



Argo Lions Valley

Dundas Street West and
Sixteen Mile Creek

URBAN DESIGN BRIEF

November 2025

Third Submission

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Prepared for:
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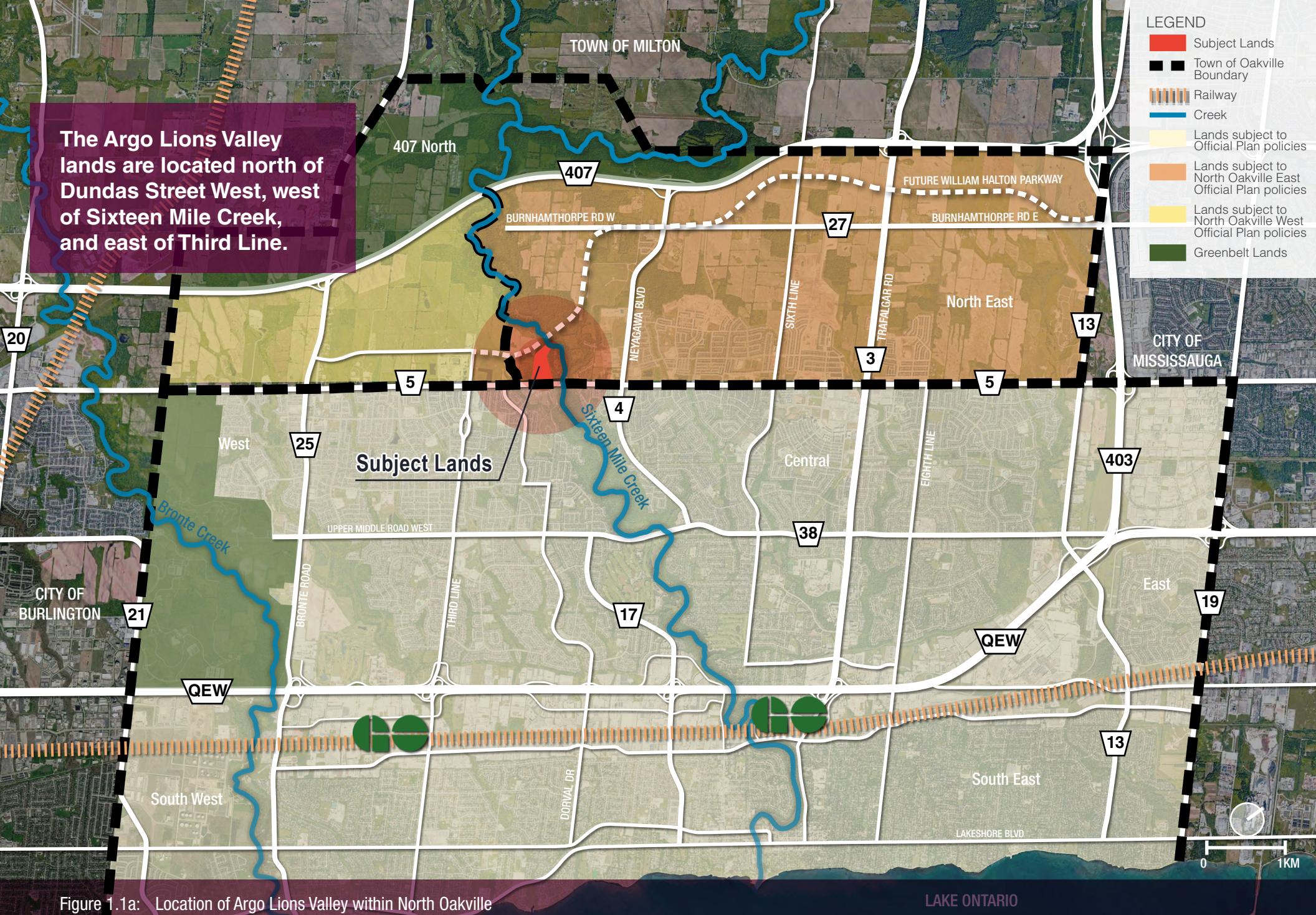


Figure 1.1a: Location of Argo Lions Valley within North Oakville

1.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

Argo Lions Valley is an approximately 10.60 hectare (26.19 acre) proposed development located on the north side of Dundas Street West, east of Third Line, and west of Neyagawa Boulevard within North Oakville. Natural Heritage System (NHS) lands comprise approximately 3.79 hectares (9.37 acres) of the subject area, forming the land's northern and eastern boundaries.

1.1 DESIGN VISION

The development plan for Argo Lions Valley is intended to reflect the Secondary Plan vision for the lands north of Dundas Street West. This proposed development will be seamlessly integrated with the recently constructed community to the west, contributing to the planned intensification along the Dundas Street West urban corridor, with a diversity of housing that supports the viability of future transit service levels in this area. A proposed stormwater pond will provide a sensitive transition to the NHS lands and Sixteen Mile Creek to the east.

VISION

“

Argo Lions Valley proposes a development concept that is supportive of the Secondary Plan vision and higher order transit, provides diversified housing options, and preserves and enhances the surrounding natural area.

”

1.2 COMMUNITY GUIDING PRINCIPLES & OBJECTIVES

Argo Lions Valley will be designed to fit seamlessly within the structure of the surrounding existing and developing neighbourhoods, and to provide diversified and transit-supportive housing options.

In order to achieve these guiding principles, the following community goals and objectives have been established:



Contribute to diversifying housing options in the community

Integrate a range of housing forms and various attainable options, adding to the growth of the community and accommodating diverse needs and incomes.

Provide attractive built form

Encourage a high standard of design that is complementary to the existing character of the Town, and is compatible with existing and future built form along the Dundas corridor.

Promote transit-supportive densities to foster sustainable development

Integrate higher density residential land uses along transit corridors to optimize accessibility, promote seamless mobility options, and create vibrant, walkable neighbourhoods that enhance transit ridership and reduce car dependency.

Create a comfortable pedestrian-friendly public realm and streetscape

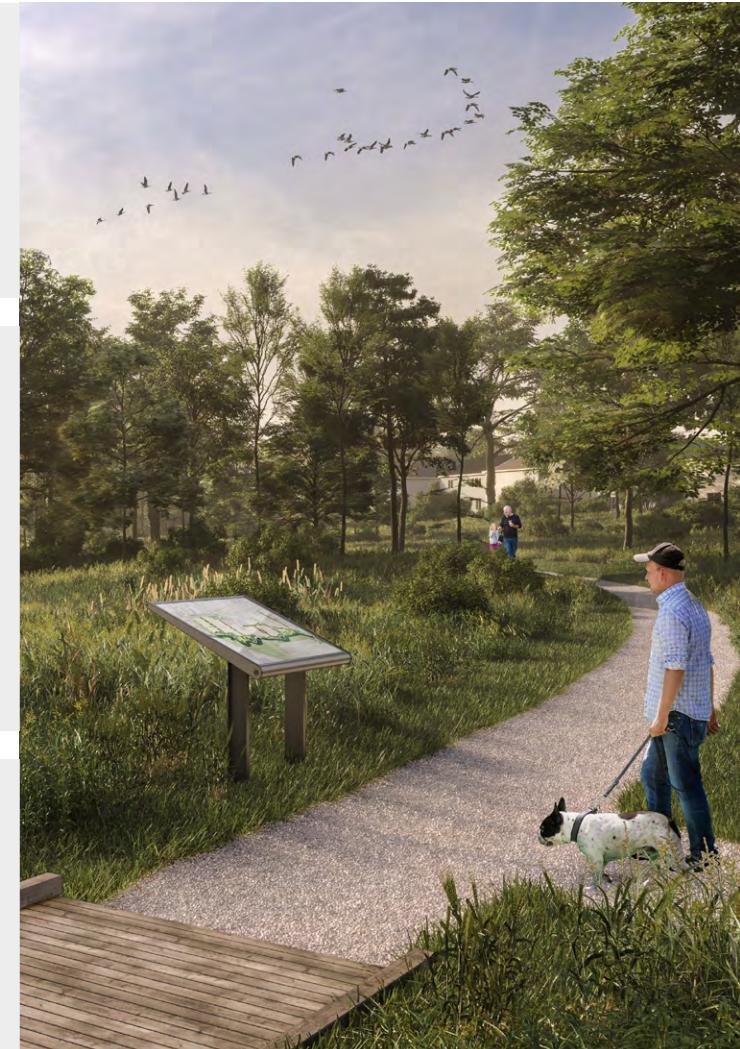
Provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

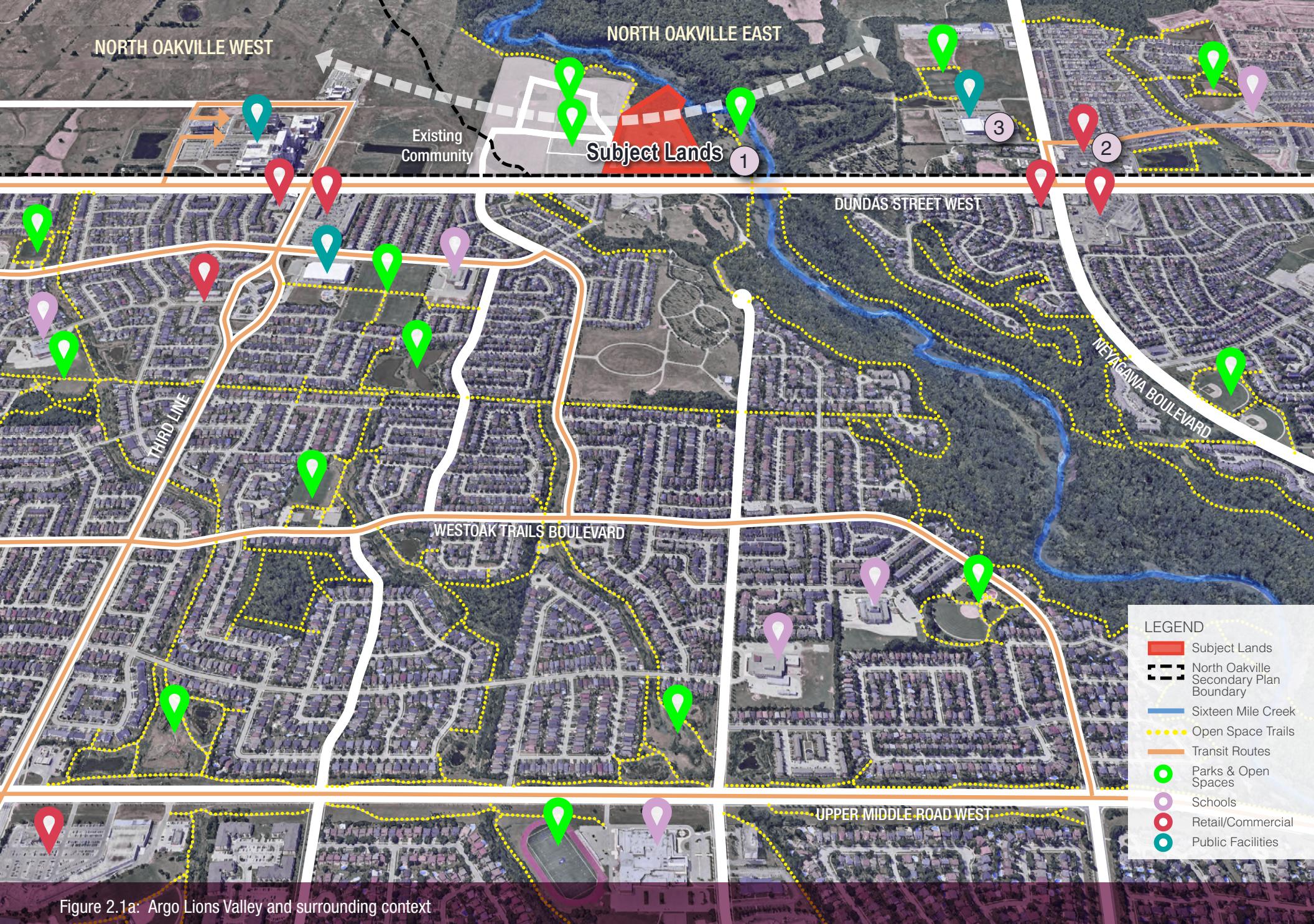
Provide logical connections with adjacent existing and future communities

Ensure that Argo Lions Valley is part of a well-connected and cohesive community structure with strong pedestrian and vehicular links to the adjacent neighbourhoods, open spaces, and active transportation network.

Integrate a sustainable natural heritage and open space system

Protect the surrounding natural heritage system while providing opportunities for trail connectivity.





2.0 CONTEXTUAL ANALYSIS

2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The existing topography and vegetation is that of gently sloped meadows and wooded areas, with the NHS comprising the northern portion of the site. Sixteen Mile Creek is located in the adjacent NHS along the east side of the subject lands. A radio tower operations building is currently situated on the property with driveway access from Dundas Street.





Figure 2.2b: View of single detached dwellings in residential community south of subject lands



Figure 2.2a: View of existing property on subject lands from Dundas Street West

2.2 SURROUNDING LAND USES & BUILT FORM CHARACTER

Argo Lions Valley subject lands are designated as a 'Neighbourhood Area' in the North Oakville East Secondary Plan Land Use Plan. It is bordered by the Natural Heritage System (NHS) to the north and east, Dundas Street West to the south, and existing community that has been recently constructed to the west.

The lands directly south of Dundas Street West are designated in the Livable Oakville Plan as Private Open Space and Natural Area, and include the St. Volodymr Cultural Centre and Cemetery. Low density residential and a block of medium density residential uses are located to the south-west. A future neighbourhood development to the west will be seamlessly integrated with the Argo Valley Lions proposed development.

Several recreational opportunities surround the subject lands. Beyond the NHS to the east, Lions Valley Park contains a park playground, views to Sixteen Mile Creek, and active transportation connections to the wider trail system in Oakville. Within a 5-minute walk (400m) to the north-west, Travertine Park offers local recreational opportunities. Approximately 850m north-east, the Sixteen Mile Community Park and Sports Complex provides active recreational facilities and organized sports.

A portion of the lands north of Dundas Street West are identified in the North Oakville East Secondary Plan as an Urban Core Area and is intended to allow the creation of mixed-use developments at high and medium densities, including retail and service commercial along the corridor.

Note: Figure 2.2c illustrates the surrounding land uses, with uses south of Dundas Street West subject to the Livable Oakville Plan Land Use Plan, and uses to the north are subject to the North Oakville East and West Secondary Plans.

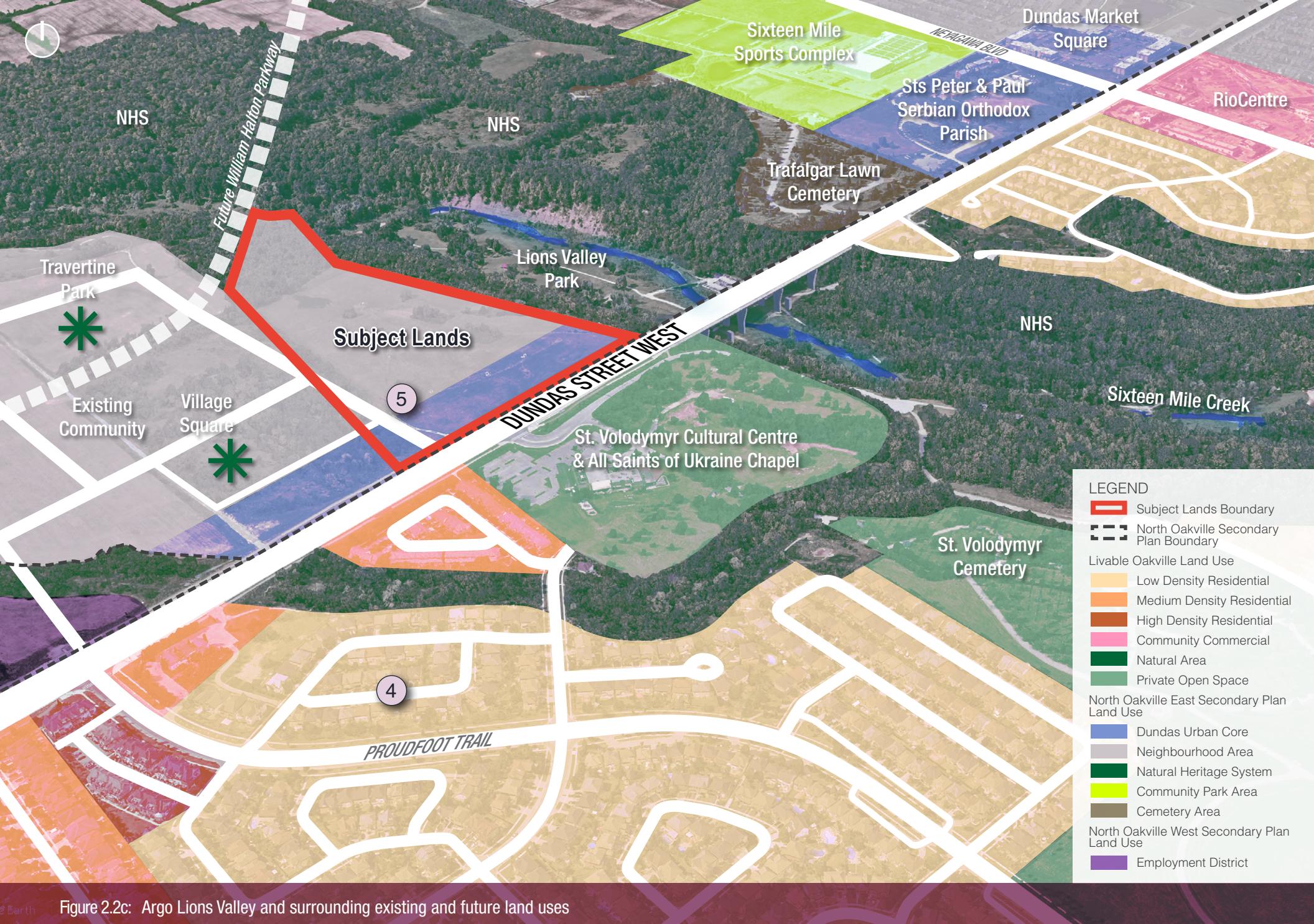


Figure 2.2c: Argo Lions Valley and surrounding existing and future land uses



Figure 2.4a: Image example of built form that provides transit-supportive density.

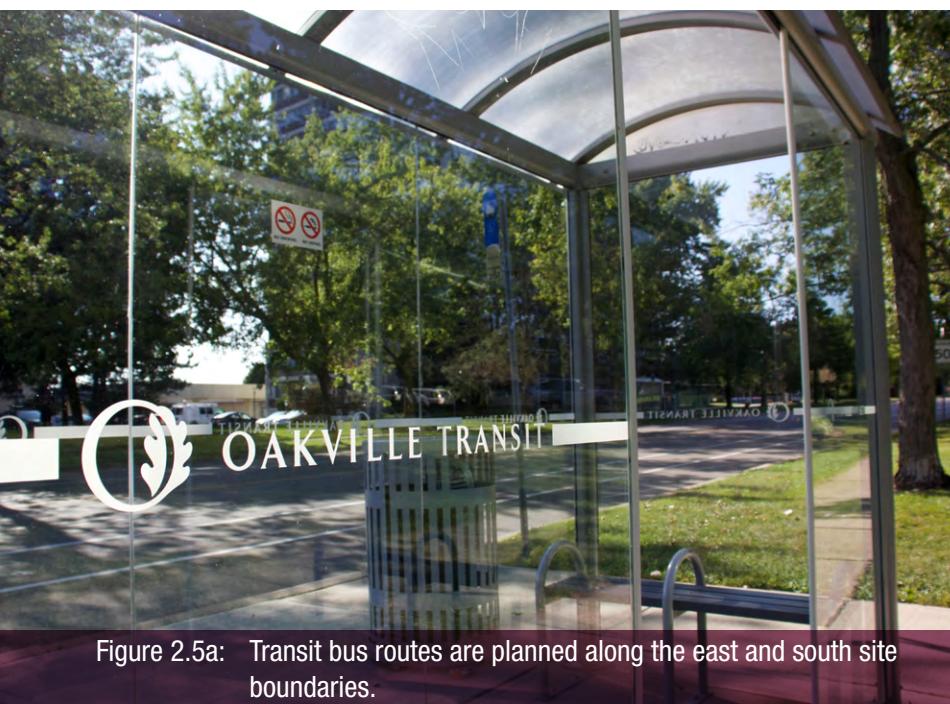


Figure 2.5a: Transit bus routes are planned along the east and south site boundaries.

2.3 GATEWAYS & LANDMARKS

Although the subject lands are not considered a key gateway location in North Oakville, the built form and landscape treatment at the corner of the proposed local road (Street A/ Harasym Trail) and Dundas Street West will be appropriately designed to address the primary entrance into this area of the community.

2.4 TRANSPORTATION NETWORKS

Argo Lions Valley will comprise an efficient public road network, with direct connections to Dundas Street West to the south, William Halton Parkway to the north, and the existing and proposed development to the west.

Oakville Transit bus routes currently run east-west along Dundas Street West. It is designated as a transit corridor, as per the North Oakville East Secondary Plan, where bus routes 5 and 5A operates. Both routes travel from the GO 407 Carpool Lot, along Dundas Street West, then Trafalgar Road towards Oakville GO Station. Route 5A, diverts at Dundas Street West / Neyagawa Boulevard and travels along Sixteen Mile Drive and Earnest Applebe Boulevard before continuing towards Oakville GO Station.

Paired with transit-supportive densities, such as high density residential along Dundas Street West, access to regional transit services encourages the use of alternative modes of transportation along this key corridor. In addition, William Halton Parkway is a proposed transit route.

3.0 POLICY CONTEXT

The proposed development for Argo Lions Valley is subject to several planning studies and processes. This UDB outlines a design strategy consistent with the objectives of the following documents:

3.1 NORTH OAKVILLE EAST SECONDARY PLAN

The proposed development plan fits seamlessly within the structure of the surrounding existing and developing neighbourhoods and provides diversified and transit-supportive housing options. A range of housing types and densities are proposed, accessible to future transit and within walking distance to activities and amenities.

“The Dundas Urban Core Area is intended to allow the creation of mixed-use development at high and medium densities along the Dundas Street corridor.”

*North Oakville East Secondary Plan
Section 7.5.15 - Dundas Urban Core*

The following key elements within the Argo Lions Valley plan are consistent with the general objectives outlined in the North Oakville East Secondary Plan:

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.2 Residential

The proposed residential development complements the existing built form in the surrounding community, and incorporates urban design best practices.

7.2.3.4 Urban Design

The development plan for Argo Lions Valley will establish streetscapes that reinforce the pedestrian scale and pedestrian comfort; encourage built form that minimizes the impact of garages and service areas; allow opportunities for market-driven mixed-use developments; and embrace housing variety and diverse architecture.

7.2.3.5 Transportation

The Argo Lions Valley plan prioritizes a safe pedestrian system and balanced land uses, integrating with existing urban structures, promoting transit through a “transit first” policy, ensuring residents’ proximity to transit, and encouraging various transit options through smart land use and design.

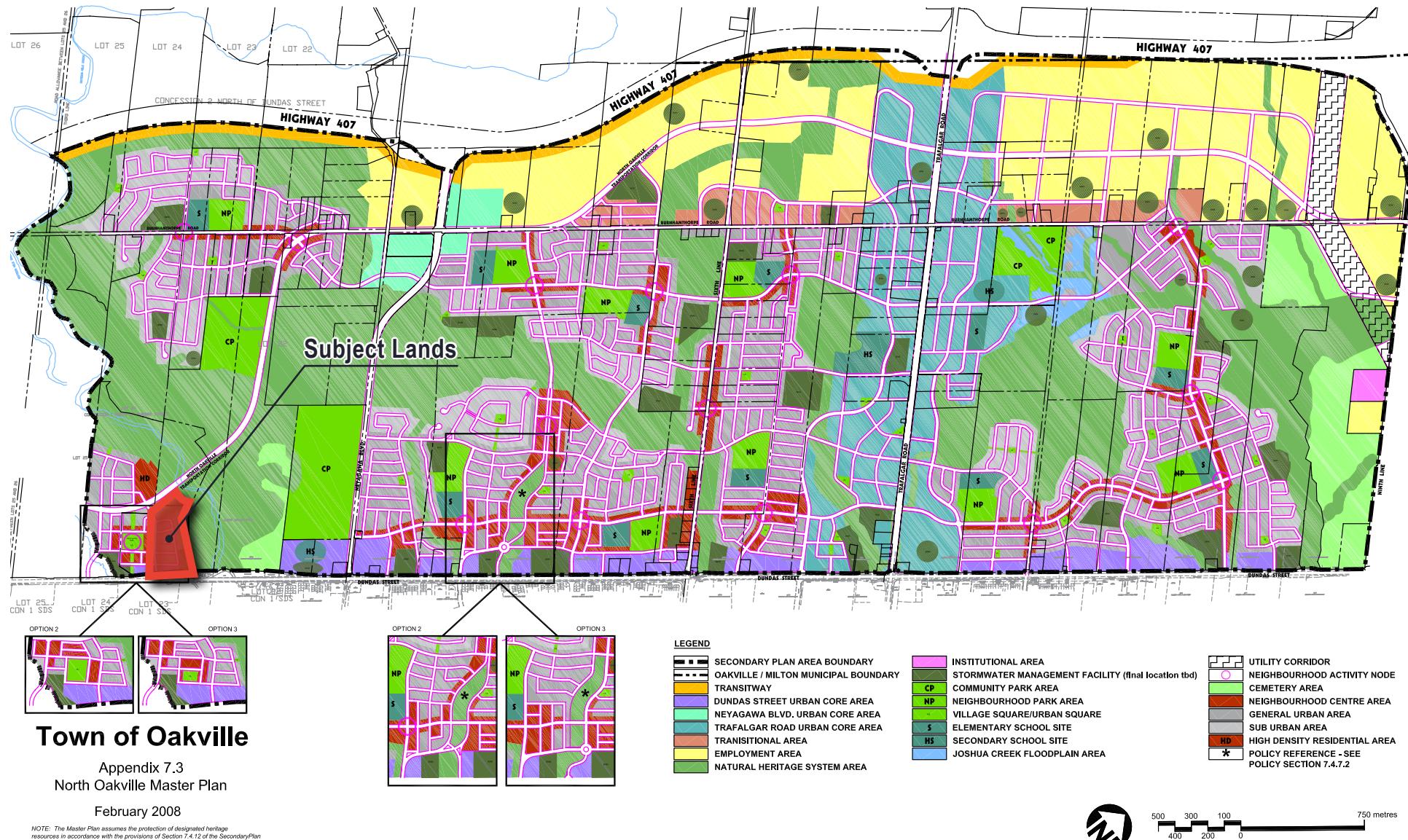


Figure 3.1a: North Oakville East Secondary Plan

7.3 COMMUNITY STRUCTURE

7.3.2 Urban Core

- Argo Lions Valley fronts onto Dundas Street West, a designated urban core area, where higher densities are encouraged.
- A full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses may be permitted on these lands.
- While a range of non-residential uses are permitted, the provision of these uses on the site is not required. Instead, a range of non-residential uses are to be provided across all lands designated Urban Core Area.

7.3.3 Residential Neighbourhoods

- Argo Lions Valley is designated as a general urban area, which is a mix of low and medium density residential.

7.3.5 Natural Heritage and Open Space System

- As a part of the larger NHS that extends through all of North Oakville, the NHS lands within the Argo Lions Valley subject lands shall be protected, ensuring long term sustainability.

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

- The plan for the Argo Lions Valley development recognizes that the primary purpose of the NHS is to protect and preserve key ecological features and, where appropriate, enhance and expand upon this natural environment. Protecting this system will also contribute to the enhancement of air and water resources, and provide for limited passive recreational needs.

7.5.4 GENERAL DESIGN DIRECTIONS

- The Argo Lions Valley development shall be designed to be compact, pedestrian and transit friendly in form.
- The development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips.
- The Natural Heritage component of the Natural Heritage and Open Space System forms an important feature in Argo Lions Valley. A trail system will be developed which will generally reflect the proposed major trail system in the North Oakville East Secondary Plan.

7.7.2 TRANSPORTATION

- The Argo Lions Valley development will balance the provision of a safe, functional and attractive pedestrian oriented environment with an acceptable level of vehicular traffic.
- The streetscape shall be primarily designed for the comfort and safety of pedestrians and cyclists.



Figure 3.2a: Argo Lions Valley's location with North Oakville Trails Plan (2019)

3.2 NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

The Argo Lions Valley development will reflect the North Oakville East Urban Design and Open Space Guidelines that outline the physical design components necessary for the development of a high quality, sustainable and integrated community. The planning and design of this new development is based on the Town's detailed set of objectives, illustrated recommendations and guidelines that will impact urban living, employment and recreation, implementing the broad policies of the North Oakville East Secondary Plan.

3.3 NORTH OAKVILLE TRAILS PLAN

The North Oakville Trails Plan is a key component of the transportation strategy for the Town's Vision 2057 and Secondary Plan area, recognizing that an active mobility network is an essential component of linking new communities, reducing reliance on roads, encouraging walking and cycling, and controlling access into the NHS system. The hierarchy of active mobility options includes multi-use trails, major trails, and minor trails, as well as a network of on-road cycle lanes and bike routes.

The trails plan for the Argo Lions Valley development adheres to the general trail network including:

- A proposed major trail in the NHS lands that follows the limits of the development.

Surrounding the subject lands is an existing multi-use path along Dundas Street West to the south and existing major trail in the NHS to the east. To expand on the active mobility network, a multi-use path and bicycle lane is proposed along the William Halton Parkway just north of the subject lands.

3.4 LIVABLE BY DESIGN MANUAL (LBDM)

The Livable by Design Manual (LBDM) applies to all development proposals that are subject to approval by the Town. The purpose of the LBDM is to visually articulate the strategic direction and design objectives of the Livable Oakville Plan and North Oakville East and West Secondary Plans (collectively referenced as the Town's Official Plan). Part A and C of the manual apply to the Argo Lions Valley development, with Part A providing detailed design direction for the public realm, built form, and site development, and Part C establishing the Site Design and Development Standards for Oakville.

“As an urban design principle, connectivity promotes choices for mobility and improved accessibility, whether the mode is walking, driving, cycling or taking transit. Streetscapes can assist in defining the character of districts and their design should reflect the surrounding context, land uses, and landmarks so that networks of public open spaces are created to facilitate social and civic interactions.”

*Livable by Design Manual
Section 1.4 - Guiding Design Principles*

3.5 NORTH OAKVILLE SUSTAINABILITY CHECKLIST

The North Oakville Sustainability Checklist is an important tool for assessing the sustainability of planned developments. Based on North Oakville Secondary Plan policies, the checklist is meant to be a tool to encourage sustainable development practices. The planning and design of the Argo Lions Valley development incorporates these broader best-practice guidelines, including but not limited to:

- Modified grid road system;
- Cycling strategy;
- Phasing for transit;
- High-efficiency street lighting;
- Energy Star Certified;
- Water quality targets;
- Erosion control.

3.6 2020 URBAN FOREST STRATEGIC MANAGEMENT PLAN (UFSMP)

The 2020 Oakville Urban Forest Strategic Management Plan (UFSMP) is a high level strategy and planning study prepared to provide the Town of Oakville with recommendations and guidelines for achieving a sustainable, healthy urban forest. This strategy is an extension of the Town's long term vision to achieve its 40% tree canopy coverage target. As a general proposed standard, the UFSMP recommends achieving a 20% street tree canopy coverage for residential developments.

Further details on canopy targets for land uses pertaining to Argo Lions Valley and preliminary tree canopy coverage assessment are provided in Section 6.3 Tree Canopy Coverage. Tree canopy coverage plans for development applications are expected to follow Oakville's 2057 Canopy Cover Plan and Canopy Calculation Chart.

LEGEND

Legend for North Oakville East Secondary Plan Boundary:

- North Oakville East Secondary Plan Boundary (Black line)
- Subject Lands Boundary (Black line)
- Residential Development Area (Yellow)
- Single Detached (Light Green)
- Standard Townhouse (Orange)
- Rear Lane Townhouse (Light Orange)
- Future Development (Grey)
- Stormwater Management Pond (Light Blue)
- Natural Heritage System (Dark Green)
- Public Open Space (Light Green)
- Future Potential High Density Residential (Pink)
- Future Potential Low-Rise Residential/Townhouse/Mid-Rise Apartments (Light Orange)
- Future Employment/Office/Commercial (Red)
- Medium Density Residential (Yellow)
- Low Density Residential (Light Orange)
- Dundas Street Interface (Purple diagonal lines)
- NHS Interface (Blue diagonal lines)
- Existing Community Interface (Red diagonal lines)

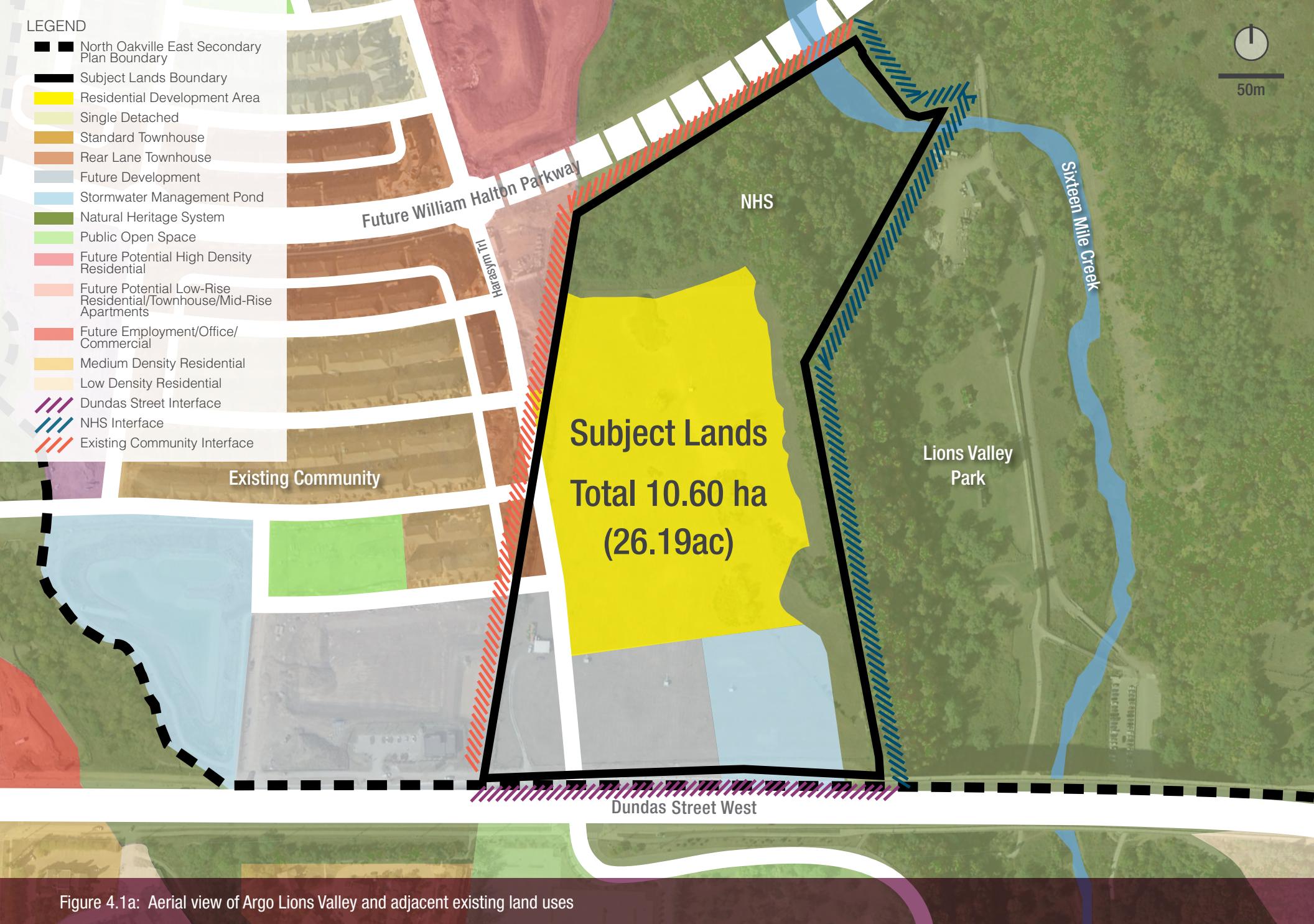


Figure 4.1a: Aerial view of Argo Lions Valley and adjacent existing land uses

4.0 DEVELOPMENT FRAMEWORK

The development framework for the surrounding lands and existing community to the west will serve as the main building components for delineating the various land uses, establishing the street hierarchy network, and providing the framework of land uses in Argo Lions Valley. The following section describes these key structuring elements.

4.1 BOUNDARY INTERFACE

Planned as an integral part of the surrounding new community, Argo Lions Valley will complement adjacent land uses and the Dundas Urban Core Area as designated in the North Oakville East Master Plan.

The Argo Lions Valley lands are framed by the NHS to the north and east, Dundas Street West to the south and an existing community to the west. To appropriately respond to the southern interface, built form frontage of the Future Development blocks will be oriented toward Dundas Street West, activating the public realm along this important corridor. The design intent will be to create a built form that is conducive to active uses and will positively contribute to the public realm.

Along the north and east boundary interfaces, low rise residential built form will provide a sensitive height and massing transition to the NHS, with single detached dwellings backing onto this protected open space. Compact residential forms, including street townhouses, dual frontage townhouses, and back-to-back townhouses, are situated towards the west side of the development. These building typologies will align with the built form and land uses in the existing community to the west, as well as Future Development blocks that propose high density development.

LEGEND

- ■ North Oakville East Secondary Plan Boundary
- Subject Lands Boundary
- Single Detached
- Standard Townhouse
- Dual Frontage Townhouse
- Back-to-Back Townhouse
- Rear Lane Townhouse
- Future Development
- Stormwater Management Pond
- Natural Heritage System
- Public Open Space
- Future Potential High Density Residential
- Future Potential Low-Rise Residential/Townhouse/Mid-Rise Apartments
- Future Employment/Office/Commercial
- Medium Density Residential
- Low Density Residential
- Existing Multi-use Trail
- Proposed Multi-use Trail
- Existing Major Trail
- Proposed Major Trail
- Proposed Bicycle Lane
- Signed Bike Route
- Proposed SWM Pond Trail
- View
- Vista



50m

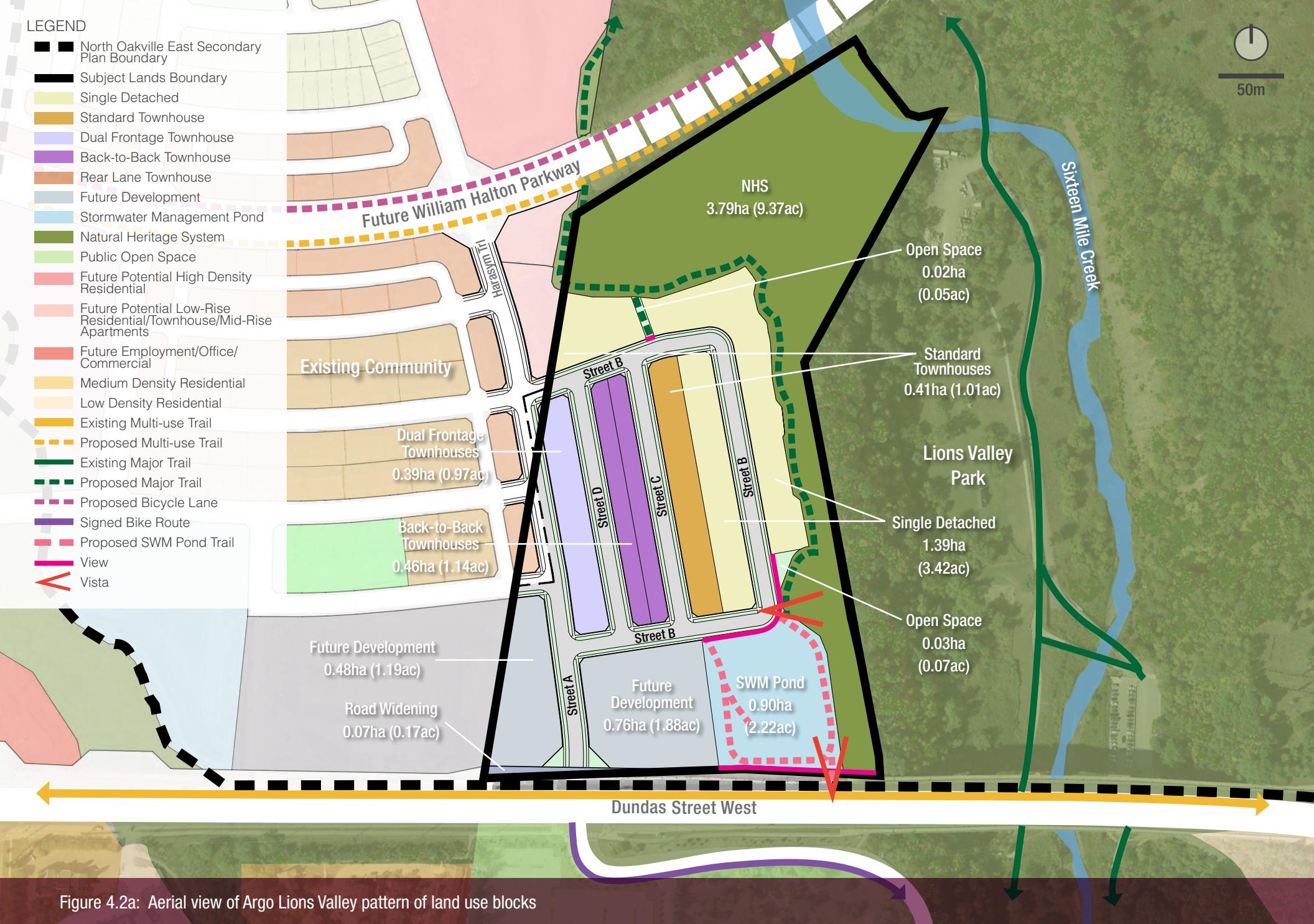


Figure 4.2a: Aerial view of Argo Lions Valley pattern of land use blocks

4.2 PATTERN OF LAND USES

The Argo Lions Valley development is an extension of the adjacent planned development to the west and proposes a mix of land uses that support and complement the function of the overall community. These uses include:

- **Low Density Residential** - internal to the site and backing onto the NHS, single detached dwellings will provide a sensitive development transition adjacent to the NHS.
- **Medium Density Residential** - comprising street townhouses, dual frontage townhouses, and back-to-back townhouses with a local street network, transitioning between the Low Density Residential and Dundas Urban Core.
- **Future Development** - higher density development along the Dundas Urban Core will be strategically positioned at the corner of Dundas Street West and the proposed Street A to create a built form gateway. The Future Development blocks will be zoned as part of a future application.
- **Stormwater Management Pond (SWM)** - an urbanized SWM facility is located at the south-east corner of the subject lands fronting Dundas Street West, adjacent to the NHS.

4.3 OPEN SPACE

Livable Oakville envisions an extensive recreational trail system as a key component of a comprehensive active transportation network. As shown in Figure 4.2a, Argo Lions Valley proposes a Major Trail in the NHS lands, generally following the limits of the development. This trail will connect to the existing multi-use path along Dundas Street West, and surrounding existing trails, as well as future connections along the William Halton Parkway extension. This Major Trail will also lead to connections to Lions Valley Park, located east of the development, through the multi-use path along Dundas Street West.

A SWM pond is located along the Dundas Street West frontage, which may provide a trail connection and lookout opportunities, with linkages to the local active transportation network.

4.4 VIEWS AND VISTAS

The placement of the SWM pond provides strategic views and vistas to the NHS, both internally from the local street and externally from Dundas Street West. Along the north boundary of the SWM pond, a segment of Street B is a single-loaded road that creates a terminating vista from the west and from the north. Offering significant views and connections into both the NHS and SWM pond, this configuration reinforces these natural open space features as focal points of the development.

LEGEND

- ■ North Oakville East Secondary Plan Boundary
- Subject Lands Boundary
- Arterial Road
- 19.0m Local Street
- 17.0m Local Street



50m

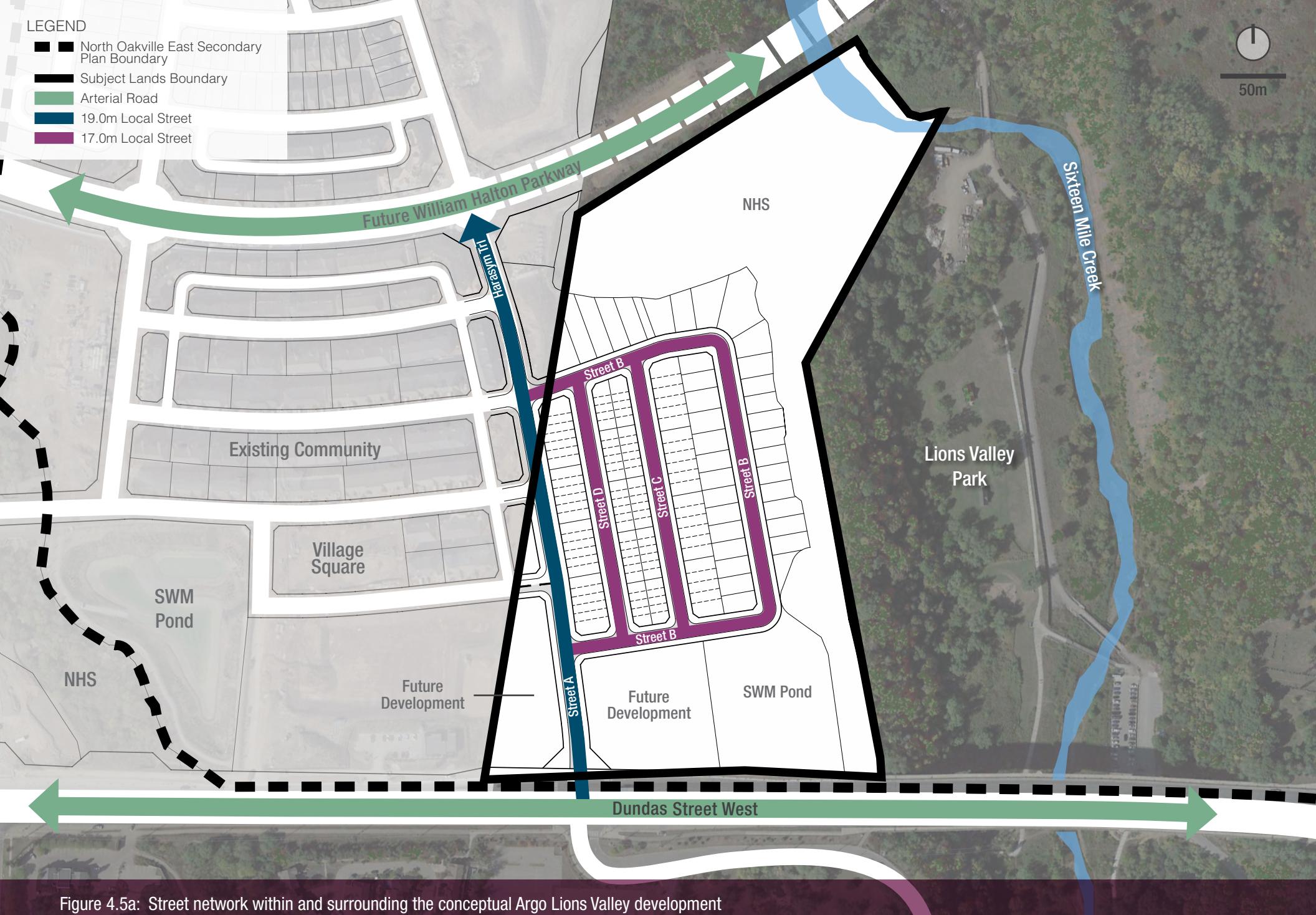


Figure 4.5a: Street network within and surrounding the conceptual Argo Lions Valley development

4.5 STREET NETWORK

The overall street network for Argo Lions Valley is defined by Dundas Street West along the south and a proposed 19.0m right-of-way (R.O.W.) north-south local road, which is planned to seamlessly connect with existing development to the west. The extension of the William Halton Parkway bridge crossing to the north will provide an important east-west connector for Argo Lions Valley and the surrounding community.

The proposed external and internal road hierarchy will consist of the following street types (refer to Figure 4.5a):

- **Dundas Street West (Arterial Road/Transit Corridor)** - an east-west community connector and Transit Corridor / borders the subject lands on the south;
- **William Halton Parkway (Arterial Road/Transit Corridor)** - a major east-west community connector and Transit Corridor that is located north of the subject lands;
- **Local Street 19.0m R.O.W. (Avenue/Transit Corridor)** - north-south avenue and Transit Corridor, and extension of Harasym Trail that will connect Dundas Street West and William Halton Parkway; and
- **Local Street / 17.0m R.O.W.** - internal road network with a neighbourhood focus.

Refer to Figures 6.1c - 6.1d for illustrations of R.O.W. designs for each street type.

4.5.1 PARKING & SNOW STORAGE

As indicated in the Figure 4.5b Parking Plan, the proposed development includes a combination of parking spaces through interior on-street parking and residential parking spaces designed within each lot. Snow storage is conceptually proposed along the stormwater pond block frontage on Street A and the servicing block adjacent to the trail connection. Proposed locations are conceptual, and storage may be located along any open portion of boulevards of the noted blocks and Future Development block.

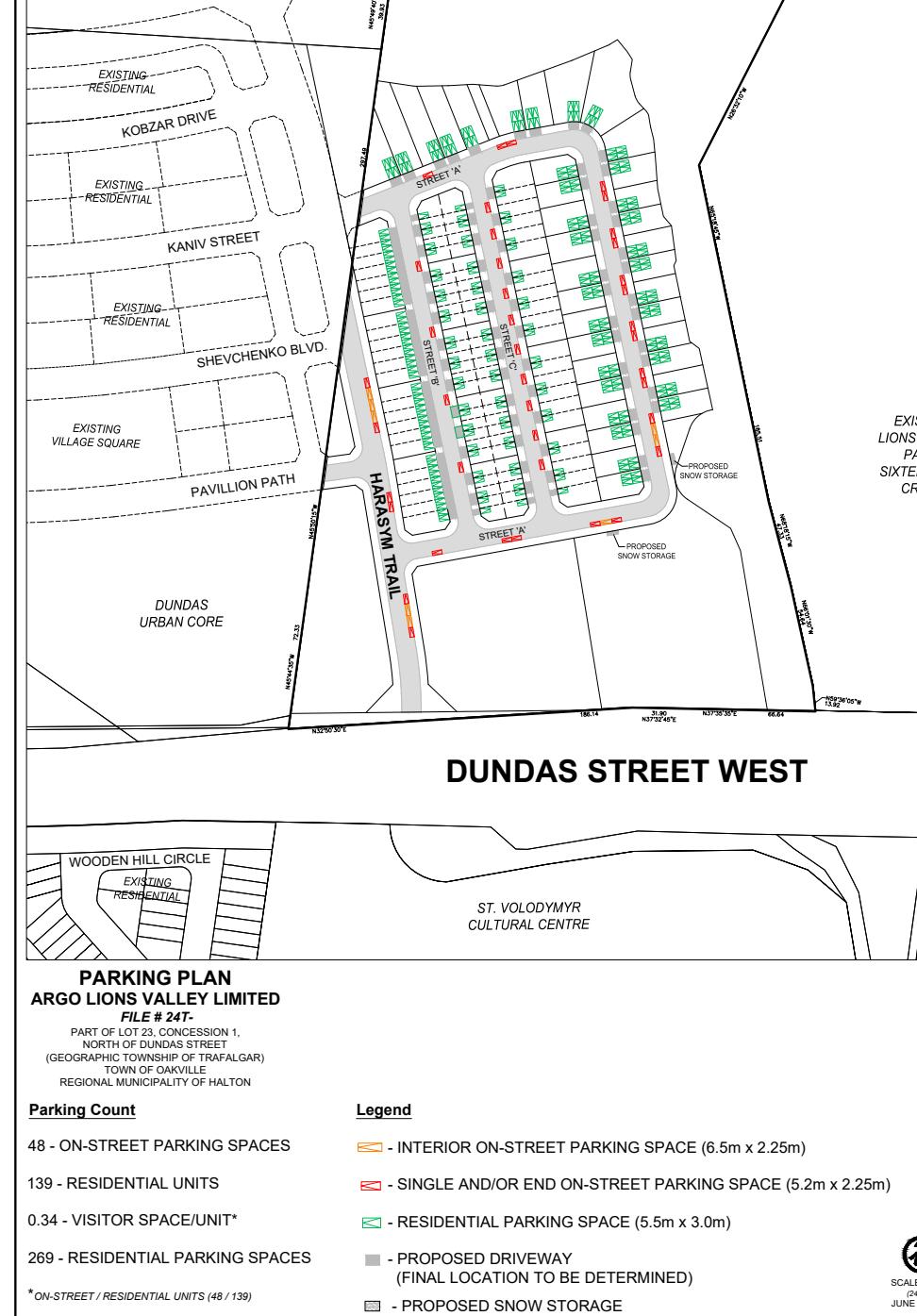


Figure 4.5b: Parking Plan (source: GSAI, June 27, 2025)

LEGEND

- ■ North Oakville East Secondary Plan Boundary
- Subject Lands Boundary
- 42' Single Detached (23.2m Depth)
- 42' Single Detached (24.2m Depth)
- 40' Single Detached (Corner)
- 50' Single Detached (23.2m Depth)
- 50' Single Detached (24.2m Depth)
- Standard Townhouse
- Dual Frontage Townhouse
- Back-to-Back Townhouse
- Rear Lane Townhouse
- Future Development
- Stormwater Management Pond
- Natural Heritage System
- Public Open Space
- Future Potential High Density Residential
- Future Potential Low-Rise Residential/Townhouse/Mid-Rise Apartments
- Future Employment/Office/Commercial
- Medium Density Residential
- Low Density Residential

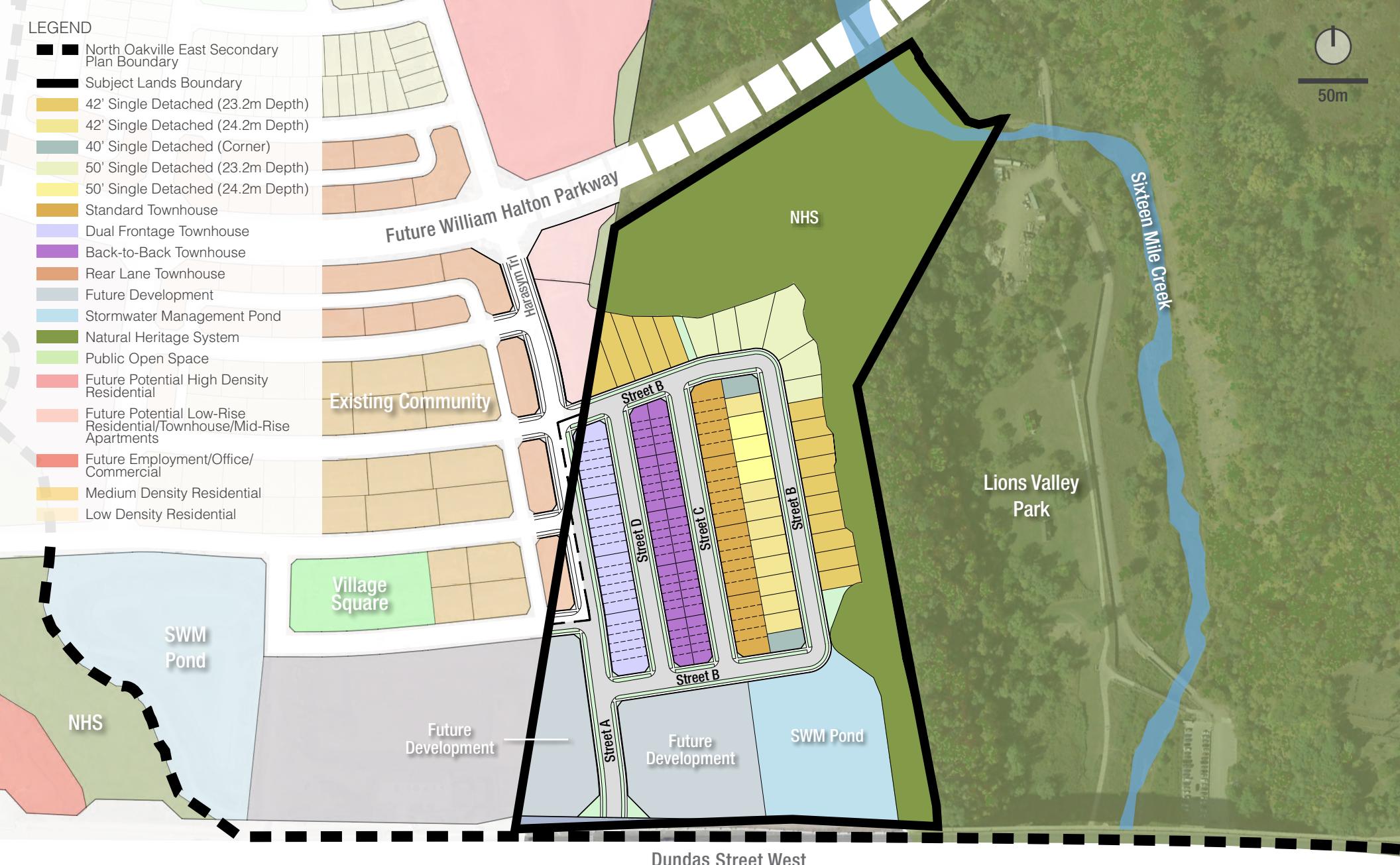


Figure 5.0a: Conceptual Development Master Plan

5.0 CONCEPTUAL DEVELOPMENT PLAN

The conceptual development plan for Argo Lions Valley proposes well-crafted built form, providing transit supportive development along Dundas Street West that fits within the context of the existing community to the west and existing NHS to the north and east.

Single detached dwellings and a variety of townhouses comprise the majority of the subject land's developable area. Consistent with the general land use patterns in Livable Oakville, these low to medium density residential built forms are located to appropriately transition between the higher densities along Dundas Street. Detailed siting of the built form within each lot will be available through detailed design.

As part of the Dundas Urban Core (DUC) area designated in the North Oakville East Secondary Plan, higher density dwellings, such as a mix of back-to back townhouses, stacked townhouses, and mid-rise condominium buildings, may be considered within the Future Development blocks. These development blocks will be zoned through separate Zoning By-Law Amendment applications alongside future site plan applications.

Primary access to the proposed development is from the intersection of Dundas Street West and the proposed 19.0m local road. The 17.0m local road loops through the development, providing a more compact streetscape with lower levels of traffic.

The key elements that characterize Argo Lions Valley and form the overall development master plan include: low density residential, medium density residential, higher density residential, and amenities including the SWM pond and proposed Major Trail.



Figure 6.1a: Example of residential built form interfacing with a major roadway, with planting to enhance the streetscape

6.0 DETAILED DESIGN DIRECTION

6.1 STREETSCAPE

The proposed street network within Argo Lions Valley strives to balance pedestrian and vehicular functions within a compact, urban street R.O.W. Streetscapes support the functional role of the street network by balancing technical requirements with urban design objectives. Design objectives should consider the combination of elements within the street R.O.W. and the adjacent built form relationships, including:

- Street tree species will adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with approved Town standards;
- All planting shall be in accordance with the 2020 Oakville Urban Forest Strategic Management Plan (UFSMP); and
- Street light poles and luminaires will reflect approved Town standards, complementary to the surrounding communities.

6.1.1 ARTERIAL ROADS / TRANSIT CORRIDORS

Dundas Street West is designated as an arterial road and transit corridor in the North Oakville East Secondary Plan and serves as a key structuring element for the Argo Lions Valley and the Dundas Urban Core. Just north of the subject lands is the future William Halton Parkway, which is also a designated arterial road and transit corridor.

The following describes some of the proposed streetscape elements:

- Ultimately intended as a four lane road with on-road bike lanes, multi-use pathways, and sidewalks.
- Depending on adjacent built form use, sidewalks may extend to the building frontage.
- Street trees situated within the boulevard may be planted in a grass strip or hard surface treatment (raised planter, tree grates), depending on adjacent built form use.
- Additional street trees may be planted within centre medians to frame the dedicated bus-way, provide greater canopy coverage and reduce the perceived scale of the road.
- Pedestrian crossings at key intersections will be installed with enhanced paving as an attractive feature and to reinforce a safe, walkable environment.
- All planting will be in accordance with the North Oakville Urban Forestry Strategic Management Plan.



Figure 6.1b: Example of local street with sidewalks on both sides of the street and a healthy street tree canopy

6.1.2 LOCAL STREETS

Local streets are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Argo Lions Valley contains two (2) local street types that should facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. Block lengths promote a pedestrian friendly environment and add visual variety to the streetscape. The proposed 19.0m local road is also identified as an Avenue/Transit Corridor.

Town standard roadway cross-sections for potential 19.0m and 17.0 right-of-way local roads include:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street; and
- Street trees in grass boulevard where space permits.

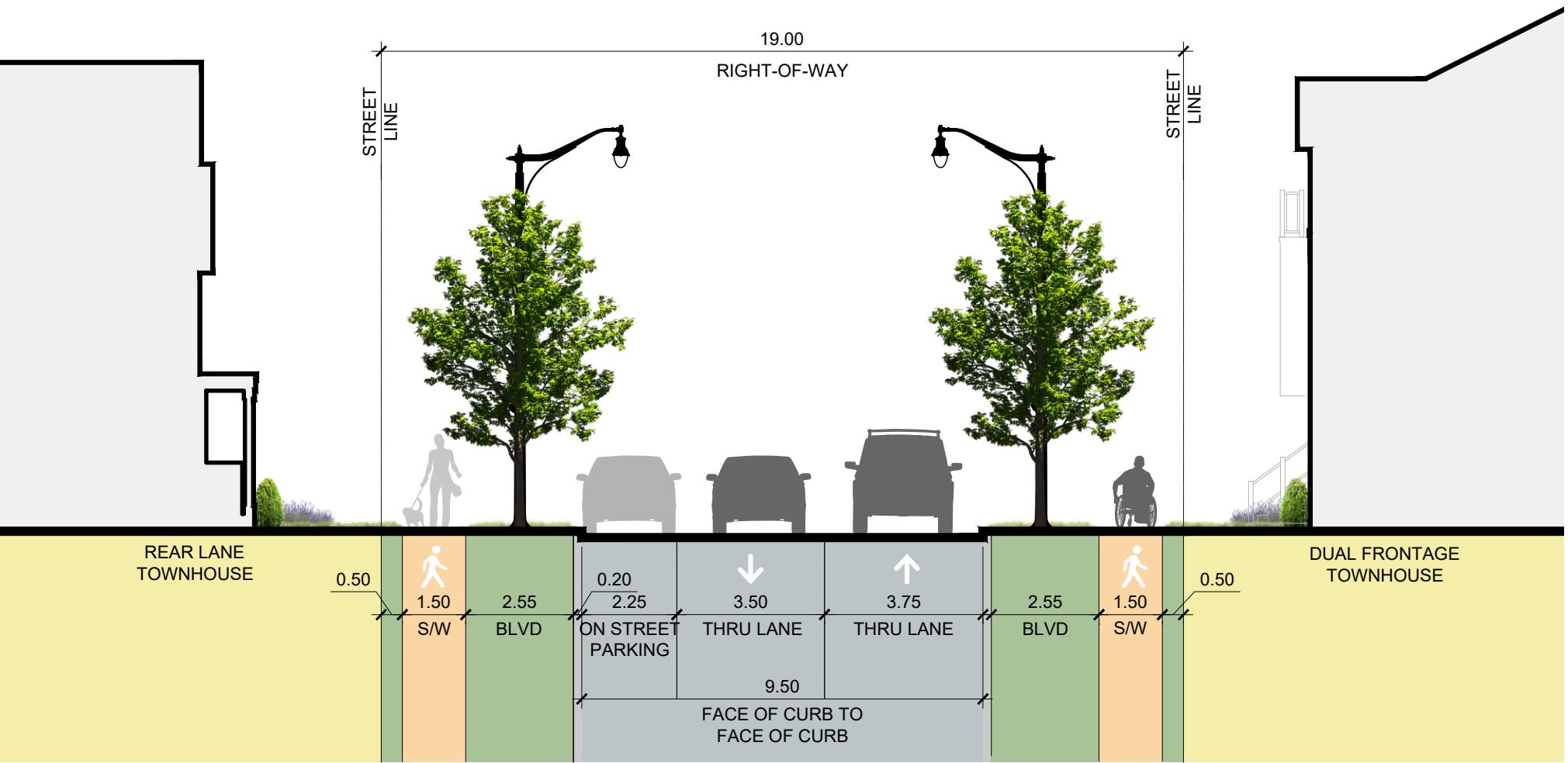


Figure 6.1c: 19.0m Local Road Right-of-Way

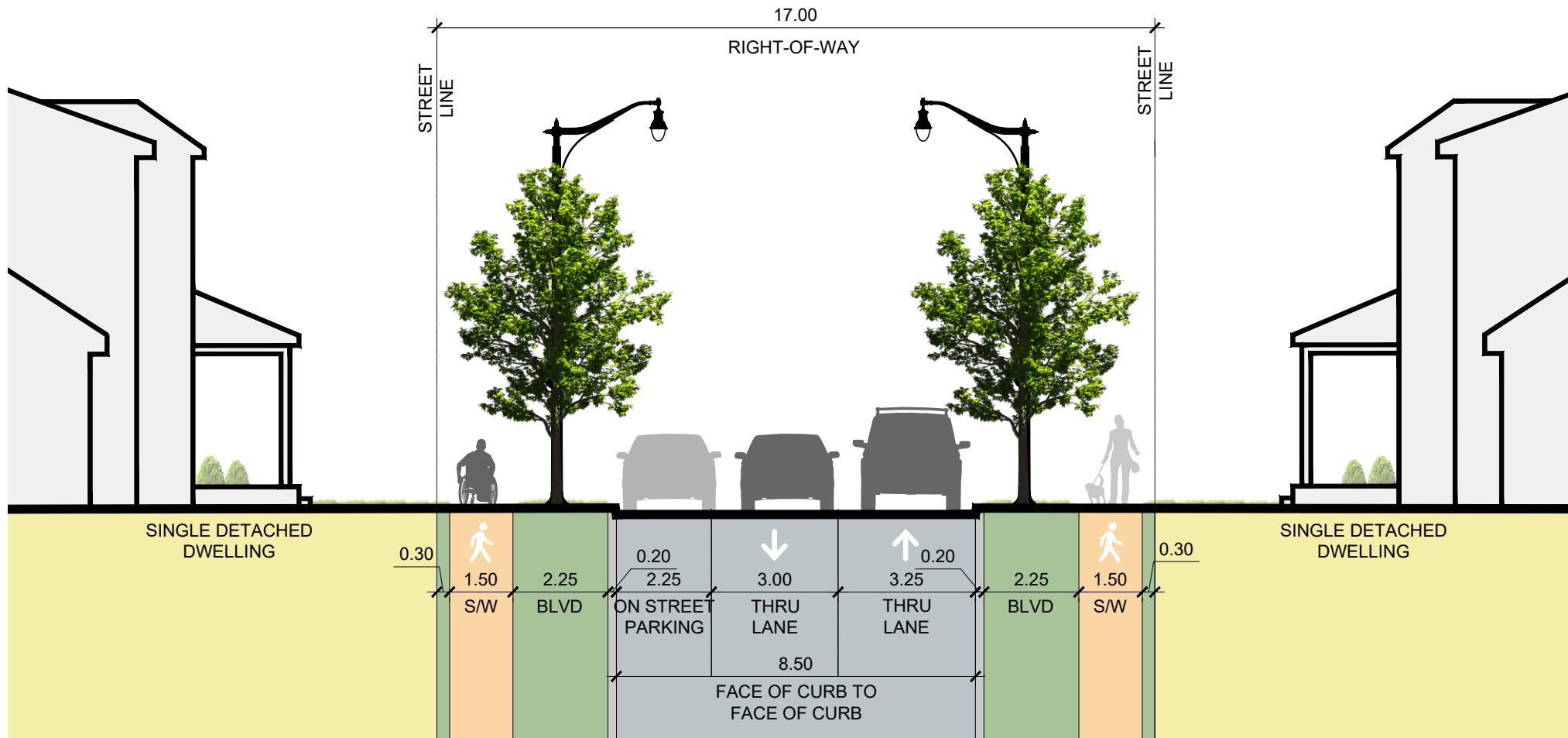


Figure 6.1d: 17.0m Local Road Right-of-Way

LEGEND

- ■ North Oakville East Secondary Plan Boundary
- Subject Lands Boundary
- Existing Multi-use Trail
- Proposed Multi-use Trail
- Existing Major Trail
- Proposed Major Trail
- Proposed Bicycle Lane
- Signed Bike Route
- Proposed Sidewalk
- Proposed SWM Pond Trail
- Stormwater Management Pond
- Natural Heritage System
- Public Open Space
- * Potential Trailhead Location



50m

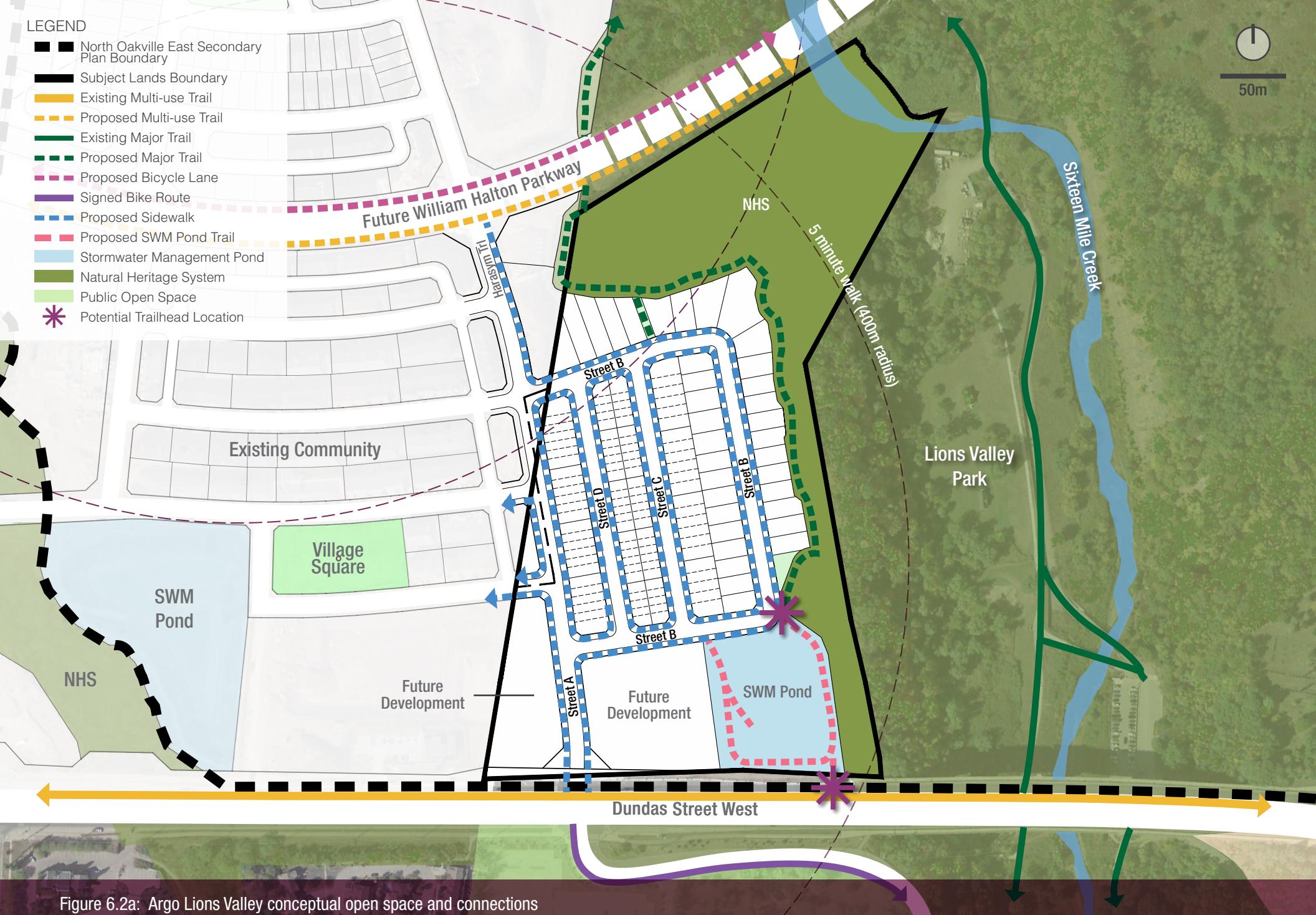


Figure 6.2a: Argo Lions Valley conceptual open space and connections

6.2 OPEN SPACE & CONNECTIONS

As part of Argo Lions Valley's overall planning and coordination of amenities, a series of active transportation connections and open spaces are proposed within the development. Within the adjacent existing community to the west, two village squares are within a 5 minute walk (400m distance). Through the active mobility network, residents of the subject lands will have access to these village squares for recreational use.

The NHS bordering the subject lands along the north and east side offers an opportunity for a future trail that will connect to the Town-wide open space network at William Halton Parkway. Placing trailheads at key locations will encourage the use of these recreational trails, marking safe access for users. Visual and physical connections into both the NHS and SWM provides a valuable community amenity and reinforces these features as focal points of the development. Subject to site conditions and detailed design, accessible access to the trail system will be provided from the SWM block, and steps from the public sidewalk may be proposed to connect to the trail and a lookout within the open space block.

To encourage walking and cycling trips to nearby open space, transit, and commercial amenities, the site should be designed to create safe, direct, and efficient pedestrian links to Dundas Street West, the William Halton Boulevard extension, and the surrounding active mobility network.

6.2.1 PROPOSED TRAILS

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with the North Oakville Trails Plan, March 2019, the trails system proposed for the Argo Lions Valley study area will provide a Major Trail following the limits of the development. In doing so, the trail will connect to planned or existing linkages throughout the broader community as an active mobility network.

The following trail locations and types are existing or proposed for this community:

- Dundas Street West - an existing east-west multi-use path;
- William Halton Parkway - a proposed east-west multi-use pathway and bicycle lane;
- Major Trail - a north-south trail, connected with the existing trail network;
- SWM Pond Open Space - a recreational trail, combined with maintenance access.

The following general guidelines may apply to proposed trails:

- The material composition of the trail should be appropriate to the surrounding environment and anticipated type and frequency of use.
- Trails should be sited to mitigate impacts to sensitive environment.
- Trails may vary in size to allow two-way cycling, based on Town standards.
- Trail lighting requirements should be determined on a site-by-site basis and take into consideration issues related to night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- Where feasible, trails should be visible from adjacent streets.
- Where applicable, all trails should be appropriately set back from adjacent residential rear lot lines.
- Trail design elements may include trailhead markers, seating areas and information signage for way-finding and community/Regional cycling network.
- Trail design should align with the Town's Design of Public Spaces Standard Procedure and the Recreational Trail Accessibility Audit and Strategy.



Figure 6.2c: Rendering examples of trailhead signage at a trail entry point from the public sidewalk.



Figure 6.2b: Rendering examples of information / wayfinding signage and seating areas in strategic locations along a trail system.

Note: All renderings are conceptual for reference purposes only. Actual designs will be developed during the detailed design stage, and are subject to site conditions.

6.2.2 STORMWATER MANAGEMENT POND (SWM)

A single urban SWM pond (0.90 ha. / 2.22 ac) will be situated within the Argo Lions Valley study area with frontage along the Dundas Street West. The facility is designed to appropriately fit within the context of a residential community. In addition to its primary water quality and control function, the SWM pond will be designed to provide a net benefit to the environmental health of the development area, to the extent practical.

To encourage a strong connection with the community, the design of the pond should have regard for the following:

- A regular spaced row of coarse-leaved canopy trees should be provided along the street frontage in combination with areas of naturalized planting.
- The integration of lookouts may be provided at the pond entry as a public amenity that may provide seating and decorative features (decorative paving, information signage, shade structure, formal planting) at desirable view opportunities along the street interface. The feasibility of lookouts will be subject to further assessment through future detailed subdivision design.
- Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- Pedestrian trails should be integrated at street level to provide connections from the pond entries, where feasible.
- Trails within the pond should be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages.



Figure 6.2d: View of a stormwater management pond along a local road

- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Information signage may be provided at the pond entry/lookout area to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
- The design of the SWM pond should require approval from the Town of Oakville and Conservation Halton.
- Fencing will be installed in accordance with the Town's guidelines/requirements.

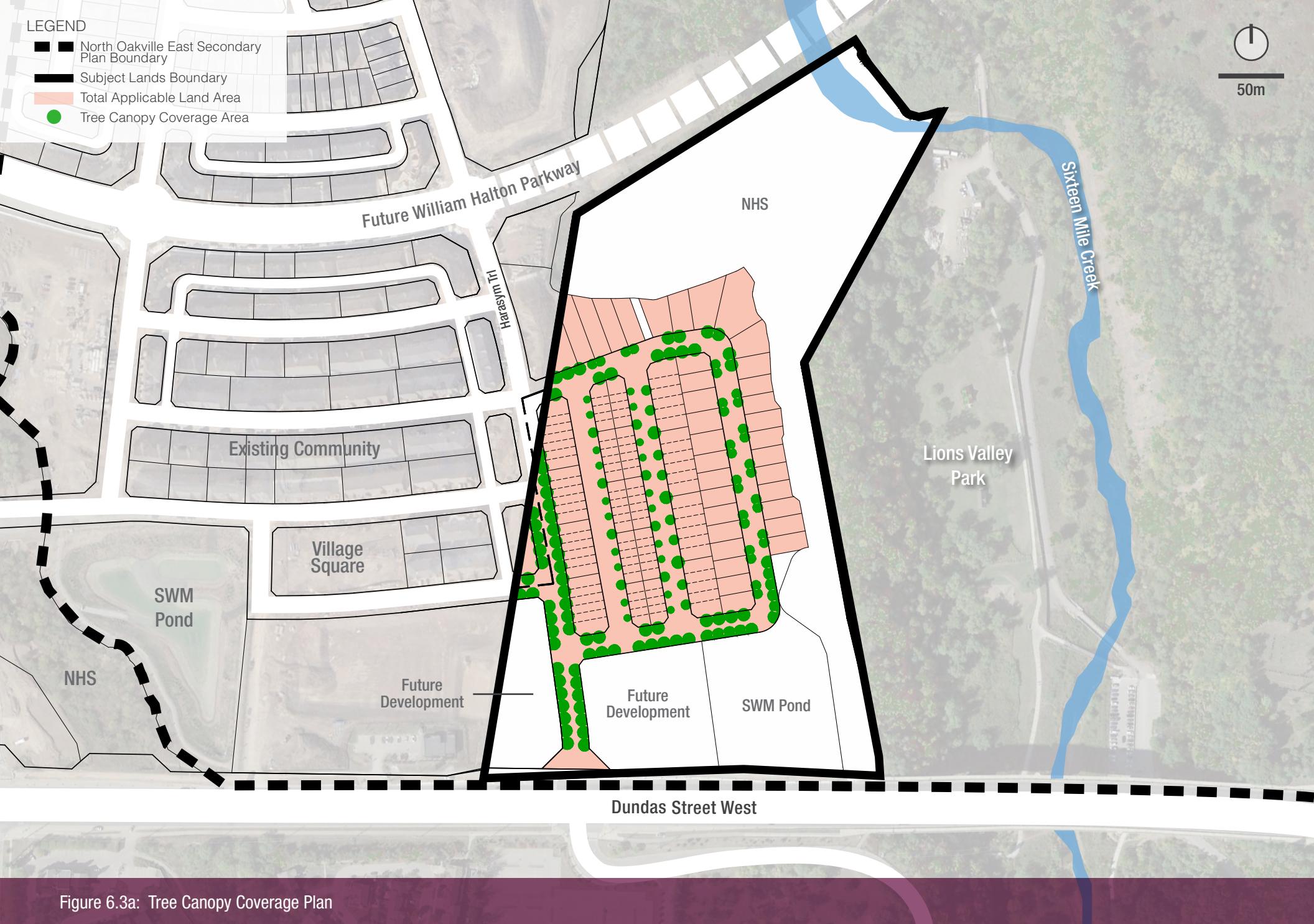


Figure 6.3a: Tree Canopy Coverage Plan

6.3 TREE CANOPY COVERAGE

6.3.1 2020 OAKVILLE URBAN FOREST STRATEGIC MANAGEMENT PLAN

The 2020 Oakville Urban Forest Strategic Management Plan (UFSMP) is a high level strategy and planning study prepared to provide the Town of Oakville with recommendations and guidelines for achieving a sustainable, healthy urban forest for the North Oakville lands. This strategy is an extension of the Town's long term vision to achieve its 40% tree canopy coverage target, and consolidates two previously separate forestry plans for North and South Oakville.

As stipulated in the UFSMP, residential developments are required to implement a target canopy coverage of 20% to help achieve Oakville's town-wide 40% canopy coverage objective.

The land uses and overall canopy cover targets for Oakville that pertain to Argo Lions Valley are as follows:

- Residential Use (All Types) - 20%
- Arterial, Avenue, and Collector Roads - 34%
- NHS - 90%
- SWM - 35%

Tree Classification and Sizing

Tree canopy coverage plans for development applications are expected to follow Oakville's 2057 Canopy Cover Plan and Canopy Calculation Chart.

The canopy coverage plan shall comply with the following guidelines -

- Small stature trees - Deciduous (5.0m dia.) = 20 sq.m. per tree
- Medium stature trees - Deciduous (7.0m dia.) = 38 sq.m. per tree
- Large stature trees - Deciduous (9.0m dia.) = 64 sq.m. per tree

Street Tree Canopy Coverage Calculation

A preliminary canopy and tree cover plan has been prepared for Argo Lions Valley to demonstrate how the standards will be achieved within the site area. The tree canopy coverage within the site area can be calculated based on the amount of landscape area that could possibly be covered by canopy. As this study focuses on the public realm, the analysis includes street tree canopy coverage on public rights-of-way. Trees planted within the public ROW external to the subject site may not be counted toward the overall canopy coverage on the site.

The street tree canopy coverage calculation for the study area is a preliminary estimate based on the proposed Draft Plan of Subdivision. Until a more comprehensive streetscape plan can be undertaken as part of a detailed landscape plan review process, the street trees in this assessment have been proposed as a combination of large, medium, and small stature trees, depending on lot configuration. This analysis will be informed by the current land use plan available, with future driveway, parking layouts and utility constraints considered as an average based on similarly developed residential streetscapes in the surrounding communities.

The preliminary tree canopy coverage results are as follows (refer to Figure 6.3a):

- Argo Lions Valley Site Area - 10.60 hectares (26.19 acres)
- Total Applicable Land Area - 44,468.02 sq.m. of local road area and residential area (excludes NHS, SWM Pond, Open Space, and DUC blocks)
- Total Tree Canopy Coverage Area (based on 5.0m dia. small stature trees, 7.0 dia. medium stature trees, and 9.0 dia. large stature trees) - 7,233.44 sq.m.
- **Argo Lions Valley Tree Canopy Coverage = 16.3%.**

Note: The previous UDB submission (Dec. 2024) achieved the Town's canopy target with an estimated 20.15% coverage. Due to substantially reduced tree diameters specified in the updated 2057 Canopy Calculation Chart (Feb 2025), the revised calculation is below the 20% target.



Figure 6.4a: Rendering example of dual frontage townhouses that provide a strong uninterrupted streetscape condition



Figure 6.4b: Corner single detached dwellings that address both sides of the street.

6.4 BUILT FORM

The built form component proposed for Argo Lions Valley encompasses three general land use categories, Low Density Residential, Medium Density Residential, and High Density Residential. A high-quality built form character shall be achieved for all designations, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes.

6.4.1 LOW DENSITY RESIDENTIAL

Single detached dwellings offer a range of lot frontages and two lot depths to ensure that there is diversity in the housing options available. Dwellings that are backing townhouses have a rear yard depth of 7.0m and dwellings backing onto the NHS have a rear yard depth of 6.0m, which contribute to the different lot depths (24.2m and 23.2m, respectively). The architecture, colour palette, and landscaping of each home should complement the neighbouring homes and create a cohesive look.

Design Guidelines

- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Dwelling designs with covered front porches or porticos where appropriate to the architectural style are encouraged.
- Attached street-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Any basement windows will be colour-matched to the windows above grade.

Amenity Space

- For single detached dwellings, the private outdoor amenity area will be provided in a conventional rear yard.

Services / Utilities

- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).



Figure 6.4c: Single detached dwellings with 2-storey massing, prominent entries, and street-facing garages.



Figure 6.4d: Image example of single detached dwelling with a rear yard backing onto NHS.



Figure 6.4e: Rendering example of 3-storey contemporary townhouses

6.4.2 MEDIUM DENSITY RESIDENTIAL

Consistent with the guidelines for this land use designation, the following describes the planned built form and general guidelines for the medium density residential blocks in Argo Lions Valley:

Building Types

- A combination of medium density residential typologies are proposed, including street townhouses, dual frontage townhouses, and back-to-back townhouses.
- Freehold development is exempt from the Site Plan Approval process. Building design must comply with Parts A and C of the Livable by Design Manual and will be subject to control architect review to ensure adherence to these standards.

Orientation

- Built form should have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along all public roads.

Height & Massing

- Townhouses will be 3-storeys and may include a loft as the 3rd storey.
- Building scale and architectural styles should be provided in a manner that reinforces an attractive, active, human-scaled street environment.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks.
- Townhouse built form should be designed with a unified language, using a consistent material palette, while introducing variations in massing, heights, rooflines, colours, and entrance features within each block to create a cohesive yet articulated streetscape.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances.
- Ample fenestration should be provided along building sides fronting onto the streets to visually connect with the streetscape.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Built form located adjacent to open spaces, street intersections and/or exposed to important view termini should have architectural emphasis / enhancement to create visual interest.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.

Site Design

- Definition of the private front yard space may occur through the use of low fencing, garden walls, and/or edge planting.
- Walkways and driveways should be consolidated, and built form should be mirrored to pair these functions whenever possible so as to minimize breaks in the softscaping and maximize opportunities for parking.
- Refer to Figures 6.4l to 6.4o for preliminary building envelopes of each of the proposed built form typologies.

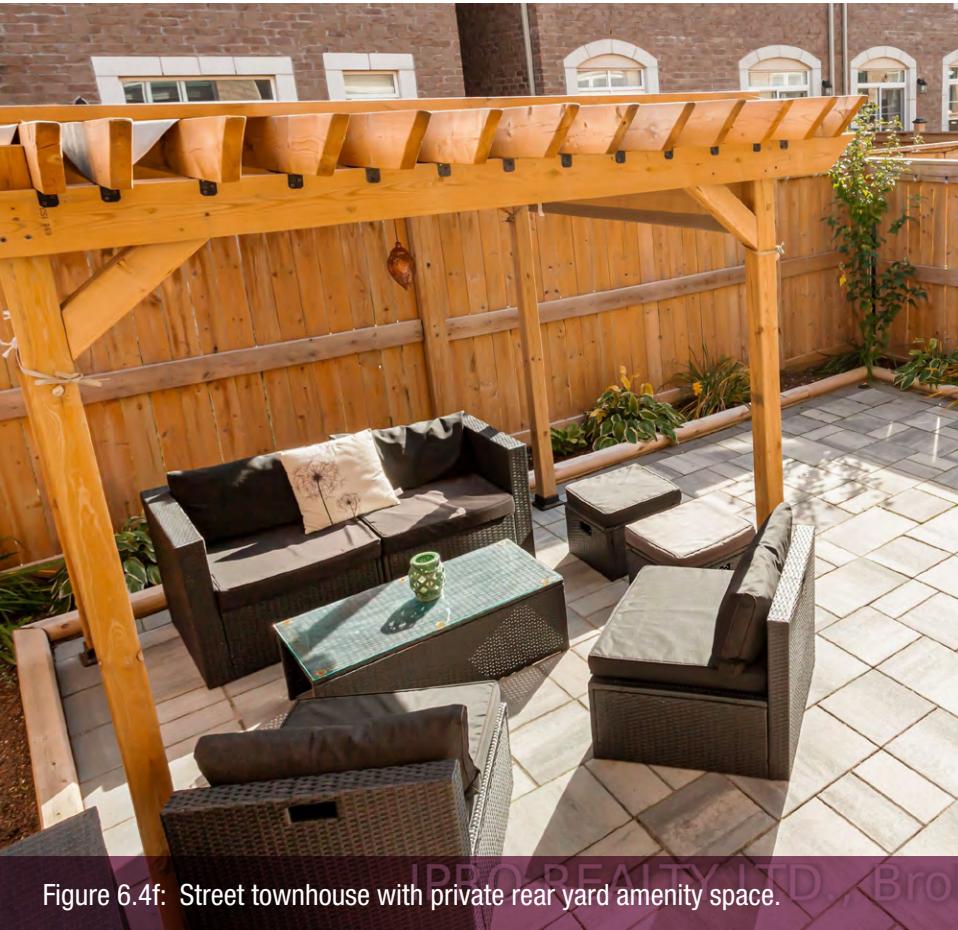


Figure 6.4f: Street townhouse with private rear yard amenity space.

The following provides additional guidelines for each of the proposed townhouse typologies:

Street Townhouses:

Street townhouses will be 3-storeys, including a third floor loft integrated into the roof massing, and have a single car, front-facing garage accessed from the street, accommodating 2 cars per unit (1 in garage and 1 on driveway).

- The maximum number of street townhouse units permitted in a row should be 8, and the minimum number of units should be 3. Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape.
- The minimum lot size for street townhouses is 6.0m.
- Townhouse block composition should display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes. For some architectural styles (such as Georgian) simple massing and roof articulation may be preferred.
- The main front entry will be oriented to the front lot line for interior units and to the flanking lot line for corner units.

Amenity Space

- For street townhouses (street-side garage access), **private** outdoor amenity areas may take the form of a conventional rear yard amenity space.

Services / Utilities

- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).



Figure 6.4g: Conceptual Elevations of Street Townhouses



Figure 6.4h: Conceptual Elevation Sketches of Dual Front Townhouses

Dual Front Townhouses:

Dual front townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted streetscape condition that is predominantly urban in character. Dual front townhouses will have 3-storeys, and a single car, rear facing garage accessed from the street at the rear of the unit, accommodating a minimum of 2 cars per unit.

In addition to the design guidelines stated for street townhouses, the following will apply:

- The main dwelling facade should be sited appropriately to create a strong and active street edge.
- Garages will be accessed from a street at the rear of the unit and will be attached to the dwelling.
- Garages should be complementary to the main dwelling in terms of materials, massing, character, and quality. They should be designed and arranged to provide an attractive visual environment within the rear private street.
- Front entrances should be directly linked to the sidewalk with a walkway.
- Secondary entrance or porch will be provided at the back of the dwellings. These entrances should be paired, wherever feasible, to maximize on-street parking opportunities.

Amenity Space

- Private outdoor amenity areas for dual front townhouses may take the form of raised terrace or balcony.

Services / Utilities

- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).



Figure 6.4i: Balconies provided on the garage side of dual front townhouses.



Figure 6.4j: A functional balcony on the upper level of a townhouse unit.

Back to Back Townhouses:

Back-to-back townhouses will be 3-storey structures with a minimum of one single car parking space, and are accessible from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a front porch or balcony.

- Façades should be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, gables, porches, and roof overhangs unless deemed inappropriate to more modern architectural styles.
- Garages should not project beyond the front wall of the main building.

- The treatment of balconies facing the street is critical to the overall design quality of the facade. A well-articulated balcony and railing design should be consistent with the architectural theme of the building and should integrate high quality, durable, and low maintenance materials.
- Privacy screens, coordinated with the design treatment of the townhouse, should be considered between neighbouring units to provide privacy.
- Entrances to each unit should be at-grade, where possible, and accessed with minimal to no stairs, subject to grading constraints.

Amenity Space

- For back-to-back townhouses, private outdoor amenity areas may take the form of a functional raised terrace or balcony.

Services / Utilities

- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).



Figure 6.4k: Conceptual Renderings of Back to Back Townhouses

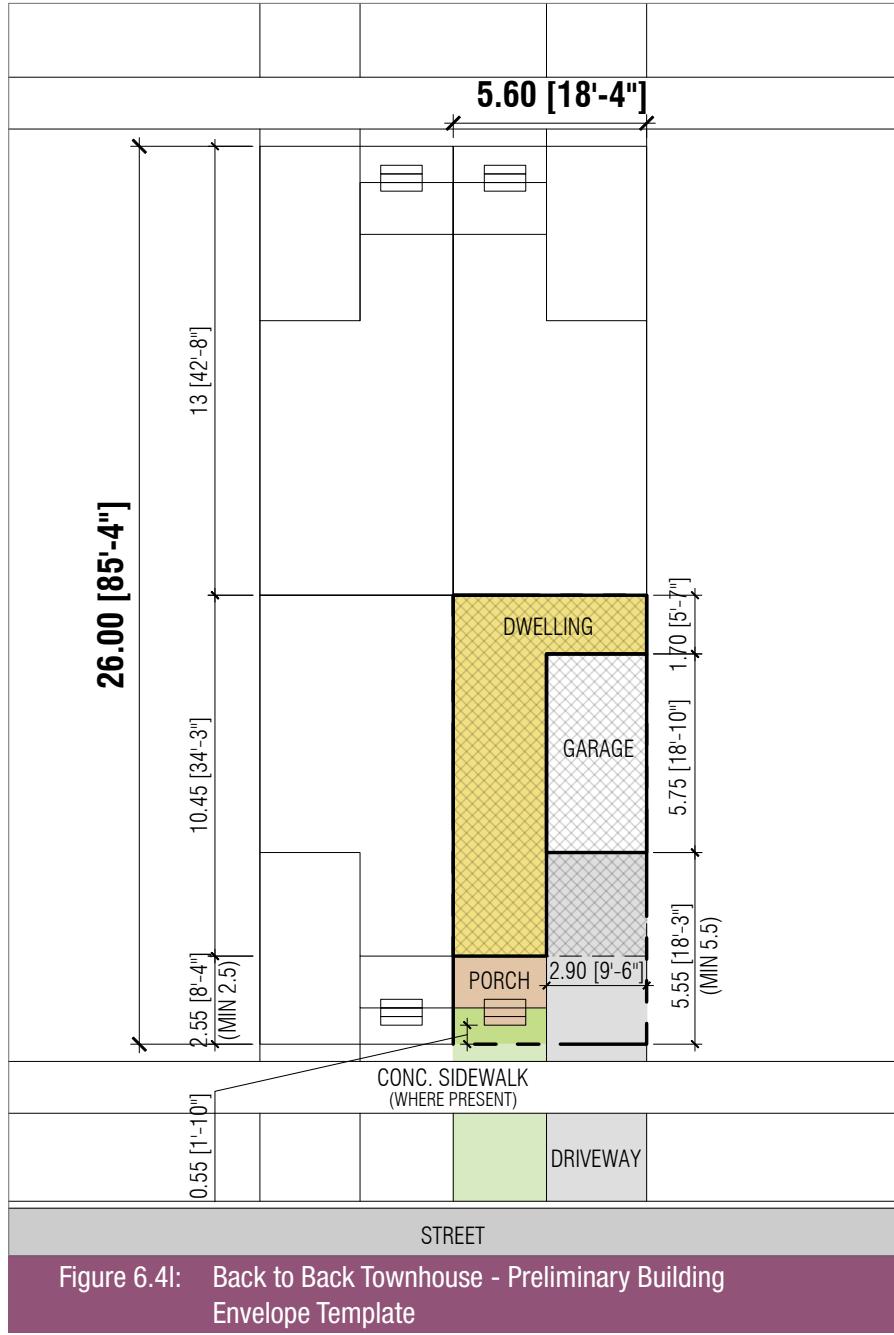


Figure 6.4i: Back to Back Townhouse - Preliminary Building Envelope Template



Figure 6.4m: Dual Frontage Townhouse - Preliminary Building Envelope Template

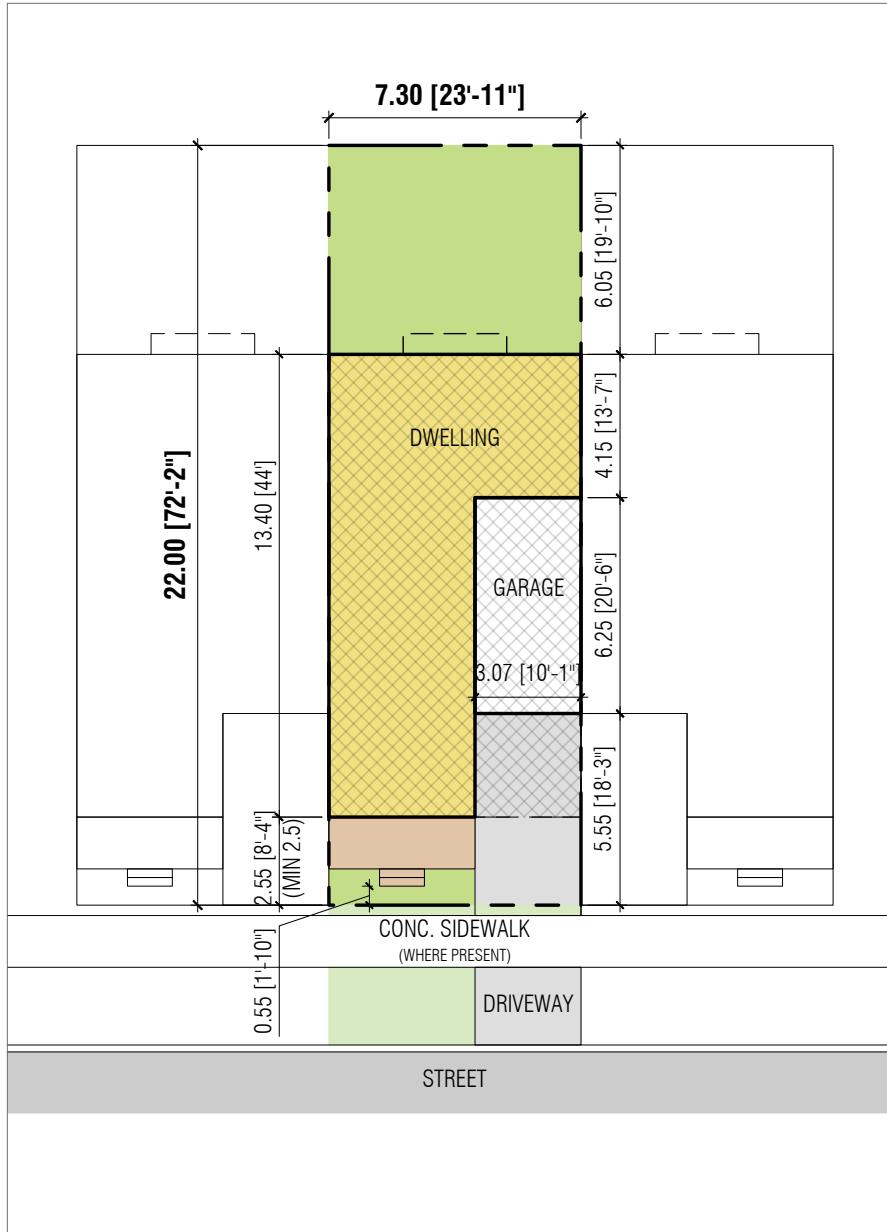


Figure 6.4n: Standard Townhouse - Preliminary Building Envelope Template

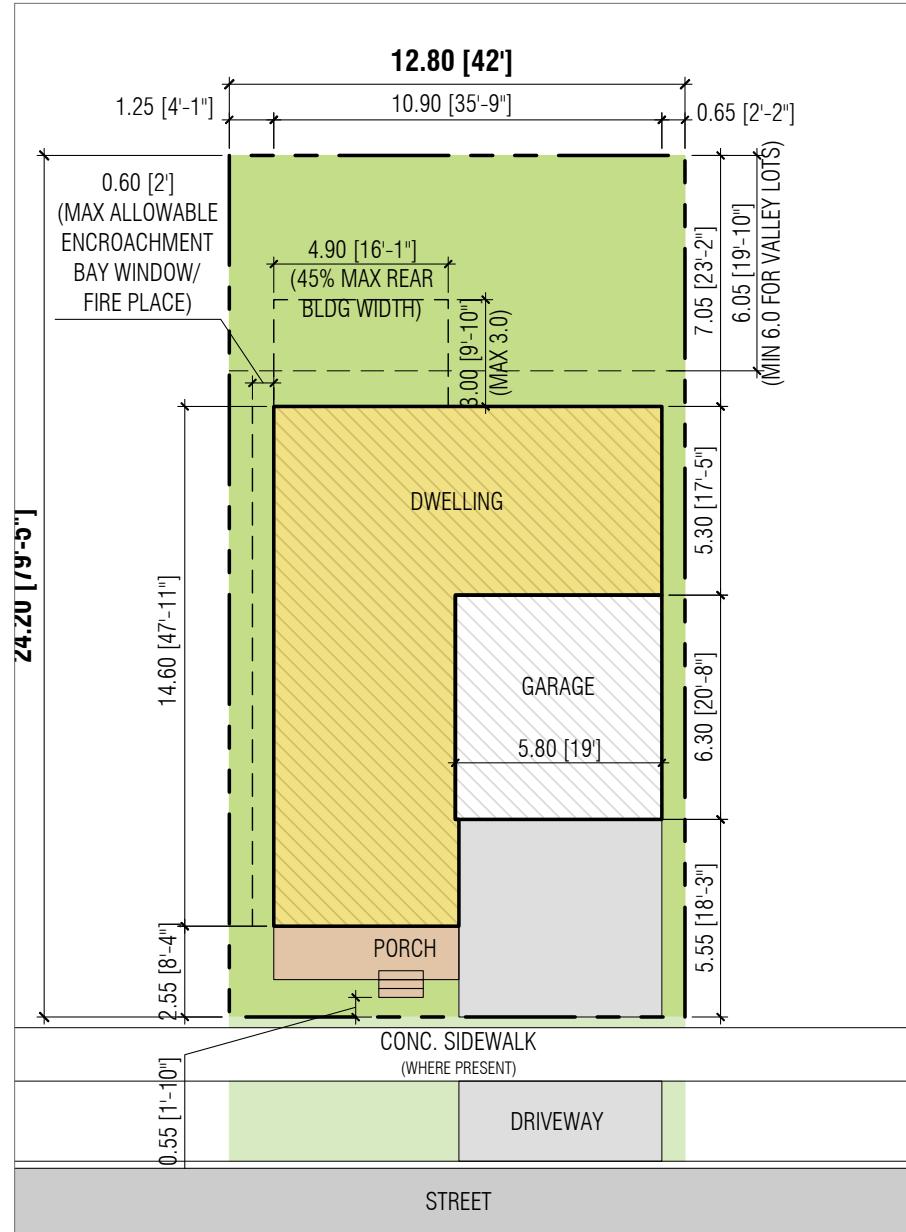


Figure 6.4o: Single Detached Dwelling - Preliminary Building Envelope Template



Figure 6.4p: Rendering examples of stacked townhomes

6.4.3 HIGH DENSITY RESIDENTIAL

In the Future Development blocks (totaling 1.24 hectares/3.06 acres) along the southern edge of the subject lands that front Dundas Street West, higher density residential built form may be considered. Its location will bring intensification in close proximity to the transit functions along Dundas Street West, a designated arterial road and transit corridor. The proposed built form within the Future Development blocks may include stacked townhouses, apartment buildings, and/or other dwelling types in conformance with Dundas Urban Core permissions which may include medium and high density forms. It is intended that the design will prioritize built form elements that inherently allow for future activation of the frontage.

The Future Development blocks will be zoned as part of future application(s), with detailed plans illustrating how the design will align with the Town's objectives and policy permissions established by the NOESP, including active uses and a vibrant public realm.

In accordance with the DUC policy permissions, the Future Development blocks are not required to accommodate grade-related, non-residential uses. The ways in which the built forms will achieve active frontages and direct connections to the public realm will be explored when development proceeds.

The streetscape fronting the high density residential buildings should reflect its unique urban condition within the community, while at the same time providing a cohesive character along the DUC.

The proposed buildings will reflect the guidelines for Mid & High-rise Buildings in the North Oakville East Urban Design and Open Space Guidelines, including building base design, tower articulation and floor plates, building setbacks and stepbacks, visual angular plane, and shadow impacts.

Orientation

- Built form should have a strong orientation to prominent street corners and address both street frontages, with the architecture serving as the primary gateway element.
- Any local/neighbourhood serving commercial/retail/service functions should be oriented towards the corner of William Halton Parkway and Street A.

Height & Massing

- Building design and siting should give careful consideration to overall form, massing, proportions, and rhythm of repeating elements to achieve a streetscape that relates to the desired pedestrian scale.
- Prominent built form massing and architectural treatment shall be provided at the street edge to create street animation and enable direct access to units from adjacent sidewalks.
- Articulation of the building façades is encouraged to break up the massing, such as dividing the architectural detailing into smaller elements, and incorporating layered elements, modulations, projections and recesses.

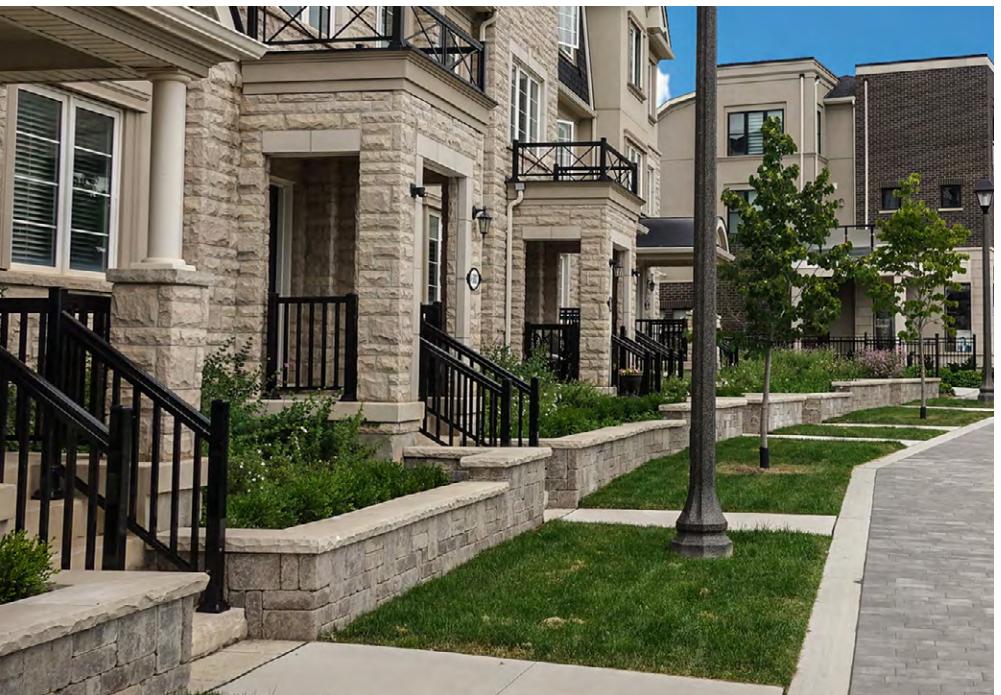


Figure 6.4q: Image examples of hardscape treatments and streetscape that reflects an urban condition.

Architectural Elements & Materials

- Built form should be distinct, reflect a well-conceived architectural style and incorporate high quality materials.
- All buildings should be designed to provide a collective sense of cohesion and harmony.
- Weather protection for buildings along the street edge may be considered in the form of canopies, awnings or arcades to promote comfortable pedestrian connections.
- Loading, service areas and utility functions should be located to the rear of the building, substantially screened from the adjacent street and sidewalk areas.
- Rooftop mechanical equipment should be screened from ground level views by integrating into the roof form or provision of a parapet.

Streetscape

- It is expected the streetscape in the Future Development blocks will be substantially hardscaped and may include decorative paving, tree planting with soil cells, benches, lighting, and building setbacks to accommodate an active public realm.
- Refer to examples in Figure 6.4q for images demonstrating a variety of hardscape treatments that are appropriate to collector and arterial roads abutting high density blocks.

LEGEND

- ■ North Oakville East Secondary Plan Boundary
- Subject Lands Boundary
- 42' Single Detached (23.2m Depth)
- 42' Single Detached (24.2m Depth)
- 40' Single Detached (Corner)
- 50' Single Detached (23.2m Depth)
- 50' Single Detached (24.2m Depth)
- Standard Townhouse
- Dual Frontage Townhouse
- Back-to-Back Townhouse
- Rear Lane Townhouse
- Future Development
- Stormwater Management Pond
- Natural Heritage System
- Public Open Space
- Future Potential High Density Residential
- Future Potential Low-Rise Residential/Townhouse/Mid-Rise Apartments
- Future Employment/Office/Commercial
- Medium Density Residential
- Low Density Residential
- Corner Unit
- T View Terminus/Elbow Unit
- Open Space/SWM Pond Facing Units
- Upgraded Rear/Side Architecture

50m

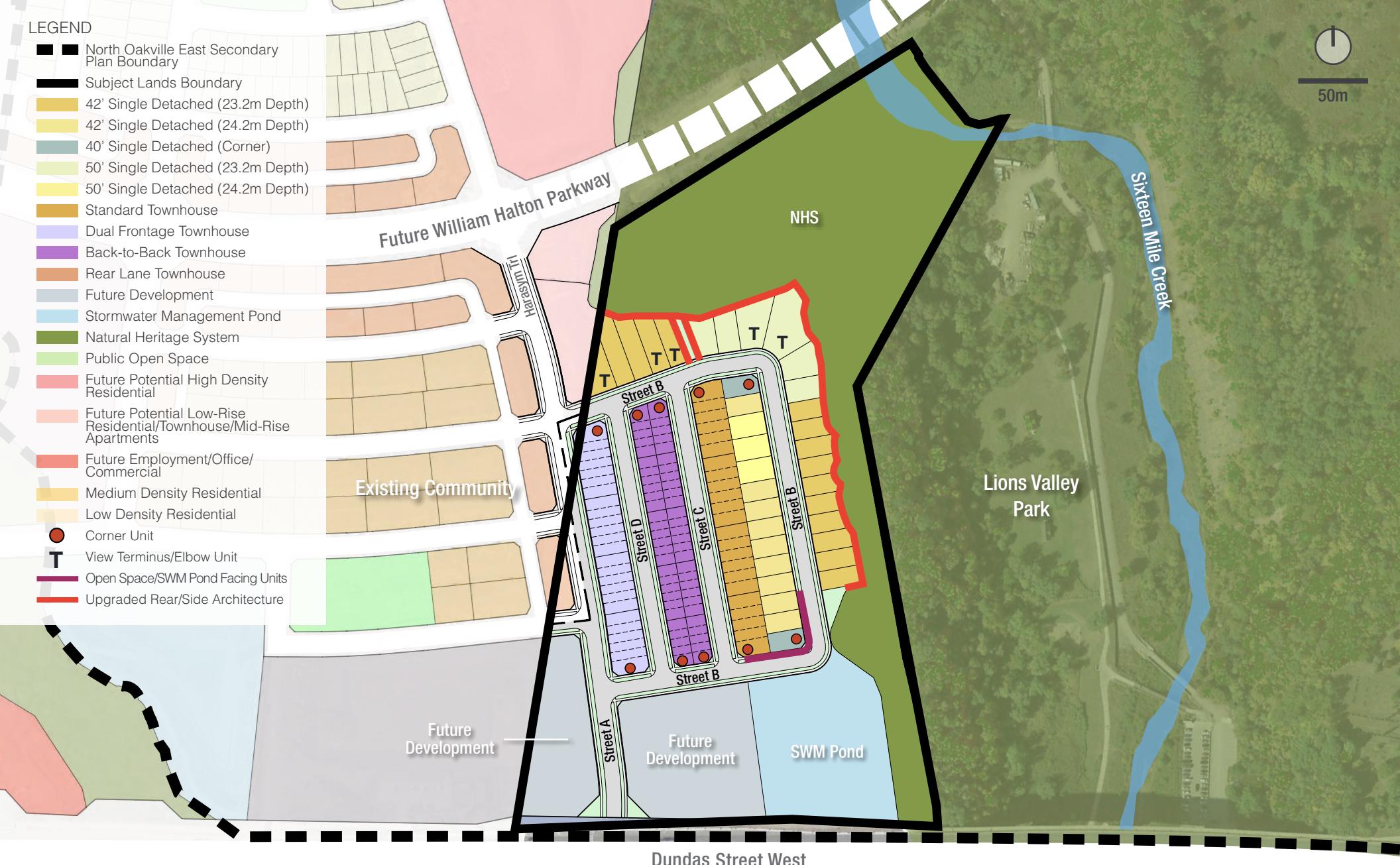


Figure 6.5a: Argo Lions Valley Priority Lots

6.5 PRIORITY LOTS

Priority lots are those located prominently within the community. Their visual significance within the streetscape requires that the siting, architectural design and landscape treatment of residential built form on these lots be of an exemplary quality to serve as landmarks within the community. Prominent lot locations identified have a greater degree of visibility and, therefore, require special design consideration to ensure an attractive built form, appropriate to its location, is achieved.

The following priority lot plan for Argo Lions Valley demonstrates the lot locations requiring special design considerations, corner lots, view terminus lots, and dwellings requiring upgraded rear and side architecture adjacent to the NHS and SWM pond.

6.5.1 CORNER LOT UNITS

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character and quality of the community.

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings should reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.

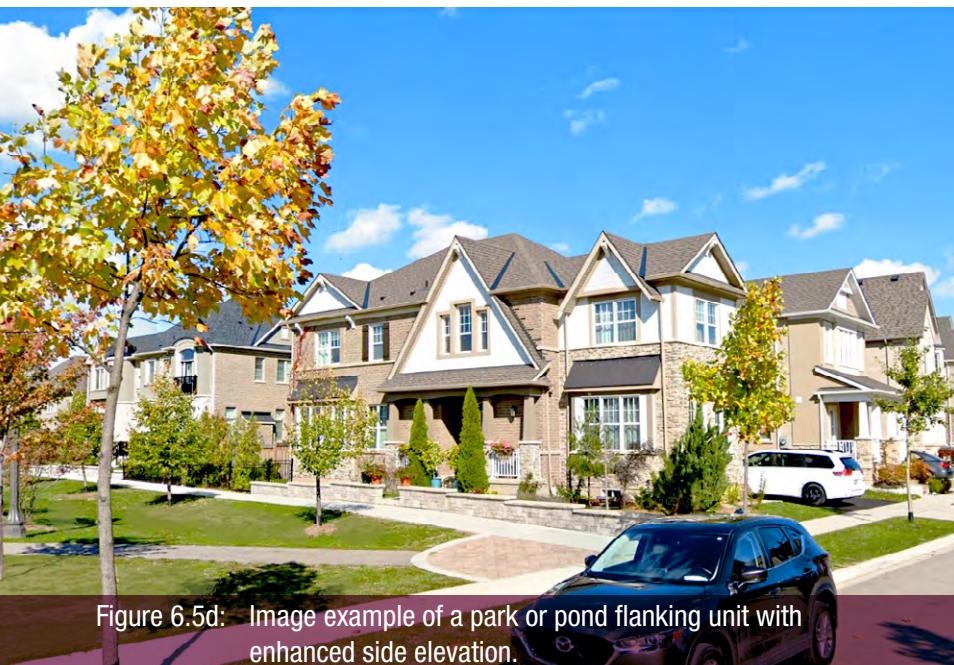


Figure 6.5b: Image example of a corner lot townhouses in a traditional style with elevations that address both street frontages.



Figure 6.5c: Image example of contemporary townhouses with design that respond to the corner location.

- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encourage on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling. Where the dwelling design has the main entrance within the building face along the shorter side of the lot, the design of the flanking face will include wall articulation, projecting bay or other appropriate architectural feature.



- A privacy fence should enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it should begin as close as possible to the rear corner of the dwelling.
- At corner gateway locations, porches and main entries should be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.
- The main entry from the flanking elevation should be connected by a paved walkway to the sidewalk.

6.5.2 VIEW TERMINUS / STREET ELBOW UNITS

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.
- Dwellings on the outside bend of curved streets provide opportunities to create a grouping of dwellings that accentuate a special architectural and landscape theme.
- Where dwellings step back from each other, publicly exposed side walls should be given similar architectural detailing as the front elevation.

6.5.3 OPEN SPACE/ SWM POND FACING UNITS

Given the prominence of the SWM pond, built form that is adjacent to these open spaces should be designed in a manner that considers and complements the level of public exposure. The following guidelines may apply to townhouses and singles flanking the SWM pond:

- With visibility across the pond from Dundas Street West, an enhanced built form treatment consistent with the architectural style should be implemented, such as prominent front porches, pronounced, well-proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. should be integrated into the elevation design, consistent with the architectural style.

6.5.4 UPGRADED REAR AND SIDE ARCHITECTURE

Upgraded rear and side architecture is required where elevations are exposed to public view, such as lots which back or flank onto roads, parks, walkways, and public open space areas.

- The exposed side and/or rear elevations of dwellings in these locations should have a level of quality and detail that is more consistent with the front elevation of the dwelling.
- The level of upgrading should be consistent with the level of public exposure.



Figure 6.1e: Rendering example of a side elevation that has the level of detail consistent with the front elevation of a dwelling.

6.6 SUSTAINABILITY FEATURES

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption, and vehicular traffic volumes.

Walkability is one of the cornerstones of sustainable community design. With its location within the designated Urban Core Area, community amenities, retail, schools, and open spaces are located within comfortable walking distance of the majority of residents. In addition, proposed trails linked with the sidewalk network should offer convenient and enjoyable pedestrian connections.

Walkability in the Argo Lions Valley community is supported by:

- An existing school and neighbourhood park located within comfortable walking distance (800m / 10 minute walk) of the majority of residents.



Figure 6.6a: Image example a recreational trail within the NHS

- Pedestrian-scaled streets with housing and streetscape combining to create a comfortable, safe, and attractive environment, through careful consideration of building scale, building placement and façade treatment, garage locations, and street trees, as well as road profiles;
- The proposed major trail linked with the sidewalk network and providing connections to the wider NHS system, offering convenient and enjoyable pedestrian connections.
- Pedestrian-scaled streetscapes that create a comfortable, safe, and attractive environment, through careful consideration of building scale, building and entrance placement, façade treatment, pedestrian connections, foundation planting, and street trees.

The following sustainable development practices may also be considered within the Argo Lions Valley development:

- Encourage passive LIDS where feasible to promote recharge, which may include extra depth topsoil and roof leader draining to rear yards.
- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Emphasize the sourcing of local materials and manufactured components where possible.
- Consider shading screens, eaves and overhangs to reduce heat absorption through windows.
- Utilize low-e glass and other energy efficient materials and construction methods.
- Consider introducing advanced technologies and practices into the building process where possible.

- Utilize recycled materials where possible, reducing the demand for new materials and increasing the market for recycling.
- Pedestrian walkways / trails should be connected and integrated with the sidewalks in the community.
- To encourage a reduction in automobile usage, ensure pedestrian circulation is integrated into the design of the community;
- Select lighting poles, luminaires, and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements;
- Ensure the sizing of parking facilities is minimized to meet zoning requirements; and
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections and integrating bicycle racks, rings, or posts, where appropriate.

6.6.1 COMMUNITY SAFETY

A ‘Sense of Community’ motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention through Environmental Design).

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impacts on neighbouring uses;
- Ample fenestration facing public areas (streets, walkways) will be required to promote casual surveillance and ‘eyes on the street’;
- Concepts of ‘territorial reinforcement’ should be implemented, including the ample usage of functional front porches that create a transitional area between the street and the home;
- All entries to buildings should be well lit;
- Main entrances will generally be visible from the street and clearly defined through architectural treatment.



7.0 IMPLEMENTATION

The subject Urban Design Brief (UDB) is required as part of a complete Zoning By-law Amendment, and Draft Plan of Subdivision application identified through the Town of Oakville's Pre-Consultation process.

This UDB has addressed pertinent urban design issues as applied to Argo Lions Valley's overall goals and objectives, land uses, streetscapes, built form, and sustainability strategies. Reflective of the fundamental key design tenets of the broader Oakville planning area, the proposed design of Argo Lions Valley aligns with the North Oakville East Secondary Plan, and the guidelines set forth in the Livable by Design Manual (LBDM), and the North Oakville Urban Design and Open Space Guidelines. The UDB strives to consider aspects of built form and landscape design that are specific to the site, within the overall framework of the surrounding Oakville communities. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all relevant Oakville policy context.

The UDB will be reviewed, modified, and approved by Town of Oakville staff and will form part of the approvals package for the Argo Lions Valley proposal. Depending on the complexity, scale and/or location of the proposed development, the approved brief may form Part B of the LBDM and the detailed design direction referenced in the review of planning applications associated with the site.

Detailed design will be implemented through the final development design and Draft Plan Approval process.

Architectural design and siting proposals for the development will be evaluated in accordance with Town of Oakville requirements and conditions of Draft Plan approval, including the following:

- That the Owner finalize and submit a revised and final Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.

Architectural design and siting proposals for the Dundas Urban Core (DUC) blocks will be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law.

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.

Conditions to be satisfied prior to Occupancy:

4. That the owner designs and installs fencing and landscaping to provide buffer between subject site and the NHS to Town of Oakville Planning Services and Parks Departments' satisfaction. OAK (PS/Parks).

• Plan of Subdivision clauses:

- a) Site design shall ensure the positioning of buildings and soft landscape grading provides a subtle at-grade transition and interface along the entire site boundary that abuts the public right of way, without the use of any retaining walls, exposed building foundations or blank building facades. Landscape walls may be used in a limited fashion to help create appropriate transitioning where required by grade. This near level condition creates a strong visual and physical relationship, connecting the site to the street and connecting street facing active on-site uses to the public realm. This required condition shall ensure a barrier-free environment, maintain a human scale within the public realm and ensure buildings, activities and entrances are oriented to the street.
- b) Where possible, that proposed utilities are located underground/concealed/screened from view from the public realm.



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