



Urban Design Brief

2163 & 2169 Sixth Line
Town of Oakville

Prepared For
Bara Group (Riveroak) Inc.

July 2022



Job Number
19400

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This Urban Design Brief (UDB) has been prepared by Bousfields Inc. in support of the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBLA) applications to permit the redevelopment of lands municipally known as 2163 and 2169 Sixth Line (hereafter referred to as the “Subject Site”). The proposed development, which fronts onto Sixth Line, consists of a 9-storey mixed-use building.





Introduction

This Urban Design Brief ("UDB") has been prepared by Bousfields Inc. to describe and illustrate the urban design vision, principles and rationale that will guide the form and pattern of the development being proposed by Bara Group (River Oaks) for the property generally located in the northwest corner of Sixth Line and River Oaks Boulevard, municipally known as 2163 and 2159 Sixth Line (the "Subject Site").

The Urban Design Brief is a companion document to the Planning Rationale Report, also prepared by Bousfields Inc., in support of applications to amend the Town of Oakville Official Plan and the Town of Oakville Zoning By-law No. 2014-014, as amended, which sets out the planning policy context as it relates to the subject site and the justification for the proposed development. The requested Official Plan and Zoning By-law amendments would facilitate the redevelopment of the subject site with a mixed-use building consisting of a 9-storey residential apartment building with medical office and retail space at grade, with a total net floor area of 20,050 square metres resulting in an overall density of 2.78 FSI (the "proposed development").

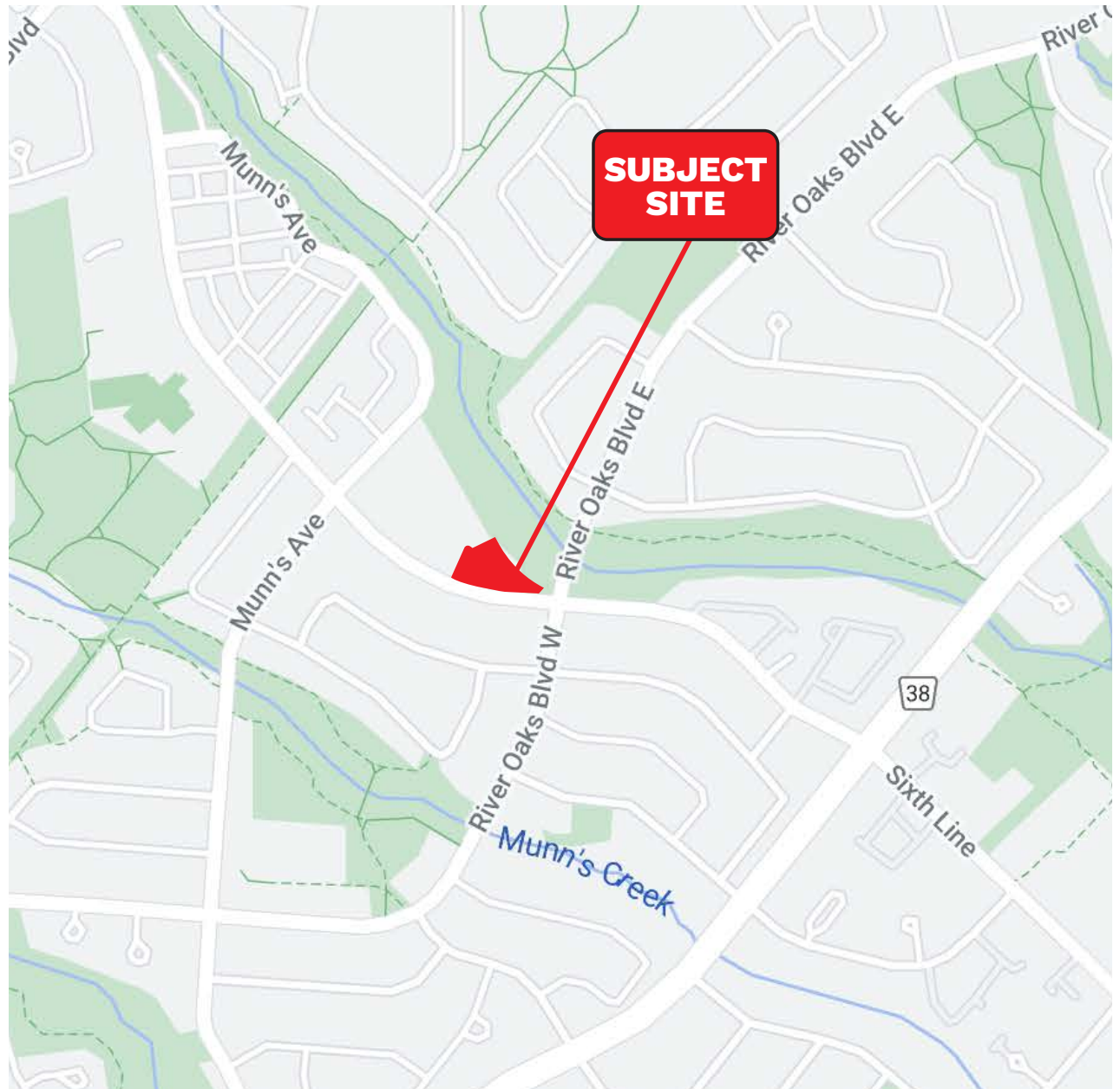


Figure 1 - Location Map

This Urban Design Brief provides a comprehensive review of the architectural design by RAW Architects and the landscape design by Adesso from an urban design perspective. In doing so, this Brief addresses the urban design policies of the Town of Oakville Official Plan (Livable Oakville Plan 2009) and Livable by Design Manual.

This Brief concludes that the proposed development is in keeping with the urban design framework established by the applicable planning framework documents and has appropriate regard for the design directives of the applicable guideline documents. The proposed development has been carefully organized, sited and massed in a manner that will improve underutilized lands and enhance public realm and pedestrian environment. The proposed building heights and massing form will fit within the existing built form context.

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

A hand is pointing at a detailed urban planning map. The map shows a complex layout of buildings, streets, and green spaces. The entire image has a teal overlay. A large white circle with a teal center contains the number '2'.

2

Design Vision, Guiding Principles & Objectives

2.1 Design Vision

The vision for the Subject Site is to redevelop an underutilized property with a mixed-use building that represents high quality design and will enhance the existing public realm while respecting the existing built and natural environment.



Figure 2 - Proposal (Prepared by RAW Design Inc.)

2.2 Guiding Objectives

In support of the vision statement and aligning with the Town of Oakville's design-related policies and guidelines, the proposal appropriately considers the following objectives:



Respect the Existing and Planned Context

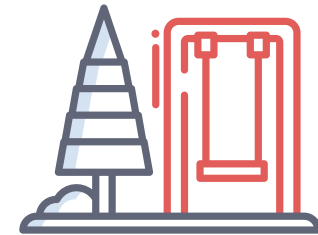
Design a building to reduce impacts of overlook and maintain privacy between buildings by incorporating appropriate separation distances, transitions in height and articulation to the proposed massing.



Enhance the Existing Character of the Subject Site

Develop an attractive and contextually appropriate building form with excellent architectural design, and high quality building materials.

Orient and place the proposed building close to the street edge to animate and enhance the adjacent public realm.



Create a Positive Public Realm Experience

Provide an appropriate building base with active uses at grade to create a positive pedestrian experience along public realm.

Minimize impact of vehicular and servicing areas on the pedestrian environment.

A hand is pointing at a document on a desk. The entire image is overlaid with a semi-transparent red color. In the foreground, there is a stack of papers and a pen. The background shows a hand pointing at a document.

3

Context Analysis

3.1 Subject Site and Surrounding Area

The Subject Site – municipally known as 2163 and 2159 Sixth Line – is located at the northwest corner of Sixth Line and River Parks Boulevard East.

The Subject Site is irregular in shape, with a frontage of approximately 165 metres along Sixth Line and 10 metres on River Oaks Boulevard East. Due to the irregular shape of the Subject Site, the maximum depth is 82 metres. The Site has a total area of approximately 7,200 square metres, comprised of:

- 2169 Sixth Line, a 1-storey brick building currently occupied by River Oaks Dental and other medical uses.
- 2163 Sixth Line, a cluster of 1-storey brick buildings, currently occupied by a variety of retail/commercial uses.

The orientation of the 2163 Sixth Line commercial building is in an L-shape situated along the west and north property boundaries with surface parking located central to the site. There are two curb cuts along Sixth Line, the easterly driveway providing access to the surface parking area and retail and commercial uses, while the westerly driveway provides access for loading from the western wing of the commercial building.

2169 Sixth Line is immediately west of 2163 and shares an driveway and surface parking with the Oaks Condominium and the Knox Heritage Seniors Place located to the west of the Subject Site.

With respect to topography, the site slopes down from east to west. There are a number of mature trees located on the boundary of the Subject Site.

Surroundings

To the immediate north of the Subject Site is a ravine feature accompanied by a trail system known as the Nipigon Trail. Starting at Memorial Park, the Nipigon Trail runs southeast along Sixth Line towards Upper Middle Road East. Once south of Upper Middle Road, the McCraney Valley Trail extends behind Sheridan College and into Oakville Park on McCraney Street East. North of the trail is a low-rise residential neighbourhood.

To the immediate east of the Subject Site, east of River Oaks Boulevard East is the continuation of the Nipigon Trail. Further east is a low-rise residential neighbourhood.

To the immediate south of the Subject Site, south of Sixth Line is a low-rise residential neighbourhood comprised generally of detached dwellings. The neighbourhood extends south to Munn's Creek.

To the immediate west of the Subject Site are two residential buildings known as The Oaks Condominium and Knox Heritage Seniors Place, each 4-storeys in height. However, the Oaks Condominium building presents as a 5-storeys building along Sixth Line.

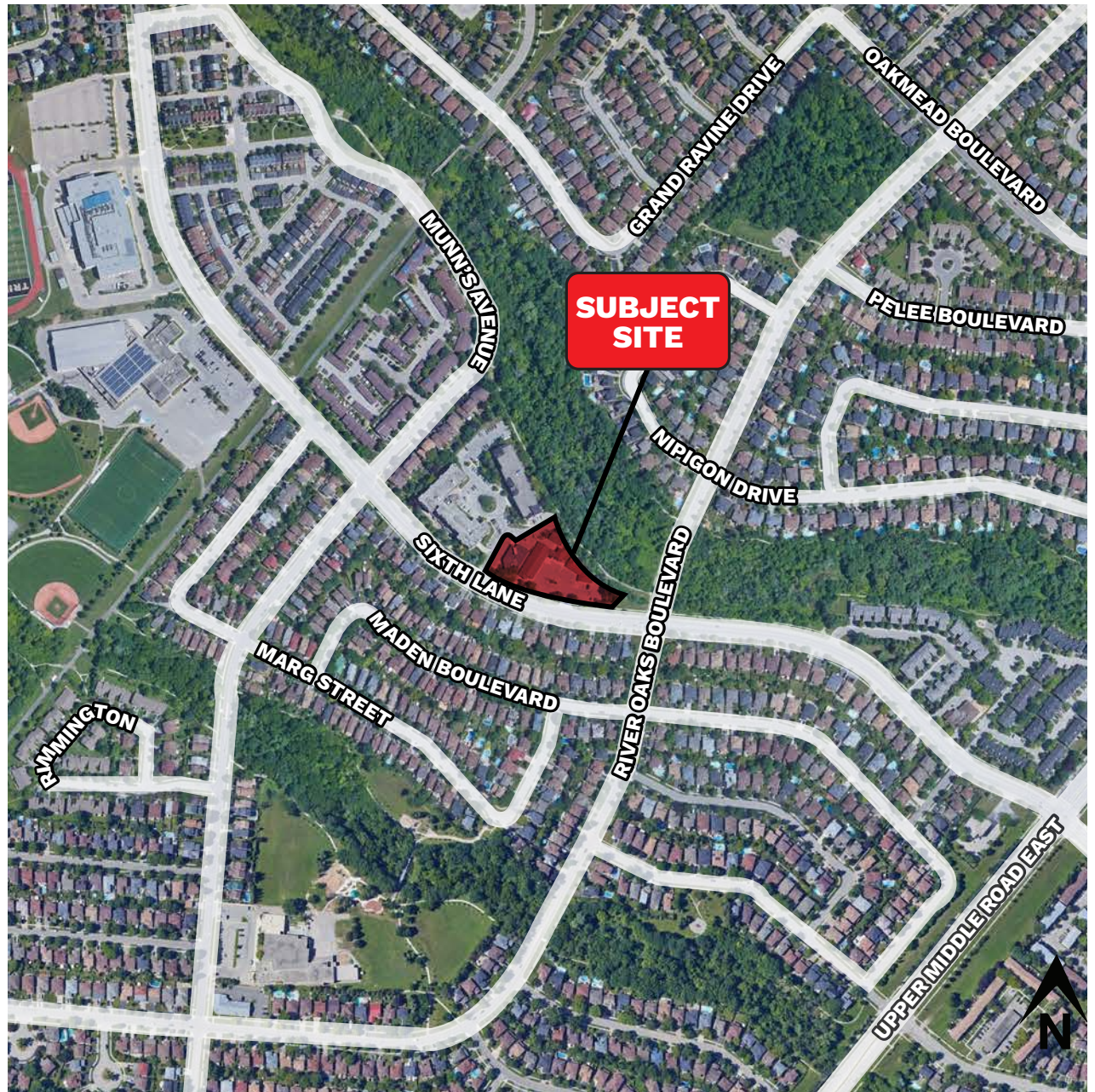


Figure 3 - Area Context Aerial Map



1 View East along Sixth Line (South of Subject Site)



3 View West along Sixth Line (South of Subject Site)



2 View East from Intersection of Munn's Ave and Sixth Line



4 View Northwest from Intersection of River Oaks Blvd and Sixth Line



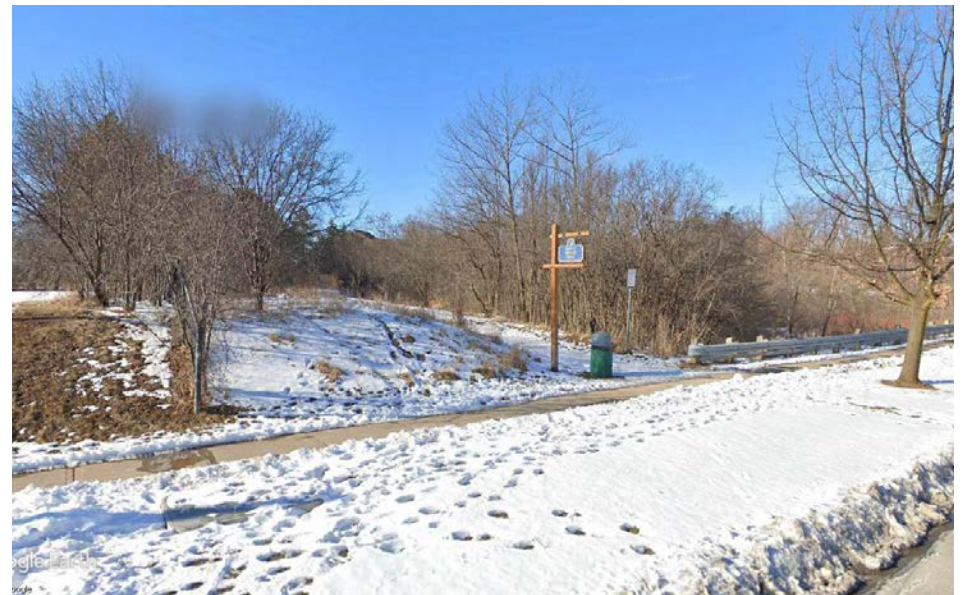
1 View of Low-rise residential neighbourhood south of Subject Site



3 View of The Oaks Condominium to the West of the Subject Site



2 View of Medium Density residential along Munn's Ave



4 View of the entrance to the Nipigon Trail

3.2 Lot Fabric, Block and General Street Pattern

Within, and adjacent to, the boundaries of Sixth Line, River Oaks Boulevard, Nipigon Trail and Munn's Avenue, lots are of varying sizes. The block and lot sizes reflect the types of use that currently inhabit them; ranging from larger sized lots for commercial and high density residential lands to smaller ones for low density residential lands. The Subject Site is located on the western portion of a larger block shared with the The Oaks Condominium and Knox Heritage Seniors Place. Lots across the street on Sixth Line are largely rectilinear lots that are relatively narrow and compact, laid out in a generally uniform pattern, characteristic of residential subdivision developments.

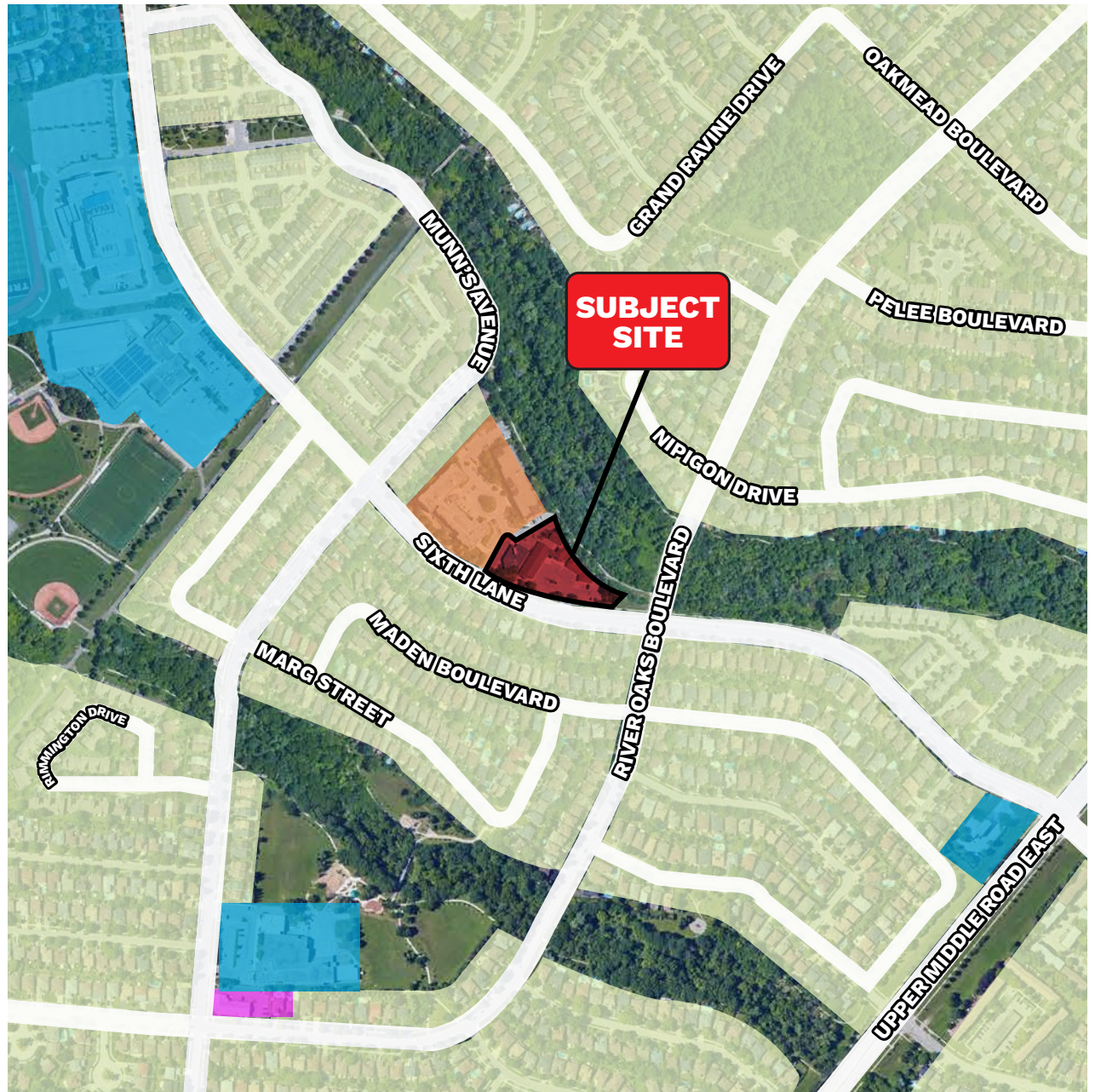


Figure 4 - Lot Fabric and Block Pattern

3.3 Surrounding Land Uses and Built Form Character

The existing land use and built form character surrounding the Subject Site is largely defined by residential uses. To the south and east of the Subject Site are large swath of designated Low Density Residential lands comprised of single family homes. Directly west of the Subject Site is designated High Density Residential lands containing two 4 and 5-storey long-term care and seniors living buildings known as The Oaks Condominium and Knox Heritage Seniors Place. Further West are designated Medium Density Residential lands which are made up of 2-storey town homes.

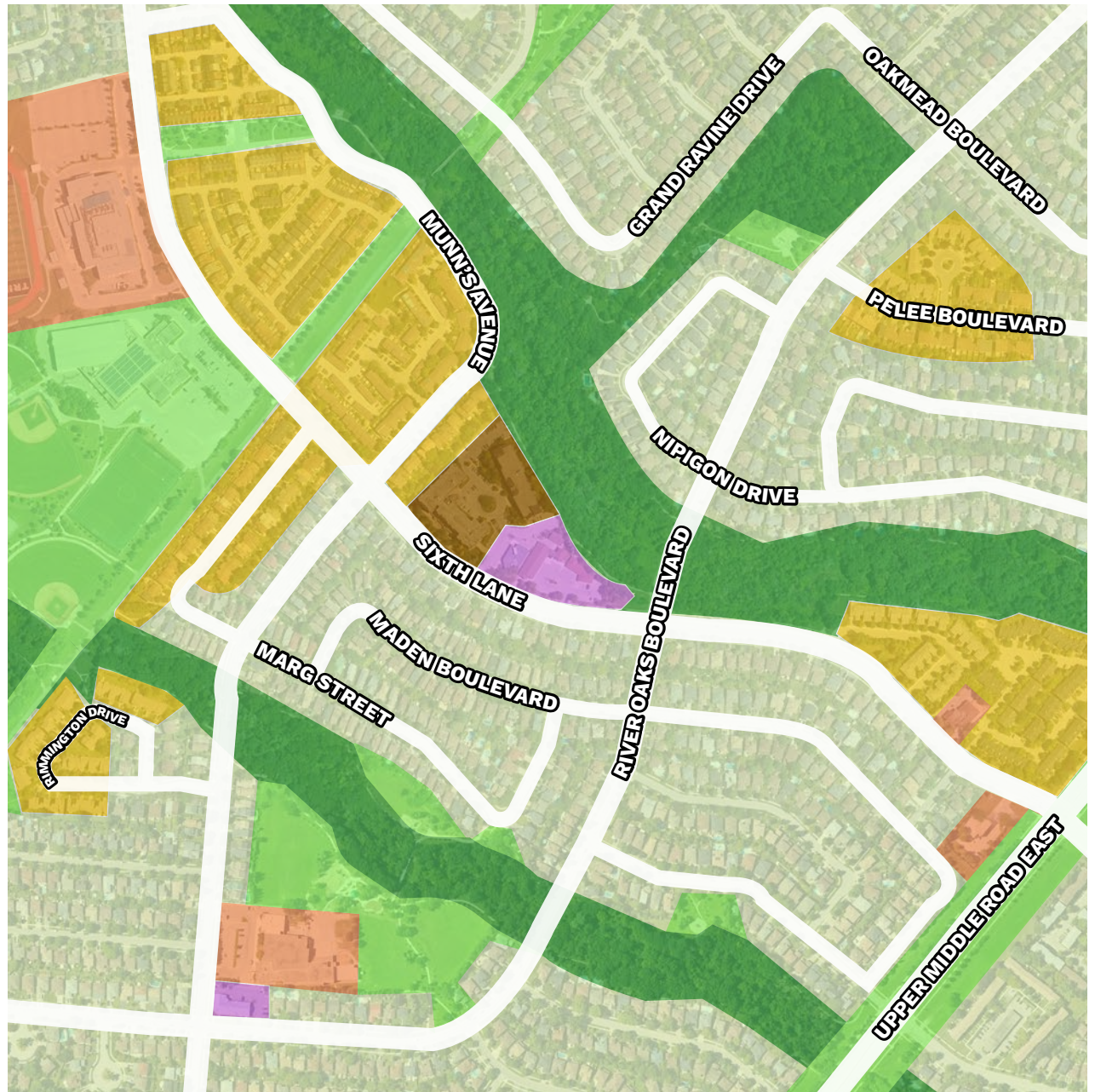
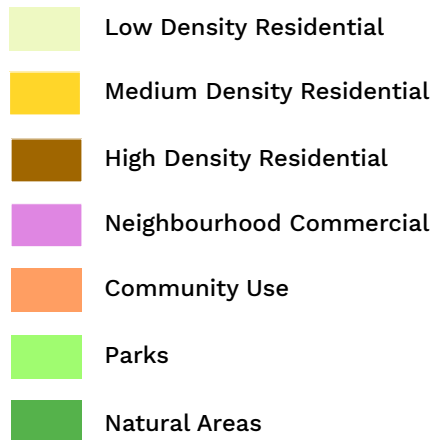


Figure 5 - Land Use Map

3.4 Transportation Networks

Road Network

Road classifications are established in the Livable Oakville Plan on Schedule C, Transportation Plan (see **Figure 6**). Under Schedule C, Sixth Line is identified as a Minor Arterial, while nearby River Oaks Boulevard and Munn's Avenue are identified as a Minor Collector. As per Schedule D, Active Transportation Master Plan, the Subject Site is currently served by a Bike Lane on Sixth Line. Additionally, there is an existing bike lane on River Oaks Boulevard south of Sixth Line, which is proposed to be extended to the north.

- Major Arterial
- Minor Arterial
- Minor Collector

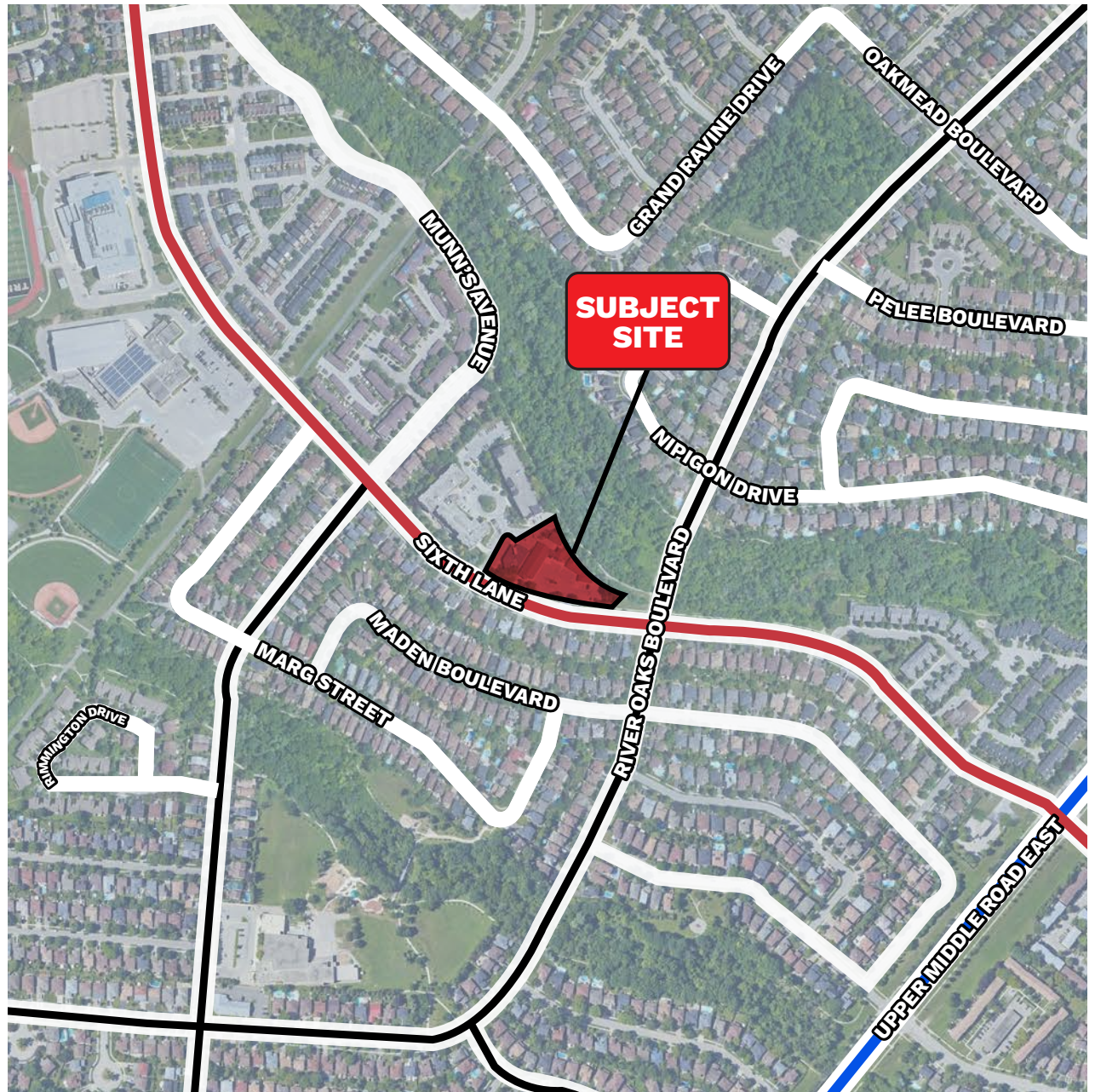


Figure 6 - Livable Oakville Plan on Schedule C, Transportation Plan

Transit Network

With respect to existing public transit, the Subject Site is well served by the 19 River Oaks and 190 River Oaks Express. Bus stops are situated at the south west corner of the Subject Site, across the street as well as at the intersection of River Oaks Boulevard and Sixth Line. Both the 19 and 190 bus routes provide access to the Uptown Core to the north as well as the Oakville GO station located about 3.5 kilometres southeast of the Subject Site.

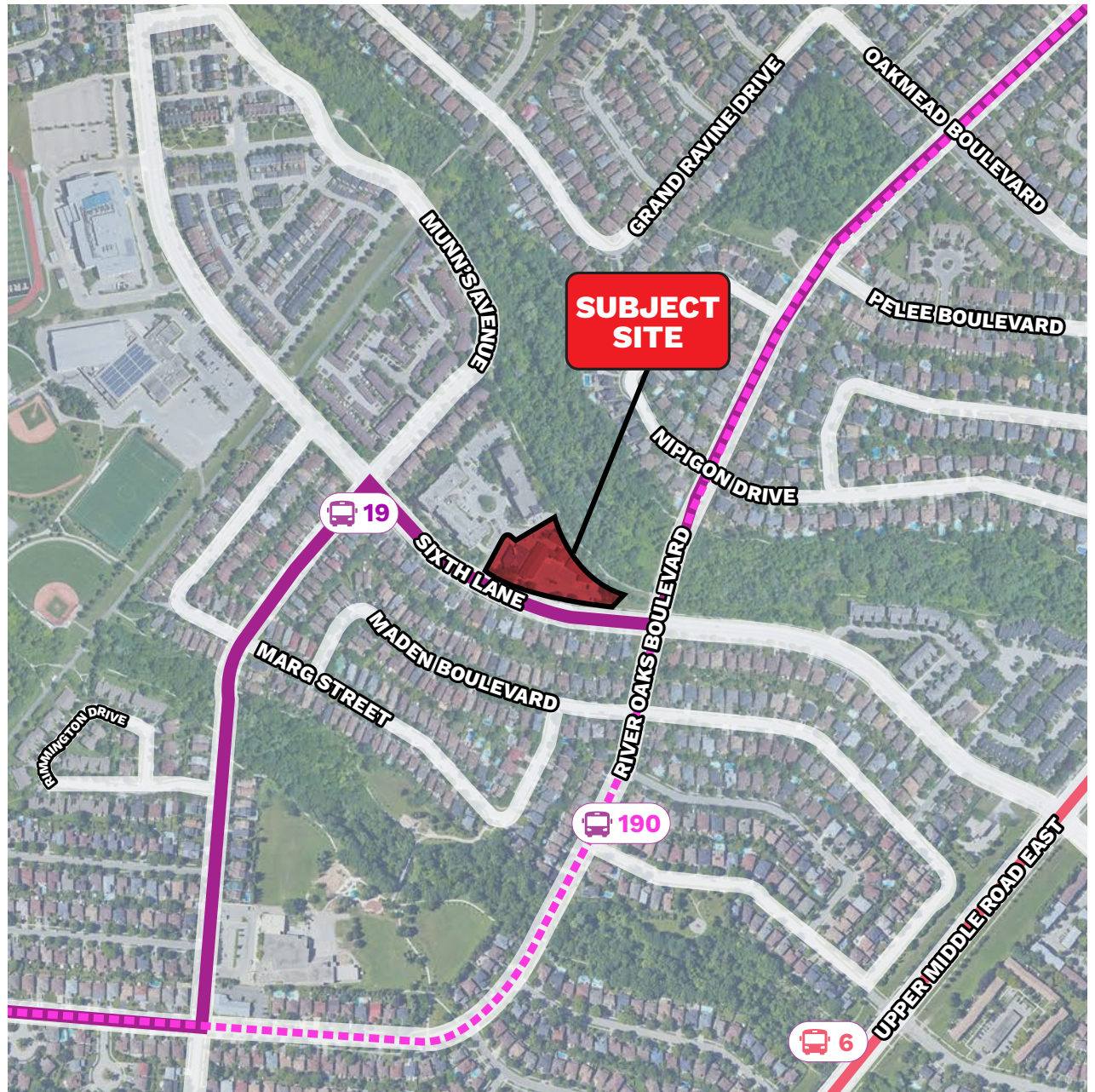


Figure 7 - Oakville Transit Map

3.5 Existing Natural Features, Public Open Space and Linkages

There are a number of parks, open spaces and natural features within 5-10 min walk (400-metre radius) of the subject site.

Directly north of the Subject Site, running along West Morrison Creek is the Nipigon Trail a well used multi-use trail. The 3.5 kilometres trail stretches from Queen Elizabeth Way in the south to Glenahston Drive to the north and is part of the larger Nipigon/McCraney Valley Trail.

Approximately 400 metres west of the Subject Site is the River Oaks Park which contains several baseball diamonds, a soccer field, tennis courts and the River Oaks Community Centre. West of the park is the Holy Trinity Catholic Secondary School.

Approximately 280 metres south of the Subject Site is Margot Street Park, another branch of Munn's Creek Park and Munn's Creek Trail stretching all the way north To Dundas Street West.

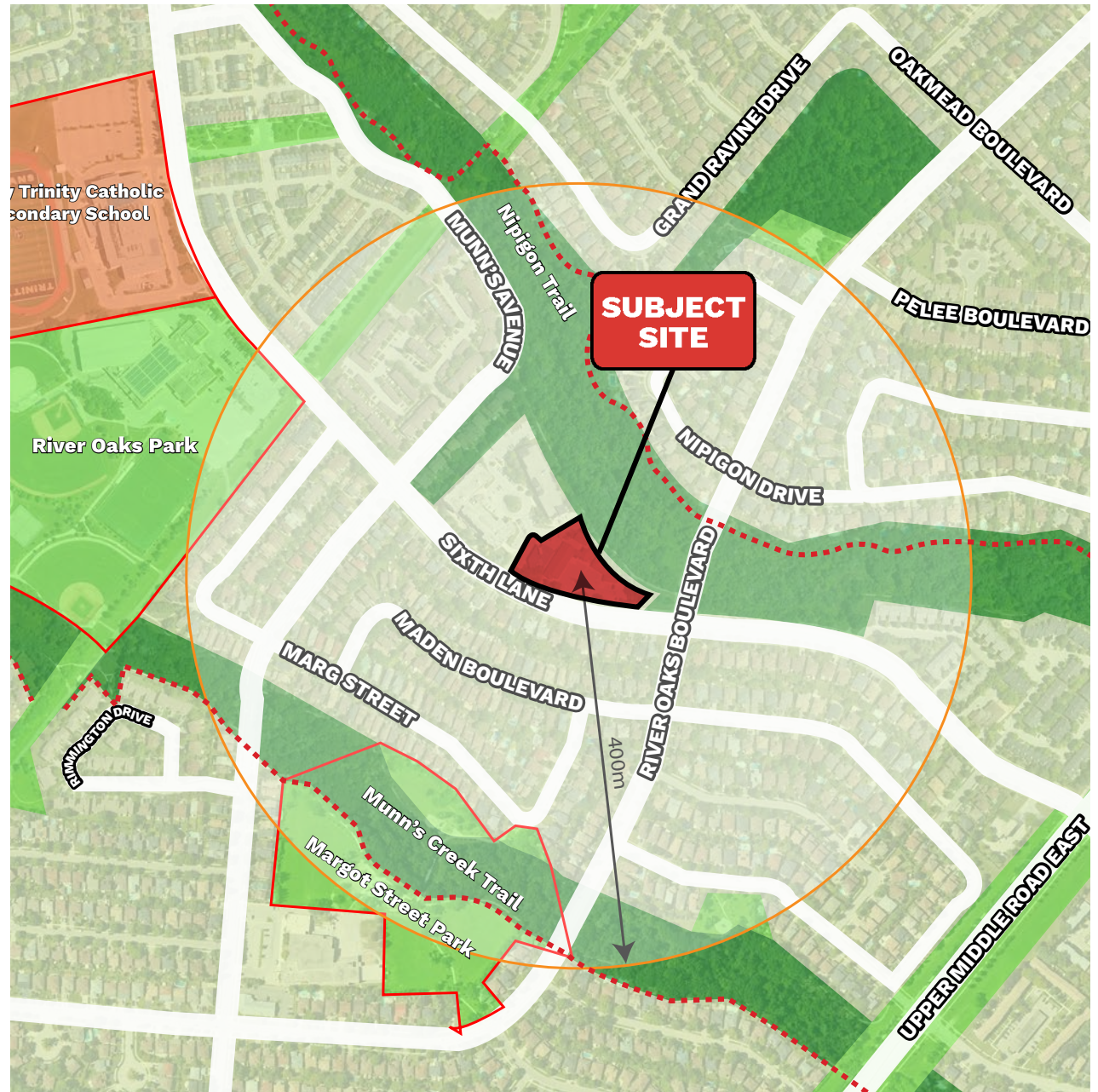


Figure 8 - Existing Natural Features, Public Open Spaces and Linkages near the Site

Town Hall

4

Policy Context

4.1 Livable Oakville – Town of Oakville Official Plan 2009 (Office Consolidation August 28, 2018)

The Livable Oakville, the Town's Official Plan – referred to as "Livable Oakville" hereafter – sets out policies on how lands should be used, and how growth should be managed through to 2031. Under Livable Oakville, the Subject Site is currently designated Neighbourhood Commercial on Schedule I Central Land Use.

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

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

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

- The unique architectural design and contextually appropriate building placement of the proposed development will enhance the identity and character of the Subject Site, while still respecting the existing character of the immediate area (Policies 6.9.1 and 6.9.9);
- The proposal maintains compatibility and respects the existing and planned community context and different uses through appropriate massing, transitions, spatial separation, orientation, and site design (Policies 6.9.2 and 6.9.3);
- The proposed development provides at-grade residential uses and commercial space that along Sixth Line— creating a significantly improved, attractive and animated pedestrian-oriented environment (Policy 6.9.5);
- The proposed design creates an articulated and distinct building envelope that defines this corner lot and fits in contextually (Policies 6.9.7 and 6.9.8);
- The proposal provides direct barrier-free access for pedestrians to easily access principal building entrances, commercial space, servicing and parking (Policy 6.9.12); and
- The proposed design incorporates appropriate setbacks and screening to ensure that outdoor amenity spaces to minimize any overlooking and ensure compatibility with the local context (Policies 6.9.13 and 6.9.14)

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

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

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

- Sense of Identity – Creating Distinct and Vibrant Communities
- Compatibility – Fostering Compatibility and Context-Specific Design
- Connectivity – Enhancing Connectivity and Accessibility
- Sustainability – Integrating Sustainability and Resiliency
- Legacy – Preserving Built Heritage, Cultural and Natural Resources
- Creativity – Inspiring Creativity and Innovation

The LBDM provides additional details and visual articulation of the design objectives stated in the Livable Oakville Plan in order to ensure that any potential design bolsters the Town’s vision of being the “most livable community in Canada”. As per Section 4.1 of this Urban Design Brief, a detailed discussion and analysis of how the proposal addresses sections of the LBDM – in conjunction with the Livable Oakville Plan – is described in section 6.0 of this Urban Design Brief.



5

Development Plan

5.1 Proposal

The proposal introduces a 9-storey mid-rise mixed use building with a height of 28.8 metres above the established grade (excluding the mechanical penthouse). The proposed building includes approximately 385 square metres of dental office, 345 square metres of pharmacy/retail office at ground level fronting onto Sixth Line. The proposal will provide 247 residential units, including six grade-related townhouse units fronting along Sixth Line and 16 grade-related townhouse units fronting onto the Natural Area located north of the Subject Site. A total gross floor area of 20,050 square metres will be included in this proposal with a net Floor Space Index (FSI) of 2.78 time the Subject Site area.

Vehicular access to parking, vehicle drop-off, servicing and loading is provided off Sixth Line approximately at the midway point of the property. An additional access point, which will mainly serve commercial use including the dental office situated west of the primary entrance. A total of 244 parking stalls will be provided; 65 surface stalls and 179 below-grade stalls provided in two-levels of below-grade parking. Access to the below-grade parking garage is located at the rear away from the street view.

A total of 86 bicycle parking spaces have been provided; 6 short term spaces are offered at grade to serve the office space and short term residential use while 80 long term spaces will be provided below-grade on P1 for residential use. The proposal incorporates approximately 1,404 square metres of new indoor and outdoor amenity space. A total of 562 square metres of indoor amenity space will be provided on the first floor, the second floor and the 8th floor. 842 square metres of outdoor amenity space will be provided through space at grade and accessible roofs on the 8th floor and MPH floor.



Figure 9 - Proposed Building (Prepared by RAW Design Inc.)



PROJECT
 2163 & 2169 Sixth Line
 Town of Oakville

CLIENT
 Bara Group (River Oak) Inc.
 June 30, 2022

LANDSCAPE CONCEPT



adesso design inc
 landscape architectur

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 Hamilton, ON L8P 4B7
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Figure 10 - Site Design and Landscape Concept Plan (Prepared by Adesso Design Inc.)



Detailed Design Direction

6.1 Livable by Design Manual (LBDM) Guiding Principles (In Response to the Livable by Design Manual 1.4)

As indicated in Section 4.2 of this Urban Design Brief, the LBDM 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 development proposal responds and executes the six guiding design principles.



6.1.1 Sense of Identity – Creating Distinct and Vibrant Communities

The proposal provides an architectural built form that enhances the character of this underutilized site by providing building frontage along Sixth Line, replacing the surface parking currently framing the right-of-way. The new frontage along Sixth Line incorporates office/retail space and grade-related townhouse units to help animate the public realm and create a more vibrant streetscape. In addition, the distinctive architectural built form, reflecting the unique shape of the Subject Site while respecting the existing natural and built environment, will create a unique sense of place.

6.1.2 Compatibility – Fostering Compatibility and Context-Specific Design

The proposed height, massing of the proposal relates to the context surrounding the Subject Site. The 2-storey height along Sixth Line responds to the single detached homes across the street, while the taller component of the proposed development reflects the existing taller buildings located to the west of the Subject Site.



6.1.3 Connectivity – Enhancing connectivity and Accessibility

The proposal has been designed with a focus on improving connectivity by providing a pedestrian-oriented built form and enhanced streetscapes along Sixth Line. The proposal provides direct and barrier-free access to the residential lobby and commercial units along Sixth Line. A new and improved pedestrian connection is proposed from the northwest of the Subject Site to the trail to the north.

6.1.4 Sustainability – Integrating Sustainability and Resiliency

The proposed development promotes a compact and transit oriented development – creating a sustainable urban form that promotes intensification versus sprawl. Furthermore, the inclusion of green roofs will positively contribute to stormwater management.



6.1.5 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 new built form and cultural heritage of the area that is in line with the Town of Oakville’s vision for future growth. The proposals inclusion of grade-related townhomes along the natural areas will ensure the Nipigon trail will continue to be a well used multi-use trail.



6.1.6 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 and attributes found throughout Oakville. The proposed massing and materiality will serve as a model of inspiration for new developments.

6.2 Site Design

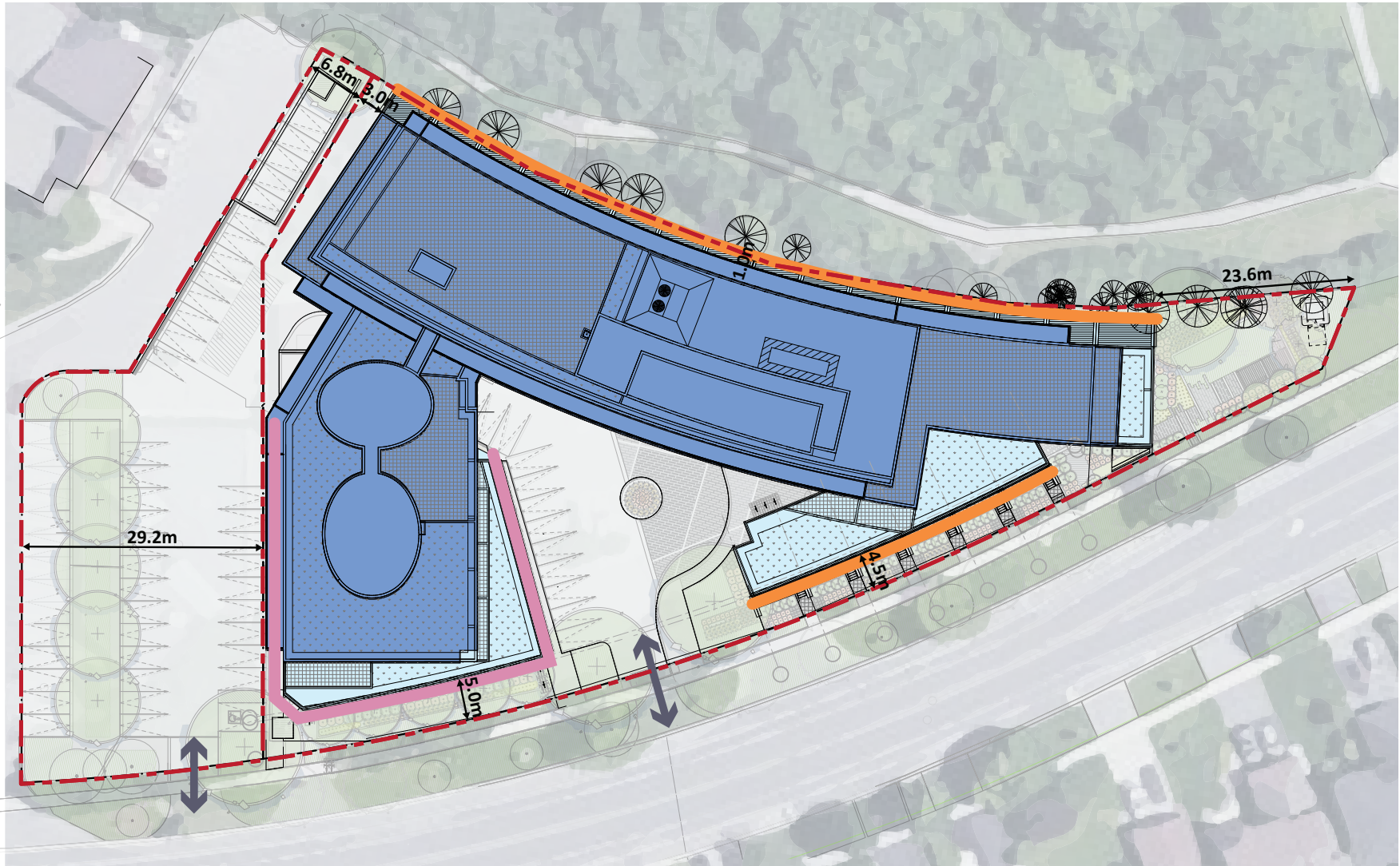
6.2.1 Sit Organization

(In Response to Livable Oakville 6.1, 6.4, 6.11, 6.16 & Livable by Design Manual 3.1, 4.6)

The proposed site design directly reflects the unique shape of the Subject Site, its prominent location at the corner of Sixth Line and River Oaks Boulevard East, and its natural and built context. The proposed 2-storey streetwall along Sixth Line with active uses and ample landscaping will significantly improve the existing public realm along Sixth Line and create a sense of closure. The massing is situated so the bulk of the height is located in the north portion of the Subject Site, away from the low-rise residential area across the street. An outdoor amenity space is proposed at the intersection of Sixth Line and River Oaks Boulevard East defining the corner and providing visual and physical connection to the Nipigon Trail to the north.

The U-shaped driveway provides access to the drop off, parking, loading and servicing area internal to the Subject Site, concealed from the public realm. There are two access points, the primary entrance is located midway along the Sixth Line frontage, the second entry point, is situated west of the primary entrance.

Front yard setbacks of 5.0 metres for the pharmacy/retail space and 4.5 metres for the grade-related townhouse units are provided along Sixth Line to provide additional landscaping space to improve the public realm along the right-of-way. This is particularly important due to the existing two-storey single family homes across the street. The proposed surface parking, primarily servicing the commercial units, is strategically located on the north side of the building adjacent to the existing shared driveway with the senior housing and their surface parking.



Legend

- Subject Site
- Low Scale Elements
Levels 1-2
- Taller Elements
Levels 7-9
- Townhouse Unit
Frontage
- Retail Frontage
- ↔ Vehicle Access

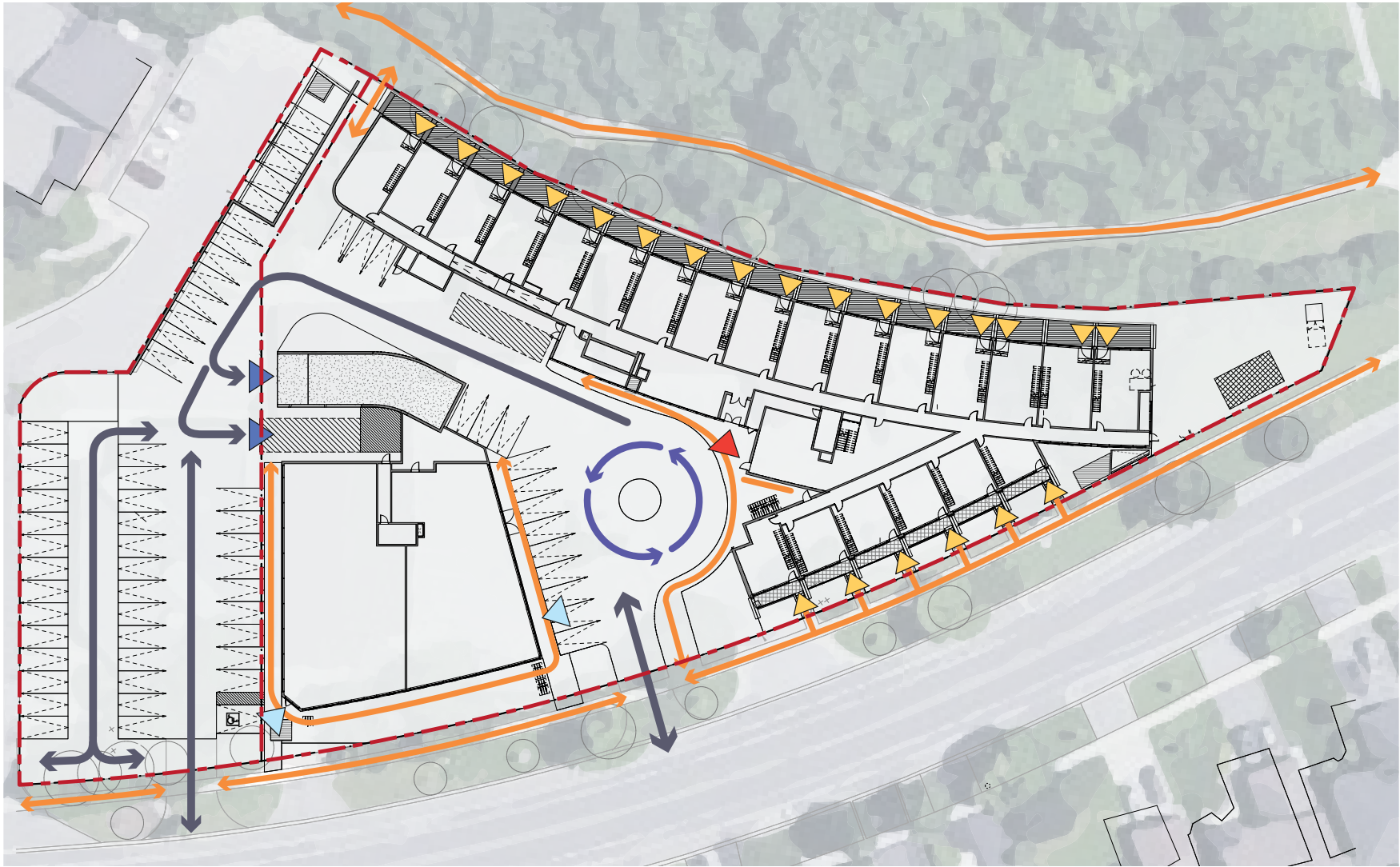
Figure 11 - Site Organization

6.2.2 Pedestrian/Vehicular Circulation and Access

(In Response to Livable Oakville 6.11, 6.12 & Livable by Design Manual 4.2)

Pedestrian circulation will primarily occur on the public sidewalks that abut the Subject Site along Sixth Line. The grade-related units along Sixth Line are accessible from public sidewalks as well as from the interior of the building. Similarly, the commercial units have access directly off the public right-of-way. The primary residential entrance is located adjacent to the drop-off area in the centre of the Subject Site, clearly visible and directly accessed from the public sidewalk.

As previously mentioned, an internal U-shaped driveway, with two entry points off Sixth Line, provides vehicular access within the proposed development. The first access point, located approximately at the midway point of the property, will primarily provide access to the vehicle drop-off. The second access point situated west of the commercial space will provide access to the commercial surface parking, below-grade parking and loading and servicing area located at the rear of the proposed building, away from the public realm. It should be noted that both entry points are designed to fully provide access to any of the above-noted areas on the Subject Site, offering flexibility.



Legend

- Subject Site
- ▲ Main Residential Entrance
- ▲ Townhouse Unit Entrance
- ▲ Retail Entrance
- ▲ Service/Parking Access
- ↔ Vehicular Circulation
- ↻ Vehicle Drop-off
- ↔ Pedestrian Circulation

Figure 12 - Pedestrian / Vehicular Circulation and Access

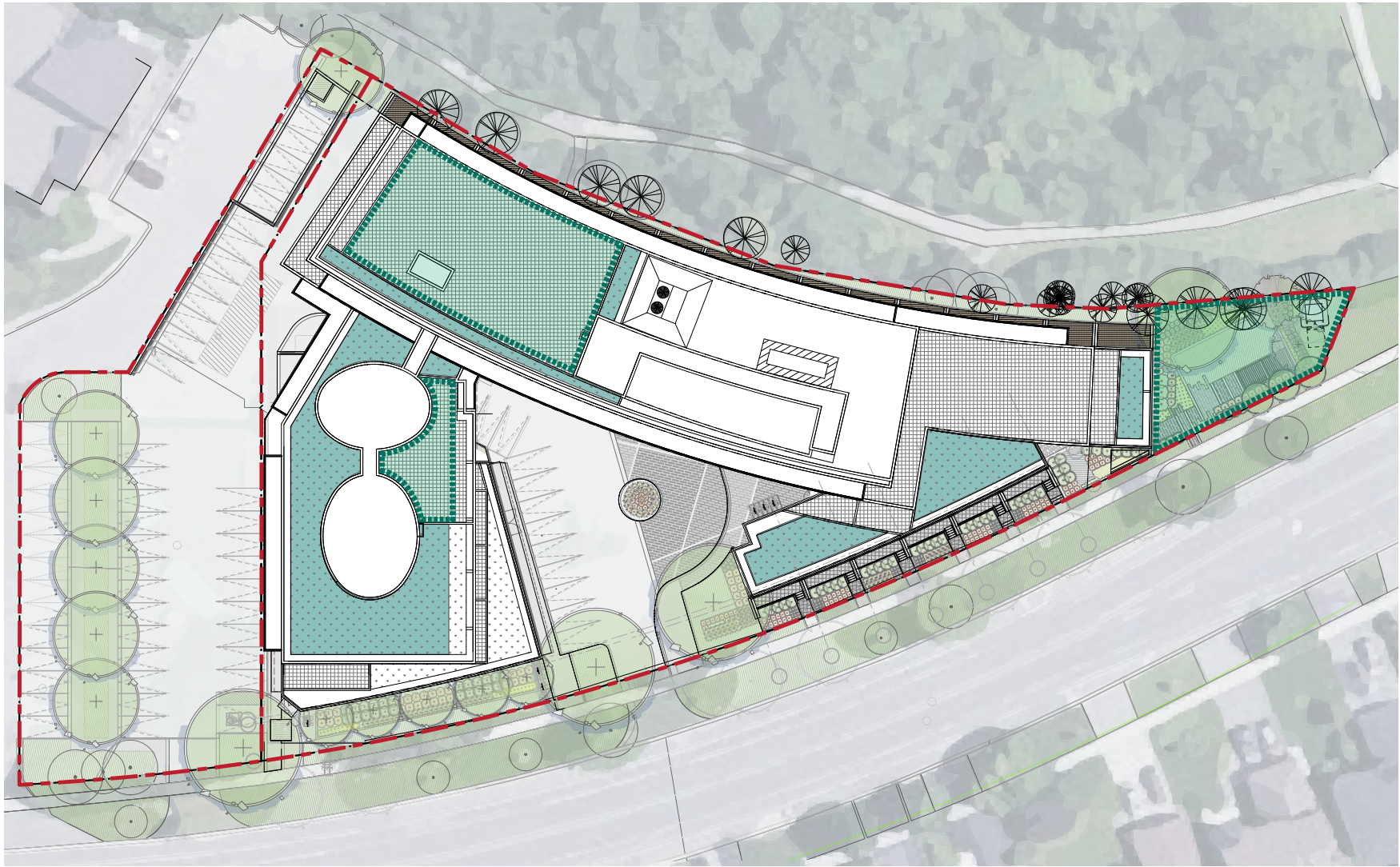
6.2.3 Landscape and Amenity Areas

(In Response to Livable Oakville 6.2 & Livable by Design Manual 4.1)

Landscaping will be incorporated along the proposed building frontage to enhance the aesthetics and provide appropriate separation with the public sidewalk to achieve privacy for the grade-related residential units. As previously stated, the proposal incorporates approximately 1,404 square metres of new amenity space. A total of 562 square metres of indoor amenity space will be provided on the first floor, the second floor and the eight floor. 842 square metres of outdoor amenity space will be provided through space at grade and accessible roofs on the 8th floor and MPH floor.

The uniquely shaped indoor amenity space on level 8, is setback from the roofline between 3.8 and 7.6 metres and massed with curved walls to minimize any overlooking. It should be noted that the outdoor component, located on the roofs, are significantly set back from the property line along Sixth Line eliminating any impact on the neighboring properties.

Trees are proposed throughout the Subject Site with a total canopy cover of 1,503 square metres, equivalent to 20.9%, of the site area.



Legend

- Subject Site
- Ground Cover Planting
- Hardscape
- Native Perennial Planting
- Outdoor Amenity
- Green Roof
- Proposed Tree
- Existing Tree to Remain

Figure 13 - Landscape and Amenity Areas



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Figure 14 - Landscape Concept Plan (Prepared by Adesso Design Inc.)



Based on the driplines reported in the inventory, a canopy cover analysis was completed to determine the amount of canopy identified for preservation and the proposed amount of canopy based on new plantings. Where trees are situated together and their canopies form continuous cover, the canopy area was determined for the group of trees such that overlapping canopy areas were omitted. Trees situated on the subject property and are being retained had a bonus factor of 1.5 applied to their canopy areas. The canopy areas of trees situated on adjacent properties whose overhanging the subject property were calculated; however, a bonus factor was not applied to the canopy areas of these trees.

The results of the analysis indicate that there is a total of 1145.6m² of existing canopy area situated on subject property, including existing trees overhanging the subject property. Preservation of 304.9m² of canopy area will be possible with appropriate tree protection measures. A total of 129.0m² of canopy area is being preserved from trees that occur on properties adjacent to the subject site but overhanging the subject property. Proposed landscape plantings account for a proposed increase of 1120m² of canopy area. The total canopy area is 1490m² within a subject property area of 7195m², resulting in a canopy coverage of 20.7%. This exceeds the canopy cover target of 15% for the proposed land use.

- Property Boundary
- Dripline
- Canopy Identified for Preservation
- Canopy Identified for Removal
- Proposed Canopy
- Proposed Street Tree Location
- 259** Tree Number
- T1** Proposed Tree Number*

* Refer to Adesso Design Inc.'s Landscape Plan for more information

KEY TREE #	Botanical Name	Common Name	Size/Remarks	Qty	Stem Volume (m ³)	Soil Volume			Canopy Area (m ²)	Sub-total (m ²)
						Canopy Area per tree (m ²)	Canopy Area per tree (m ²)	Canopy Area per tree (m ²)		
Proposed Trees										
T1	Acer rubrum	Red Maple	50mm cal., B&B	1	M	12.4	12.4	78.5	79	
T2, T8	Acer rubrum	Red Maple	50mm cal., B&B	5	M	102.8	20.2	72.0	360	
T7	Quercus rubra	Red Oak	1" L	1	L	17.7	17.7	153.9	154	
T9, T11	Ostrya virginiana	Ironwood	50mm cal., B&B	4	S	140.4	28.1	7.1	38	
T12	Ostrya virginiana	Ironwood	50mm cal., B&B	1	S	140.4	28.1	4.5	4	
T13	Quercus rubra	Red Oak	50mm cal., B&B	1	L	32.4	32.4	151.4	151	
T14	Quercus rubra	Red Oak	50mm cal., B&B	1	L	65.9	65.9	153.9	154	
T15, T17	Acer rubrum 'Armstrong Gold'	Armstrong Gold Red Maple	50mm cal., B&B	3	S	279.8	46.6	7.1	21	
T18, T19	Cercis canadensis	Eastern Redbud	50mm cal., B&B	2	S	279.8	46.6	7.1	14	
T20	Fagus grandifolia	American Beech	50mm cal., B&B	1	L	279.8	46.6	153.9	154	
						20			1,620	
Existing Canopy on Site										
						340, 293, 425			66.0	
						261, 262			63.0	
								Subtotal	129.0	
								multiplied by bonus factor of 1.5		204
Existing Canopy Overhanging Site										
						N13			50.3	
						N14, N15			56.8	
						N16			50.3	
						N17			13.6	
						N18			17.6	
						N19			7.1	
								200		
								CANOPY SUMMARY	1,500	
								TOTAL CANOPY m²		
								Site Area (m ²)	7,195	
								50% Canopy Cover	3,598	
								Land Use Canopy Cover Target	1,079	
								Total Parking Spaces Proposed	63	
								Total # of Trees within 5m of Parking Area	11	

No.	Issue/Revisions	Date	B
1	Report Submission	8 Dec 21	PC

Base Data: Startec Geomatics Ltd. (survey), Raw Design (site plan)

161 Lakeshore Road West
PO Box 1027 Lakeshore W ON
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KUNTZ FORESTRY CONSULTING Inc.
www.kuntzforestry.ca

Client: Bara Group

Project: 2163 & 2169 Sixth Line
Oakville, Ontario

Existing Conditions, Proposed Site Plan
Canopy Cover Plan

Project: P2873 (P2254) Figure

Date: 8 December 2021 2

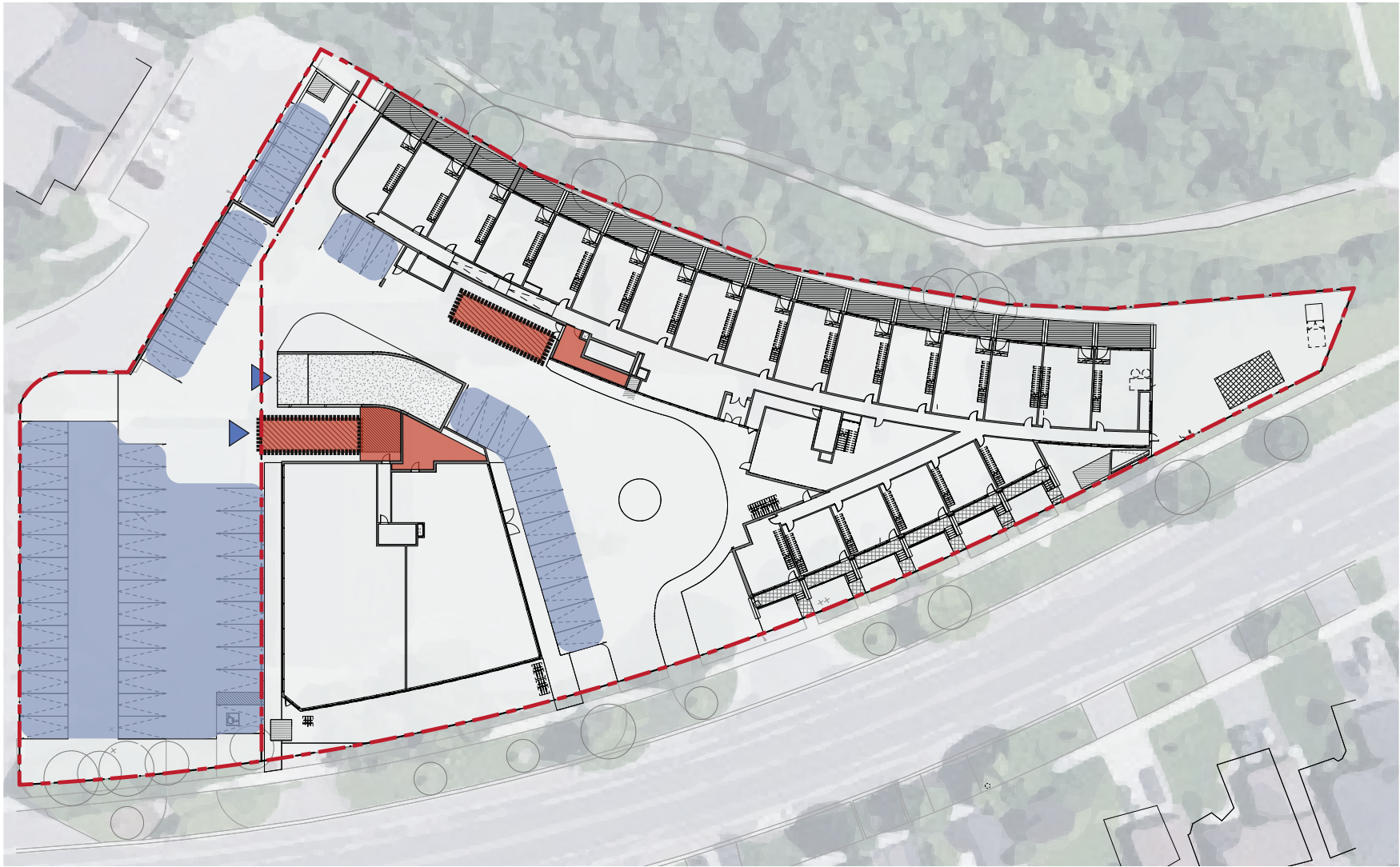
Scale: 1:250

Figure 15 - Canopy Cover Analysis (Prepared by Kuntz Forestry Consulting Inc.)

6.2.4 Parking, Loading and Servicing

(In Response to Livable Oakville 6.13, 6.16 & Livable by Design Manual 4.3, 4.6)

"Back-of-House" activities including parking, loading and servicing are located at the rear of the building, away from Sixth Line, creating a more attractive and comfortable pedestrian environment along the public realm. The Vehicle drop-off is situated at the centre of the Subject Site, adjacent to the lobby entrance and is treated with "feature" concrete pavers. Two levels of below-grade parking are provided, offering a total of 179 parking stalls. A total of 65 surface parking spots are provided near the vehicle drop-off as well as along the western edge of the Subject Site.



Legend

- Subject Site
- Waste Storage and Loading
- Loading Bays
- Surface Parking
- ▲ Service/Underground Parking Access

Figure 16 - Parking, Loading and Servicing

6.3 Built Form

6.3.1 Height, Massing and Transition

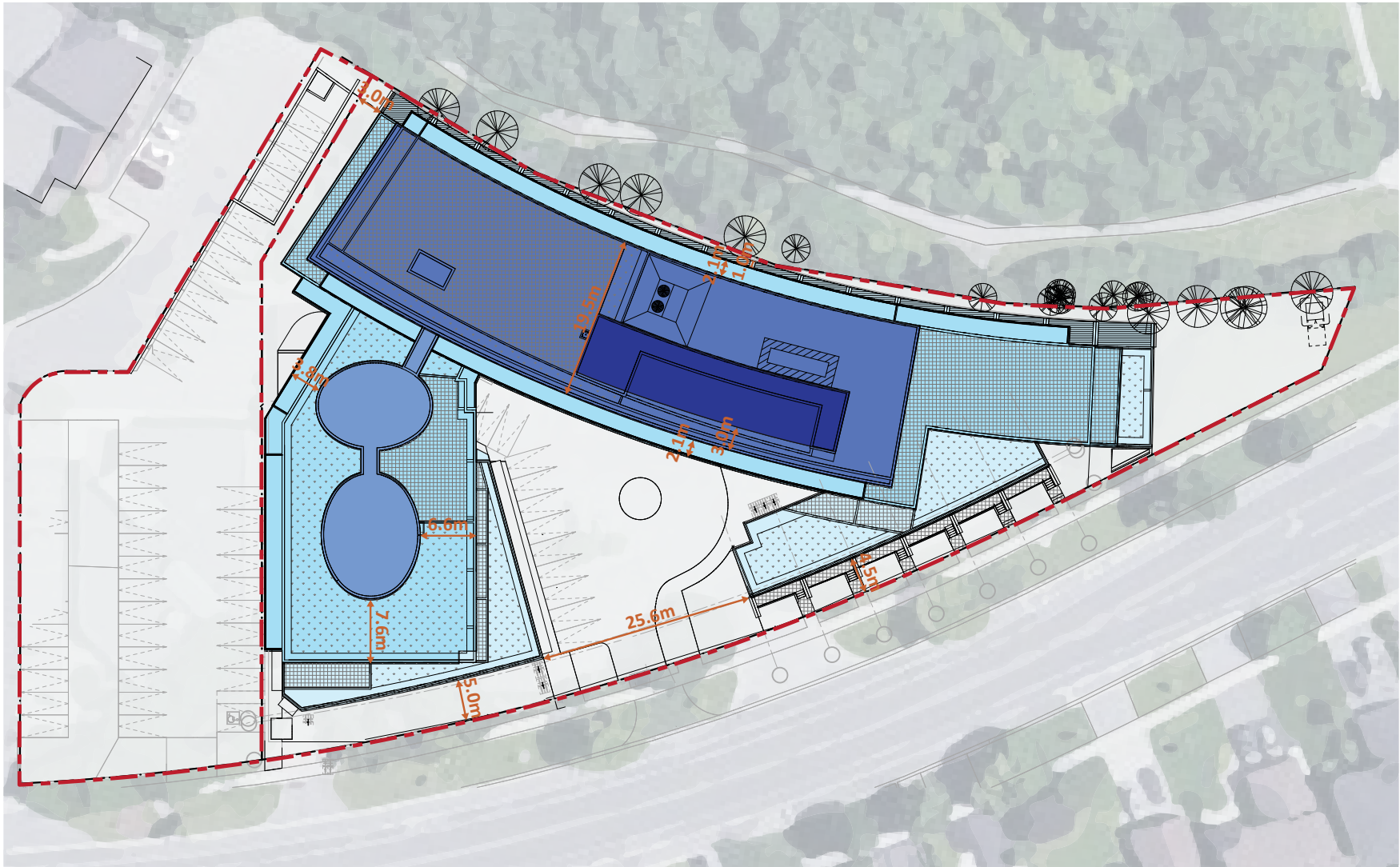
(In Response to Livable Oakville 6.9 & Livable by Design Manual 3.1)

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

- the planned and existing built form context,
- the size, depth and configuration of the Subject Site which can reasonably accommodate a mid-rise building maintaining appropriate built form relationship with the existing context,
- the appropriate transition to the sensitive land use, low-rise residential area, across the street,
- the maintenance and enhancement of the streetscape character along Sixth line,
- the appropriate relationship with the natural area and trail to the north.

Under section 3.1 of the LBDM, the proposed 6 to 9-storey building is defined as a mid-rise building. The proposed building incorporates significant building setbacks at level two along Sixth Line reinforcing the 2-storey streetwall as a defining element along Sixth Line. Appropriate sideyard setbacks are incorporated to ensure appropriate separations from adjacent buildings and future developments.

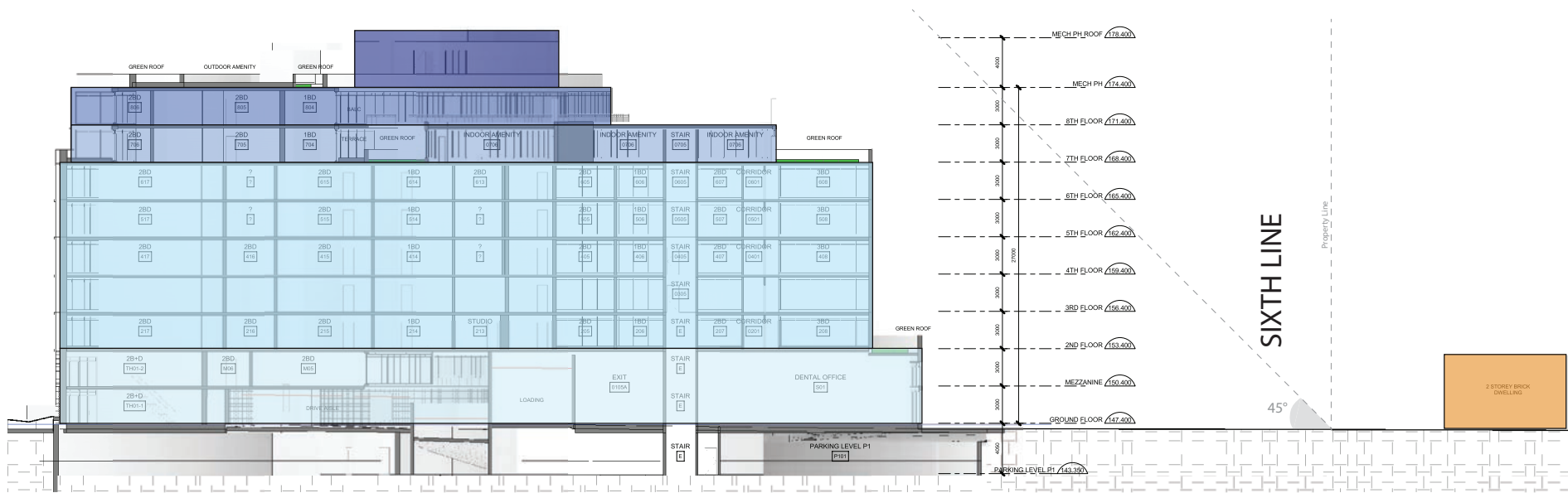
The sensible and thoughtful siting and design of the proposed development will minimize any potential impacts of height, massing, and shadow on the surrounding environment. The 9-storey component of the proposed development is located along the ravine to the north, farthest away from the single detached houses on Sixth Line. The 6-storey component has a comparable height to the established senior housing to the west, along Sixth Line. Moreover, the stepping down in height to 2-storey along Sixth Line results in a streetwall height that is compatible with the 2-storey single detached houses across the street. The stepping down of the building to the east, culminating in the ground floor outdoor amenity space ensures appropriate transition to River Oaks Boulevard East.



Legend

- Subject Site
- Levels 1-Mez
- Levels 2-6
- Level 7
- Level 8
- Mechanical Penthouse
- ↔ Setbacks

Figure 17 - Building Setbacks and Stepbacks



Legend

- Levels 1-Mez
- Levels 2-6
- Level 7
- Level 8
- Mechanical Penthouse
- Existing Dwelling

Figure 18 - Transition to the Low-Rise Residential Area on Sixth Line

In order to address shadow impacts, a shadow study has been prepared by RAW Architects in support of the proposed development, in accordance with the Town of Oakville's Shadow Impact Analysis Terms of Reference. Test dates include April 21, June 21, September 21 and December 21.

The shadow study demonstrates that the proposed development will cast shadows primarily over the adjacent Natural Heritage System to the north and the surface parking area on the Subject Site to the west of the proposed building. A minor impact on existing residential dwellings along Sixth Line occurs at 8am on September 21, covering only the front lawns and quickly dissipating, as well as impacts on Residential Areas to the north at 4pm on December 21, during some of the shortest days of the year when the sun is lowest in the sky. Additionally, minor shadow impact on the adjacent apartment buildings to the west is measured in the mid-afternoon on December 21, though they remain completely outside of the shadow of the proposed building during all other tested times and days.

6.3.2 Pedestrian Experience at Grade

(In response to Livable Oakville 6.9 & Livable by Design Manual 3.1, 4.2)

The 2-storey building base and subsequent setbacks provide a pedestrian scaled streetwall and an appropriate sense of closure along Sixth Line. The 5.0 and 4.5 metres setback and ample landscaping along the street will significantly increase the public realm. Further to this, the implementation of active uses, commercial and grade-related residential units along Sixth Line will ensure a pleasant and pedestrian friendly environment. As previously described, the primary residential entrance is centrally located at the heart of the Subject Site, off of Sixth Line clearly visible from the street. Access to "back of house" services are located at the rear and internal to the Subject Site, hidden from public view, to minimize the negative visual impact on the public realm.



Figure 19 - Birds-eye-view of the main entrance and drop off area (Top) and Street-level view, looking northwest (Bottom) (Prepared by RAW Design Inc.)

6.3.4 Architectural Articulation

(In Response to Livable by Design Manual 3.1.38 – 3.1.47)

In response to the unique shape of the Subject Site, the proposed design incorporates a juxtaposition of sharp angles and soft curves, creating a dynamic architecture. The stepping up of the 2-storey streetwall along Sixth Line to 6-storey to the west and 9-storey to the north creates additional movement and visual interest while responding to the natural and built context.

With respect to more detailed articulation, the proposal introduces contrasting materials between the 2-storey component and the middle of the building to visually distinguish the two components and accentuate a streetwall that reflects the existing architecture and scale along Sixth Line. The transparent glazing at grade assists in promoting public realm animation and a sense of safety at street level.

The proposal incorporates vertical elements on the middle portion of the building to break up and articulate the massing and create a consistent style and rhythm across all elevations.

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



Figure 20 - Proposal at 2163 & 2169 Sixth Line (Prepared by RAW Design Inc.)



Figure 21 - Proposed Building, looking southwest from the trail (Prepared by RAW Design Inc.)



Sustainability Features

7.1 Sustainability Features

(In Response to Liveable Oakville 10.6 & Livable by Design Manual 3.32)

The proposal includes green roofs at levels three and eight. This will contribute to the reduction of the 'urban heat island effect' while helping with stormwater management supporting the Town's encouragement of sustainable development. The proposed development has been designed as a compact project at a density that will support existing and planned transit along Sixth Line and River Oaks Boulevard East. It will provide direct and convenient pedestrian access to nearby existing transit stops as well as access to the existing multi-use paths along Nipigon trail. The proposal provides bicycle parking spaces (both at grade and below grade) to encourage alternative modes of transport and promote active transportation.



Conclusion

It is our opinion, as outlined in this Urban Design Brief, that the proposed development represents good urban design, is appropriate within the existing and planned context and contributes to the planned growth and intensification in the Town of Oakville. The proposed development is successful in providing a built form that enhances the character of an underutilized site and improves the pedestrian condition at grade while appropriately responding to the surrounding context. This Urban Design Brief concludes that the proposed urban design vision, strategy and design for the Subject Site appropriately addresses and is supportive of Town of Oakville Official Plan urban design related policies and generally maintains the intent of the Livable By Design Manual.



Figure 22 - Proposed Building, looking northwest from the intersection of Sixth Line and River Oaks Boulevard (Prepared by RAW Design Inc.)

