



**Via Email**

November 17, 2021

Mr. Michael Telawski  
Vice-President Land Development  
Timsin Holding Corp.  
c/o Trinison Management Corp.  
8600 Dufferin Street  
Vaughan, Ontario L4K 5P5

Dear Michael,

**Re: Response to Urban Design Comments  
Timsin Holding Corp. Urban Design Brief  
Z.1316.11 & 24T-21003/1316  
Town of Oakville  
JGWL Ref No.: W-2376**

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As requested, we have reviewed the Town of Oakville's Urban Design Comments dated July 19, 2021 regarding the above-noted application and provide the following response (in bold italics) to each of the comments. A copy of the updated UDB dated November 17, 2021 is also attached for your resubmission to the Town.

**Landscape (comment provided by Philip Wiersma)**

1. [Circ 1] Regarding the General Urban \* abutting residential and General Urban \*\* (as per schedule "A"), these lots should have the minimum rear yard maintained at 7m as per the parent zoning regulations. (rear yard reductions to 6m should only be considered where abutting NHS)  
***Response: The minimum rear yard will be 6m as permitted in other approved developments (at least Shieldbay & Star Oak) in North Oakville.***
2. [Circ 1] UDB Section 6.2.3 Laneway. Section should be revised to match town standard drawing STD 7-21A. (Show 4m wide pavement drive aisle not 6m.)  
***Response: The lane cross-section has been revised to illustrate a 4m pavement width.***

**Built Form (comments provided by Jana Kelemen)**

3. [Circ 1] UDB Section Built Form (first paragraph) should mention compliance with not only North Oakville Urban Design and Open Space Design Guidelines, but also with the Livable by



Design Manual. This document should also be mentioned in the Implementation Section (see also comment #12).

***Response: Modifications made as requested. Additionally, a new section that discusses the Livable by Design Manual has been provided in Policy Context section 3.8 of the UDB.***

4. [Circ 1] Even though the document speaks to pedestrian-friendly design of built form with ample windows, some of the illustrations show houses with limited or no fenestration at the ground level (for example pg. 2 and page 21). Please either replace these illustrations with designs featuring more windows at the ground level, or eliminate these images from the document.

***Response: Some modifications to the images have been made as requested. However, it is noted that due to the lot sizes, not all dwellings will be able to accommodate ground level fenestration. Where this is not possible, glazing will be provided in the front doors (including full-height glass + transoms) to facilitate overlook of street and allow light penetration into the dwelling. We have added a new bullet to this effect in Sec. 6.3.1.***

5. [Circ 1] In Section 6.4.3. Lane Based Townhouses, eliminate the last sentence: “If this is not possible, they should be screened with landscaping.” Air-conditioning units should not be placed in front or flanking yards of townhouses in any instance.

***Response: Revision to text made as requested.***

6. [Circ 1] Please add “of significantly different colour schemes” to the last sentence on pg. 27 (Section 7.2 Architectural Variety). There are several corners in NO which were built as described and if the kitty-corner lots are identical with the same colour scheme, they do not provide a desirable outcome. The sentence should read: “Identical kitty-corner lot elevations of significantly different colour schemes are acceptable.”

***Response: Modification to bullet point made as requested.***

7. [Circ 1] Eliminate sentence “To provide variety along the streetscape, some dwellings may feature side entries” in Section 7.4. According to Livable Oakville Plan (and consequently the urban design standards in the Livable by Design Manual), Section 6.9.6: “Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.” Main entrances should be oriented to and visible from the street. Side entries are not desirable and different techniques should be used to achieve a variety along the streetscape.

***Response: Bullet eliminated as requested.***

8. [Circ 1] Revise Section 7.4.2 Exterior Materials and Colours to clearly note that stucco may only be used as an accent material (Livable by Design Manual, Section 3.3.16: “... Incorporate high quality stucco only as an accent material.”).



**Response: Modification made regarding use of stucco to bring in line with LBDM.**

9. [Circ 1] In Section 7.5.1, eliminate the last sentence “Situating light fixtures above the garage door to break-up the massing.” Light fixtures above garage doors do not help breaking-up the massing; the other techniques mentioned in this Section should be used instead. Also, revise the 7th bullet point on page 39 to: “Where a double car garage is contemplated, 2 individual garage doors / bays separated by a pier should be proposed.”, and eliminate the following sentence: “Where single 16ft (4.9m) wide garage doors are proposed they should be patterned to appear as 2 individual doors, where feasible.”

**Response: Modifications to this section made as requested.**

10. [Circ 1] In Section 7.8.3 Upgraded Rear and Side Architecture, add “varied façade planes” or similar wording to the list of applicable enhancements to encourage the use of projections and recesses for the facades backing onto the public realm. Many of the large homes backing onto SWM ponds, school sites and parks are designed with one-plane rear façade and do not provide the desirable interest and the same architectural quality as the front elevations.

**Response: A new bullet was added to address this “Use of varied façade planes is encouraged in the composition of publicly exposed rearscapes, including a combination of jogged and flush wall faces, in order to create visual interest.”**

11. In Section 8.1.3, eliminate ‘generally’ from the following sentence: “Main entrances should generally be visible from the street and clearly defined.” According to Town’s Livable by Design Manual, Section 3.3.11, “Orient main entrances towards the public realm to improve legibility and contribute to the pedestrian environment.” Also see comment #7 above (Livable Oakville policy 6.9.6).

**Response: Modification made as requested.**

12. [Circ 1] Section 9.1 Architectural Control Process should be revised to include the conditions below (comment #13), as some of the required wording is missing in this Section (for example, submission of typical floor plans). Also, “and the Town’s Livable by Design Manual” should be included in the first sentence after North Oakville Urban Design and Open Space Guidelines.

**Response: Implementation Section 9.1 has been modified as requested and now includes wording as per conditions noted below.**

**Draft Plan of Subdivision**

13. [Circ 1] Following conditions should be included in the Draft Plan of Subdivision Agreement and the Implementation Section of the UDB should be revised to include and address these conditions:

Conditions to be satisfied prior to Marketing and Sales:



1. That the Owner agrees to implement the Town approved Urban Design Brief [date] to the satisfaction of the Town.
2. The Owner shall submit elevation drawings (all facades) and typical floor plans (all levels) for all models on lots not subject to Site Plan Approval to Planning Services Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.
3. That the Owner shall select a control architect who shall ensure all development which is exempt from Site Plan Approval process, proceeds in accordance with the Town-approved Urban Design Brief. The Owner shall submit a letter to the Town from the selected control architect acknowledging the following:
  - i. a control architect has been retained for this subdivision and does not have any perceived or real pecuniary interests or conflicts with performing the required duties;
  - ii. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;
  - iii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;
  - iv. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review;
  - v. the control architect will discuss with Town staff any identified issues; and the control architect will submit stamped/signed drawings with the building permit application in accordance with the foregoing.

***Response: The above conditions have been incorporated into the Implementation Section of the UDB.***

Please call if you have any questions or concerns with our peer review comments. I would be pleased to discuss this matter in greater detail with you and/or the applicant.

Yours truly,

**JOHN G. WILLIAMS LIMITED ARCHITECT**

David Stewart, MCIP, RPP