



Urban Design Brief

Official Plan Amendment & Zoning By-law Amendment

2370-2380 Lakeshore Road West, Oakville

Amica Bronte Village Inc. & Succession Development Corporation, May 2023

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1.0 Introduction

SRM Architects + Urban Designers is pleased to submit this Urban Design Brief on behalf of Amica Bronte Village Inc. (owner) and Succession Development Corporation (development partner) (together, the “Applicants”) in support of Official Plan Amendment and Zoning By-law Amendment applications (the “Applications”) for the lands municipally addressed as 2370-2380 Lakeshore Rd, within the Town of Oakville (the “Site”). The Applicants propose the development of a 6-storey mixed-use seniors residential facility, consisting of 159 units, 467 square meters of ground floor commercial space, and 14,105 square meters of gross floor area (the “Proposed Development”). Previous to the current application, Site Plan Approval was granted on December 3, 2020 for the construction of a 4-storey seniors residential facility on the Site, with 113 units and 467 square meters of commercial, and 8,932 square meters of gross floor area (File number SP #1729.041/02). Since that approval was granted, the Applicants’ research has predicted a significant shortage of assisted living facilities within the Oakville Area, with demand expected to outpace the amount of available care suites approximately seven times over. As a result, the applications are seeking to amend the Official Plan and Zoning By-law to allow an additional two storeys. The purpose of this Urban Design Brief is to address the additional height with respect to the policies of the Livable Oakville Plan and Livable By Design Urban Design Manual. This will be accomplished by:

- Providing a description of the Site and analysis of the surrounding context,
- Outlining the intended vision and design direction for

the Proposed Development,

- Reviewing the Proposed Development in response to the applicable urban design policies and guidelines, and
- Demonstrating that the additional height proposed beyond the approved Site Plan Application is designed to minimize any adverse impacts.

As a number of the design details are unchanged from the previous Site Plan Approval, this Urban Design Brief will be limited to addressing the height, materiality, and compatibility with the surrounding properties. Other related design details, including landscape design, site circulation, and sustainability, are unchanged from the previously approved Site Plan and will not be addressed.

1.1 Supporting Studies and Materials

This Urban Design Brief must be read in conjunction with the following materials prepared in support of the applications for Official Plan Amendment and Zoning By-law Amendment:

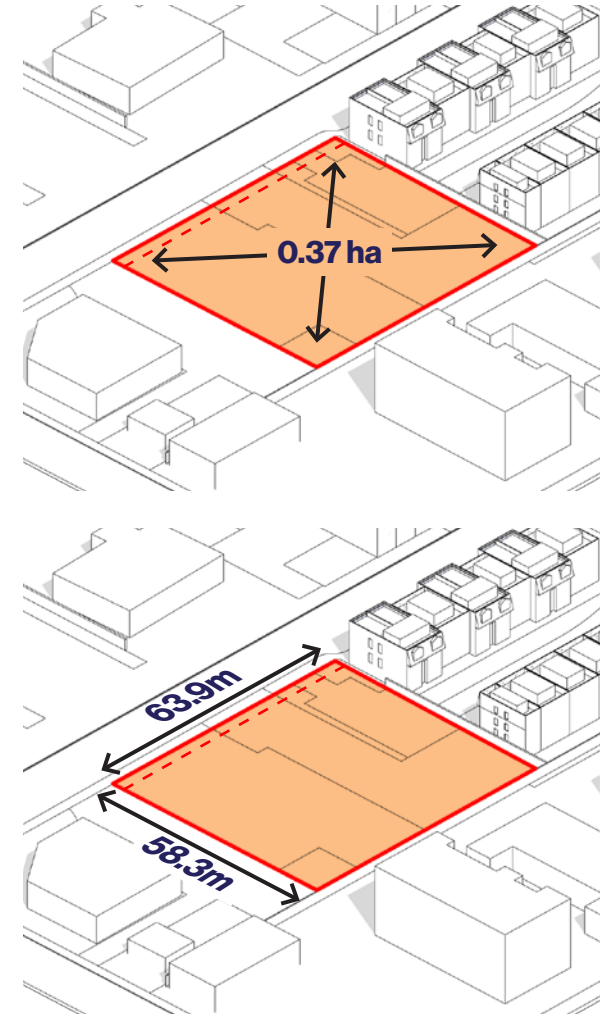
- Planning Justification Report prepared by Glenn Schnarr and Associates (dated May 2, 2023)
- Architectural Package prepared by SRM Architects + Urban Designers (dated April 25, 2023)
- Landscape Drawing Package prepared by Wilk Associates (dated May 13, 2022)
- Shadow Impact Analysis prepared by SRM Architects + Urban Designers (dated April 2023)



2.0 Context Analysis

2.1 Existing Site Conditions

The Site, municipally addressed as 2370-2380 Lakeshore Road West, is located in the centre of the Bronte Village Growth Centre, on the south side of Lakeshore Road West between Jones Street and Nelson Street (see Fig. 1). The Site is rectangular in shape, with a frontage of 63.9m on Lakeshore Road West, a depth of 58.3m, and a total area of 0.37ha (after required 2.94m road widening). The Site is currently vacant, with previous office and residential buildings being demolished prior to this application. The Site is not accessible to vehicles or pedestrians, being enclosed with fencing, and contains no connections to the abutting properties. The Site is generally flat, with a slight slope up to the northwestern and southeastern corners. The Site's location on Lakeshore Road West provides an opportunity to strengthen Bronte Village by filling a gap in the existing urban fabric with an active, pedestrian focused built form. The Site is well positioned to provide future residents with access to a variety of local amenities, including retail and service commercial, local transit, and abundant parks and waterfront trails.



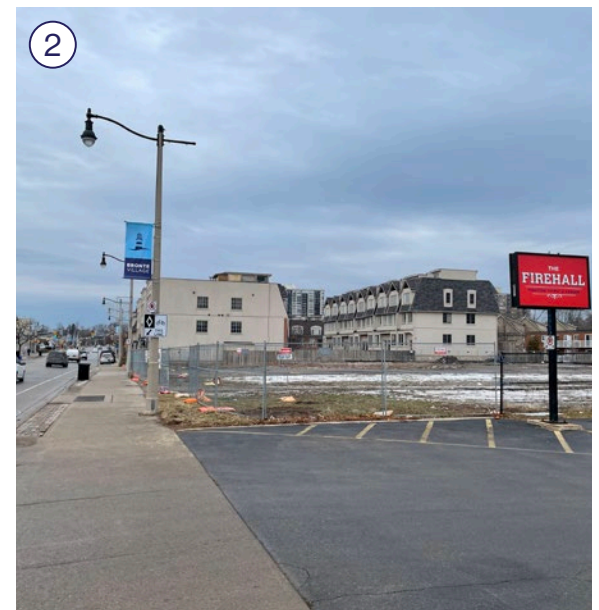


Figure 1: Site location and photos of existing site conditions

2.2 Surrounding Context

Surrounding Land Uses

To the north of the Site, across Lakeshore Road West, is a mix of low-rise commercial buildings, some of which have residential uses on upper floors (see Fig. 2). Buildings in the centre of the block between Jones Street and Nelson Street are set behind front yard parking areas, while buildings to the edges of the block have smaller front yards and entrances directly onto Lakeshore Road West. A vacant lot sits directly across Lakeshore Road West. Further to the north, beyond the main street commercial uses, is a low-rise residential area, consisting primarily of single detached houses.

To the west of the Site is a single storey restaurant and associated surface parking, with a single storey retail plaza located beyond Jones Street. Both buildings sit behind landscaped buffers, with entrances directly to the street. To the south of the Site is a cluster of 3-6 storey apartment buildings and 3-storey townhouses. The apartment uses are surrounded by surface parking areas. Additional residential uses lie to the south, with the Bronte Heritage Waterfront Park and Lake Ontario beyond.

To the east, the remainder of the block is occupied by a 3-storey mixed use live-work and townhouse development, with minimal front yard setbacks and internal driveway access. A small neighbourhood parkette lies at the corner of Marine Drive and Nelson Street. Beyond Nelson Street, commercial uses front onto Lakeshore Road West. The remainder of the district is primarily residential, with a mix of single and semi-detached, townhouse, low-, mid-, and high-rise apartment forms. High-rise apartments are typically located at the intersection of Lakeshore Road West and Bronte Road, with mid-rise buildings scattered throughout the district (see Fig. 3).

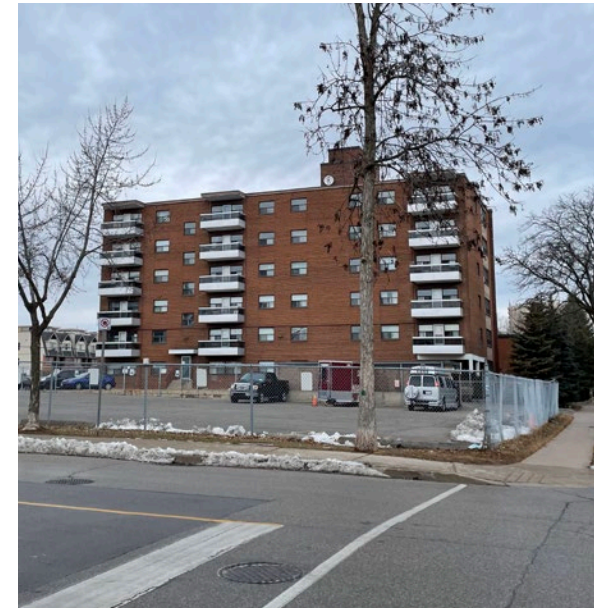


Figure 2: Surrounding uses to the north, south, west, and east of the Site (clockwise from top left)



Figure 3: Bronte Village contains a mix of low-, mid- and high-rise residential and mixed use buildings.

Urban Structure & Lot Fabric

Bronte Village is characterized by a central mixed-use corridor along Lakeshore Road West, with ground floor commercial uses and residential uses above, generally surrounded by residential and green spaces along Lake Ontario and Bronte Creek (see Fig. 4). The Site is located within the mixed-use corridor. Gateway locations have been established through the Livable Oakville Plan to the east and west of the Site, marking the edges of the historic village core.

The core of Bronte Village is based around the regular historic street and block pattern, with blocks measuring 200m by 120m. The Site lies approximately in the middle of the block bounded by Lakeshore Road West, Jones Street, Marine Drive, and Nelson Street. The surrounding lot frontages range from 6-50m with depths ranging from 55-60m (see Fig. 5). Larger commercial and mixed-use parcels along Lakeshore Road West are typically broken up into smaller units or storefronts, contributing to the pedestrian-scaled nature of the village. To the south of the site, large residential lots are occupied by single apartment buildings.

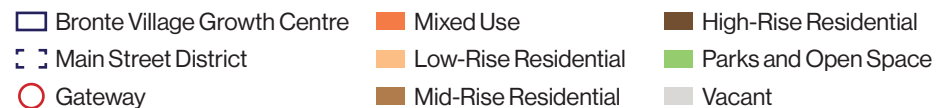


Figure 4: Bronte Village Urban Structure



- Mixed Use - Narrow Lot
- Mixed Use - Medium Lot
- Mixed Use - Wide Lot
- Residential - Narrow Lot
- Residential - Wide Lot
- Vacant Lot

Figure 5: Surrounding lot fabric



Built Form

The Growth Centre as a whole contains a broad mix of building forms, from single-detached dwellings and strip malls to high-rise apartments with ground floor retail. Building heights within range from 1 to 16 storeys (see Fig. 6).

The central Main Street District is primarily comprised of 1-4 storey commercial and mixed-use buildings along Lakeshore Road West. Commercial buildings above one storey typically contain residential units in upper storeys and may front directly onto the street or have entrances set back behind at-grade parking. A recent development at Lakeshore Road West and Bronte Road rises to 10 and 14 storeys, with upper floors on the 10-storey building stepped back from Lakeshore Road West.

Bronte Village has an eclectic mix of architectural styles and materials, representing the various eras of development since the village's founding (see Fig. 7). Styles range from historic Victorian and Edwardian homes, to post-war and mid-century apartment blocks and strip malls, to modern neo-traditional infill developments and contemporary high-rises. Several buildings within Bronte Village are designated or listed on the Town's heritage register, however none about the Site.

In terms of materiality, Lakeshore Road West has a fairly consistent palette of red brick, light grey or beige stucco, white and black siding, and black shingle roofing. However, the surrounding blocks offer a mix of styles, including red, buff, and black brick, light grey and beige stucco, light grey stone and concrete, wood siding in various colours, and roofing of cedar, black, and red shingles.

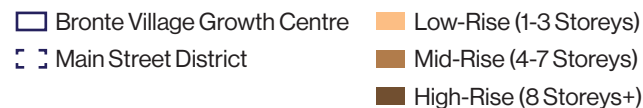


Figure 6: Bronte Village Existing Building Heights



Figure 7: Eclectic mix of building styles and material palettes throughout Bronte Village

Circulation

The Site fronts onto Lakeshore Road West, a Minor Arterial with a planned right of way width of 23m (see Fig. 8). Lakeshore Road West consists of a three-lane cross section, with painted bike lanes, intermittent on-street parking and wide sidewalks. The street is commercial in character with street trees, decorative light standards, and hardscape from curb to building face. The surrounding streets are generally local streets with a residential character, consisting of 2-lane cross section, on-street parking, concrete sidewalks, sod boulevards and a mature tree canopy. Marine Drive Parkette is accessible via Nelson Street and Marine Drive, with access to the waterfront park and trail provided via the north-south street network.



- Bronte Village Growth Centre
- Minor Arterial
- On-Street Bike Lane
- Main Street District
- Local Street
- Multi-Use Trail

Figure 8: Bronte Village Roads and Trails

Natural Heritage & Public Space

The Site and surrounding Bronte Village are relatively flat, with a gentle slope down towards Lake Ontario and Bronte Creek (see Fig. 9). Both bodies of water provide natural edges for the village structure and opportunities for recreation and interaction with nature. Marine Drive Parkette, Sovereign Park, Bronte Athletic Park, and Lawson Playground offer additional recreation opportunities within walking distance of the Site, including playgrounds, tennis courts, sports fields, and an outdoor pool. A new public square has also been constructed to the west of the Site, at Lakeshore Road West and Bronte Road. Connections to the waterfront and surrounding public spaces are provided via the road and sidewalk network, with further trails continuing along Bronte Creek and the Lake Ontario waterfront.



- Bronte Village Growth Centre
- Main Street District
- Parks & Open Space
- Multi-Use Trail
- Trees

Figure 9: Bronte Village Parks and Open Spaces



3.0 Policy Context

Urban design policy for the Town of Oakville is governed by the Livable Oakville Plan and Livable by Design Manual. In addition, specific urban design policies for Bronte Village are contained within the Urban Design Direction for Bronte Village Growth Area. As the Proposed Applications are focused on the additional height beyond the approved Site Plan, the policy context will be similarly scoped to address built form and compatibility only.

3.1 Livable Oakville Plan (Official Plan) and Bronte Village Secondary Plan

The Livable Oakville Plan, the Town's Official Plan, sets out broad land use and design policy, guiding the Town's growth to 2031. The Site is located within the Bronte Village Growth Area and Bronte Village Main Street District and is designated Main Street 1 on Schedule P1. The Site is also located on a Primary Street and within an Enhanced Streetscape Zone, as shown on Schedule P2 (see Fig. 10). In order to address the additional height requested in the Proposed Applications, this Urban Design Brief will address the policies contained within sections 6.9 Built Form and 24.5 Bronte Village Urban Design.

3.2 Livable By Design Manual

The Livable By Design Manual provides comprehensive design direction for development within the Town of Oakville. The Livable By Design Manual implements the Livable Oakville Plan policies by visually articulating the strategic direction and design objectives. Part A of the Livable By Design Manual sets out general city-wide policies, while Part B contains policies for specific districts. In order to address the additional height requested in the Proposed Applications, this Urban Design Brief will address the policies contained within sections 1.4 Guiding Design Principles, and 3.1 Tall and Mid-Rise Buildings. In addition, the Site is subject to the Urban Design Direction for Bronte Village Growth Area, forming Part B of the Livable by Design Manual. This document contains detailed policies for development within Bronte Village, providing further direction in addition to the policies in Part A. In order to address the additional height requested in the Proposed Applications, this Urban Design Brief will address the policies contained within sections 1C Guiding Design Principles and 3 Urban Design Direction for Bronte Village.

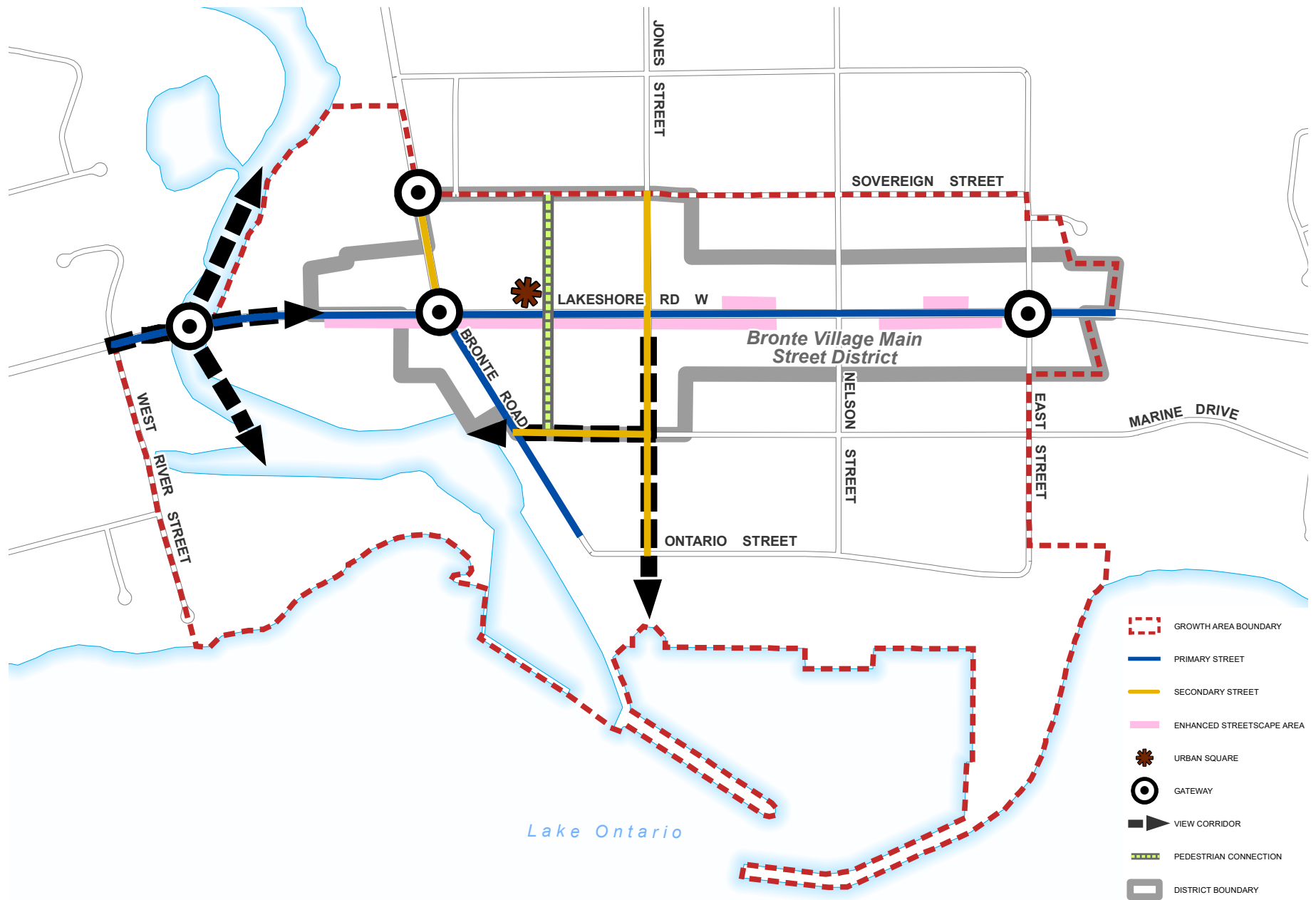


Figure 10: Livable Oakville Plan Schedule P2, Bronte Village Urban Design

4.0 Proposed Development

4.1 Design Vision and Guiding Principles

The vision for the Proposed Development is to provide essential housing options for Bronte Village through the revitalization of an underutilized property. The Proposed Development seeks to complement and enhance the existing village character through a sensitive, high-quality design. To realize this vision and align the project with the Town of Oakville's urban design vision for Bronte Village, the following three guiding principles have been developed:

Respect the Surrounding Context

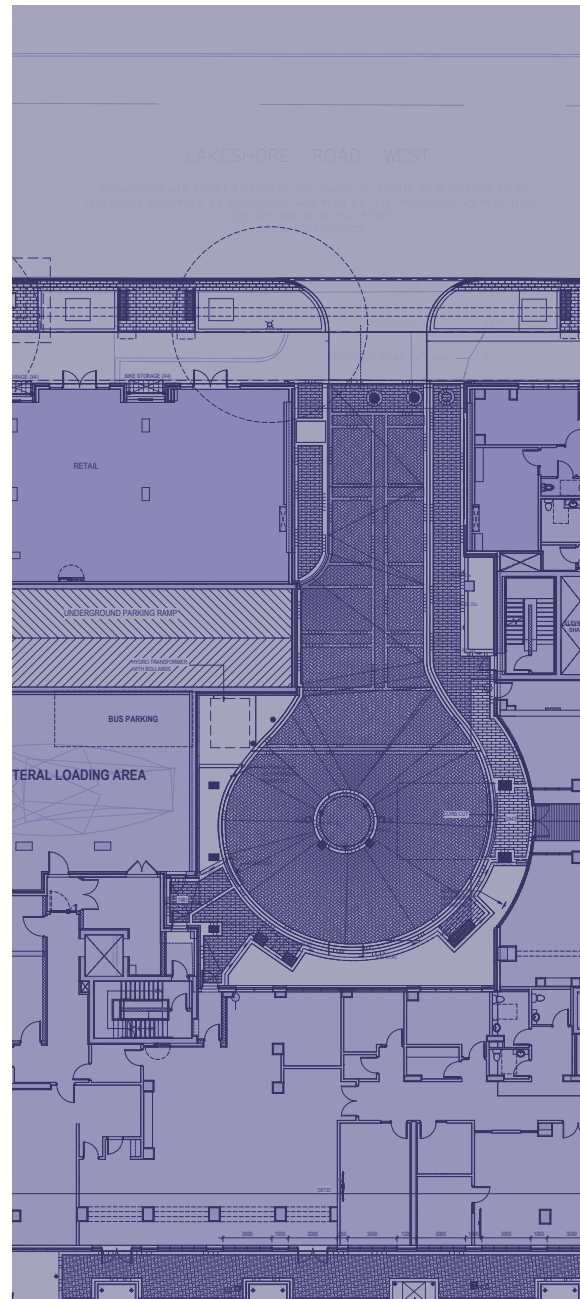
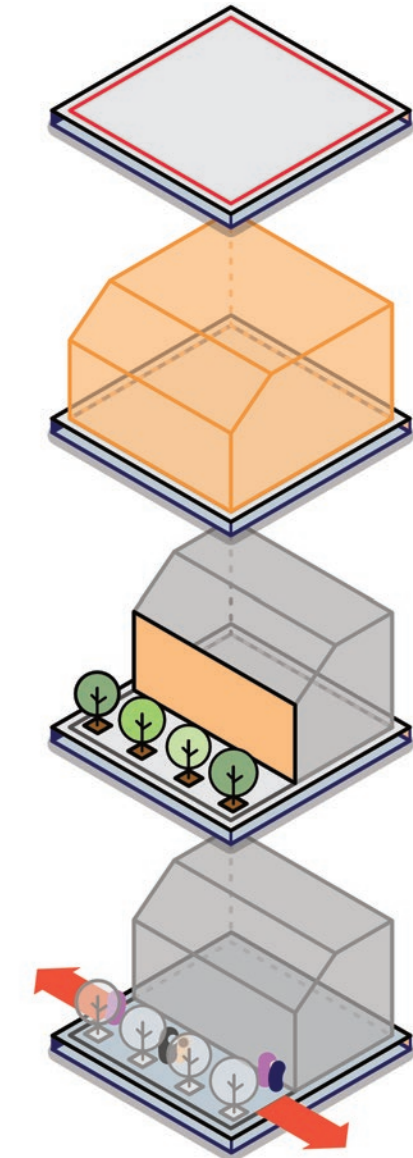
Create an appropriate built form and massing that fits within the existing and planned context of Bronte Village. Minimize impacts on the surrounding properties incurred through shadows, overlook, noise, and servicing.

Enhance the Existing Main Street Character

Orient the building to the street and provide an active frontage through a human-scaled rhythm of commercial and residential entrances.

Improve Housing Mix within a Vibrant Community

Provide for aging in place and a variety of housing options within a well-served community, allowing residents to take advantage of existing amenities, parkland, and transit access.



4.2 Development Plan

Project Overview

The Proposed Development consists of a 6-storey mixed-use building with a height of 24.59m (excluding mechanical penthouses) (see Figs. 11 & 12). The building includes 159 seniors residential units, consisting of a mix of independent living, assisted living, and memory care units, as well as 467 square meters of ground floor commercial, with a total gross floor area of 14,105 square meters. The front façade along Lakeshore Road West is setback 0.22m from the street line (after 2.94m road widening), matching the existing street wall to the east. The front facade spans the width of the Lakeshore Road West

frontage, creating a complete street wall. Above the fourth storey, the front façade is stepped back 2.33m. Behind the front façade, the eastern facade is setback 5.79m from the eastern property line, and the western façade is set back 3.7m from the western property line above the first storey. The rear of the building is setback 4.03m from the rear property line, with an additional 1.5m stepback beyond the first storey.

Pedestrian access to the site is provided directly from Lakeshore Road West for both ground floor commercial units and residential amenity spaces. Vehicle and servicing access to the Site is provided from Lakeshore Road West through the front façade. A two-storey portal entrance provides access for private vehicles to an inter-

nal drop-off loop and ramp to the underground parking. 65 parking spaces are included within the underground garage. A separate service driveway is accessed through a dedicated entrance on the west edge of the building, leading to the garbage and move-in rooms. The service entrance is screened from view via a retractable garage door and all vehicle movements and storage are contained within the building footprint.

Internal and external amenity spaces are provided for the residents' use. These include a ground floor patio along the building rear, rooftop amenity, as well as lounges, craft rooms, fitness rooms and other indoor amenity spaces. In addition, the rooftop amenity is enhanced planting and sections green roof.

- Rooftop Amenity**
- 6-Storeys (23.8m)**
- 2.0m Upper Floor Stepback**
- 159 Seniors Residential Units**
- Central Entrance Driveway**
- 467m² Ground Floor Commercial**

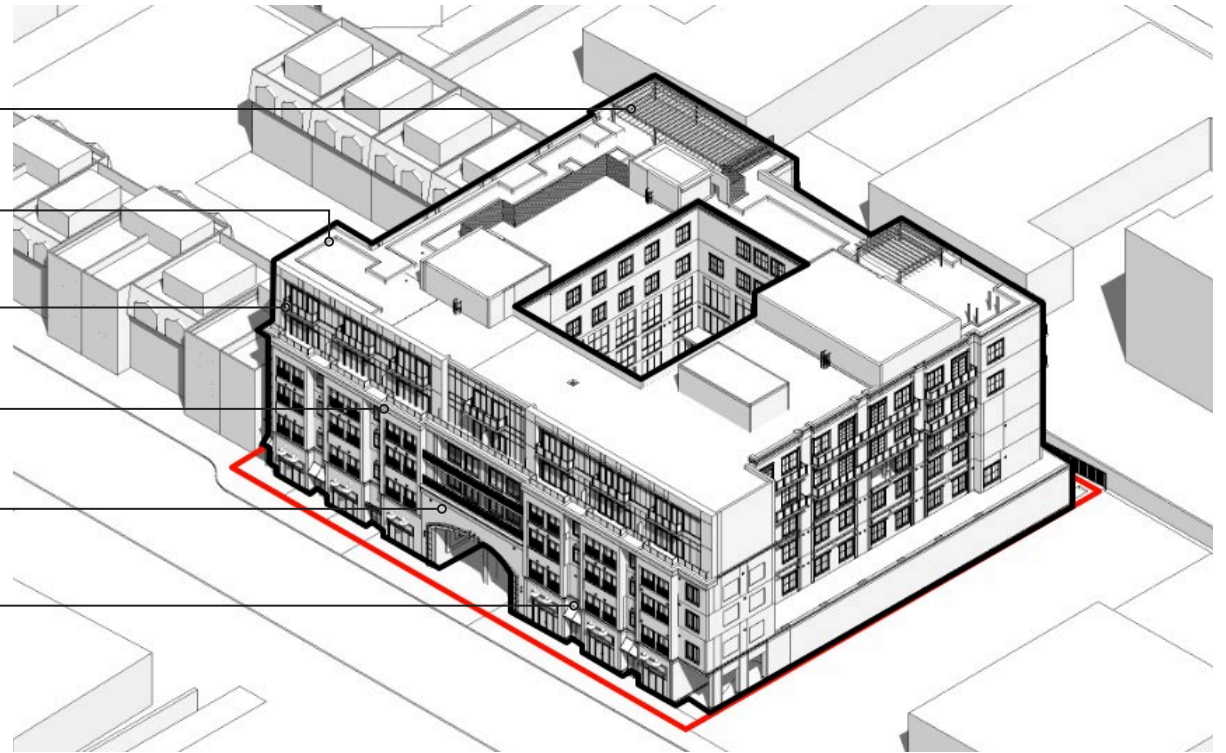




Figure 11: Lakeshore Road West facade of the Proposed Development

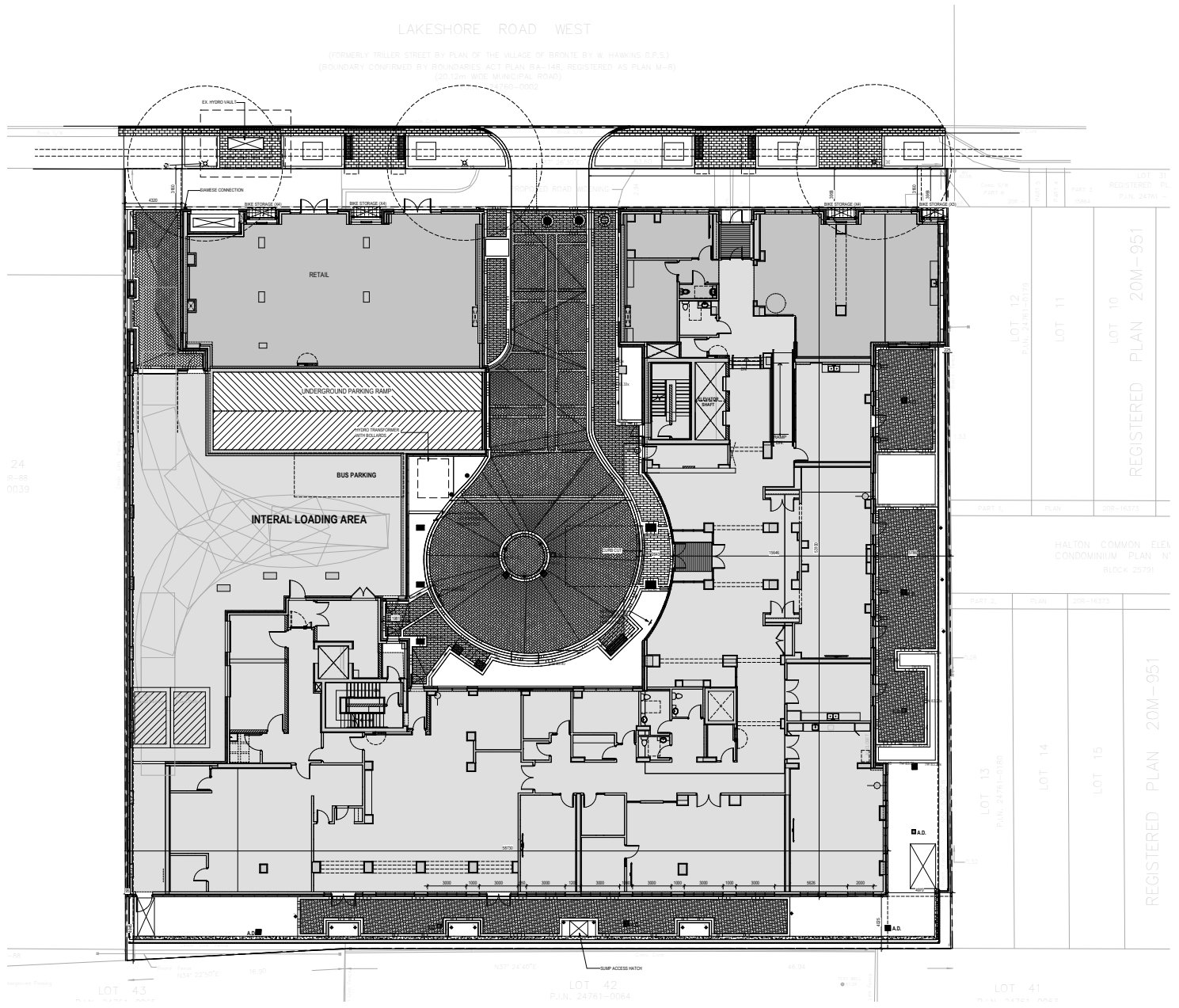


Figure 12: Proposed Ground Floor Plan

History of application

Previous to the current proposal and applications, the Applicants received Site Plan Approval on December 3, 2020 for the construction of a 4-storey seniors residential facility on the Site (File number SP #1729.041/02) (see Fig. 13). The approved development contained 113 units and a total gross floor area of 8,932 square meters. The four-storey building rose to a height of 15.0m without setbacks.

Since the Site Plan Approval was granted, the Applicants have identified a significant shortage of assisted living facilities within the Oakville Area, with demand expected to outpace the amount of available care suites approximately seven times over. In order to address this shortage and provide for Oakville's aging population, the current application adds an additional two floors of seniors residential units to the previously approved four-storey form. The following list outlines the changes made to the Proposed Development between the Site Plan Approval and the current application:

- Height increased from 4 to 6 storeys (15.0 to 24.59m, excluding and mechanical penthouses)
- Unit count increased from 113 to 159
- Addition of 2.33m setback for the 5th and 6th storeys
- Minor revisions to the elevations and materiality to better reflect the design direction of the neighbourhood
- Minor revisions to the streetscape design to along Lakeshore Road West

Beyond these revisions, the Proposed Development remains unchanged from the approved Site Plan.



Figure 13: Comparison of 4-storey Site Plan Approved development (above) and 6-storey Proposed Development (below)



5.0 Detailed Design Direction

This section of the brief provides a detailed description of the Proposed Development and its response to the design direction of the Livable Oakville Plan, Livable by Design Manual, and Urban Design Direction Bronte Village Growth Area. The design elements and related policies will be divided into 3 broad categories – Site Design, Built Form, and Sustainability - with policy references provided for each. In order to provide a concise response related to the applications for Official Plan Amendment and Zoning By-law Amendment, only policies related to the additional proposed height will be addressed. These policies include Sections 6.9 and 24.5 of the Livable Oakville Plan, Section 3.1 of the Livable by Design Manual, and Section

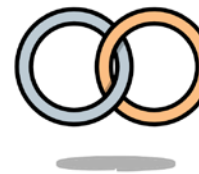
3 of the Urban Design Direction Bronte Village. Elements of the Proposed Development that area unchanged from the previously approved Site Plan, including landscape design, site circulation, and sustainability will be discussed for context only.

5.1 Guiding Design Principles

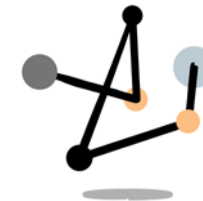
The Livable by Design Manual outlines six Guiding Design Principles that reinforce the policy direction of the Town's Official Plan and provide a framework for the specific urban design policies. The six principles are outlined below, along with a brief summary of the Proposed Development's conformity.



Sense of Identity



Compatibility



Connectivity



Sustainability



Legacy



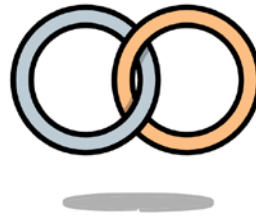
Creativity



Sense of Identity

Creating distinct and vibrant communities

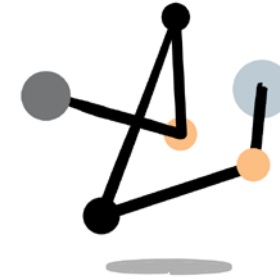
The proposed building massing, fine-grained retail uses, and high-quality streetscape reinforce the unique identity of Bronte Village and Lakeshore Road West as a pedestrian-oriented main street. The building articulation and material palette complement the adjacent buildings and add to the village's historic character. The addition of seniors housing with the community adds resiliency by allowing for existing residents to age in place and take advantage of the abundant amenities.



Compatibility

Fostering compatibility and context-specific design

The height and massing of the Proposed Development is integrated into the surrounding mixed-use context. The 4-storey building base with setbacks on the upper floors provides a gentle transition between the main street character of Lakeshore Road West and the mid-rise residential character to the south. The building articulation breaks the parcel down into a human-scale rhythm that matches the surrounding properties, both modern and historic. Impacts on the surrounding properties are minimized through the use of appropriate angular planes, upper storey setbacks, setbacks from the east, south, and west property lines, strategic balcony placement, green roofs, and internal vehicle circulation.



Connectivity

Enhancing connectivity and accessibility

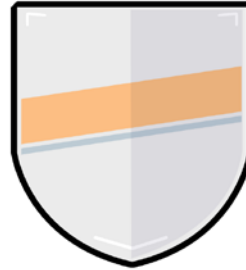
The Proposed Development improves the pedestrian realm along Lakeshore Road West through the use of minimal front yard setbacks and a streetscape design with high quality materials. The continuous street wall contains substantial glazing and a regular rhythm of entrances, allowing for direct access from retail and residential areas to the network of sidewalks and transit routes. Vehicle access to the Site is restricted to two entrances and is screened from the public realm via retractable doors and the building mass.



Sustainability

Integrating sustainability and resiliency

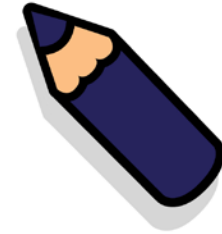
The Proposed Development contributes to the sustainability of Bronte Village by providing a compact, mixed-use development. This intensification with an identified Growth Centre allows for residents to age in place and take advantage of existing infrastructure and amenities. The built form, circulation patterns, and streetscape design promote the use of active transportation and public transit. Above the street, the proposed green roof provides additional green space for residents and helps reduce the local urban heat island effect.



Legacy

Preserving built heritage, cultural and natural resources

The Proposed Development reinforces the historic urban village form, complete with pedestrian-oriented streetscapes and fine-grained retail character. The minimal front yard setback reinforces the existing street wall along Lakeshore Road West. Providing seniors housing within Bronte Village allows for new and existing residents to live within and experience the vibrant historic village. While there are no designated properties immediately adjacent to the Site, the high-quality of architectural design builds upon the surrounding heritage assets and provides a strong basis for the future of the community.



Creativity

Inspiring creativity and innovation

The building design and materiality of the Proposed Development adds to the eclectic mix of architectural styles within Bronte Village. The proposed building combines the pedestrian-oriented village form with a traditional material palette to promote the continued evolution of the village's unique character.

5.2 Site Design

Building Position

The applicable urban design policy directs development to be positioned towards the street and to align front yard setbacks with adjacent buildings. The main street character should be enhanced through the framing of the street and the creation of a continuous street wall. Strategic setbacks within the façade can be utilized for retail space and weather protection. Mid-rise buildings should be built to the minimum side lot line with stepbacks above 10.5m. Windows should be setback from shared residential property lines.

Policy Reference - Livable Oakville 6.9; Livable by Design Manual 3.1; Urban Design Direction Bronte Village 3A-3D

Design Response

The building footprint and setbacks are unchanged from the approved Site Plan. The Proposed Development is positioned to fit within the main street character of Bronte Village and the Lakeshore Road West corridor (see Fig. 14). The building is placed along the street line, with a minimal front yard setback of 0.2m. The front façade extends for the length of the site frontage and is aligned with the existing building to the east, creating a continuous street wall. The centre of the façade is broken up by a driveway entrance to the internal parking and drop-off area. Additional recesses allow for furniture and weather protection. Behind the front façade, the eastern façade utilizes a 5.8m setback. The ground floor of the western façade is setback 0.1m, with a 3.7m setback for the floors above. The rear of the building is setback 4.0m with an additional 1.5m setback above the first floor. Windows of residential units (above the first floor) are setback 5.8m, 5.5m, and 3.8m from the east, south, and west property lines respectively.

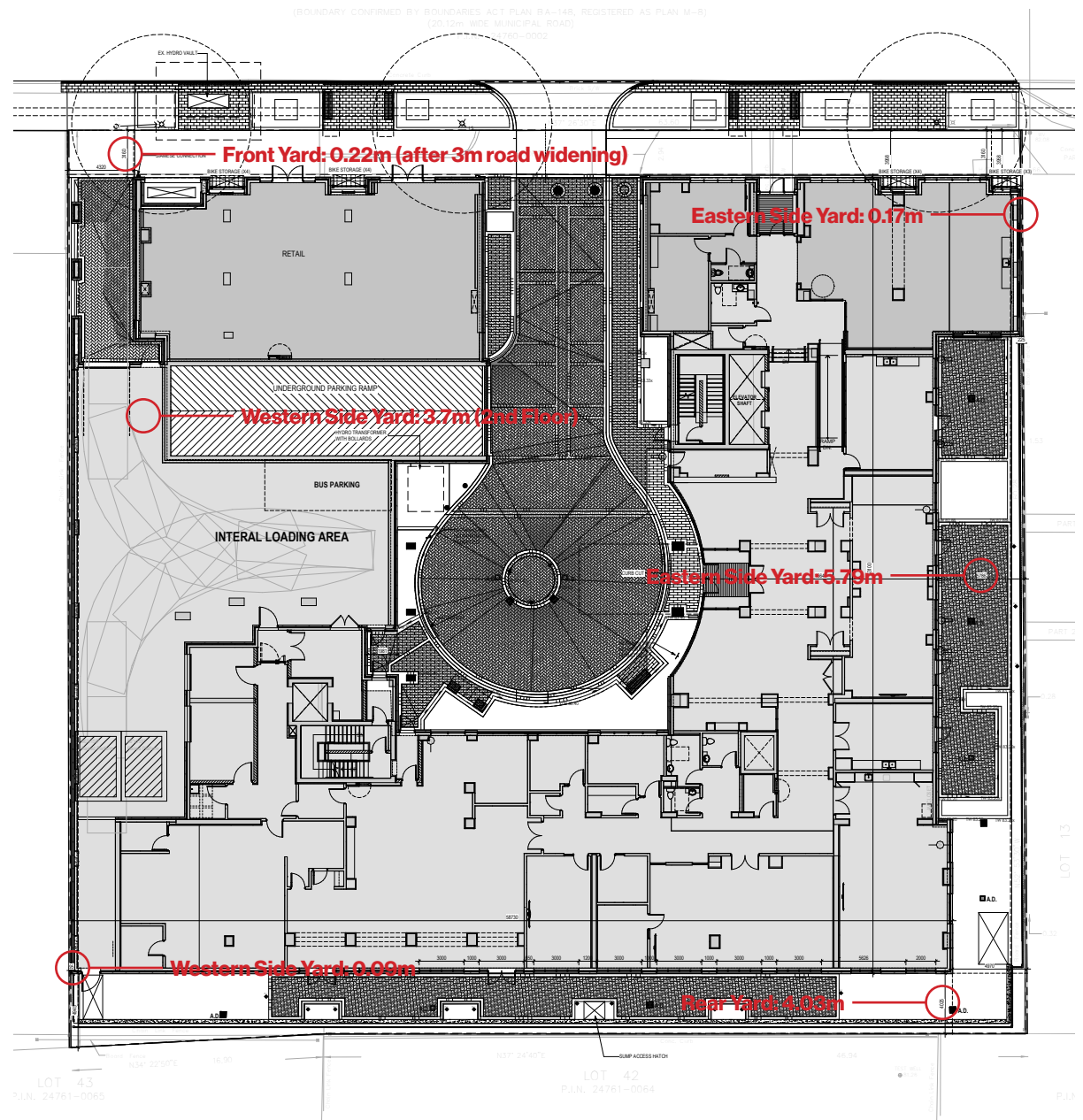


Figure 14: Site Plan with setbacks highlighted

Site Circulation

The applicable urban design policy directs development to enhance the main street through high-quality streetscape and public realm design. A comfortable pedestrian environment should be created using human scale features. Building entrances should be oriented toward the street and public realm to provide direct pedestrian access and should incorporate universal design principles. Passenger loading areas and access ramps to underground parking should be internal to the site, and driveways through a building mass should include upper floors that span the driveway opening.

Policy Reference - Livable Oakville 6.9; Livable by Design Manual 3.1; Urban Design Direction Bronte Village 3A-3C

Design Response

Pedestrian, vehicle, and service circulation is unchanged from the approved Site Plan. The Proposed Development is designed to prioritize pedestrian access to Lakeshore Road West (see Fig. 15). The front façade includes entrances directly to the street for both retail and residential uses. Entrances are clearly delineated through building articulation, signage, and overhead canopies. The Lakeshore Road West streetscape is designed to enhance the local main street character. A 3m wide pedestrian zone is maintained adjacent to the building façade. The boulevard contains a regular rhythm of planting areas and paved areas. Benches and large canopy shade trees provide comfortable seating areas. Further detail will be provided

in the following section.

Vehicle circulation is contained within the building footprint. A central entrance driveway from Lakeshore Road West provides access to an internal drop-off loop and ramp to the underground parking level. The driveway is flanked by walkways that allow additional pedestrian access to the building's main entrance. Access for service vehicles is provided through a separate entrance on the building's west edge. Views from the public realm are screened by the building massing and a retractable garage door on the front façade. Waste storage is contained within the building.

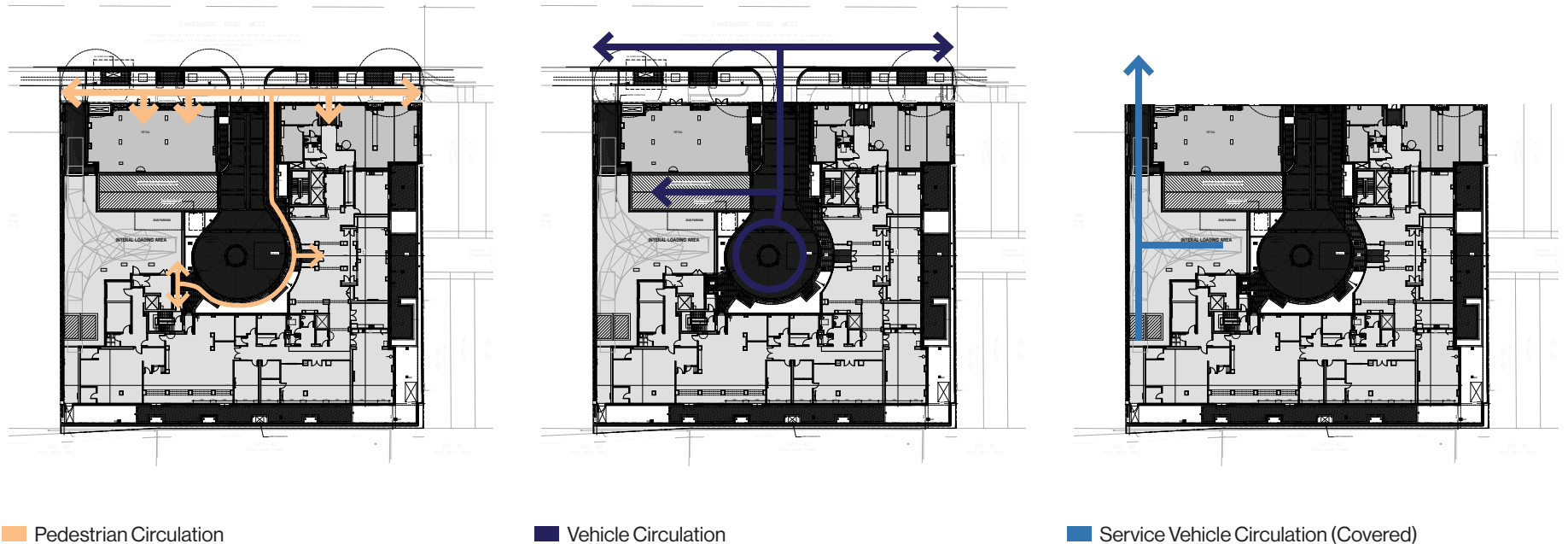


Figure 15: Proposed pedestrian, vehicle, and service vehicle circulation

Landscape and Amenity

The applicable urban design policy directs development to create a sense of identity through landscape design. Specifically, within Bronte Village, designs should recognize and enhance the historic village and lakeside character. Private outdoor amenity should be provided on-site and should employ setbacks and screening to ensure compatibility with adjacent uses.

Policy Reference - Livable Oakville 6.9, 24.5; Livable by Design Manual 3.1

Design Response

Landscape and amenity space design, with the exception of minor streetscape revisions, are unchanged from the approved Site Plan. The Proposed Development creates an inviting, vibrant streetscape along Lakeshore Road West through a mix of seating, planting, and pedestrian-scale building design (see Figs. 16 & 17). Materials have been chosen to reflect the existing character of the Lakeshore Road West corridor and include stone on the ground floor and red brick on the upper floors. Concrete sidewalks, concrete flush planter beds, and unit paver furniture zones with benches continue the established streetscape design.

Private amenity areas are provided within the rear yard, eastern side yard, and on the building rooftop (see Figs.

18 & 19). Direct access is provided to each from interior amenity spaces, with transparent glazing to allow views and sunlight into the building interior. The ground floor amenity areas in the side and rear yard are screened from the adjacent uses through 1.8m wood fences and tall grasses along the property lines. The corners of the site are reserved for planting beds, with large canopy trees, hedges, and perennials, softening the building mass. The rooftop amenity features pergolas and seating areas along the south and east side of the building. Accessible areas of the rooftop are generally setback from the building edge by planting areas, with screening provided by hedges, tall grasses, and perennials. Areas of inaccessible green roof are also included.

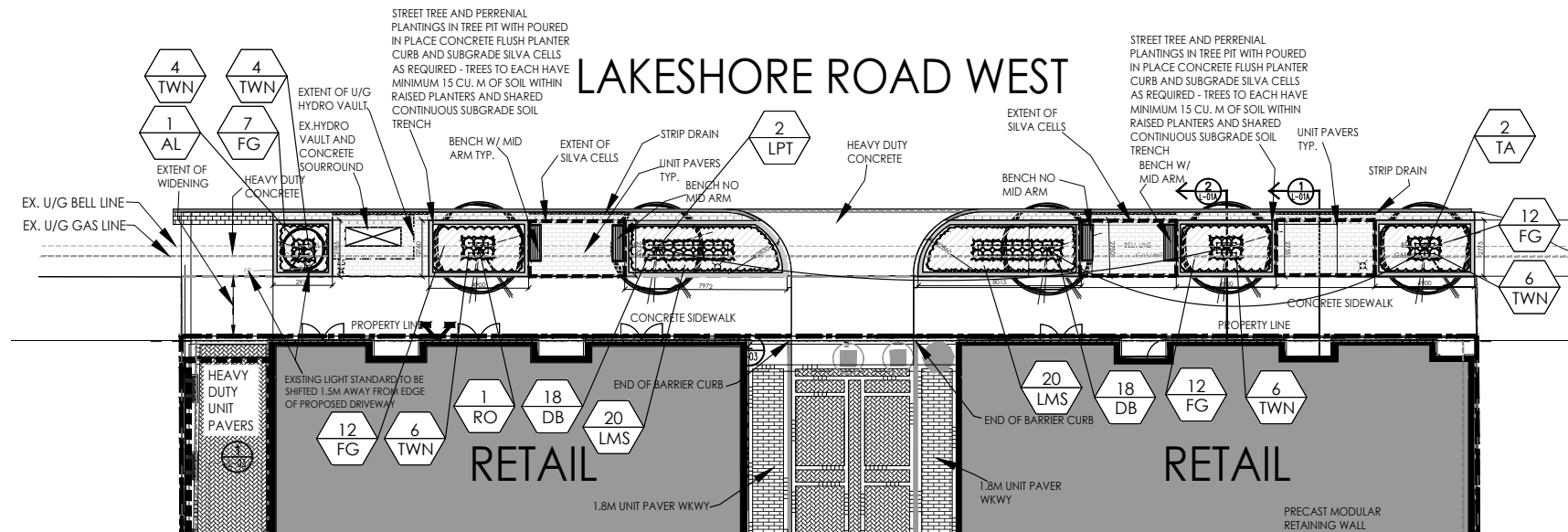


Figure 16: Proposed streetscape concept (Wilk Associates, May 13, 2022)



Figure 17: Proposed streetscape along Lakeshore Road West with new planting beds and seating

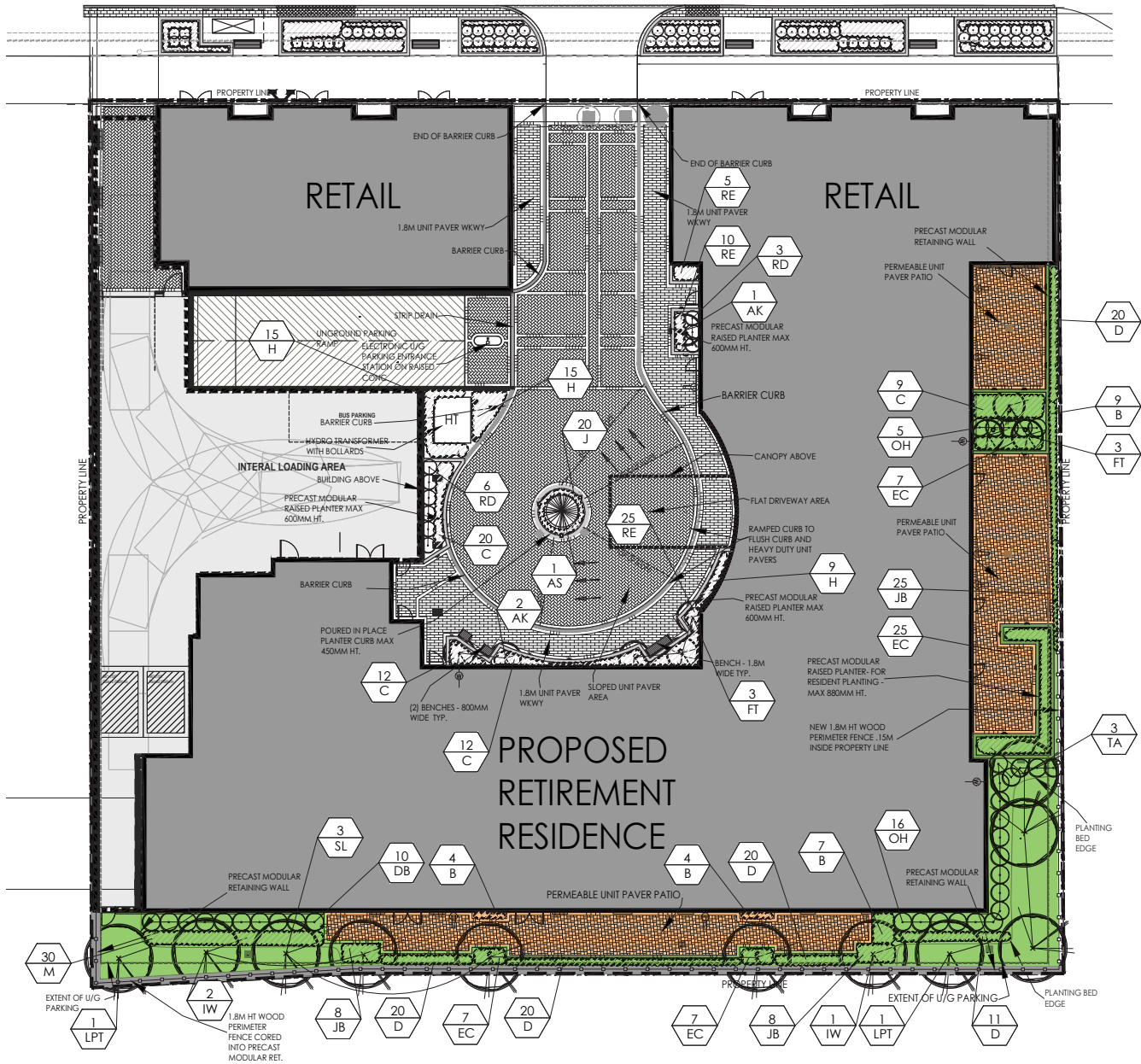


Figure 18: Landscape plan showing ground level amenity areas (Wilk Associates, May 13, 2022)

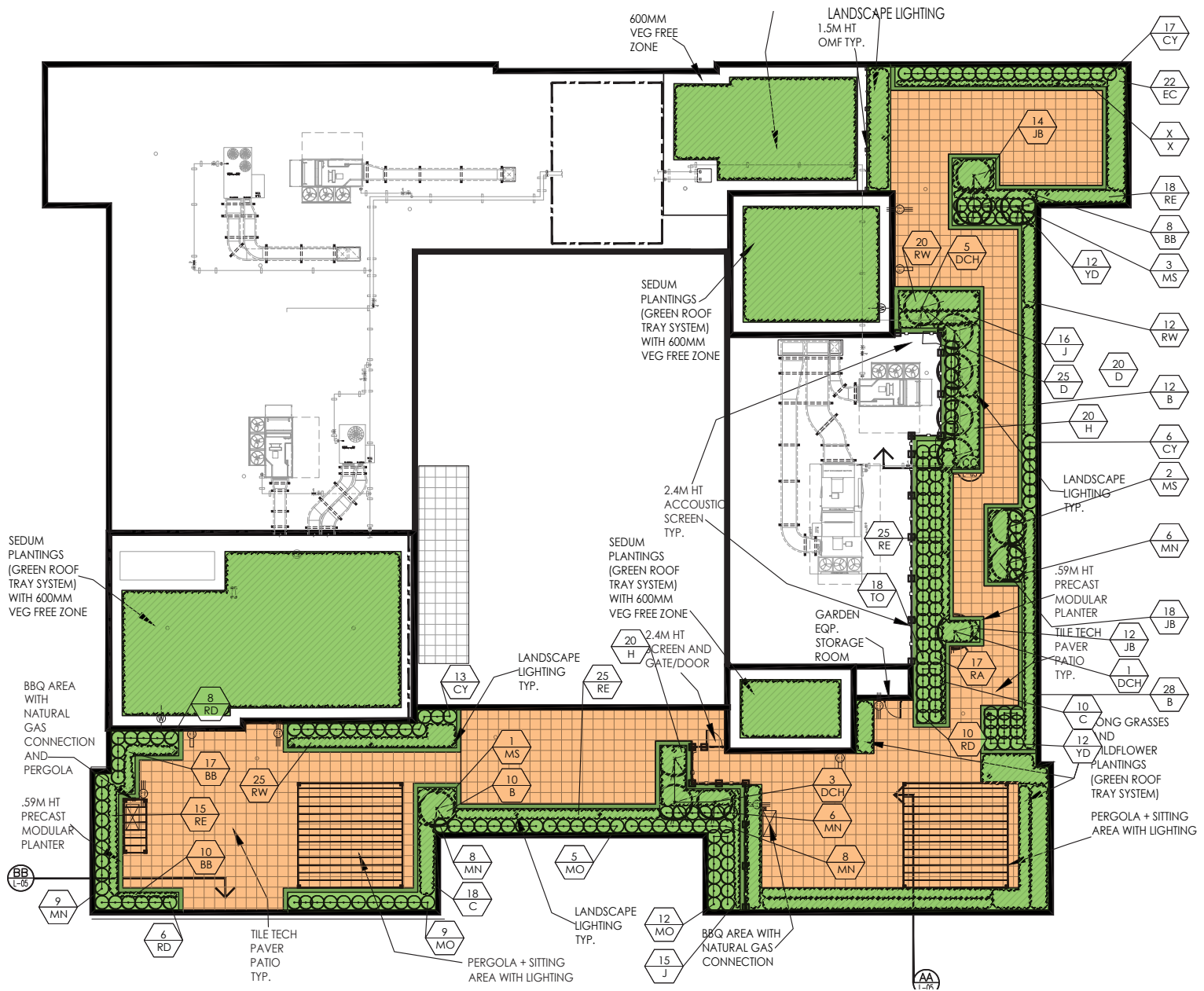


Figure 19: Rooftop Landscape Plan showing accessible areas, green roof, and planting beds (Wilk Associates, May 13, 2022)

5.3 Built Form

Height and Massing

The applicable urban design policy directs the height and massing of developments in three broad categories: height, façade, and character. Regarding height, a building base height of either 2-4 storeys or 80% of the Right of Way width is recommended, with a 45-degree angular plane and minimum 1.5m setback used above this level. A variety of roofline and streetwall heights should be created, and rooftop designs should complement the overall massing. Ground floor heights should be greater for non-residential uses, with a suggested height of 4.5m. Mechanical penthouses above 2.0m in height should be setback 5.0m from the roof edge.

The building façade along the street should extend the full width of the lot where possible to create a continuous street wall. Articulations within the façade, in the form of projections and recesses, should be created every 55m. In addition, narrow façade segments should be incorporated to reflect the surrounding human-scale features of Bronte Village. Facades directed towards streets should be active and visually permeable.

Through these elements, building massing should be sensitive to the Bronte Village context. Designs should recognize and enhance the historic village and lakeside character.

Policy Reference - Livable Oakville 6.9, 24.5; Livable by Design Manual 3.1; Urban Design Direction Bronte Village 3A-3B, 3D

Design Response

The Proposed Development creates a mid-rise form that is sensitive to the surrounding context. The 6-storey building rises to a total height of 24.59m (excluding mechanical penthouses), with a 4-storey building base of 15.9m. Above this height, the upper two floors are stepped back 2.33m from Lakeshore Road West (see Fig. 20). The building creates a small projection into the angular plane as described in the Urban Design Direction Bronte Village,

however the projection is limited to the roof parapet with the main building mass falling within the angular plane. The west and rear façades also feature stepbacks above the first floor of 3.7m and 1.5m, respectively, pulling the building massing back from existing and future uses on abutting properties (see Fig. 21). Mechanical penthouses and equipment areas on the rooftop are setback from the roof edge to mitigate visual and noise-related impacts.

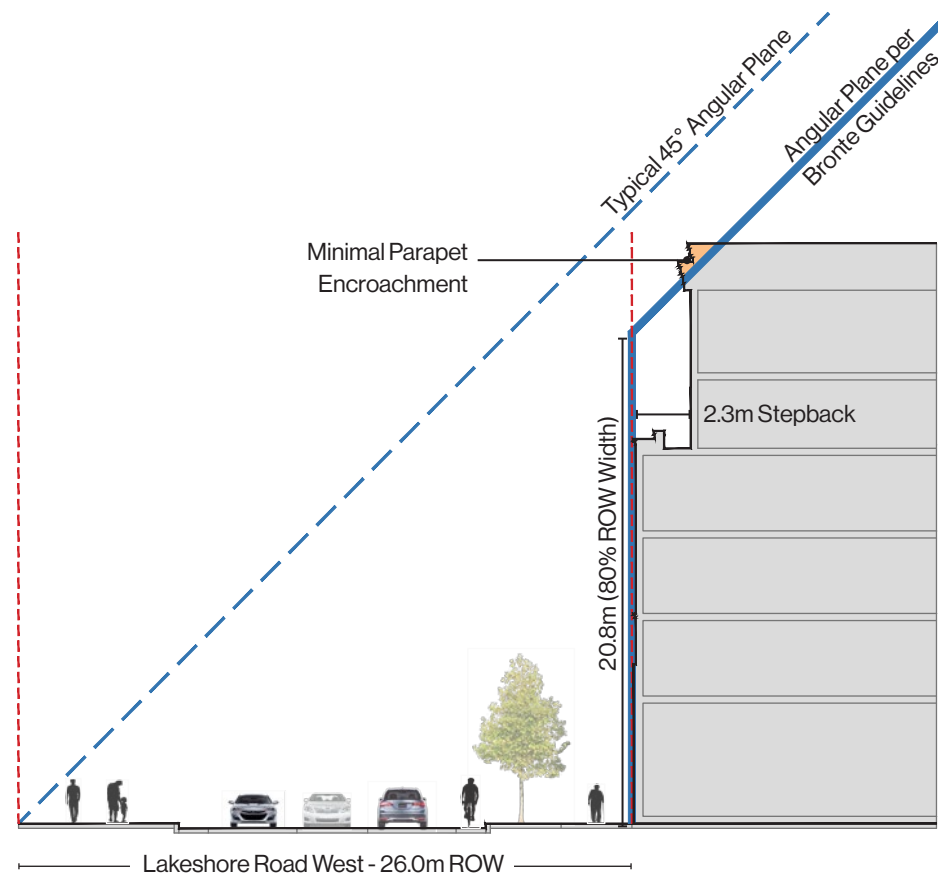
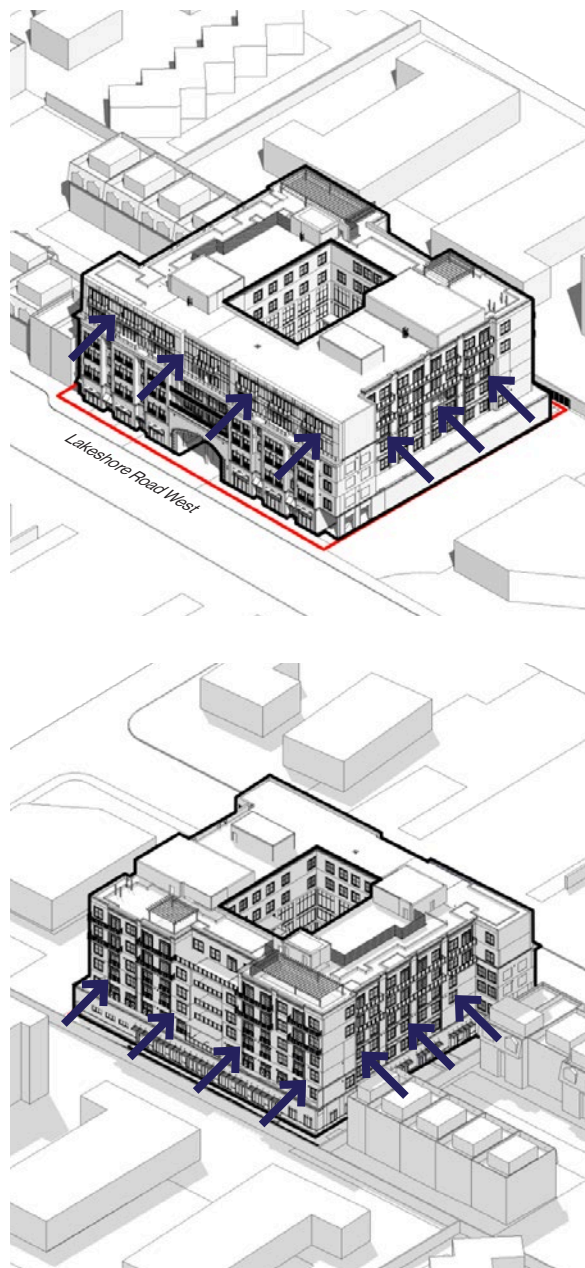
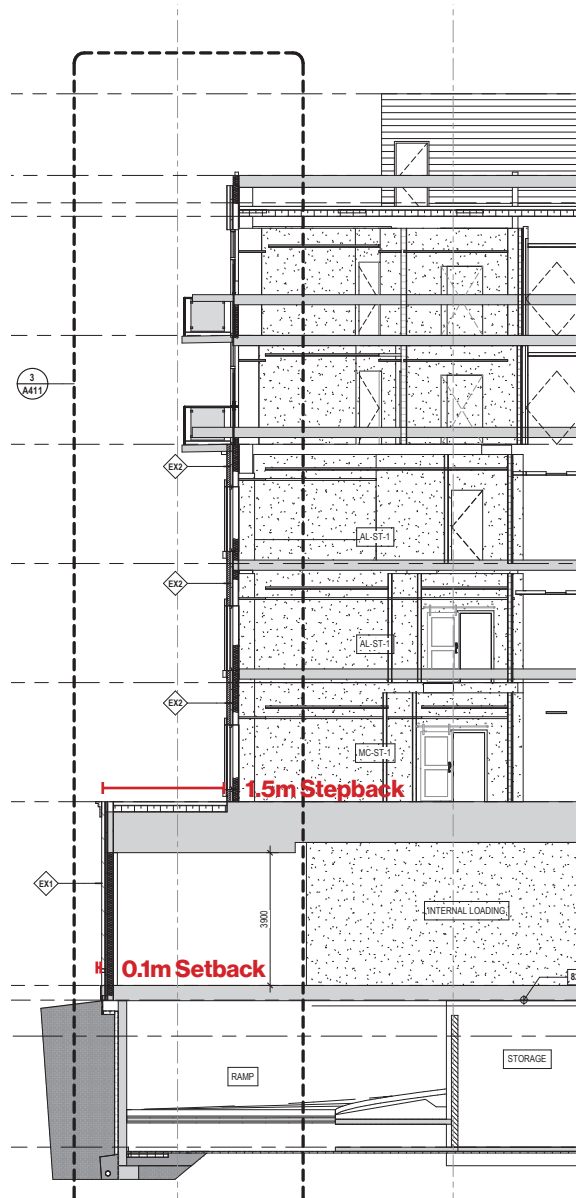


Figure 20: Angular plan study showing minor encroachment by building parapet



West Facade Stepbacks



South Facade Stepbacks

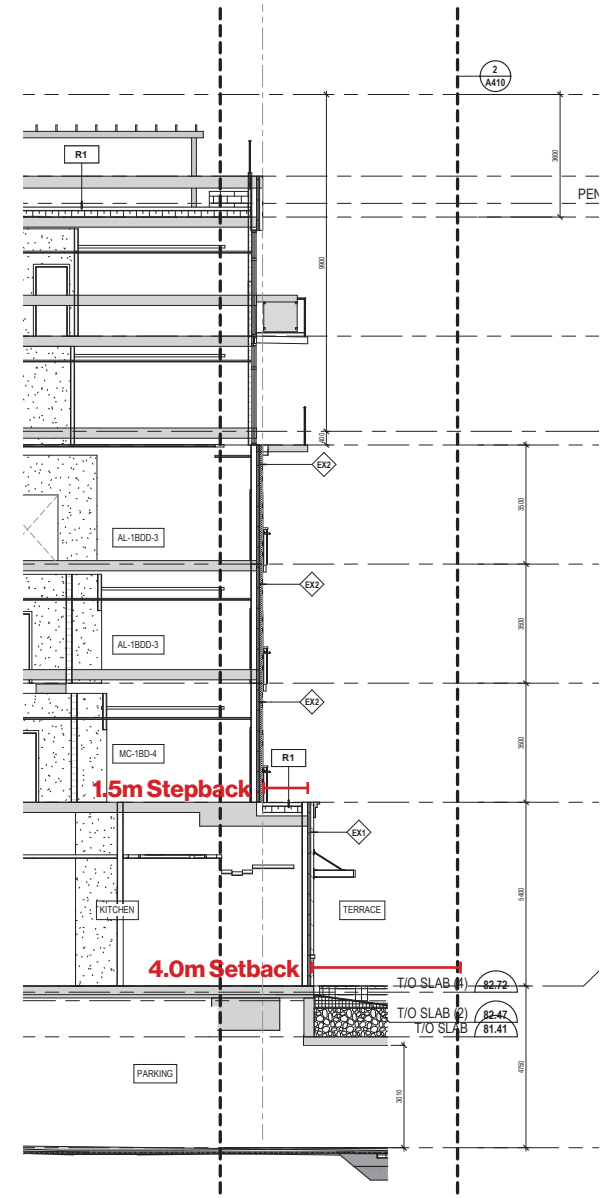


Figure 21: Isometric and section views showing the overall massing and stepbacks

The building base height is comparable to the existing 3-storey buildings to the east, creating a compatible form without replication (see Fig. 22). The ground floor is designed with an increased height of 5.4m to accommodate commercial uses and residential amenity areas. The front building façade extends for the full site width, creating a continuous streetwall along Lakeshore Road West. In order to replicate the human-scaled rhythm of storefronts present throughout Bronte Village, the front façade features projections and recesses at regular intervals. The façade is also highly transparent, with abundant glass allowing for views into commercial spaces along the Lakeshore Road West frontage.

The combination of upper floor setbacks, building articulation, and transparent materials on the ground floor creates a building that reinforces the human-scaled character of the surrounding village. The additional height above the 4-storey building base provides a transition between the low-rise character of Lakeshore Road West and the mid-rise residential cluster of residential along Nelson Street to the south of the Site.

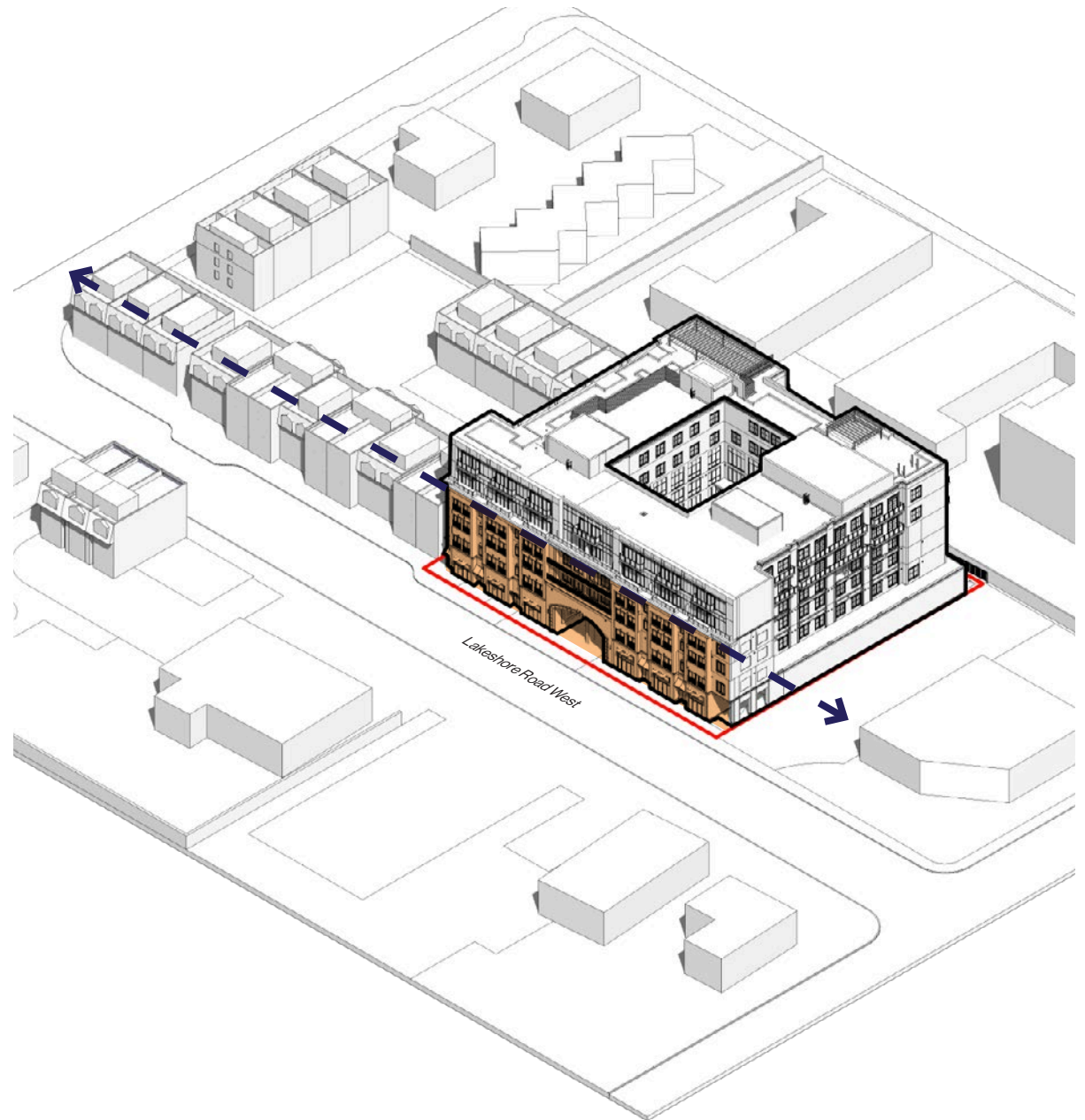


Figure 22: The proposed building base continues the form of the adjacent mixed use buildings.

Transition and Compatibility

The applicable urban design policy directs developments to address impacts on adjacent properties, public spaces, and amenity spaces. Specific impacts referenced in the policy include excessive shadows, reduction of skyview, wind-tunnel effects, and reduction of privacy. These impacts can be minimized and mitigated through compatible building forms and transitions, setbacks and screening for outdoor amenity areas, and combined window separation distances of 15-20m. Developments should create a built form that is compatible with the existing and planned context.

Policy Reference - Livable Oakville 6.9; Livable by Design Manual 3.1; Urban Design Direction Bronte Village 3B, 3D

Design Response

The Proposed Development limits the impacts to adjacent properties and the public realm caused by shadows, wind, and privacy. A Shadow Impact Analysis was prepared by SRM Architects + Urban Designers to demonstrate the shadows cast by the proposed additional height (see Appendix A). Per the Town's Shadow Impact Study Terms of Reference, impacts are quantified using three criteria, relating to residential amenity space, the public realm, and solar energy. As this Urban Design Brief is centered around the changes since the approved Site Plan of December 3, 2020, the discussion of impacts will be limited to the net new shadow caused by the increased building height.

The Shadow Impact Analysis found minor impacts on the adjacent property at 96 Nelson Street in relation to the

first and third criteria: residential amenity space and solar energy. A portion of three of the rooftop amenity spaces at 96 Nelson Street received net new shadows in excess of the defined criteria (not more than two consecutive test times after 12:00pm April 21, June 21, and September 21). However, the cumulative impact is limited to a small area within each rooftop amenity space, and the shadows do not impact residential amenity spaces beyond the three units immediately adjacent to the Proposed Development. Similarly, the rooftop stair penthouses of five units at 96 Nelson Street experience a shadow impact in excess of two consecutive test times on December 21, according to the third criteria related to solar energy. The second criterion, related to the public realm, is unchanged, with five hours of continuous sunlight provided on the surrounding parks and public realm.



Figure 23: Cumulative shadow impacts on April 21 and December 21, showing minimal impacts on adjacent residential amenity and rooftops

The results of the Shadow Impact Analysis highlight the minimal impact of the proposed additional height on the adjacent properties. The Proposed Development utilizes an appropriate angular plane, an upper floor stepback of 2.33m, and a side yard setback of 5.8m to limit the impact of shadows and create a compatible built form.

A wind study was not included as a submission requirement for the Proposed Applications. However, the building has been designed to limit the impacts of wind on the public realm and amenity spaces. Building setbacks on the north, west, and south facades will deflect wind from the public realm and outdoor amenity areas. In addition, canopies provided along Lakeshore Road West will provide pedestrians with protection from wind, rain, and other microclimate impacts.

In terms of privacy and overlook, windows on the west, south, and east facades have been setback from the property lines to reduce impacts to privacy on adjacent properties. These setbacks are consistent with the previously approved Site Plan and provide sufficient separation distance between windows in the Proposed Development and neighbouring properties. The Proposed Development has introduced balconies to 5th and 6th floor units on all facades. The height above adjacent rooftop amenity spaces to the east, as well as the existing setbacks, serves to limit the impact to privacy on adjacent properties. The ground floor amenity is enclosed with a 1.8m wood privacy fence with adjacent planting, ensuring these areas are screened from view. The rooftop amenity has also been designed to limit privacy and overlook impacts (see Fig. 24). The accessible areas of the amenity space have been setback from the rooftop edge, with planting areas between the walkways, seating areas, and parapet. These setbacks and planting areas will eliminate the possibility of overlook onto adjacent properties.

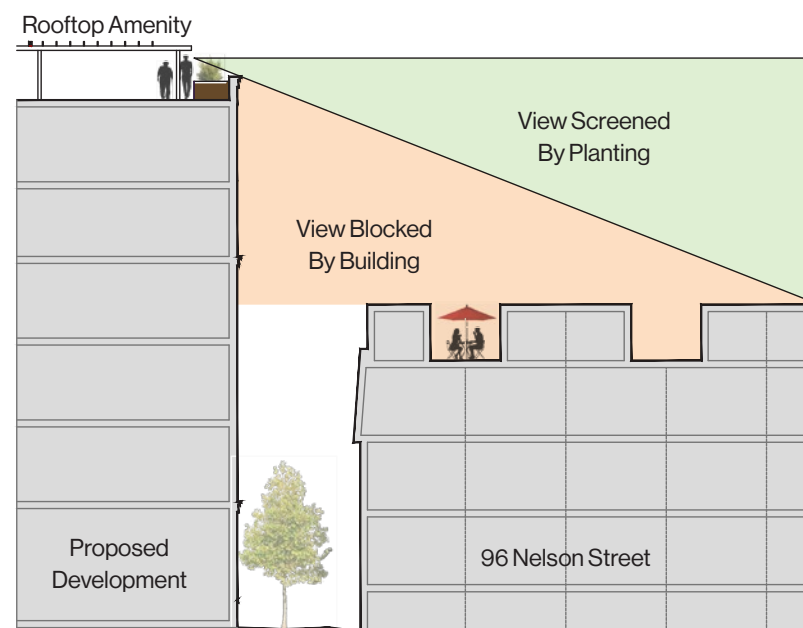


Figure 24: Views from rooftop amenity area are screened with setbacks and planting beds

Building Materials and Articulation

The applicable urban design policy directs new developments to create a sense of identity through distinctive and compatible architecture that reinforces and celebrates the proximity to the waterfront. Detailed design elements, such as variations in massing, façade treatments, and articulation should be combined with materials that are aesthetically pleasing and durable. Street fronting facades should be highly transparent and divided into narrow segments. Side facades should utilize a consistent material palette with exposed end walls given visually interesting treatments.

Policy Reference - Livable Oakville 6.9; Livable by Design Manual 3.1; Urban Design Direction Bronte Village 3A-3D

Design Response

With the exception of minor material changes, the building massing and articulation are unchanged from the previously approved Site Plan. The Proposed Development includes a well-articulated façade design and material palette that strengthens the character of Bronte Village (see Fig. 25). The Lakeshore Road West façade utilizes projections, transparent glazing, and narrow bays to create a pedestrian-oriented design. The building is divided in a clear base, middle, and top through material variation, horizontal datum lines and upper floor stepbacks. The building base is clad in light grey stone, with middle and upper portion clad in red brick with stone accents. The material palette is reflective of the existing commercial and mixed-use buildings along Lakeshore Road West and complements the architectural character of Bronte Village. The side and rear facades feature consistent material palettes and articulations to create a unified building appearance from all angles.



Figure 25: Facade design and proposed material palette

5.4 Sustainability Features

The applicable urban design policy directs development to include materials and details that contribute to energy efficiency and sustainability. These include water consumption, photovoltaic cells, green roofs, high albedo surfaces, and regulating weather exposure through canopies, awnings, and louvers. Bird friendly façade design is also encouraged.

Policy Reference - Livable by Design Manual 3.1

Design Response

The building and design elements related to sustainability are unchanged from the previously approved Site Plan. The Proposed Development includes a roof design that highlights sustainable elements. A green roof and planting beds cover a portion of roof surface, providing rainwater collection opportunities and reductions in local urban heat island effect (see Fig. 26). These areas are focused on the south and eastern portions of the rooftop, with the north and western portions reserved for rooftop mechanical areas. Pergolas are also included on the rooftop in three locations to reduce sun exposure on seating areas. Low albedo surfaces will be incorporated into the non-planted areas where possible. On the ground floor, permeable pavers have been included in amenity areas to allow for natural water infiltration, reducing demand on the local stormwater sewer system. Ground floor amenity areas also include generous planting beds to promote biodiversity and create a comfortable microclimate. Other sustainability features, such as bird friendly façade design and internal energy conservation initiatives, will be further investigated through the detailed design process.

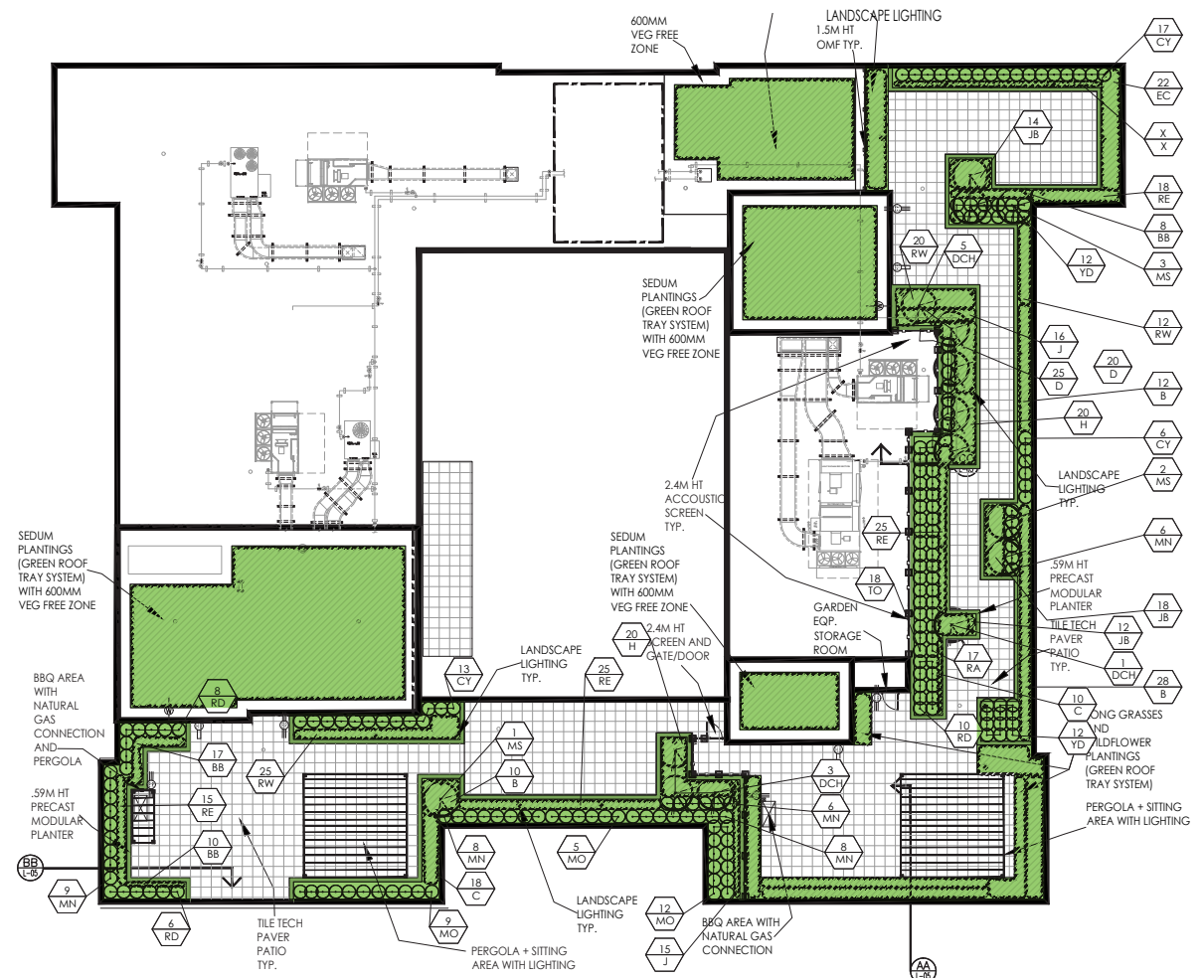


Figure 26: Rooftop planting beds and green roof areas (Wilk Associates, May 13, 2022)



6.0 Conclusion

This Urban Design Brief concludes that the Proposed Development incorporates a high-quality of urban design through the following:

- Utilizes building position and streetscape design to frame Lakeshore Road West and enhance the main-street environment,
- Encourages pedestrian circulation through direct street entrances, locating parking underground, and screening vehicle movements,
- Provides amenity spaces with abundant planting areas to improve the livability of residents,
- Creates a built form that is compatible with the Lakeshore Road West corridor and provides a transition to the residential buildings to the south,
- Limits the shadow, wind, and privacy impacts on the surrounding properties through setbacks, stepbacks, planting, and screening,
- Uses materials and articulation that complement the existing character of Bronte Village
- Promotes a sustainable urban form through compact development, green roof areas, and permeable pavers.

It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications reflect the intent and policies of the Town of Oakville's Livable Oakville Plan and Livable By Design Manual and represent good urban design.

Respectfully submitted,

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