



# BOUSFIELDS INC.

To: Planning and Development  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Project No.: 24162

From: Bousfields Inc.

Date: October 18, 2024

**Re: *Urban Design Memorandum***  
***Midtown Oakville Transit Oriented Community (TOC)***

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This Urban Design Memorandum (“UD memo”) has been prepared by Bousfields Inc. to describe the vision, objectives and design direction for four individual development sites that are located in an area generally west of Trafalgar Road, and north of Oakville GO Station (hereafter referred to as the “Midtown Oakville Transit Oriented Community”, or “TOC”). The four development sites – collectively referred to as the “TOC Lands” – respectively consist of a mix of-uses with a focus on compact built form and highly animated public realm that includes privately-owned publicly accessible spaces (“POPS”) and public road improvements. The four individual development sites that comprise of the TOC Lands include:

- Site No. 1 – 207, 217 & 227 Cross Avenue and 571, 581 & 587-595 Argus Road
- Site No. 2 – 157 & 165 Cross Avenue
- Site No. 3 – 166 South Service Road East
- Site No. 4 – 590 Argus Road

The introduction of these proposed developments will serve as a catalyst for future development and the transformation of the existing TOC Lands, and adjacent areas that comprise of Midtown Oakville, as a vibrant, transit-supportive and mixed use urban community.

This UD memo serves as a companion document that should be reviewed with the accompanying Planning and Urban Design Rationale Report (also prepared by Bousfields Inc.), architectural plans (prepared by BDP Quadrangle, Teeple Architects and Sweeny & Co Architects) and other technical reports and drawing sets. Overall, it is our opinion that the Oakville TOC Development Proposal (“Oakville TOC”) represents good urban design, is contextually appropriate and achieves the goals and objectives outlined for Midtown Oakville in the Livable Oakville Plan and other corresponding policies and guidelines.

## **Policy Context**

### Town of Oakville Official Plan - Livable Oakville (2021 Office Consolidation)

The Oakville Official Plan (also referred to as the “Livable Oakville” Plan) was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, and approved by the Regional Municipality of Halton (“Halton Region”) on November 30, 2009, with modifications. The most recent Office Consolidation of Livable Oakville is from August 31, 2021.

According to Schedule A1 (Urban Structure), the TOC Lands are located in the Midtown Oakville Node, and the Oakville GO Station is identified as both a Regional Transit Node and a Major Transit Station. Trafalgar Road, which is located approximately 150 metres east of the TOC Lands, is identified as a Regional Transit Priority Corridor. With respect to the Town’s Nodes and Corridors, Policy 3.6 provides that these are key areas of the Town are the focus for mixed use development and intensification. The TOC Lands are also located within the Midtown Oakville Urban Growth Centre as identified in Schedule A2 (Built Boundary and Urban Growth Centre).

Policies related to urban design can be found in Part C, Section 6 of Livable Oakville. This section sets out general urban design policies related to the public realm, streetscape, open spaces, built form, landscape design, pedestrian and vehicular access and circulation, parking and the design of service, loading and storage areas. With respect to the TOC Lands, the policies that may be relevant include, but are not limited to, the following:

- New development should contribute to the creation of a cohesive streetscape by:
  - placing the principal building entrances towards the street and where applicable, towards corner intersections;
  - framing the street and creating a sense of enclosure;
  - providing variation in façade articulation and details;
  - connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
  - coordinating improvements in building setback areas to create transitions from the public to private realms (6.4.2);
- In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians (6.9.4);
- Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements (6.9.5);
- Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians (6.9.6);

- Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness (6.9.7);
- Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets (6.9.8);
- New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm (6.9.9);
- Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height (6.9.10); and
- 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 (20.4.2).

#### 2024 Draft Midtown Oakville Official Plan Amendment

As part of the Town's review of the Livable Oakville policies, the Town has undertaken a study of the existing Midtown policies and is focused on updating the framework to implement the Province's land use directions, ensure effective growth management and community building opportunities. Through an Official Plan Amendment ("OPA"), the Town will update the land use policies applying to Midtown Oakville Urban Growth Centre in the Livable Oakville Plan to the year 2051, in accordance with the updated Growth Plan. The OPA is intended to replace Part E, Section 20 (Midtown Oakville) of Livable Oakville in its entirety.

There have been several iterations – with the most recent version dated September 2024 – of the Midtown Oakville Official Plan Amendment since the review began in 2018, none of which have been endorsed by Town Council nor adopted by the Minister of Municipal Affairs and Housing. In terms of the next steps, the September 2024 OPA will be presented to Council on October 10, 2024, and will be considered at Council at the Planning and Development Council meeting at the end of October 2024. Subsequently, the Town is planning a public open house in December of 2024 and a statutory public meeting in early 2025 at Planning and Development Council, to inform a final Council decision thereafter.

Section 20.1 of the draft OPA sets out the goal for Midtown Oakville and provides that:

*Midtown Oakville will accommodate significant residential and employment growth in a dynamic urban setting where people embrace healthy, active lifestyles by living, working, and playing in a vibrant, walkable, mixed-use neighbourhood, connected to the rest of Oakville by pedestrian, cycling, transit and street networks. Within this compact urban community, residents and business will benefit from inter-regional*

*transportation systems, enjoy access to the natural heritage system, and have access to regional-scale commercial, institutional, recreational, and office facilities...Midtown Oakville will foster a community where pedestrians and cyclists feel safe, and public transit predominates over the use of single occupant vehicles.*

The TOC Lands fall within the Trafalgar Precinct as per Schedule L1. Policy 20.3.2 provides that the Trafalgar Road Precinct will develop with a mix of land uses in a highly walkable community of Midtown Oakville. This Precinct will accommodate a mix of office, civic, cultural, residential, and recreational uses and public spaces.

Policies related to urban design can be found in section 20.5.1. With respect to the TOC Lands, draft policies that may be relevant include, but are not limited to, the following:

- Public Realm:
  - Buildings shall be oriented to, and have their main entrance(s) facing, the public realm;
  - Buildings located along all Active Frontage streets shall provide strategic setbacks, and step-backs to achieve appropriate streetwalls designed to frame the street and provide a comfortable pedestrian-oriented environment;
  - Streetscapes shall reinforce the active transportation-oriented and urban environment and provide a seamless interface between the public and private realms;
  - Landscaping shall be incorporated into private development to enhance the pedestrian experience and contribute to the area's identity; and
  - Service access points, loading and any visible waste collection/management areas shall be located and designed to minimize physical and visual impact on sidewalks and publicly accessible open spaces. (20.5.1.b))
- Parks and Open Space:
  - The parks system shall be further complemented by privately-owned publicly accessible spaces (POPS) which may be delivered through future development applications. (20.5.1.c))
- Tall Buildings:
  - Shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form, provide active façades oriented to public streets, and contribute to a distinctive skyline;
  - Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another in order to create variation in building height and a distinctive skyline for Midtown Oakville;

- The height of the building base (podium) for tall buildings should generally be equivalent to the building-to-building distance across the adjacent right-of-way, up to a maximum of 25 metres in height, in order to frame the street and enhance pedestrian comfort;
- A stepback between the podium base and tower portion should be provided to reinforce the character of the public realm along public streets or publicly accessible amenity space;
- The floorplate of each tower (the portion of the building above the base or podium) shall provide a slender tower profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline;
- The distance between the facing walls of towers shall generally be a minimum of 30 metres at the tower base, and expand to a minimum of 35 metres above the 25th storey, as applicable; and
- The distance between facing walls of podiums, where there are windows on both building faces, shall generally be a minimum of 15 metres. (20.5.1.g))
- Building Setbacks:
  - Setbacks from a building to public streets should be landscaped spaces or extensions of the public boulevard that contributes to the character of an area. (20.5.1.i))
- Building Orientation:
  - Shall be designed and sited to maximize solar energy, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm. (20.5.1.j))
- Mid-Block Connections:
  - Location of mid-block connections should relate to the placement of the buildings, and align with existing or planned transportation (including active transportation) circulation routes;
  - May be publicly or privately owned and shall be publicly accessible; and
  - May be used to support site servicing or site access. (20.5.2.c))

#### Livable By Design Manual (Staff Update - December 2, 2019)

The Livable by Design Urban Design Manual (“Livable by Design”) was endorsed by Town of Oakville Council on May 12, 2014, and updated in December of 2019. The Manual provides a comprehensive set of guiding urban design principles and directives (applicable Town-wide) for all forms of development, redevelopment and capital projects. The Manual implements the policies in Section 6 (Urban Design) of Livable Oakville and applies to all development proposals that are subject to review and planning approval by the Town of Oakville. With respect to the TOC Lands, guidelines that may be relevant include, but are not limited to, the following:

- Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum of 6-storeys (1);

- Where a setback of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets (2);
- Incorporate strategic setbacks from the property line in the façade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses (17);
- Incorporate projections and indentations into the tower to moderate the scale of the building middle and to achieve greater visual interest and an enhanced skyline (26);
- Provide enhanced privacy for building units and access to sky views and sunlight by incorporating a minimum separation distance of 25.0m between building towers, whether located on the same or an adjacent property. The separation distance is measured horizontally from building face to building face and includes projections (27);
- Articulate the upper most floors of the building by varying the massing with setbacks and other architectural treatments to create a visually attractive skyline profile (30);
- Design building façades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls (38); and
- Articulate the massing of the façade to divide the architectural detailing into smaller element by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct roofline (39).

#### 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. Designing Midtown Oakville aims to guide the future look, feel and functional operations of Midtown Oakville. The document proposes several recommendations to guide the shape of public spaces, buildings, sidewalks, and roads, and also looks at how the Town of Oakville can best supply parking to this emerging community.

Similar to the Livable Oakville Official Plan, Figures 32 and 33 of the Guidelines identify the TOC Lands as both *Urban Core* and *Urban Centre*, with heights between 6 to 12 storeys and between 8 and 20 storeys. With respect to the TOC Lands, the guidelines that may be relevant include, but are not limited to, the following:

- Tall buildings:
  - May be up to 20-storeys as per the Livable Oakville Official Plan;
  - Are located at the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
  - 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. (Guideline 6.1.3)
- Podium elements of tall buildings:
  - Podium heights will generally be a minimum 3-storeys, and the maximum height will equal to the street right-of-way width, however, the recommended height for podiums along narrow streets is 80% of the right-of-way;
  - Podiums facing main streets should allow permeability and be built with transparent materials; and
  - 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. (Guideline 6.1.3.1)
- Towers:
  - 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 6.1.3.2)
- Top Floors:
  - Should be designed to achieve a distinctive skyline profile, and architectural methods should be used to highlight the top floor of tall buildings while keeping material consistency and harmony with the rest of the building. (Guideline 6.1.3.5)
- Tall buildings adjacent to other properties:
  - 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 metre 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 6.1.3.3)

## **Design Vision & Objectives**

The vision for the TOC Lands is to introduce transit-supportive, mixed-use developments that represent a high standard of urban design and architectural quality. The Oakville TOC Development Proposal will make an important contribution to the creation of a liveable, vibrant, high-density and mixed use urban destination that is people-oriented and within walking distance of transit. The proposals will contribute to the transformation and intensification of Midtown Oakville as an urban growth centre and complete community – where people have access to the necessities for daily living. Furthermore, the Oakville TOC will support existing transit infrastructure such as Oakville GO Station, and future service along the Trafalgar Road corridor to facilitate transit use and support future growth.

In support of the vision and aligning with the Town of Oakville’s design-related policies and guidelines, the following objectives have been developed:

### **(1) Ensure High Architectural and Urban Design Quality**

- Develop prominent and contextually appropriate building forms with excellent architectural design and high-quality building materials.
- Orient and situate buildings close to the street edge to animate and enhance the adjacent public realm.

### **(2) Contribute to the Creation of a Transit-Supportive Community**

- Provide high density, mixed use developments with active ground floor uses that will support existing and planned transportation infrastructure.

### **(3) Create a Positive Public Realm Experience**

- Provide contextually appropriate podium heights and tower setbacks and setbacks to create a pedestrian scaled experience.
- Incorporate active uses and transparent materials at ground level to animate and enhance the character of the adjacent public realm.
- Conceal vehicular and servicing areas to minimize their visual presence from the pedestrian environment.

### **(4) Respect the Existing and Planned Context**

- Incorporate appropriate separation distances, height transitions and articulations to minimize impacts related to light, view and privacy.
- Provide appropriate transitions with the surrounding neighbourhood context.



## **Design Direction**

The overarching design direction of the Oakville TOC is to contribute to a vibrant, well integrated and transit-oriented community with a focus on public realm. In that regard, the proposal plays an important role in the transformation of the Midtown Oakville area from its former commercial/industrial character to an urban environment based on a grid of development blocks, compact built form and connected parks and open spaces.

From a built form perspective, the Oakville TOC is reflective of the current approach of a tall building design. Each development proposal incorporates a tower/podium configuration while ensuring appropriate spacing of buildings is maintained within the site and adjacent properties. The podiums function as pedestrian scaled elements that help animate the public realm at grade.

In accordance with the general policy direction of the Livable Oakville Plan and relevant guidelines, the podiums and towers are respectively designed to provide a variety of height and appropriate framing of the public realm to create a visually interesting and striking skyline. Specifically, the Oakville TOC addresses policy 6.9.9 by ensuring that the building heights are compatible with adjacent development while providing for an appropriate transition of height towards lower scaled neighbourhoods to the north and south. Policy 20.4.2 states that the Town's tallest buildings are intended to be situated in Midtown Oakville. The Oakville TOC helps to establish a height pattern that demarcates this important location while ensuring adequate transition of scale.

At grade, the Oakville TOC incorporates a variety of open space elements including POPS and wider boulevard zones. These elements will help establish a fine network of pedestrian connections and landscape features. At grade, the Oakville TOC incorporates active uses to help animate the public realm. Collectively, these elements will contribute to creating a well-connected system of open spaces providing opportunities for active and passive recreation.

In terms of architectural expression and materiality, the Oakville TOC provides for a high quality of design. In order to avoid monotony, a variety of architectural detailing and cladding materials are incorporated to ensure an aesthetic compatibility throughout the TOC Lands.

## **Site Organization**

Site organization plays an important role in terms of integrating new development with adjacent properties and ensuring that there is adequate spacing between buildings within the site, along public street frontages and other open space elements. The Oakville TOC also carefully considered the location of servicing, loading and parking functions of the development to minimize any potential impacts on the public realm.

Generally speaking, the Oakville TOC establishes pedestrian scaled street wall conditions along the perimeter of each respective Midtown Oakville TOC Land, except where POPS directly open to the public realm. The arrangement of buildings, which

are oriented towards the streets, creates continuity of animation for pedestrians at grade and establishes an address for each development. The street wall typically consists of the lowest massing element of each podium and are the closest building component along a street frontage.

Service, loading and parking functions for the Oakville TOC are typically situated within the building envelope and/or below grade. In accordance with the recommendations of the Livable by Design sections 4.3 and 4.6, vehicular access has been considered in each case to minimize conflicts with pedestrians and away from the POPS. In particular, Section 4.3.1 recommends parking to be located below grade within Growth Areas and on intensification sites. The Oakville TOC incorporates parking below grade and where above grade parking is provided, it is situated within a building envelope. Building Setbacks play an important role in accommodating several different functions, including the establishment for marketing zones (i.e. spill out space for cafes and restaurants), adequate space for pedestrian clearways and streetscape elements such as trees, benches and bicycle parking. The Oakville TOC provides these additional setbacks along active street frontages, and in many instances, further setbacks are provided at lobbies entrances for gathering and street corners to highlight the prominence of that location.

### ***Built Form***

#### Height Variation

The proposed built form plays an important role in establishing the general character of development in the area, not just in terms of its relationship to public realm, but also in terms of creating a more visually appealing skyline and mitigation of impacts. To establish a varied skyline, tower heights have been adjusted to provide for up to 12 storeys of difference within a single site – resulting in a range of 46 to 59 storeys across the Oakville TOC. Tower heights are also strategically allocated and positioned within each respective development site to further highlight the height variations – i.e. towers relatively close in terms of overall height are not situated next to one another, where possible. Furthermore, the design of the mechanical spaces at the top of the tower were adjusted, in some cases, to emphasize the variable height differences visually.

This approach is in line with the emerging policy framework of the 2024 Draft Midtown Oakville OPA (“OPA”) which requires development excellence through varying building heights of multiple towers within a block (Policy 20.5.1g)ii). Livable by Design recommends creating an enhanced skyline to achieve greater visual interest through the design of the tops of the buildings (Guidelines 26 and 30). From an urban design perspective, the proposal incorporates several design features to articulate the tops of the towers to ensure that they read individually within the skyline as landmarks.

With respect to podium height, the OPA requires that the height of the podium for tall buildings be generally equivalent to the building-to-building distance across the adjacent right-of-way – up to a maximum height of 25 metres (Policy 20.5.1g)iii). In that respect, the OPA measures the total distance between the buildings, not just the width of the right-of-way. Livable by Design recommends a similar approach by

establishing a base height that is equivalent to 80% of the right-of-way width with a 45 degree angular plane above – up to a height of 6 storeys. The Oakville TOC incorporates several podium elements all which provide for a proportional relationship with the planned rights-of-way. The proposed podiums for the Oakville TOC are no taller than 6 storeys along rights-of-way of 20 and 26 metres.

In that regard, along Argus Road – which has a planned right of way of 26 metres – the individual TOC Lands of Site No. 4 (590 Argus Road) and the Site No. 1 (207, 217 & 227 Cross Avenue and 571, 581 & 587-595 Argus Road) respectively incorporate 6 storey podiums. While the metric height of Site No. 1 exceeds the maximum height of 25 metres by 5 metres, the approach provides for the intended effect of appropriately framing the street with the introduction of additional building setbacks which has the effect of visually widening the adjacent right-of-way. Any future development to the west, across the street, is likely to provide a similar building setback approach. As such, a similar approach is proposed on the east side of Site No. 1 where the 6-storey podium is set back from the street.

### Tower Design

The design of the Oakville TOC towers are reflective of the current direction and approach for tall buildings in Oakville. In that regard, each design consists of a podium, tower and top. As noted above, podiums help to establish a pedestrian scale and appropriate framing of adjacent streets and open spaces. The tower is the main component of a tall building, and its design plays an important role in mitigating any potential impacts on the surrounding environment. In that respect, each tower has been designed to provide for enhanced privacy between building units and maintain access to sky views and sunlight by incorporating a minimum separation distance of 25 metres between building towers. This is reflective of the current design direction Livable by Design, while the Livable Oakville Plan does not prescribe numerical standards for tower separation. The 2024 Draft Midtown Oakville OPA requires a separation distance of 30 metres between towers up to the height of 25 storeys; and a separation distance of 35 metres between towers above the 25 storeys previously mentioned. The Midtown Oakville Urban Design Guidelines recommends a separation distance of 50 metres between towers that are over 30 storeys high, and 25 metres between convex towers. Although some of the Oakville TOC towers have a convex shape, many others comprise of other configurations including curving walls, staggering and orientation.

The proposed separation distance of 25 metres is used to establish an appropriate separation distance between towers on the TOC Lands – with some exceptions where this standard is exceeded. The Oakville TOC also relies on siting, orientation and configuration of tower floorplates to establish appropriate tower separation; an approach that is reflective of an urban environment. A separation distance of 35 to 50 metres noted above is more appropriate for elongated slab buildings that have larger floor plates and tend to produce more static impacts. The Oakville TOC introduces point towers with smaller floor plates that cast quick moving shadows and allow for appropriate sky views.

Another component of tower design is floorplate size. The Midtown Oakville Urban Design Guidelines recommend that tower floorplates fit within a 40 metre diameter circle to ensure a slender point tower design. The 2024 Draft Midtown Oakville OPA does not prescribe a specific numerical standard and instead focuses on minimizing adverse shadowing, maximizing sun exposure and enhancing the skyline (Policy 20.5.1g)v). The proposed floorplates are designed with a floorplate size of up to 850 square metres and generally fit within the 40 metre diameter circle with minor corner projections. Furthermore, the proposed towers were reviewed with respect to potential shadow impacts on the surrounding environment. The Shadow Study, also prepared by Bousfields Inc., demonstrates that the Oakville TOC generally meets the criteria for shadows established in the Town's Terms of Reference for a Shadow Impact Analysis. Please see the attached Shadow Study for further details.

## **Public Realm**

The Oakville TOC introduces a highly animated public realm to improve the existing context and pedestrian experience. The Oakville TOC incorporate a variety of elements such as POPS, public street improvements in the form of expanded sidewalks and landscaped boulevards and active ground floor uses. Collectively, these elements contribute to creating a well-connected system of pedestrian connections and open spaces that provide opportunities for active and passive recreation.

### Street Animation

The Oakville TOC create lively frontages that incorporate ground floor spaces dedicated to retail and active uses and visible open space amenities. As mentioned, the podiums for the proposed mixed use buildings have been strategically set back to provide opportunities for patio spaces, expanded pedestrian zones and to emphasize principal residential and retail entrances. The façades of podiums that incorporate retail and other active uses on the ground floor will incorporate transparent material such as glazing for permeability and visibility. Further architectural detailing and articulation in the form of projections and recessions will be incorporated onto podium façades that do not have visible active uses or entrances to maintain visual interest and a continuous animated frontage along each respective street. The Oakville TOC provides a mixture of hardscape and soft landscaping, street trees, benches and expanded sidewalk zones between the podium face and the curb to support pedestrian comfort and to create a vibrant and interesting streetscape.

The 2024 Draft Midtown Oakville OPA requires that setbacks from a building face to public street should introduce landscaped spaces or become extensions of the public boulevard that contributes to the character of an area, but does not provide specific numerical standard (Policy 20.5.1.i)). Conversely, although Livable by Design identifies several streetscape zones within the boulevard, the document also does not prescribe any numerical standards (Section 2.2). The Oakville TOC incorporates building setbacks at grade that have been carefully considered to establish the intended effect along a specific frontage (i.e. additional setbacks to accommodate a patio space). In that regard, building setbacks vary, but are sufficient to provide for a well animated boulevard that can accommodate a marketing zone, a clear pedestrian

path, a tree planting zone and a curb zone. Additional building setbacks are often provided at primary building entrances/lobbies to accentuate that frontage.

### Privately-Owned Public Spaces

The Oakville TOC introduces POPS within each individual development site that will be visible and accessible from the public realm. The POPS will provide opportunities for active and passive recreation during the interim phases of development, and ultimately contribute and connect to the larger parks and open space network envisioned for Midtown Oakville. The proposed POPS have been designed to be visible and accessible from the public realm – at a prominent corner or mid-block of a development site, and internally as an intimate courtyard that has direct pedestrian access from the street. Each of the POPS are designed as both active and passive spaces. Overall, the POPS will incorporate a variation of water features, seating areas, pet relief areas, art installations, native tree, shrub and perennial planting, playground zones and opportunities for fitness areas respectively between the four development sites. Moreover, the POPS are well-framed with active frontages to ensure continuous animation and natural surveillance for residents and visitors.

### **Development Plans**

As mentioned, the Oakville TOC is comprised of four individual development sites that are collectively located within the Midtown Oakville Urban Grown Centre (“UGC”). The Midtown Oakville UGC is bounded by the Queen Elizabeth Way (“QEW”) / Highway 403, Cornwall Road, Sixteen Mile Creek and Chartwell Road. The four individual development sites include:

- Site No. 1 – 207, 217 & 227 Cross Avenue and 571, 581 & 587-595 Argus Road
- Site No. 2 – 157 & 165 Cross Avenue
- Site No. 3 – 166 South Service Road East
- Site No. 4 – 590 Argus Road

In total, the Oakville TOC have a combined area of approximately 49,493 hectares. The Oakville TOC will introduce 11 mixed-use buildings, ranging from 46 to 59 storeys in height. Collectively, these buildings will provide approximately 519,263 square metres of residential gross floor area (GFA), 16,799 square metres of non-residential GFA (including retail, office space, a potential daycare and a community center) and a resulting overall density of 10.8 floor space index (FSI).

The Oakville TOC will convey approximately 11,193 square metres (1.12 hectares) of land to support the expansion of Midtown Oakville’s existing road network. The proposed conveyances of land for public roads will contribute to the creation of a continuous pattern of connected streets that expands the public realm and encourages active transportation. Moreover, the Oakville TOC will also introduce a series of POPS that will be integrated with the public realm.

The following provides a description for each of the individual sites. The Oakville TOC incorporates several design changes to address comments from Town staff and the emerging policy framework (i.e. the 2024 Draft Midtown Oakville OPA).

Site No. 1 – 207, 217 & 227 Cross Avenue and 571, 581 & 587-595 Argus Road

Site No.1 is situated on a new development block bound by Argus Road to the west and north, Cross Avenue to the south and a Future Local Road to the east. The site occupies almost the entire block with exception to two existing lots at the southwest and northeast corners.

The current proposal consists of three development phases, each containing a single tower/podium configuration. The buildings are organized around a central POPS with pedestrian connections from the public streets. The three towers have proposed heights of 46, 52 and 59 storeys and sit atop 6 to 8 storey podiums. Phases 2 and 3 are connected with a 2<sup>nd</sup> storey pedestrian bridge. The ground level incorporates a mix of residential and commercial uses that animate the public realm and the POPS.

Service and loading functions of the development are situated within the building envelopes to minimize any potential impacts on the public realm. Residential parking is contained within 7 levels of below grade.

At grade, the proposal incorporates a number of setbacks to widen the boulevard zones along the public street frontages. In that regard, the podium element of Building 1 (Tower A) is proposed to be set back a minimum of 3.4 metres from the north-south segment of Argus Road to the west, 6.6 metres from the east-west segment of Argus Road to the north and 0.4 metres from east lot line. Moreover, a greater setback is provided at the northwest corner of the site to accommodate the realignment of Argus Road and ensure that adequate sightlines are maintained. On Level 2, the podium building provides a step back of 5.7 metres from the north building face and 5.4 metres from the south building face. On Level 7, further stepbacks are introduced to provide outdoor amenity space and private terraces.

With respect to the tower element, it is situated in the northern portion of the podium and is set back 16.1 metres from the west, 11.6 metres from the north and 8.0 metres from the east property lines. The westerly setback, although less than the recommended setback of 12.5m from a lot line, is adequate as the property to the immediate east is too small to accommodate a tower on its own. The tower is rectangular in shape and has a floor plate of 850 square metres gross construction area (GCA).

The podium of Building 2 (Tower B) is proposed to be set back 3.4 metres from Argus Road and built flush to the south property line to create a party wall condition with any future development to the immediate south.

Level 7 of the building provides stepbacks from the north, west and south façades, providing private outdoor terraces. Above Level 7, the tower element is situated in the eastern portion of the podium and is set back a minimum of 7.8 metres from the west

lot line, and between 5.2 and 7.8 metres from the south lot line. The tower is rectangular in shape and has a floor plate of 850 square metres GCA.

In terms of Building 3 (Tower C), the podium is proposed to be set back 4.4 metres from Cross Avenue to the south, 1.0 metre from the east lot line (abutting the planned future 20-metre local road) and 7.9 metres from the north lot line. There are step backs of 8.1 metres from the west wall of the northern portion and 12.4 metres from the north wall of the southern portion of the podium in the rear portions, creating a 2-storey streetwall element adjacent to the POPS area. Similar setbacks are maintained on Levels 3 to 6. On Levels 7 and 8, further step backs are introduced to provide outdoor amenity spaces.

Site No. 1 features a large POPS located centrally, with a water feature, landscape planters with seating, decorative paving and a pet relief area with artificial turf. This POPS will enhance site permeability, offering the future community a gathering space and areas for passive recreation. It will also include a landscaped pedestrian connection that traverses the site from the east-west segment of Argus Road southward to Cross Avenue and the GO Station. The connection opens up to a future public plaza along Argus Road which forms part of the larger open space system in Midtown Oakville.

In addition to the POPS, the development will incorporate elements designed to activate and enhance the streetscape along Argus Road and Cross Avenue. These improvements will include at-grade retail spaces, new hard and softscape elements, as well as new street trees and seating areas.

#### Site No. 2 – 157 & 165 Cross Avenue

Site No. 2 is located on the east side of Cross Avenue and will have frontage on two additional future public streets. Site No. 2 shares the block with one other comparably sized lot.

The current development consists of two slender point towers sitting atop a low-scale shared podium that frames a POPS. The towers are 50 and 58 storeys respectively and are situated in a staggered formation to improve views and access to light conditions. The podium will be up to 3 storeys (or 15.5m) in height establishing a pedestrian scaled environment along the street frontages and the POPS. In that regard, the planned right-of-way (“ROW”) of the new north-south street is 20 metres, whereas the planned ROW of Cross Street is 36 metres.

At grade, the POPS is framed with commercial space and includes several landscape features that contributes to its animation. Residential lobbies are oriented along public street frontages to establish an address for the development. The buildings are set back along the streets to provide for wider boulevard zones with landscaping.

At grade and on Level 2, the podium will be set back between 3.0 and 5.1 metres from Cross Avenue to the south, between 2.5 and 3.9 metres from the future north-south local street to the east, between 3.0 and 5.86 metres from the future east-west local

street to the north and will be built flush to the west lot line. The southeast corner of the podium will be significantly setback from the respective property lines to accommodate the POPS area.

On Level 2, the podium splits into two distinct massing elements for the respective towers. The southern podium element will cantilever over to the south building face and will be set back a minimum of 2.0 metres from the south lot line, while being built flush to the west lot line. The northern podium element will cantilever over to the east and north and will be set back a minimum of 1.5 metres from the east lot line and between 1.5 and 4.0 metres to the north lot line. At the northwest corner of the site, both podium elements will provide significant step backs to accommodate an outdoor amenity terrace.

Tower A is situated at the southwest corner of the site and will have an overall height of 58-storeys (201.7 metres, including an 11.7-metre mechanical penthouse (“MPH”). The tower will provide for a minimum set back of 19.0 metres from the east lot line, which is a street line, and 12.5 metres from the west lot line which is adequate with respect to tower separation from any future development to the immediate west. The tower will have a rectangular floor plate of approximately 850 square metres GCA.

Tower B is situated at the northeast corner of the site and will have an overall height of 50-storeys (177.3 metres, including an 11.7-metre MPH). The tower will be set back a minimum of 4.0 metres from the east lot line, between 6.0 and 9.8 metres from the north lot line and 27.4 metres from the west lot line. The tower is generally rectangular in shape and has a floor plate of 850 square metres GCA. With respect to tower separation, a minimum separation distance of 28 metres will be provided between the two towers on Site No. 2.

The public realm component features a POPS located at the southeast corner of the site, framing the intersection of Cross Avenue and the proposed north-south local road. The POPS extends diagonally into the site creating a visually inviting space. Additionally, the Site No. 2 will include various elements designed to activate and enhance the streetscape along Cross Avenue and the future local road east of the site. These improvements will feature at-grade retail spaces with outdoor patios, as well as new hard and softscape elements such as street trees.

The service and loading functions of the development are contained within the building envelope to minimize any potential impacts on the public realm. Vehicular access is provided along a single point of entry to minimize conflicts with pedestrian movement. Residential parking is situated below grade.

#### Site No. 3 – 166 South Service Road East

Site No. 3 is situated just south of the QEW – along South Service Road East – and will have frontage along two future public streets helping to form a new development block.



The current proposal is comprised of three towers of 49, 51 and 55 storeys which are situated in a north south direction. Towers 1 and 2 sit atop a low scale, 3-storey podium that accommodates a potential future community centre. Tower 3, which is located on the south portion of the site, sits atop a 7 storey residential podium with retail at grade. The development incorporates a POPS space at the rear that is connected to public streets with pedestrian pathways. The three towers are connected at Level 4 with a series of pedestrian bridges.

The ground level is a mix of residential, community and retail uses that help to animate the public realm – including a POPS. Along future Street A, the proposal incorporates a min 2.08 metre setback at grade. Additional setbacks are provided at entry locations to lobbies. Along future Street B, the building provides a 3.69 metre setback. The proposed building setbacks create wider boulevard zones for marketing and improved landscaping.

As noted, Site No. 3 incorporates two podium elements connected by a pedestrian bridge. The south podium at the foot of Tower 3 is 7 storeys and 27.6 metres tall. It provides for a proportional relationship with the planned ROW to the south as it minimally exceeds the 1:1 relationship and provides for a setback increasing the perceived width of the ROW.

With respect to the tower elements, Tower 1 will have an overall height of 51-storeys (191.5 metres, including an 11.5-metre MPH) and will be situated in the northern portion of Building 1, parallel to South Service Road East. Tower 2 will have a height of 55-storeys (208.5 metres, including 4.5 and 11.5-metre MPH) will be situated in the eastern portion of the Building, adjacent to the future north-south local road.

Tower 1 will begin on Level 8 and will be set back a minimum of 5.0 metres from the east lot line, 6.9 metres from the north lot line and 14.1 metres from the west lot line. Tower 1 will have a rectangular floor plate, with a size of approximately 815 square metres GCA.

Tower 2 will begin on Level 4, and it will be set back a minimum of 5.1 metres from the north-south future local road to the east of the site. The tower will have a rectangular floor plate with an area of approximately 816 square metres GCA. The depth of the site, and orientation of Building 1 will allow for Towers 1 and 2 to achieve a minimum separation distance of 25 metres.

Tower 3 will have an overall height of 49-storeys (181.5 metres, including an 11.5-metre MPH), and will be oriented in an east-west direction, parallel to the future east-west local road to the south of the site. Tower 3 will be set back a minimum of 6.7 metres from the south lot line, 5.6 metres from the east lot line and 12.5 metres from the west lot line. The tower floor plate will have an area of approximately 830 square metres GCA.

In terms of the public realm, Site No. 3 includes a POPS located in the south-western portion of the site. Pedestrian connections to the POPS will be provided mid-block along the proposed future north-south local road, and from the future east-west local

road. The proposed mid-block connections will be approximately 10.0 metres in width. The proposed POPS will be activated by retail areas, and their accompanying outdoor seating, as well as the entrance to the YMCA facility. Additionally, the street frontages will be enhanced by retail spaces, new hard and softscape elements and new street trees.

Vehicular access, including loading and servicing, is situated along South Service Road East which currently functions as a service road. There is also a 14.0 metre wide Ministry of Transportation (“MTO”) setback on the north side of the parcel that will help establish a buffer from the QEW.

#### Site No. 4 – 590 Argus Road

Site No. 4 is situated east of Site No.3 and just north of Site No.1 – with frontages along South Service Road East and Argus Road. South Service Road East turns south towards Argus Road forming the north and east boundaries for Site No. 3. Similar to Site No.3, Site No. 4 also includes a 14.0 metre MTO setback to the north.

Site No. 4 consists of three towers situated in an east-west direction with heights of 47, 50 and 55 storeys. The towers are connected with a 2 to 3 storey ‘E’-shaped podium that extends along South Service Road East and wraps around two POPS spaces. Along Argus Road, the podium will have a 6-storey (26.0 metre) height, that will increase to 12-storeys at the base of each tower – away from Argus Road through a series of terraces. The proposed 6-storey (25.41 metre) street wall condition will result in an appropriate framing and proportional relationship with the planned 26 metre ROW street.

At grade, the podium will be set back a minimum of 12.9 metres from the existing north property line. A new property line to the north will be established following the land conveyance for the MTO setback. From the post-development lot line, the podium will be setback 2.2 metres. From the west property line, the podium will be setback between 0.0 and 8.1 metres. Along the east property line, the podium will be setback a minimum of 2.6 metres to provide for a wider boulevard zone. Along Argus Road, the eastern wing will be setback a minimum of 2.8 metres to the lot line, while the central and western wings will be set back between 5.4 and 11.5 metres due to a jog in the property line.

Occupying the lands at-grade between the building wings will be two POPS areas. The POPS areas open up along Argus Road to the south, and from South Service Road East from two breezeways located in the centre of the site – on both sides of the podium at the base of Tower B. The POPS will be animated with retail, a daycare and lobby spaces.

Although the specific programming of POPS area will be refined through the development approvals process, they are envisioned as multi-functional spaces that accommodate both passive and active activities throughout the year. The eastern POPS is envisioned with garden spaces with various trees and plantings, interspersed with walkways. The western POPS is envisioned with a garden, water feature and

outdoor seating. Residents and visitors to the buildings will be able to access South Service Road East via the POPS areas and through the pick-up-drop-off area, which will be open to the POPS. The southern exposure of the POPS areas ensures access to direct sunlight throughout the day. The design allows for seamless pedestrian movement across the site between Argus and South Service Road East.

The public realm along Argus Road will be further enhanced with at-grade retail spaces, a potential daycare in the building's western wing and landscape elements, including new street trees. Additionally, Site No. 4 includes a landscape strip along South Service Road East, within the required 14.0-metre MTO setback.

The service and loading functions for Site No. 4 are situated to the north along the 14 metre MTO setback. Vehicular access to below grade parking is from South Service Road East.

### **Area Plan / Block Context Plans**

An Area Plan and a series of Block Context Plans ("BCP") were prepared to ensure that the Oakville TOC is well integrated with the surrounding context. The Area Plan illustrates a grid of existing and new public streets in the Midtown that help establish development blocks. This fine grain network of streets also provides for a more pedestrian friendly and well connected environment.

The Area Plan also illustrates how the TOC Lands interface with adjacent properties to ensure that their development does not negatively impact adjacent lands. A more detailed review of the development potential of adjacent properties was conducted in a series of individual Block Context Plans. These plans illustrate potential development scenarios on adjacent properties of comparable scale and intensity commensurate with size and configuration of their respective sites. The Block Context Plans demonstrate that the Oakville TOC provide for appropriate facing and separation distance conditions from adjoining sites including instances where party walls are introduced. Please see the attached Area Plan and Block Context Plans for further details.

### **Conclusion**

It is the opinion of this Urban Design Memorandum that the Oakville TOC represents good urban design, is contextually appropriate and achieves the goals and objectives for the development of Midtown Oakville. It will introduce transit-supportive, mixed-use developments that represent a high standard of urban design and make an important contribution to the creation of a liveable, vibrant, high-density and mixed use urban destination.

The Oakville TOC will serve as a preliminary phase of development for the future transformation and intensification of Midtown Oakville as an urban growth centre and complete community. The proposals generally reflect the urban design policies and guidelines in the Livable Oakville Plan, Livable by Design Manual and Designing Midtown Oakville documents. Overall, it is the opinion of this UD Memorandum that the Oakville TOC is appropriate, desirable and should be approved.

Yours very truly,

**Bousfields Inc.**



Tom Kasprzak, MCIP RPP



Richard Valenzona, OALA Associate