



# Urban Design Brief

**217-227 Cross Avenue and  
571-587 Argus Road**  
City Of Toronto

**Prepared For**  
Oakville Argus Cross LP

May 2022





**BOUSFIELDS INC.**

**Job Number  
20289**

[www.bousfields.ca](http://www.bousfields.ca)

Urban Planning  
Urban Design  
Community Engagement

**Toronto Office**

3 Church Street, Suite 200  
Toronto, ON  
M5E 1M2

T. 416.947.9744  
F. 416.947.0781

**Hamilton Office**

1 Main Street East, Suite 200  
Hamilton, ON  
L8N 1E7

T. 905.549.3005  
F. 416.947.0781

# Table of Contents

|   |           |
|---|-----------|
| <b>1 Introduction</b>   | <b>1</b>  |
| <b>2 Design Vision, Guiding Principles &amp; Objectives</b>                       | <b>4</b>  |
| 2.1 Design Vision   | 5         |
| 2.2 Guiding Principles and Objectives   | 5         |
| <b>3 Context Analysis</b>   | <b>8</b>  |
| 3.1 Subject Site  | 9         |
| 3.2 Area Context  | 10        |
| 3.3 Lot Fabric, Block and General Street Pattern                                  | 13        |
| 3.4 Surrounding Land Uses and Built Form Character                                | 15        |
| 3.5 Road Network  | 17        |
| 3.6 Transit Network   | 19        |
| 3.7 Relationships and Linkages to Existing Natural Features and Public Open Space | 21        |
| <b>4 Policy Context</b>   | <b>23</b> |
| 4.1 Livable Oakville - Town of Oakville Official Plan 2009                        | 24        |
| 4.2 Urban Design Guidelines   | 31        |
| <b>5 Development Plan</b>   | <b>36</b> |
| 5.1 Proposal  | 37        |
| <b>6 Design Analysis</b>  | <b>43</b> |
| 6.1 Livable by Design Manual (LBDM) Guiding Principles                            | 44        |
| 6.2 Site Design   | 47        |
| 6.3 Built Form  | 57        |
| <b>7 Sustainability Features</b>  | <b>70</b> |
| 7.1 Sustainability Features   | 71        |
| <b>8 Conclusion</b>   | <b>72</b> |



This Urban Design Brief (“UDB”) has been prepared by Bousfields Inc. to describe and illustrate the urban design vision, principles and rationale that will guide the form and pattern of the development being proposed by Oakville Argus Cross LP for a 1.26-hectare site located on the northeast intersection of Cross Avenue and Argus Road, municipally known as 207, 217, and 227 Cross Avenue and 571, 581, and 587-595 Argus Road in the Town of Oakville (the “subject site”).







# 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 Oakville Argus Cross LP for a 1.26-hectare site located on the northeast intersection of Cross Avenue and Argus Road, municipally known as 207, 217, and 227 Cross Avenue and 571, 581, and 587-595 Argus Road in the Town of Oakville (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 two new mixed-use buildings and three towers that are 44, 49- and 58-storey in height. The proposal includes 1,748 residential units, 2,816 square metres of retail space and 2,269 square metres of office space. The proposal also includes significant improvements to the public realm through the introduction of a new privately-owned, publicly-accessible open space (POPS) located at the centre of the site as well as the conveyance of land to the Town to accommodate the development of a future 19-metre north-south local road along the eastern portion of the site and the widening of Cross Avenue.

This Urban Design Brief provides a comprehensive review of the architectural design by BDP. Quadrangle Architects and the landscape design by Janet Rosenburg & Studio 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), the Midtown Growth Area (Section 20 of Livable Oakville Plan), Livable by Design Manual and Designing Midtown Oakville Guidelines.

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 a substantial block of underutilized lands and increase the permeability of the subject site through the introduction of a new public road and an enhanced public realm and pedestrian environment. The proposed building heights and massing forms will fit within the planned built form context encompassing Midtown Oakville.

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

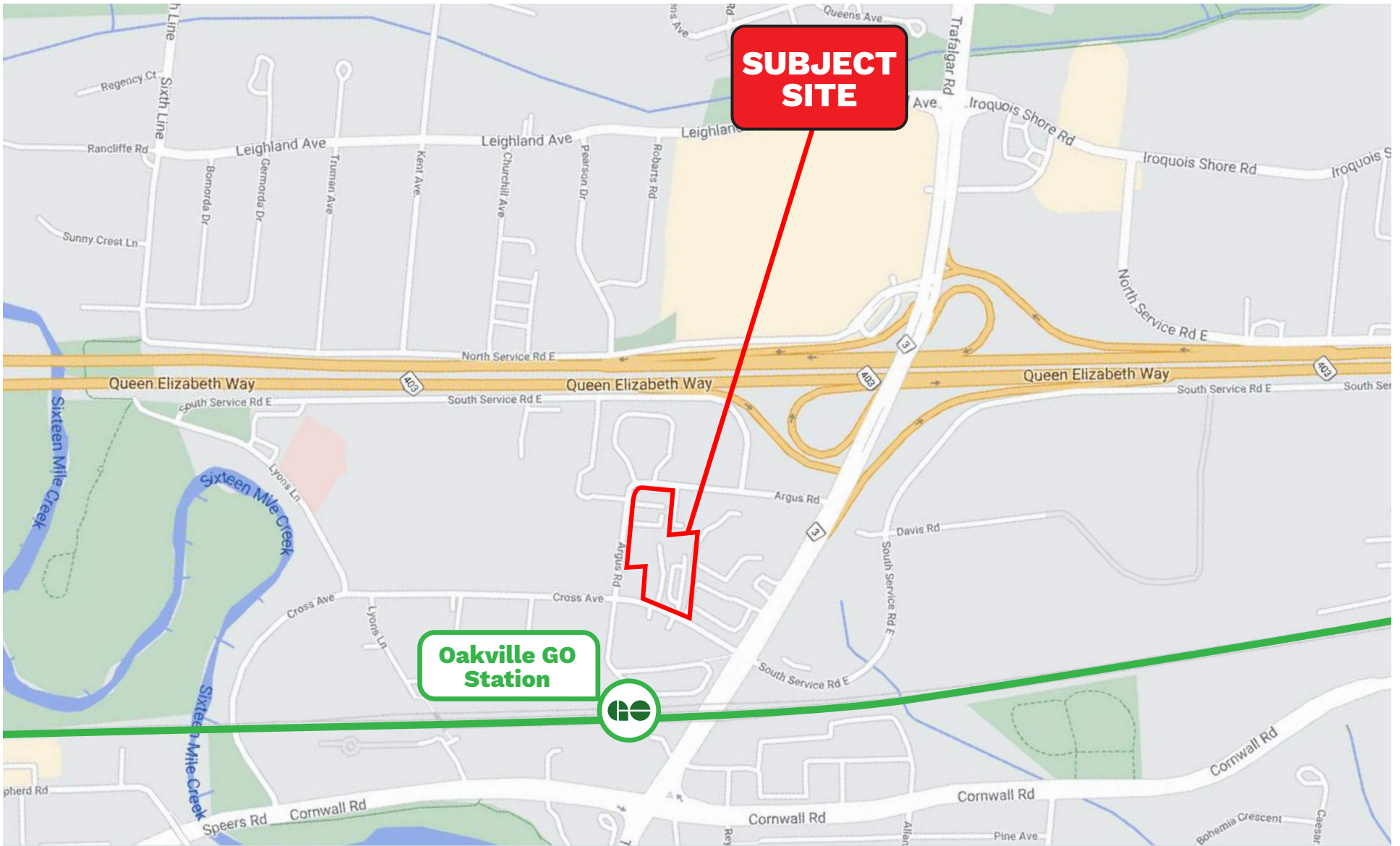


Figure 1 - Location Map





## Design Vision, Guiding Principles and Objectives

The proposed development will contribute to the transformation of Midtown Oakville, which in the fullness of time, is envisioned to be transformed into a new master-planned mixed-use, high-density and transit-oriented community, complete with a new internal road network and a wide mix of residential and non-residential uses. The built form and street network are proposed to be complemented and activated by substantial public realm and placemaking components in the form of street-facing retail, public art opportunities, tree-lined streets, landscaping, and large-scale privately owned public space.

The proposal will appropriately redevelop and intensify the subject site in a manner that is in keeping with the broader urban structure of Midtown Oakville while leveraging 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 its significance as a centre point within the Midtown Oakville area. The introduction of residential and retail uses on the subject site, together with substantive public realm improvements will further animate and revitalize the subject site into a vibrant centre, a place to live, work and play.

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



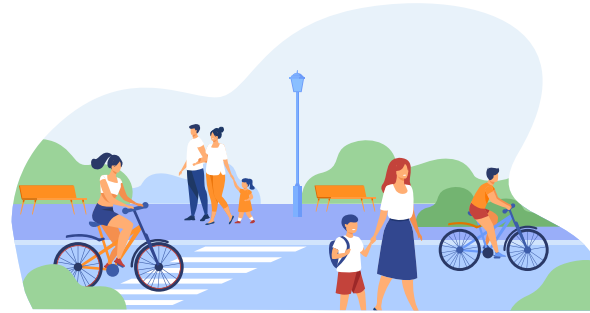
### **(1) Enhance the Existing Character of the Site**

- 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, or near, the street edge to animate and enhance the adjacent public realm.
- Expand the existing public space network by introducing a new publicly accessible open space central to the site.
- Position the subject site as a centre point within the Lyon's District Urban Core in Midtown Oakville with a built form and height that is appropriately scaled and compatible with the planned, approved, and proposed context for the surrounding area.
- Design buildings to fit within and contribute to the development of a dynamic skyline in Midtown Oakville, and create a cohesive design composition through their orientation, proportion, scale, massing, use of materials and architectural character.
- Design buildings and public realm elements to reflect the prominence of the site's location within Midtown. The development will bring a wide variety of urban activities together on the site, establishing this prominent location as a destination within Midtown.



## **(2) Design a Transit-Supportive Development**

- Provide a high-density mixed-use development that will support existing and future transit initiatives within the immediate neighbourhood,
- Provide opportunities for alternative travel options, contribute to the modal split and encourage healthy lifestyles for all ages.



## **(3) Enhance Connectivity and Accessibility**

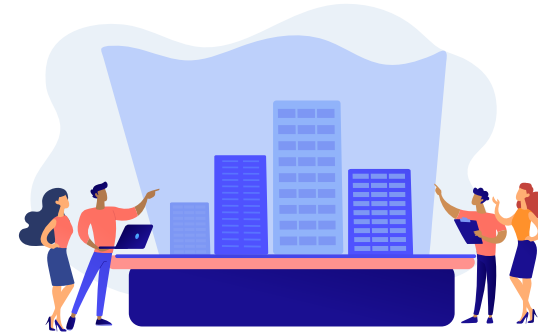
- Enhance the mobility network by conveying lands to allow for the future realignment of Cross Avenue as envisioned for Midtown Oakville.
- Promote alternative modes of transportation by orienting building entrances towards transit corridors and through the provision of interconnected pedestrian paths that link the subject site to transit stops for immediate access and convenience.
- Create walkable blocks and improve circulation by introducing mid-block pedestrian connections to facilitate the creation of finer grain development blocks, provide convenient and accessible pedestrian and vehicular connections throughout the subject lands and facilitate the orderly and phased development of the subject site.
- Improve pedestrian circulation within the existing open space network by introducing new pedestrian connections across the site by creating both north-south and east-west linkages to the surrounding area.





#### **(4) Create a Positive Pedestrian Experience at Ground Level**

- Provide an appropriate building base height and tower setbacks to create a positive pedestrian experience at the ground level.
- Incorporate active uses and transparent material at the ground level that will frame the public realm and provide an animated street edge to enhance the character of the adjacent public realm, and which advance an 'eyes on the street' approach to pedestrian comfort and safety, encouraging lingering and interaction.
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.
- Introduce an accessible open space which will accommodate patios and other retail activity spilling into the pedestrian environment envisioned to become an anchor for the area through the inclusion of accessible open spaces, public art opportunities, and street-oriented buildings that frame the public realm with good proportion at a pedestrian scale.



#### **(5) Respect the Existing and Planned Surrounding Context**

- Integrate heights into the urban structure discernable gradation of heights that responds to the context and gateway location of the subject site.
- Provide for slender point-tower buildings, pedestrian-scaled and street oriented base buildings.
- Design buildings to reduce impacts of overlook and maintain privacy between residential buildings by incorporating appropriate separation distances, transitions in height and articulation to the proposed massing.
- Create a comfortable microclimate, provide adequate access to sunlight and sky view.



# Site Context Analysis

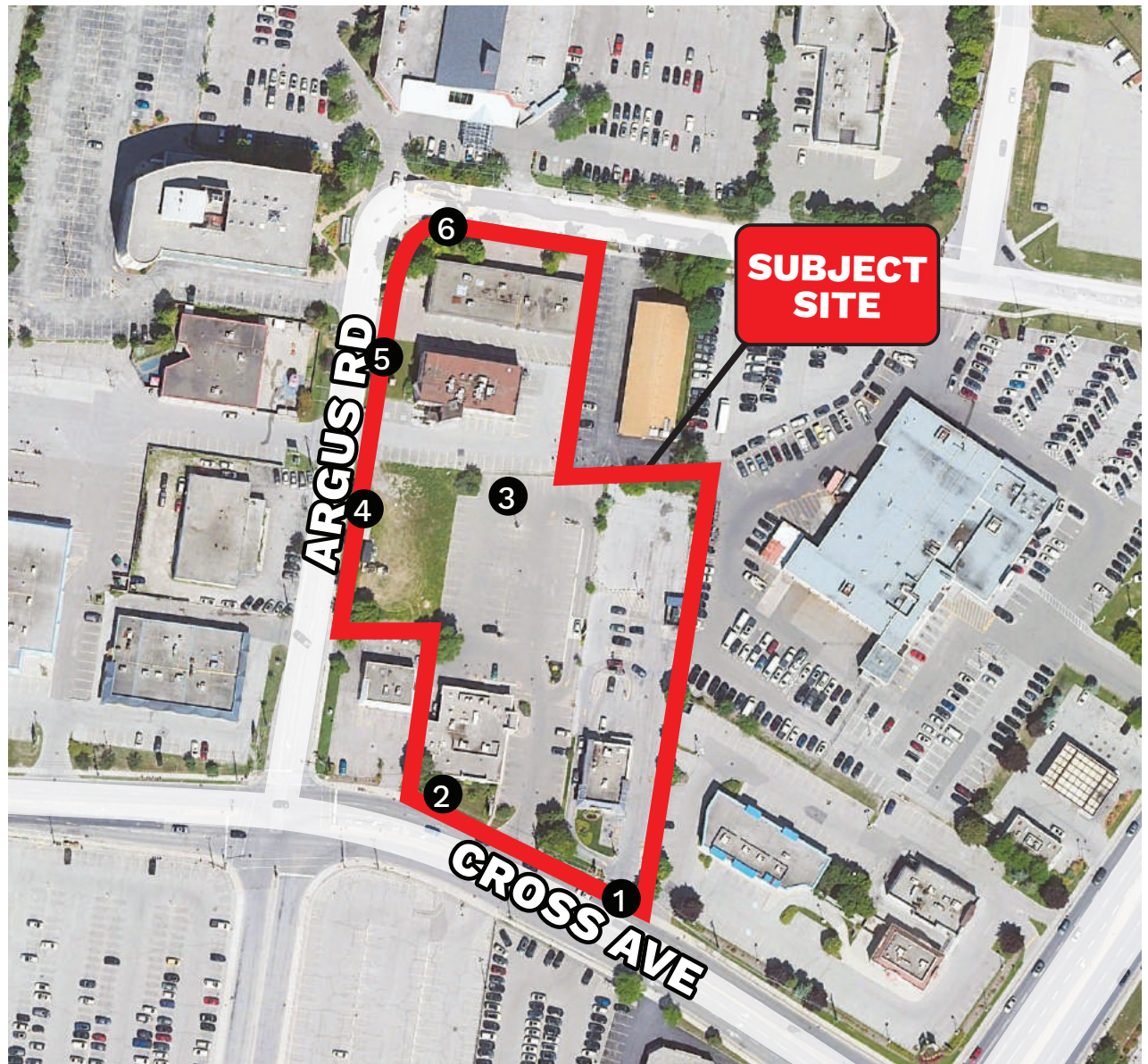
### 3.1 Subject Site

The subject site is irregular in shape and is generally located on the northeast corner of Cross Avenue and Argus Road, though it does not include the properties immediately at the northeast and southwest corners. The site fronts onto Cross Avenue to the south and Argus Road to the west and north, as Argus Road makes a sharp 90-degree turn at the northwest corner of the subject site. It is comprised of five parcels, which are municipally known as 571 Argus Road, 581 Argus Road, 595 Argus Road, 217 Cross Avenue and 227 Cross Avenue (see **Figure 2**).

Combined, the parcels that comprise the subject site have a total land area of approximately 12,617 square metres (approximately 3.0 acres), with a frontage of approximately 74 metres on Cross Avenue, 111 metres on the north-south segment of Argus Road, and 49 metres of frontage on the east-west segment of Argus Road. No significant vegetation or natural heritage features are located on the site, with approximately 34 trees scattered across the lands, primarily along the public road frontages.

With respect to elevation, the front of the site, along Cross Avenue slopes down approximately 1 metre from west to east, while the Argus Road frontage is relatively flat. The site also slopes down approximately 4 metres from north to south.

The site is subject to an easement (Instrument No. 304377) that runs in the middle of the site separating the site into north and south portions. The servicing easement is in favour of the Town of Oakville and allows for the construction, operation and maintenance of ground sewers, drains, pipes, conduits, wires and other general services.



**Figure 2 - Site Aerial**





1 227 Cross Avenue, looking north.



2 227 Cross Avenue, looking east.



3 217 Cross Avenue, looking south.



4 571 Argus Road, looking east.



5 581 Argus Road, looking east.



6 595 Argus Road, looking south.

## 3.2 Area Context

The subject site is located in the Midtown Oakville Growth Area, a designated urban growth centre surrounding the Oakville GO station close to the intersection of Trafalgar Road and Cross Avenue. The area is intended to see significant growth in the coming decades to form a new urban centre for the Town of Oakville. The planned urban growth centre is generally bounded by Cornwall Road to the south, Sixteen Mile Creek to the west, 16th South Service Road to the north and Chartwell Road to the east.

The Midtown Oakville Growth Area is envisioned to evolve over the coming years and accommodate a significant amount of the Town of Oakville's growth. It is expected that the majority of uses in the surrounding context will be redeveloped as a part of this evolution, and the Town of Oakville is also planning to make a series of significant changes to the surrounding road network to accommodate the growth. New roads, parks, and pedestrian connections are expected to be constructed which will improve the public realm, improve connections across the QEW, and create an urban, mixed-use centre.



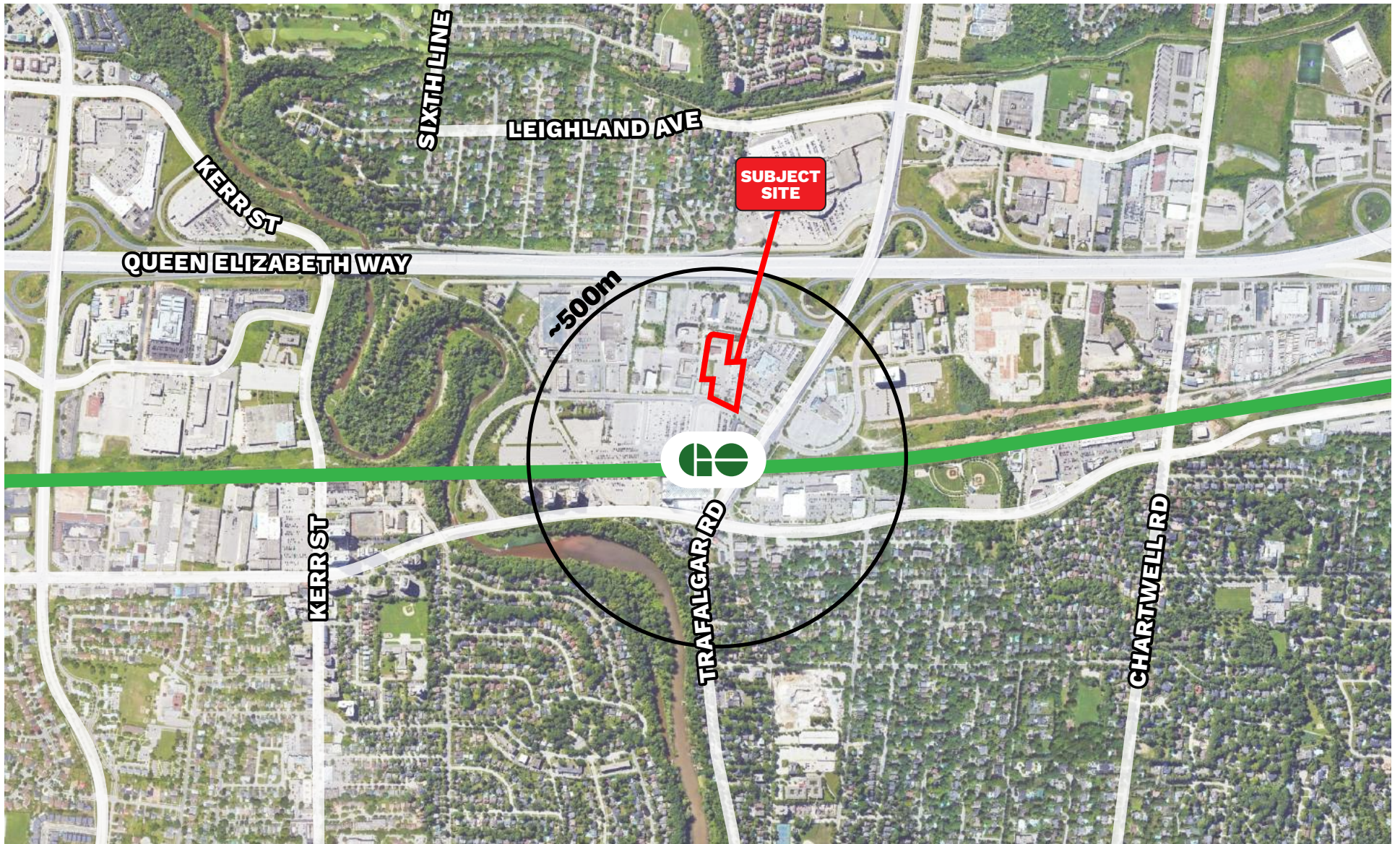


Figure 3 - Area Context



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

Lot size and street frontage are indicators of the general development pattern in the area. Within the Midtown Oakville area, generally bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and Sixteen Mile Creek to the west, the existing lot fabric consists of large block parcels. There are relatively few north-south collector roads on the west side of Trafalgar Street resulting in blocks that are larger and less defined. As such, the subject site is located on the west end of a relatively large block that is mostly occupied by surface parking and commercial buildings. Lots fronting onto Cross Avenue and Argus Street in the surrounding area are generally large and are reflective of the types of uses that currently inhabit them; primarily consisting of large-format commercial and employment uses consisting of commercial/retail plazas, automotive dealerships, office buildings, hotels and large parking lots serving the Oakville GO station.

Beyond the Midtown area, the lot fabric and block pattern to the east and west are similar large blocks consisting of large-format commercial and employment uses. However, the lot fabric and block pattern to the north of the QEW and south of Cornwall Road is comprised of largely rectilinear lots that are relatively narrow and compact, laid out in a generally uniform pattern, characteristic of residential subdivision developments. The character of these streets differs, as does the character of the built form and lot pattern. The frontage and lot area of the subject site are appropriate in comparison to the other properties that front onto arterial roads in the surrounding area.



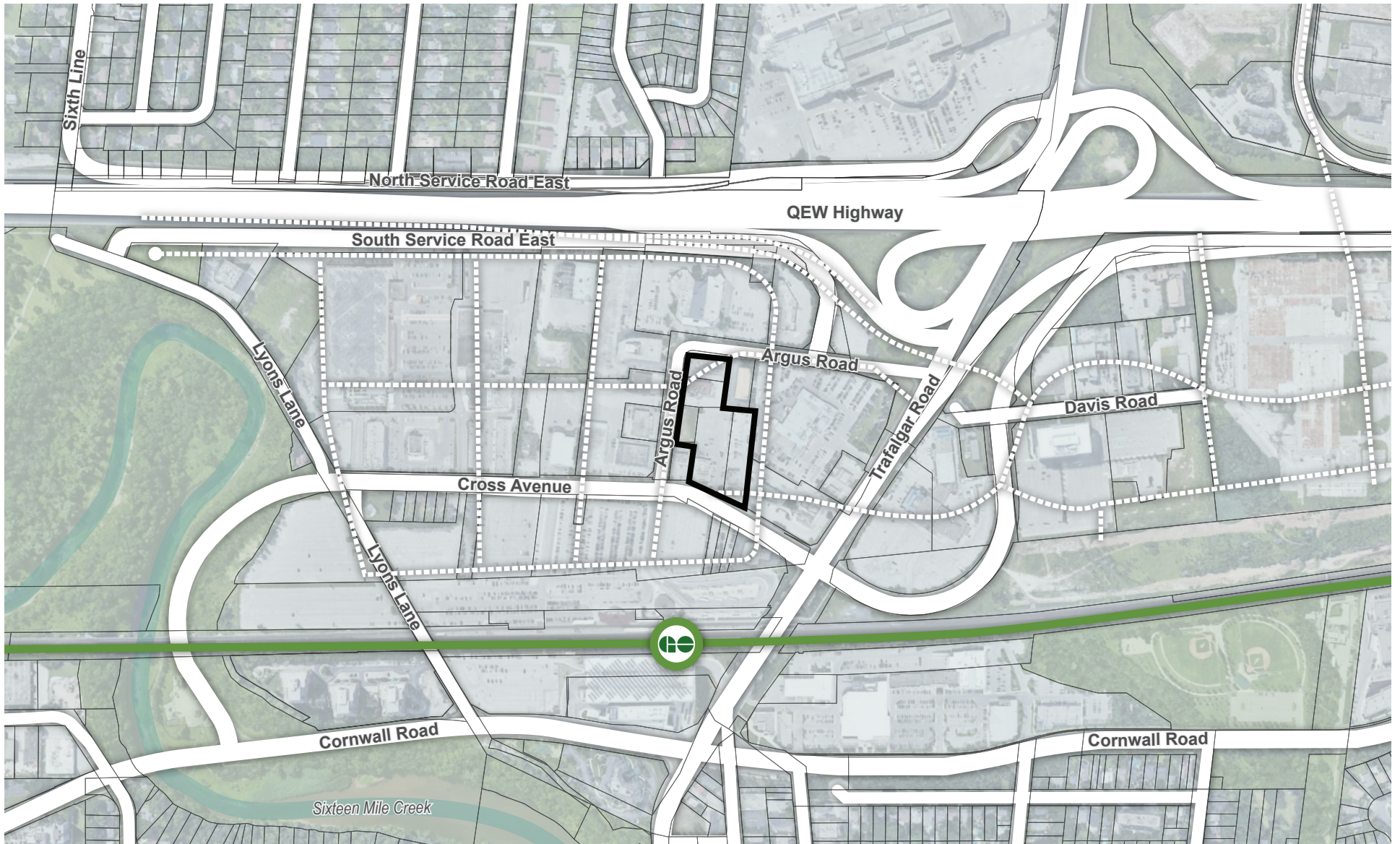







Figure 4 - Lot and Street Pattern

**Legend**

-  Subject Site
-  Lot Pattern
-  Existing Roads
-  Future Roads (per In-Force Midtown Oakville Growth Area Plan)
-  Future Cul-de-Sac (per In-Force Midtown Oakville Growth Area Plan)

### **3.4 Surrounding Land Uses and Built Form Character**

The built form character of the surrounding area is evolving as a result of the planned intensification within Midtown Oakville. This area is anticipated to become a new urban centre for the Town of Oakville. As such, Midtown and the surrounding area are experiencing an emergence of high-rise development with recent approvals including 599 Lyons Lane west of the subject site, which has approved heights of 20- and 24-storeys and 177 Cross Avenue where 12, 12- and 20-storey towers have been approved but not yet developed. Existing tall buildings in the surrounding area are clustered to the west along the Cornwall Road and Speers Road Corridor, including three 10-storey towers at 40-60 Old Mill Road, an 18-storey tower at 30 Speers Road, a 17-storey tower at 41 Speers Road and 19- and 21-storey towers at 65 Speers Road.

The existing built form character is predominately defined by low-rise development, while some mid-rise buildings, including a 5-storey office building at 586 Argus Road to the direct east of the subject site to the as well as a 6-storey hotel at 590 Argus Road are scattered throughout the area. Overall, many buildings do not address and fail to adequately frame the adjacent streets. In this regard, many of the existing commercial and office buildings have large footprints, are significantly setback from the street and are accompanied by sprawling surface parking areas.



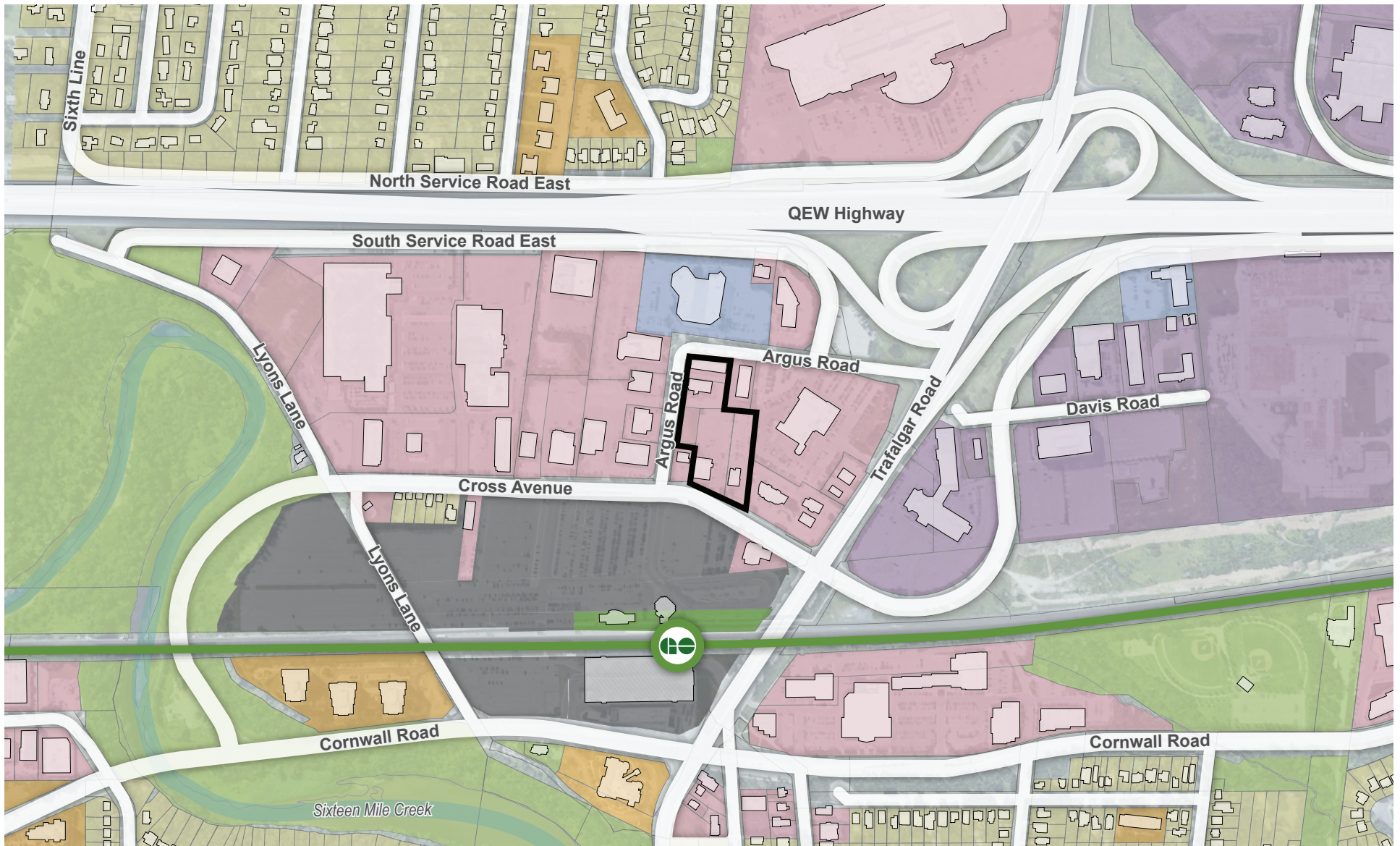











Figure 5 - Existing Use and Built form Pattern

**Legend**

- |  |   |  |
|--|---|--|
|  Subject Site               |  Medium/High Density Residential |  Parks and Open Space |
|  Commercial/Office          |  Low Density Residential         |  Hotel                |
|  Surface/Structured Parking |  Industrial                      |  |
|  GO Station                 |   |  |

### 3.5 Road Network

Road classifications are established in the Livable Oakville Plan on Schedule C - Transportation Plan and Schedule L3 - Midtown Oakville Transportation Network. Under Schedule C, Cross Avenue is identified as a Minor Arterial Road with a planned right-of-way width of 26 metres. Adjacent to the subject site, Cross Avenue has a current right-of-way width of approximately 22 metres, includes five lanes of vehicular traffic, and pedestrian sidewalks on both sides of the street. No on-street parking is permitted on either side of the street.

Argus Road is a Local Road with a 20-metre right-of-way width. As mentioned earlier in this report, Argus Road makes a 90-degree turn at the northwest corner of the subject site, thereby includes a north-south segment and an east-west segment. The portion of Argus Road that abuts the subject site includes a two-lane cross-section, with one lane travelling in each direction. Pedestrian sidewalks are located on the south and east sections of Argus Road (abutting the subject site).

The subject site also has access to the regional road network as it is located approximately 100 metres west of Trafalgar Road and approximately 150 metres south of the Queen Elizabeth Way (QEW) highway.

With respect to improvements to the road network, in 2014 the Town of Oakville completed an environmental assessment for the Midtown Oakville Growth Area, identifying required road works to support the planned levels of intensification. As a part of this environmental assessment, it was identified that both Cross Avenue and Argus Road would be required to be realigned through the subject site. Cross Avenue is proposed to be shifted north, "straightening" its alignment and connecting to a shifted signalized intersection with Trafalgar Road. Argus Road is also conceptually identified as jogging to the south through the subject site, connecting to a new east-west local road through development parcels to the west of the subject site.



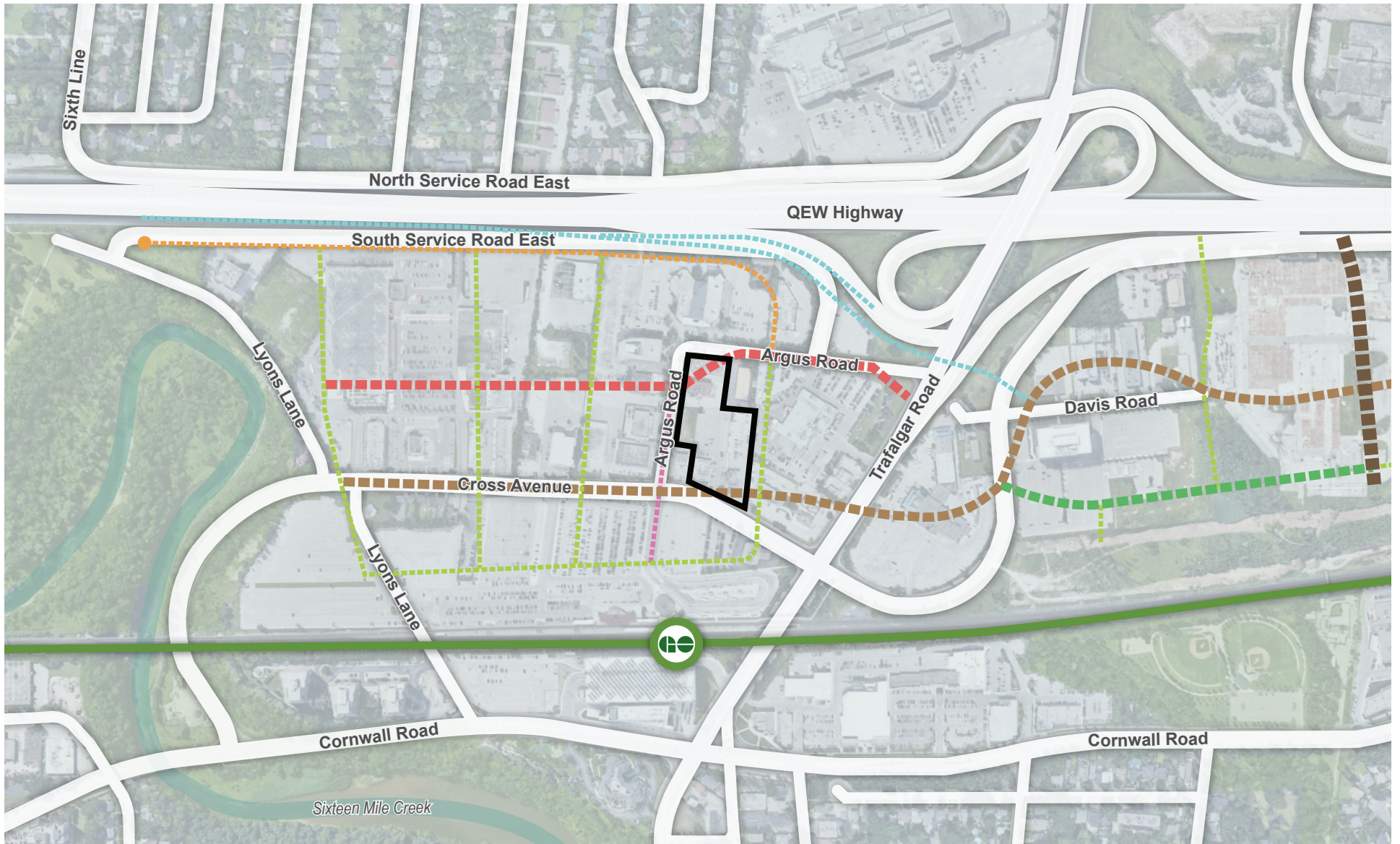


Figure 6 - Road Network

**Legend**

- Subject Site
- Existing Roads

**Future Roads (per In-Force Midtown Oakville Growth Area Plan)**

- 32m Multi-Purpose Arterial Road
- 28m Minor Arterial Road
- 26m Local Road
- 22m Local Road
- 20m Local Road
- 19m Local Road
- 18m Local Road
- Ramp
- Cul-de-Sac

## 3.6 Transit Network

The subject site is well served by existing public transit. As previously mentioned, the Oakville GO Station and bus terminal are approximately 150 metres (radius distance) south of the subject site and approximately 500 metres (walking distance) from the nearest entrance, representing a 6- to 7-minute walk. The terminal is serviced by GO Transit, Oakville Transit, Via Rail and Amtrak which provide rail connections to inter-regional destinations.

### Go Transit

The Oakville GO station provides frequent service on the Lakeshore West Line, with active plans to expand service levels. The Oakville GO station is the second busiest GO station on the GO network, behind only Toronto's Union Station, and as a result, has excellent frequencies and travel options. Currently, Lakeshore West Line provides connections east to Toronto and West to Burlington and Hamilton. The line runs every 30 minutes between the hours of 5 a.m. and 7 p.m. on weekdays, and every hour between 5 a.m. to midnight on weekends. The travel time to and from Toronto is approximately 40 minutes. In addition, the Oakville GO station provides limited train services that extend as far as Niagara Falls during peak periods.

Metrolinx is currently working on improving the services to and from Toronto with the Lakeshore West GO expansion project. The expansion project aims to provide 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

Oakville Transit's bus terminal to the south of the subject site is serviced by 16 bus routes providing service to the majority of the Town of Oakville. Frequent services are provided in all directions from the station, particularly along Trafalgar Road towards Uptown Oakville and Dundas Street to the north.

### Via Rail and Amtrak

In addition, VIA Rail and Amtrak serve the Oakville GO Station, providing inter-regional services from Toronto through to Brantford, London, and Windsor, while Amtrak provides a once-daily service from Toronto through Buffalo to New York City in the United States.

### Proposed Transit Improvements

Both the Region of Halton and Metrolinx Transportation Master Plans include recommendations for a Bus Rapid Transit (BRT) service on Trafalgar Road, from which the subject site is approximately 100 metres west. The Trafalgar Road BRT will have a dedicated lane for buses, allowing for faster and more reliable frequent transit. It will form a link for businesses and residents along the Trafalgar Corridor. The timeline for the project is not yet determined.



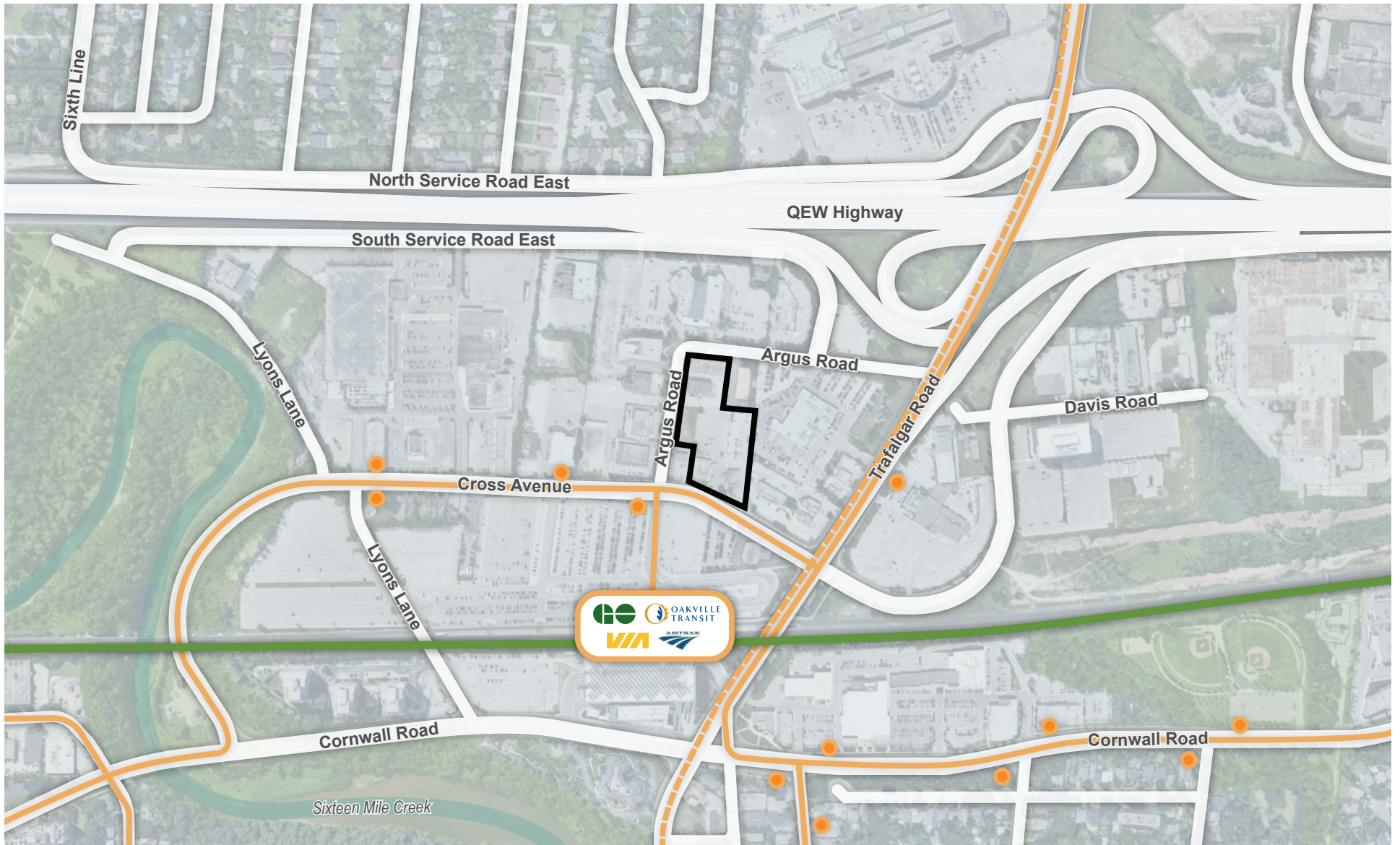


Figure 7 - Transit Network

**Legend**

-  Subject Site
-  Oakville Transit Bus Route
-  Oakville Transit Bus Stop
-  Planned Trafalgar BRT
-  GO Rail Corridor

### **3.7 Relationships and Linkages to Existing Natural Features and Public Open Space**

While the surrounding area is generally built up, there are a number of parks and open spaces within a 10-minute walk (800-metre radius) of the subject site including:

- Cornwall Road Park
- Perkins Passage
- Oakville/St. Mary's Pioneer Cemetery
- Hogs Back Park
- Old Mill Parkette

In addition to these public parks, the subject site is east of Sixteen Mile Creek, a significant natural heritage area which flows from the Niagara Escarpment through the towns of Milton and Oakville emptying into Lake Ontario.

Existing pedestrian and cycling connections to this open space network are provided by sidewalks along the adjacent public roads as well as a multi-use path that runs along the Creek south of Cornwall Road. Together, this active transportation network will provide enhanced connections between these open spaces with the subject site. Livable Oakville Schedule D identifies a proposed bike lane along Cross Avenue, a signed bike route and a multi-use trail along the north-south and east-west legs of Argus Road respectively. The Midtown Oakville Transportation Environmental Assessment, as well as the Midtown Oakville Growth Area policies, identify several active transportation improvements surrounding the subject site, including grade separated pedestrian crossings along the QEW, dedicated bicycle lanes on Cross Avenue, and a regional multi-use path along Trafalgar Road.



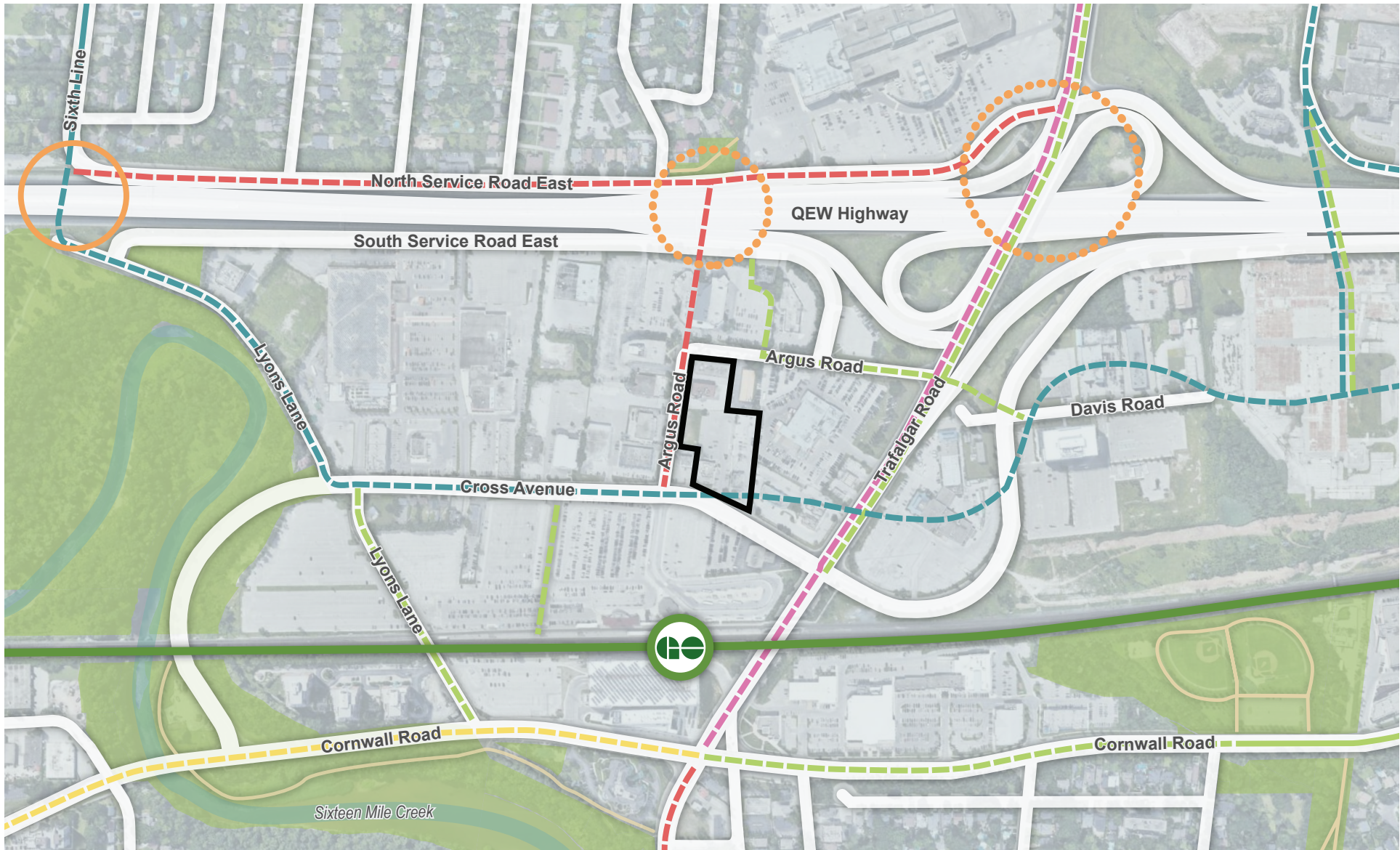




Figure 8 - Open Space and Active Transportation

**Legend**

-  Subject Site
-  Parks and Open Space

**Active Transportation (per Livable Oakville Schedule D - Active Transportation Plan)**

-  Existing Bike Lane
-  Existing Multi-Use Trail
-  Existing Town Trail
-  Existing Grade Separated Pedestrian Crossing
-  Proposed Bike Lane
-  Proposed Multi-Use Trail
-  Proposed Signed Bike Route
-  Proposed Buffered Bike Lane
-  Proposed Facility on a Regional Road
-  ATMP Proposed Grade Separated Pedestrian Crossing



# 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 within a Growth Area (Midtown Oakville Urban Growth Centre) designation on Schedule A1 (Urban Structure). It will accommodate the highest level of intensification and incorporate mixed use centres with transit-supportive development around major transition areas and corridors. With respect to the land use designation, Schedule L1 (Midtown Oakville Land Use) identifies the southern portion of the subject site as Urban Centre and the northern portion of the subject site as Urban Core. The Urban Centre and Urban Core designations, applicable to the subject site, are within the Mixed Use land use category, a category that is to be focused on the lands within the Growth Areas including Midtown Oakville. Section 12 of the Plan provides that the Mixed Use designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. Mixed Use areas are to be pedestrian-oriented and transit-supportive.

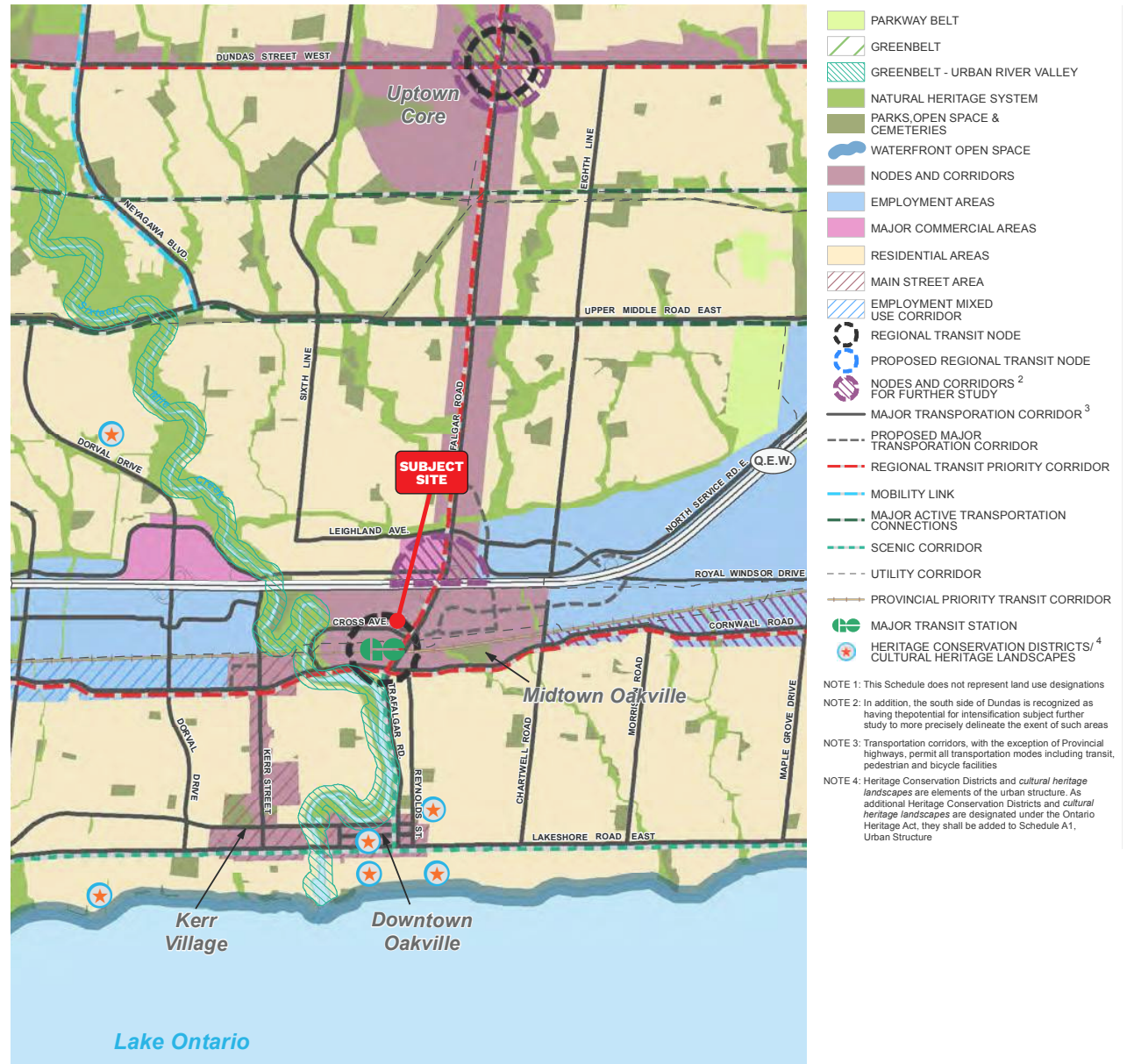


Figure 9 - Livable Oakville, Schedule A1

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, contextually appropriate building placement, scale and landscaping of the proposed development will enhance the identity and character of the subject site, while still respecting the existing and planned character of the immediate area (Policies 6.9.1 and 6.9.9);
- The proposal maintains compatibility and respects the existing and planned community context and different uses through appropriate massing, transitions, spatial separation, orientation, and site design (Policies 6.9.2 and 6.9.3);

- The proposed development provides at-grade residential lobbies and commercial space along most of the public frontages – 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 outdoor amenity spaces incorporates appropriate setbacks and screening to minimize any overlooking and ensure compatibility with the local context (Policy 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.

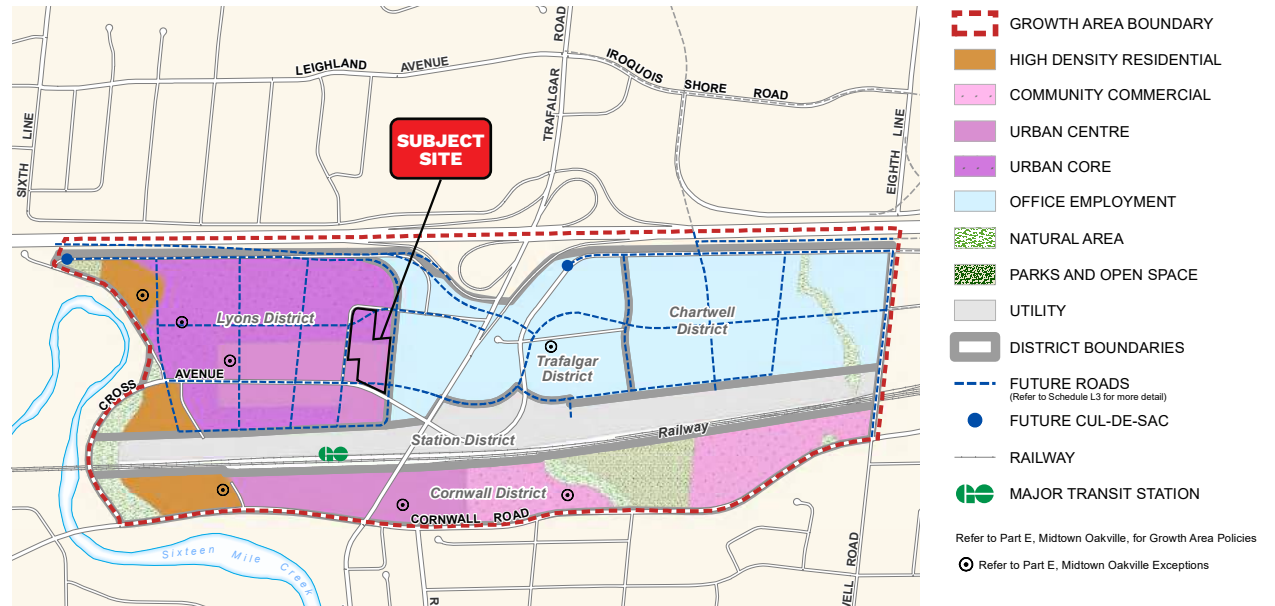


## 4.1.1 Midtown Oakville Growth Area Policies

Part E of the Livable Oakville Plan set outs policies for the Growth Areas and Special Policy Areas. Section 20 of the Livable Oakville Plan provides the Midtown Oakville Urban Growth Centre policies.

Section 20.3 provides a development concept for Midtown Oakville including five development districts in accordance with Schedule L1 ( **Figure 10**). The five districts include: Station District, Trafalgar District, Lyons District, Chartwell District and Cornwall District. Each of the five districts have a distinct character in terms of land use and built form. The subject site is located within the Lyons District. Policy 20.3.3 provides that the Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed-use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

With respect to the Transportation, Policy 20.4.1 provides that significant road, transit and active transportation infrastructure, to the Midtown Oakville is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced.



**Figure 10 - Livable Oakville, Midtown Oakville, Schedule L1**

Schedule L3 (Midtown Oakville Transportation Network) illustrates a proposed realignment of Argus Road at the northern portion of the subject site, with a right-of-way width of 22 metres, and a future local road with a right-of-way width of 19 metres, abutting the eastern portion, and the widening of Cross Avenue to the south to 28 metres (Figure 11).

With respect to the Urban Design, Policy 20.4.2 (b) provides that Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail. Policy 20.4.2 (e) indicates that it is intended that some of the Town’s tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.

With respect to building heights, Policy 20.4.2 (f) provides that the minimum and maximum building heights shall be permitted in accordance with Schedule L2 (Midtown Oakville Building Heights). The heights permitted in the northern portion of the subject site are between 8-20 storeys and the southern portion of the subject site are between 6-12 storeys (Figure 12). The policy adds that additional building heights may be considered in accordance with bonusing policies. Policy 20.7.2 notes that the Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits.

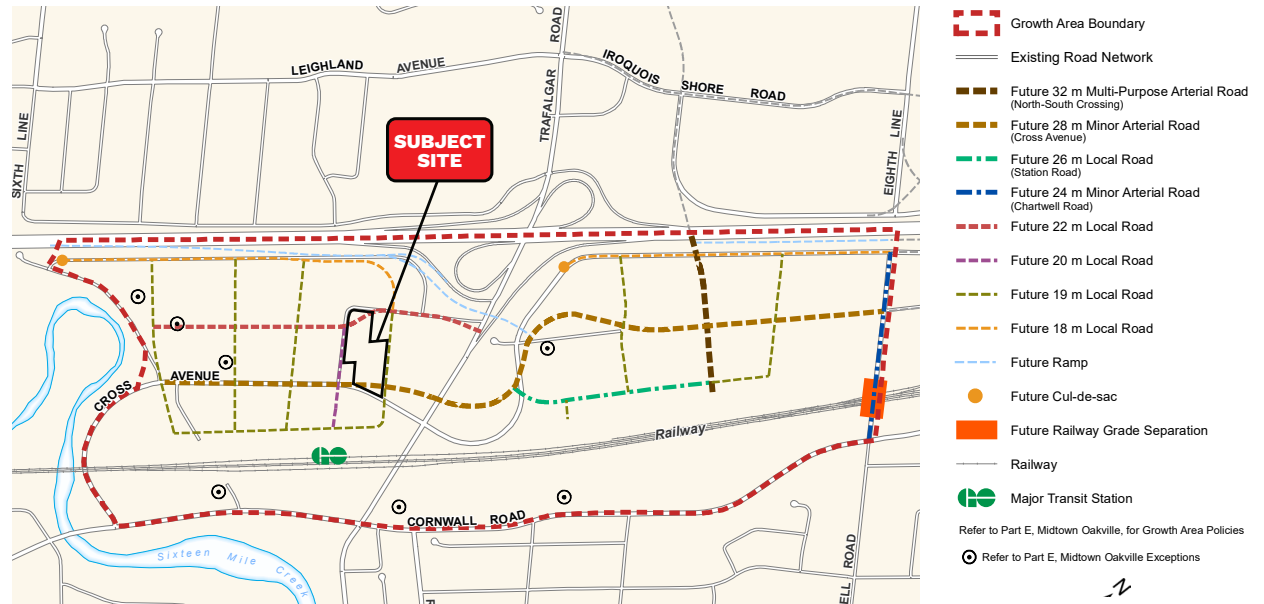


Figure 11 - Livable Oakville Midtown Oakville Transportation Network, Schedule L3

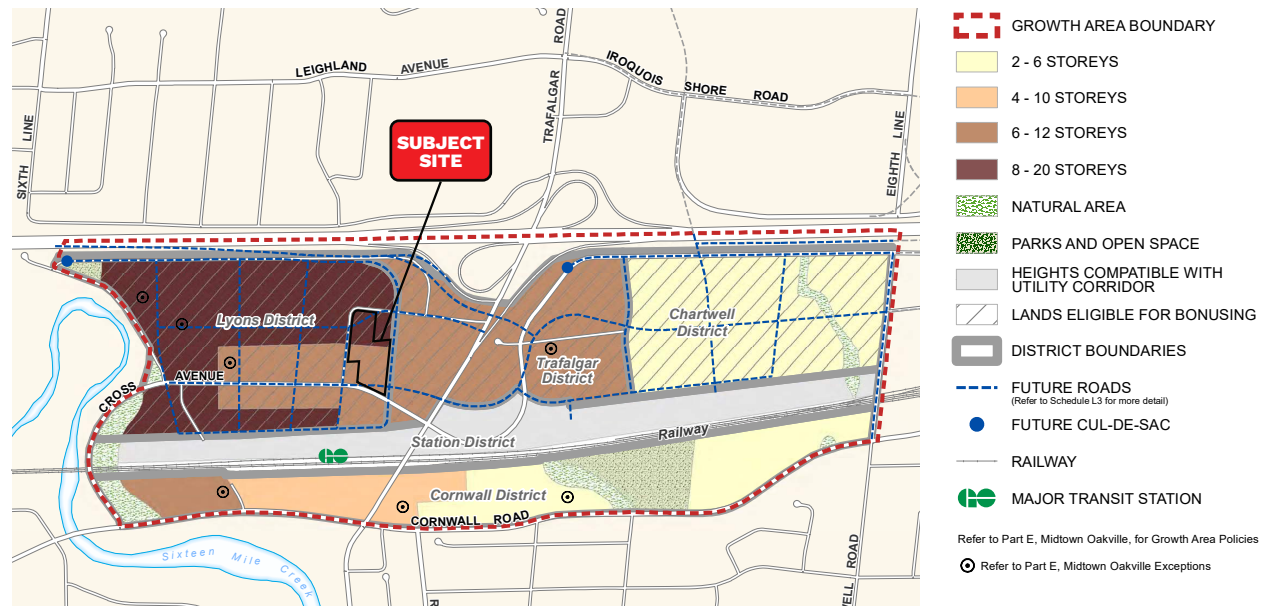


Figure 12 - Livable Oakville, Midtown Oakville Building Heights, Schedule L2

## 4.1.2 Midtown Oakville Growth Area Review

As part of the Town's Official Plan review, the Town's growth areas including Midtown Oakville policies are being updated. In March of 2021, Oakville released their draft Midtown Oakville Official Plan Amendment ("draft Midtown OPA"), and it was presented and discussed at a Statutory Meeting on March 22, 2021. More recently on May 12, 2022, the Town of Oakville released a revised draft of the Midtown OPA which will be discussed at a second Statutory Meeting on June 7, 2022. The purpose of the proposed amendment is to update the land use policies applying to Midtown Oakville Urban Growth Centre in the Liveable Oakville Plan to the year 2051, in accordance with the updated Growth Plan. The amendment is to replace Section 20, Midtown Oakville in its entirety.

It is recognized that the draft Midtown OPA policies are not in-force at this time and should be used as an informative document. As such, this report has given appropriate regard to these draft policy directions.

The draft Midtown OPA illustrates the subject site is located within a Growth Area (**Figure 13**). Policy 20.1 of the draft Midtown OPA sets out the goal for Midtown Oakville and provides that it will be a vibrant, transit-supportive destination.

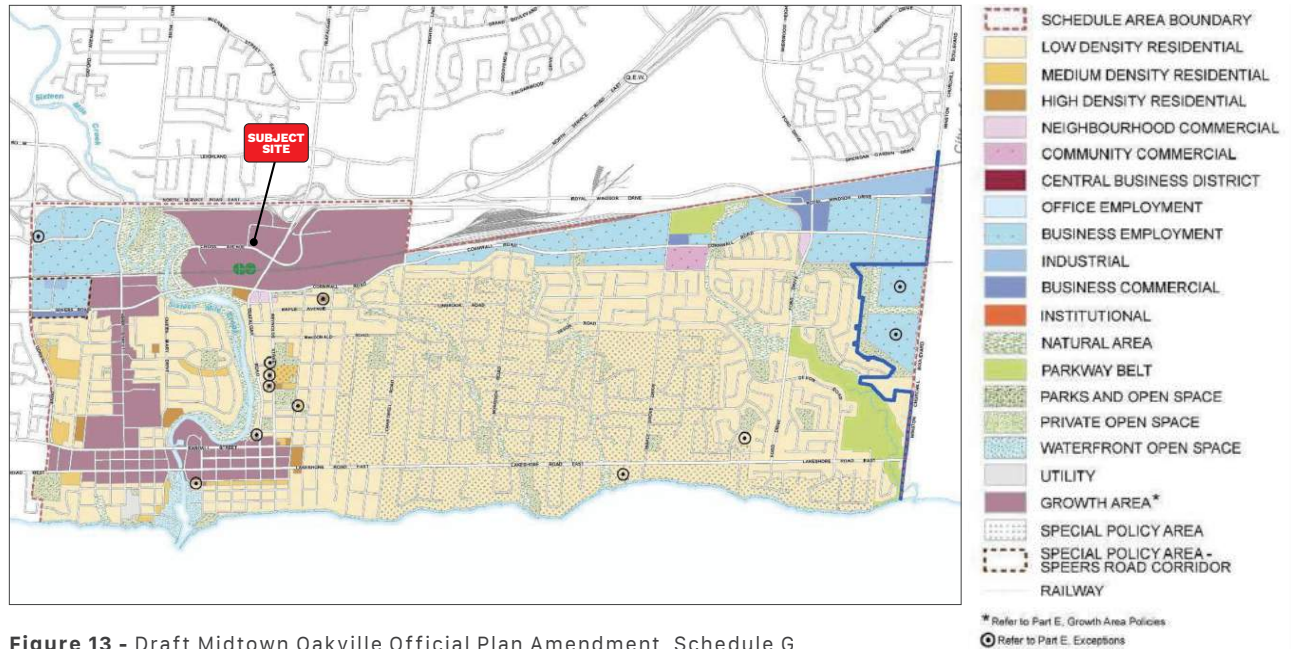
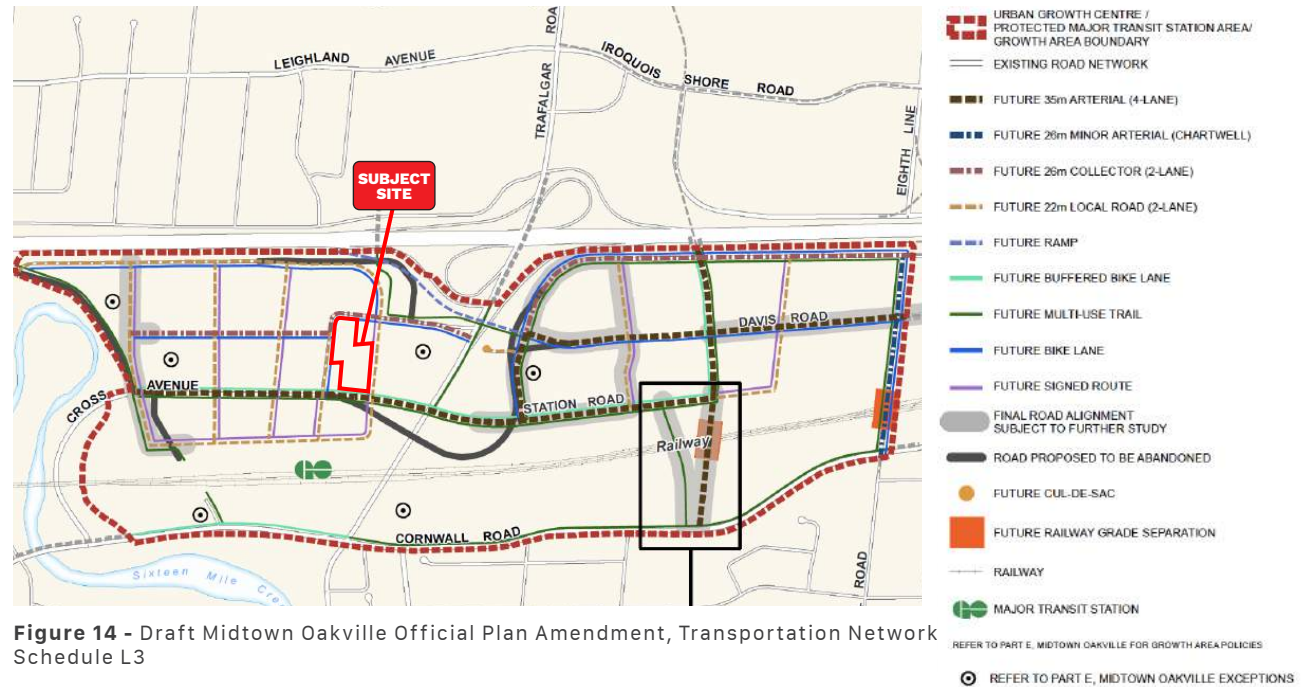


Figure 13 - Draft Midtown Oakville Official Plan Amendment, Schedule G



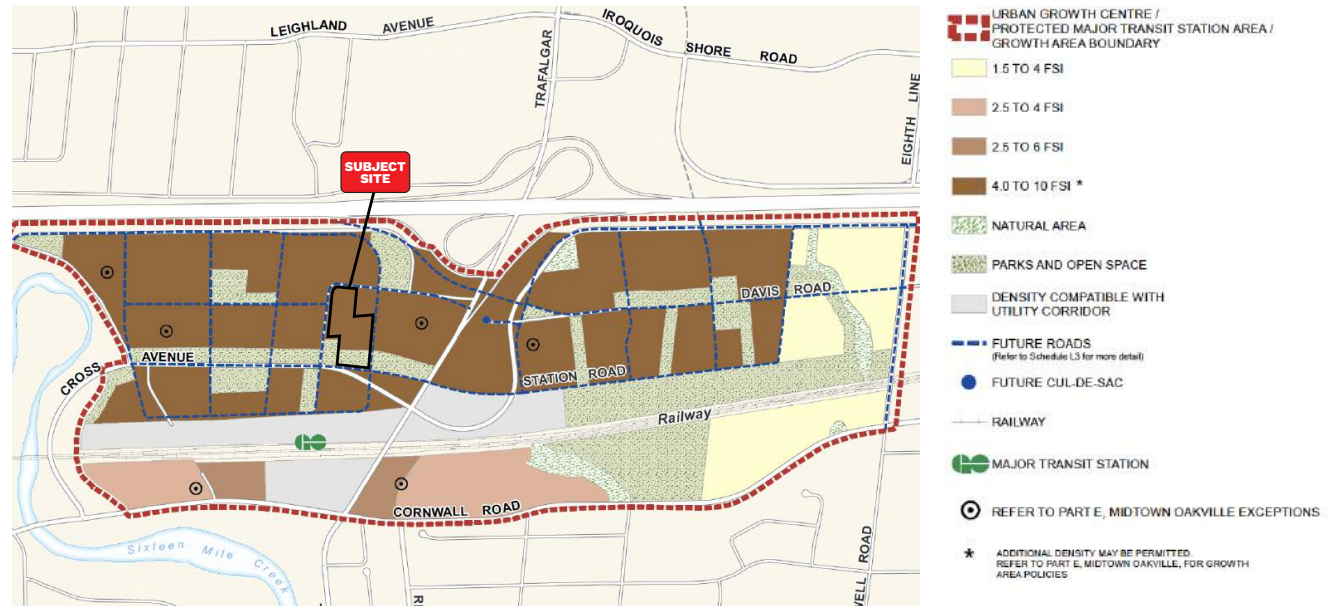
With respect to transportation, Policy 20.3.5(a) provides that significant road, transit and active transportation infrastructure, as shown on Schedules L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Certain existing roads or road segments shall be abandoned, realigned, widened, extended or replaced in accordance with this Plan. Schedule L3 (Midtown Oakville Transportation Network) illustrates that the east-west segment of Argus Road in the northern portion of the subject site as a collector road with a 26-metre right-of-way width, the north-south segment of Argus Road along the western portion of the subject site as 22-metre local road, and the widening of Cross Avenue to the south to 35 metres (**Figure 14**).

The built form policies are set out in Section 20.3.7 of the Midtown OPA and provide that the tallest buildings in Oakville will be located in Midtown Oakville and will be designed to ensure that the objectives for creating the community envisioned by this Plan are achieved. Policy 20.3.7(d) provides that multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another by a minimum of 25 metres in order to create variation in building height and a distinct skyline. Policy 20.3.7(e) states that building height peak should be created within Midtown to facilitate a desirable skyline, with buildings closest to the Oakville GO Station, north of the railway, being the tallest buildings within Midtown Oakville.



With respect to tall buildings, Policy 20.3.7(f) provides that the height of the building base (podium) for tall buildings should be no greater than 80 percent of the width of the adjacent right-of-way and shall not exceed six storeys in order to frame the street and enhance pedestrian comfort. Policy 20.3.7(g) adds, for buildings greater than 12 storeys in height (tall buildings), the floorplate for each residential tower (the portion of the building above the base or podium) shall ensure a slender tower profile to minimize shadow impacts, maximize sun exposure and enhance the Midtown Oakville skyline.

With respect to building heights, Policy 20.3.8(f) provides that no building in Midtown shall exceed a maximum height of 255 metres, where the density permitted in accordance with this plan allows for buildings of this height (**Figure 15**).



**Figure 15** - Draft Midtown Oakville Official Plan Amendment, Building Heights, Schedule L2

## 4.3 Urban Design Guidelines

The proposed development for the subject site is subject to both the Town-wide urban design guidelines (Livable by Design Manual (2019)) and the area-specific guidelines for Midtown Oakville (Designing Midtown Oakville (2013)). The town-wide guidelines were endorsed in 2014 by the Council and updated in 2019 to more closely reflect current design vision for the Town and overarching policy directions which have been amended numerous times since the midtown guidelines were approved in 2013. In this regard, whereby we have reviewed both sets of guidelines, greater deference has been given to the 2019 guidelines, and in particular, where in the case of a conflict between the two sets of guidelines.

A detailed discussion and analysis of how the proposal addresses sections of the Livable By Design Manual and the Designing Midtown Guidelines – in conjunction with the Livable Oakville Plan – is described in Section 6.0 of this Urban Design Brief.

### 4.3.1 Livable by Design Manual – Urban Design Direction for Oakville (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.



### 4.3.2 Designing Midtown Oakville (2013)

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy which consisted of three major studies: the Midtown Oakville Class Environmental Assessment, Midtown Oakville Parking Strategy and Designing Midtown Oakville. The recommendations of these studies will inform updates to the Livable Oakville Plan and Zoning By-law 2014-014 to continue to support the long-term redevelopment of lands in Midtown Oakville. Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014. At the same time, a statutory public meeting was held to receive public input about the town-initiated official plan and zoning by-law amendments to support the redevelopment of Midtown Oakville. Those amendments were subsequently put on hold.

Designing Midtown Oakville aims to guide the future look, feel and functional operations of Midtown Oakville. The document proposes a number of recommendations to guide the shape of public spaces, buildings, sidewalks, and roads. It also looks at how the Town of Oakville can best supply parking to this emerging community. A summary of key guidelines is provided below. The urban design guidelines are discussed in more detail in the Urban Design Brief submitted for the application.

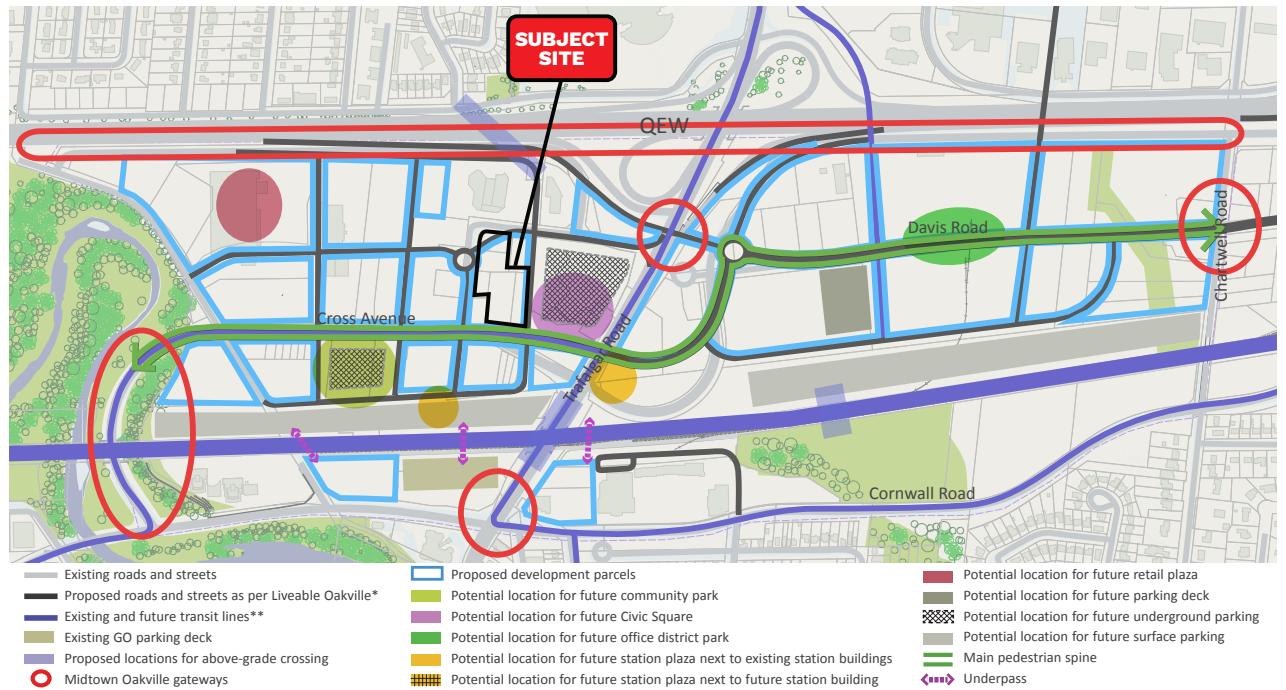


Figure 16 - Designing Midtown Oakville, Figure 1, Urban Structure

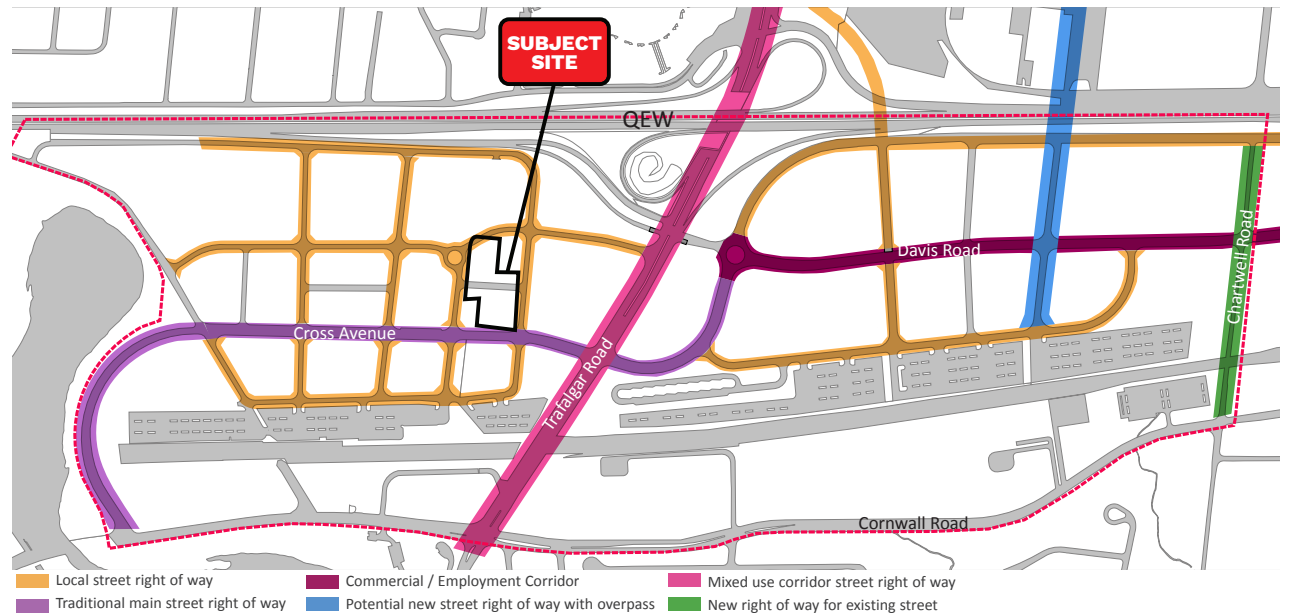


Figure 17 - Designing Midtown Oakville, Figure 2, Street Right of Ways

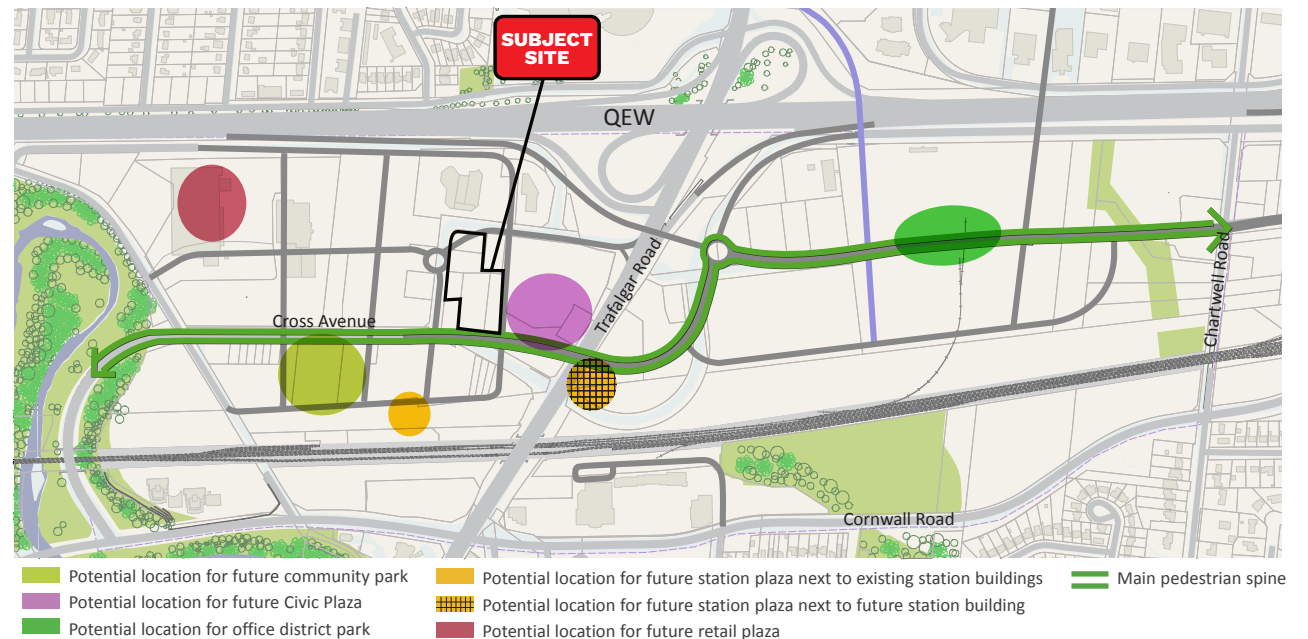
The Guidelines recommend development blocks that are intended to accommodate developments considering the urban structure as outlined in the Midtown Oakville Growth Area policies of the Liveable Oakville Official Plan. The blocks consider the transportation network, natural environment, and major transit infrastructure (**Figure 16**).

The Guidelines indicate that Cross Avenue is intended to be a “main pedestrian spine” as shown in Figure 1, Urban Structure, and is identified as a “traditional main street right of way” as shown in Figure 2, Street Right of Ways (**Figure 17**). Argus Road is identified as a “local street right of way”. Figure 3, Bicycle Network, of the Guidelines identifies that both streets are to accommodate bike routes/lanes (**Figure 18**).

Figure 4, Parks and Open Spaces of the Guidelines show that the block to the east of the subject site, just west of Trafalgar Road, could be a potential location for a future Civic Plaza. Guideline 4.1.3 provides that the Civic Square will be the heart of Midtown’s open space network (**Figure 19**).



**Figure 18 - Designing Midtown Oakville, Figure 3, Bicycle Network**



**Figure 19 - Designing Midtown Oakville, Figure 4, Parks and Open Spaces**

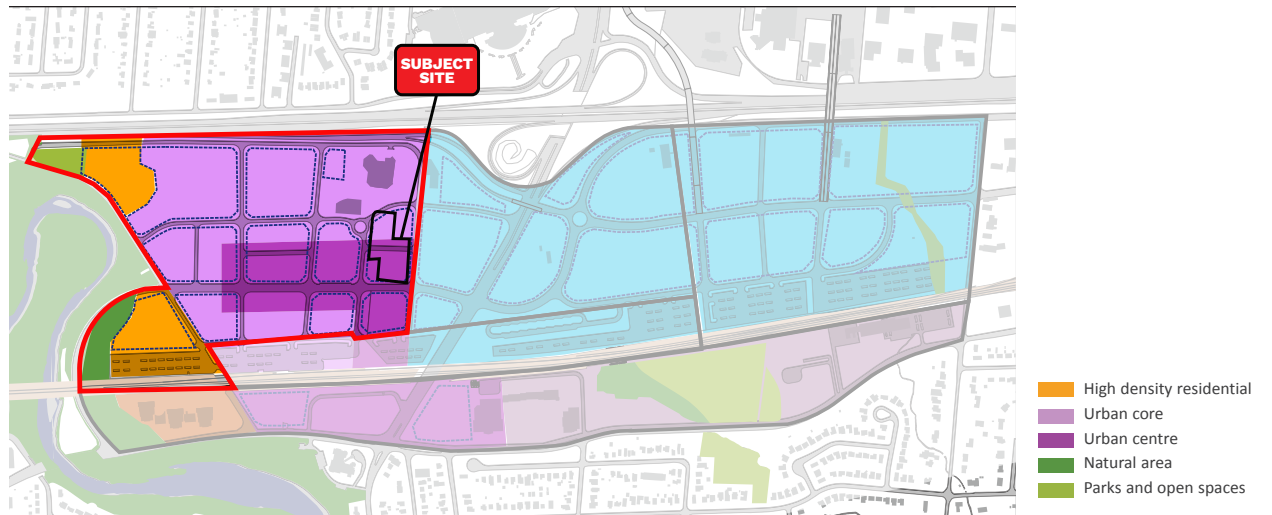


Section 6.1 of the Guidelines speaks to Lyons District and indicates that it will be a compact mixed use neighbourhood. Cross Avenue will be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings should be located in the vicinity of Sixteen Mile Creek and the railway.

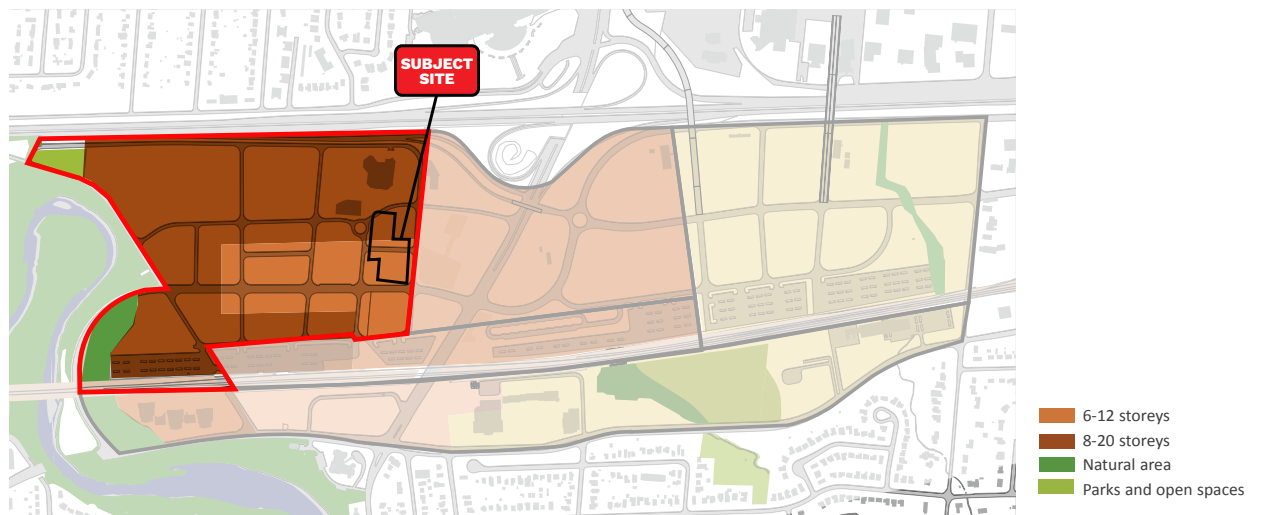
Similar to the Liveable Oakville Official Plan, Figures 32 and 33 of the Guidelines show the northern portion of the subject site as Urban Core, with heights of 8-20 storeys and the southern portion of the site as Urban Centre, with heights of 6-12 storeys (**Figure 20** and **Figure 21**).

Guideline 6.1.3 indicates that tall buildings:

- may be up to 20 storeys as per the Liveable Oakville Official Plan;
- are located in the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
- should minimize the impacts on avenues, parks, and low rise buildings;
- will provide appropriate transition to adjacent lower-scale buildings and area through angular plane, building separation, setback and stepback requirements; and
- should have 3 main elements: the podium (base), tower, and top floors.



**Figure 20** - Designing Midtown Oakville, Lyons District, Land Use Plan, Figure 32



**Figure 21** - Designing Midtown Oakville, Lyons District, Building Height Plan, Figure 33



Guideline 6.1.3.1 relating to podiums indicates that the maximum podium height will equal the street right-of-way width, with the recommended height for podiums along narrow streets being 80% of the right-of-way. The ground floor of podiums should generally have a minimum ground floor height of 4.5 metres to accommodate retail uses at-grade where possible, especially where retail is required (such as along Cross Avenue).

Guidelines 6.1.3.2 relating to towers indicates that:

- any tower floorplate must fit within a 40-metre diameter circle to guarantee slender towers, thereby reducing the impact of tall buildings;
- towers should be setback a minimum of 5 metres from the edge of the podium, however, in some cases should be more;
- there should be a minimum separation of 30 metres between any two tower elements with less than 30 storeys, minimum 50 metres between towers over 30 storeys, and 25 metres between convex towers;
- towers should be oriented to create minimum shadow and wind impact; and
- tower orientation should guarantee the preservation of vistas and key view corridors.

Guideline 6.1.3.3 relating to tall building adjacency indicates that:

- tall buildings should have a minimum 15-metre setback from the adjacent properties if they are below 30 storeys, a minimum 25-metre setback from the adjacent properties if they are over 30 storeys, and a minimum of 12.5 metres if they are convex towers; and
- the minimum separation should be minimum 30 metres between towers below 30 storeys, minimum 50 metres between towers over 50 storeys and a minimum of 25 metres if between convex towers.

Guideline 6.1.4.1 speaks to at-grade retail and indicates that:

- retail at-grade should have a distinct entrance and address from the main street;
- in cases where there are patios on main streets the pedestrian clear way should be maintained without any interruption;
- retail facades should use transparent materials;
- retail units should have clear signage facing the main streets;
- features that provide continuous weather protection, such as canopies, are encouraged;
- canopies and signs must not encroach into the public right-of-way; and
- landscape treatments, planters and paving that extend public walkways are encouraged within the commercial setback.

Section 7 of the guidelines provides recommendations for parking. Guideline 7.1 speaks to underground parking and indicates that underground parking should be provided for residential development, specific guidelines include:

- access to parking should be via public streets or private driveways;
- the design of parking areas should maximize safety and security;
- access to and from parking areas should be controlled;
- visitor parking should be separated from resident parking;
- garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas; and
- shared parking should be encouraged between residential and commercial uses.



# Development Plan

The proposal contains a variety of land uses and housing types that will create a complete community and will contribute positively to the development of Midtown Oakville as a pedestrian-friendly, transit-oriented mixed-use community. The proposed development consists of two buildings that together, comprise of three tower elements that are 58-storeys (179.8 metres) (referred to as "Tower A"), 49-storeys (153.25 metres) (referred to as "Tower B") and 44-storeys (136.3 metres) (referred to as "Tower C") in height. Building 1 includes Towers A and B, which sit atop a shared 6-storey podium while Building 2 includes Tower C which sits atop a 6- to 7-storey podium. The development will also be complemented by public realm and landscape improvements and will feature a large privately-owned publicly accessible space (POPS) located in the centre of the site.

Overall, the proposed development includes a total of 120,803 square metres of net floor area (NFA), resulting in an overall density of 9.57 FSI, and 1,748 residential units. The proposal is comprised of approximately:

- 112,558 square metres of residential NFA;
- 2,269 square metres of office NFA;
- 2,816 square metres of retail NFA;
- 3,921 square metres of POPS;
- 2,391 square metres of road conveyance for the future 19-metre local road located along the eastern portion of the subject and for the widening of Cross Avenue.

With respect to the public realm, the proposal contemplates a large POPS located in the centre of the site. The POPS provides permeability to the site and will provide the future community with a gathering space and passive recreation space. The POPS area will also provide a landscaped pedestrian connection through the site from Argus Road to Cross Avenue and the GO station further south. The POPS area will include outdoor seating areas, a water feature, new trees, a feature art piece and sculptural benches.

The proposed development also includes a number of elements that will activate and enhance the streetscape along Argus Road and Cross Avenue including the provision of at-grade retail uses, new hard and softscape elements, new street trees and seated benches along Argus Road and Cross Avenue.

Vehicular parking for the site is proposed to be accommodated within a 6-level below-grade parking garage, accessed by two parking ramps, one from the east-west segment of Argus Road and the second from the future local road located along the eastern portion of the subject site. The proposed development will provide a total of 876 residential parking spaces and 410 residential visitor, retail and office spaces.

The development will also provide a total of 1,754 bicycle parking spaces for residential uses. The residential bicycle parking spaces are proposed to be located in the below-grade parking garage.

With respect to loading spaces, two loading spaces are provided – one for each building. The loading space for Building 1 is accessed from the east-west segment of Argus Road and the loading space for Building 2 is accessed from the future local road.



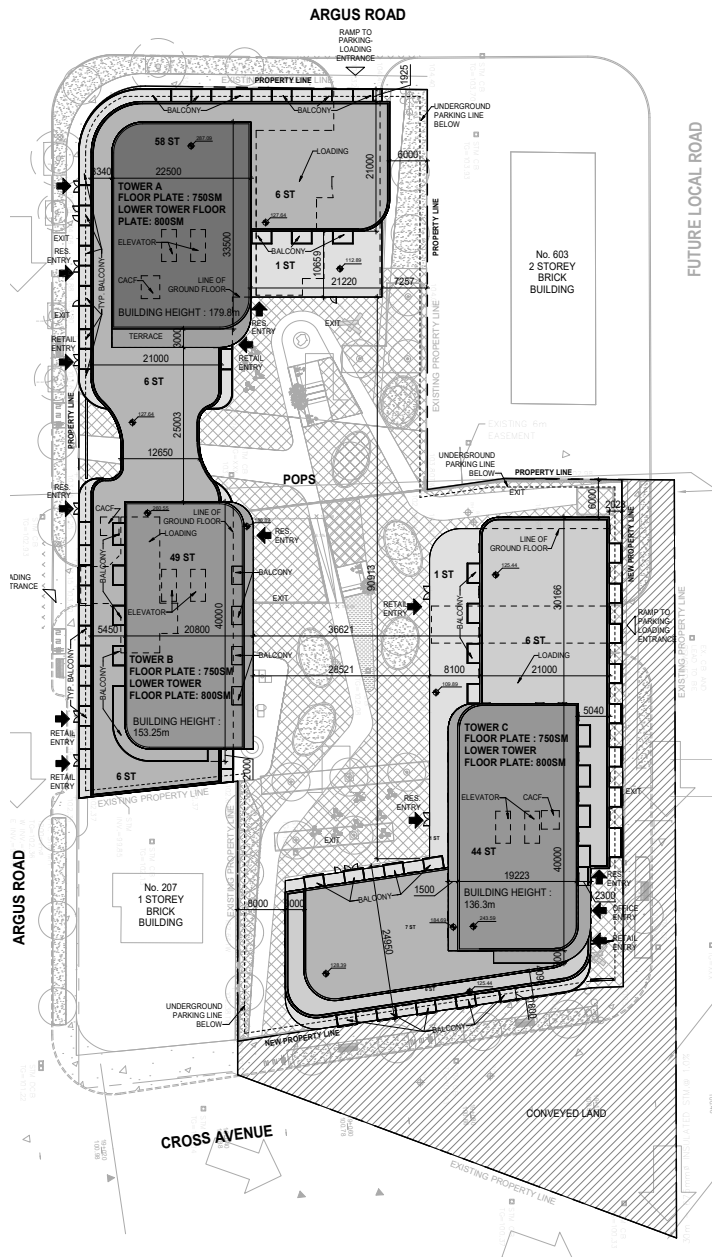


Figure 22 - Site Plan (Provided by BDP Quadrangle)

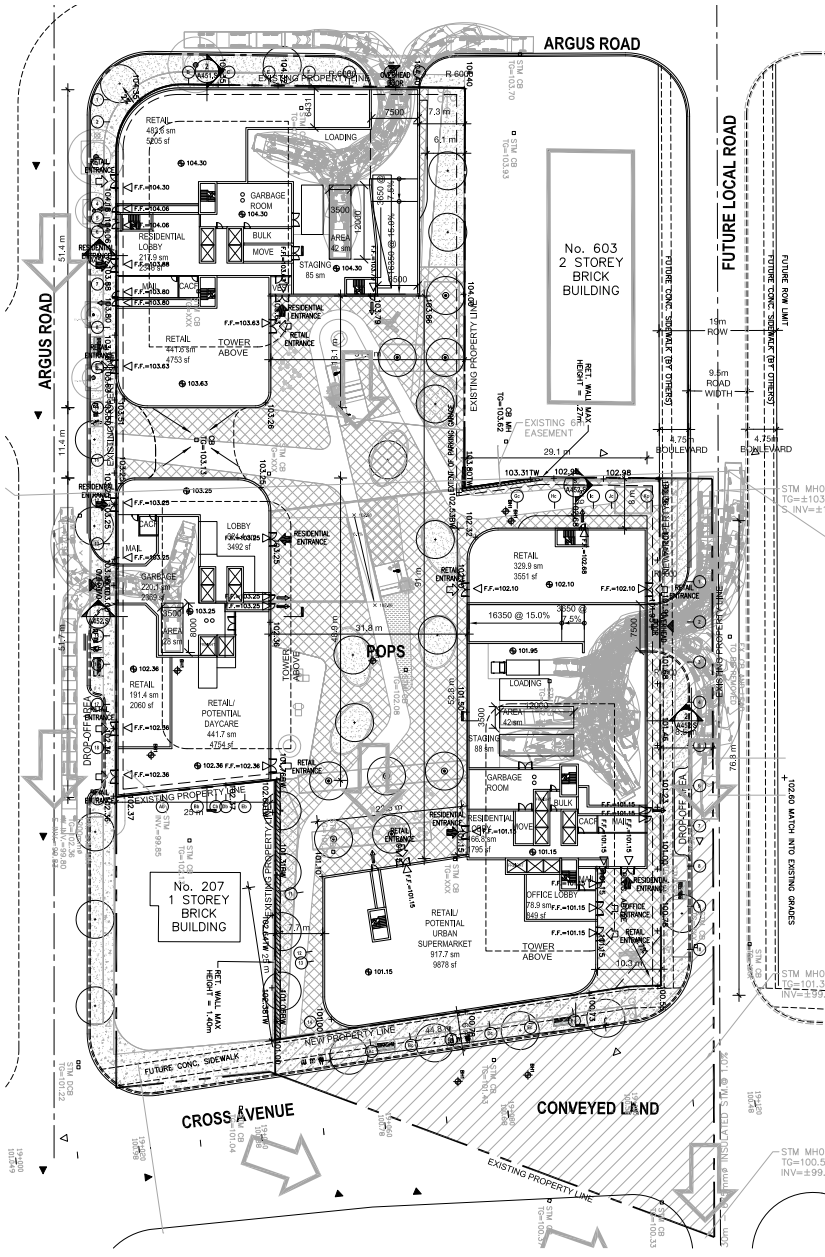
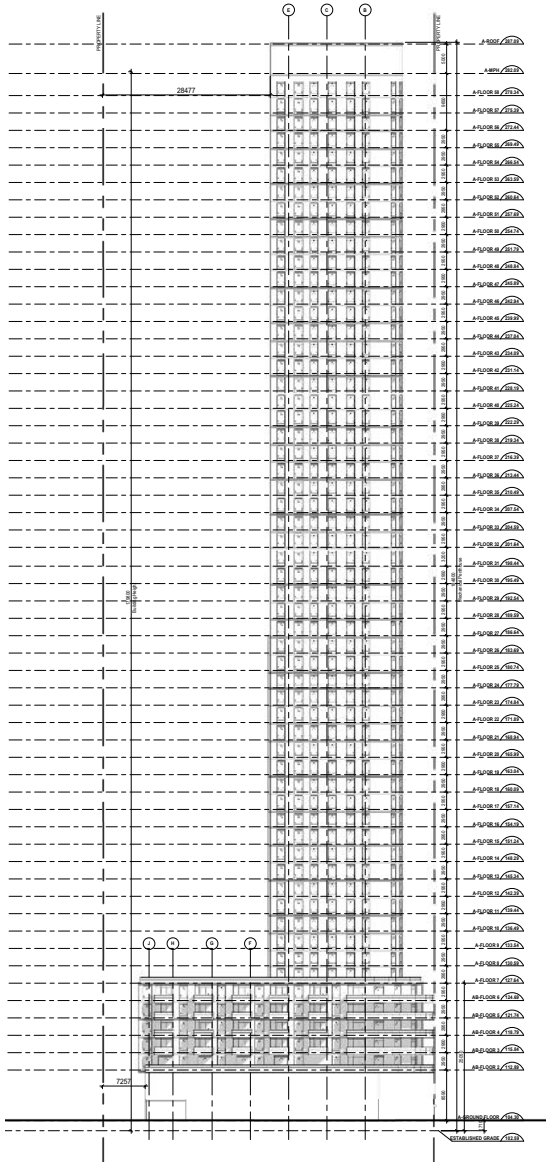


Figure 23 - Ground Floor Plan (Provided by BDP Quadrangle)

**Building 1**  
*North Elevation*



**Building 1**  
*East Elevation*

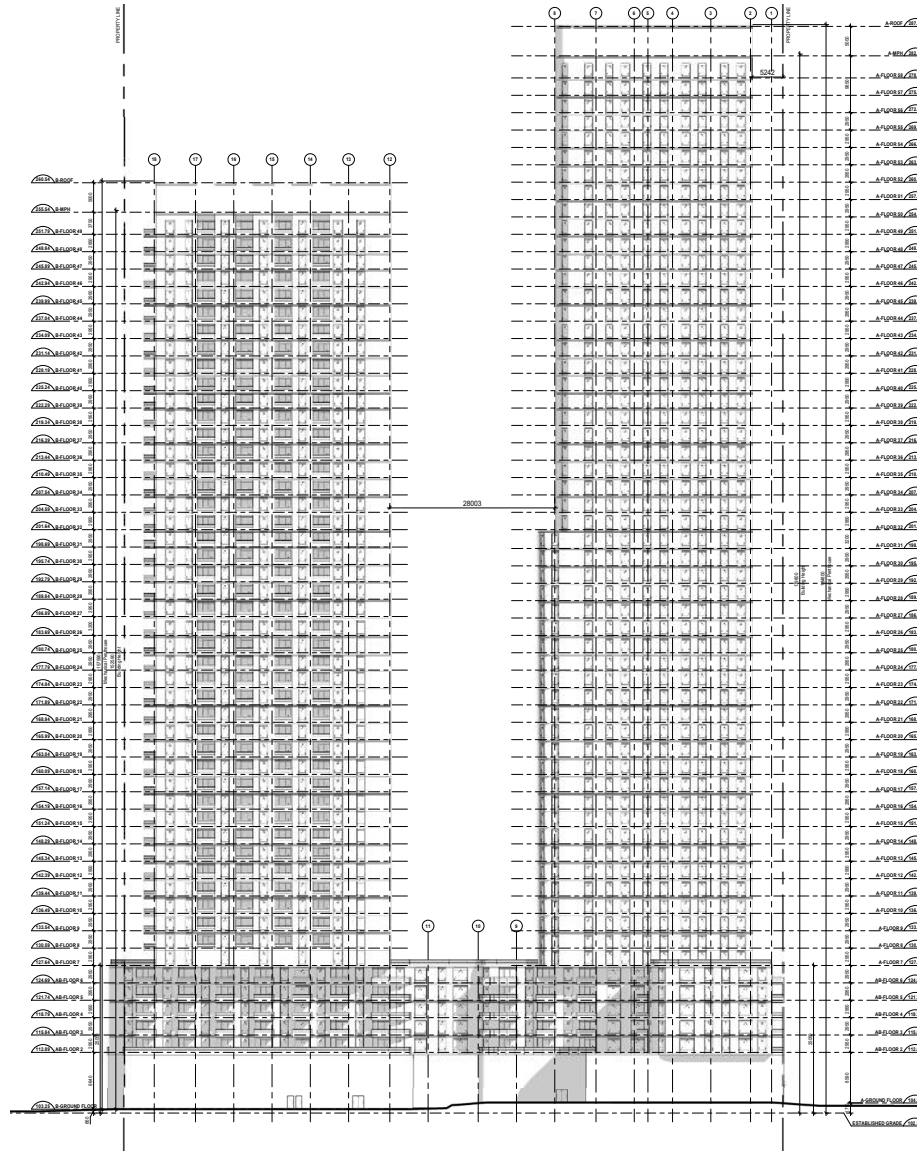
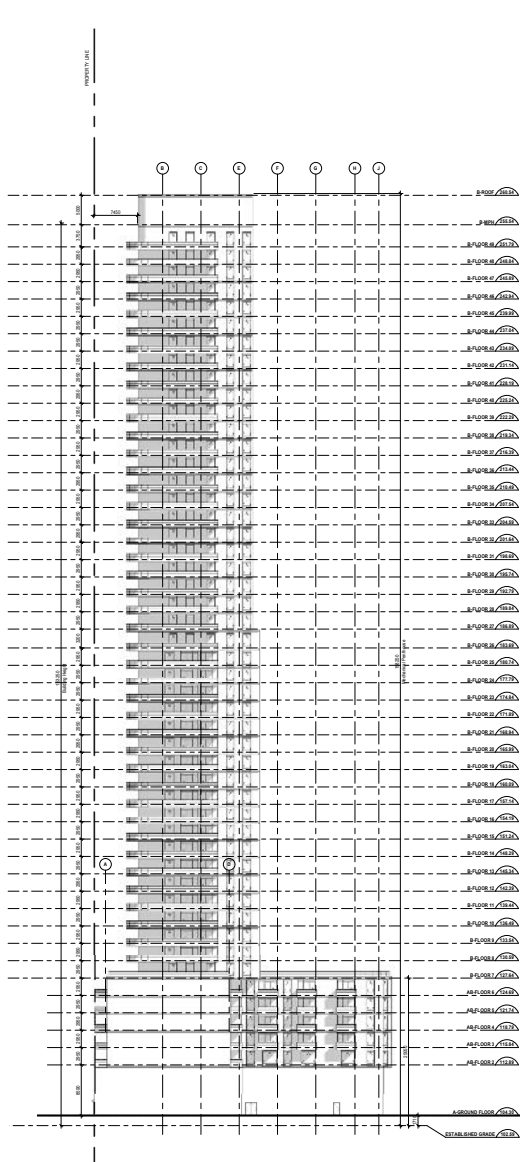


Figure 24 - North and East Elevations - Building 1 (Provided by BDP Quadrangle)

**Building 1**  
*South Elevation*



**Building 1**  
*West Elevation*

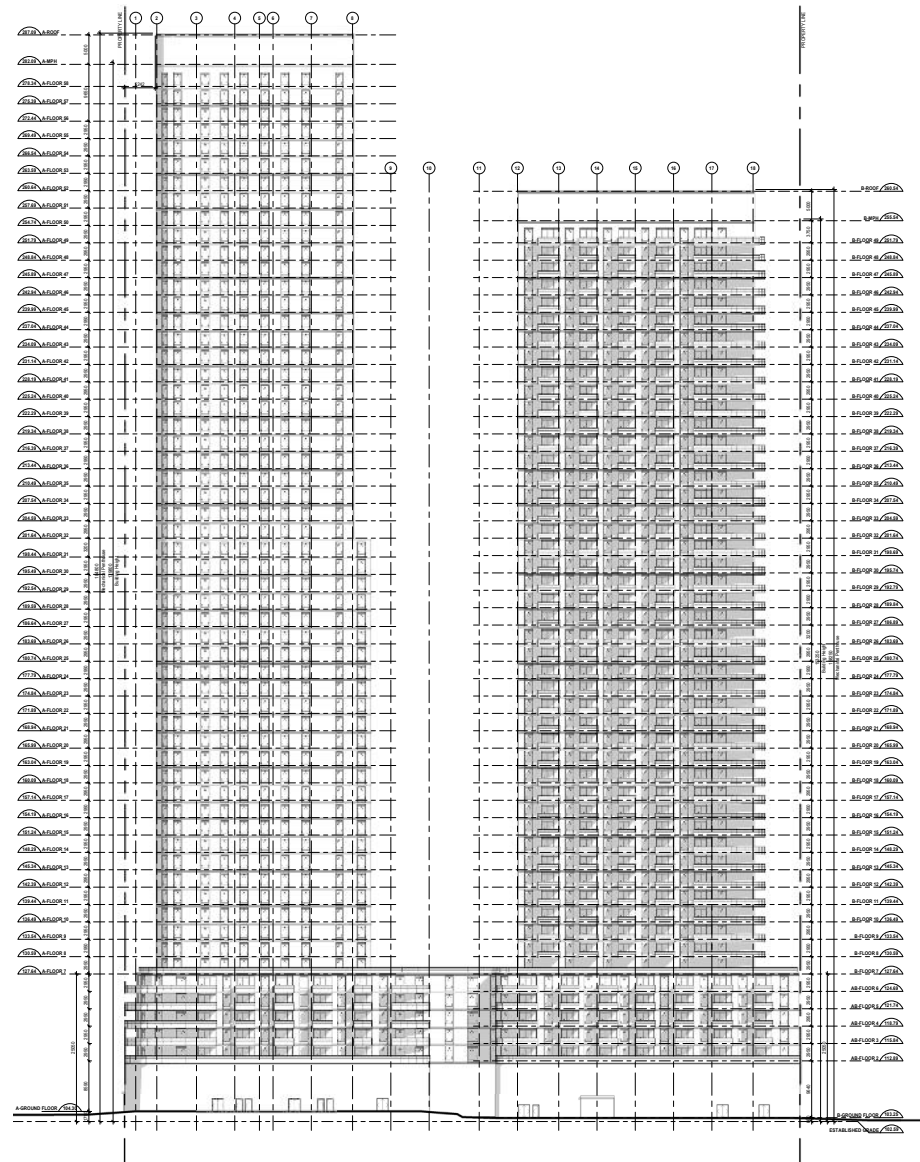
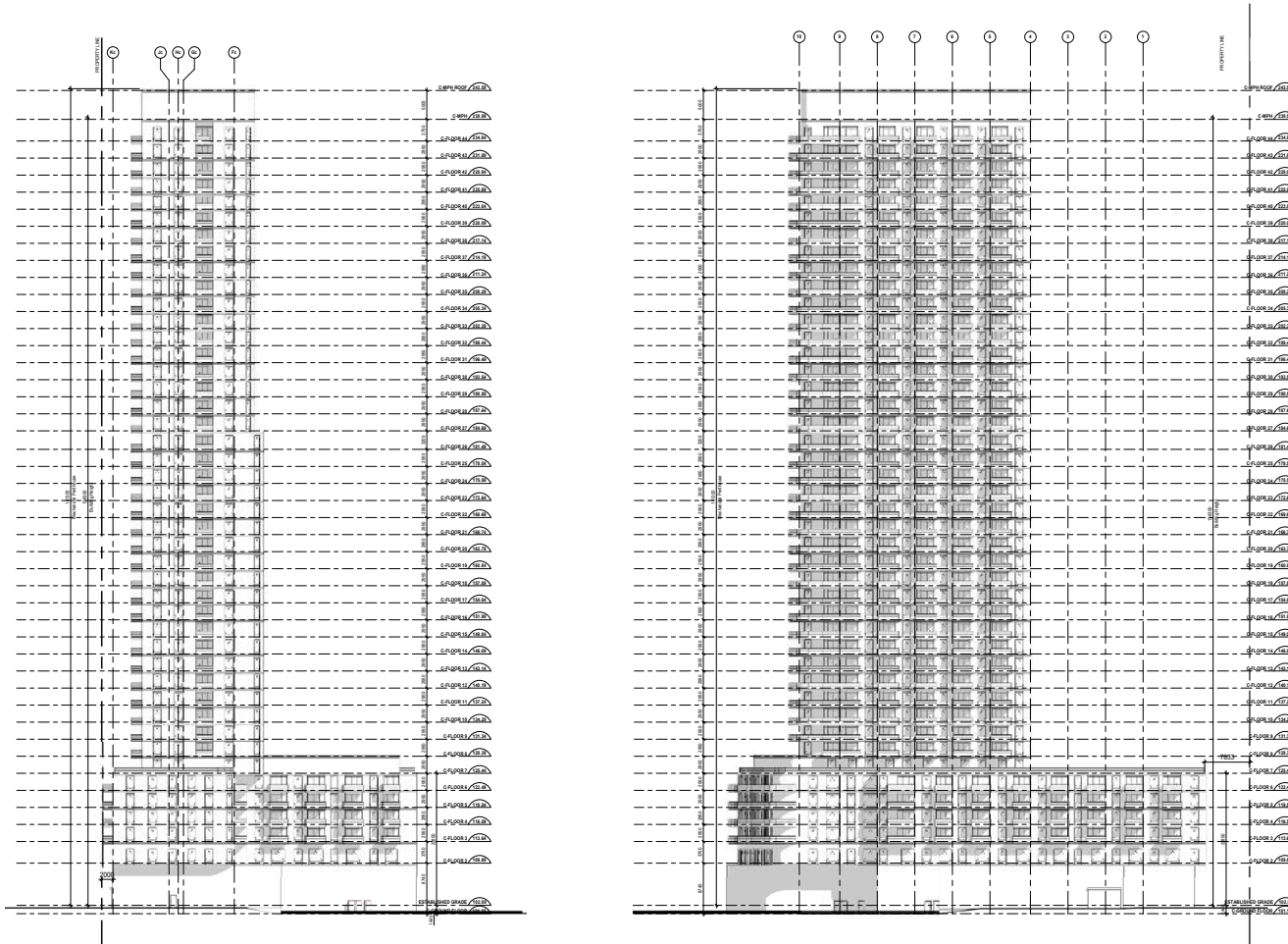


Figure 25 - South and West Elevations - Building 1 (Provided by BDP Quadrangle)



**Building 2**  
*North Elevation*

**Building 2**  
*East Elevation*



**Figure 26** - North and East Elevations - Building 2 (Provided by BDP Quadrangle)

**Building 2**  
*North Elevation*

**Building 2**  
*East Elevation*

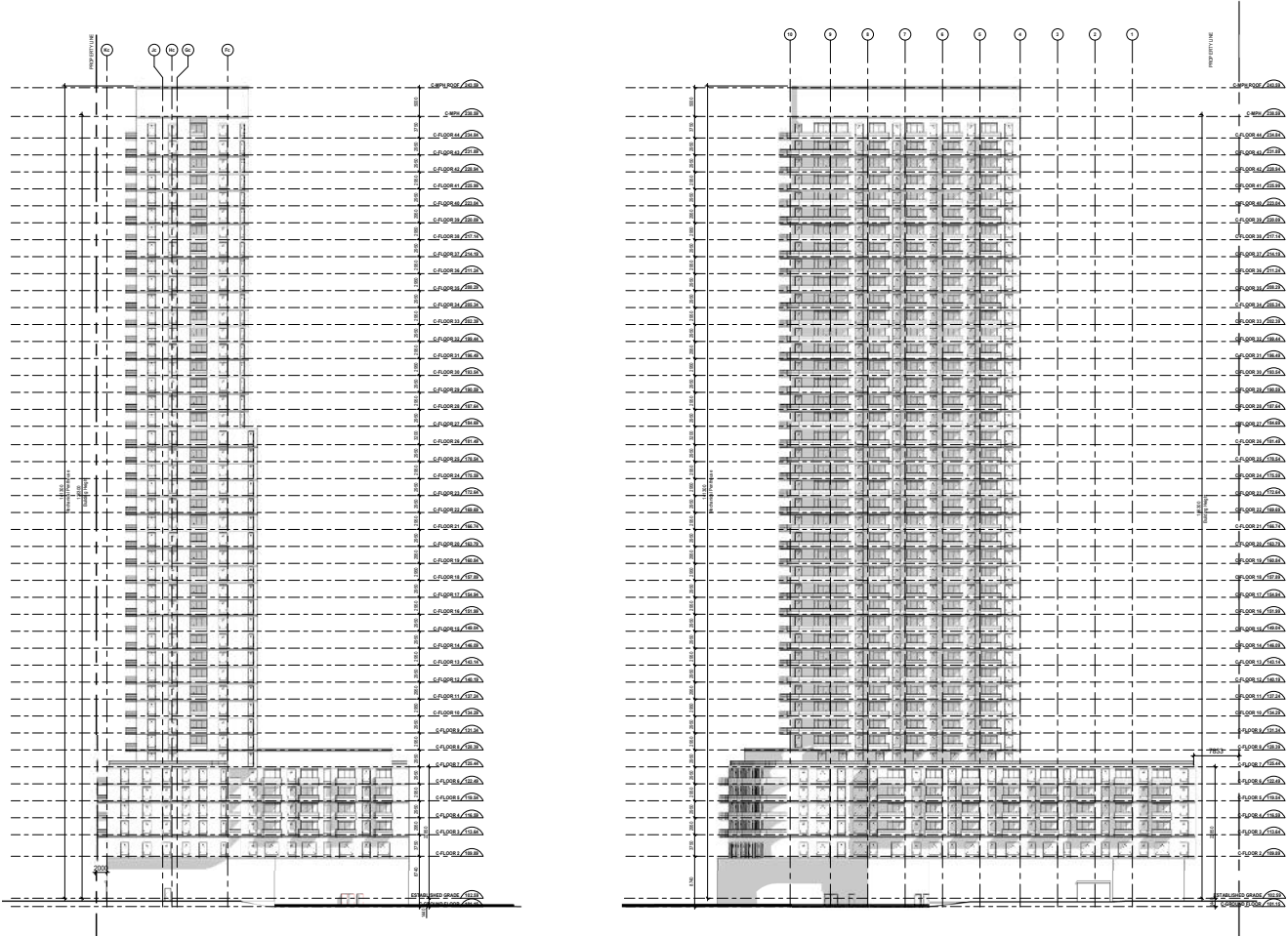


Figure 27 - South and West Elevations - Building 2 (Provided by BDP Quadrangle)



# Design Analysis



## 6.1 Livable by Design Manual (LBDM) Guiding Principles

As indicated in Section 4.3 of this Urban Design Brief, 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 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 Cross Avenue and Argus Road as well as the Future Local Road. Specifically, the proposal incorporates retail space at grade which will animate the public realm and create a vibrant streetscape to position Cross Road as a new pedestrian spine as envisioned for Midtown. The development will bring a wide variety of urban activities together on site, establishing this prominent location as a destination within Midtown. The new POPS will further contribute to the public realm by providing an accessible open space which will accommodate patios and other retail activity spilling into the pedestrian environment. The space is envisioned to become an anchor for the area through the inclusion of accessible open spaces, public art opportunities, and street-oriented buildings that frame the public realm with good proportion at a pedestrian scale.

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

As discussed throughout this Brief, Midtown is an area anticipated to transform into a transit-oriented mixed use community, where tall buildings are envisioned in support of the nearby transit infrastructure. While the proposal represents one of the first sites within the area to realize this planned intensification and built form, it has been designed to be compatible with the expected redevelopment of the area while remaining sympathetic to the interim conditions 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 Midtown.



### **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 Cross Avenue, Argus Road and the Future Local Road. In addition, two mid-block connections are proposed on the subject site to offer pedestrian access to the POPS from all of the adjacent street frontages and improve overall circulation across the block. The proposal will also provide direct and barrier-free access to all residential and office lobby areas, as well as retail units.

### **6.1.4 Sustainability – Integrating Sustainability and Resiliency**

The proposed development proposes a compact and transit-oriented development – creating a sustainable urban form that promotes intensification in areas well supported by transit. As described in greater detail in Section 7.0, a number of sustainability measures have been considered and incorporated into the design, including the provision of bike storage, the use of green roofs where possible and the inclusion of local and highly tolerant plant species throughout the landscape design.



### **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 Midtown.



### **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 soon to be developed within the Midtown Oakville area. The proposed massing and façade treatment will serve as a positive design precedent and model of inspiration for new developments, creating a creative and contemporary design aesthetic within the area.



## 6.2 Site Design

### 6.2.1 Site Organization

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

The proposal envisions the redevelopment of the subject site with a mixed-use development consisting of three tall building components atop two podiums. The overall site arrangement has been informed by the emerging built form context and the planned street network in Midtown. In this regard, the proposed site design will provide an appropriately intensified built form that will benefit from existing and planned transit, while respecting the anticipated main street character of the adjacent streetscapes.

Building 1 is an 'L' shaped building and is situated in the western and northern portions of the subject site. The building has frontage on both the north-south and east-west segments of Argus Road. The building includes a 6-storey podium element and two towers: Tower A is 58-storeys (179.8 metres) in height and situated along the northern portion of the base building while Tower B is 49-storeys (153.25 metres) in height and situated along the southern portion of the base building. At grade, the podium is bisected by an east-west pedestrian connection, which is intended to provide access to the POPS located within the interior of the subject site. The ground floor has been carefully designed to maximize the pedestrian experience along Argus Road, with approximately 1,570 square metres of ground-floor retail fronting on the north-south segment of Argus Road.

The balance of the ground floor is comprised of enclosed service areas, an internalized loading area, access to the underground parking levels and the two residential lobbies, which also front on the north-south segment of Argus Road.

Building 2 is an 'L' shaped building and is situated in the eastern and southern portions of the subject site. The building has frontages on Cross Avenue and the future 19-metre local road located along the eastern portion of the subject site. The building includes a 6-storey podium element and a 44-storey (136.3-metre) tower, located at the southeast corner of the site. The ground floor has been designed to maximize the pedestrian experience along the future local road and Cross Avenue through the provision of 1,246 square metres of at-grade retail space with frontage on both roads. The balance of the ground floor is comprised of enclosed service areas, an internalized loading area, access to the underground parking levels and the residential and office lobbies.

Overall, tower elements have been organized to maintain appropriate separation distances from each other to limit impacts on privacy and overlook, and to preserve access to sunlight and sky view. The building podiums have been sited to frame the adjacent public streets and maintain adequate separation distances from one another to ensure the public and private realms are enhanced and to maintain access to sunlight, sky view and minimize overlook conditions. Active grade-related uses are provided along all street frontages to animate the public realm and anchor the corners of Argus Road and Cross Avenue and the Future Local Road.

Together, the proposed buildings frame a central POPS, which will serve as a primary circulation corridor for the site and will be designed to create a comfortable environment at grade for pedestrians. The internalized and enclosed service areas will minimize their visual presence on public realm.

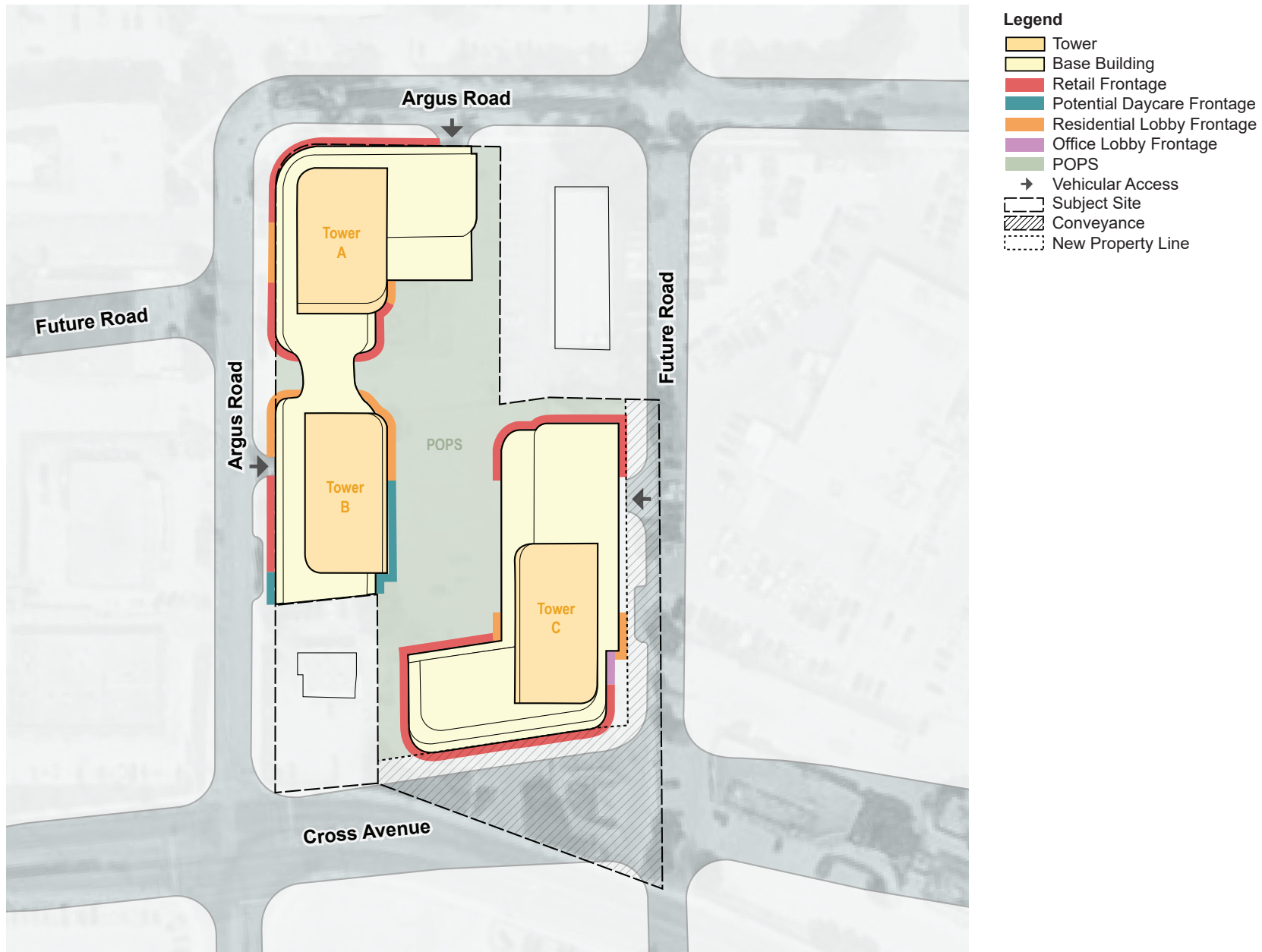
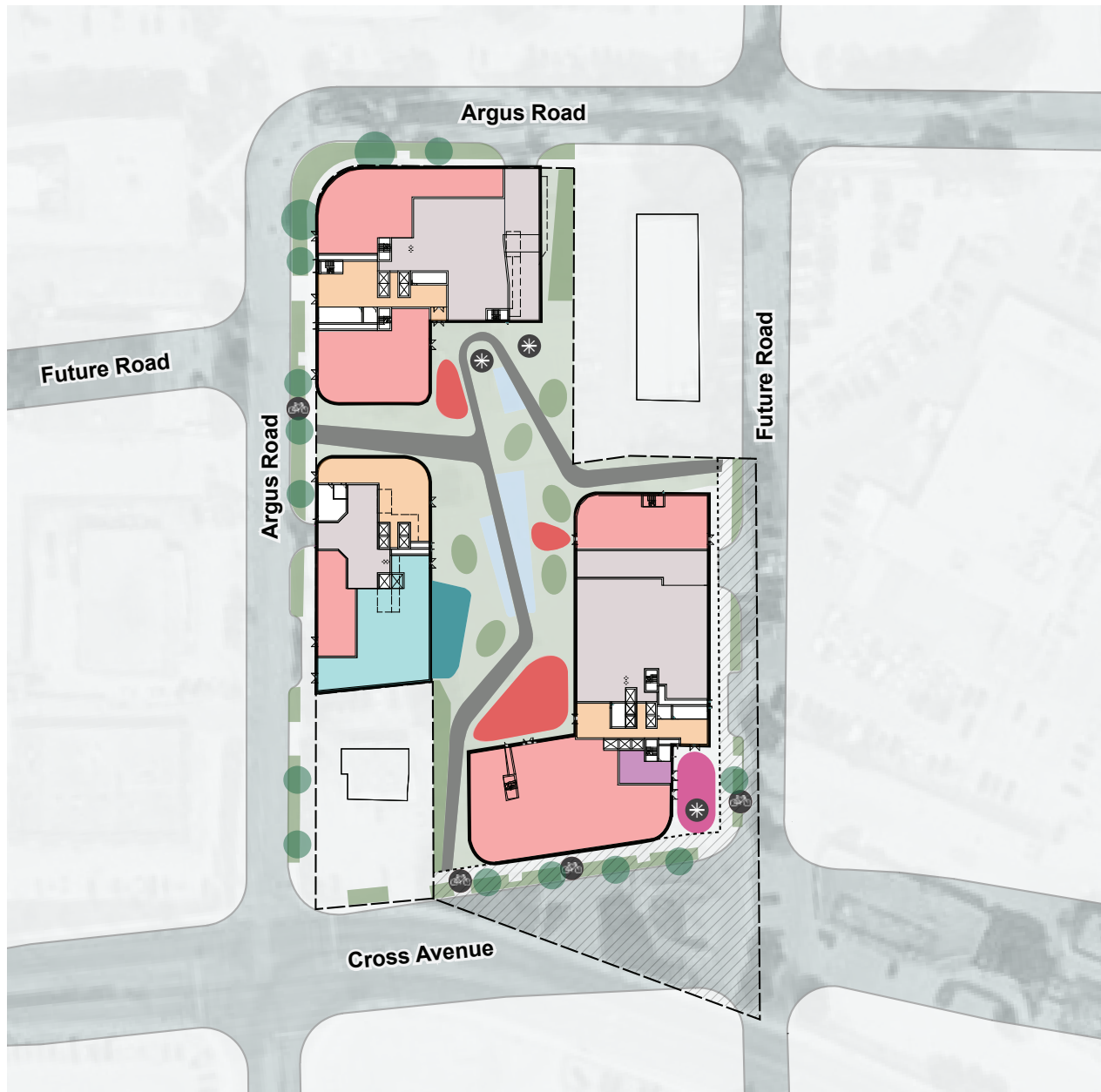


Figure 28 - Organization of Site Elements



- Legend**
- Retail Uses
  - Potential Daycare
  - Residential Lobby
  - Office Lobby
  - Loading/Parking Areas
  - POPS
  - Landscaping
  - Plaza
  - Retail Spillover Area
  - Daycare Activity Area
  - Feature Pathway
  - Water Feature
  - Street Trees
  - ✱ Public Art Opportunities
  - 🚲 Bike Racks
  - ▭ Subject Site
  - ▨ Conveyance
  - ⋯ New Property Line

Figure 29 - Organization of Elements At Grade



## **6.2.2 Pedestrian Circulation and Access**

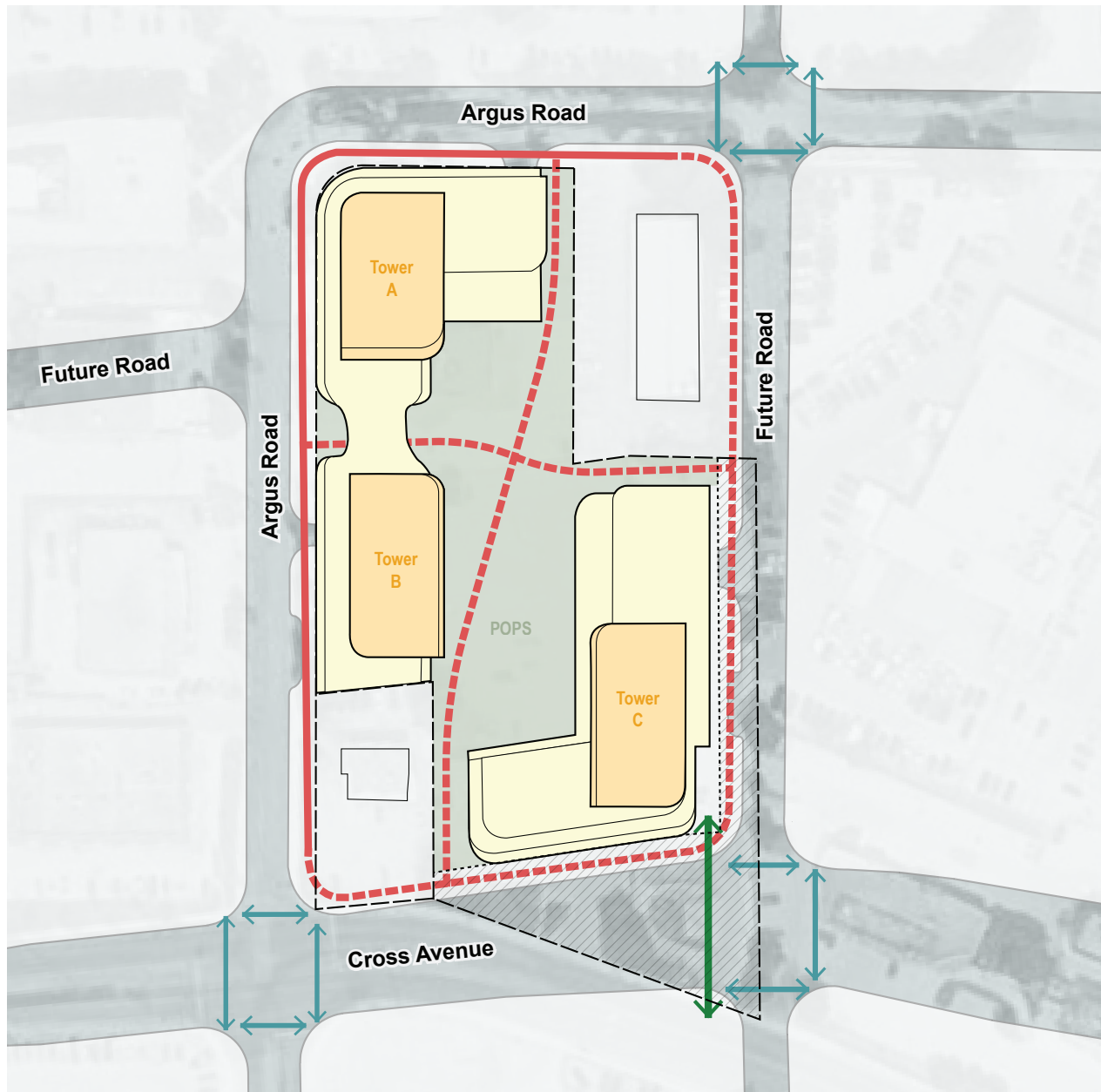
*(In Response to Livable Oakville 6.11, 6.12 / Livable by Design Manual 4.2/ Designing Midtown Oakville 4.2)*

The proposed development presents an opportunity to support a growing residential and working population by creating a more appropriate environment for pedestrians and cyclists, particularly along links to existing or future public transit infrastructure.

A continuous network of sidewalks will be provided on all streets, with wide boulevards to support a comfortable pedestrian environment. Multiple mid-block pedestrian connections from Cross Avenue, Argus Road and the Future Local Road are proposed to increase permeability and connectivity throughout the subject site. These connections will draw in pedestrians into the subject site, which lead to and through the central POPS. Internal pedestrian pathways will also provide connections to the existing sidewalks from building entrances and retail units. As well, the mid-block connections will create new, direct routes that lead to the Oakville GO Station and Bus Terminal and provide a convenient link that encourages the use of public transit.

With respect to cycling connections, the proposed development promotes the use of active transportation modes, generally through 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 the design of each building and located at grade where possible. Additional short term bicycle

storage is proposed within the boulevard of Cross Avenue and Argus Road to support the highly pedestrianized and active nature envisioned for the streets and support the planned cycling infrastructure improvements for Midtown Oakville.



**Legend**

- Existing Pedestrian Connections
- Proposed Pedestrian Connections
- Crosswalk Connections
- Pedestrian Connection to GO Station
- POPS
- Subject Site
- Conveyance
- New Property Line

Figure 30 - Pedestrian Circulation

### 6.2.3 Landscape and Amenity Areas

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

Landscape elements are incorporated throughout the site to enhance the overall character and visual appearance at the pedestrian level. These elements will provide transitions between areas of different functions, highlight building and vehicular entrances, frame private grade-related patios, soften the edges along the property boundaries and improve the open space condition within and along the edge of the proposed POPS. The proposed landscape elements and outdoor amenity areas are intended to provide legible, and convenient visual and physical connections throughout the subject site that will draw pedestrians in, promoting active and passive recreation and social interaction.

A key opportunity for landscape enhancements is within the proposed 3,921 square metre POPS within the site which will provide publicly accessible open space that will expand and complement the existing and anticipated open space network in Midtown Oakville.

The POPS has been designed with a size and shape that will allow for flexible passive and active programming to provide opportunities for gathering and socializing for community residents. Landscaping elements will be used to form the shape and character of this space and create a comfortable environment at grade. The POPS is envisioned to be treated with a mix of high-quality hard and soft landscaping elements and will include water and landscape features as well as public art opportunities which together will help create dynamic space and encourage a sense of place.

Trees are proposed throughout the POPS with a total canopy cover of 1,747 square metres, equivalent to 17%, of the site area.

The proposed POPS provide new pedestrian pathways enhanced by landscape features that will also extend to the Cross Avenue sidewalk and link to an entrance plaza at the intersection of the Future Local Road. This plaza is positioned directly across from the pedestrian entrance to Oakville Go station and will define this intersection as a prominent space. Moreover, the POPS is framed by the podiums of both buildings which are lined with active retail uses and residential lobbies that will animate and provide passive overlook onto the open space. In addition to the proposed public open space, the development provides a total of 6,045 square metres of indoor and outdoor amenity space. Building 1 provides a total of 3,575 square metres of residential amenity space, including 2,001 square metres of indoor space and 1,574 square metres of outdoor amenity space. The indoor amenity space will be provided on Level 2 and Level 7. The outdoor amenity space is provided on Level 6 and is accessible from the indoor amenity space.

Building 2 provides a total of 2,172 square metres of residential amenity space, 1,159 square metres of indoor space and 1,013 square metres of outdoor amenity space. The indoor and outdoor amenity space is provided on Level 7.

With respect to the programming of the indoor amenity space for both buildings, it has not yet been determined and will be refined during the application review process.





Figure 31 - Landscape Plan (Provided by Janet Rossenburg & Associates)

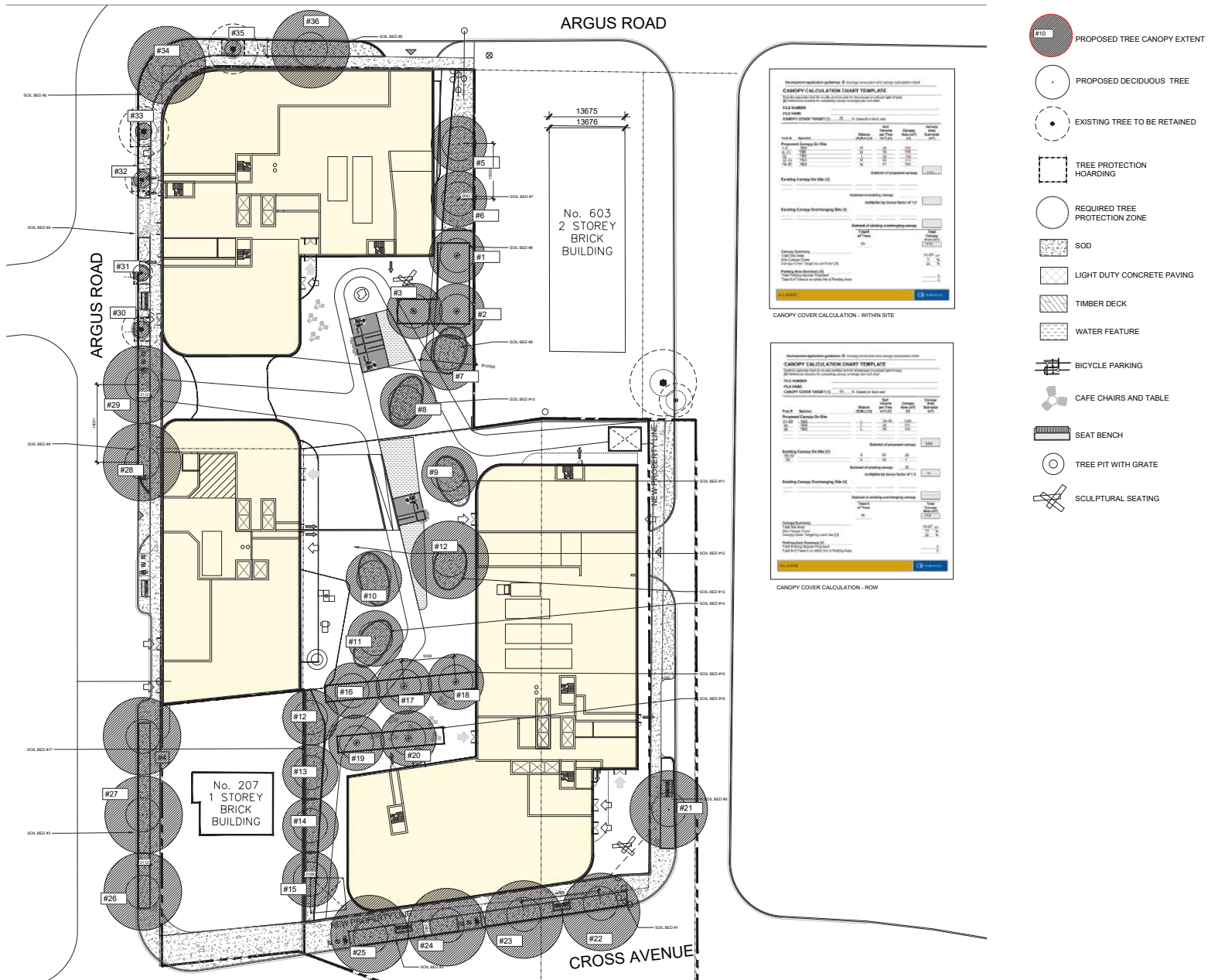


Figure 32 - Tree Canopy Cover Plan (Provided by Janet Rossenburg & Associates)

#### **6.2.4 Parking, Loading and Servicing**

*(In Response to Livable Oakville 6.13, 6.16 / Livable by Design Manual 4.3, 4.6 Designing Midtown Oakville 7.1, 7.7)*

In terms of vehicular access, the proposal contains two entry points which lead to the shared parking garage entrances. This includes one entry point from the east-west leg of Argus Road within Building 1 and another entry point from the Future Local Road within building 2. An additional loading access point for Building 1 is proposed along the north-south leg of Argus Road. The proposed development will reduce the overall number of existing curb cuts on the site from nine to three. The consolidation of access points will provide a more continuous streetscape and limit areas of conflict between vehicles and pedestrians.

The proposed development has been designed to be pedestrian oriented and to limit the visual impact of parking and loading areas from the public realm. The proposal provides 1,305 parking spaces within six levels of underground parking. Of the total number of parking spaces, 1205 are residential parking spaces, 100 are visitor parking spaces. Below-grade parking access is provided via ramps within each podium, recessed within the building mass and screened from the public realm. Lay-by areas are also provided along Argus Road and the Future Local Road, adjacent to primary building entrances, to accommodate drop-off areas.

With respect to loading spaces, two loading spaces are provided – one for each building. The loading space for Building 1 is accessed from the east-west segment of Argus Road and the loading space for Building 2 is accessed from the future local road. Each loading space is located internally with each building to minimize their visual and physical impacts on the public realm.

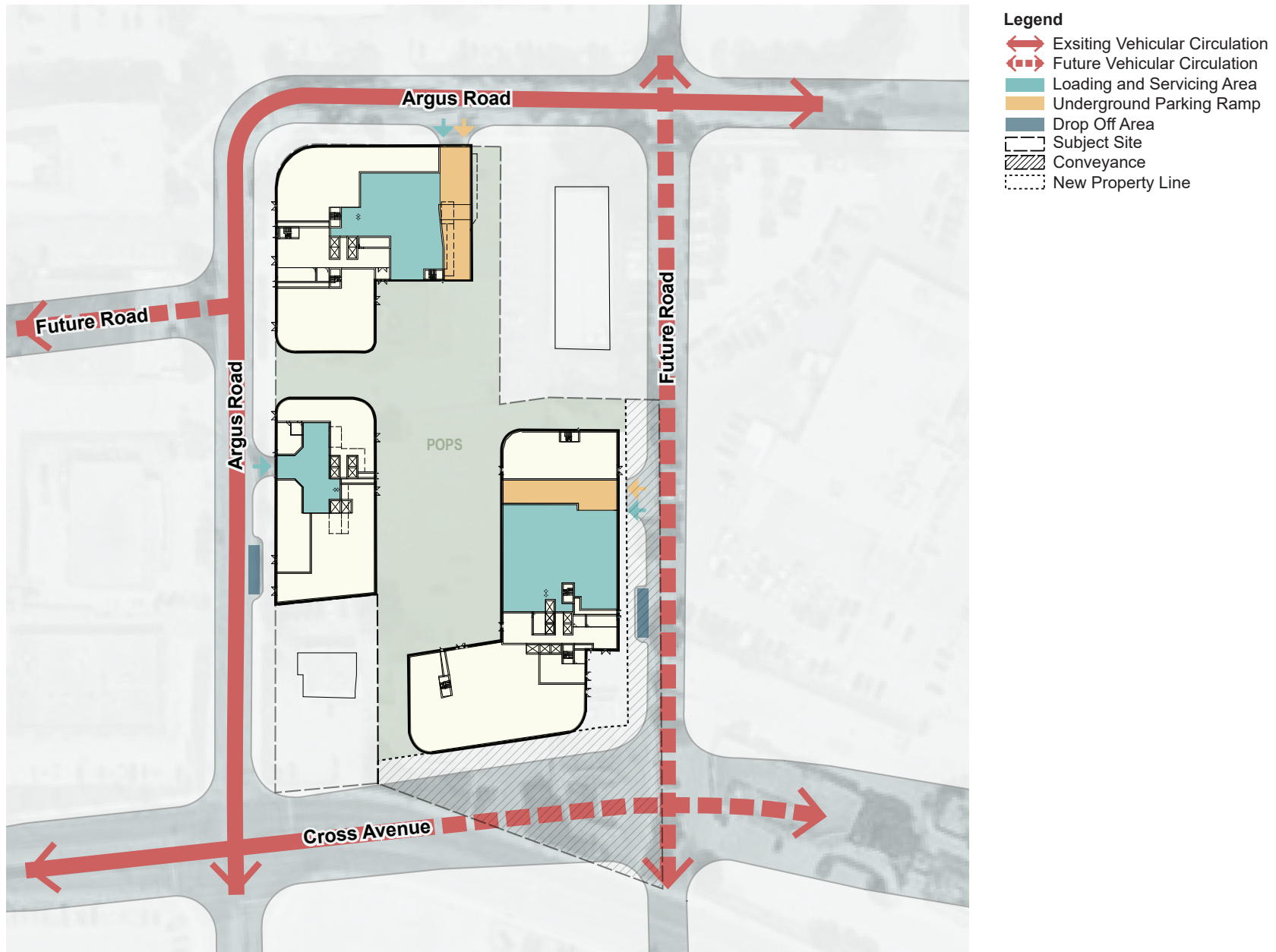


Figure 33 - Parking, Loading and Servicing Elements



## 6.3 Built Form

### 6.3.1 Height, Massing and Setbacks

*(In Response to Livable Oakville 6.9 / Livable by Design Manual 3.1/ Designing Midtown Oakville 6.1.3)*

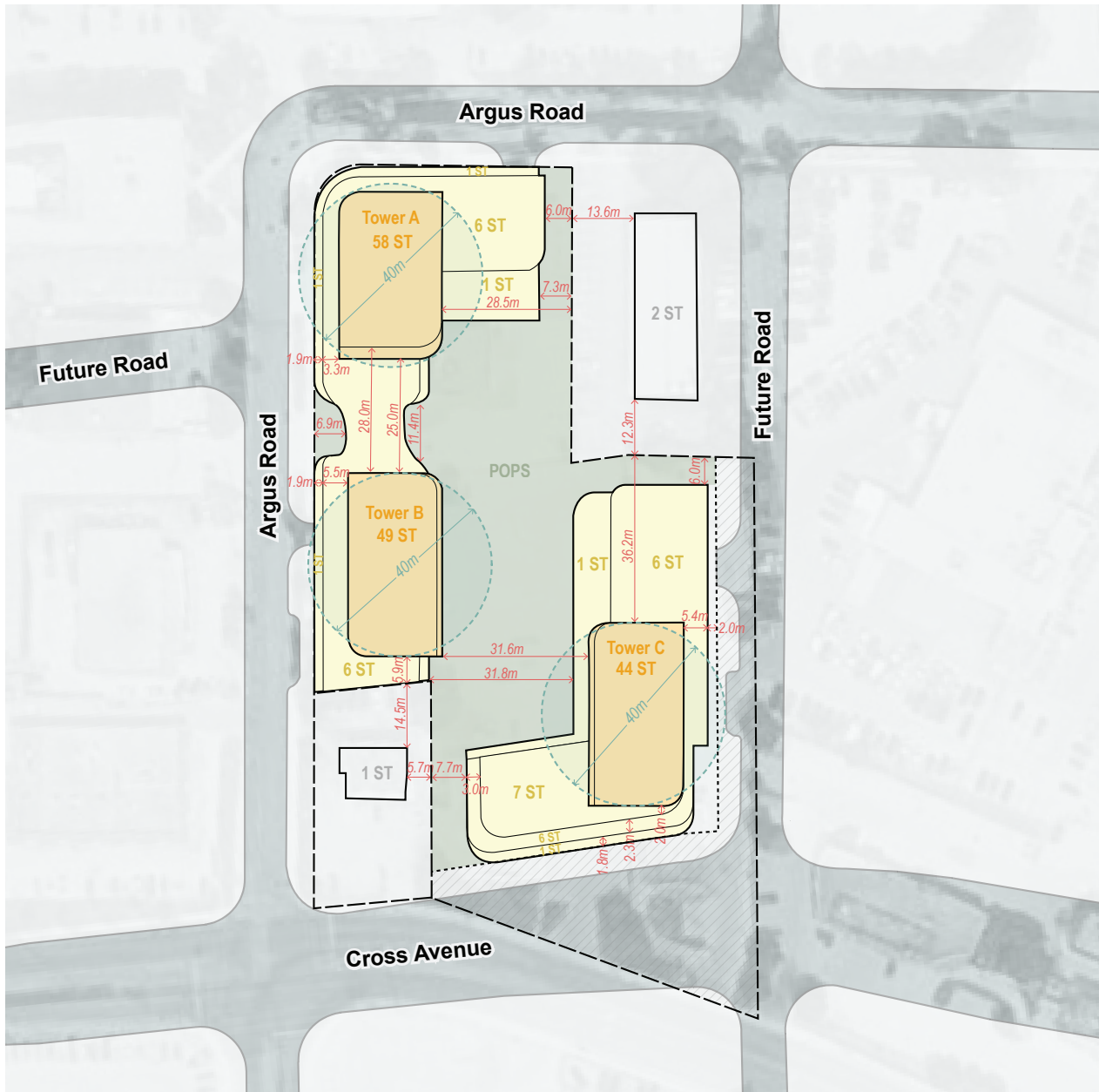
The proposed height and massing have been based on several contextual and urban design considerations including:

- the approved and planned context of tall buildings based on the Oakville urban structure,
- the size, depth, and configuration of the subject site which can reasonably accommodate multiple towers while maintaining appropriate built form relationships;
- the physical separation of the subject site from sensitive land uses such as low-rise residential areas and public parks, and
- the location of the subject site within the Midtown Oakville urban growth centre and its proximity to existing higher-order GO Transit and future planned BRT along Trafalgar Road.

From an urban structure perspective, the Livable Oakville Plan provides the framework for directing the growth within the Town's built-up area. In accordance with the Plan, growth is to occur primarily within the defined Growth Areas, with the highest level of intensification accommodated within primary Growth Areas that include Midtown Oakville, the Uptown Core and Palermo Village. Midtown Oakville is differentiated from the other primary Growth Areas as it is an identified urban growth centre and served by higher-order transit (Oakville GO Station).

In this regard, the Livable Oakville Plan provides that the greatest levels of height and density in the Town are planned for Midtown Oakville. As such, from an urban structure perspective, building heights are anticipated to peak within the Midtown Oakville Growth Area, with lesser heights and densities within the Uptown Core and Palermo Village primary Growth Areas.

While there are no other built tall buildings in Midtown Oakville presently, it is our opinion that achieving greater building heights on the subject site is appropriate from a broader urban structure perspective and building heights as contemplated on the site would be appropriate. Recognizing that Midtown Oakville is targeted for significant change and revitalization with intensification, transit infrastructure investment and redevelopment, the proposed heights are demonstrative of the future built form context and evolution of Midtown Oakville. In our opinion, the greater level of height and density would contribute to the achievement of transit-supportive intensification in accordance with recent and emerging policy changes - including the Provincial Policy Statement, Growth Plan and Municipal Comprehensive Review which is outlined in detail in the accompanying Planning Rationale Report.



**Legend**

- # ST Tower Height (Storeys)
- # ST Base Building Height (Storeys)
- Tower
- Base Building
- Existing Building
- Xm Setbacks
- 40m Diameter Circle
- Subject Site
- Conveyance
- New Property Line

Figure 34 - Built Form Elements

## **Building Base (Podium)**

*(In Response to Livable by Design Manual 3.1.1 – 3.1.2/ Designing Midtown Oakville 6.1.3)*

The proposed podiums have been designed to frame the adjacent streets with good proportion and establish a strong street edge and are in keeping with the intent of the Livable by Design Guidelines and Designing Midtown Guidelines.

The 6-storey (23.25 metres) base building of Tower A and B has been appropriately scaled to respond to the existing built form context along Argus Road- which includes mid-rise buildings with heights of 5- to 6-storeys, including 590 Argus Road and 586 Argus Road. In this regard, the proposed height of the podium base building will provide a pedestrian-scaled street wall that creates a comfortable sense of enclosure along the street, in proportion to the 22.0-metre right-of-way. Similarly, the 6- to 7- storey (24.0 to 27.0 metres) base building of Tower C has been massed with a slightly taller street wall along Cross Avenue - which relates appropriately to the 28.0-metre right of way width of the street.

In addition, along the street frontages, with the exception of the northerly wing of Tower C, the podium elements step back above the ground floor to create a distinct 8.5-metre street wall. By stepping the upper floors of the podium elements back, the pedestrian perception of the overall height and massing of the podium is reduced.

Along Argus Road, to break and minimize the length of the building base, a significant vertical break is incorporated at approximately the middle of the building, with an approximate depth of 7 metres and length of 11 metres with pedestrian access to the internal POPS at grade.

## **Building Middle (Tower Elements) and Building Top**

*(In Response to Livable by Design Manual 3.1.23, 3.1.24, 3.1.25, 3.1.27, 3.1.30, 3.1.31/ Designing Midtown Oakville 6.1.3)*

The tower elements are defined by their slender and dynamic shape. To reduce the visual impact of the tower on the pedestrian environment, considerations have been made to locate the tall building elements away from the street and to allow the podiums to remain as the primary street defining element. Above the podium, the tower elements have been set back at least 5 metres from the edge of the podium to create distinct building elements in accordance with guideline 6.1.3.2 of the Designing Midtown guidelines. Towers have been sited with a north-south orientation to assist with mitigating shadow impacts on the surrounding uses, in particular the neighbourhoods north of the QEW and south of Cornwall Road, and create slender, fast-moving shadows.

Furthermore, the proposed tall buildings are separated from one another by more than 25 metres as directed by guideline 27 of the Livable by Design Manual. We recognize that Guideline No. 27 is inconsistent with Guidelines 6.1.3.2(3), which provides that there should be a minimum separation of 30 metres between any two tower elements with less than 30 storeys, minimum 50 metres between towers over 30 storeys, and 25 metres between convex towers. Despite this guideline, it is our opinion that in high-density urban areas, a minimum tower separation distance of 25 metres is appropriate and is in line with current urban design practice, and reflective of the more recent Livable by Design Guidelines (2019). In our opinion, the proposed towers have

been located to limit impacts on and provide adequate access to sunlight and sky view from the public realm and adjacent properties. To that end, Towers A and B are offset from Tower C to create a diverse skyline and minimize the overlap between buildings to maintain access to sunlight and sky view, and limit overlooking impacts.

Between Towers A and B, separation distances of 25 and 28 metres have been provided. To the south, Towers B and C have a 31.6 and 34.6 metre separation distance.

The proposed floor plates range from 736 square metres to 825 metres, with the larger floor plates found in the lower levels of the towers tapering towards the upper floors. This massing strategy allows for a reduced mass of the upper floors which will result in slimmer shadows, a greater separation distance between buildings and maintenance of sky view. It will also create a more dynamic skyline.

While the average tower floor plates of 776, 776 and 767 square metres, for Towers A, B and C, respectively, are slightly greater than the 750 square metres set out in the Designing Midtown Oakville guidelines, the footprint of the towers generally complies with guideline 6.1.3.2(1), which requires a tower floor plate to fit within a 40-metre diameter circle to guarantee slender towers. In this regard, the towers are achieving the intent of the guideline for floor plate size by providing slender building masses that have reduced built form impacts as compared to shorter, but wider, slab buildings.

As previously mentioned, the proposed tower heights balance the objectives of providing a built form that is compatible with the planned built form context while achieving intensification in proximity to transit. To ensure both objectives are met, the proposed towers have been designed to appropriately limit and mitigate built form impacts, as described above and demonstrated in the supporting studies summarized in the Planning Rationale Report. In addition, the proposed tower elements incorporate defined architectural articulation to break up the building elevations and reduce the perception of height from the pedestrian level. To that end, the use of glazing and other “light” cladding materials will help further reduce the perception of the overall building mass.

Lastly, the proposed tower elements will be topped with mechanical penthouses that are stepped back from the tower shaft and treated with cohesive design language and materials to ensure they are screened from view and limit obstructions to sky view.



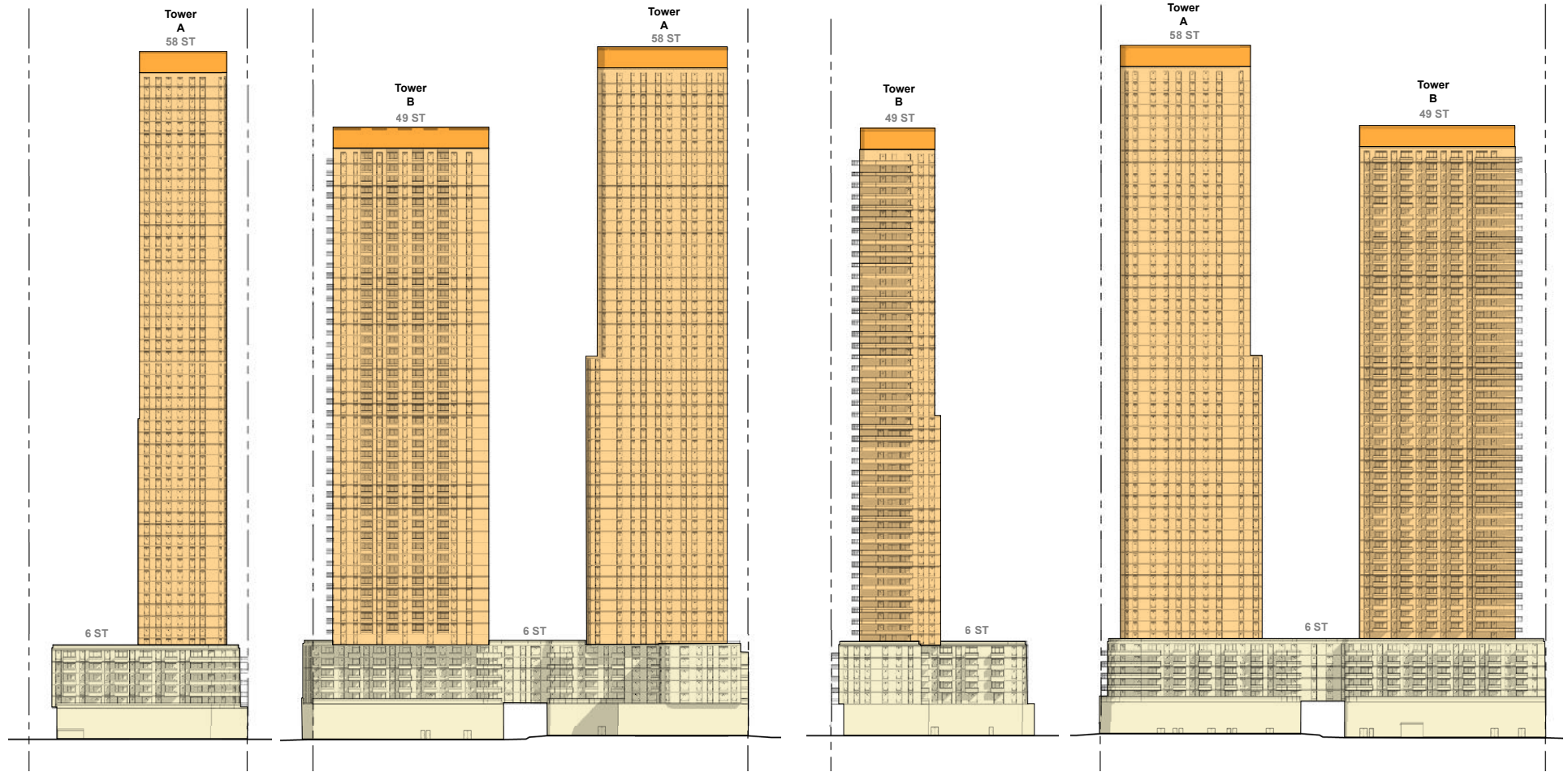
# Building 1

## North Elevation

## East Elevation

## South Elevation

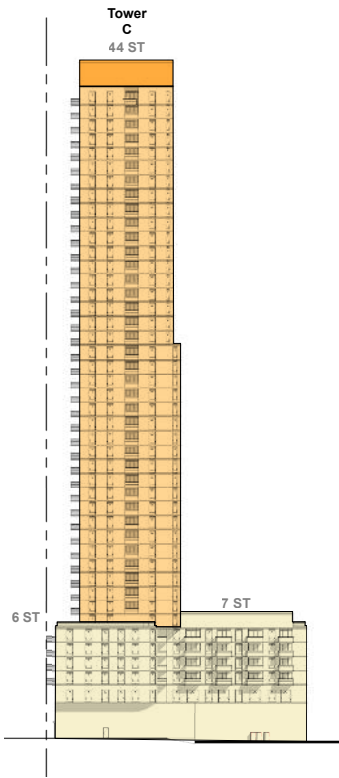
## West Elevation



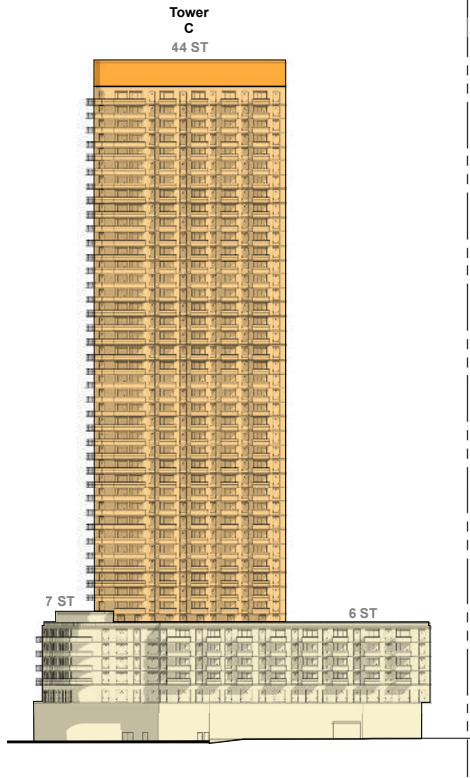
- Legend**
- Base Building
  - Tower Middle
  - Tower Top

Figure 35 - Built Form Elements -Building 1 Elevations

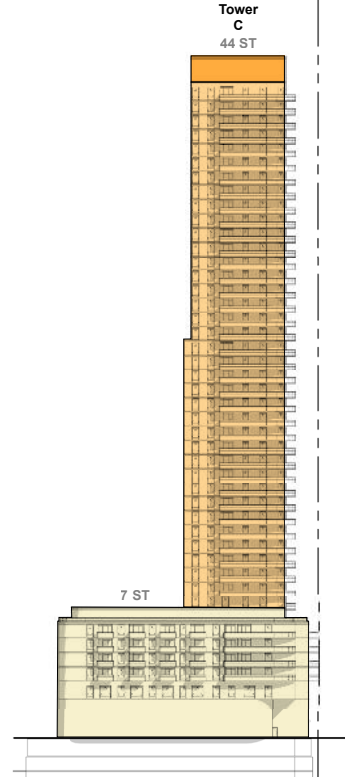
**Building 2**  
*North Elevation*



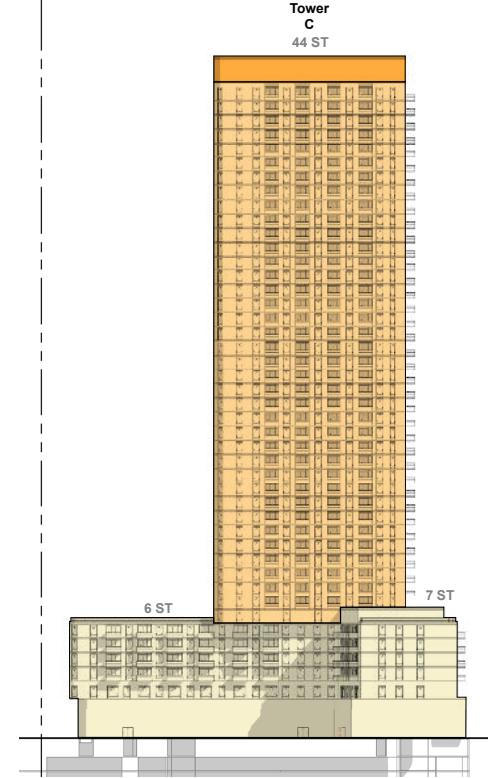
*East Elevation*



**Building 2**  
*South Elevation*



*West Elevation*



- Legend**
- Base Building
  - Tower Middle
  - Tower Top

**Figure 36** - Built Form Elements -Building 2 Elevations

### 6.3.1 Transition to Adjacent Uses and Built Form

*(In Response to Livable by Design Manual 3.1.33/ Designing Midtown Oakville 6.1.3)*

The proposed development has been designed to respond to and be compatible with the emerging and planned urban character of Midtown. The proposed development includes a variety of building heights that respond to several contextual considerations, such as the overarching urban structure for the area, while providing appropriately scaled podiums that anchor each building within the subject site and create an attractive urban street edge.

The overall built form strategy is to provide a gradual stepping of height and scale from the northwest end of the site increasingly stepping down in a southeasterly direction. This stepping of height will contribute to the downward height progression from the QEW to Cross Street as envisioned in the Midtown Growth Area policies and Designing Midtown Guidelines. In this regard, the tallest building proposed is located at the northwest corner of the subject site with a height of 58-storey with a lower podium element which frames the street. Moving southeast, tower heights transition down to 49-storey and 44-storey to Tower B and C.

The proposed tall building elements have also been sited to provide for setbacks that would not preclude appropriate spatial separation to future tall buildings, should the surrounding properties redevelop in the future. Specifically, within the block, to the northeast of the subject site, at 603 Argus Road is a 2-storey commercial office building that is currently occupied by various medical offices. The building is setback

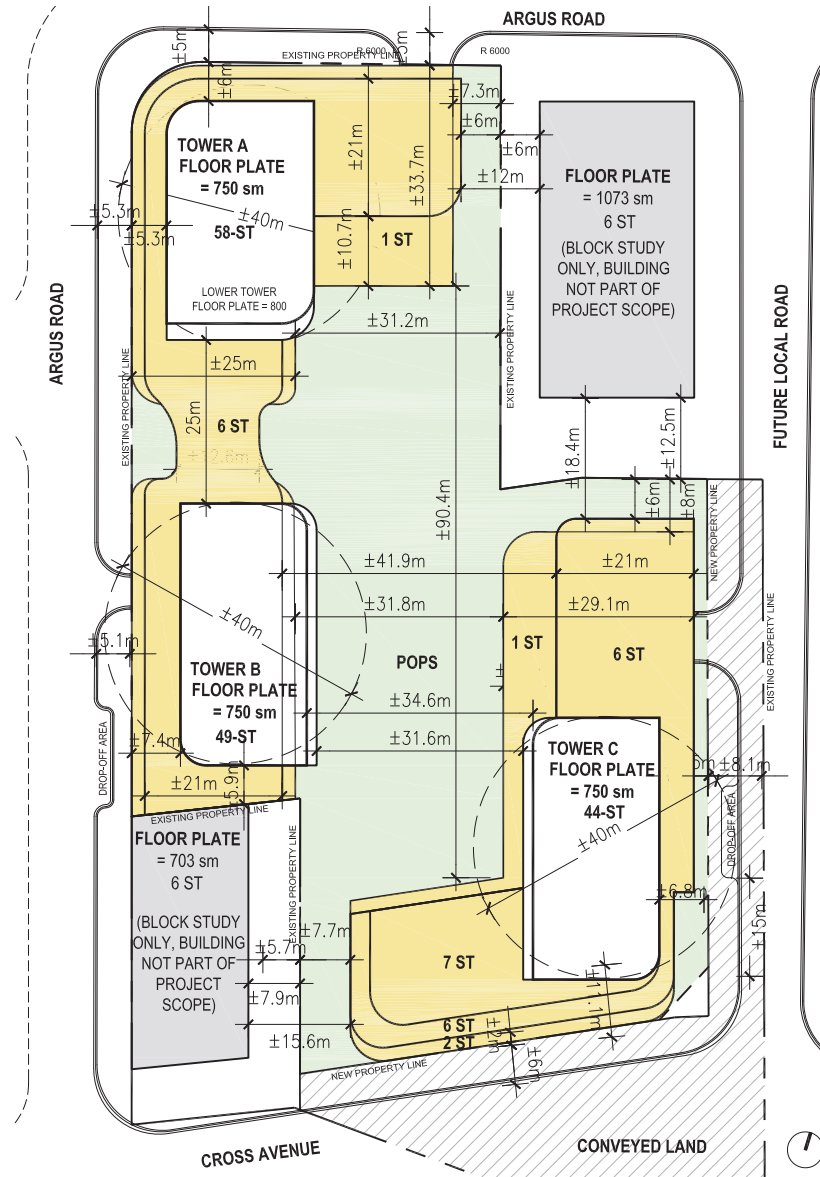


Figure 37 - Conceptual Block Plan (Provided by BDP Quadrangle Architects)

approximately 11 metres from Argus Road to the north, approximately 2 metres to its eastern property line, and approximately 12 metres to its south and west property line where it abuts the subject site. While there are not currently any proposed developments on this property at this time, should it redevelop in the future, it is our opinion that appropriate separation distance between potential future mid-rise or tall buildings would be achievable. Given the placement of the proposed towers within the subject site which allows for a minimum of 28.5-metre separation in addition to anticipated tower setbacks on the adjacent property, adequate spatial separation to the east will be protected for.

At the southeast corner of the block, at 207 Cross Avenue, is a one-storey commercial building that maintains considerable setbacks from the street and shared property lines. It is our opinion the proposed development would also not preclude the potential redevelopment of this property and that the appropriate separation distances between built forms could be met. The podium and tower elements of Towers A and C have been sufficiently set back from that property. To the south, the podium of Tower B is built right to the southern property line, however, no windows are proposed on the podium levels thereby limiting impacts of light, view and privacy on the adjacent property.

Beyond the block, the significant right-of-way width associated with Argus Road (up to 22 metres) and Cross Avenue (up to 28 metres) separates the proposed development from adjacent buildings (both approved and proposed) to the west. The rights-of-way allow for significant separation between the proposed towers and approved towers to the west (157 Cross Road and 177 Cross Road), which proposes a similar built form and land use pattern as the proposal, and any potential future towers.

In terms of transition in use, the uses surrounding the site vary, however they are generally characterized by low-rise commercial uses planned for redevelopment in the form of mixed use tall and mid-rise buildings. The proposed development provides retail uses at grade that will complement the existing standalone commercial uses in the surrounding area on the site while allowing for its continued functioning and setting the tone for the eventual future build out of the remaining Lyons District within the Midtown area.



## Shadow Impacts

### *(In Response to Livable Oakville Policy 6.9.15)*

A shadow study was prepared by BDP Quadrangle to demonstrate the shadow impacts of the proposed development. Policy 6.9.15 of the Livable Oakville Plan provides that buildings are to 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. The shadows cast from the proposed development are demonstrated in the shadow study and are summarized below:

- On March 21st, incremental shadow impacts from the proposed development are cast on the neighbourhood to the north between 9:18 a.m. and 10:18 a.m. with some shadows being cast on the open space located at the centre of the site. In the afternoon, between the hours of 1:18 p.m. and 5:18 p.m., incremental shadow impacts from the proposal are concentrated within the surround commercial properties to the east.
- On June 21st, incremental shadow impacts from the proposal occur on the commercial property to the northwest of the subject site and on the on-site open space in the morning hours (between 9:18 a.m. to 11:18 a.m.). Minimal shadow impacts occur on the properties to the east in the afternoon at 4:18 p.m.
- On September 21st, minor incremental shadow impacts from the proposal are cast on the neighbourhood uses on the north side of the QEW Highway between 9:18 a.m. and 10:18 a.m., and in the afternoon shadow impacts are concentrated on the commercial property to the east of the subject site between the hours of 12:18 p.m. to 4:18 p.m.
- On December 21st, shadow impacts from the proposed development occur on the neighbourhood to the north of the QEW at 9:18 a.m. and in the afternoon the shadows are concentrated within the surrounding commercial properties to the north and northeast of the subject site, between the hours of 12:18 p.m. and 2:18 p.m.

Overall, the shadow study demonstrates that incremental shadow impact will occur on the open space located at the centre of the site and on the commercial properties to the north and northeast of the subject site. While the development will cast shadows on the central POPS, we note that the POPS is situated in a desirable, central location that happens to be east of two of the proposed towers and is therefore in a location that will naturally receive more shadowing. Additionally, the proposal casts slender and fast-moving shadows that result in acceptable and localized impacts on the adjacent sidewalk, which in our opinion, are acceptable given the site's location within an intensification area where high-density development is anticipated.

### 6.3.2 Pedestrian Experience at Grade

*(In Response to Livable Oakville 6.9 / Livable by Design Manual 3.1, 4.2/ Designing Midtown Oakville 4.2)*

A key objective of the proposed development is to provide a built form, architectural design, and land use mix to support the creation of a dynamic and activated public realm. In this regard, new buildings have been placed along street frontages and the POPS to activate proposed pedestrian routes and reinforce existing ones. To foster a vibrant, pedestrian-friendly environment along streets and open spaces, increased use of glazing is proposed along the streetwall to promote transparency and visibility. Active grade-related uses are proposed throughout the subject site, such as retail uses, including a potential daycare and supermarket, as well as residential lobbies will animate the pedestrian realm and provide passive surveillance of the street.

The streetscape strategy is focused on creating a strong sense of place that reflects the importance of Midtown Oakville from an urban structure perspective. Based on the Midtown policies, it is anticipated that ongoing development comprising of tall buildings with mid-rise podiums along Cross Avenue and Argus Road will transform the streets and give it a more enclosed and urban character. The proposal introduces enhanced landscaping elements which reflect and reinforce the prominence of the adjacent streets.

Specifically, within the public right-of-way, boulevards will be designed to incorporate:

- 1.89-metre to 2.45-metre clearways;
- 2.26-metre to 2.93-metre soded landscape areas;
- street trees (including 11 new and 5 retained trees) with a canopy cover equal to 1,747 square metres or 17% of the right-of-way; and
- coordinated and/or integrated street furnishings including seating benches and bike racks.

Streetscape elements will be coordinated with the existing and planned streetscape improvements undertaken by the Town of Oakville as part of the Midtown redevelopment, including the realignment of Cross Avenue, shifting it north, "straightening" its alignment and connecting to a signalized intersection with Trafalgar Road.



Figure 38 - Precedents for Pedestrian Experience at Grade

### **6.3.3 Architectural Articulation**

*(In Response to Livable by Design Manual  
3.1.38 – 3.1.47/Designing Midtown Oakville  
6.1.3)*

Throughout the subject site, the proposed buildings incorporate a uniform design language that will read cohesively across the site while allowing for architectural variety and visual interest. The overall building mass of the tower and podiums incorporate a juxtaposition of sharp angles and soft curves to create a dynamic group of buildings. The towers have been massed with a contrasting combination of rounded corners and two square pointed corners to create movement within the building silhouettes. A similar massing style has been applied to the podium buildings where facades are rounded to wrap street corners and more angular elements are incorporated in other areas. In addition, an important architectural feature within the site is the overpass which frames the western entrance to the central POPS from Argus Road, connecting the podium element shared by Towers A and B. The massing of the podium connection is curvilinear to add visual interest and create a grand entrance to the POPS which will signify its prominence as an open space feature.

With respect to more detailed articulation, the proposed buildings incorporate a grid-like cladding pattern that creates a style and rhythm of consistent architectural elements across the towers. Horizontal articulation distinguishes between storeys and helps to define the building mass, as well as the 1.5-metre stepbacks proposed within the tower mass at level 32 in Tower A and level 27 in Towers B and C and contribute to the development of a dynamic skyline. Similarly, vertical architectural elements

break up and articulate base buildings. Variations in street facades proposed across the subject site will exhibit a high regard for the pedestrian-oriented nature of the proposed public realm.

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





Figure 39 - Precedents for Architectural Articulation



**Sustainability**

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 the 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:

- **Alternative Modes of Transportation:**

The proposed development promotes the use of transit and alternative transportation choices. Transit-supportive density and uses will be introduced while a network of pedestrian connections perforates the subject site. Bicycle parking will be available inside buildings and within the right-of-way near shared building entrances. The convenience of walking and cycling will contribute to reducing car dependency.

- **Sustainable Landscape Design:**

Stormwater management strategies will include the provision of extensive green roofs and the re-use of stormwater for irrigation. Drought tolerant plants will be selected to further reduce potable water demands in the landscape, and native plants will be used throughout. Permeable paving, high-albedo paving, and recycled materials will be used as part of our environmentally sensitive strategy.

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



# 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 Midtown Oakville. 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 Town of Oakville Official Plan urban design related policies and generally maintains the intent of the Livable By Design Manual and Designing Midtown Oakville Guidelines.

For the reasons set out in this Brief, it is our opinion that the development proposal is appropriate and desirable from an urban design perspective. 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 the future redevelopment and build out of the larger Midtown Oakville area, and accordingly should be approved.



