

An aerial photograph of a landscape. A road runs diagonally from the top left towards the center. Below the road are large, flat, light-colored fields. In the lower left, there is a small, dark, circular pond. To the right of the pond, a large, dense, dark green wooded area stretches towards the bottom right. The entire image is overlaid with a dark green semi-transparent layer.

Argo Oakville Woods

210 Burnhamthorpe Road East

URBAN DESIGN BRIEF

May 2026

Second Submission

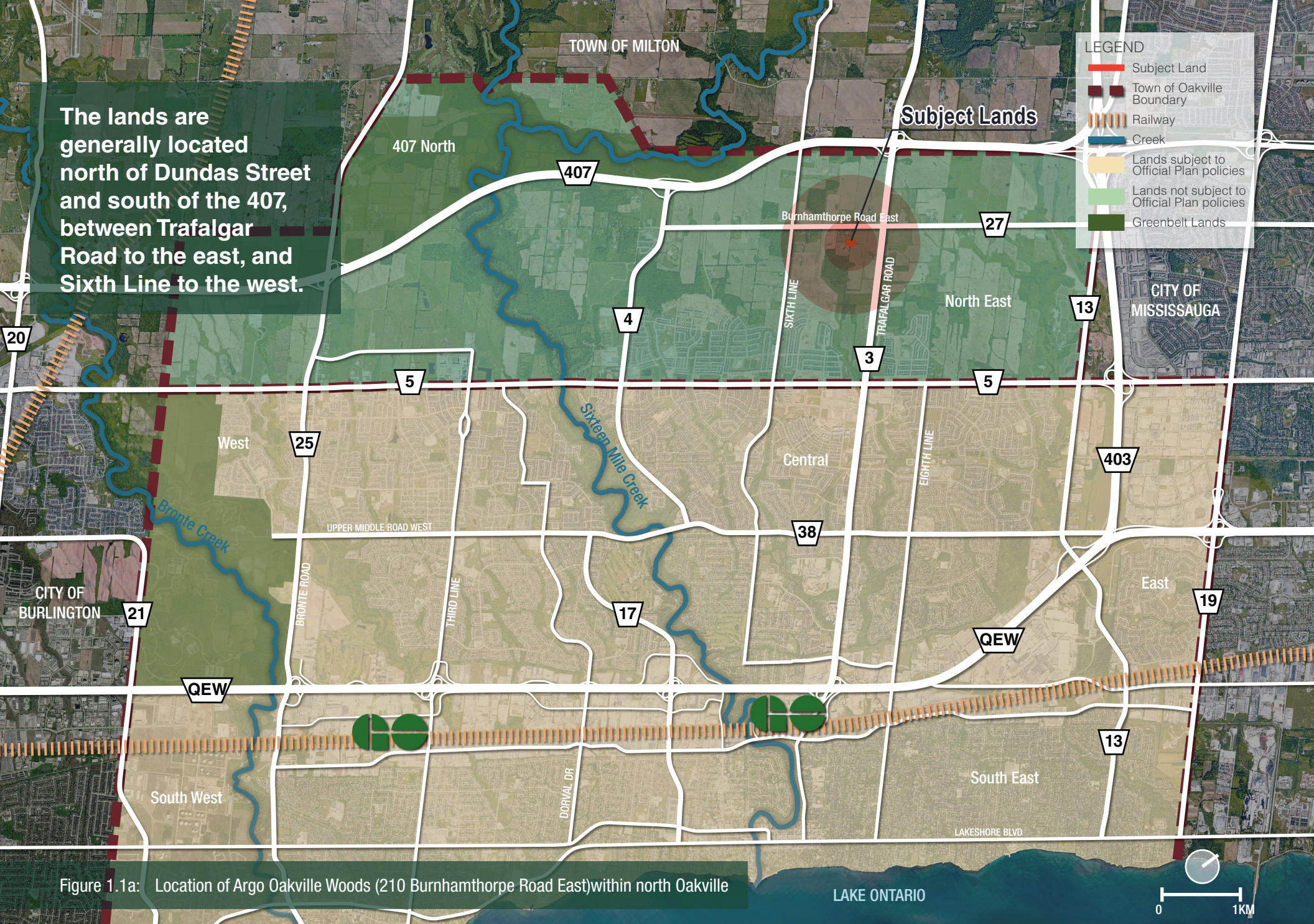
Prepared by:
NAK Design Strategies

Prepared for:
Argo Oakville Woods Corporation



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1.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

VISION

The Argo Oakville Woods development will seamlessly integrate with the evolving character of the North Oakville East Secondary Plan area. Its design will prioritize a diverse mix of housing options, catering to a range of residents and ensuring a strong connection to the surrounding neighbourhoods and the adjacent Natural Heritage System (NHS).

1.1 DESIGN VISION

The Argo Oakville Woods development is approximately 7.27 hectares (17.95 acres) in size and located on the south side of Burnhamthorpe Road East, north of Dundas Street, between Trafalgar Road to the east and Sixth Line to the west. The subject property is in the Town of Oakville's northeast end, within the North Oakville East Secondary Plan area. This Urban Design Brief (UDB) describes and illustrates the design strategy for the development of a mixture of various townhouse types and some single detached lots backing onto a natural heritage area of approximately 1.12 hectares (2.76 acres) located along the southern boundary of the site, as well as a 0.30 hectare (0.73 acre) village square.



1.2 COMMUNITY GUIDING PRINCIPLES & OBJECTIVES

As part of the North Oakville East Secondary Plan, the Argo Oakville Woods development shall be designed to be an integral part of the surrounding communities, including future residential development and the adjacent NHS. In order to achieve this, the following community goals and objectives have been established:

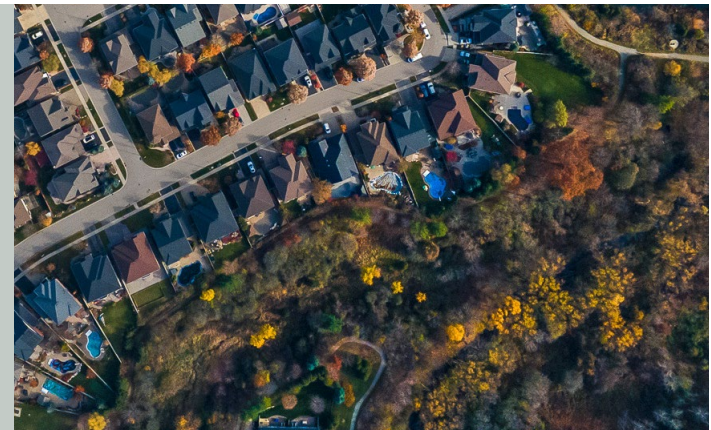
Provide access to surrounding natural areas

Recognize the importance of developing physical access to open spaces that will contribute to enhanced livability and a linked natural heritage and open space system, while maintaining the integrity of all environmental systems.



Preserve and enhance the natural environment

Encourage protection of existing topographical and natural heritage features and areas, and their associated ecological functions.



Provide logical connections to open space and adjacent communities

Recognize the importance of ensuring Argo Oakville Woods is part of a well-connected and cohesive community framework with strong pedestrian and vehicular links to amenities and adjacent residential communities.



Provide a diverse mix of housing options

Promote development that provides an attainable mix of housing types to accommodate people with diverse preferences and socioeconomic characteristics, and to meet current and future community needs.



Provide attractive built form

Encourage a high standard of design that reflects the existing character of North Oakville, creates a sense of place, and contributes to civic pride.



Argo Oakville Woods is located on the south side of Burnhamthorpe Road East adjacent to future residential developments to the north, east, and west, and a large woodlot to the south.



Figure 2.1a: Argo Oakville Woods and surrounding context

2.0 CONTEXTUAL ANALYSIS

2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas (Figure 2.1b). There are two existing man-made ponds located on the site with one located on the north side along Burnhamthorpe Road East (Figure 2.1c) and the other in the middle of the site.

The NHS of approximately 1.12 hectares (2.76 acres), located along the southern boundary of the site, is partially open field while the southern portion is heavily vegetated with mature trees (Figure 2.1d).



Figure 2.1b: Bird's eye view of the existing property

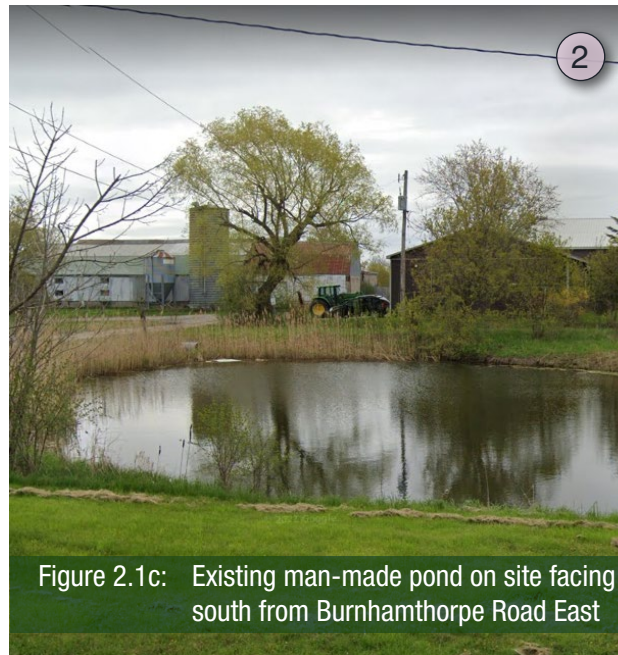


Figure 2.1c: Existing man-made pond on site facing south from Burnhamthorpe Road East



Figure 2.1d: Existing woodlot on south of the site



Figure 2.2a: Existing dwellings on Eternity Way west of Burnhamthorpe Road East adjacent to natural areas

2.2 SURROUNDING LAND USES & BUILT FORM CHARACTER

Argo Oakville Woods is surrounded by existing residential development to the west, future residential development to the north and east, and bounded by NHS lands to the south. The Highway 407 interchange is just over 2km north of the subject lands.

To the west, along Burnhamthorpe Road East, are existing single family dwellings (Figure 2.2a). Built form in the surrounding future residential developments will include a variety of single detached homes, townhouses, and apartment buildings.

At the northwest corner of Burnhamthorpe Road East and Trafalgar Road is Ren's Pets Depot and the southeast corner is Vic Hadfield Golf Course and Learning Centre.



Figure 2.2b: Existing dwellings along Burnhamthorpe Road East west of subject lands



Figure 2.2c: Existing dwelling along Burnhamthorpe Road East, east of subject lands



Figure 2.2d: View of Vic Hadfield Golf & Learning Centre at southeast corner of Burnhamthorpe Road East and Trafalgar Road



Figure 2.2e: View of Ren's Pets Depot at northwest corner of Burnhamthorpe Road East and Trafalgar Road



Figure 2.4a: View of existing dwelling west of Burnhamthorpe Road East

2.3 LANDMARKS

The subject site (210 Burnhamthorpe Road East) does not contain any heritage structures. Located across the street, north of the subject site, the property at 191 Burnhamthorpe Road East includes a designated heritage structure under Part IV of the Ontario Heritage Act (Figure 2.4a) - a 19th century two storey timber-frame barn. The barn exhibits a number of features typical of historic timber frame construction methods, including mortise and tenon joinery and use of wooden dowels (or tree nails). The historical significance of the heritage structure will be a factor considered in future development applications for this adjacent property.

2.4 VIEWS & VISTAS FROM THE SITE

Given the extensive NHS lands abutting the subject site, there are opportunities to preserve views and vistas to these significant features. Views will be maintained from trail entrances along Settlers Road East.

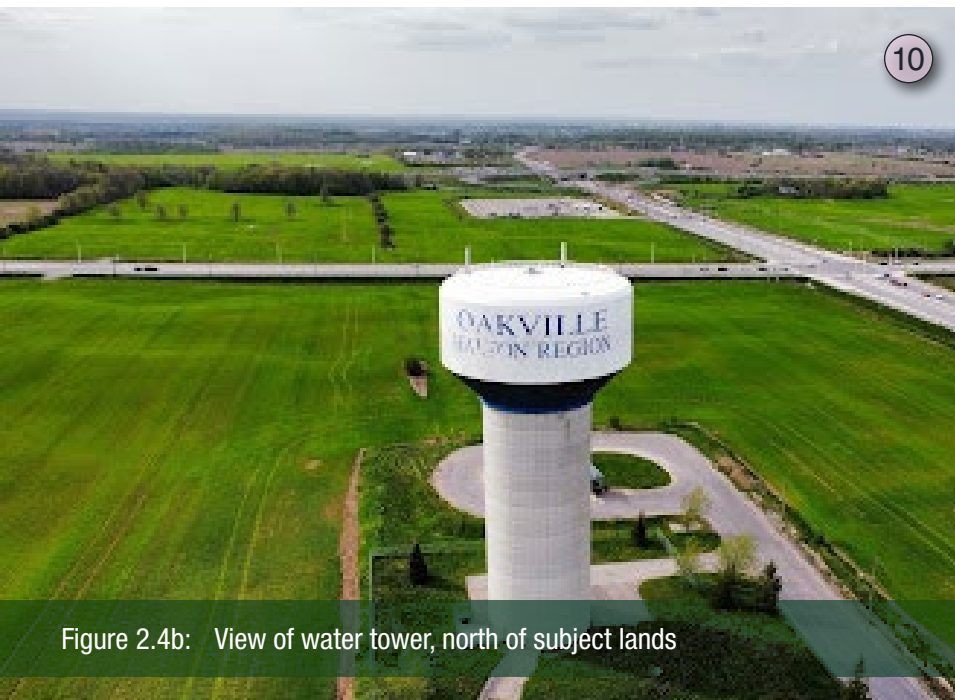


Figure 2.4b: View of water tower, north of subject lands



Figure 2.4c: View of existing open field along Trafalgar Road, east of subject lands

2.5 TRANSPORTATION NETWORKS

Although there are currently no public transit services running to the subject lands, Burnhamthorpe Road East is identified as Secondary Transit Corridor in the North Oakville Secondary Plan Transit Plan (2009), and access to regular bus services and GO transit buses are available along Trafalgar Road, a regional transit priority corridor, running north-south (Figure 2.5a). The development of the subject site with predominantly townhouse residential will provide transit-supportive density along this key corridor.

Currently, east-west bus routes run south of the subject lands, on Sixteen Mile Drive and Dundas Street East, with a bus stop approximately 1km south at the intersection of Dundas Street East and Sixth Line.



Figure 2.5a: Oakville transit and GO transit stops located north of site along Trafalgar Road



Figure 3.1a: Argo Oakville Woods and surrounding context



3.0 POLICY CONTEXT

The proposed development for Argo Oakville Woods 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 character and pattern of the Argo Oakville Woods lands recognizes and preserves natural heritage features, integrating views, vistas, and pedestrian systems. A Village Square is proposed, which will be within a short walking distance to all proposed dwellings. The following key elements in the Argo Oakville Woods development plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.1 Environment and Open Space

- The Argo Oakville Woods development will identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.

7.2.3.2 Residential

- The Argo Oakville Woods development will provide for a variety of residential densities and unit types throughout the subject lands, responding to the varied needs of the future population, while complementing the existing built form elements in the surrounding communities.

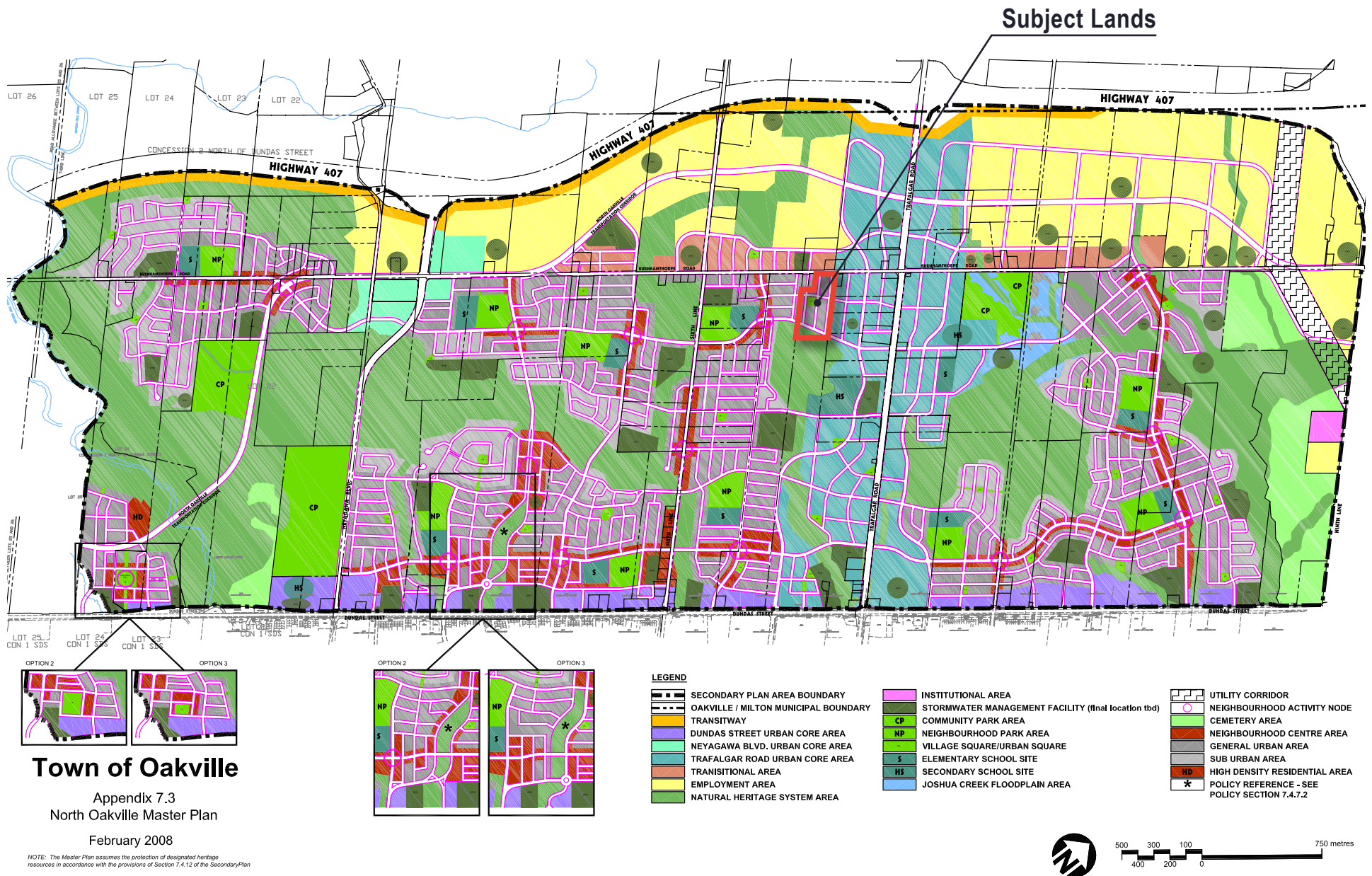


Figure 3.1b: North Oakville East Secondary Plan

7.3 COMMUNITY STRUCTURE

7.3.3 Residential Neighbourhoods

- Argo Oakville Woods is designated as a general urban area, which is predominantly low density residential development.

7.3.5 Natural Heritage and Open Space System

- As a part of the larger Natural Heritage System that extends through all of North Oakville, the core preserve area abutting the Argo Oakville Woods development shall be protected, ensuring the long term sustainability of the Natural Heritage component of the System within the urban context.

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

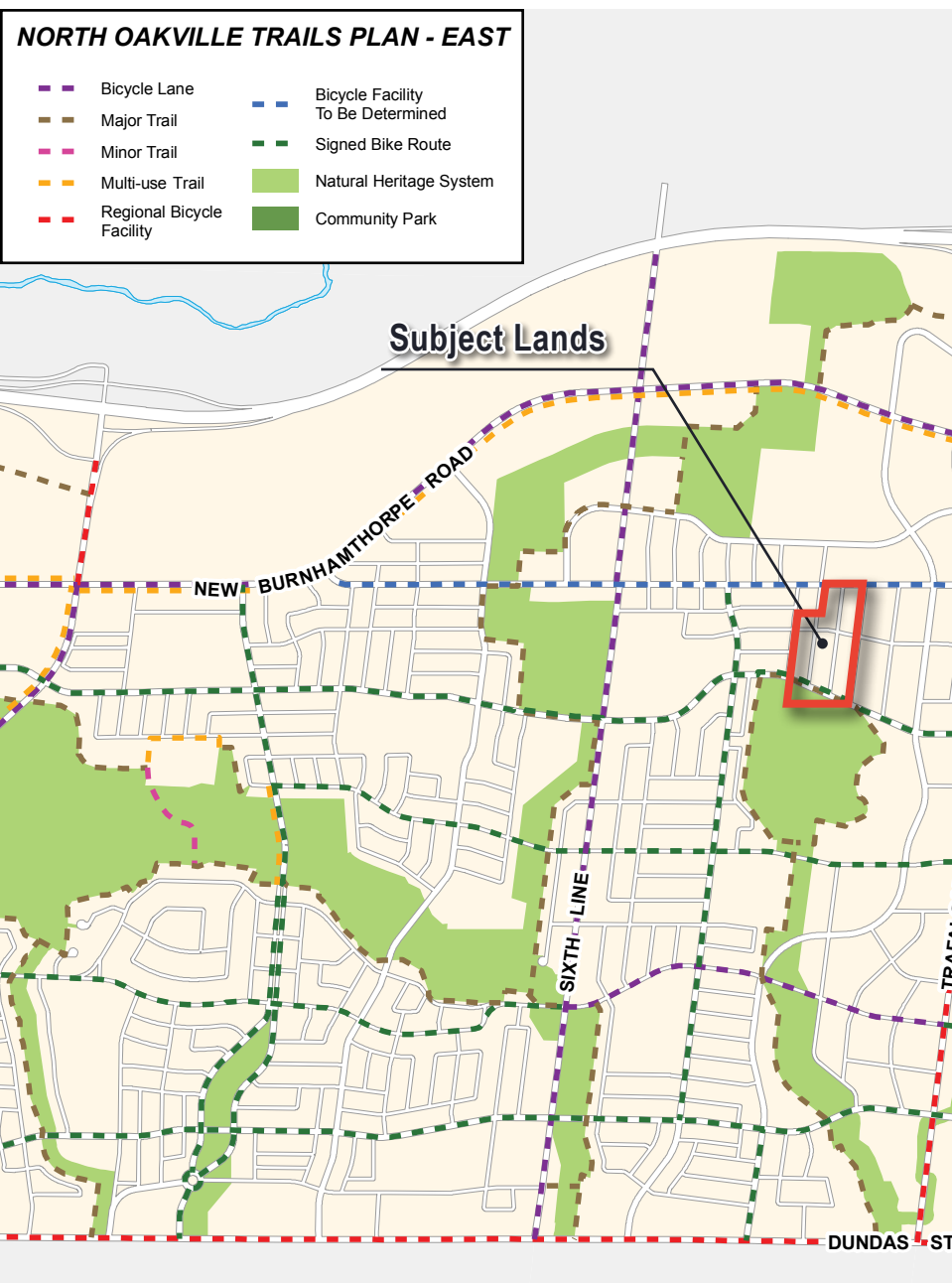
- The plan for the Argo Oakville Woods development recognizes that the primary purpose of the NHS is to protect and preserve key ecological features and, where appropriate, enhance and expand upon this natural environment. Protecting this system will also contribute to the enhancement of air and water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

7.5.4 GENERAL DESIGN DIRECTIONS

- The Argo Oakville Woods 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 Oakville Woods. A trail system will be developed which will generally reflect the major trail system on Figure NOE4 of the North Oakville East Secondary Plan.
- The Village Square will serve as a central “meeting place” for residents.

7.7.2 TRANSPORTATION

- The Argo Oakville Woods 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.



3.2 NORTH OAKVILLE URBAN DESIGN & OPEN SPACE GUIDELINES

The Argo Oakville Woods 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 trails are an essential part of linking new communities, reducing reliance on roads, encouraging walking and cycling, and controlling access into the NHS system. The hierarchy of trails 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 Oakville Woods development adheres to the general trail network including:

- An east-west bicycle facility (TBD) along Burnhamthorpe Road East;
- A Signed Bike Route along Settlers Road East; and
- A Major Trail through the north portion of the NHS block.

Figure 3.4a: Argo Oakville Woods location with North Oakville Trails Plan (2019)

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 Oakville Woods 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 Oakville Woods development incorporates these broader best-practice guidelines, including but not limited to:

- Modified grid road system;
- Cycling strategy;
- Phasing for transit;
- 250m block length maximum;
- High-efficiency street lighting;
- Energy Star Certified;
- Water quality targets;
- Erosion control.

3.6 2020 URBAN FOREST STRATEGIC MANAGEMENT PLAN (UFSMP)

The 2020 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 in order to meet the Town's 40% target by 2057. The following demonstrates the UFSMP recommended canopy cover targets for the Argo Oakville Woods land uses:

- Residential (all types) - 20%
- Commercial, Service and Related Uses - 15%
- Stormwater Management Pond - 15%
- Arterial, Connector, and Avenue Roads - 34%

As shown in Section 6.3, the Argo Oakville Woods block plan achieves 16.8% Residential Tree Canopy Coverage and 34.3% Arterial & Collector Road Tree Canopy Coverage.

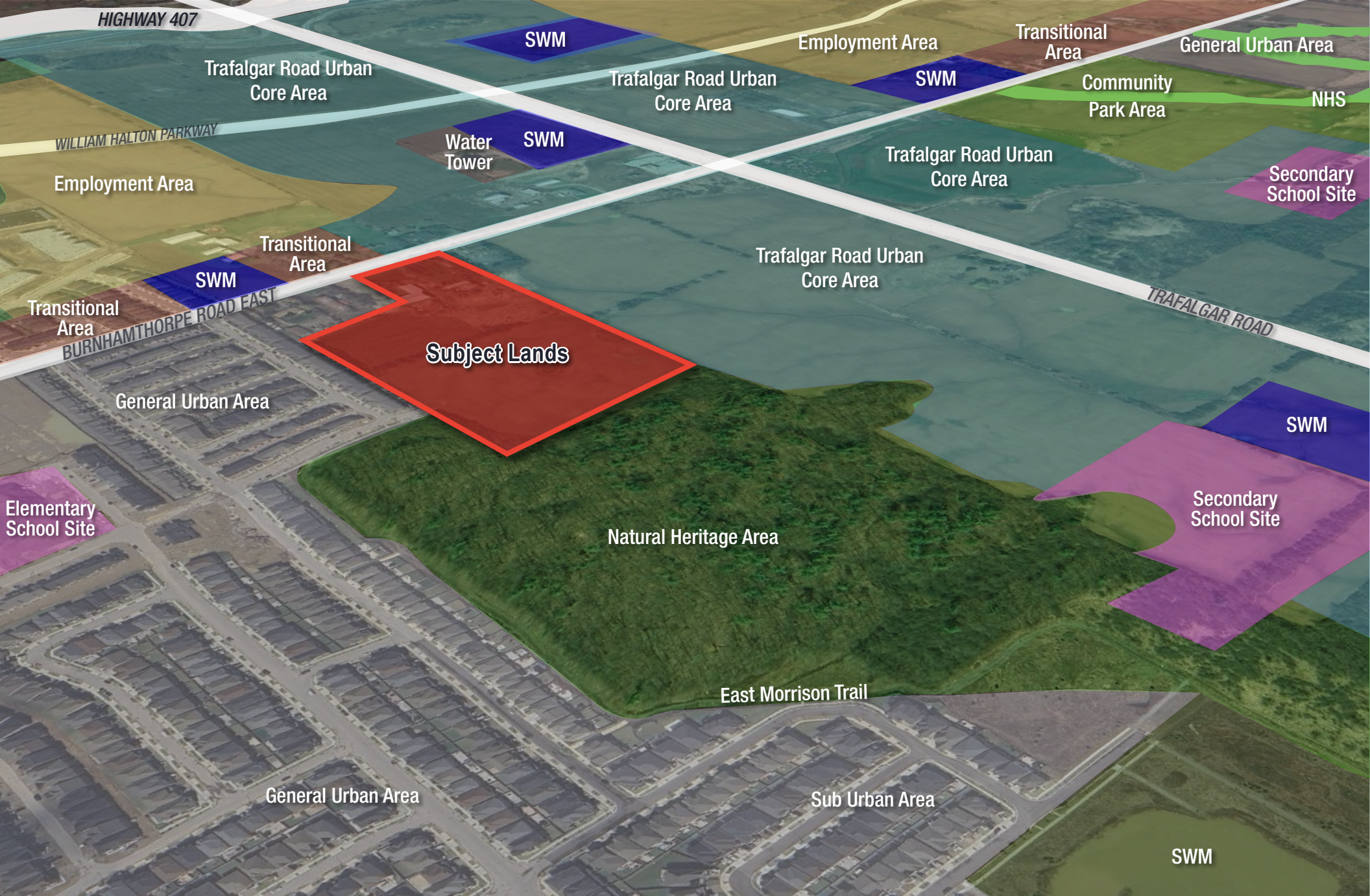


Figure 4.1a: Aerial view of Argo Oakville Woods and adjacent North Oakville East Secondary Plan land use designations



4.0 DEVELOPMENT FRAMEWORK

The development framework for the surrounding lands and future community 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 Oakville Woods. The following section describes these key structuring elements.

4.1 BOUNDARY INTERFACE

Planned as an integral part of the surrounding new community, Argo Oakville Woods will complement adjacent land uses, including the General Urban Area, the Trafalgar Road Urban Core Area, and the Transitional Area, as designated in the North Oakville East Master Plan.

The proposed land use aligns with the North Oakville East Master Plan's focus on intensification through well-designed, medium density development. Rear lane townhomes fronting Burnhamthorpe Road East will create an active streetscape, promoting pedestrian activity and contributing to a cohesive built form along the community's northern edge.

The Argo Oakville Woods lands are framed by Burnhamthorpe Road East to the north, the Trafalgar Road Urban Core Area with future medium to high density residential to the east, Settlers Road East and NHS lands to the south, and existing low and medium density residential to the west. To appropriately respond to the interfaces, built form will be designed with a thoughtful transition in densities, fostering a sense of place and creating a smooth connection between the various land uses outlined in the North Oakville East Master Plan.



Figure 4.2a: Argoville Woods Pattern of Land Use Plan

4.2 PATTERN OF LAND USES

The Argo Oakville Woods development proposes a mix of land uses that will define the character and function of the neighbourhood. These uses include:

- **Medium Density Residential** - comprises a significant portion of the land area, and will include freehold traditional townhouse dwellings, rear lane townhouse dwellings, and back to back townhouse dwellings;
- **Low Density Residential** - strategically positioned at the south end of the site, single detached dwellings abut the NHS and continue into the community to the east;
- **Village Square** - located centrally within the community, the Village Square will be designed to support residents within a 5-minute walk of the park space;
- **Natural Heritage System** - bounds the southern portion of the site and provides access from Settlers Road East to a Major Trail.

4.3 OPEN SPACE

The North Oakville East Master Plan directs for the development of an extensive recreational trail system as part of a larger and comprehensive active transportation network. As shown in Figure 4.2a, Argo Oakville Woods proposes a Major Trail within the NHS, behind the single detached dwellings. This trail will connect to the sidewalk along Settlers Road East, the existing and proposed pedestrian and cycling routes that weave through the surrounding developments, and continue south through the NHS to Dundas Street.

A central Village Square will offer passive and active recreation opportunities for resident enjoyment.

4.4 VIEWS AND VISTAS

Opportunities to provide strategic view corridors into the NHS from Settlers Road East will be integrated as part of the trail design where appropriate.



LEGEND

- Subject Land
- Arterial Street
- Local Street (22.0m)
- Local Street (17.0m)
- Lane (7.5m)
- Temporary Lane (7.5m)
- Village Square
- Natural Heritage System (NHS)
- Open Space / Walkway / Vista

Figure 4.5a: Argo Oakville Woods Street Network Plan

4.5 STREET NETWORK

The overall framework for the community is defined by Burnhamthorpe Road East along the north extent and Settlers Road East to the south. The proposed configuration of local streets forms a modified grid pattern, fostering connectivity for residents throughout the neighbourhood.

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

- **Burnhamthorpe Road East / Arterial Street** - a major east-west community connector and Secondary Transit Corridor that borders the subject lands on the north;
- **Settlers Road East / Collector Street (22.0m)** - an east-west street that runs through the southern portion of the subject lands, connecting to the adjacent communities;
- **Internal Local Streets (17.0m)** - north-south and east-west streets that form the internal grid network and neighbourhood social focus;
- **Lane (7.5m)** - provides access to garages of rear lane townhouses.

Refer to Fig. 6.1b to Fig. 6.1c for illustrations of right-of-way designs for each street type.

4.5.1 PARKING & SNOW STORAGE

As indicated in the Figure 4.5b Preliminary On-Street Parking Analysis, the proposed development integrates a combination of on-street parking and dedicated residential spaces within each lot. Snow storage is conceptually proposed for open portions of the boulevards along the Village Square frontage.

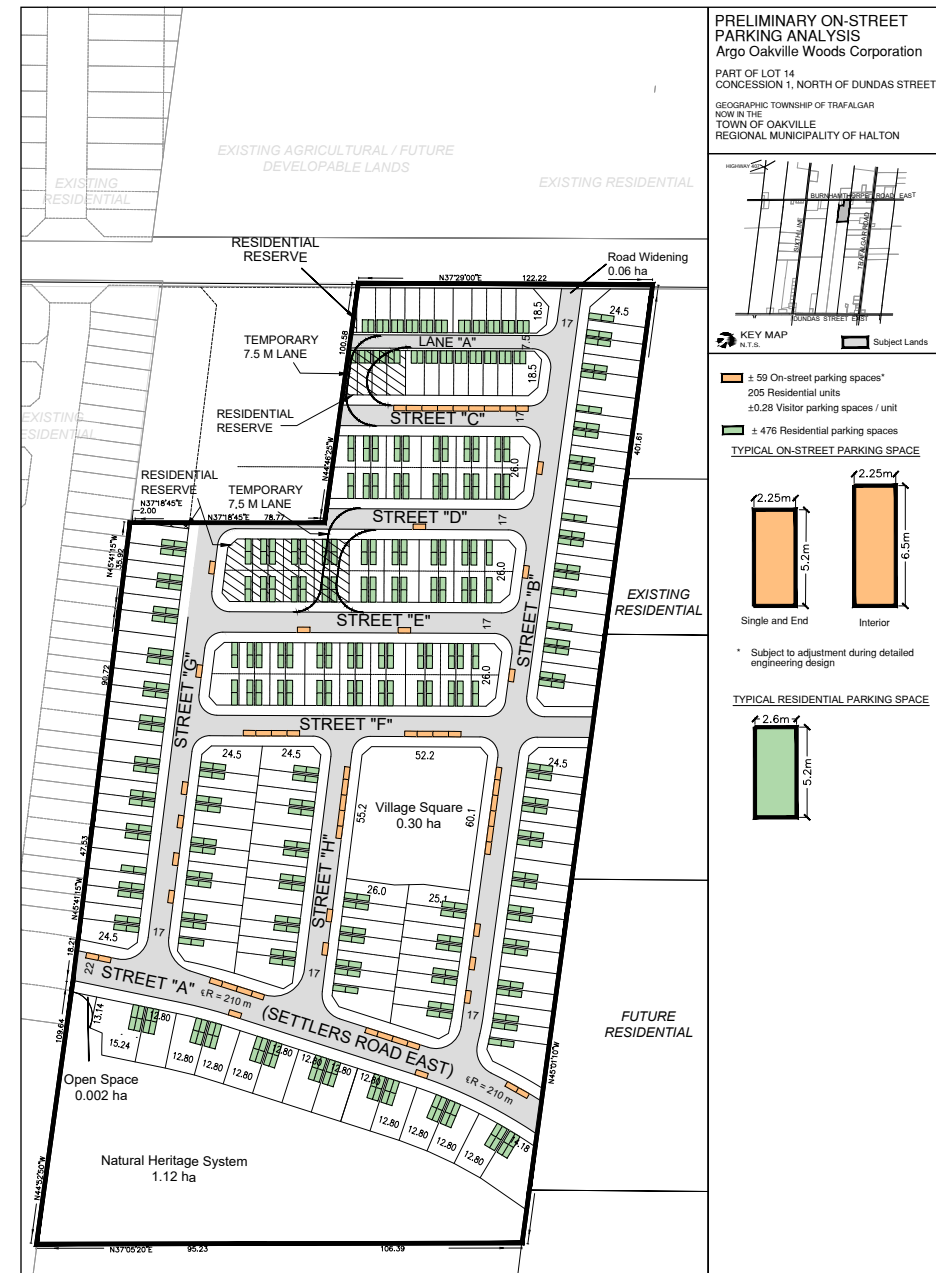


Figure 4.5b: Preliminary On-Street Parking Analysis
(Source: Korsiak Urban Planning, May 14, 2026)



Figure 5.0a: Argo Oakville Woods Development Master Plan

5.0 DEVELOPMENT MASTER PLAN

The conceptual development plan for Argo Oakville Woods proposes a medium density mixed residential development with well-crafted built form that will be appropriately integrated with the existing residential areas to the west and future residential areas to the north and east. Primary access to the proposed development is from Burnhamthorpe Road East, with secondary access from Settlers Road East and Street 'F'. The proposed design prioritizes resident movement by creating a well-connected network of internal local streets.

A range of townhouses are anticipated to comprise the majority of the land area within the Argo Oakville Woods neighbourhood, including traditional townhouses, back to back townhouses, and rear lane townhouses. Consistent with the general land use patterns in Livable Oakville, the proposed development plan designates greater density toward Burnhamthorpe Road East with rear lane townhouses, which will help frame this arterial street.

Single detached dwellings are proposed south of Settlers Road East, backing onto the NHS.

The key elements that characterize Argo Oakville Woods and form the overall development master plan include: medium density residential, low density residential, and amenities including the Village Square, NHS, and Major Trail.



Figure 6.1a: Rendering example of 3-storey rear lane townhouses that provide a strong uninterrupted streetscape condition

6.0 DETAILED DESIGN DIRECTION

6.1 STREETScape

The proposed street network within Argo Oakville Woods strives to balance pedestrian, cycling and vehicular functions within a compact, urban street right-of-way. Streetscapes support the functional role of the street network by balancing technical requirements with aesthetic and urban design objectives. Design objectives should consider the combination of elements within the street right-of-way and the adjacent built form relationships, including:

- Street tree species will adhere to approved Town of Oakville specifications;
- All planting will be in accordance with approved Town standards;
- All planting will 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.

The following describes some of the proposed streetscape elements associated with each proposed roadway type:

6.1.1 ARTERIAL ROADS / TRANSIT CORRIDORS

Burnhamthorpe Road East is designated as a secondary transit corridor for North Oakville that serves as a key structuring element for Argo Oakville Woods and the surrounding future residential areas.

The following describes some of the planned streetscape elements:

- Ultimately intended as a 24.0m ROW with two drive lanes, on-road bike lanes, on-street parking, and sidewalks;
- 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; and
- Pedestrian crossings at key intersections will be installed with enhanced paving as an attractive feature and to reinforce a safe, walkable environment.

6.1.2 COLLECTOR STREETS

Typical roadway cross-sections for the 22.0m collector street right-of-way (Settlers Road East) includes:

- Sidewalks on both sides of the street;
- One drive lane in each direction;
- On-street parking on one side of the street; and
- Single row of trees in grass boulevards between sidewalk and curb.

6.1.3 LOCAL STREETS

Local streets are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. They should facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. Block lengths should be limited to promote a pedestrian friendly environment and visual variety. The Town standard roadway cross-section for a 17.0m right-of-way local street includes:

- Sidewalks on both side of the street;
- One lane in each direction;
- On-street parking on one side of the street; and
- Single row of trees in grass boulevards between sidewalk and curb.

6.1.4 LANEWAYS

Laneways may be proposed with rear lane townhouses where there is higher public visibility and an uninterrupted street frontage is desired.

For all streets:

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

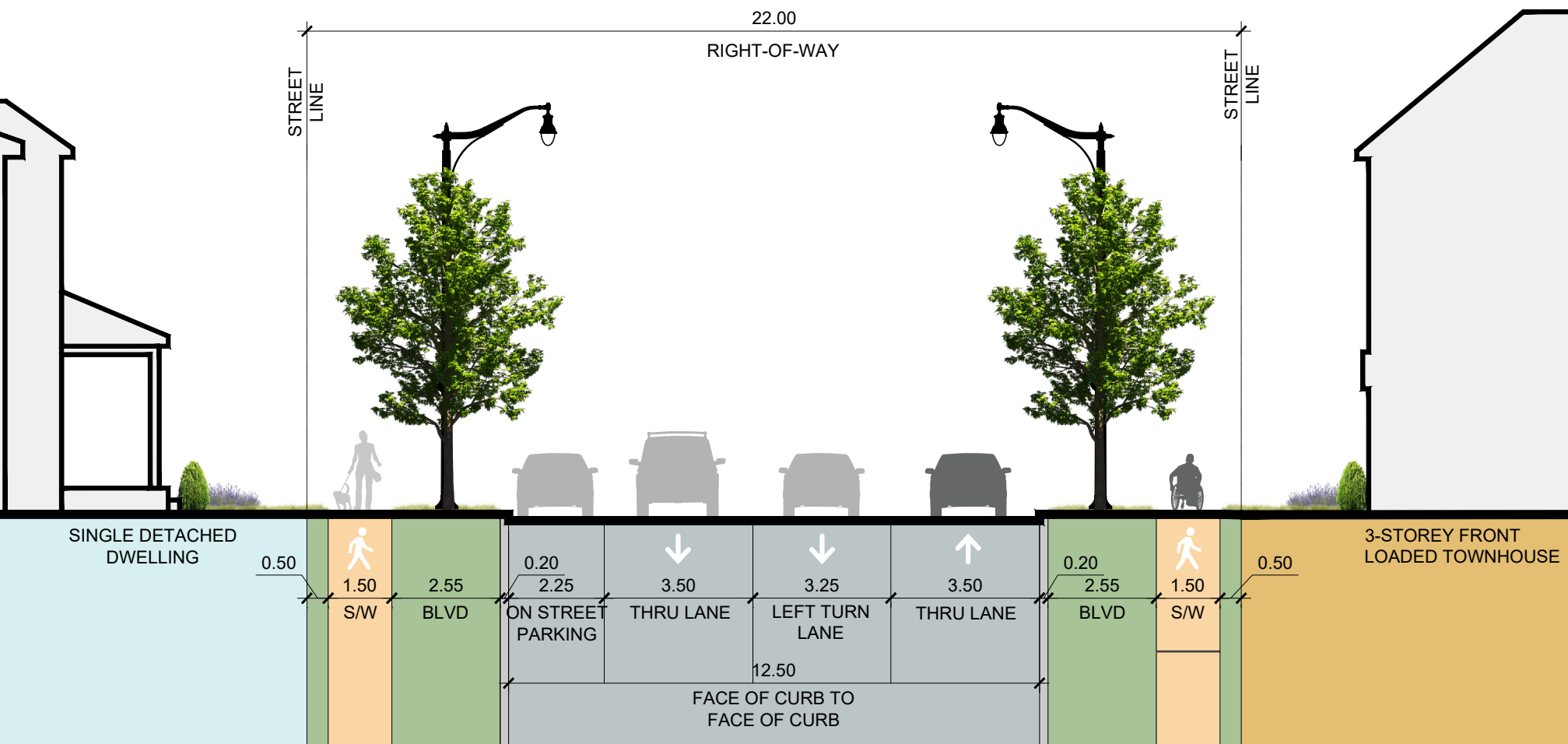


Figure 6.1b: 22.0m Local Road Right-of-Way (Settlers Road East)

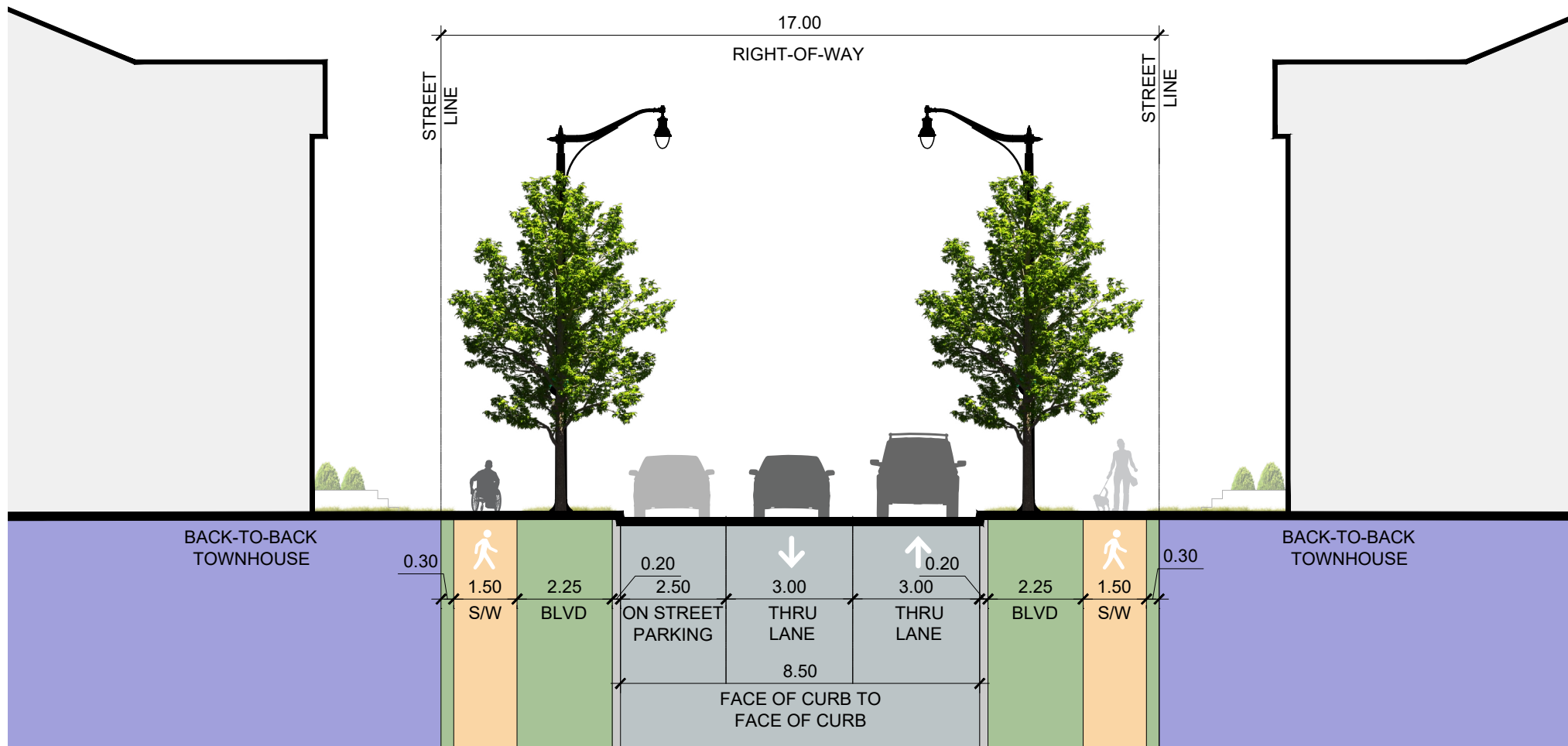


Figure 6.1c: 17.0m Local Road Right-of-Way



Figure 6.2a: Argoville Woods conceptual open space and connections plan

6.2 OPEN SPACE & CONNECTIONS

A series of active transportation connections and open spaces are proposed within the Argo Oakville Woods development. 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 Burnhamthorpe Road East and the surrounding active transportation 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, May 2013, the trails system proposed for the Argo Oakville Woods study area includes a proposed Major Trail within the NHS lands to the south, offering opportunities for future connectivity to the Town-wide open space network.

The following active transportation types should be integrated into the community:

- Burnhamthorpe Road East - An east-west Bicycle Facility TBD;
- Settlers Road East - east-west Signed Bike Route;
- Major Trail (2.1-2.4m width) - east-west through the north portion of the NHS, eventually connecting to Dundas Street to the south.

The following general guidelines may apply to proposed trails:

- The material composition of the Major Trail should be appropriate to the surrounding environment and anticipated type and frequency of use.
- The Major Trail should be sited to mitigate impacts to sensitive environment.
- 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, the Major Trail should be visible from the adjacent street.
- Where applicable, the Major Trail should be appropriately set back from the 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.

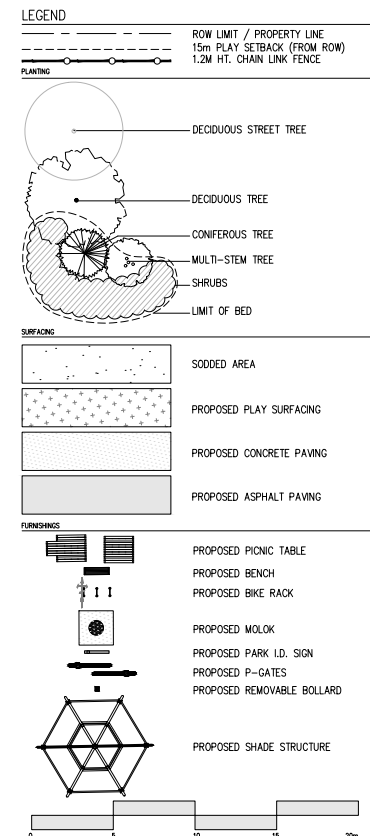
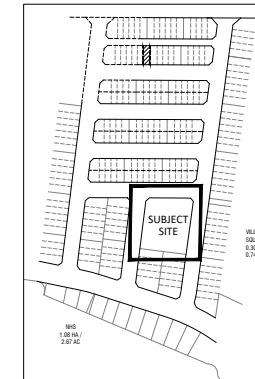
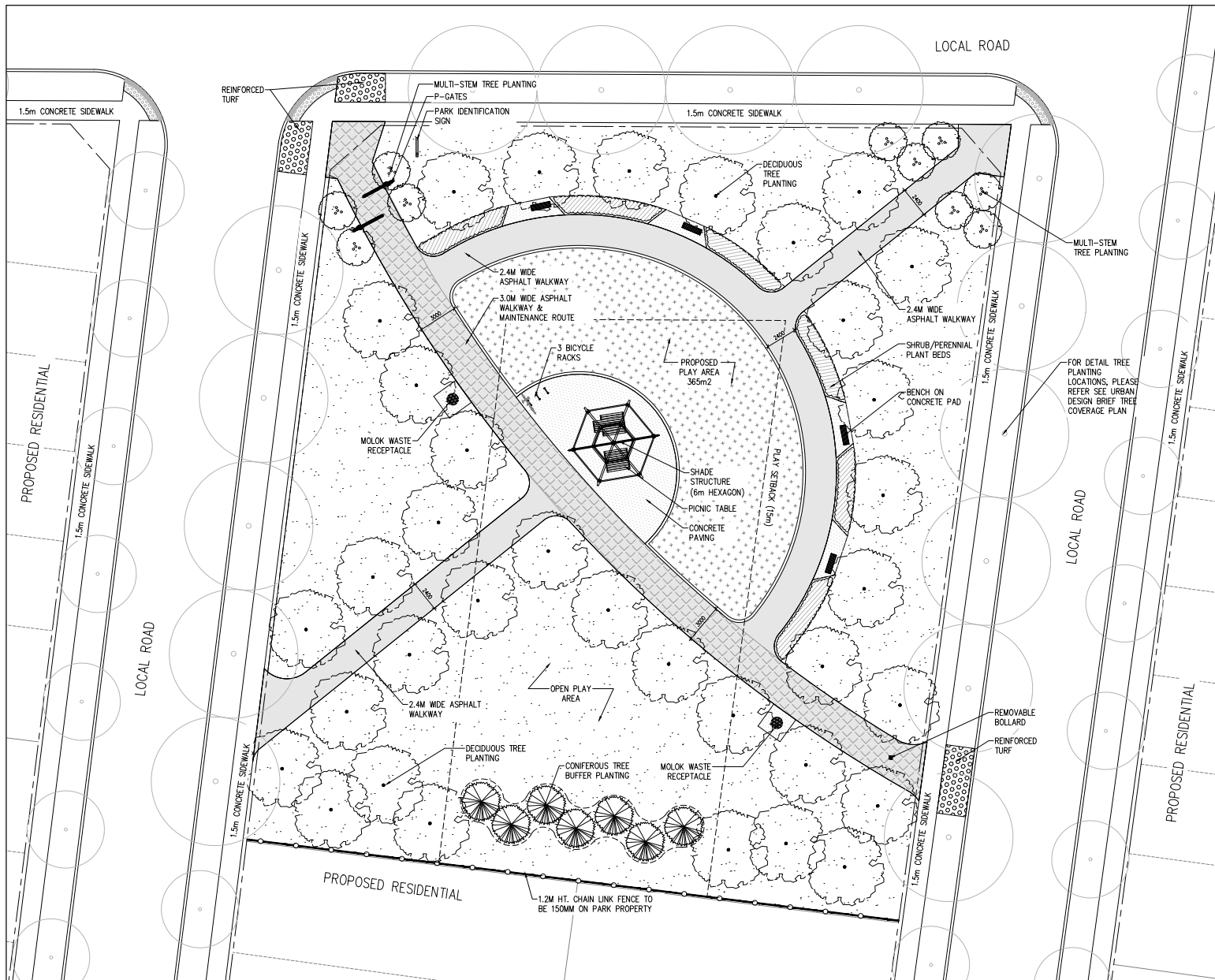


Figure 6.2b: Argo Oakville Woods proposed Village Square

6.2.2 PROPOSED VILLAGE SQUARE

A 0.3 hectare (0.74 acre) Village Square is proposed in the centre of the Argo Oakville Woods community. This public open space is intended to be a key focal gathering space for residents and the surrounding community, offering a variety of active and passive recreational opportunities.

As conceptually depicted in Figure 6.2b, the proposed Village Square may incorporate the following neighbourhood focused amenities and features:

- Playground facilities
- Seating and congregating areas
- Shade structures
- Flexible use open grass
- Bike racks
- Shrub and tree planting
- Wayfinding / interpretive signage, etc.

The Village Square is designed with the majority of the park's frontage open to the street to increase its visibility and enhance the streetscape. Designed to maximize townhouses fronting the open space, the concept promotes visual connection and informal surveillance, strengthening a sense of security. The transition from public to private space is clearly defined through enhanced landscape features and direct pedestrian connections.

As the Village Square is abutted by residential lots along its south-eastern edge, this space should be designed with sufficient landscaping between areas of activity and the dwellings to ensure privacy and minimal noise impact.



Figure 6.2c: Residential built form fronting a parkette.



Figure 6.2d: Shade structure with site furniture.

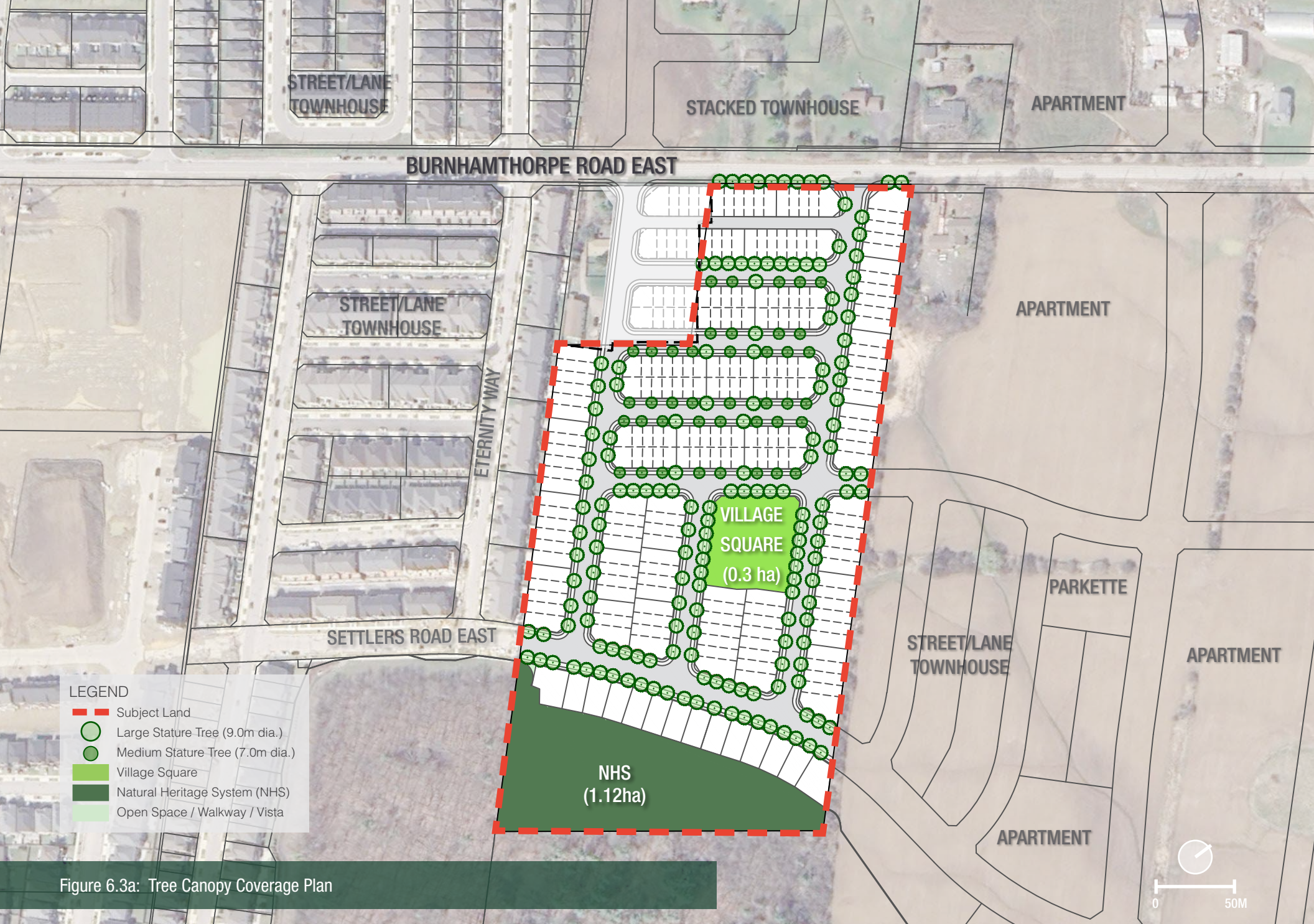


Figure 6.3a: Tree Canopy Coverage Plan

6.3 TREE CANOPY COVERAGE

6.3.1 2020 URBAN FOREST STRATEGIC MANAGEMENT PLAN

The 2020 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. 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 Oakville Woods are as follows:

- 20% for all Residential uses (Local Streets)
- 34% for Arterial, Avenue, and Collector Roads and Transit Ways (Settlers Road East and Burnhamthorpe Road East)
- 20% for Public uses (Village Square and NHS)

Tree Classification and Sizing

The canopy coverage plan should comply with the following guidelines -

- Small stature trees (5.0m. spread) = 20.0 sq.m./5m dia.
- Medium stature trees (7.0m. spread) = 38.0 sq.m./7m dia.
- Large stature trees (9.0m. spread) = 64.0 sq.m./9m dia.

Street Tree Canopy Coverage Calculation

A preliminary canopy and tree cover plan has been prepared for Argo Oakville Woods to demonstrate how the standards will be achieved within the site area. While previous iterations of the plan met the residential tree cover targets under older tree canopy coverage plan standards, the application of the newly adopted standards has resulted in a current under-target condition for residential tree cover. This shortfall is primarily attributed to the decreased tree diameter standards.

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 streetscape, the analysis includes street tree canopy coverage on public rights-of-way. Within the subject land boundary, the Village Square, and NHS are excluded from the study area in this analysis, as they will be subject to future applications and the Town's tree canopy coverage requirements will be evaluated at that time.

The street tree canopy coverage calculation for the study area is a preliminary estimate based on the proposed Draft Plan of Subdivision. The street trees in this assessment have been designated as both medium and large stature on Local Streets and large stature on Collector Streets, until such time a more comprehensive streetscape plan can be undertaken as part of a detailed landscape plan review process. The preliminary tree canopy coverage results are as follows (refer to Figure 6.3a):

- **Argo Oakville Woods Total Site Area - 72,631 sq.m.**
- Total Applicable Residential Land Area - 53,711 sq.m.
- Total Residential Tree Canopy Coverage Area - 9,069 sq.m. (includes Collector Road tree overlap canopy)
- **Residential Tree Canopy Coverage = 16.8%**
- Total Applicable Arterial & Collector Road Area - 5,943 sq.m.
- Total Arterial & Collector Road Tree Canopy Coverage Area - 2,040 sq.m.
- **Arterial & Collector Road Tree Canopy Coverage = 34.3%**



Figure 6.4a: Single detached dwelling with a street-facing garage incorporated into the main massing of the building and set back from the porch.

6.4 BUILT FORM

The built form component proposed for Argo Oakville Woods should encompass two general land use categories, Low Density Residential and Medium Density Residential. A high quality built form character should 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 backing onto the NHS will be offered in range of lot sizes and frontages to ensure that there is diversity in the housing options available. The architecture, color 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: Image and rendering examples of townhouse built form with articulated facades and ample fenestration.

6.4.2 MEDIUM DENSITY RESIDENTIAL

Within Argo Oakville Woods, a range of townhouse typologies may be proposed. Consistent with guidelines for the medium density land use designation, the following describes the planned built form and general guidelines for townhouses in Argo Oakville Woods:

Building Types

- A combination of townhouse typologies are proposed, including traditional/street accessed, rear lane, and back-to-back.

Orientation

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

Height & Massing

- Townhouses will be up to 3-storeys.
- 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.

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 6.4d: Conceptual Elevations of Traditional Street Townhouses

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

Street Townhouses:

Street townhouses will be 2 or 3-storeys 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.
- 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 6.4e: Conceptual Elevations of Rear Lane Townhouses

Rear Lane Townhouses:

Rear lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted streetscape condition along Burnhamthorpe Road East that is predominantly urban in character.

Rear lane townhouses will have 3-storeys and a double car, rear-facing garage accessed from the laneway, accommodating 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 to create a strong and active street edge.
- Garages will be accessed from a rear laneway 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 laneway.
- Front entrances are encouraged to be directly linked to the public sidewalk with a walkway.
- Outdoor amenity areas for rear lane townhomes may take the form of a functional raised terrace/balcony (with integrated garages), and rooftop terraces.

Amenity Space

- Private outdoor amenity areas for rear lane 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 6.4f: Conceptual Renderings of Back to Back Townhouses

Back to Back Townhouses:

Back-to-back townhouses will be 3-storey structures with single-car, front facing garages accessed 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 that balance contemporary aesthetics with residential character through roofline variations, defined entries, material contrast, and ample natural light.
- 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 6.5a: Argo Oakville Woods Priority Lot Plan

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 Oakville Woods demonstrates the lot locations requiring special design considerations, corner lots, view terminus lots, open space facing units, and dwellings requiring upgraded rear and side architecture.

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.

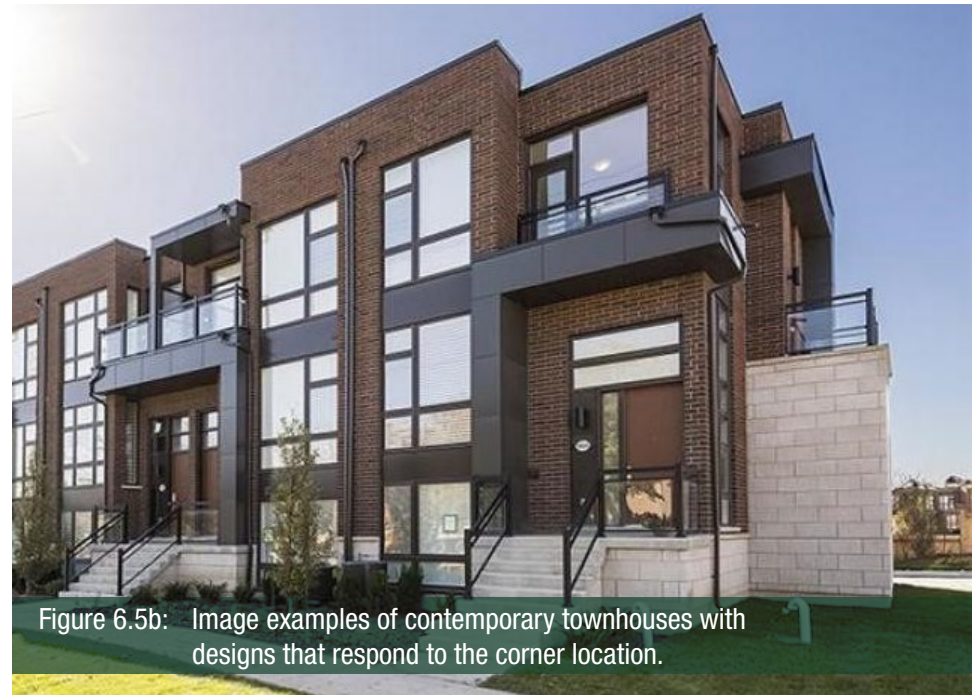


Figure 6.5b: Image examples of contemporary townhouses with designs that respond to the corner location.

- 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 encouraged 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.
- Rear lane garages on corner lots should have upgraded side elevations facing the street.
- 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

View terminus dwellings are situated at the top of T-intersections, 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.
- 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 FACING UNITS

Built form that faces the Village Square should be designed in a manner that considers and complements the exposure from this public open space. The following guidelines may apply to townhouses fronting the Village Square:

- Given that these dwellings are visible from across the Village Square, 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.
- As zoning and architecture permits, dwellings are encouraged to feature large porches to promote ‘eyes on the street’, which results in an informal monitoring of the park and its activities.

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 6.5c: Image and rendering examples 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 in the designated General Urban 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.



Figure 6.6a: Image example of native planting, which performs well in urban environments due to drought tolerant and low-maintenance characteristics.

Walkability in the Argo Oakville Woods community is supported by:

- A proposed school and neighbourhood park located within comfortable walking distance (800m / 10 minute walk) of the majority of residents.
- 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 Oakville Woods development:

- Encourage passive LIDS to promote recharge, which may include extra depth topsoil and roof leader draining to rear yards, where applicable.
- 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 the 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 Oakville Woods' 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 Oakville Woods 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 Oakville Woods 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.

Following Town approval, this UDB will serve as a guiding document for subsequent design stages, including:

- Architectural Control
- Landscape design and planting plans

7.1 DESIGN SUBMISSION REQUIREMENTS

The following documents will be required at each stage of the design review process to ensure compliance with this UDB:

- Architectural drawings: Including elevations, sections, and streetscape details for all building types (single-detached and townhouses).
- Landscape plans: Illustrating the proposed public and private realm landscaping treatments, including materials, street tree species, and integration with natural heritage features (if applicable).
- Material and finishes schedule: Specifying the materials and finishes intended for building facades, streetscapes, and public spaces.

7.2 MONITORING AND COMPLIANCE

The Town of Oakville's design review team will be responsible for monitoring compliance with this UDB throughout the development process. This includes reviewing design submissions against the established criteria and ensuring they adhere to the vision outlined in this document, as well as the North Oakville East Secondary Plan, the Livable by Design Manual (LBDM), and the North Oakville Urban Design and Open Space Guidelines.



213 STERLING ROAD, SUITE 211
TORONTO ON M6R 2B2
nakdesignstrategies.com

T: 416.340.8700