



BLOCK 415 - 6th LINE & CARNEGIE DRIVE

Town of Oakville

URBAN DESIGN BRIEF
FEBRUARY 2022

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Block 415 - 6th Line & Carnegie Drive
Town of Oakville

Date:

February, 2022

Prepared for:

Fernbrook Homes (Seven Oaks 2021) Ltd.

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited

7050 Weston Road, Suite 230

Woodbridge ON L4L 8G7

T: 905 761 5588

F: 905 761 5589

Internal file #: 17190 Y

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Fernbrook Homes (Seven Oaks 2021) Ltd. (“Owner”) to assist with a Draft Plan of Subdivision application to develop the lands located on Block 415 of Registered Plan 20M-1186 (“Seven Oaks Subdivision”) at the east corner of Sixth Line and Carnegie Drive in the Town of Oakville (hereinafter the “Subject Lands”), as shown in Figure 4.1.

This Urban Design Brief (“UDB” or “Report”) has been prepared on behalf of the Owner in support of the proposed Draft Plan of Subdivision application to facilitate the development of the Subject Lands with nine single detached lots, 19 free-hold street townhouse lots and a municipal lane. The proposal implements the policies of the North Oakville East Secondary Plan (“NOESP”) and is complies with the existing applicable zoning designation.

The Policy Framework

The Subject Lands are located within North Oakville, in the Town of Oakville, and are designated as “Neighbourhood Area” in the North Oakville East Secondary Plan (“NOESP”). Furthermore, part of the Subject Lands are in a designated “Neighbourhood Centre Zone” and “General Urban Area” in the Livable Oakville Plan (“LOP”). The Subject Lands are zoned Neighbourhood Centre (NC29, H10/H15) and the proposed Plan of Subdivision has been designed to comply with the existing zoning on site.

Our Approach

In response to this design vision, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development has responded to the LOP policies and the Livable By Design Manual (“LBDM”) guidelines applicable to the Subject Lands. The proposed development will be facilitated by Draft Plan of Subdivision (“Plan of Subdivision” or “POS”) application to facilitate the development of nine single detached lots and 19 freehold townhouses on a municipal lane. This Urban Design Brief takes into consideration and responds to the Urban Design Brief Terms of Reference provided by the Town of Oakville.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer



Nimita Chandiramani, B.Arch
Urban Designer

2.0 How To Read This Brief

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

Applicable design policies and guidelines

Response to design policy and guidelines

Reference to key design principle being acknowledged

Summary of How Vehicular Access and Circulation Policies are Addressed (Section 6.12)

The primary accesses into the development and the larger residential neighbourhood are through Carnegie Drive and Charing Cross Gate, emerging from Sixth Line. No accesses are proposed off of Sixth Line, which is a minor arterial road, as seen in Figure 6.2.

Summary of How Parking Policies are Addressed (Section 6.13)

Driveway access to individual single-family units is proposed along Millcent Avenue, and to the townhouses is along the proposed inner road, as seen in Figure 6.2.

Accordingly, conflicts between the pedestrian and vehicular traffic will be minimized.

Surface parking details will be contemplated at a detailed design stage.

Legend

- Subject Lands
- Minor Arterial Road
- Collector Roads
- Local Road
- Vehicular Entrances/ Driveways

Figure 6.2: Vehicular Circulation through the development

3.0 Design Vision & Objectives

The proposed Plan of Subdivision will create nine single-detached lots, 19 freehold street townhouse units within 4 blocks and a municipal lane. Each single-detached and townhouse unit is intended to have garages and driveways to accommodate two driveway and two garage spaces, ensuring appropriate resident and visitor parking. The designs for the single detached units will be taken from the model selection already existing in the Seven Oaks Subdivision and will complement the existing single detached units found on the opposite side of Millicent Avenue and the rest of the community. The design of the proposed townhouse units has been prepared specifically for the development proposal and blends an urban feel with traditional elements like brick and stone.

The proposal represents an opportunity for the Town to meet its goals, objectives and policies for growth in North Oakville.



Figure 3.1 : Architectural renders showing the contemplated finishes for the development

4.0 Site & Context Analysis

The consideration of an existing site’s context is important in the planning analysis for the proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure which includes future land uses and infrastructure.

4.1 Description Of The Site

The Subject Lands are situated on Block 415 of Registered Plan 20M-1186, on the east corner of Sixth line and Carnegie Drive between Dundas Street East to the south and Burnhamthorpe Road West to the north in the Town of Oakville. The Subject Lands are comprised of a single parcel and are approximately 0.9 hectares (2.22 acres) in

size. The Subject Lands form a rectangular shape with a slight slant on the south. The Subject Lands are surrounded by low rise residential development with frontage along Sixth Line and are currently vacant. The Subject Lands are designated residential in the Livable Oakville Town of Oakville Official Plan.

The areas surrounding the Subject Lands consist predominantly of agricultural and residential uses . Most of the surrounding area is either currently under development for residential uses or has active development applications for future residential uses.

A location map which identifies the Subject Lands in the Town of Oakville is shown in Figure 4.1.

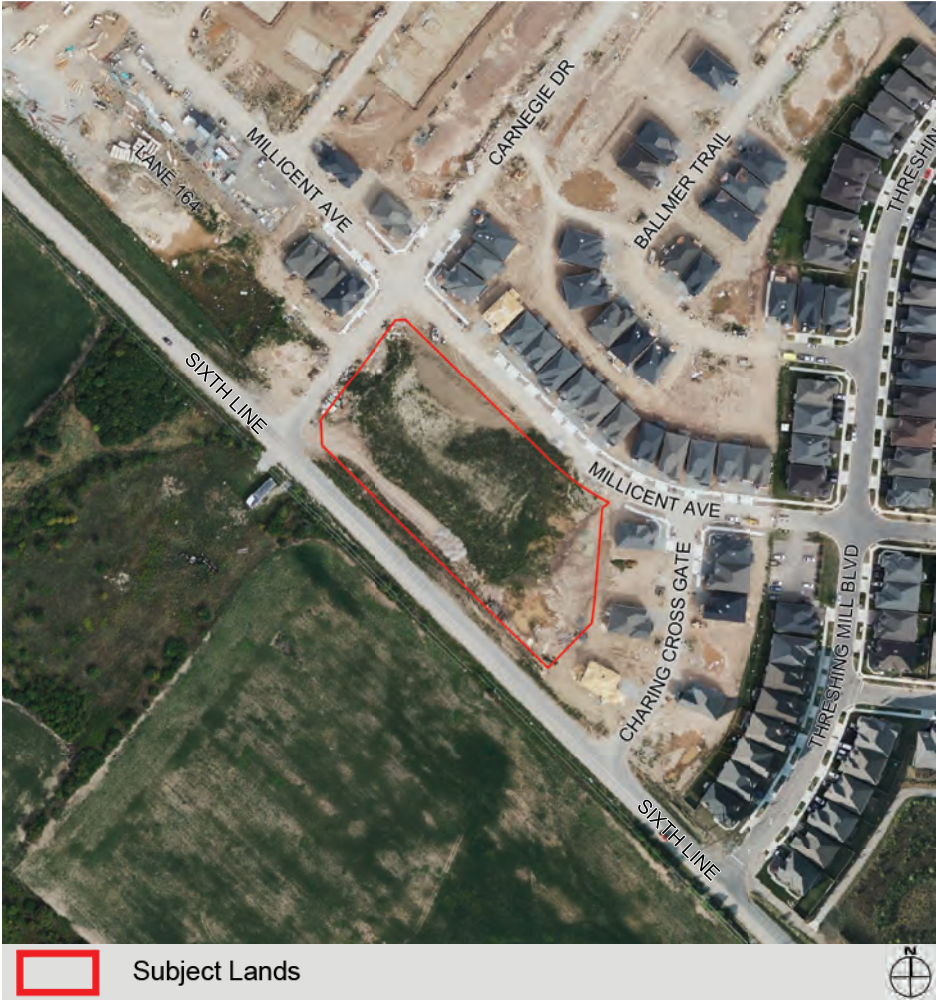


Figure 4.1 : Subject Lands and Context

4.2 Surrounding Area Context

The following is a description of the physical context within which the development is proposed, as shown in Figure 4.2.

NORTH - To the north of the Subject Lands along Sixth line towards Burnhamthorpe Road West, the lands are predominantly vacant or used for agricultural purposes. On the east side of Sixth Line to the north of the Subject Lands, the lands are being developed for low rise residential uses. Further to the north along Burnhamthorpe Road West are low rise residential uses in the form of townhouses.

EAST - The Subject Lands are across the street from low rise residential uses to the east in the form of single detached dwellings. Further to the east is a public school (Dr. David R. Williams Public School), parks and the East Morrison Creek Trail.

SOUTH - To the south of the Subject Lands are low rise residential uses in the form of single detached dwellings. Further to the south is a shopping centre consisting of retail, fast food and restaurants, fitness centre, and financial institutions.

WEST - To the west of the Subject Lands on the opposite side of Sixth Line, the lands are predominantly vacant or used for agricultural purposes. After reviewing Oakville's development applications, there are multiple applications for future residential development.

Shopping and Services

The Subject Lands are approximately 2.5 km north of a Smart Centres Oakville located on Hays Boulevard. The entire shopping centre area is bounded by Dundas Street East to the north, Trafalgar Road to the east, and Hays Boulevard to the south and to west in the Town of Oakville. The centre contains a wide variety of retail and multiple restaurant amenities.

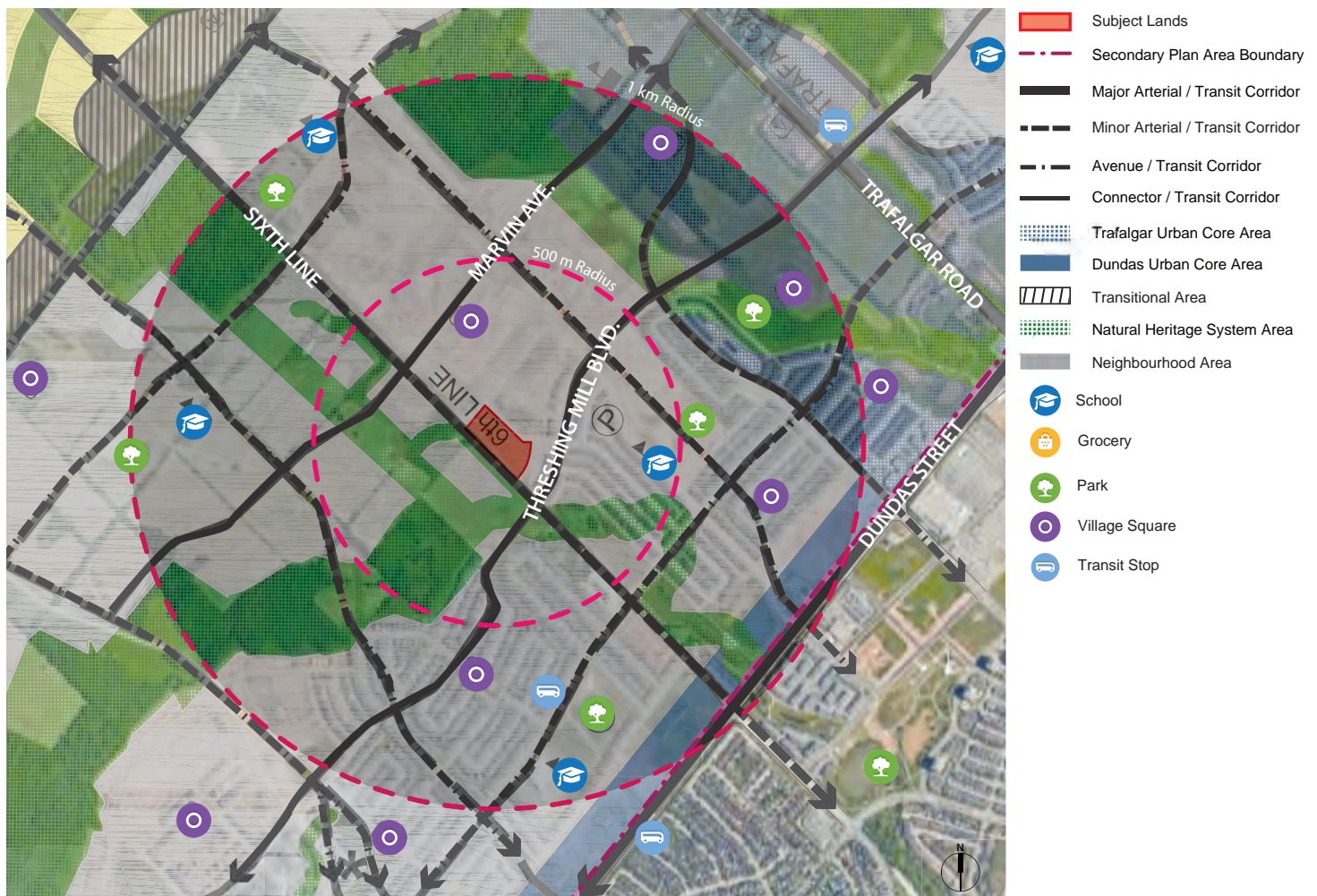


Figure 4.2 : Surrounding Area Context Map

4.3 Area Development Context

The following recent development projects are within proximity to the Subject Lands and are currently in different stages of review and / or construction.

Part of Lot 16, Concession 1, North of Dundas Street

A Draft Plan of Subdivision and Zoning By-law Amendment application was submitted on the lands known as Part of Lot 16, Concession 1, just north of Dundas Street. The proposal includes 22 detached dwellings, 14 semi-detached dwellings, 21 townhouses and two natural heritage system blocks.

3270 Sixth Line

A Draft Plan of Subdivision, Zoning By-law Amendment and Official Plan Amendment application was submitted on the lands at 3270 Sixth Line in 2020. The Zoning By-law Amendment is to rezone the property from Existing Development (ED) to Site Specific Neighbourhood Centre (NC), General Urban (GU), Sub-Urban (S), Natural Heritage System (NHS) and Stormwater Management Facility (SMF) zones. The proposed Official Plan Amendment has been submitted to permit the development of Block 107 on the revised Draft Plan of Subdivision for an eight storey mixed use building (103 residential units and 222.5 square metres of ground floor commercial) with an FSI of 4.2. The proposal is to develop the site for a number of lots and blocks for detached dwellings, townhouses, and a mixed use building, the natural heritage system, roads and stormwater management pond.

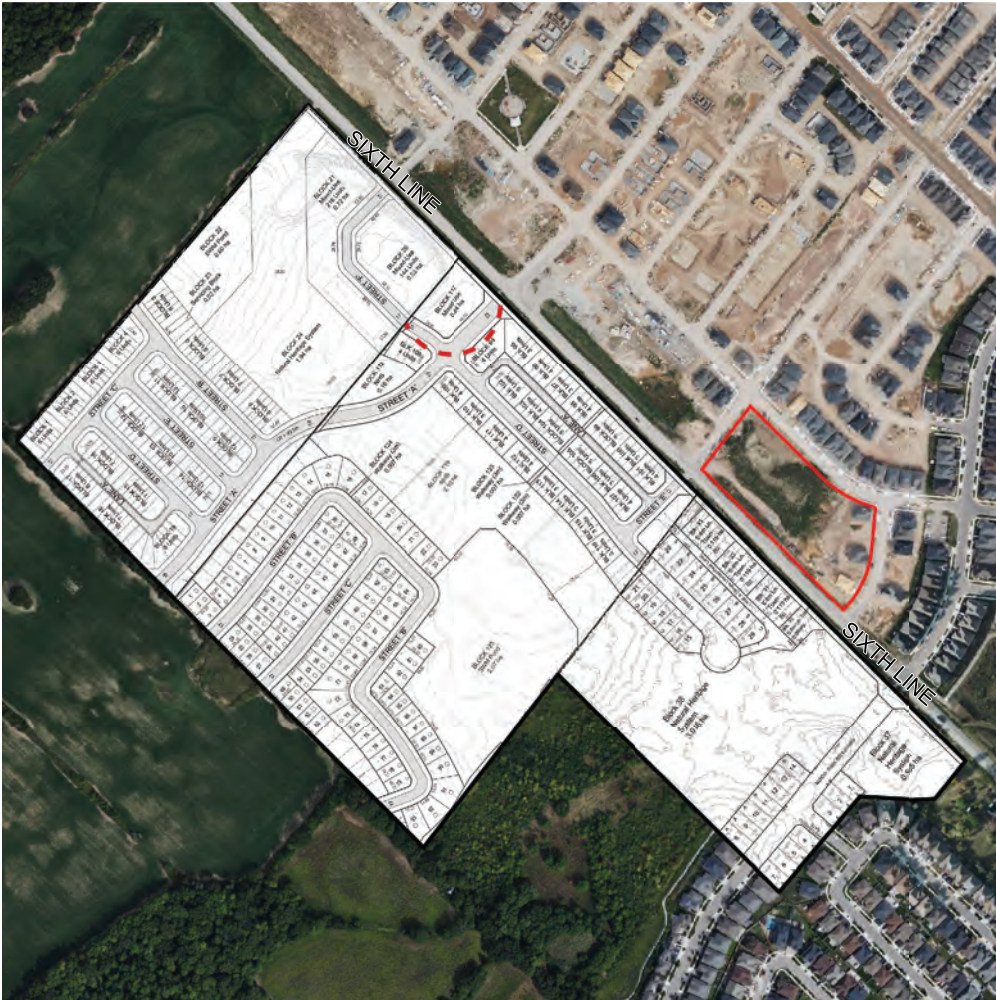


Figure 4.3 : Area Development Context Map

4.4 Transportation Context

A detailed analysis of the transportation context is provided in the Transportation Impact Assessment (“TIA”), prepared in support of the application and provided under separate cover. Below are a summary of the considerations.

Access

The Subject Lands are bound by Sixth Line to the west, Carnegie Drive to the north, Millicent Avenue to the east. Based on the site plans, access to the Subject Lands is from Carnegie Drive and Millicent Avenue.

Road Network

The Subject Lands are located on the south-east corner of Sixth Line and Carnegie Drive, between Dundas Street East to the south and Burnhamthorpe Road to the north in the Town of Oakville. In the Livable Oakville Official Plan (Schedule C – Transportation Plan, Figure 4.4), Sixth Line is a Minor Arterial Road, with a right-of-way (“ROW”) width of 26 metres. Sixth Line consists of a two lane roadway and no sidewalk, but urbanization is currently under way to redevelop it into a 4-lane road with bike lanes and pedestrian sidewalks. Left turn lanes are provided at the intersection of Sixth Line and Wheat Boom Drive to the south of the Subject Lands.

Further south, Dundas Street East in the Livable Oakville Plan (Schedule C – Transportation Plan) is a Major Arterial Road and a Busway Corridor, with a ROW width of 35 to 50 metres. At the Sixth Line and Dundas Street East intersection, Sixth Line provides a left turn lane onto Dundas Street East as well as a right turn lane onto Dundas Street West.

Public Transit

Currently Oakville Transit Route 5A operates along Wheat Boom Drive, located to the south of the Subject Lands. This transit route provides service from Oakville GO, to Sheridan College, Uptown Core (Dundas Street West and Trafalgar Road), Dundas and Sixth Line, the Oakville Trafalgar Memorial Hospital, and arrives at Dundas/407 GO Carpool. There are a total of 12 stops on this route. The service currently runs approximately every 15 minutes during peak periods, 30 minutes during the day and hourly in the evenings. Bus stops are located at the intersection of Sixth Line and Wheat Boom Drive and the intersection of Sixth Line and Dundas Street West.

Cycling

The Livable Oakville Official Plan identified Sixth Line as a proposed bike lane in Schedule D – Active Transportation Plan. Oakville’s Active Transportation Master Plan (ATMP) also identifies Sixth Line as a proposed bike lane.

Sidewalks and Pedestrian Trails

Currently sidewalks are accessible across the Subject Lands along Millicent Avenue as well as across from the Subject Lands along Carnegie Drive. There are no sidewalks accessible along Sixth Line at this time. The Block 415 subdivision will be accessible and connected to existing and future sidewalks. The East Morrison Creek Trail is located approximately 1 km to the east.

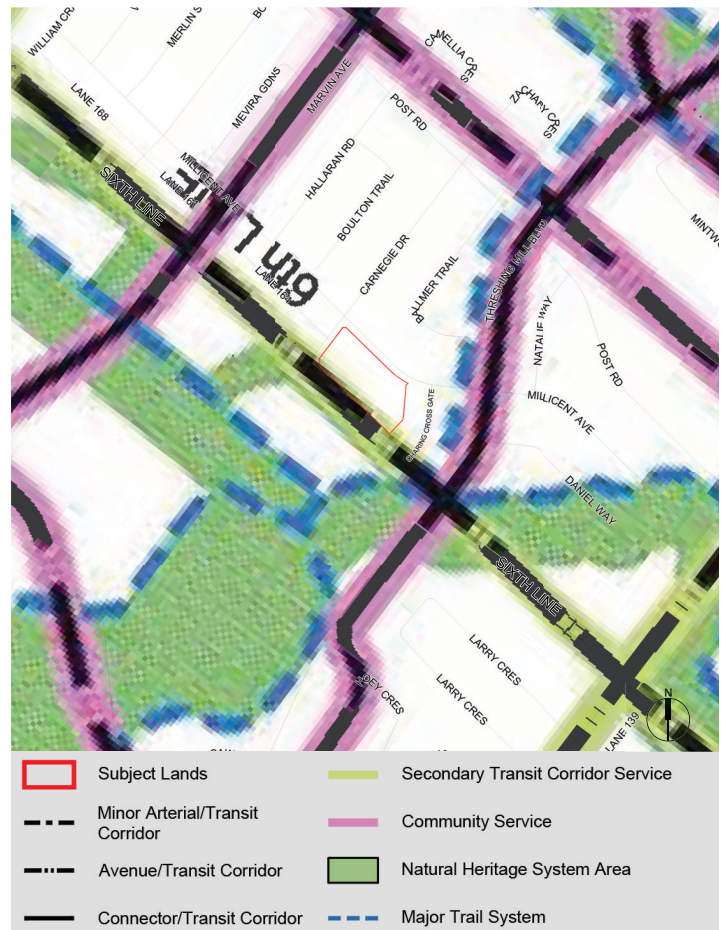


Figure 4.4 : NOE Secondary Plan - Transportation Plan

5.0 The Proposal

The Applicant is seeking approval for a Draft Plan of Subdivision (“Plan of Subdivision”) to enable the development of new residential uses on the Subject Lands.

Through the previous draft plan approval process, the Town of Oakville requested that the Owner modify its original plans for the block from a concept consisting of single-detached and townhouse built forms to a higher density mixed use concept for a period of three years following registration, after which the Owner can revert back to the original built form. The plan was registered in February of 2017 and the Owner has since not been able to develop the block for a mixed use development. Block 415 is subject to Holding Provision H10 which implements this requirement.

The Owner has considered various alternatives for this site, as well as the layout of the new laneway for the lands to the north with consultation from the Town. After taking into account the built form of the neighbourhood, the Owner prepared the concept for the development of nine (9) single detached units, 19 townhouse units and a municipal lane. All units are intended to have freehold tenure.

As seen in Figure 5.1, the proposed single-detached units will consists of 38 foot wide and 43 foot wide designs that are 2-storeys high and have vehicular access from Millicent Avenue. Each lot is intended to accommodate two garage and two driveway parking spaces to ensure sufficient

resident and visitor parking. Driveways of abutting units will be located side by side where possible in order to maximize available street parking. The unit designs are compatible styles to and will complement the existing single detached units found on the opposite side of Millicent Avenue and the rest of the community.

The proposed townhouse units will consist predominantly of 23 foot wide designs. All units will be approximately three (3) storeys high. The primary frontage will be located along Sixth Line which will include pedestrian access while vehicular access is provided via the municipal lane. Each townhouse unit will also have two driveway and two garage parking spaces to assist with visitor parking demand.

The proposed municipal lane alignment has been modified from the original alignment proposed through the draft plan approval process which showed a U-shaped alignment with both accesses from Millicent Avenue. The proposed alignment straightens the northerly portion of the lane so that it accesses from Carnegie Drive and aligns with the existing Lane 164 on the north side of Carnegie Drive. This alignment provides for additional street parking along Millicent Avenue and Carnegie Drive. It also eliminates the need for private driveways requiring access from the short stretch of Carnegie Drive, being a main access for the community, between the intersections with Millicent Avenue and Sixth Line.

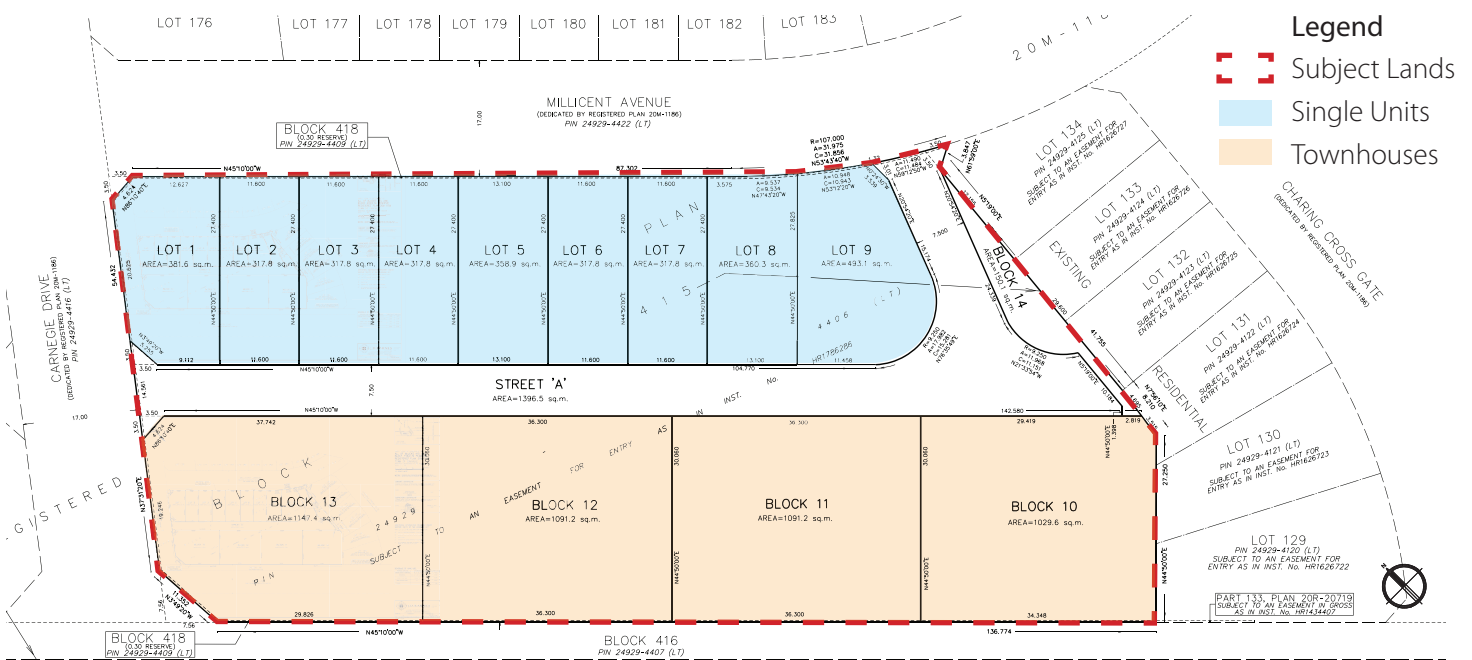


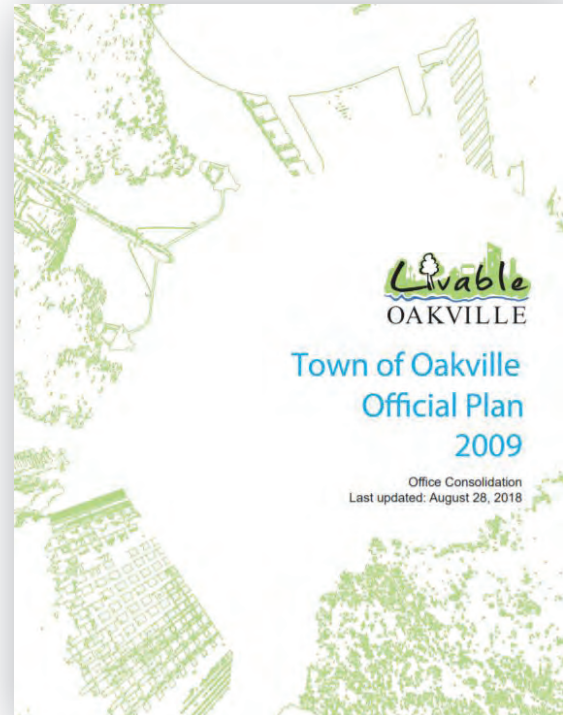
Figure 5.1 : Layout of the development

6.0 Policy Context & Design Direction

6.1 Livable Oakville Official Plan

The 2009 Town of Oakville Official Plan, also known as the Livable Oakville Plan (LOP), was approved by the Town and Region in 2009 and was ultimately appealed by multiple parties. With a majority of the appeals resolved, the Ontario Municipal Board approved the LOP in 2011.

The majority of the LOP is not applicable to the lands covered by the NOESP as per the Schedule A1 – Urban Structure of the LOP. However, as a result of the Town’s Urban Structure Review process, in April 2018, the Region approved OPA 15 to the LOP and OPA 317 to the NOESP. OPA 15 revises the LOP’s urban structure policies and mapping to, among other things, incorporate the lands covered by the NOESP. OPA 317 contained minor text amendments to the introduction section of the NOESP referring the reader to the LOP for urban structure policies. OPA 15 was appealed and subsequently resolved and thus the LOP’s urban structure policies apply to the Subject Lands. The proposed urban structure of the LOP identifies the Subject Lands as being ‘Residential Areas’, as seen in Figure 6.4 on page 16. The Transportation Plan of the LOP (Schedule C) identifies Sixth Line as a Minor Arterial.



Residential Areas

Section 3.9 of the LOP identifies Residential Areas as areas with low, medium and high density residential uses and includes community facilities such as schools, places of worship, recreational and commercial uses. The character of the Residential Areas is significantly influenced by their relationship to the Natural Heritage System, parks and open spaces.

Summary of How General Urban Design Policy Objectives are Addressed (Sections 6.1)

The proposal will contribute to the community through the use of sensitively designed facades that seamlessly blend with the neighbourhood and improve the pedestrian and public realm experience.

Diversity, comfort, safety and compatibility with the existing community is prioritized in the proposed design and will be facilitated through the mix of housing typologies.



Summary of How Public Realm Policies (Section 6.2), Complete Streets Policies (Section 6.3) and Streetscape Policies Are Addressed (Section 6.4)

A high quality public realm will be contemplated along the street edges of the Subject Lands, to promote safe walkability and cycle-ability within the neighbourhood, as well as to the amenities and parks spaces within the surrounding area.

The proposal will support multi-modal transit through the provision of suitable public sidewalks along local roads for the use of pedestrians on the Subject Lands. Further, the Subject Lands are adjacent to Sixth Line, which is proposed to have bike lane, as well as Oakville Transit routes, thus encouraging active transportation.

The proposal will incorporate trees and plantings to provide comfort for pedestrians and to define the street edges, private roads and sidewalks, celebrating a green public realm.

The proposal will establish comfortable and safe pedestrian sidewalks within the Subject Lands, connecting it to the surrounding residential neighbourhood.

The proposal will enhance the local streetscape context of the emerging residential character and create a sense of identity for the neighbourhood.

A detailed Landscape Design Package, including public realm and streetscape design, will be provided at the Draft Approval Stage for review and implementation.

Summary of How Built Form Policies are Addressed (Section 6.9)

The proposed development offers a mix of building types, with different facade treatments and materials. The townhouses that face Sixth Line are similar in architectural character to the built form fronting Sixth Line already in existence, thus ensuring compatibility with the neighbourhood, as seen in Figure 3.1 on page 6.

A variety of typologies are proposed for the single family homes, varying in materials and treatments, to avoid monotony. The proposed buildings are compatible with, and seamlessly form an extension of, the surrounding residential neighbourhood.

The townhouses face Sixth Line to ensure an active frontage along this minor arterial road and transit corridor, and to provide interest and comfort at ground level for users.

The development will make best efforts to incorporate barrier-free principles to ensure accessibility by persons of all ages and abilities.

Summary of How Landscaping Policies are Addressed (Section 6.10)

Landscaping on the Subject Lands will be located along all exterior lot lines and yards. Along the public streetscapes, landscaping will be incorporated to create an attractive environment for pedestrian movement, while along the internal rear and side yards, landscaping will be provided as a buffer between the neighbouring land uses to provide separation and privacy.

Tree and plant species contemplated for the Subject Lands will be native, salt-resistant, and drought-tolerant where appropriate to provide seasonal variation and interest while complementing the existing landscape environment.

A detailed Landscape Design Package will be provided at the Draft Approval Stage for review and implementation.

Summary of How Pedestrian Access and Circulation Policies are Addressed (Section 6.11)

The proposal will establish comfortable and safe pedestrian sidewalks within the Subject Lands, connecting it to the surrounding residential neighbourhood, as seen in Figure 6.1.

A high quality public realm will be contemplated along the street edges of the Subject Lands, to promote a safe, walkable and cycle-able environment within the neighbourhood, as well as to the amenities and parks within the surrounding area.

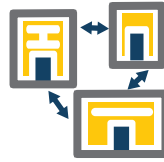
A detailed Landscape Design Package, including pedestrian access and circulation details, will be provided at the Draft Approval Stage for review and implementation.



PEDESTRIAN-ORIENTED



PUBLIC REALM



CONNECTIVITY



CHARACTER

Legend

- Subject Lands
- Minor Arterial Road
- Pedestrian Connections
- Pedestrian Accesses

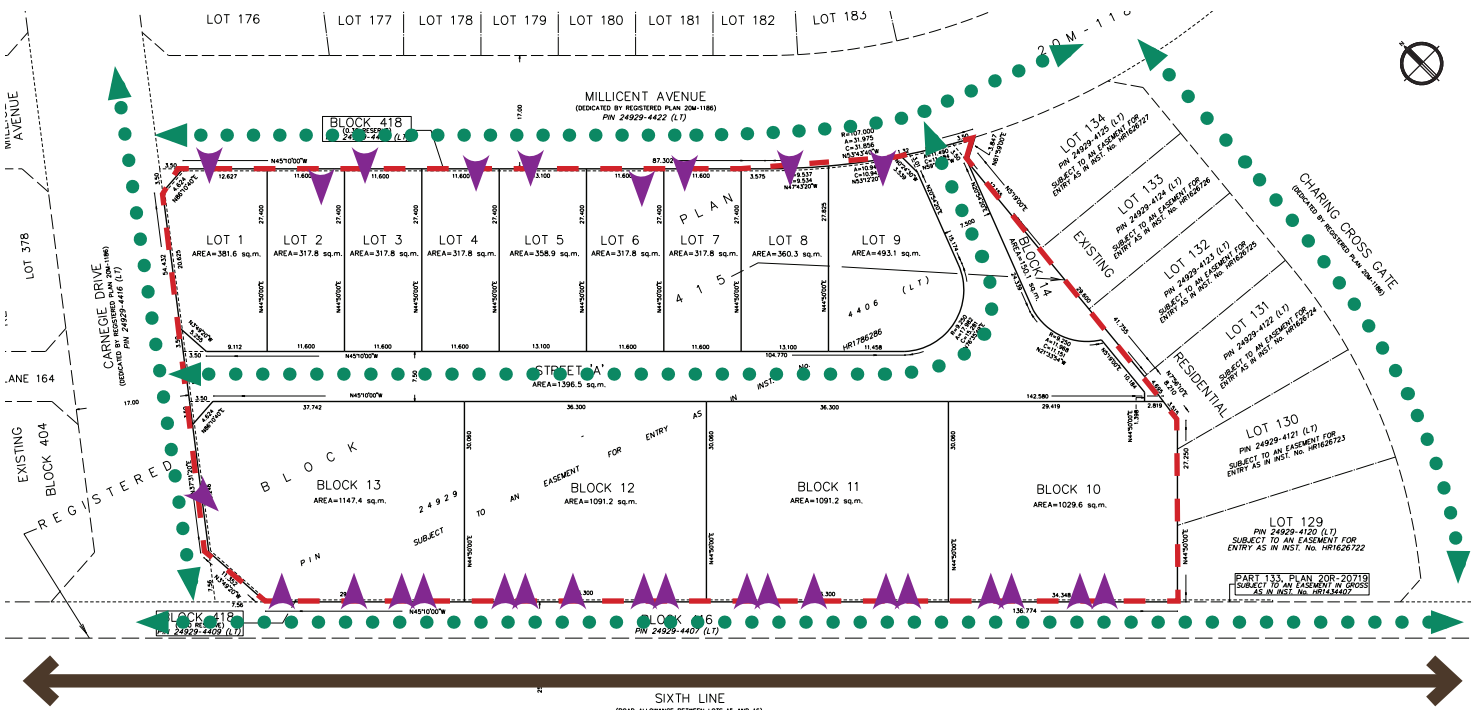


Figure 6.1 : Pedestrian Circulation through the development

Summary of How Vehicular Access and Circulation Policies are Addressed (Section 6.12)

The primary accesses into the development and the larger residential neighbourhood are through Carnegie Drive and Charing Cross Gate, emerging from Sixth Line. No accesses are proposed off of Sixth Line, which is a minor arterial road, as seen in Figure 6.2.

Summary of How Parking Policies are Addressed (Section 6.13)

Driveway access to individual single-family units is proposed along Millicent Avenue, and to the townhouses is along the proposed inner road, as seen in Figure 6.2.

Accordingly, conflicts between the pedestrian and vehicular traffic will be minimized.

Surface parking details will be contemplated at a detailed design stage.

Summary of How Lighting Policies are Addressed (Section 6.14)

The use of outdoor lighting, where applicable, will complement the building design, including the use of accent lighting that is compatible with the character and style of the existing community.

Lighting will be placed and designed to direct light away from the night sky and to minimize spillover lighting on adjacent properties and public roads.

Outdoor lighting features will be encouraged to be energy efficient. Light fixtures will be scaled accordingly to address pedestrian and road areas. Further details related to lighting design and placement will be established through the detail design stage.

Summary of How Signage Policies are Addressed (Section 6.15)

Signage such as addressing will be designed and scaled to reflect the character of the proposed and existing built form, and will be located so that it is clearly visible from the street and meets 911 requirements.

Further details related to signage design and placement will be established through the detail design stage.

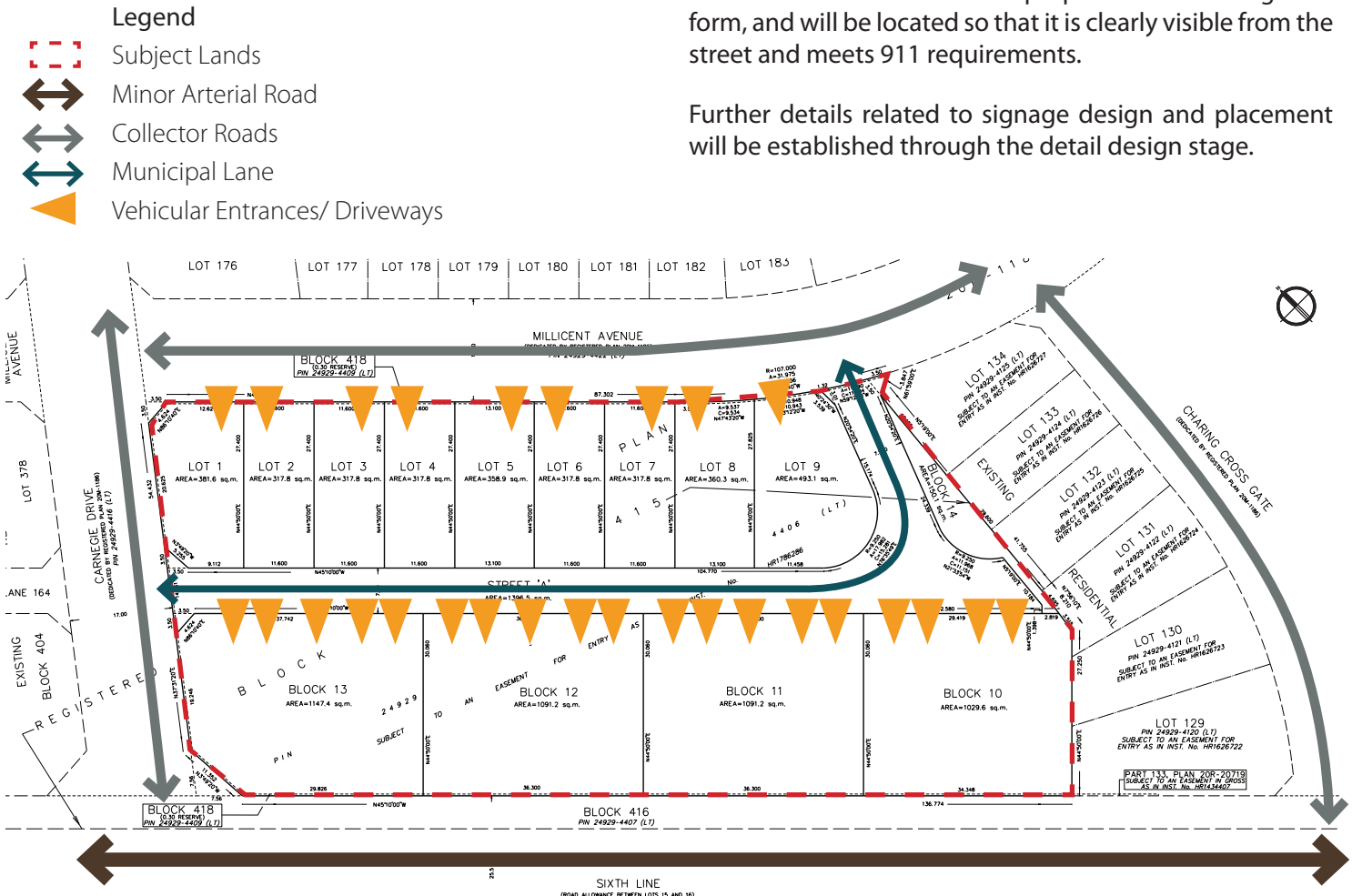


Figure 6.2 : Vehicular Circulation through the development

6.2 North Oakville East Secondary Plan

The North Oakville East Secondary Plan (NOESP) provides a planning framework for the lands bounded by Dundas Street, Ninth Line, Highway 407 and Sixteen Mile Creek. It was approved by the Ontario Municipal Board in January 2008 and provides policy direction for growth and development to 2021. The NOESP is considered part of an amendment to the previous 2006 Official Plan and therefore not part of the LOP.

The Subject Lands are designated Neighbourhood Area on Figure NOE 2 – Land Use Plan (see Figure 6.4). Furthermore, the North Oakville Master Plan identifies the Neighbourhood Area as split designated between Neighbourhood Centre Area and General Urban Area (see Figure 6.3).

Sixth Line is identified as Minor Arterial/Transit Corridor on Figure NOE 4 – Transportation Plan of the NOESP (Figure 6.5).

Section 7.2 of the NOESP contains the following relevant objectives to guide development of the planning area:



Figure 6.3 : NOE Secondary Plan - Master Plan



Figure 6.4 : NOE Secondary Plan - Land Use Plan

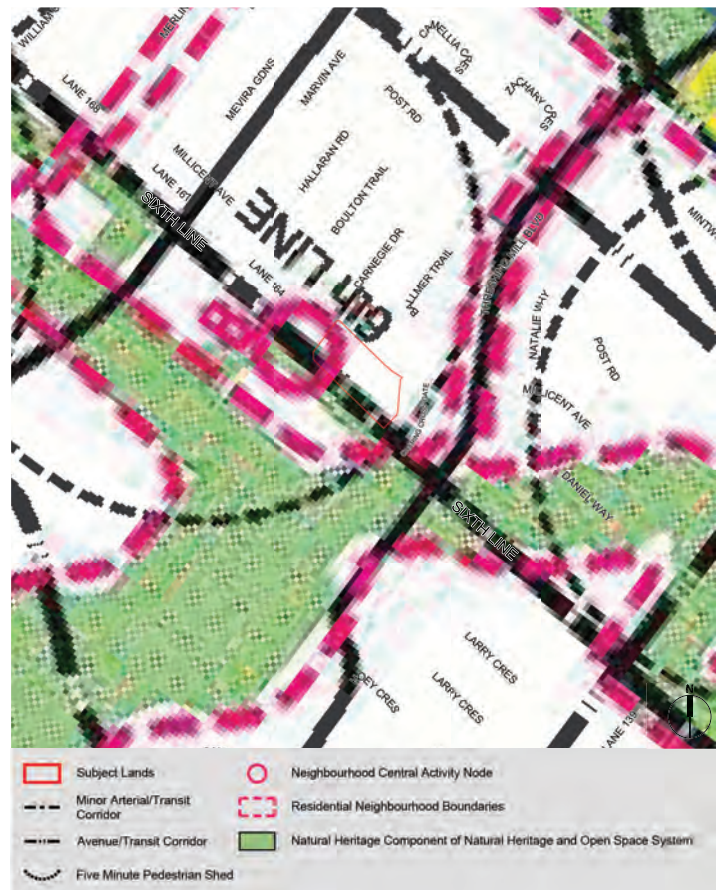


Figure 6.5 : NOE Secondary Plan - Transportation Plan

Guidelines

7.2.3.2 Residential

- a) To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.
- f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.

7.3.3 Residential Neighbourhoods

Residential neighbourhoods as designated on Figure NOE1 (Community Structure lan) are comprised of a range of residential densities including significant areas appropriate for ground related housing and live/work opportunities:

- a) Neighbourhood Centre Neighbourhood Centres are located in the centre of each neighbourhood, within walking distance of most residents. While predominately residential in character, Neighbourhood Centres will permit a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood. Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

7.5.4 Community Design Strategy General Design Directions

- a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.
- g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

7.5.12 Neighbourhoods

Figure NOE1 identifies the neighbourhood structure for North Oakville East. Each neighbourhood will have distinctive characteristics, but with the following common features:

- c) Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;

Response

The proposal will contribute to the community through the use of sensitively designed facades that seamlessly blend with the neighbourhood and that will improve the pedestrian and public realm experience.

Diversity, comfort, safety and compatibility with the existing community is prioritized in the proposed design and will be facilitated through the mix of housing typologies.



Guidelines

7.5.5.9 Sidewalks

a) Sidewalks shall generally be provided on both sides of all streets with the exception of:

i. Residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street;

ii. Lanes, where no sidewalks shall be required;

iii. Character roads, where a rural cross-section is being maintained, where sidewalks may not be required, provided that pedestrian and bicycle circulation is accommodated on a separate trail system; and,

iv. A road flanking the Natural Heritage and Open Space System, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.

b) In addition to the exceptions above, consideration may be given to permitting only one sidewalk for some Local Roads. Such roads would be permitted only where the Town is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that the road would:

i. Have a maximum ROW of 16 metres; and

ii. Be located in the Neighbourhood Area designation in a Sub-urban land use category

iii. Not provide direct access to a school, Neighbourhood Park, or Village Square.

7.5.5.12 Lighting

Lighting shall provide suitable illumination for vehicles, pedestrians and cyclists.

7.5.9 Landscape Design

The applicable policies of Part C, Section 10.3, Urban Forests of the Official Plan shall apply and the Town shall establish specific landscaping requirements in the Urban Design and Open Space Guidelines to ensure:

a) the creation of a human scale within new development;

b) the enhancement of pedestrian comfort;

c) the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,

d) landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

7.5.10 Safe Community Design

The Town shall work with Halton Region Police to promote safety and security and accessibility in public places through urban design including design and the siting of buildings and structures that:

a) encourages continuous occupancy of public spaces by ensuring the proximity of spaces, activities and institutions which provide public presence at various times and by the sharing of facilities;

b) provides for opportunities for visual overlook and ease of public access to adjacent streets, parks and other public areas;

c) results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;

d) ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;

e) results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;

f) encourages the provision of views into, out of and through publicly accessible interior spaces;

g) precludes entrapment or the perception of entrapment through properly identified exits and signage; and,

h) results in accessibility for the disabled and elderly.

Response

A high quality public realm will be contemplated along the street edges of the Subject Lands, to promote safe walkability and cycle-ability within the neighbourhood, as well as to the amenities and parks spaces within the surrounding area. The streetscape design will be in accordance with Town standards.

The proposal will support multi-modal transit through the provision of suitable public sidewalks along local roads for the use of pedestrians on the Subject Lands. Further, the Subject Lands are adjacent to Sixth Line, which is proposed to have bike lane, as well as Oakville Transit routes, thus encouraging active transportation.

The proposal will incorporate trees and plantings to provide comfort for pedestrians and to define the street edges, private roads and sidewalks, celebrating a green public realm.

The proposal will establish comfortable and safe pedestrian sidewalks through the Subject Lands, connecting it to the surrounding residential neighbourhood.

The proposal will enhance the local streetscape context of the emerging residential character and create a sense of identity for the neighbourhood.

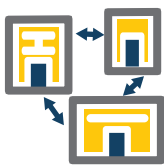
Landscaping on the Subject Lands will be located along all lot lines and yards. Along the public streetscapes, landscaping will be incorporated to create an attractive environment for pedestrian movement, while along the internal rear and side yards, fencing will be provided where appropriate as a buffer between the neighbouring land uses to provide separation and privacy.

Tree and plant species contemplated for the Subject Lands will be native, salt-resistant, and drought-tolerant where appropriate to provide seasonal variation and interest while complementing the existing landscape environment.

A detailed Landscape Design Package, including public realm and streetscape design, will be provided at the Draft Approval Stage for review and implementation.



CIRCULATION



CONNECTIVITY



PUBLIC REALM

Guidelines

7.5.6 Building Location

a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of closure" to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.

b) Buildings on corner lots at the intersections of Arterials, Avenues and Connector streets shall be sited and massed towards the intersection.

c) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.

d) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:

i. Project beyond the façade of the dwelling of the façade (front face) of any porch; or

ii. Contain garage doors that occupy more than 50% of the frontage of a lot unless the Town is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape."

Section 7.4 of the NOESP contains the following applicable sustainable design policies with respect to built form and air/energy efficiency:

a) reduce the consumption of energy, land and other non-renewable resources;

b) minimize the waste of materials, water and other limited resources;

c) create livable, healthy and productive environments; and,

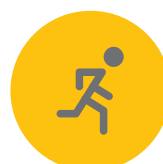
d) reduce greenhouse gases.

Response

The proposed development offers a mix of building types, with a variety of facade treatments and materials. The townhouses that face Sixth Line are similar in architectural character to the built form fronting Sixth Line already in existence, thus ensuring compatibility with the neighbourhood. A variety of typologies are proposed for the single family homes, varying in materials and treatments, to avoid monotony. The proposed buildings are compatible with, and act as an extension of, the surrounding residential neighbourhood.

The townhouses face Sixth Line to ensure an active frontage along this minor arterial road and transit corridor, and to provide interest and comfort at ground level for users.

The proposed development complies with the sustainable design policies as it uses land efficiently by implementing a compact built form along a planned transit corridor. The proposal will support the implementation of public transit by increasing the pool of potential ridership available along the corridor.



ANIMATION



SUSTAINABILITY

6.3 Livable By Design Manual

The Town of Oakville Livable by Design Manual (“LBDM”) is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The Livable by Design Manual applies to all development proposals which are subject to review and planning approval by the Town. The LBDM directs that new and infill development is designed and executed in accordance with the following six guiding design principles:

1. Sense of Identity which is focused on developing buildings, streetscapes, infrastructure and spaces that are permanent and enduring, memorable and beautiful, adaptable and flexible, and highly-valued;
2. Compatibility, which ensures that development applies appropriate and context-specific design solutions to ensure new development integrates and complements the existing built environment and identity;
3. Connectivity, which promotes enhancing connectivity and accessibility via providing choices for mobility including walking, driving, cycling or transit;
4. Sustainability, which deals with creating an urban form that relies on accommodating growth through compact development supported by alternative transportation modes and re-enforces walkability, promoting green building design and incorporating alternative energy sources, and combining living, working and playing environments in close proximity;
5. Legacy, which focuses on the preservation and enhancement of built heritage, cultural features and landscapes, significant public views, and natural heritage systems and features; and,
6. Creativity, which promotes a high-quality built environment comprised of appropriately designed buildings, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places, which all respond to their local surroundings.



The proposed development has been designed in consideration of these guiding principles. The proposal is compatible with the surrounding residential neighbourhoods. The development will provide a high quality built environment and accommodates growth through intensification.

In addition to the guiding principles, the LBDM provides more detailed design direction for built form. The intent is for development to achieve well-designed built form that is linked with the local context to create livable, functional and attractive environments.

The majority of design guidelines are provided within Part A of the LBDM. Part B provides for further design direction for Stable Residential Communities. This design direction will also be addressed in this section.

Part A - Public Realm

Summary of How Complete Streets & Streetscapes Guidelines Are Addressed

The proposal will support multi-modal transit through the provision of suitable public sidewalks along local roads for the use of pedestrians on the Subject Lands. Further, the Subject Lands are adjacent to Sixth Line, which is proposed to have bike lane, as well as Oakville Transit routes, thus encouraging active transportation.

Landscaping on the Subject Lands will be located along all lot lines and yards. Along the public streetscapes, landscaping will be incorporated to create an attractive environment for pedestrian movement, while along the internal rear and side yards, landscaping will be provided as a buffer between the neighbouring land uses to provide separation and privacy.

Tree and plant species contemplated for the Subject Lands will be native, salt-resistant, and drought-tolerant where appropriate to provide seasonal variation and interest while complementing the existing landscape environment.

A detailed Landscape Design Package will be provided at the Draft Approval Stage for review and implementation.

Summary of How Low Rise Residential Buildings Guidelines Are Addressed

Townhouses are oriented towards Sixth Line, thus activating the frontage of this transit corridor. The facade is articulated with projections and depressions creating an interesting and varied streetwall experience. The facade is treated with high quality materials using an engaging palette, thus helping identify and place this development within the neighbourhood, as seen in Figure 6.6

Buildings are separated with adequate setbacks to ensure privacy, sunlight distribution and servicing.

Pedestrian entryways to the buildings are proposed along the streetscape and will be easily accessed from the public realm.

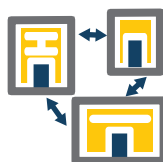
A variety of typologies are proposed for the single family homes, varying in materials and treatments, to avoid monotony, as seen in Figure 3.1 on page 6. Materials used will be resilient and bird friendly. The use of materials through local vendors will be contemplated.



Figure 6.6 : Townhouses facade along Sixth Line



PUBLIC REALM



CONNECTIVITY



FACADE



COMPATIBILITY

Part A - Site Organization

Summary of How Landscaping Guidelines Are Addressed

A high quality public realm will be contemplated along the street edges of the Subject Lands, to promote safe walkability and cycle-ability within the neighbourhood, as well as to the amenities and parks spaces within the surrounding area.

The proposal will support multi-modal transit through the provision of suitable public sidewalks along local roads for the use of pedestrians on the Subject Lands. Further, the Subject Lands are adjacent to Sixth Line, which is proposed to have bike lane, as well as Oakville Transit routes, thus encouraging active transportation.

The proposal will incorporate trees and plantings to provide comfort for pedestrians and to define the street edges, private roads and sidewalks, celebrating a green public realm.

The proposal will establish comfortable and safe pedestrian connections via public sidewalks through the Subject Lands.

The proposal will enhance the local streetscape context of the emerging residential character and create a sense of identity for the neighbourhood.

Landscaping on the Subject Lands will be located along all lot lines and yards. Along the public streetscapes, landscaping will be incorporated to create an attractive environment for pedestrian movement, while along the internal rear and side yards, landscaping will be provided as a buffer between the neighbouring land uses to provide separation and privacy.

Tree and plant species contemplated for the Subject Lands will be native, salt-resistant, and drought-tolerant where appropriate to provide seasonal variation and interest while complementing the existing landscape environment.

A detailed Landscape Design Package, including public realm and streetscape design, will be provided at the Draft Approval Stage for review and implementation.

Summary of How Pedestrian Connections Guidelines Are Addressed

The proposal will establish comfortable and safe pedestrian sidewalks through the Subject Lands, connecting it to the surrounding residential neighbourhood, as seen in Figure 6.1 on page 14.

A high quality public realm will be contemplated along the street edges of the Subject Lands, to promote a safe, walkable and cycle-able environment within the neighbourhood, as well as to the amenities and parks spaces within the surrounding area.

Street lighting will be contemplated to ensure a comfortable pedestrian experience across the site.

Shade trees will be strategically placed and designed across the site to further enhance the pedestrian and resident amenity experience.

A detailed Landscape Design Package, including pedestrian access and circulation details, will be provided at the Draft Approval Stage for review and implementation.



PEDESTRIAN-ORIENTED



PUBLIC REALM

Summary of how Parking & Service and Loading Guidelines Are Addressed

The main entry into the development from the north side of the site via Carnegie Drive. Driveway access to individual single detached dwellings is proposed along Millicent Avenue, and to the townhouses is along the proposed inner, municipal lane, as seen in Figure 6.2 on page 15. No driveways are proposed along Sixth Line. Accordingly, conflicts between pedestrian and vehicular traffic have been minimized.

Surface parking details will be contemplated at a detailed design stage.

Summary of How Lighting Guidelines Are Addressed

The use of outdoor lighting, where applicable, will complement the building design, including the use of accent lighting that is compatible with the character and style of the existing community.

Lighting will be placed and designed to direct light away from the night sky and to minimize spillover lighting on adjacent properties and public roads.

Outdoor lighting features will be encouraged to be energy efficient. Light fixtures will be scaled accordingly to address pedestrian and road areas. Further details related to lighting design and placement will be established through the detail design stage.

Summary of How Signage Guidelines Are Addressed

Signage will be designed and scaled to reflect the character of the proposed and existing built form, and will be located so that it does not obstruct key building features or sightlines.

All signage location, including addressing and wall signs will be finalized at the Draft Approval Stage for review and implementation, with input from Town staff.

Part B - Design Guidelines For Stable Residential Communities

Summary of Neighbourhood Context Guidelines Are Addressed

The proposed development offers a mix of building types, with different facade treatments and materials. The townhouses that face Sixth Line are similar in architectural character to the built form fronting Sixth Line already in existence, thus ensuring compatibility with the neighbourhood.

A variety of typologies are proposed for the single family homes, varying in materials and treatments, to avoid monotony, as seen in Figure 3.1 on page 6. The proposed buildings are compatible with, and seamlessly form an extension of, the surrounding residential neighbourhood.

The development lotting pattern is in line with the neighbouring developments and reflects a natural extension of the neighbourhood.

Summary of How Architectural Context Guidelines Are Addressed

The proposed development contemplates an architectural character that complements the neighbouring developments, while introducing a townhouse component which uses a mix of high quality materials along highly articulated facades.

The proposed massing incorporates adequate projections and overhangs to break the volume of the buildings and provide visual interest, while creating engaging interior spaces.

The proposed development aligns the taller townhouses along Sixth Line, facing a townhouse community and a mid-rise retirement home to the west of Sixth Line, with the lower single-family homes oriented along Millicent Avenue. This creates an appropriate stepping down of heights from the minor arterial road towards the interior of the block.

The dwellings are placed within the lot using the appropriate setbacks, while articulating the facades to create visual interest.

The primary facade of all dwellings are oriented towards the street, thus creating an active and engaging streetscape whilst ensuring passive surveillance.

Garages are incorporated into the building and are considered as part of the facade, in the designs, as seen in Figure 6.7



Figure 6.7 : Examples of the proposed dwellings showing the garages incorporated into the design

Summary of how Site Context Guidelines Are Addressed

The proposal will incorporate trees and plantings to provide comfort for pedestrians and to define the street edges, private roads and sidewalks, celebrating a green public realm.

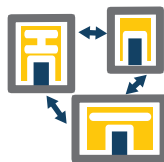
Landscaping on the Subject Lands will be located along all exterior lot lines and yards. Along the public streetscapes, landscaping will be incorporated to create an attractive environment for pedestrian movement.

Tree and plant species contemplated for the Subject Lands will be native, salt-resistant, and drought-tolerant where appropriate to provide seasonal variation and interest while complementing the existing landscape environment.

A detailed Landscape Design Package will be provided at the Draft Approval Stage for review and application.



PUBLIC REALM



CONNECTIVITY

7.0 Conclusion

The proposed development facilitates future growth and development on lands that are currently vacant and within the urban area, by contributing to the availability and diversity of the housing supply.

As outlined in this Urban Design Brief, together with the revised supporting technical reports, the proposed development and associated plan of subdivision represent an appropriate development of the Subject Lands, in keeping with the Provincial and municipal policies and regulations.

The proposed development represents intensification within an Urban Area in proximity to existing services and along a transit route. The proposed design will enhance the existing streetscape and create a street edge along all abutting public streets, and offer an active, safe environment to its residents. The combination of landscaping and high-quality architectural design will result in a visually appealing site that is welcoming to residents and visitors.

In conclusion, the proposal addresses the Town's Urban Design policies and the guidelines in the Town's Livable by Design Manual.

8.0 Design Terms



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE
Converting an existing building into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Similar size, form and character of a building relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEIGHT TRANSITION
The gradual change in height between buildings within a community



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



NODE
A place where activity and circulation are concentrated



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL
The consistent edge formed by buildings fronting on a street



STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



URBAN FABRIC
The pattern of lots and blocks in a place



VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



VISTA
Direct and continuous views along straight streets or open spaces



WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

9.0 Appendix

Development Application Guidelines - Urban Design Brief

What is the purpose of this?

An urban design brief for development sites is a document that describes and illustrates an overall design strategy and principles for proposed development on a site(s).

Who should prepare this?

The urban design brief for development sites should be prepared by an urban designer, licensed architect or full member of the Canadian Institute of Planners (MCIP) with a demonstrated specialization in urban design.

When is this required?

An urban design brief for development sites may be required in support of a planning application for:

- Official Plan Amendment
- Zoning By-law Amendment
- Plan of Subdivision (proposals for tall and/or midrise buildings)
- Site Plan Control

Requirements and scope of an urban design brief will be identified and discussed through the mandatory pre-consultation process.

Why do we need this?

An urban design brief for development sites is used by Town staff to evaluate how the design concept was devised and to assess how the proposal responds to the surrounding physical context and conforms to the policy context and urban design direction.

How should this be prepared?

An urban design brief for development sites should contain, but not limited to:

Design Vision, Guiding Principles, and Objectives:

Provide an overview of the urban design vision, objectives and principles for the proposed development. Describe how the development will integrate with the existing and planned surrounding context and how it will contribute to creating a unique sense of place through the proposed public realm and built form.

Context Analysis

Provide a description and detailed analysis of the site and surrounding existing and planned context noting the attributes and considerations including, but not limited to:

- existing natural features, topography and vegetation
- lot fabric (including frontage and depth)
- general street/block pattern (including block lengths)
- built form character of surrounding area
- surrounding land uses
- views and vistas to and from the site
- landmarks or gateways
- transportation networks (vehicular, cycling, pedestrian, transit, etc.)
- relationships and linkages to public open spaces

Description and analysis must incorporate context mapping and photographs depicting the subject site and relationship to its surrounding context.

Policy Context

Provide a comprehensive analysis of all relevant design-related policies and direction within applicable Town documents. Incorporate descriptions of how the design of the proposal implements the Town's expectations as established in:

- Livable Oakville Plan and Secondary Plan policies
- Guiding Design Principals (outlined in Section 1.4 of the Livable by Design Manual – Urban Design Direction for Oakville)
- Town-wide Urban Design Guidelines (Livable by Design Manual – Urban Design Direction for Oakville and North Oakville Urban Design and Open Space Guidelines)
- Relevant policy, design studies and/or design directions documents for specific areas or land uses in Oakville

Development Plan

Provide a detailed description and illustration(s) outlining the overall character and configuration of the proposed development site. The plan should illustrate how the proposal fits within and interfaces with the surrounding context.

Detailed Design Direction

Provide detailed design direction that describes how the development plan will be realized. The design direction should be clearly expressed through text, detailed sketches representing proposed development and precedent images illustrating intended features and attributes of the proposal. The design direction should address, but not be limited to:

Site Design

- master planning (for large sites)
- positioning of the building(s) in relation to the site,

abutting streets and surroundings

- vehicular and pedestrian access and circulation
- streetscape
- public open spaces
- landscaping and amenity areas
- parking, loading and service areas
- lighting

Built Form

- height and massing
- setbacks
- building to street ratio
- transition to adjacent uses and built form
- streetwall and building treatment at grade (the pedestrian experience)
- façade treatments, architectural elements and materials
- corner and/or landmark/gateway building treatment

Heritage resources

Where heritage properties and buildings exist as part of a development site, describe how the heritage resource will be protected, conserved, enhanced and integrated as part of the development in accordance with the requirements of the Heritage Planning section.

Sustainability features

Describe the low impact development, stormwater facilities, energy efficiency measures and green building technologies that will be incorporated.

What else should we know?

The urban design brief for development sites that is prepared in support of the proposal will be reviewed, modified and approved by staff and will form part of the approvals package for the proposal.

Depending on the complexity, scale and/or location of the proposed development, the approved brief may form Part B of the Livable by Design Manual and the detailed design direction referenced in the review of planning applications associated with the site/development area.

What other resources are available?

Town of Oakville - Livable by Design Manual:

<http://www.oakville.ca/business/urban-design-manual.html>

Town of Oakville - North Oakville Urban Design and Open Space Guidelines:

<http://www.oakville.ca/assets/2011%20planning/nco-urbdesguidelines-09nov09.pdf>

Town of Oakville - Urban Design Documents and Studies:

<http://www.oakville.ca/business/urban-design.html>

Town of Oakville – Planning Documents and Studies:

<http://www.oakville.ca/business/planning-studies.html>



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