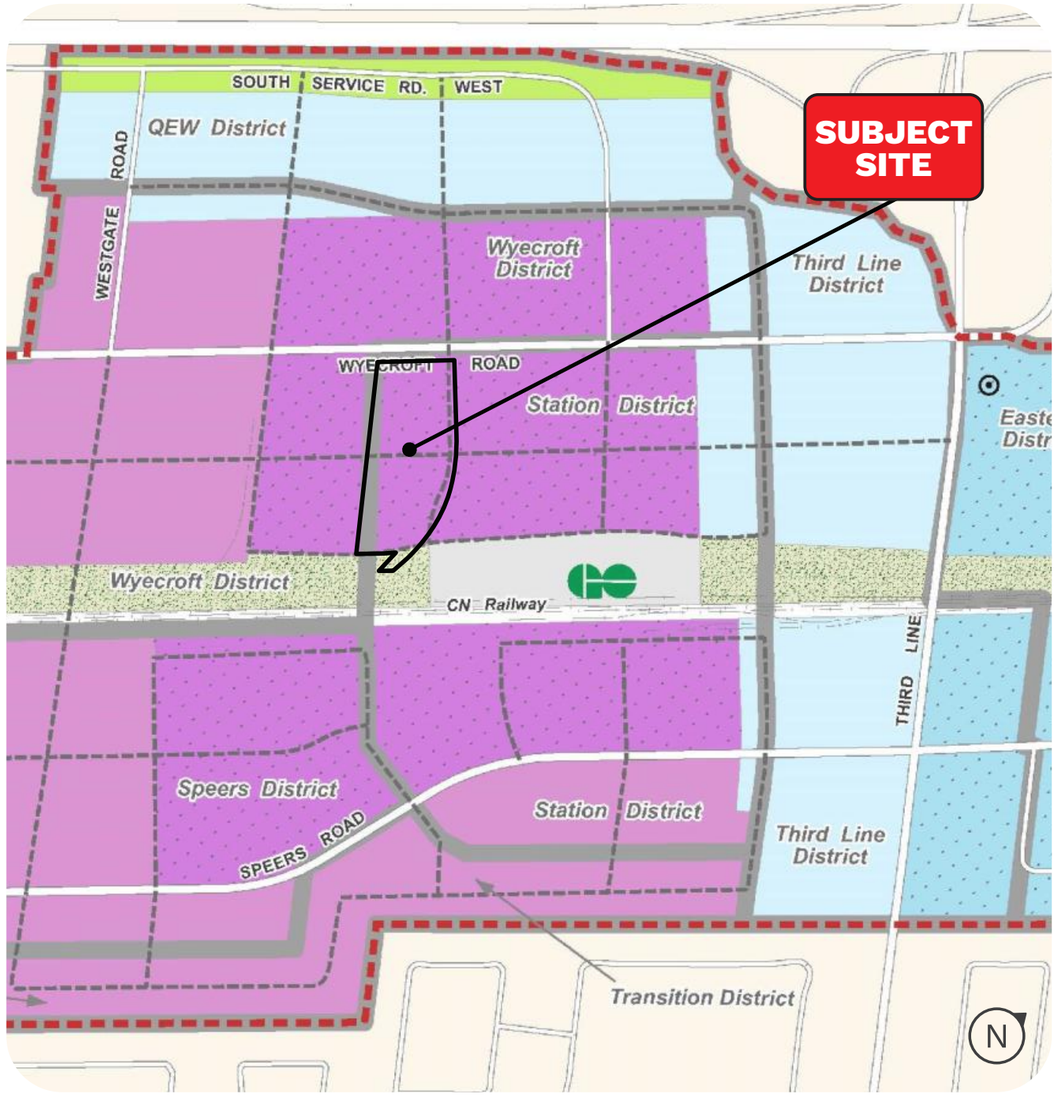



**Figure 11 -** OPA 41 Schedule S1, Bronte Go MTSA Land Use

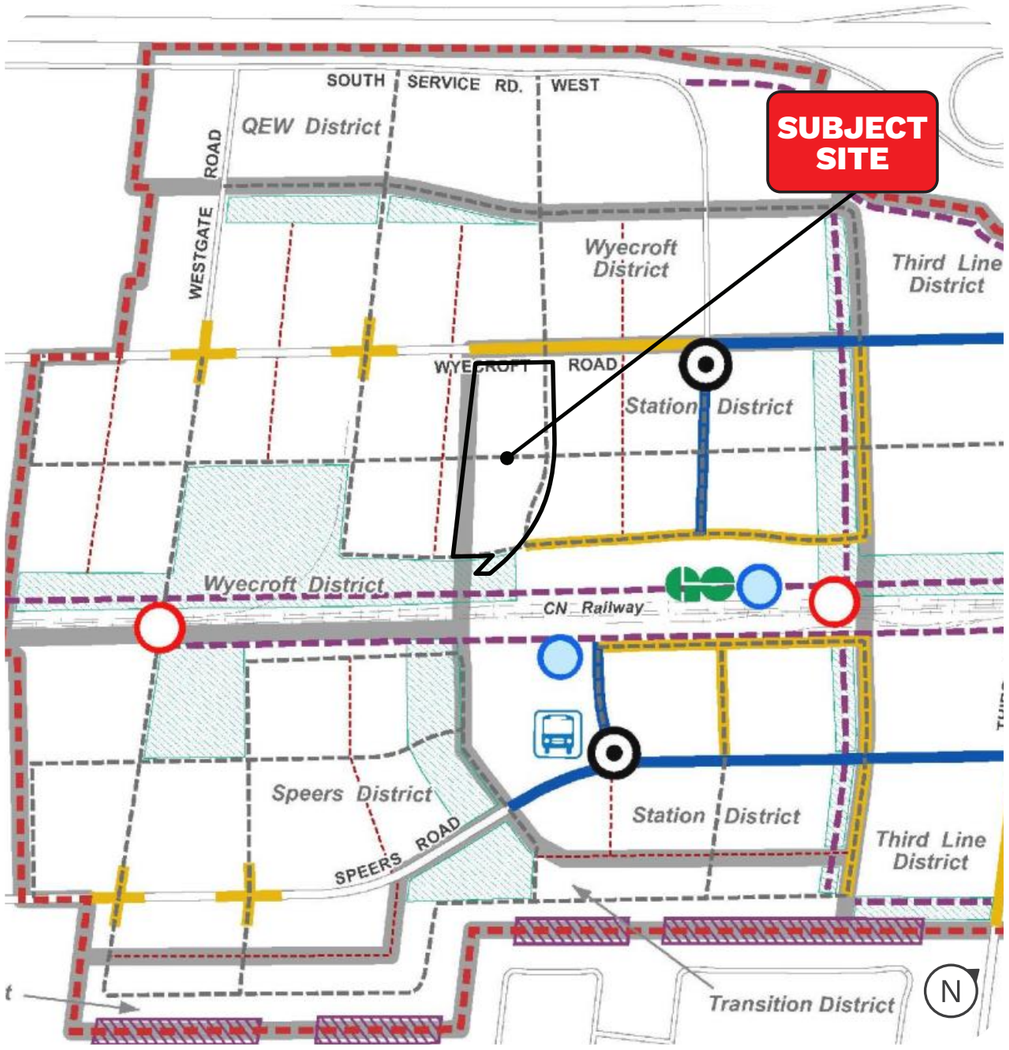
edge of the subject site and an east-west future road is identified to bisect the subject site centrally.

The Bronte GO MTSA is divided into seven districts, and the subject site is located within the Station District. All development in this district is required to be within mixed use buildings. Commercial uses shall be provided on the ground floor of buildings facing primary streets and are encouraged throughout the mixed-use area.

In addition to Section 6 of the Livable Oakville Plan, OPA 41 outlines clear urban design policies applicable to subject site and the Bronte GO MTSA, as illustrated in Figure 12 - Schedule S5, Bronte GO MTSA Urban Design.

The public realm policies are addressed in Section 27.5 and include:

- The design of new development shall improve access to and from existing and planned transit stations and stops. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing existing transit facilities.
- A height peak shall be created within the Station District, with buildings closest to the Bronte GO Station being the tallest buildings within the Bronte GO major transit station area.




**Schedule S5, Bronte GO MTSA Urban Design (Livable Oakville, as amended by OPA 41)**

**Legend**

- GROWTH AREA BOUNDARY
- PRIMARY STREET
- SECONDARY STREET
- OPEN SPACES
- TRANSIT PLAZA
- GATEWAY SITE
- ENHANCED FEATURE AREA
- ACTIVE TRANSPORTATION CONNECTIONS
- ACTIVE TRANSPORTATION LINKAGE AREA
- MID-BLOCK CONNECTIONS
- DISTRICT BOUNDARIES
- FUTURE ROADS
- RAILWAY
- TRANSIT TERMINAL
- MAJOR TRANSIT STATION

**Figure 12 -** OPA 41 Schedule S5, Bronte Go MTSA Urban Design

Direction related to streetscapes is set out in Policy 27.5.3 and includes:

- Streets within the Bronte GO major transit station area shall provide pedestrian-oriented streetscapes through a combination of wide sidewalks, landscaping, tree plantings, and street furniture including benches, transit shelters and bike racks, appropriate for an urban context. Places for gathering and public art installation are encouraged.
- Active street frontages with active at-grade uses that contribute to a lively, pedestrian-oriented environment are encouraged throughout the Bronte GO major transit station area, and in particular at intersections, in the Station District, and along Speers Road.

Direction related to mid-block connections is outlined in Policy 27.5.6 and includes:

- The transportation network should be supported by mid-block connections, shown conceptually on Schedule S5, which may be provided as additional streets if detailed transportation studies deem them warranted, or as other publicly accessible connections or laneways.
- Mid-block connections should improve and consolidate access to development, and enhance connections and mobility within and through the area.

Direction related to built form is provided in Policy 27.5.8 and includes:

- Buildings shall have a transit-supportive built form that is oriented to the street to create a pedestrian-friendly urban environment.
- Building separation and side property setbacks for tall and mid-rise buildings should be achieved in accordance with the Livable by Design Manual.
- Tall building tower spacing and orientation, as well as floorplate control, should be achieved in accordance with the Livable by Design Manual.

# 4.3 Livable by Design Manual - Urban Design Direction for Oakville (2019)

The Town of Oakville Council endorsed the Livable by Design Manual ("LBDM") on May 12, 2014. The purpose of the Livable by Design Manual 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".

The Livable by Design Manual (Part A) - Urban Design Direction for Oakville presents a comprehensive set of guiding design principles and urban design directives applicable Town-wide for all forms of development, redevelopment and capital projects. Section 1.4 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

Section 2.0 provides design direction for the public realm. Relevant guidelines include, but are not limited to:

- Design new streets and enhance existing streets that incorporate complete street attributes such as being multi-modal, conveniently connected, barrier free, and safe, that offer spaces for public life, and that prioritize pedestrian and cyclist use and comfort.
- Maintain or create a continuous streetwall of building facades to provide a sense of enclosure and backdrop to pedestrian activities.
- Orient and position primary building facades, entrances and public spaces directly towards streets.
- Select sidewalk surface treatments based on streetscape function, desired permeability, durability, shape flexibility, pedestrian volumes and barrier free movement.
- Provide continuous, unobstructed, and barrier-free sidewalks on both sides of a street.

Section 3.0 provides design direction for built form. Relevant guidelines include, but are not limited to:

- Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum of 6 storeys.
- Where a stepback of the main wall of the building base is proposed, situate it no lower than 12.0 metres above grade and with a minimum depth of 1.5 metres, to ensure the building continues to frame abutting public spaces and streets.
- Enhance the building facade along the street edge by incorporating creative building elements that are compatible in style, scale and placement.
- For ground floor commercial uses facing a public street, incorporate a minimum first storey floor to ceiling height of 4.5 metres and a minimum of 75% glazing on facade(s) to achieve visual interest and access to natural light.

- For ground floor residential units, incorporate floor to ceiling heights between 3.5 metres and 4.5 metres.
- Design principal entrances to commercial units that are oriented towards and highly visible from the public realm and located at the same level/plane with the sidewalk. Secondary entrances may be oriented to private amenity areas.
- Locate vehicular-access entrance/exits to structured parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a free-standing element on the site.
- Extend the facades of the building base parallel along the full length of the property where it abuts the public realm to ensure the street wall creates a sense of enclosure.
- Within *Growth Areas* and along *Intensification Corridors*, design the main wall of the building to occupy a minimum of 85% of the facade zone along the lot length abutting a public street.
- Design the building at a maximum length of 55.0 metres along the facade zone before incorporating a significant break in massing. Incorporate a break with a minimum depth of 6.0 metres and minimum length of 9.0 metres to achieve a significant vertical break and setbacks.
- Incorporate strategic setbacks from the property line in the facade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses.
- Establish a consistent pedestrian scale at the street level by incorporating human-scaled built form and architectural features at key locations along the facades, such as, horizontal banding (datum lines), cornices, and openings.
- For a tall building, step back the middle component a minimum of 5 metres from the main wall of the building base.
- For tall buildings, design the floorplate above the building base with maximum area of 750 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level.
- Provide enhanced privacy for building units and access to sky views and sunlight by incorporating a minimum separation distance of 25.0 metres between building towers, whether located on the same or an adjacent property. The separation distance is measured horizontally from building face to building face and includes projections.
- Position the building tower on the building base to minimize the shadows cast across the public open spaces, urban squares and private amenity areas.
- Design the architectural treatment of the rooftop to complement the overall building design and to integrate penthouses, stair towers, elevator towers and mechanical equipment.
- Design building facades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls.
- Articulate the massing of the facade to divide the architectural detailing into smaller element by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.
- On residential buildings, architecturally integrate balconies and other projections into the structure and detailing of the building. Recess, partially recess or cantilever balconies that provide sun access to the units below.
- Design building facades with a high standard of architectural design, detail and variety of materials that are aesthetically compatible and exhibit quality of workmanship; are functional, durable and easily maintained; and contribute to energy efficiency and sustainability.
- For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit.

Section 4.0 provides design direction for site organization elements. Relevant guidelines include, but are not limited to:

- Incorporate a diversity of plant species based on ecological compatibility, seasonal variety, and appropriateness for site conditions.
- Incorporate drought and salt tolerant species, especially when adjacent to hard surfaces. Wherever possible, select native species and non-invasive species, especially when adjacent to natural areas.
- Landscape front and flankage yards with plantings and other landscaping features that provide visual interest, highlight pedestrian connections, enhance building and site design features, screen undesirable elements, and provide continuity with the public realm.
- Where warranted, landscape side and rear yards with plantings and/or fences/walls to achieve functional and attractive screening and/or buffering.
- Design pedestrian networks to provide direct, barrier free, predictable and safe access to and from public sidewalks, transit stops, urban squares, amenity areas, building entrances, parking areas and open spaces. Where appropriate, connect the network to pedestrian areas located on adjacent properties.
- Wherever possible within *Growth Areas* and on intensification sites, incorporate structured parking facilities, whether located below or above ground, to accommodate a higher density of parking coverage. Underground parking structures are preferred.
- Design vehicular entrances and ramps to a structured parking facility that complements the scale of the facade and surrounding streetscape elements. Wherever possible, provide access from a secondary street and separated from public areas.
- In *Growth Areas* and along pedestrian-oriented streets, locate vehicular access driveways from side or minor frontage streets to minimize impacts on pedestrian circulation, site character and streetscape.
- Provide safe and convenient bicycle parking for all non-residential and multi-unit residential sites to support multi-modal transportation options.
- Locate passenger pick-up and drop-off loading areas for convenient access to main building entrances.
- Design and integrate service, loading and storage areas to minimize the visual impact on the public realm, on built form and amenity areas, and on surrounding sensitive uses.
- Wherever feasible, locate service, loading and storage areas within the main building(s) to ensure these facilities are not visible from the public realm or within view of main building entrance(s).
- Wherever possible, consolidate service, loading and storage areas into one multi-functional area on the site to serve multiple buildings and multiple purposes.
- Locate and design service, loading and storage areas to prevent conflicts with pedestrian and vehicular circulation routes.
- Wherever possible, locate access driveways to service, loading and storage areas at the side or rear of the property to limit access directly from major thoroughfares.

While Part B of the Livable by Design Manual outlines a series of district and/or site-specific guidelines (none of which are applicable to the subject site), Part C of the LBDM provides site design and development standards intended to bring consistent built form outcomes throughout the Town.

The objectives for creating and implementing Part C of the LBDM include:

- setting clear expectations and standards for development;
- documenting established current practices;
- incorporating best practices;
- instituting requirements and benchmarks; and
- establishing uniformity in the development review process to achieve consistency in site design and development.

Part C Section 2 sets out standards related to soft landscaping, providing guidance on canopy cover targets, planting selection, existing vegetation, soft landscape grading, soil, landscape buffers/screening, play spaces and amenity areas, and greening surface parking and other site areas.  Relevant guidance includes, but isn't limited to, the following:

- The town-wide tree canopy coverage target of 40%, to be achieved by 2057, can be ,et by establishing and implementing improved landscape planting standards that will yield the best growing environments to foster optimal tree health and longevity. The canopy coverage target for commercial and mixed use land use designations on private lands south of Dundas Street is 19%. (Guideline 2.1.1(b))
- Species variation will depend on the amount of trees to be planted:
  - if more than 10 trees are proposed, a mix of tree types should be selected;
  - if 20 to 40 trees are proposed, no more than 25% of the trees should be of the same genus;
  - if more than 40 trees are proposed, no more than 10% of the trees should be of the same genus. (Guideline 2.2.1)
- A minimum of 30% of the trees planted on a site should be native tree species. (Guideline 2.2.2)
- Species selection and arrangement should provide visual interest through diversity and seasonal variety. (Guideline 2.2.5)
- Tree spacing should reflect the projected canopy size based on the species selected and its growing environment:
  - small stature trees (less than 8.0 m spread), should be spaced 4.0 m to 7.5 m on centre;
  - medium stature trees (8.0 m to less than 14.0 m), should be spaced 6.0 m to 12.0 m on centre;
  - large stature trees (14.0 m and greater), should be spaced 8.0m to 15.0 m on centre. (Guideline 2.2.8)
- The retention of all existing healthy trees on the subject site is recommended. (Guideline 2.3.1)
- Buildings and site development should be designed, both above and below grade, to prevent negative impacts or injury to existing boundary trees or neighbouring trees within 6.0 m of the subject site. (Guideline 2.3.2)
- Maintaining and integrating the exiting natural topography of the site during the development process is recommended. (Guideline 2.4.1)
- Existing grades should match at property lines and at edges of tree protection zones. (Guideline 2.4.2)
- Wherever possible, clean rainwater should be directed to on-site soft landscape areas that can accommodate natural infiltration to recharge groundwater and decrease loads on municipal services. (Guideline 2.4.6)
- For new tree planting, soil volume shall be provided as follows:
  - small stature trees (less than 8.0 m spread), minimum 8.0 $m^3$ per tree, 15.0 $m^3$ recommended;
  - medium stature trees (8.0 m to less than 14.0 m), minimum 15.0 $m^3$ per tree, 30.0 $m^3$ recommended;
  - large stature trees (14.0 m and greater), minimum 24.0 $m^3$ per tree, 45.0 $m^3$ recommended. (Guideline 2.5.1)
- Trees shall not share minimum soil volume. (Guideline 2.5.2)
- Depth of planting soil for trees shall be at least 750mm but not more than 1000mm. (Guideline 2.5.8)
- Landscape areas located on an underground structure roof slab should maintain the following minimum topsoil depth of cover:
  - 900 mm for tree plantings;
  - 600 mm for shrub plantings;
  - 400 mm for sodded areas. (Guideline 2.5.9)

- Any required 3.0 m continuous landscape width along or abutting any road should contain, at a minimum, one (1) deciduous tree for every 12.0 m of frontage. For layout and design purposes, trees may be grouped in clusters, but spaced no greater than 15.0 m apart. Trees should be setback from the property line to avoid overlap with existing or proposed street trees. (Guideline 2.6.2)
- Any required 3.0 m continuous landscape width, other than those abutting a road, should contain, at a minimum:
  - one (1) deciduous or coniferous tree planting for every 12.0 m of abutting land; and
  - a hedge, fence, or combination thereof, to form a continuous screening element with a minimum height of 1.5 m. (Guideline 2.6.3)
- Any required 7.5 m continuous landscape width should contain, at a minimum:
  - one (1) deciduous or coniferous tree planting for every 4.5 m of abutting land, with a minimum of 80% of the trees within the buffer strip as coniferous species; and
  - a hedge, fence, berm or combination thereof, to form a continuous screening element with a minimum height of 1.8 m. (Guideline 2.6.4)
- All play structures and other site furnishings should incorporate accessibility features into the design for children and caregivers with various disabilities, such as sensory and active play components (as per the Accessibility for Ontarians with Disabilities Act (AODA) and Accessibility Standard for the Design of Public Spaces). (Guideline 2.7.3)
- All play structures and other site furnishings are recommended to be located and oriented to provide barrier free access. (Guideline 2.7.4)
- Enclosures consisting of metal fencing with vertical pickets, spaced no greater than 100 mm apart, are recommended. Chain link fencing is not recommended. (Guideline 2.7.8)
- Shade trees should be strategically placed near play structures, play areas, and seating areas to provide shade for users. (Guideline 2.7.9)

Part C Section 3 addresses standards for hardscaping, offering guidance on pedestrian circulation elements, vehicular access and circulation, vehicle and bicycle parking areas, and fences and retaining walls, among other things. Relevant guidance includes the following:

- Exterior paths of travel should provide safe, direct, predictable, and barrier-free access routes that connect pedestrians with the municipal boulevard, multi-use trails, transit stops, urban squares, amenity areas, parking areas, primary building entrances and emergency exits. Where appropriate, exterior paths of travel are recommended to connect with pedestrian areas on abutting sites. (Guideline 3.1.1)
- Exterior paths of travel should be designed and positioned to:
  - clearly demarcate the pedestrian route at driveway crossings and along other major drive aisles and internal intersections;
  - guide pedestrian circulation to minimize the number of pedestrian and vehicle crossing points;
  - minimize obstructions to pedestrian and driver site lines;
  - provide adequate illumination, preferably with pedestrian scale lighting fixtures. (Guideline 3.1.2)
- Walkways should be designed and installed with a minimum clear width of 1.5 m. However:
  - where the walkway connects with a curb ramp, a 1.2 m wide level area should be provided at the top of the ramp to continue the path of travel and serve as a turning space for a mobility device;
  - where the walkway is adjacent to parking stalls oriented perpendicular to the exterior path of travel, the walkway should be increased to a minimum clear width of 1.8 m to accommodate vehicle overhang;
  - where the walkway is located within high volume pedestrian areas, the walkway should be increased to a minimum clear width of 2.4 m. (Guideline 3.1.4)

- Walkway surface treatments should incorporate changes in materials, colour, and/or texture to differentiate pedestrian crossings, passenger loading areas, dedicated parking areas and bicycle storage areas from vehicular parking and circulation areas. Within barrier-free paths of travel, incorporating tactile warning strips at the intersection of walkways and vehicular areas is recommended. (Guideline 3.1.8)
- Limiting the number of street access driveway entrances is recommended to minimize interruptions to pedestrian movement along the public sidewalk and to the streetscape and perimeter landscaping. Where feasible, street access driveway entrances are recommended to be shared between adjacent sites. (Guideline 3.2.1)
- The width of street access driveway entrances should be minimized to limit site access to the optimal number of lanes of operation, as a means to control the location and angle of vehicular movement and to discourage erratic manoeuvers. Refer to town STD 10-2 (Public Works Standard Drawings) for driveway design criteria. (Guideline 3.2.2)
- Where possible, street access driveway entrances should be located along secondary streets to minimize interruptions along the higher order roadway/ primary street.  (Guideline 3.2.4)
- Street access driveway entrances, including the entire curb radius, should be located fully within the property limits and the projection of those limits onto the municipal boulevard. (Guideline 3.2.8)
- Vehicular routes should be designed such that vehicles move in a forward only direction. Vehicular routes should not incorporate dead-end aisles that may result in vehicles reversing down drive aisles or onto the right-of-way. (Guideline 3.2.12)
- Passenger loading areas should be located in close proximity to the main building entrance(s) and along a barrier-free exterior route of travel. (Guideline 3.2.17)
- A variety of surface treatments and edge materials is recommended to be incorporated to differentiate between vehicle and pedestrian routes and to create visually appealing hard surface areas. (Guideline 3.2.25)
- Bicycle parking areas should:
  - be a minimum of 1.8 m x 1.2 m in area to accommodate one (1) bike rack for two bicycles;
  - be positioned at an appropriate distance from structures to permit movement around the rack(s);
  - not encroach into exterior paths of travel and landscaping areas. (Guideline 3.3.13)
- Flankage yard fences and free-standing walls, which abut a right-of-way, pedestrian walkways, parks, and other public spaces, are recommended to incorporate different materials and planting to provide visual interest. (Guideline 3.4.3)
- Retaining walls associated with access/egress around a building shall incorporate fall protection that includes a guard for any portion of the wall over 600 mm in height from the nearby grade. (Guideline 3.4.8)
- Retaining walls located in landscape areas where the public has access shall incorporate fall protection that includes a guard for any portion of the wall exceeding 1.0 m in height from nearby grade. (Guideline 3.4.9)

Part C Section 4 outlines standards related to service facilities, providing guidance on the location and configuration of facilities, garbage storage, compaction and collection areas, loading areas, snow storage, and exterior lighting. Relevant guidance includes the following:

- Facilities, where required and proposed, should:
  - be integrated into the overall site design to maximize service functionality and to minimize impacts on site users;
  - be positioned in areas on the site with low visibility from the public realm;
  - be designed to accommodate all associated vehicular servicing and maneuvering within the site;
  - be adequately separated and buffered from adjacent sensitive uses. (Guideline 4.1.4)
- Facilities should not be located in front or flankage yards, along building facades facing the street, public realm or sensitive land use, or within view of main building entrances, customer/visitor parking areas, bicycle parking areas and pedestrian areas. (Guideline 4.1.5)

- All exterior lighting fixtures shall be full cut-off to direct illumination downward and dark sky compliant to reduce light pollution, sky glare and light trespass onto neighbouring properties. (Guideline 4.5.1)
- Light shall not be broadcast directly onto an abutting property. (Guideline 4.5.3)
- Energy efficient luminaires, off-grid powered fixtures, and greener power sources are recommended to achieve reductions in energy consumption. (Guideline 4.5.7)

Part C Section 5 addresses streetscape standards, offering guidance on tree planting, sidewalk and hard surfaces, and street furniture.  Relevant guidance includes the following:

- Street trees should be installed in open tree planting beds where possible and located within the planting zone of the boulevard (typically located between the curb zone and the pedestrian path of travel). Tree planting beds should incorporate a minimum soil depth of 750 mm. (Guideline 5.1.3)
- Where tree soil volume is located beneath hard surface paving, appropriate enhanced rooting environment techniques, such as engineered soils or silva cells shall be provided. (Guideline 5.1.5)
- Street trees are recommended to be setback a minimum of 1.5 m from the back of curb to avoid potential damage from vehicles and snow clearing activities. (Guideline 5.1.6)
- The municipal sidewalk shall be a minimum width of 1.5 m. Where the abutting private property incorporates a soft landscaping treatment, the sidewalk should be offset from the property line by a minimum of 500 mm. Where the abutting private property incorporates a hard surface treatment, the minimum width of the sidewalk should be increased to 2.0 m and located abutting the property line with no offset. (Guideline 5.2.1)
- Street furniture should be selected based on durability, ease of maintenance, compatibility with local climate, and availability for furniture replacement. The design, colours and materials of street furniture should represent a coordinated scheme. (Guideline 5.3.1)
- Street furniture should be placed within the furnishing and planting zone, typically located between the curb and the pedestrian path of travel. Street furniture may be placed within the frontage and marketing zone, provided ample space is available and the pedestrian exterior path of travel remains constant and unaffected. (Guideline 5.3.2)
- The placement of street furniture shall not impede the pedestrian exterior path of travel, access for emergency and maintenance vehicles, and snow removal operations. (Guideline 5.3.3)
- Seating, waste receptacles and bicycle rack areas should be sited and maintained to be functional year round. (Guideline 5.3.4)

# 4.4 Urban Forest Strategic Management Plan

The 2020 Urban Forest Strategic Management Plan ("UFSMP") consolidates two forestry management plans for North and South Oakville into one Urban Forest Strategic Management Plan. The 2020 UFSMP highlights the importance of increasing canopy cover on private land in achieving the Town's overall canopy cover target. The Urban Forest Strategic Management Plan:

- Reviews the status of urban forest;
- Assesses progress against recommendations of previous urban forest studies; and
- Provides strategic direction and further recommendations to achieve 40 per cent urban forest canopy cover target by 2057 as well as a sustainable and healthy urban forest.

Six strategic priorities for sustainable urban forest management are also identified in the plan, including forest protection, tree planting and establishment, forest health and resilience, risk management, communications and outreach, and adaptive management.

Tree canopy cover targets are set out in the plan for each land use type in South Oakville, as outlined on Table 10 - South Oakville Canopy Cover Targets (%) by Land Use. The table stipulates that for the mixed use zone/designation, the proposed land use for the subject site, an overall target canopy cover of 19% is to be achieved.

A Canopy Cover Plan and chart, prepared by O2 Design, have been provided as part of this application. See Section 6.2.3 of this UDB for discussion of the standards in the UFSMP and the 19% target canopy cover have been met through the design of the proposal.

| Land Use | South Oakville Overall Target UTC (%) | Private Land Canopy Targets (%) | Current Private Land UTC (%) | UTC% Change to Meet Private Land Targets | Total Private Land Area (ha) | Current Private PPA (ha) | UTC Area Change Needed to Meet Targets (ha) | Total Private Land Target UTC Area (ha) |
|---|---|---|---|---|---|---|---|---|
| **Commercial and mixed use** | 20 | 19 | 5.5 | 13.5 | 388.4 | 67.7 | 52.5 | 73.8 |
| **Employment** | 20 | 20 | 8.9 | 11.1 | 1352.5 | 358.5 | 149.9 | 270.5 |
| **Open space and parkway** | 50 | 21 | 28.6 | -7.6 | 254.5 | 116.9 | -19.3 | 53.4 |
| **Public use** | 20 | 18 | 12.4 | 5.6 | 193.9 | 65.8 | 10.8 | 34.9 |
| **Residential class A** | 45 | 35 | 43.3 | -8.3 | 753.0 | 226.2 | -62.7 | 263.6 |
| **Residential class B** | 30 | 25 | 21.0 | 4.0 | 2557.5 | 826.5 | 102.3 | 639.4 |
| **Transportation corridor** | 15 | 11 | 7.9 | 3.1 | 70.7 | 28.6 | 2.2 | 7.8 |
| **Woodlots & natural heritage system** | 90 | 32 | 39.8 | -7.8 | 203.7 | 73.1 | -15.9 | 65.2 |
| **AREA TOTALS** | | | | | **5774.2** | **1763.3** | | **1408.5** |

**Table 10 -** South Oakville Canopy Cover Targets (%) by Land Use (sourced from 2020 Urban Forest Strategic Management Plan)

# 5

# Development Plan

The proposal contains a mix of uses and unit types that will positively contribute to the creation of a pedestrian-friendly, transit-supportive and mixed-use community in the Bronte GO MTSA. The proposed development divides the subject site into two new development blocks separated by a new 20-metre-wide public road at the centre of the site. A new 16-metre-wide public right-of-way is also proposed along the eastern extent of the subject site. In addition, a 4.4-metre-wide road widening is proposed along the northern extent of the subject site to widen Wyecroft Road in accordance with the Livable Oakville Plan. In total, approximately 6,464 square metres are proposed to be conveyed to the Town for the creation of new roads and expansion of existing ones.

In total, the proposed development consists of four towers—"Tower A" (24 storeys) and "Tower B" (24 storeys) sit atop a shared 6-storey, C-shaped podium on "Block A", the northernmost parcel adjacent to Wyecroft Road. "Tower C" (24 storeys) and "Tower D" (24 storeys) sit atop a shared 6-storey, C-shaped podium on "Block B", the southernmost parcel at the rear of the subject site. Each 6-storey building base is generally oriented to frame surrounding new and existing roads with a contiguous streetwall and/or landscaped open space elements, like new POPS areas. Above the base building, the towers step back a minimum 3.0 metres to reduce the perception of the building mass by pedestrians from within the surrounding public realm.

Overall, the proposed development includes a total of 112,606 square metres of Gross Floor Area ("GFA") across both blocks, resulting in an overall gross density of 4.77 FSI and 1,191 residential units. The proposal is comprised of approximately:

- 108,696 square metres of space for residential uses;
- 2,554 square metres of retail space at grade;
- 1,355 square metres of space for daycare use at grade, including a 903-square-metre outdoor play area;
- 2,386 square metres of indoor amenity space at grade and on the 7th floor in each building;
- 2,384 square metres total of outdoor amenity space shared across the 7th floor in each building; and
- 6,464 square metres of road conveyance for two future public roads through the centre and along the eastern edge of the site, as well as the 4.4-metre widening of Wyecroft Road.

With respect to the public realm, the proposal improves the pedestrian experience along the Wyecroft Road frontage through the introduction of landscaping and new tree plantings at regular intervals, in line with the standards set out in Section C of the LBDM, and encloses the streetscape by locating the building on Block A closer to the north property boundary. In this regard, the base building is set back 3.0 metres from the new property line (post-road-widening) and is lined with active retail uses to animate the public realm.  The new north-south public road along the eastern extent of the site also includes new tree plantings at regular intervals, landscaping, and a new public sidewalk.  Between the new sidewalk zone and the podium of the building on Block A, new POPS areas are introduced, increasing the landscape character within the streetscape.  Along this frontage, active retail uses at grade in Block A also animate the adjacent streetscape, while retail and grade-related residential uses animate the streetscape adjacent to Block B, ensuring activity, interest within, and views to the public realm.

Along the new 20-metre-wide east-west public road bisecting the site, new tree plantings, and public sidewalks line both sides of the street. On Block A, retail uses wrap the corner and front the new east-west road adjacent to the daycare space and associated screened outdoor play area.  On Block B, grade-related residential uses front the east-west road with front porches, shrub plantings, and landscaping which provide interest within the streetscape while allowing for the transition from the public to private realm. The remainder of the streetscape on the south side of the east-west road features landscaped POPS areas with walkways leading to additional grade-related residential units within Block B.

For, for each development block, vehicular access is provided via a private driveway from the new north-south road to an internal drive court with space for pick-up and drop-off internally within each block. For each proposed building, vehicular parking is situated within four levels of underground parking, accessible from the internal driveway area. A total of 1,742 parking spaces is proposed across both blocks. Bicycle parking is located at the mezzanine level of each building, with a total of 1,199 bicycle parking spaces provided across both blocks. Two loading spaces are provided on the ground floor of each building (i.e., four loading spaces total), which are also accessible via the internal drive court. All loading, staging and storage areas are screened from public view and are located away from the public realm to limit their physical and visual impact on the surrounding area.

Finally, the proposal aligns with and appropriately addresses the design direction for public realm, built form, and site function as outlined in Part A of the LBDM.  In this regard, the proposal achieves the following:

- Modifications to Wyecroft Road and the proposed streets enhance the pedestrian experience and support cyclist use and comfort through the introduction of convenient, connected sidewalks and walkways, as well as cycling parking and infrastructure.
- Pedestrian-scaled 6-storey base buildings frame each adjacent street, animating the public realm with active retail and residential uses, with pedestrian zones enhanced through the introduction of new landscape elements, trees, and POPS areas.
- Proposed building entrances are visually and physically accessible from and oriented towards the adjacent public sidewalks, and building facades within the public realm are highly glazed to enhance visual interest and provide views to and from the building.
- Vehicular access to each block is consolidated and servicing and ramp areas internalized to limit vehicular interaction with pedestrians and provide for a comfortable and safe pedestrian environment.
- Base building elements abut the public realm and create a sense of enclosure along each streetscape, enhanced by the incorporation of strategic setbacks from property lines for proposed landscaping, POPS areas, walkways, and private patio areas for grade-related residential units.
- Base building length on each façade is broken up with architectural articulation and material variety, ensuring visual interest and minimizing monotony within the streetscape.
- Tower elements incorporate appropriate stepbacks above the base buildings to visually distinguish the towers from the base buildings, allowing the lower building elements to be defining features within the public realm and reducing the perception of the upper building mass.
- Indoor and outdoor amenity spaces are provided within each building, including 2.0 square metres of each indoor and outdoor amenity space per unit per block.

- The four tower elements have slender floorplates with areas between 789 and 802 square metres, representing a modest increase to the recommended maximum of 750 square metres.  The Block A towers are oriented at an angle to those in Block B, all of which are well separated from each other by more than the recommended minimum distance of 25.0 metres, ensuring adequate access to sky view and sunlight, and privacy between adjacent residential uses.
- Tower top designs incorporate and screen mechanical equipment and are of varied designs to add interest to the emerging skyline and establish a built form hierarchy.

Overall, as explored in Section 6 of this Brief, the proposal contributes to the creation of a transit-supportive complete community that is vibrant, urban, and pedestrian-oriented, functioning as both an origin and destination for visitors, employees, and residents. The retail and daycare uses proposed on the ground floor provide for jobs within the development, supported by the residential uses above.  From a built form and urban design perspective, the proposal provides an appropriate design solution for underutilized lands directly adjacent to the Bronte GO Station, in an area that is anticipated to evolve and intensify over the long term. The built form is strategically organized, sited, and massed to improve the surrounding public realm with pedestrian-scaled building elements and landscape enhancements along each street frontage. The proposed site design contributes to the planned street network and improves connectivity in the Bronte GO MTSA.

**Figure 13 -** Roof Plan (Prepared by Turner Fleischer Architects Inc.)

**Figure 14 -** Ground Floor Plan (Prepared by Turner Fleischer Architects Inc.)

**Figure 15 -** West Elevation (Prepared by Turner Fleischer Architects Inc.)

**Figure 16 -** East Elevation (Prepared by Turner Fleischer Architects Inc.)

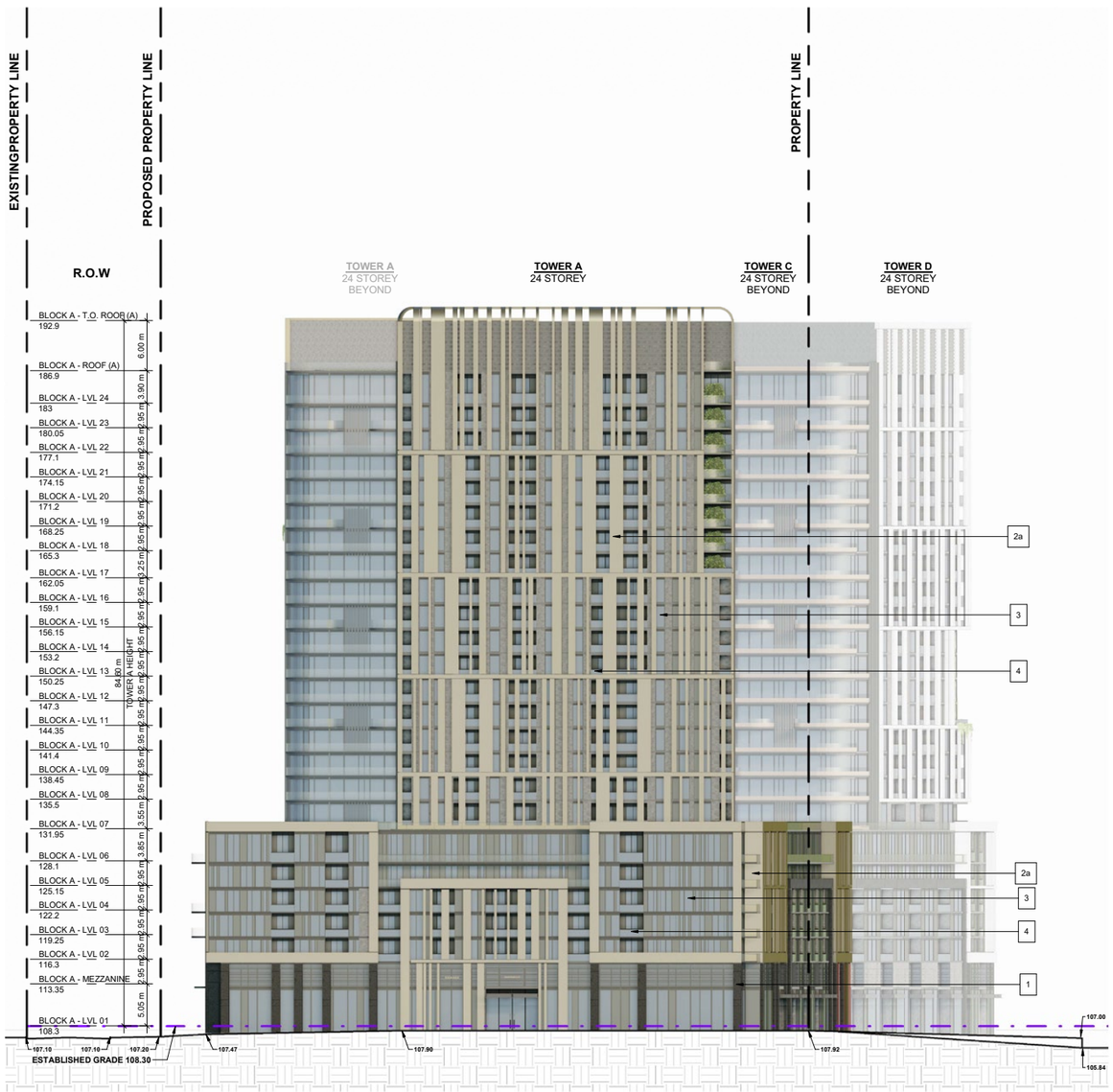



**Figure 17 -** North Elevation (Prepared by Turner Fleischer Architects Inc.)

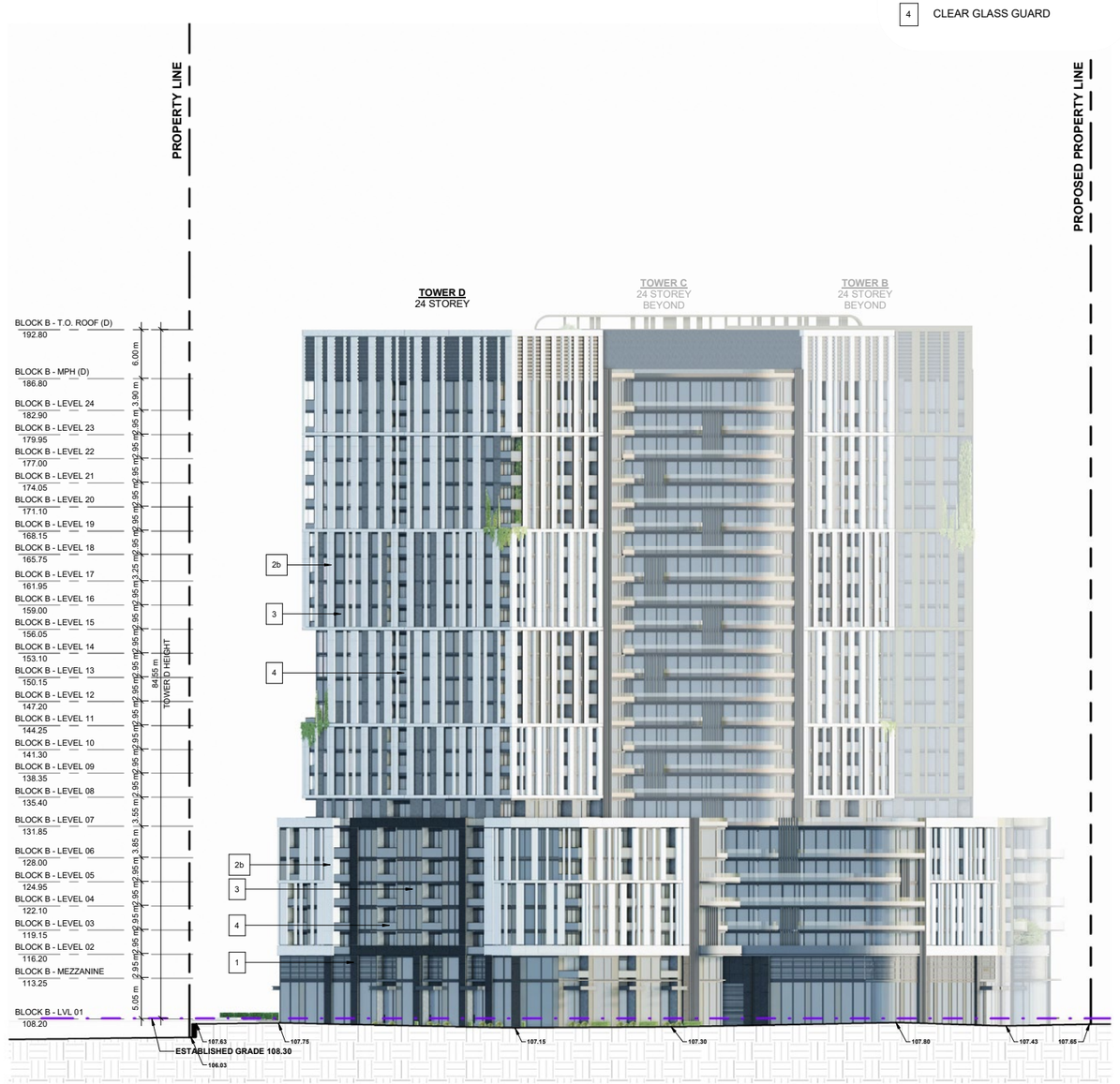



**Figure 18 -** South Elevation (Prepared by Turner Fleischer Architects Inc.)

**MATERIAL LEGEND**

| | |
|---|---|
| 1 | DARK BRICK / PRECAST / METAL |
| 2a | DARK METAL / PRECAST |
| 2b | LIGHT METAL / PRECAST |
| 3 | CLEAR GLAZING |
| 4 | CLEAR GLASS GUARD |

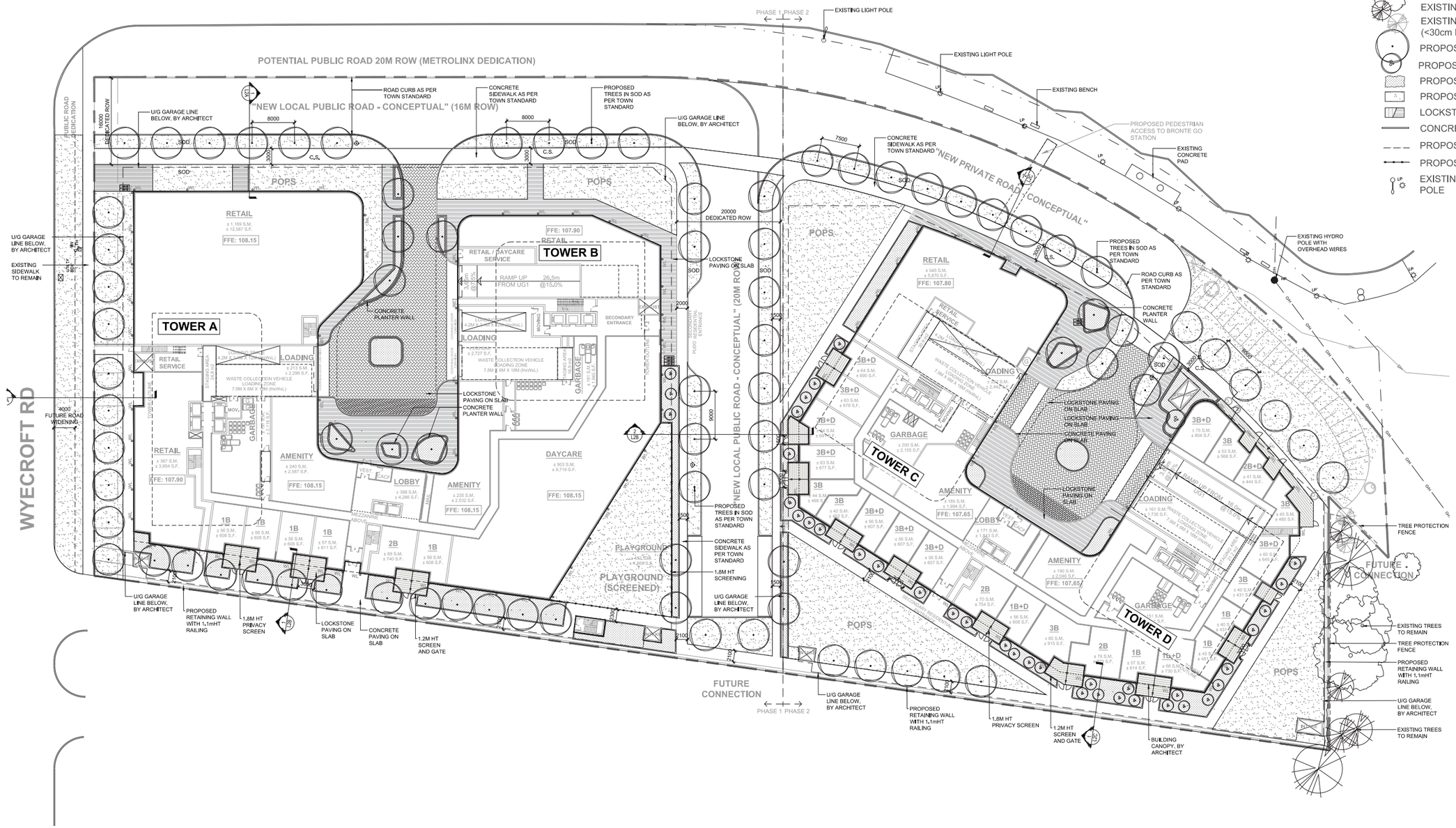



**Figure 19 -** Landscape Plan (Prepared by 02 Design)

# 6

# Detailed Design Direction

# 6.1 Livable By Design Manual

The Livable By Design Manual provides guiding principles that reinforce the policy direction and design approach outlined in the urban design section of the Livable Oakville Plan. The following section outlines how the proposal for the subject site addresses and responds to the six guiding design principles.

## Sense of Identity - *Creating Distinct and Vibrant Communities*

The proposal provides a built form that will initiate the transformation of the predominantly industrial and commercial area into a distinct and vibrant mixed-use community. The proposed street-oriented buildings frame the public realm at good proportion with 6-storey base building elements, providing for an improved pedestrian experience within the surrounding public realm. At grade, the proposal incorporates retail, daycare and grade-related residential uses that will animate the public realm and create engaging streetscapes in and around the site. It also introduces new public street frontages, pedestrian connections and several open space elements (i.e., POPS) to enhance the public realm and create an inviting, comfortable environment for residents, visitors and employees of the proposed retail and daycare uses.

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

The subject site is located within an area planned for significant future change, particularly within the Bronte GO MTSA as part of the adoption of OPA 41. While the proposal represents one of the first sites within the area to realize the planned intensification and built form, it has been designed to be compatible with the planned and anticipated redevelopment in the area, while also remaining complementary to the interim condition of the surrounding context. In this regard, the proposed site organization, building heights and massing will be compatible with the planned context and the vision for the Bronte GO MTSA.

## Connectivity – *Enhancing Connectivity and Accessibility*

The proposal incorporates elements that provide for new and enhanced pedestrian and vehicular connectivity. The site design introduces a 4.4-metre road widening along the Wyecroft Road frontage, and two new public roads, establishing smaller walkable blocks that improve access to the Bronte GO Station. The proposed site design increases connectivity within the district and appropriately guides future development within the Station District and adjacent districts within the Bronte GO MTSA. The proposal also enhances the surrounding streetscape by creating a well-articulated, pedestrian-scaled streetwall lined with active uses, animating the streetscape, encouraging walkability and increasing site permeability. The proposal provides direct and barrier-free access to all residential lobby areas, daycare facilities and retail areas and improves the pedestrian experience in and around the subject site.

## Sustainability – *Integrating Sustainability and Resiliency*

The proposed high-density, transit-oriented development creates a sustainable urban form that promotes intensification in areas well supported by transit. A number of sustainability measures have been incorporated into the building and site design, including the provision of bicycle storage, green roof areas, storm water retention and the inclusion of local and highly tolerant plant species throughout the landscape design.

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

In its existing condition, the subject site does not include any buildings that possess built or cultural heritage value. The proposal will, however, introduce a new high standard of design which will contribute to establishing the future built form and identity that is in line with the vision of the Town of Oakville for the Bronte GO MTSA.

## Creativity – *Inspiring Creativity and Innovation*

The proposal will promote high-quality architectural and landscape design that will contribute to and build upon the community features planned within the Bronte GO Station area. The proposed massing and façade treatment will serve as a positive design precedent and model of inspiration for new developments, establishing a creative and contemporary design aesthetic within the area. The proposed expansion to the existing public road network supports a block structure for adjacent development that is granular, walkable and encouraging of future creative design.

# 6.2 Site Design

## 6.2.1 Site Organization

The proposal envisions the redevelopment of the subject site with a mixed-use development consisting of two buildings, each with two tall building components atop a podium. The overall site arrangement has been informed by the planned built form context and street network in the Bronte GO MTSA. In this regard, the proposed site design will provide an appropriately intensified built form that will contribute to the planned revitalization of the area as a mixed-use, transit-supportive community.

The proposal seeks to divide the subject site into two development blocks—Block A, adjacent to Wyecroft Road, and Block B, at the rear of the site—separated by a new 20.0-metre-wide public road extending east-west through the centre of the site. Additionally, a second 16.0-metre-wide public road will extend south from Wyecroft Road along the eastern extent of the subject site, connecting to the new east-west road and to future planned roads south of the subject site in the fullness of time. This road is intended to form a portion of a planned future 20.0-metre-wide public road to be completed when the remaining 4.0 metres are conveyed by the abutting landowner in the future.

The development of Block A and the public roads represents the first phase of the proposal. The second and final phase involves the development of Block B, including a new interim private road that connects to the new north-south public road.

Block A consists of a single C-shaped building with street frontage on three sides: along Wyecroft Road to the north, and both new public roads on the east and south. The building includes a 6-storey podium and two towers: Tower A is 24 storeys and is situated closest to Wyecroft Road, while Tower B is also 24 storeys and is situated near the centre of the subject site, close to the intersection of the two new public roads. The ground floor has been carefully designed to create a cohesive streetscape by framing and enhancing existing and proposed streets with landscape elements like street trees and POPS areas and active uses, including retail, a daycare (with a screened outdoor play area) and grade-related residential units. Loading and servicing activities, as well as underground parking access, are located away from direct public view and are accessed from an internal drop-off driveway at the centre of the block.

Block B is similarly arranged with a single building consisting of two towers atop a C-shaped podium. The building has frontage on one of the new public roads at the north. The podium height is 6 storeys; Tower C is 24 storeys and is located near the northeast side of the parcel, and Tower D is also 24 storeys and is located at the southwest. As with Block A, the ground floor elements are arranged to best enhance the streetscape with active uses, while reducing the prominence of other required servicing spaces. A retail space fronts onto the new public road at the northeast corner of the podium, adjacent to a proposed landscaped POPS area. Grade-related residential units span the rest of the frontage and wrap around the remaining outward-facing facades. An internal driveway connects to the new road network at the eastern edge of the block, which provides access to internalized servicing and loading spaces and underground parking levels. Landscaped areas and/or elements are proposed along each frontage of Block B to establish a strong landscape character at the heart of the district.

Overall, tower elements have been organized to maintain appropriate separation distances from each other in order to limit potential impacts on privacy and overlook, as well as to preserve access to sunlight and sky view. In this regard, all towers have a minimum 25.0-metre separation distance from each other. Tower heights have been limited to the maximum permitted height for the Bronte GO MTSA to optimize use of the subject site in proximity to transit, while towers have been sited and oriented to minimize built form impacts on the surrounding area. The building podiums have been sited and scaled to frame the adjacent public streets with more public uses, and set back from the streetscape to provide transition to more private uses, like grade-related residential units. Further, they maintain adequate separation distances from one another to ensure the public and private realms are comfortable from a pedestrian perspective, as well as to ensure access to sunlight and sky view and to minimize overlook conditions.

**Figure 20 -** Site Organization - Roof Plan

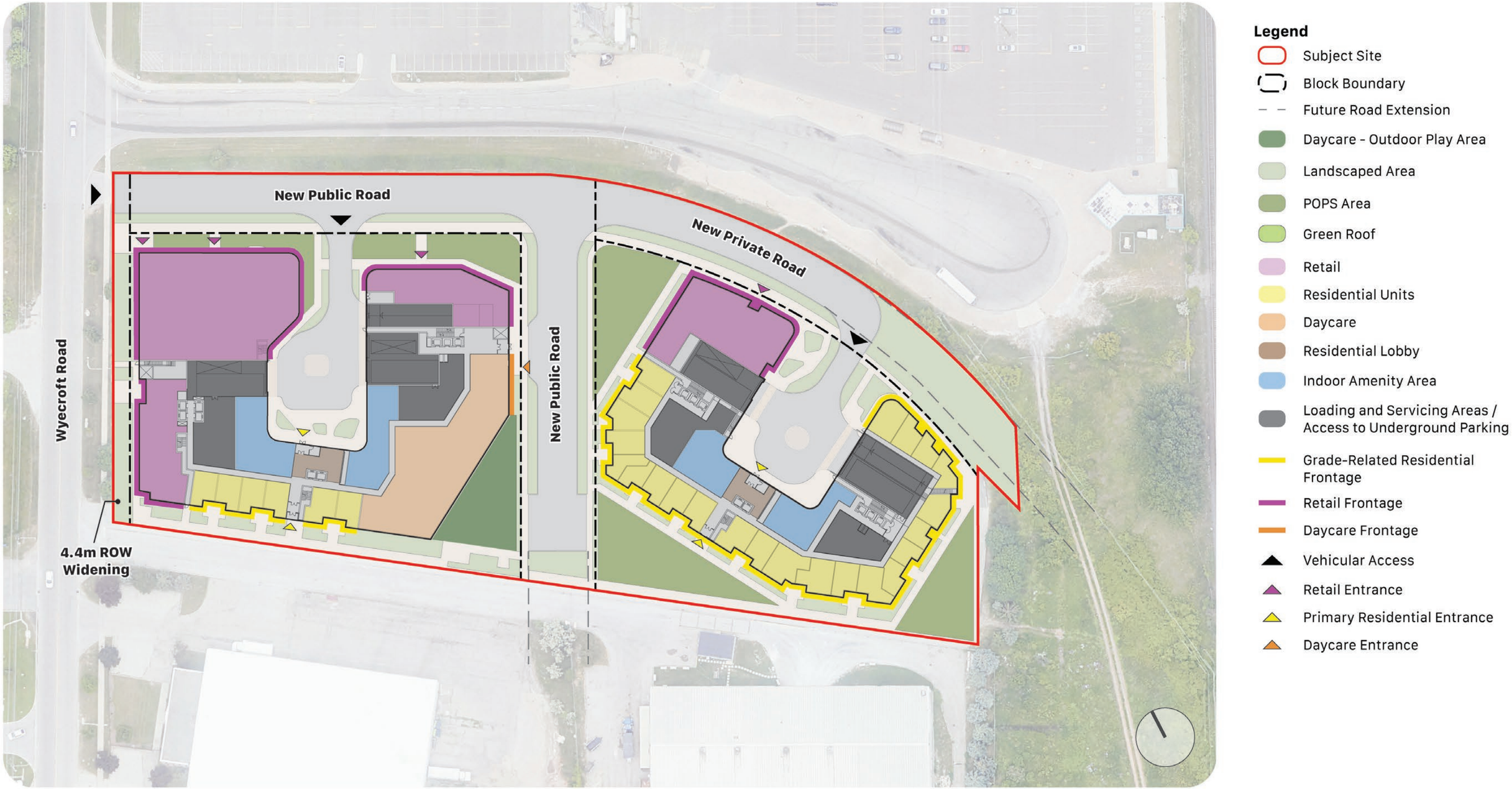



**Figure 21 -** Site Organization - Ground Floor Uses

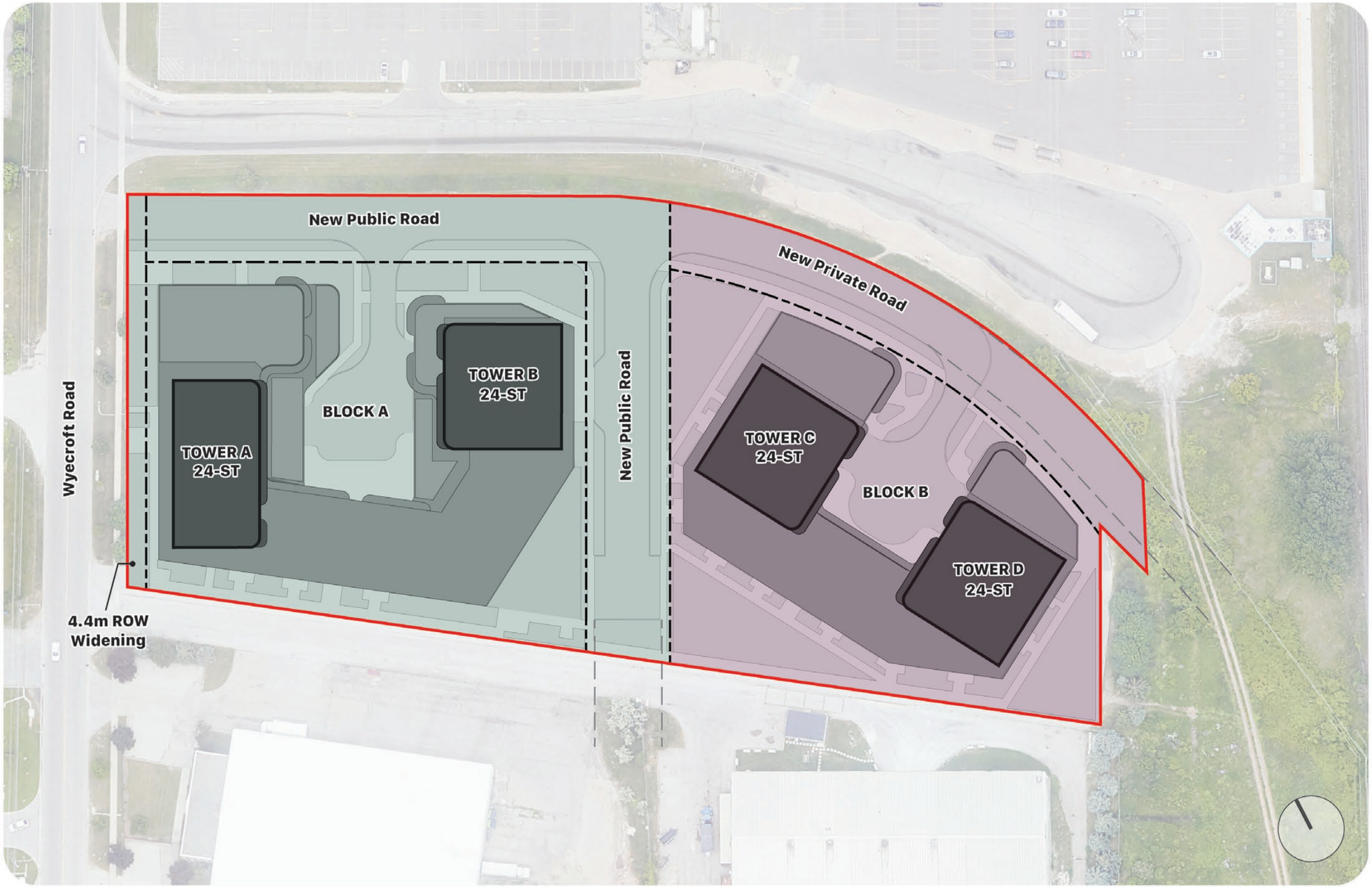



**Figure 22 -** Phasing Plan

## 6.2.2 Circulation and Access

In addition to expanding the road network as planned for the Bronte GO MTSA area, the proposed development presents an opportunity to support a growing residential and working population by creating an improved environment for pedestrians and cyclists.

A continuous network of sidewalks will be provided on all streets to support comfortable pedestrian circulation, including within the widened Wyecroft Road boulevard and the proposed new public roads. Additionally, a dedicated mid-block connection is provided along the west property line, extending south from Wyecroft Road and connecting to the new north-south road around the southern portion of the site. This will increase permeability and connectivity on the site and across the broader area to transit and future parks and open spaces as planned south of the subject site.

With respect to cycling connections, the proposed development promotes the use of active transportation modes, generally though the provision of the connections described above, but more specifically through the proposed cycling infrastructure incorporated into the design of the subject site. In this regard, internal bicycle storage facilities have been included in each of the buildings and are located on the mezzanine level, with access provided from the residential lobby. Short-term bicycle parking is also provided within the public realm close to the proposed retail and daycare spaces on the ground floor.

## 6.2.3 Landscape and Amenity Areas

Landscape elements and areas are incorporated throughout the site to enhance the identity and visual appearance of the public and private areas within the proposed development. These elements will provide transitions between different public and private functions, highlight architecture, soften the edges along the property and block boundaries, create opportunities for leisure, and extend and improve the quality of the open spaces around the site. The proposed landscape elements are intended to provide clear and convenient visual and physical connections throughout the subject site that will draw pedestrians in, promoting active and passive recreation and fostering social interaction on and around the site.

Deciduous tree plantings will line the roads along each frontage of the site and on the edges adjacent to either development block, per Town standards. POPS areas are introduced along the new north-south public street, providing for a welcoming, landscaped transition zone between the public sidewalk and the building face. Additional POPS areas are provided on the west and south portions of Block B, extending the landscaped character of the development across the subject site. These POPS areas act as a backdrop for pedestrian activity, providing opportunities for streetscape activation, connection between different streetscape elements, exploration and passive leisure (se Figures 27 to 31 for precedent imagery related to the various POPS). Walkways throughout the subject site connect these spaces together and allow for an enhanced pedestrian experience across the development blocks.

Across from the northwestern POPS proposed on Block B is a screened outdoor playground area for the daycare space within Block A, flanking the new east-west public road with attractive and interesting landscaped areas.

Grade-related residential units within each block are set back from the public roads or property line to accommodate lockstone -finished outdoor patio spaces and landscaping, including planting beds and ornamental and/or deciduous trees adjacent to access walkways, to buffer the private residential entrances from the adjacent public realm. In particular, new tree plantings are proposed along the west property line to provide a buffer between grade-related residential units and the adjacent properties. For additional privacy and transition of use, grade-related residential units are treated with a 1.2-metre tall decorative gate at each patio entrance. In addition, neighbouring patios are separated from one another by a 1.8-metre tall privacy screen.

Hard and soft landscaping are also proposed at the driveway entrance into each development block and within each drive court.  Specifically, lockstone paving in differing complementary patterns is proposed for the walkways and driveways, separated by landscape elements like concrete planters with deciduous tree plantings on Block A and sodded areas with deciduous tree plantings on Block B.  Block B also features concrete planters with deciduous and ornamental tree plantings along the frontage with the new north-south street. On both blocks, walkways lead from the new public sidewalk to each primary residential entrance and lobby area, where each entrance is flanked by landscape planters and, on Block A, with tree plantings as well.

In addition to the proposed publicly accessible open space, the proposed development provides indoor and outdoor amenity spaces. For each building, indoor amenity space is proposed on the ground floor, as well as within each tower on the 7th floor. The indoor amenity space at grade within each block faces into the central courtyard, animating the entry space to each building. On the 7th floor, the indoor amenity space is contiguous with the proposed outdoor amenity space located on the rooftops of the 6-storey podiums. It is anticipated that the outdoor amenity spaces will feature flexible areas for programming like dining, lounging, and gathering, treated with complementary landscaped elements and coordinated furnishings. The proposed towers on each block have been massed and sited such that the proposed amenity areas atop each podium have adequate access to sunlight and sky view throughout the day year round, as demonstrated by the Shadow Study prepared by Turner Fleischer Architects Inc. in support of the applications

Finally, in accordance with the Town's Urban Forest Strategic Management Plan (2020), the proposed site design achieves and exceeds the 19% tree canopy cover target as set out for mixed use development on Table 10 - South Oakville Canopy Cover Targets (%) by Land Use (see Figure 32 of this report). With the 89 trees onsite (i.e., six existing trees to remain and 83 proposed deciduous trees), the tree canopy coverage achieved as part of the development totals 20.5%, with a total canopy cover area of 4,827.3 square metres. This includes the proposed trees located within the boulevards along Wyecroft Road and the new public streets, within the central courtyard areas on each development block, along the western extent of the subject site, and those existing trees along the southern boundary of the site. This does not take into consideration canopy related to any proposed ornamental trees throughout the subject site.

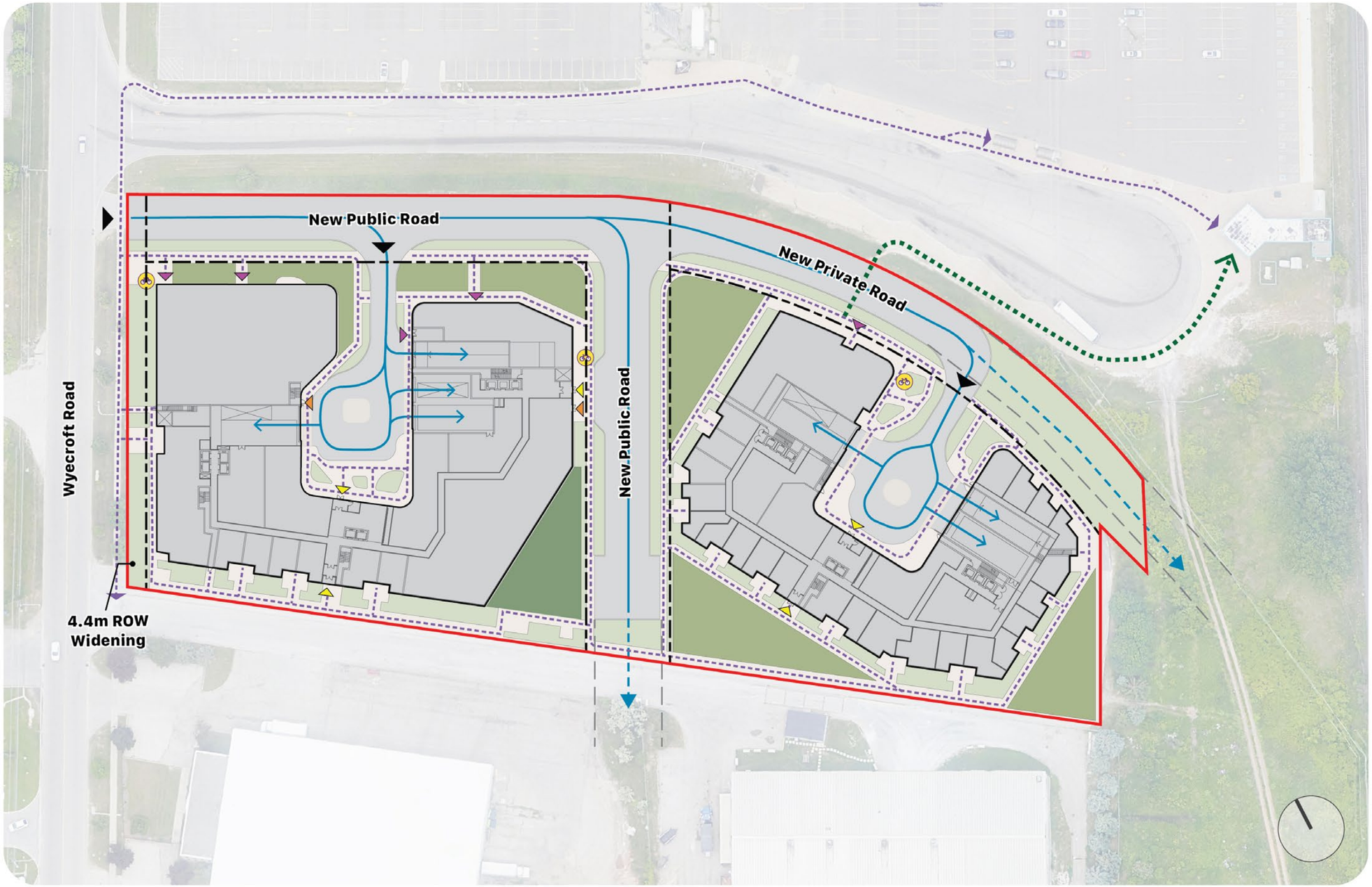
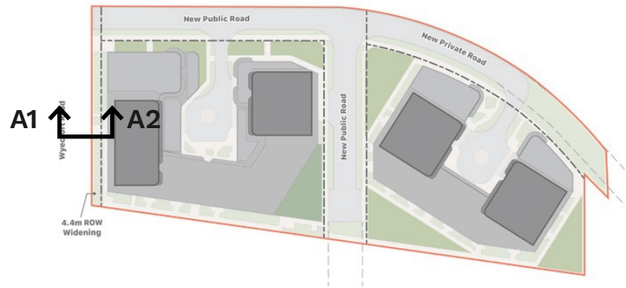



**Figure 23 -** Circulation and Access



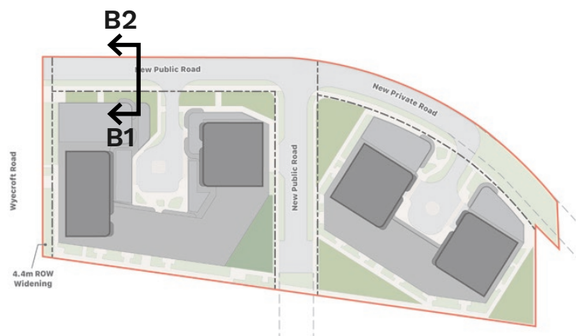
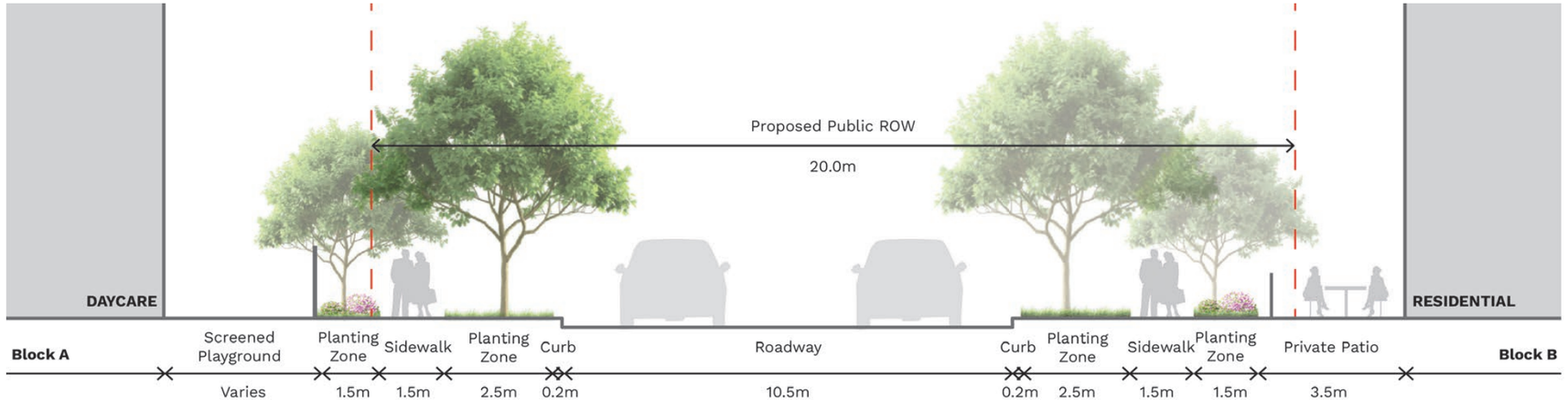
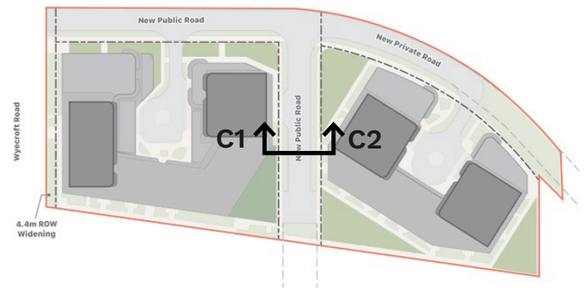
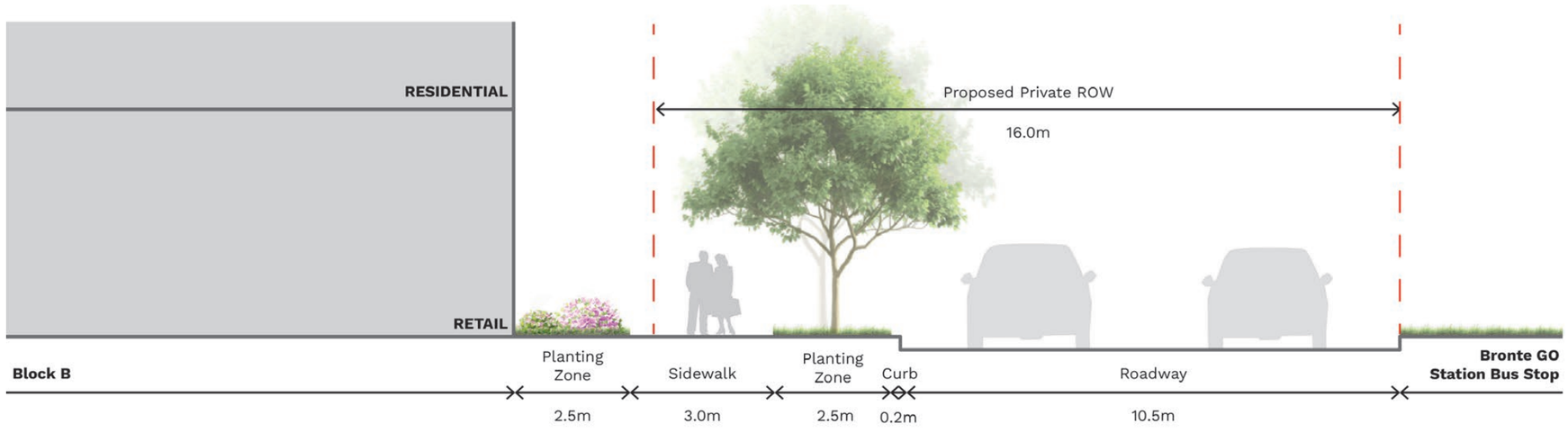




**Figure 24 -** Proposed Street Sections



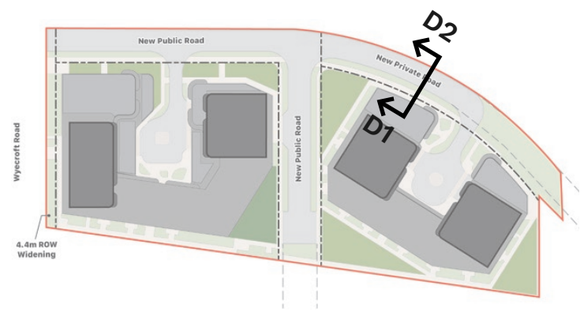




**Figure 25 -** Proposed Street Sections

**Figure 26 -** Landscape and Amenity Areas

Lush Streetscape Panting Buffers

Bistro Tables and Chairs Spill out from Retail

Streetscape Planting Buffers

Flexible Seating with Colour Interest

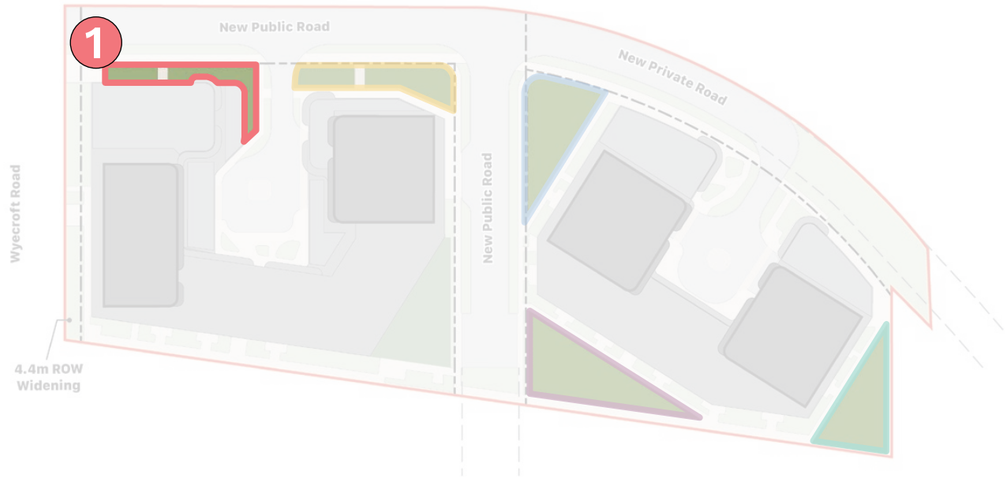
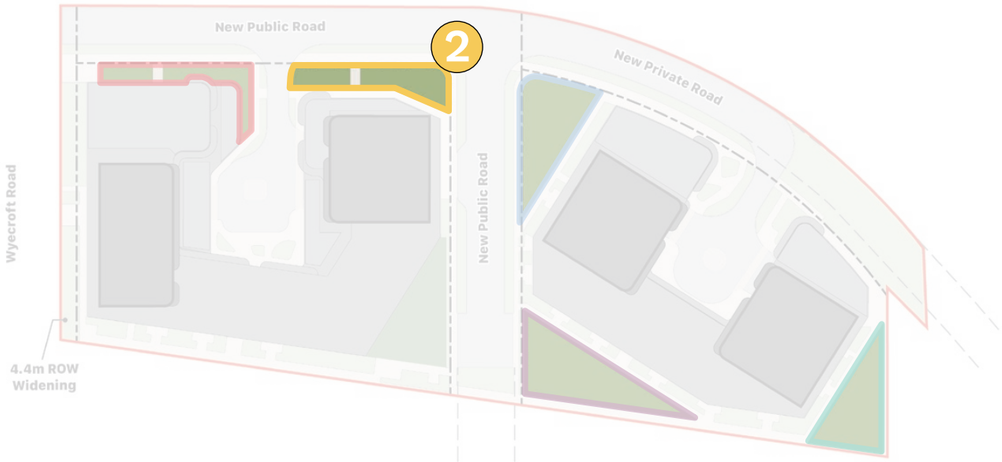



**Figure 27 -** POPS Precedent Imagery (Provided by O2 Design)



Varied Seating Elements

Engaging Street Furniture

Informal Seating Nooks

Social Commons

**Figure 28 -** POPS Precedent Imagery (Provided by O2 Design)

Lush Planting Thresholds

Placemaking Opportunities

Streetscape Planting Buffers

Open Planters with Ornamental Grasses and Perennials

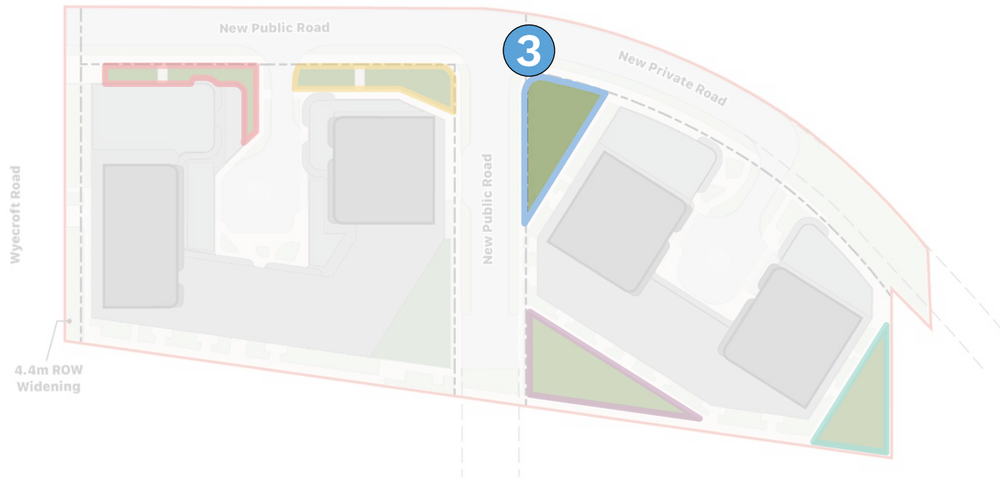
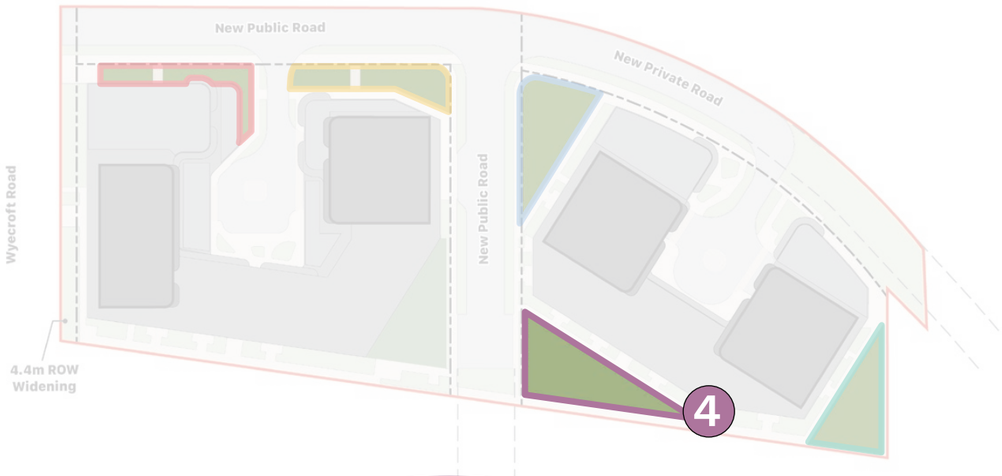



**Figure 29 -** POPS Precedent Imagery (Provided by O2 Design)



Discovery Play

Community Gardens

Mounded Lawn

Hammock Garden

Shaded Seating

**Figure 30 -** POPS Precedent Imagery (Provided by O2 Design)

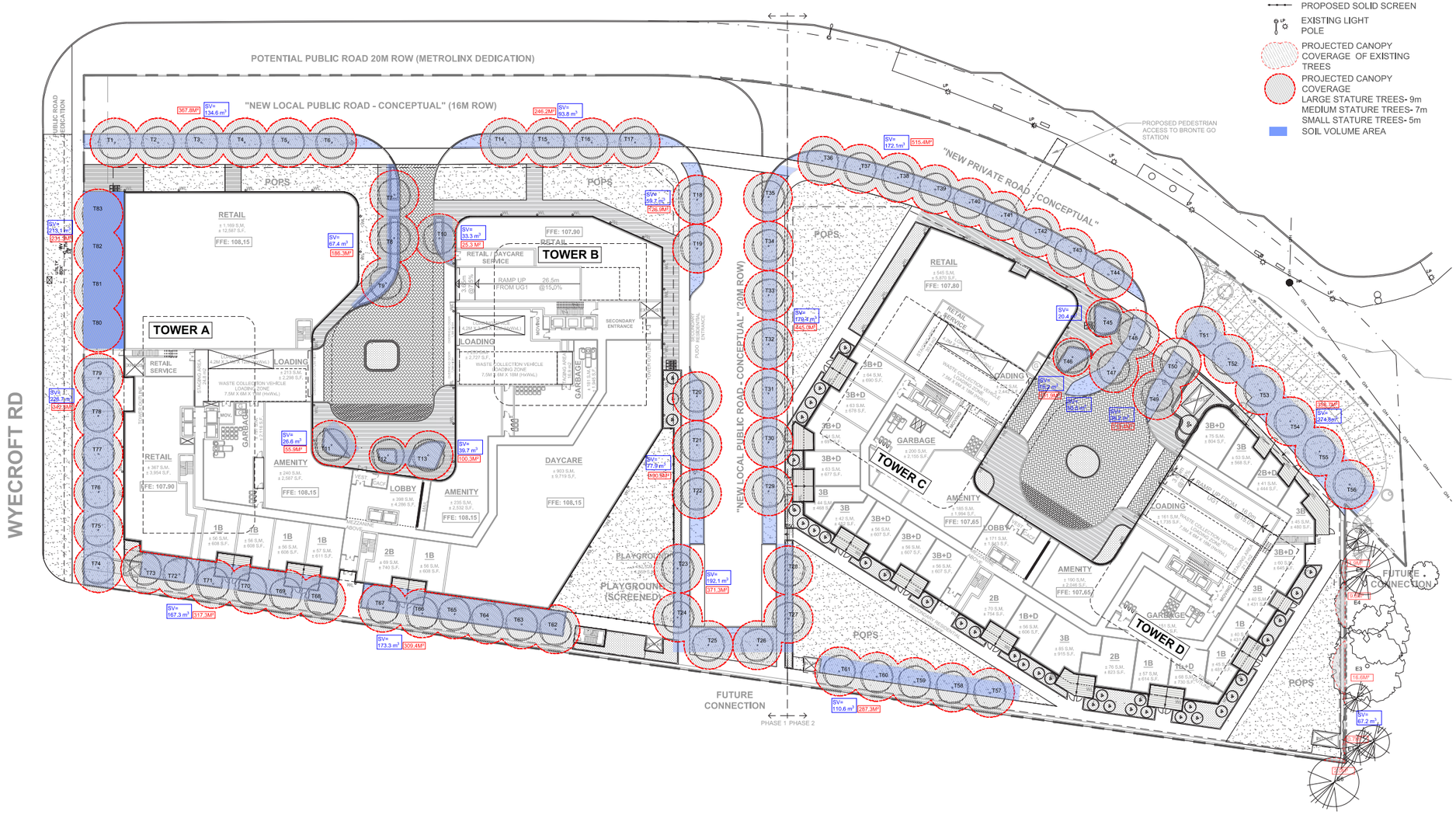
Communal Seating

Open Lawn for Pet Play

Modular Seating within Dog Park

Activation with Play

**Figure 31 -** POPS Precedent Imagery (Provided by O2 Design)




## LEGEND

- PROPERTY LINE
- EXTENT OF PROPOSED UNDERGROUND GARAGE
- TREE PROTECTION ZONE
- EXISTING DECIDUOUS TREE
- EXISTING CONIFEROUS TREE
- EXISTING TREE, NON-REGULATED (<30cm DBH)
- PROPOSED DECIDUOUS TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED PLANTING
- PROPOSED SOD
- LOCKSTONE PAVING
- CONCRETE PLANTER CURB
- PROPOSED FENCE AND GATE
- PROPOSED SOLID SCREEN
- EXISTING LIGHT POLE
- PROJECTED CANOPY COVERAGE OF EXISTING TREES
- PROJECTED CANOPY COVERAGE
  LARGE STATURE TREES- 9m
  MEDIUM STATURE TREES- 7m
  SMALL STATURE TREES- 5m
- SOIL VOLUME AREA

**Development application guidelines** 2057 canopy cover plan and canopy calculation chart

### CANOPY CALCULATION CHART TEMPLATE

Submit a separate chart for on-site condition and for streetscape (municipal right-of-way)
[#] References direction for completing canopy coverage plan and chart

**FILE NUMBER** _____
**FILE NAME** _____
**CANOPY COVER TARGET [1]** 19 % (based on land use)

| Tree # | Species | Category S, M, L [2] | Soil Volume per Tree (m³) [3] | Canopy Area (m²) [4] | Canopy Area Sub-total (m²) |
|---|---|---|---|---|---|
| **Proposed Canopy On Site** | | | | | |
| T1 | Acer rebrum | L | | | |
| T2 | Acer rebrum | L | | | |
| T3 | Acer rebrum | L | | | |
| T4 | Acer rebrum | L | | | |
| T5 | Acer rebrum | L | | | |
| T6 | Acer rebrum | L | 134.6 | 367.8 | |
| T7 | Acer nigrum | L | | | |
| T8 | Quercus rubra | L | | | |
| T9 | Acer nigrum | L | 67.4 | 186.3 | |
| T10 | Quercus rubra | L | 33.3 | 25.3 | |
| T11 | Acer rebrum | L | 26.6 | 55.9 | |
| T12 | Fagus sylvatica 'Rosea-marginata' | M | | | |
| T13 | Acer rebrum | L | 39.7 | 100.3 | |
| T14 | Acer nigrum | L | | | |
| T15 | Acer nigrum | L | | | |
| T16 | Acer nigrum | L | | | |
| T17 | Acer nigrum | L | 93.8 | 246.2 | |
| T18 | Carya laciniosa | L | | | |
| T19 | Carya laciniosa | L | 59.7 | 126.9 | |
| T20 | Carya laciniosa | L | | | |
| T21 | Carya laciniosa | L | | | |
| T22 | Carya laciniosa | L | 77.9 | 190.9 | |
| T23 | Quercus rubra | L | | | |
| T24 | Quercus rubra | L | | | |
| T25 | Acer rebrum | L | | | |
| T26 | Acer rebrum | L | | | |
| T27 | Quercus rubra | L | | | |
| T28 | Quercus rubra | L | 192.1 | 371.3 | |
| T29 | Carya laciniosa | L | | | |
| T30 | Carya laciniosa | L | | | |
| T31 | Carya laciniosa | L | | | |
| T32 | Carya laciniosa | L | | | |
| T33 | Carya laciniosa | L | | | |
| T34 | Carya laciniosa | L | | | |
| T35 | Carya laciniosa | L | 179.4 | 445.0 | |
| T36 | Acer rebrum | L | | | |
| T37 | Acer rebrum | L | | | |
| T38 | Acer rebrum | L | | | |
| T39 | Acer nigrum | L | | | |
| T40 | Acer nigrum | L | | | |
| T41 | Acer nigrum | L | | | |
| T42 | Acer rebrum | L | | | |
| T43 | Acer rebrum | L | | | |
| T44 | Acer rebrum | L | 172.1 | 515.4 | |
| T45 | Fagus sylvatica 'Rosea-marginata' | M | 20.4 | | |
| T46 | Fagus sylvatica 'Rosea-marginata' | M | 16.2 | | |
| T47 | Quercus rubra | L | | | |
| T48 | Quercus rubra | L | 55.5 | 191.9 | |
| T49 | Quercus rubra | L | | | |
| T50 | Quercus rubra | L | 36.2 | 119.4 | |
| T51 | Acer nigrum | L | | | |
| T52 | Ginkgo biloba 'Autumn gold' | L | | | |
| T53 | Acer nigrum | L | | | |
| T54 | Ginkgo biloba 'Autumn gold' | L | | | |
| T55 | Ginkgo biloba 'Autumn gold' | L | | | |
| T56 | Ginkgo biloba 'Autumn gold' | L | 274.8 | 358.7 | |
| T57 | Acer nigrum | L | | | |
| T58 | Acer nigrum | L | | | |
| T59 | Acer nigrum | L | | | |
| T60 | Acer nigrum | L | | | |
| T61 | Acer nigrum | L | 110.6 | 287.3 | |
| T62 | Ginkgo biloba 'Autumn gold' | L | | | |
| T63 | Ginkgo biloba 'Autumn gold' | L | | | |
| T64 | Ginkgo biloba 'Autumn gold' | L | | | |
| T65 | Ginkgo biloba 'Autumn gold' | L | | | |
| T66 | Ginkgo biloba 'Autumn gold' | L | | | |
| T67 | Ginkgo biloba 'Autumn gold' | L | 173.3 | 309.4 | |
| T68 | Acer rebrum | L | | | |
| T70 | Acer rebrum | L | | | |
| T71 | Acer rebrum | L | | | |
| T72 | Acer rebrum | L | | | |
| T73 | Acer rebrum | L | 167.3 | 317.3 | |
| T74 | Quercus rubra | L | | | |
| T75 | Quercus rubra | L | | | |
| T76 | Quercus rubra | L | | | |
| T77 | Quercus rubra | L | | | |
| T78 | Quercus rubra | L | | | |
| T79 | Quercus rubra | L | 226.7 | 342.5 | |
| T80 | Ginkgo biloba 'Autumn gold' | L | | | |
| T81 | Ginkgo biloba 'Autumn gold' | L | | | |
| T82 | Ginkgo biloba 'Autumn gold' | L | | | |
| T83 | Ginkgo biloba 'Autumn gold' | L | 213.1 | 231.3 | |

Subtotal of proposed canopy **4789.1**

**Existing Canopy On Site [5]**

Subtotal of existing canopy
multiplied by bonus factor of 1.5

**Existing Canopy Overhanging Site [6]**

| | | | | | |
|---|---|---|---|---|---|
| E1 | Picea pungens | | | 0.7 | |
| E2 | Picea pungens | | | | |
| E3 | Acer platanoides | | | 16.6 | |
| E4 | Acer platanoides | | | 9.8 | |
| E5 | Pinus sylvestris | | | 1.9 | |
| E6 | Acer saccharinum | | | 2.0 | |

Subtotal of existing overhanging canopy **38.2**

| Total # of Trees | Total Canopy Area (m²) |
|---|---|
| 89 | 4827.3 |

**Canopy Summary**

| | |
|---|---|
| Total Site Area | 23615.3m² |
| Canopy Cover Target by Land Use [1] | 19% |
| Proposed Site Canopy Cover by 2057 | 20.5% |

**Parking Area Summary [7]**

| | |
|---|---|
| Total Parking Spaces Proposed | 0 |
| Total # of Trees in or within 5m of Parking Area | 0 |

3 [v.FEB2025]

**Figure 32 -** Tree Canopy Plan and Chart (provided by O2 Design)

## 6.2.4 Parking, Loading and Servicing

The proposed development has been designed to be pedestrian-oriented and to limit the visual and physical impact of parking and loading areas on the public realm. All vehicular activities are located away from Wyecroft Road with driveway access provided off the new north-south street, generally positioned at the centre of each block. Within the central drive courts on each development block, the pedestrian experience has been improved with the provision of more clear and direct pedestrian routes from the public sidewalk along the adjacent street and to provide additional interest and amenity through the location of active residential amenity uses and landscape planters and trees where possible.

The proposal provides four levels of underground parking below each building, containing a total of 1,742 parking spaces (i.e., 946 spaces on Block A and 796 spaces on Block B). Below-grade parking access in each building is provided off the internal driveway via a ramp that is recessed within the building mass and screened from the public realm.

One pick-up and drop-off area for each building is proposed. Both are located internally to the block on the private driveway and in close proximity to the residential lobby entrance. An additional lay-by area is proposed adjacent to the daycare entrance on the north side of the new east-west street, providing a convenient location for pick up and drop off.

With respect to loading spaces, two loading spaces are provided on the ground floor of each building (i.e., four spaces total). On both blocks, loading spaces are accessed from the private driveway and are located internally within the building to minimize their visual and physical impacts on the public realm.

In terms of waste disposal, refuse rooms on each floor of each building are proposed, and will make use of a tri-sorter system. Internalized garbage storage areas are proposed adjacent to the loading areas at grade for convenient waste collection. Waste management plans for each building have been provided (see sheets RZ007 and RZ008 of the architectural drawings).

With respect to snow storage and removal, on-site snow storage is proposed within designated open areas, including portions of the proposed POPS areas. Details regarding snow removal will be further refined through the Site Plan Approval process and addressed as part of the building management strategy.

Overall, the proposed location of parking, loading, servicing, and storage areas at or below grade on the subject site and/or within each building provides for a continuous streetscape along Wyecroft Road and the proposed new streets. This allows for a safe and comfortable public realm where interactions between vehicles and pedestrians are limited, and where the visual impact of such spaces is minimized.

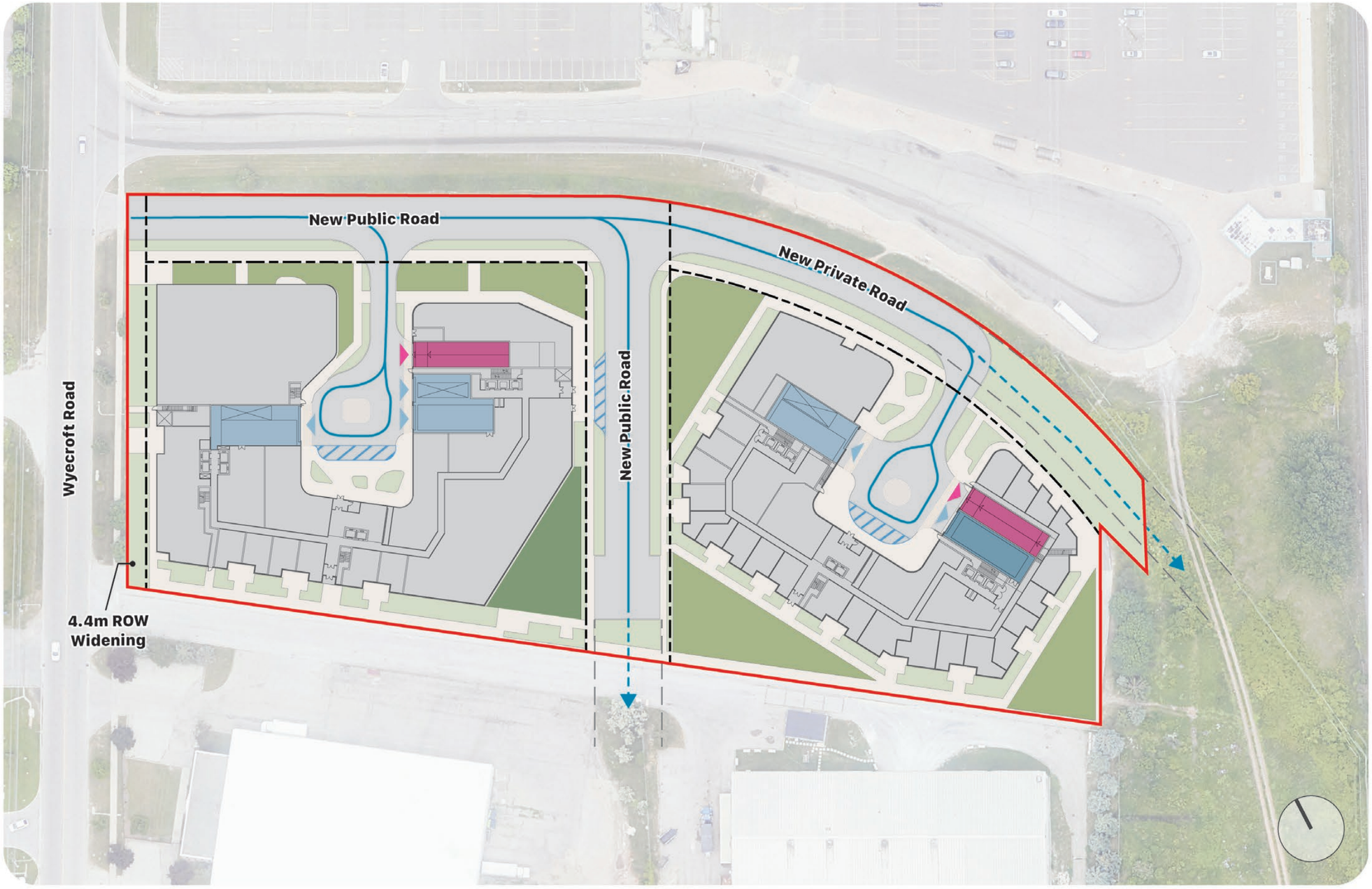



**Figure 33 -** Vehicular Access and Servicing

# 6.3 Built Form

## 6.3.1 Height and Massing

The proposed height and massing have been based on several contextual and urban design considerations, including:

- the planned context of transit-supportive, mixed-use development based on the Town of Oakville urban structure;
- the size, depth, and configuration of the subject site, which can reasonably accommodate two development blocks with multiple towers while maintaining appropriate built form relationships onsite and with adjacent sites;
- the physical separation of the subject site from any sensitive land uses such as low-rise residential areas or public parks; and
- the location of the subject site within the Bronte GO MTSA and its close proximity to higher-order GO Transit.

It is our opinion that achieving tall building heights that comply with the as-of-right height permission for the subject site is appropriate and supports the significant intensification and revitalization that is planned within the Bronte GO MTSA as set out in the Livable Oakville Official Plan. The introduction of the proposed towers also supports the provision of community benefits like new public roads to increase connectivity and new publicly accessible open spaces which extend the open space network in the surrounding area.

### Podium Elements

The proposed C-shaped podiums of both buildings will activate and urbanize their respective street frontages with retail, grade-related residential and community uses. The base building volumes are designed in keeping with the intent of Section 3 of the Livable by Design Manual. They will frame streets at a pedestrian scale and establish a strong street edge, in particular along Wyecroft Road and the new north-south public street, with facades extending parallel to street frontages to create a sense of enclosure. To that end, each podium element has been strategically set back to allow for landscape elements that enhance the public realm, including new tree plantings, public sidewalks, landscaped POPS areas, and hardscaped walkways adjacent to building faces. The podium elements are designed to be highly articulated and treated with a variety of materials to increase visual interest from within the public realm adjacent to each building.

The podium height for both buildings is 6 storeys (23.65 metres). On Block A, some single-storey elements are located centrally within the block, adjacent to the private driveway where servicing areas have been internalized within the building.

Residential balconies within the podiums are mainly inset to reduce the visual appearance of the overall building mass. At locations of prominence, such as at the driveway entrance to each block, balconies are projected to add variety to the architectural design and increase visual interest.

With respect to setbacks, the building podiums are set back 3.0 metres from the north property line fronting Wyecroft Road, as well as all frontages on proposed new roads, with the exception of the east setback on Block A which is increased between 5.5 metres and 10.0 metres to provide additional landscaped area and spill-out space at the proposed retail uses. Along the west property line, the podiums are set back at minimum 7.5 metres to accommodate and a 2.1-metre wide pedestrian pathway along the western property extent, connecting the new streets to Wyecroft Road in the north, as well as landscaping and tree plantings to buffer and provide transition to the grade-related residential units lining the building frontage. In addition, the proposed screened daycare playground area and new POPS area within Block B add further landscaped space where the podium elements angle away from the west property line.

Along the south property line, the podium on Block B is set back approximately 5.5 metres, providing an appropriate distance and flexibility to the area south of the site which is planned to accommodate a future public road running east-west through the Bronte GO MTSA area.

## Tower Elements

The tower components of the proposed development have been strategically sited to mitigate any potential built form impacts, to maximize separation distances, and to minimize shadowing on the public realm and private amenity spaces. With proposed heights of 24 storeys, the development balances the objectives of providing an appropriately scaled built form at a height permitted by OPA 41 Policy 27.9.2 (i.e., 20 storeys, plus four additional storeys where a portion of the lot is dedicated to a public right-of-way), while achieving intensification in proximity to transit.

Generous separation distances are provided between all proposed towers to ensure privacy between residential uses onsite and potential future residential uses on adjacent properties, as well as to provide adequate access to sunlight and sky view within the new residential development and the surrounding public realm. Specifically, approximate separation distances between towers on the subject site are proposed as follows: 44.1 metres between Tower A and Tower B, 32.4 metres between Tower B and Tower C, and 30.0 metres between Tower C and Tower D, all of which exceed the minimum separation distance of 25.0 metres set out in the Livable by Design Manual.

Along the shared west property line, appropriate tower setbacks are also provided. Specifically, Tower A is set back 10.9 metres and Tower D is set back 10.5 metres. If the adjacent property were to redevelop and apply the same tower setbacks, minimum separation distances between 21.0 and 21.8 metres would be achieved, generally meeting the intent of the LBDM tower separation distances to minimize potential issues related to light, view, and privacy. In this regard, with respect to Block A, the west property line angles slightly to the southwest where the distance of Tower A from the lot line increases from the minimum 10.9 metres as it extends south. On Block B, the 10.5-metre minimum setback of Tower D is to the corner of the tower, where the tower element is angled northeast away from the lot line. The majority of the tower mass is set back further east from the lot line, resulting in oblique views to any future westerly tower, and ensuring a compatible built form relationship with future adjacent residential uses.

The four tower elements have also been sited to reduce their visual impact on the pedestrian environment. Above the podium, towers are stepback to create distinct building elements and allow for the podiums to remain as the primary street-defining element. A minimum 3.0-metre stepback is provided from podium edges, with a 3.5-metre stepback provided for the north face of Tower A along Wyecroft Road.

While the proposed tower floorplate areas of 789 square metres (Tower A) and 802 square metres (Towers B, C, and D) represent a modest increase from the maximum area of 750 square metres set out in the Livable by Design Manual, the footprint of the towers generally meets the intent of the guideline by providing slender tower designs that lessen shadow and wind impacts at ground level and on private amenity space. In our opinion, and as evidenced through the Shadow Study provided as part of the applications, the resultant shadow impact from the proposed floorplates is appropriate in the context of the planned intensification for the area.

Residential balconies within the tower elements are generally inset to reduce the appearance of the overall tower mass, with the exception of along the tower faces that overlook the centre of the blocks (i.e., the south faces of northerly situated towers and the north faces of southerly situated towers) to add variety and visual interest but where the additional mass of the built form will be less prominent from the surrounding public realm.

The top floors and roofs of the proposed buildings have been carefully designed to establish a landmark and distinguished skyline in the Bronte GO MTSA with creative and attractive design features. The architectural treatment of the rooftops is designed to extend upwards and complement the overall building design, integrating mechanical penthouses, stair and elevator towers, and mechanical equipment into the overall architectural design language of the proposed development.

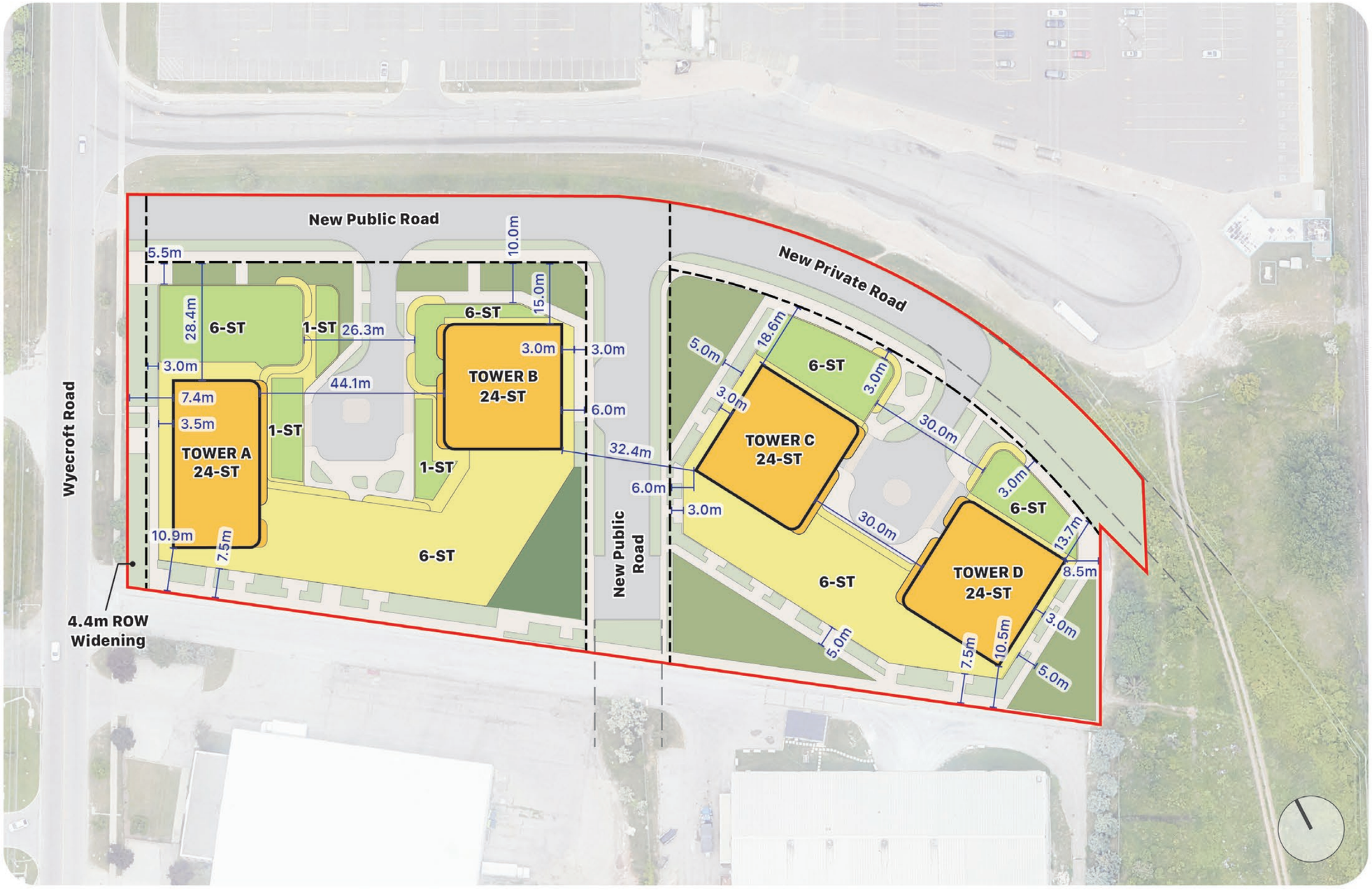



**Figure 34 -** Built Form Elements, Setbacks and Separation Distances

## 6.3.2 Transition

The proposed development has been designed to respond to and be compatible with the planned urban character of the Bronte GO MTSA. The proposed development includes building heights that optimize the development potential of the subject site while remaining within the permissions set out for the Bronte Go MTSA, responding to contextual considerations, such as proximity to higher-order transit. At the same time, the proposed development introduces appropriately scaled podiums that anchor each building within the subject site and create an attractive urban edge.

The proposed tall building elements have been sited to provide setbacks that would not preclude appropriate spatial separation to future tall buildings, should the surrounding properties redevelop as planned in the future. Along the shared west side property line, the podiums are set back at minimum 7.5 metres at grade to accommodate a mid-block connection, while the towers are set back a minimum of 10.9 metres in Block A and 10.5 metres in Block B. Along the east shared side property line, the right-of-way width associated with the proposed new road separates the proposed development from any future development on the adjacent property. Additionally, a further future widening of the road to the east of 4.0 metres is anticipated to achieve an ultimate right-of-way width of 20.0 metres, further separating the proposal from future tall building development to its east.

In terms of transition in use, the existing uses surrounding the site vary, but are generally characterized by light industrial and commercial uses. While the proposed residential, retail and community land uses conform to the in-effect Official Plan policies, a holding provision is proposed to ensure that prior to construction, appropriate mitigation measures have been implemented to ensure land use compatibility is achieved.

The proposed development provides retail, community and residential uses that will set the tone for the eventual future build out of the remaining Bronte GO MTSA where grade-related uses will provide for activity within the streetscape and enhance animation of the public realm. Retail uses are sited along Wyecroft Road, as well as along the proposed north-south road that is more closely linked to the Bronte GO Station, while the proposed daycare use is situated along the new east-west road where associated outdoor space and pick-up and drop-off activities can be conveniently located. Grade-related residential uses are positioned along the proposed east-west road and along the proposed POPS areas in Block B to establish a landscaped residential character. Where grade-related uses are proposed, landscaped patios with privacy fencing provide an appropriate transition from public to private space.

## 6.3.3 Shadow Impacts

The proposed buildings in each block have been massed and towers positioned to limit shadowing, in particular on the surrounding public realm and the proposed outdoor amenity spaces atop the podium.

A Sun/Shadow Study was prepared by Turner Fleischer Architects in support of the proposed development, and included shadows resulting from the proposal on April 21, June 21, September 21, and December 21 at hourly intervals starting 1.5 hours before sunrise and ending 1.5 hours before sunset on each study date.

The Study demonstrates that the proposed development is generally in keeping with the criteria described in the Town of Oakville development application guidelines for Shadow Impact Analysis reports, which evaluate the impact of a development proposal on a subject site and surrounding area, as summarized below:

- The proposed development provides for adequate sunlight for residential amenity spaces to maximize their use during spring, summer, and fall afternoons and evenings.
- Shadow from the proposed development does not exceed two consecutive hourly test times after 12:00 p.m. on April 21, June 21 and September 21. With respect to undeveloped adjacent sites, shadow impacts are less than 60% on such areas on all test dates.
- Existing public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21, June 21, and September 21.
- The proposed development generally allows for adequate sunlight on building faces and roofs on December 21 for the possibility of using solar energy.

## 6.3.4 Pedestrian Experience at Grade

A key objective of the proposed development is to provide a built form, architectural design, and land use mix that supports the creation of a dynamic and activated public realm with convenient, barrier-free and predictable pedestrian access within the subject site. In this regard, new buildings have been placed along street frontages to activate proposed pedestrian routes and reinforce existing routes. To animate the pedestrian realm and provide passive surveillance of streets and open spaces, active grade-related uses are proposed throughout the subject site, such as retail and community uses, and residential lobbies. Retail and lobby uses have been treated with glazing to provide views into and out of the building. Where grade-related residential uses are proposed, landscaped patios animate the streetscape and open spaces while also providing an appropriate transition from public to private space.

The streetscape strategy is focused on creating a strong sense of place that reflects the planned long-term transformation of the Bronte GO MTSA. As a result of OPA 41, it is anticipated that ongoing development comprising of high density, mixed-use buildings will transform the area into a transit-supportive urban community. As such, the proposal introduces enhanced landscaping elements, like new public sidewalks, deciduous tree plantings, landscaping in planters, street furnishings, and coordinated hardscaping to reinforce the prominence of existing and new streets. Further landscape elements, like the proposed POPS areas, ornamental tree plantings, and planting areas at front patios will provide a buffer between the street and grade-related residential units along public streets and along the mid-block connection along the western extent of the subject site.

Pedestrian scale site lighting has also been designed to accommodate for  different uses around the subject site to increase pedestrian safety and comfort, and to enhance the pedestrian experience throughout the site after dusk.  To highlight the high-quality architectural design proposed and provide a constant level of ambient lighting around the site, wall-mounted light fixtures are proposed along each building facade.  These fixtures are generally spaced evenly along each facade, and are also located at building entrances. In addition, light bollards are strategically proposed throughout the site to illuminate paths of travel around each block, highlight landscape elements along each site frontage, and/or signify points of entry to grade-related residential units. All lighting will be in accordance with the standards set out in Part C of the LBDM.

## 6.3.5 Architectural Articulation

Throughout the subject site, the proposed buildings exhibit a creative design language that will foster a distinct identity and read cohesively across both development blocks, while allowing for architectural variety and interest between buildings. The overall building mass of the towers and podiums incorporate a variety of strategies such as stepbacks, architecturally integrated balconies and vertical architectural elements and articulation. Together, the application of these strategies will create a dynamic group of buildings, reduce the overall mass of the tower elements and establish a high quality of architectural design within the Bronte GO MTSA and Station District.

With respect to materiality, the building facades are well articulated with a rhythm of transparent and solid materials of high architectural quality, including brick, precast paneling, metal paneling, and clear glazing. Additionally, mechanical systems and utilities will be integrated into the facade and building design, screened from public view.

View looking west across Wyecroft Road to Subject Site

View looking west toward site entrance to Block A

View looking southwest toward Subject Site from Wyecroft Road

View looking east across Wyecroft Road to Subject Site

Renderings (Prepared by Turner Fleischer Architects Inc.)

# 7

# Sustainability Features

The proposed development contributes to the development of a sustainable community and takes advantage of nearby transit infrastructure by introducing a mix of land uses within a site layout that provides direct and convenient connections for pedestrians to encourage the further use of active transportation modes.

In addition, the following architectural and landscape sustainability measures are being considered where possible for the comprehensive redevelopment of the subject site:

- **Compact Built Form:** The higher density of the new development will seek to reduce the embodied energy per resident through a compact development footprint.
- **Green Roof and Stormwater Management:** To enhance the energy performance of the building, the application of green roofing is incorporated in the building design. In this regard, soil and plants will function as an extra layer of roof insulation, which in turn will reduce heating requirements in the winter and cooling requirements in the summer. Plants selected for the roofs (and those surrounding the buildings at grade) should be native and/or drought tolerant species. As part of the stormwater management plan, these plants will assist with quantity control by retaining stormwater and promoting evapotranspiration. Green roofs also improve stormwater runoff quality by acting as a natural filter for rainwater.
- **Alternative Modes of Transportation:** Infrastructure which supports the use of alternative modes of transportation, such as bicycle parking within and around buildings, are provided throughout the subject site. The convenience of cycling and the ease of use of public transit will reduce car dependency and greenhouse gas emissions.
- **Green Construction Materials:** Further along in the detailed design process, the building materials that will be selected will be evaluated for durability and embodied carbon implications. Wherever possible, lower embodied carbon materials will be considered for use.
- **Bird-Friendly Design:** At the more detailed design stage of the building envelope, with the safety of bird wildlife in mind, bird-friendly window applications and building and site lighting will be considered.
- **Heat Island Mitigation:** To mitigate heat island effects, high albedo light-coloured roofing and hardscaping materials, integrated with green and/or white roofs and shade trees at grade, will be considered where possible.
- **Green Infrastructure:** To the extent possible, green infrastructure and stormwater management strategies, like the use of permeable pavement, will be incorporated to reduce run-off and retain water on the subject site. The applicability and final selection of these strategies will be confirmed through more detailed design work.
- **Biodiversity and Plant Selection:** To the extent possible, the use of plant species that are low-maintenance, hardy, and native will be prioritized to provide value to the overall ecological function for the landscape and offer seasonal interest to the community. For street plantings, when specified, salt and drought tolerant trees and shrubs will be selected. Further, all planting will be in accordance with Oakville's Urban Forest Strategic Management Plan 2020.
- **Soil Volume:** Appropriate minimum soil volumes per tree will be provided to support mature tree growth.

# 8

# Conclusion

It is the opinion of this Urban Design Brief that the proposed 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 the Bronte GO MTSA. The proposal is successful in introducing a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area.

This Urban Design Brief concludes that the urban design vision, strategy, built form and pattern proposed for the subject site appropriately addresses and is supportive of the Town of Oakville Official Plan urban design-related policies and generally maintains the intent of the Livable by Design Manual, and allows for more detailed design to align with the site design and development standards for Oakville set out in Part C of the Manual. For the reasons set out in this Brief, it is our opinion that the proposed development for the subject site represents good urban design practice, can be appropriately accommodated within the overall regulatory framework, and will inform future redevelopment and build out of the larger Bronte GO MTSA, and accordingly should be approved.

BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT