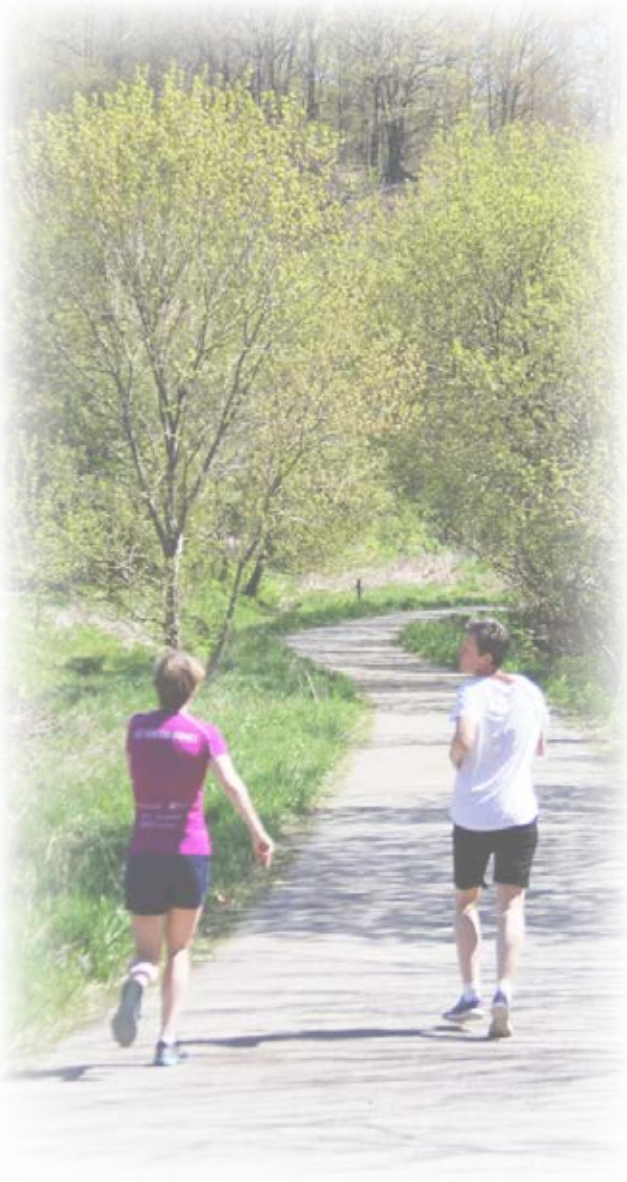
North Oakville East

TIMSIN HOLDING CORP. PHASE 2

Urban Design Brief



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Dated: **November 17, 2021**

OAKVILLE

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1.1 Introduction

The Timsin Holding Corp. Phase 2 subdivision (24T-05025/O Phase 2 - Part of Lot 16, Concession 1) is located on the west side of Sixth Line at North Park Boulevard, between Dundas Street and Burnhamthorpe Road West, and will form a component of the broader North Oakville Secondary Plan Area (see Figures 1.1 & 3.2).

This Urban Design Brief (UDB) is submitted as part of the development application and will address the residential Draft Plan of Subdivision for the subject lands. The UDB provides design direction for the implementation of the design vision for the proposed development and supplements the North Oakville Urban Design and Open Space Guidelines (Brook McIlroy, November 2009).

The UDB focuses on the physical design of the neighbourhood, with particular reference to structuring elements (the road network, Natural Heritage System Area and residential areas) that contribute to completing this portion of the community. It will prescribe open space and built form guidelines and principles for these areas and components, while allowing some flexibility for delivering a variety of design expressions that provide interest in the urban environment. The intent is to continue the tone, elements and principles of urban design and built-form successfully established for the surrounding community area.

Fig. 1.1 - Study Area Location Plan

1.2 Design Vision

The Timsin Holding Corp. Phase 2 development will be planned as a compact, pedestrian-oriented neighbourhood with a range of housing options and an integrated natural heritage and open space system. The proposed development will seamlessly fit into the existing and planned surrounding developments and will reflect the overall North Oakville community design objectives. The UDB provides guidance for integral elements of the proposed development that will help create an innovative, walkable, transit-friendly and sustainable neighbourhood within North Oakville.

Fig. 1.2 - Conceptual Design Vision for the Timsin Holding Corp. Phase 2 development

1.3 Guiding Principles & Objectives

The subject lands have been designed to be an integral part of the larger community of North Oakville. In order to achieve this, the following community guiding principles and neighbourhood objectives have been established:

1.3.1 Community Guiding Principles

- **Create a sustainable natural and open space system** by recognizing the importance of the established NHS within and outside the study area, as well as the need to protect these existing resources to benefit future generations.
- **Provide access and visibility to open space** by recognizing the importance of developing physical (interconnected trail system, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote physical activity by providing recreational opportunities for residents.
- **Create a sustainable transportation network** by provide residential densities to support the use of transit and reduce vehicular trips.
- **Create compact pedestrian-scaled neighbourhoods** through public and private realm design initiatives that encourages community interaction and fosters a sense of place for the neighbourhoods and surrounding North Oakville development areas.
- **Provide a variety of housing** by implementing a range of housing types, styles and densities that contribute to the character of distinct neighbourhoods.
- **Preserve and extend residential enclaves and cultural heritage** by recognizing the importance of creating well-planned neighbourhoods that promote the character of the site, contributing to a unique sense of place.
- **Provide a vital setting** by recognizing the role of natural features of the site and surrounding area, connections to other neighbourhood amenities such as parks, schools and Neighbourhood Activity Nodes within the adjacent existing developments to the south, east and west and adjacent future development to the north. Together, these features provide a community-wide focus for residents.

1.3.2 Neighbourhood Objectives

A set of key neighbourhood objectives for North Oakville is integrated as a part of the Timsin Holding Corp. Phase 2 study. These are summarized as follows:

- **Natural Heritage and Open Space System** - protect and enhance the NHS by providing visually and physically interconnected open spaces throughout the community.
- **Trail Network** - path and trail connections will be established within the study area that are an integral link for the comprehensive North Oakville trail network.
- **Transit Supportive Development** - foster transit usage by employing an interconnected and permeable active transportation network with route options to future transit stops.
- **Streets** - a street pattern builds upon the existing and planned network that will provide logical, safe and convenient access to community facilities and natural features beyond the study area.
- **Integration** - ensure the physical fabric and land uses within study area integrate appropriately with adjacent proposed and existing developments.
- **Diversity** - provide a range of housing opportunities within close proximity of community amenities (transit, parks, schools, trails, natural features and future employment uses).

2.1 Study Area

The Timsin Holding Corp. Phase 2 subdivision is proposed on an irregular-shaped parcel with an area of 6.22 hectares (15.37 acres). The subject lands will have approximately 343.69m of frontage along Sixth Line.

View of the study area from Sixth Line

2.2 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation includes generally level farmland lined with sporadic vegetation along the site perimeters. Immediately west of the site is a significant existing natural feature, which includes a heavily treed area wetland. Southeast of the site is an existing NHS area that contains a drainage channel that will be extended northwards through the subject lands. The removal of any tableland vegetation will be required to facilitate the proposed development.

2.3 Surrounding Land Uses & Built Form Character

The study area is bounded to the north by future residential, stormwater management facility and NHS (part of the Argo West Morrison Subdivision); to south by existing Thistlewood Gate and residential (Timsin Phase 1 Subdivision and rural residences on Sixth Line); to the west by existing residential along North Park Boulevard, part of the Mattamy Preserve development and NHS; and to the east by Sixth

View of existing homes along North Park Boulevard, west of the study area

View of existing homes on North Park Boulevard, east of the study area

View of existing homes along Larry Crescent, south of the study area

Existing home on Sixth Line, south of the study area

Fig. 2.3a - Context Images of the Study Area and Surroundings

Existing Horton Parkette Located 390m southwest of the Study Area

Fig. 2.3b - Images of Existing Built Form and Open Space Features in Proximity to the Site

Line. Further east are existing residential uses and NHS.

Land uses in proximity to the study area consist of existing and proposed developments with a range of residential uses, parks, schools, stormwater management facilities and open space. Approved and or constructed built form in proximity to the subject lands includes: single detached homes, street towns, rear lane towns, back-to-back towns a six-storey mid-rise apartment building. The proposed land uses within the study area and within the adjacent lands are consistent with the North Oakville East Secondary Plan. The block pattern and street layout for the subject lands has been coordinated and integrated with surrounding existing / proposed developments and respects the established NHS.

2.4 Views & Vistas from the Site

Given the extensive NHS lands within the study area there are generous opportunities to preserve, capitalize and enhance the views and vistas to open space features. The NHS will have great influence on the tone and aesthetic of the neighbouring streetscapes and road network. Views will be maintained from streets and public open space where feasible. Refer to Fig. 6.1.2 for potential viewsheds and view corridor opportunities for the Timsin Holding Corp. Phase 2 development.

2.5 Gateways & Landmarks

Since the Timsin Holding Corp. Phase 2 development is intended to be integrated into the surrounding residential communities, traditional landscape gateway elements will not be a component of this proposed development. The NHS, together with enhanced built form abutting open space features, will serve to establish character, street-front presence and clearly signify the entry into the development and to the broader, established neighbourhood from Sixth Line.

2.6 Transportation Networks

The proposed Timsin Holding Corp. Phase 2 development will enable planned linkages through the extension of North Park Boulevard a minor collector road that serves as an east-west connector/transit corridor) and the extension of Thistlewood Gate (a local road). In addition to these roads, a new local road (Street A) and laneway (Lane A) are proposed in the northern portion of the study area and will link with the Argo West Morrison development to the north. Sixth Line runs north-south along the eastern limits of the study area and is classified as a Minor Arterial / Transit Corridor that will provide primary access to the southern half of the study area and potentially, future transit services.

Currently, there are no transit routes running though the study area, however, existing bus routes are located along Sixteen Mile Drive/ Wheat Boom Drive and Dundas Street to the south. Bus stops are located approximately 260m south at the intersection of Sixth Line and Sixteen Mile Drive/ Wheat Boom Drive. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community.

3.0 POLICY CONTEXT

The proposed Timsin Holding Corp. Phase 2 subdivision is subject to several planning studies and processes. This Urban Design Brief outlines a set of guidelines consistent with the objectives of the following documents:

3.1 North Oakville East Secondary Plan

The North Oakville East Secondary Plan establishes detailed planning objectives to guide future development in the area. It also outlines the conditions which must be met prior to any development proceeding.

The proposed development plan recognizes Oakville's distinctive historical roots and small-town heritage, while creating a compact, pedestrian-oriented urban community that offers a broad range of housing opportunities. The character and pattern of this new neighbourhood recognizes and preserves natural heritage features, integrating views, vistas and pedestrian systems. A range of housing types and densities are proposed, accessible to nearby transit and within walking distance to activities and amenities. The following key elements within the Timsin Holding Corp. Phase 2 subdivision plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.2 Residential

- *The proposed residential community complements the existing built form elements, and incorporates 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.*

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

- *The subdivision plan for Timsin Holding Corp. Phase 2 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 development is based on a modified grid road system with the orientation responding to the topography and the NHS features on the north, south and west of the subject lands. Although cul-de-sacs are discouraged in the Secondary Plan, the proposed road network, including cul-de-sac at the end of Street A, is consistent with Appendix 7.3 - North Oakville Master Plan (February 2008). Any temporary cul-de-sac, if required, will be removed when adjacent lands to the north are developed.*

7.5.12 NEIGHBOURHOODS

- *A range of lot sizes, building types, architectural styles and price levels is provided to accommodate a more diverse socio-economic resident segment. The proposed development includes a mix of lane townhouses (6.1m), semi-detached dwellings (7.8m/ unit) and single detached dwellings (11.0m - 13.72m lots).*

3.2 North Oakville Master Plan

The North Oakville East Master Plan forms the basis for the Timsin Holding Corp. Phase 2 draft plan. The design and structure of the Timsin Holding Corp. Phase 2 subdivision complies with the North Oakville Master Plan (Appendix 7.3 - February 2008), which graphically illustrates the structuring elements, land uses and overall design of the North Oakville Planning Area and sets out the manner in which the policies and figures of the Secondary Plan are to be implemented. The community is consistent with this master plan with respect to the allocation of land uses and road structure. These land uses are designated as follows:

- Sub-Urban - primarily residential with typically the lowest density product;
- General Urban - predominantly lower density residential, development will be at lower densities than those found in a Neighbourhood Centre designation;
- Neighbourhood Centre - predominantly more dense residential with opportunities for mixed uses;
- Natural Heritage System Area.

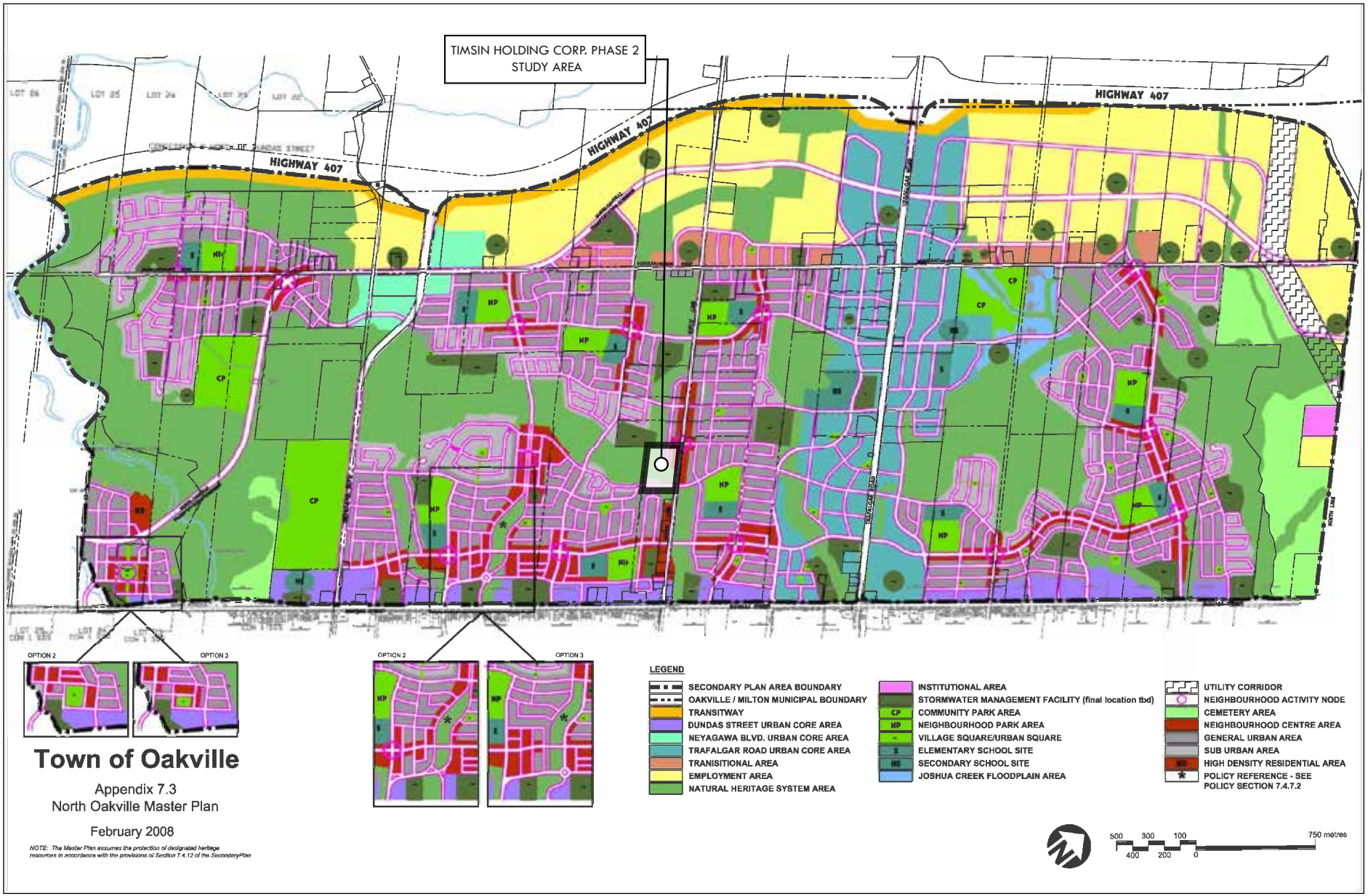

Fig. 3.2 - Study Area Context within the North Oakville Master Plan

3.3 North Oakville Urban Design and Open Space Guidelines

The North Oakville Urban Design and Open Space Guidelines outline the physical design components necessary for the development of a high quality, sustainable and integrated community. They provide a detailed set of objectives, illustrated recommendations and guidelines that will greatly expand the Town's capacity for urban living, employment and recreation, by implementing the broad policies of the North Oakville East Secondary Plan. Individual development applications must be evaluated according to relevant urban design principles and open space guidelines.

Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines

3.4 Livable By Design Manual

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 manuals apply to Timsin Holding Corp. Phase 2, 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.

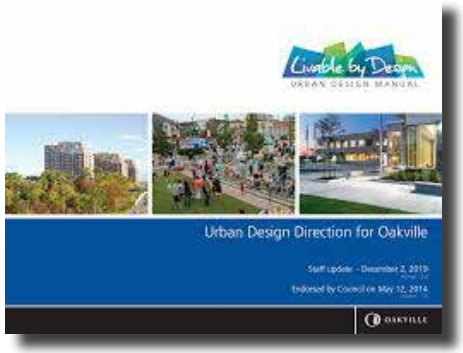

Fig. 3.4 - Livable by Design Manual

3.5 North Oakville Urban Forest Strategic Management Plan

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

3.6 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 Timsin Holding Corp. Phase 2 subdivision incorporates these broader best-practice guidelines as outlined in the following categories:

- Development Form
- Air Quality / Energy Efficiency
- Water Management
- Natural Heritage

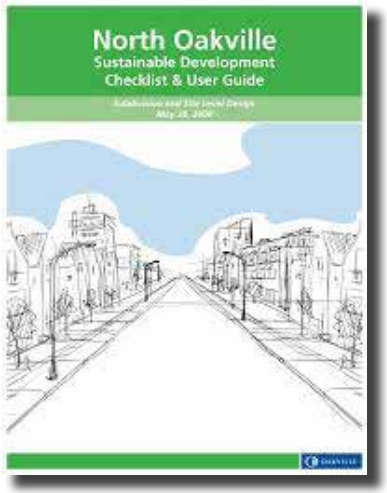

Fig. 3.6 - North Oakville Sustainability Checklist

3.7 North Oakville East Trails Plan

The North Oakville Trails Plan is a key component of 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 in the area of the subject lands includes multi-use trails, major trails and minor trails, as well as a network of on-road cycle lanes and bike routes. Refer to Fig. 6.1 Active Transportation Plan for more details on the proposed location of these trails in the development master plan.

3.8 Livable By Design Manual

The Livable by Design Manual (LBDM), updated May 12, 2019, 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 manuals apply to the subject lands, 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.

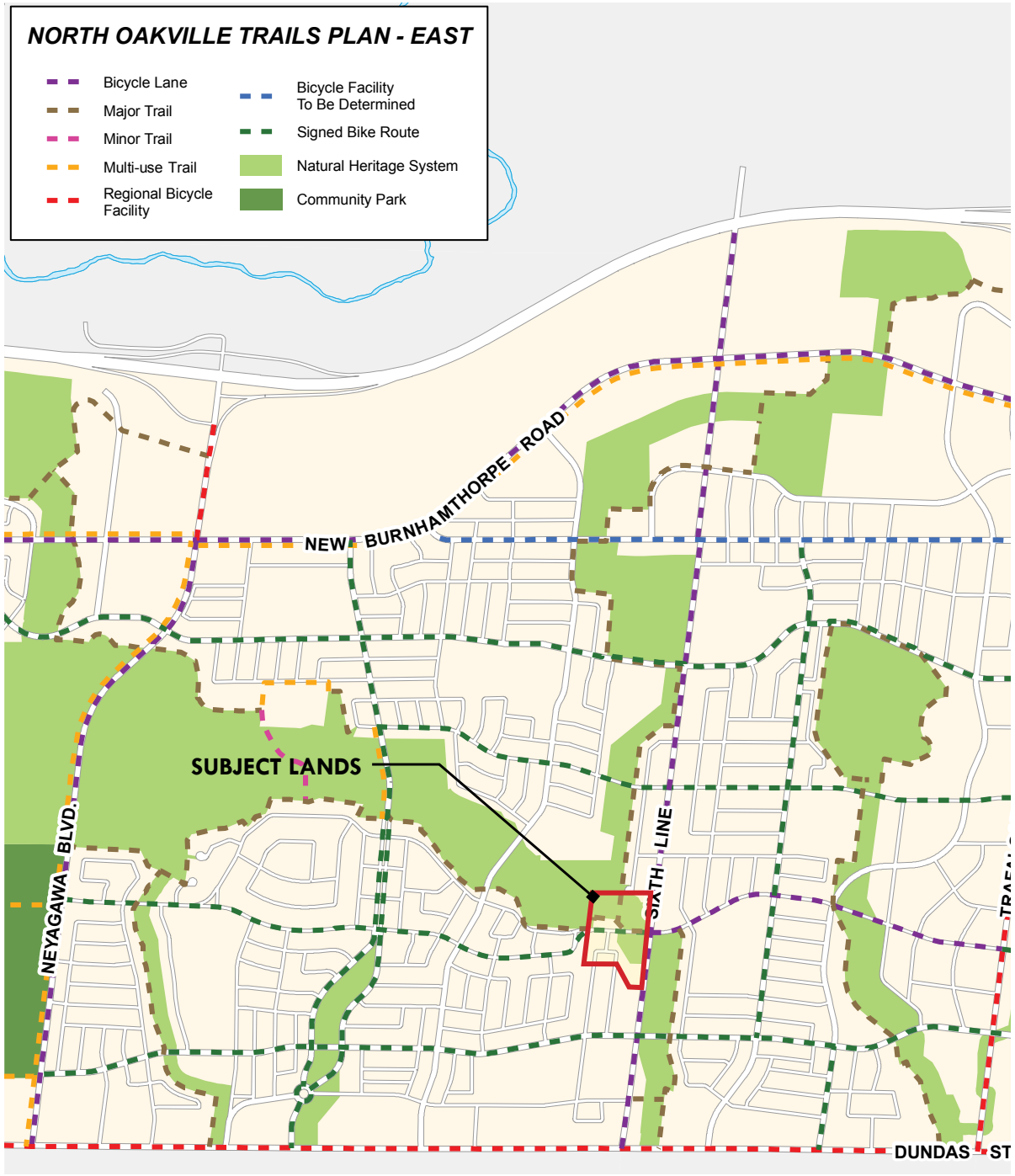

Fig.3.7 - Location of Subject Lands within the North Oakville Trails Plan - East

The development framework for the surrounding residential communities 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 the Timsin Holding Corp. Phase 2 development. The following section describes these key structuring elements.

4.1 Boundary Interface / Future Adjacent Residential Community

Boundary interfaces with Timsin Holding Corp. Phase 2 lands include: existing residential developments to the south, east and west, future residential development planned to the north and the NHS beyond the north, east and west boundaries of the site. These adjacent uses have directly influenced the structure and layout of the community. Residential land uses, NHS and the street network reflect a coordinated pattern with all surrounding development that will suppot an integrated community, consistent with the North Oakville East Secondary Plan.

Fig. 4.1 - Interface with Existing Residential to south within Timsin Phase 1 development

4.2 Pattern of Land Uses

The Timsin Holding Corp. Phase 2 development will be characterized by a mix of land uses that will define the character and function of this neighbourhood within the North Oakville Community. These uses include:

- **Sub Urban Area** - single-detached dwellings;
- **General Urban Area** - single-detached and semi-detached dwellings;
- **Neighbourhood Centre Area** - lane based townhouse dwellings; and,
- **Natural Heritage System** - occupying the northwest, central and southeast portions of the site. The NHS will feature an extension of the drainage channel that currently terminates on the east side of Sixth Line, south of North Park Boulevard. The NHS channel will extend into the adjacent lands to the north and east and will form a linkage with the existing wooded area and wetland to the west.

Low and medium density residential forms (single detached, semi-detached and lane based townhouses) will comprise the majority of the developable land area within the study area. Single and semi-detached housing forms will be front-loaded dwellings on lots with varying sizes, with front facades and driveways accessed from the public street network. Lane based townhouses will have a rear-accessed garages accessed by the public laneway and will have direct frontage onto Sixth Line. In addition to the proposed low to medium density residential forms, the surrounding NHS will reinforce the character envisioned for this new neighbourhood as described in the following sections.

Fig. 4.2 - Land Use Plan

4.3 Street Network

The proposed subdivision plan has direct frontage onto Sixth Line and will provide an extension of North Park Boulevard to the west and Thistlewood Gate to the south. The northern portion of the site will be defined by the proposed street pattern established in the North Oakville Master Plan and the adjacent Argo West Morrsion community to the north.

The primary road within the study area is North Park Boulevard, which is classified as Minor Collector Road / Transit Corridor that provides linkages to the surrounding neighbourhoods and Sixth Line. This new neighbourhood will be well-serviced by a future transit corridor located within a 5 minute walk to all area residents.

The road hierarchy will consist of the following street types (refer to Fig. 4.3):

- Minor Arterial Road - 31.0m R.O.W. / borders Timsin Holding Corp. Phase 2 to the east;
- Minor Collector Road - 19.0m R.O.W. / an east-west street that links to existing residential developments to the east and west of Timsin Holding Corp. Phase 2 / 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Local Roads - 17.0m R.O.W.; transportation corridor and neighbourhood social focus; and,
- Laneway - 7.5m R.O.W. / a single loaded lane with townhouse access along the east side.

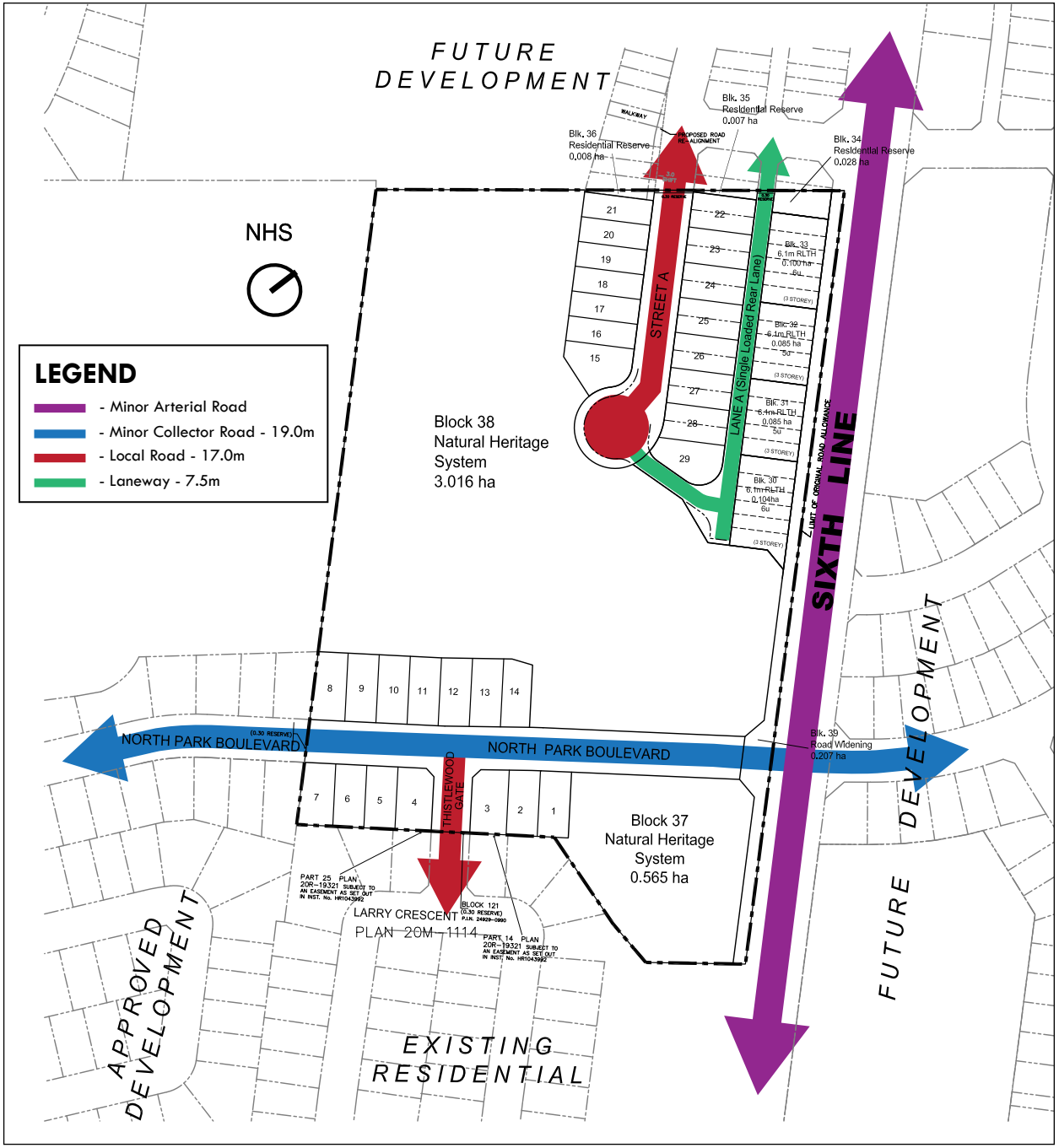

Fig. 4.3 - Conceptual Road Hierarchy Plan

4.4 Open Space Network

4.4.1 Natural Heritage System (NHS)

The proposed Natural Heritage System (NHS), a portion of which is situated in the northwest, central and southeast parts of study area, is designed to ensure an ecologically diverse, healthy and sustainable NHS in an urbanized setting. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric, including streets, residential areas and buffer elements, evolve from the prominent NHS lands and will provide important vista opportunities within walking distance of all dwellings within this neighbourhood. Access to the proposed trail system integrated into these features will occur from the adjacent subdivisions.

Physical access to environmentally sensitive woodlots and wetlands to the west shall be limited / controlled, however, these features will have a presence within the community through their exposure along streets.

Fig.4.4a - View of the Existing NHS Channel in proximity to the Study Area

4.5 Future Adjacent Development

The future proposed development north of the subject lands have also influenced the structure and layout of the neighbourhood through the continuation of the street network and development parcels. As well, a portion the NHS that extends north of the study area into the adjacent development area, thereby necessitating a cohesive, integrated approach to the planning and design of the parcels.

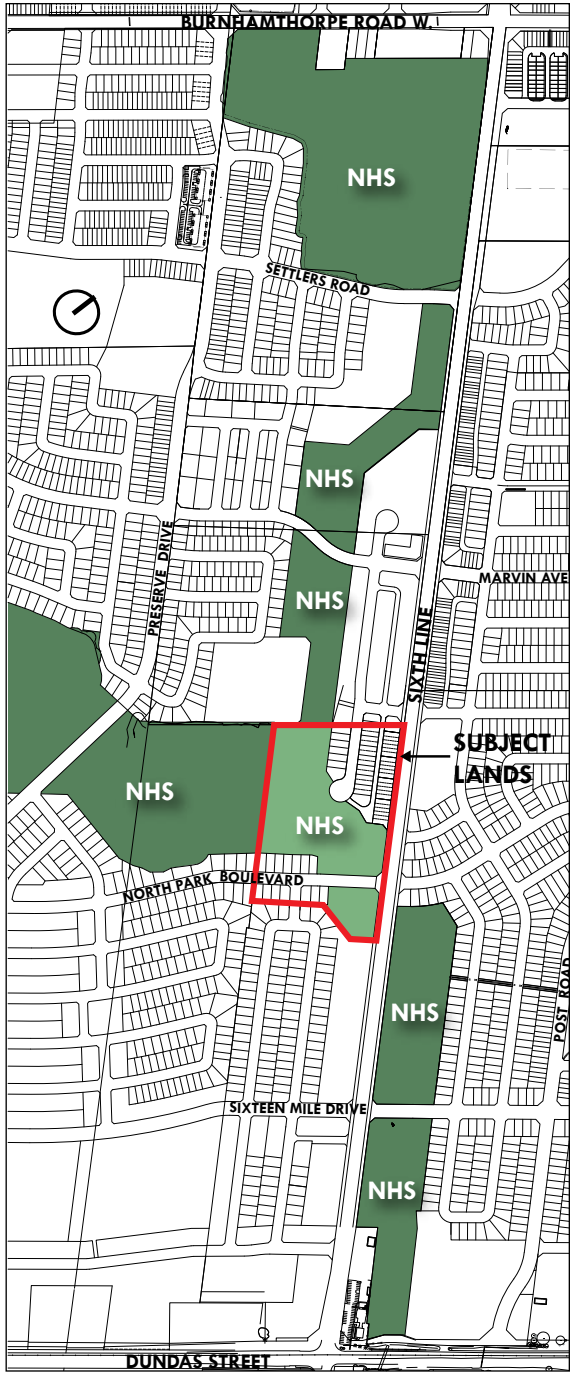

Fig.4.4b - Natural Heritage System

5.0 DEVELOPMENT MASTER PLAN

The Timsin Holding Corp. Phase 2 lands will be developed with a range of residential and open space uses consistent with the Secondary Plan and associated Master Plan. The proposed development plan has been coordinated with adjacent existing / planned developments to form a cohesive neighbourhood.

Proposed residential uses and built form types fall within the General Urban, Sub Urban and Neighbourhood Centre classifications and will consist of single-detached dwellings, semi-detached dwellings and lane based townhouses. The northeast portion of the proposed subdivision consists of single detached and semi-detached dwellings accessible from Street A and lane based townhouses with direct frontage onto Sixth Line. The southwest corner of the plan contains single detached dwellings accessible from North Park Boulevard.

Access to the southern portion of the study area will occur from Sixth Line and the extensions of North Park Boulevard and Thistlewood Gate. The northern portion of the plan will rely on connections from the adjacent development to the north (Argo West Morrision Community).

The Natural Heritage System, accounting for 57.5% of the total site area, will contain a drainage channel that extends from the existing development on the east side of Sixth Line and extends north of the site into the Argo West Morrison Community. The NHS will also form an open space linkage with the heavily forested wetland to the west.

Fig. 5.0a -Development Master Plan for Timsin Holding Corp. Phase 2

6.1 Open Spaces and Connections

As part of the overall planning and coordination of amenities for the study area, an interconnected network of open spaces will be an integral and important part of the proposed development.

The NHS forms a significant component of the subject lands and offers opportunities to engage with the community through trail connectivity to natural areas and strategic views toward open space features from the public realm, particularly along North Park Boulevard, Sixth Line and Street A. The NHS will provide a publicly-accessible, community open space amenity containing passive recreation opportunities; the active transportation and leisure of trail connections; and the intrinsic value of scenic quality through the viewsheds and vistas it provides. The NHS corridor also provides for a proposed naturally designed drainage feature linked with and supporting the riparian environments and environment-first principles that are integral feature throughout this area of North Oakville.

The interface with residential lots is encouraged to consist of 1.2m height black vinyl chain link fencing. Gates from residential lots to environmentally sensitive areas are not permitted.

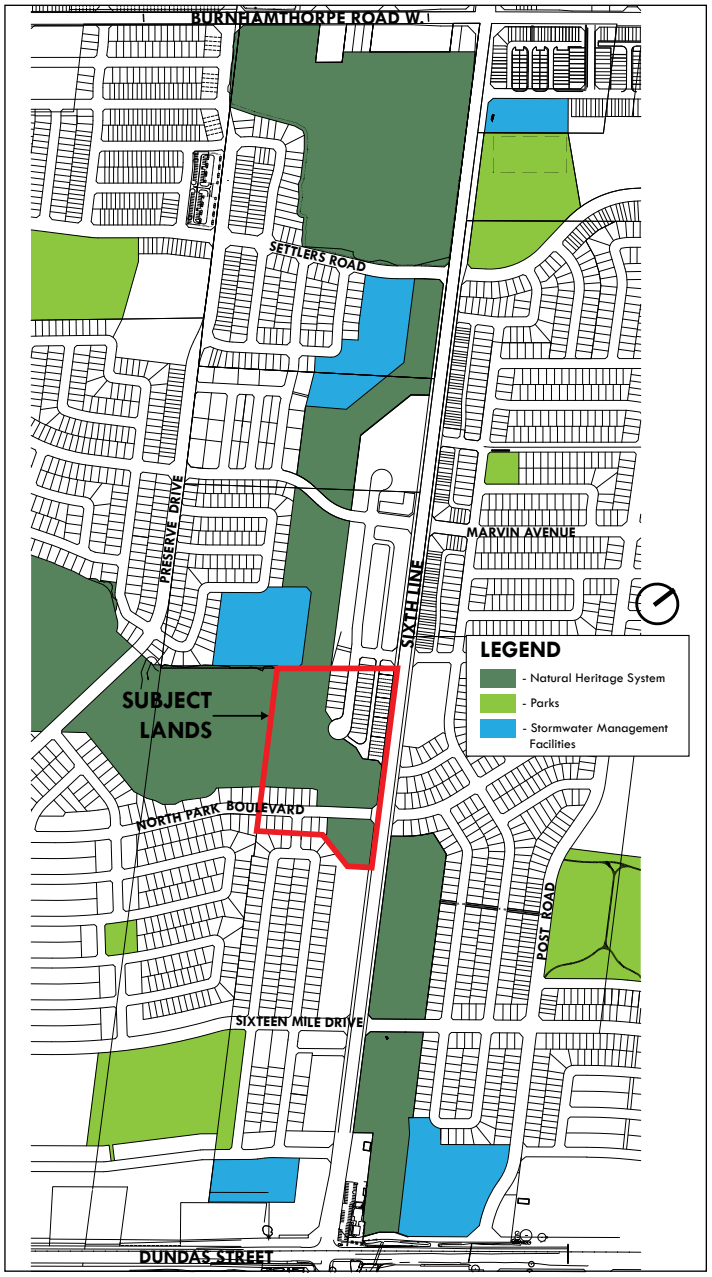

Fig. 6.1 - Timsin Holding Corp. Phase 2 Open Space Plan

6.1.1 Trail Network

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with Figure NOE4 of the Secondary Plan and Figure 1 of the North Oakville Trails Plan (May 2013), the trails system proposed for the study area will provide access to the NHS from North Park Boulevard and Street A. In doing so, the trail will connect to planned or existing pathways throughout the broader community as a comprehensive pedestrian linkage network. The trail design shall comply with the North Oakville East Urban Design and Open Space Guidelines and satisfy the objectives of the North Oakville East Trails Plan. The following guidelines shall apply:

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use.
- Trails may vary in size to allow two-way cycling, based on Town standards.
- Trail lighting requirements shall be determined on a site-by-site basis and pending the direction of the Town, may take into consideration night-time use, dark-skies compliance and disturbance of natural areas, adjacent land uses, asset management and lifecycle maintenance requirements.

Fig. 6.1.1a- The proposed trail system within the NHS shall be sited and designed to mitigate impacts on the sensitive environment

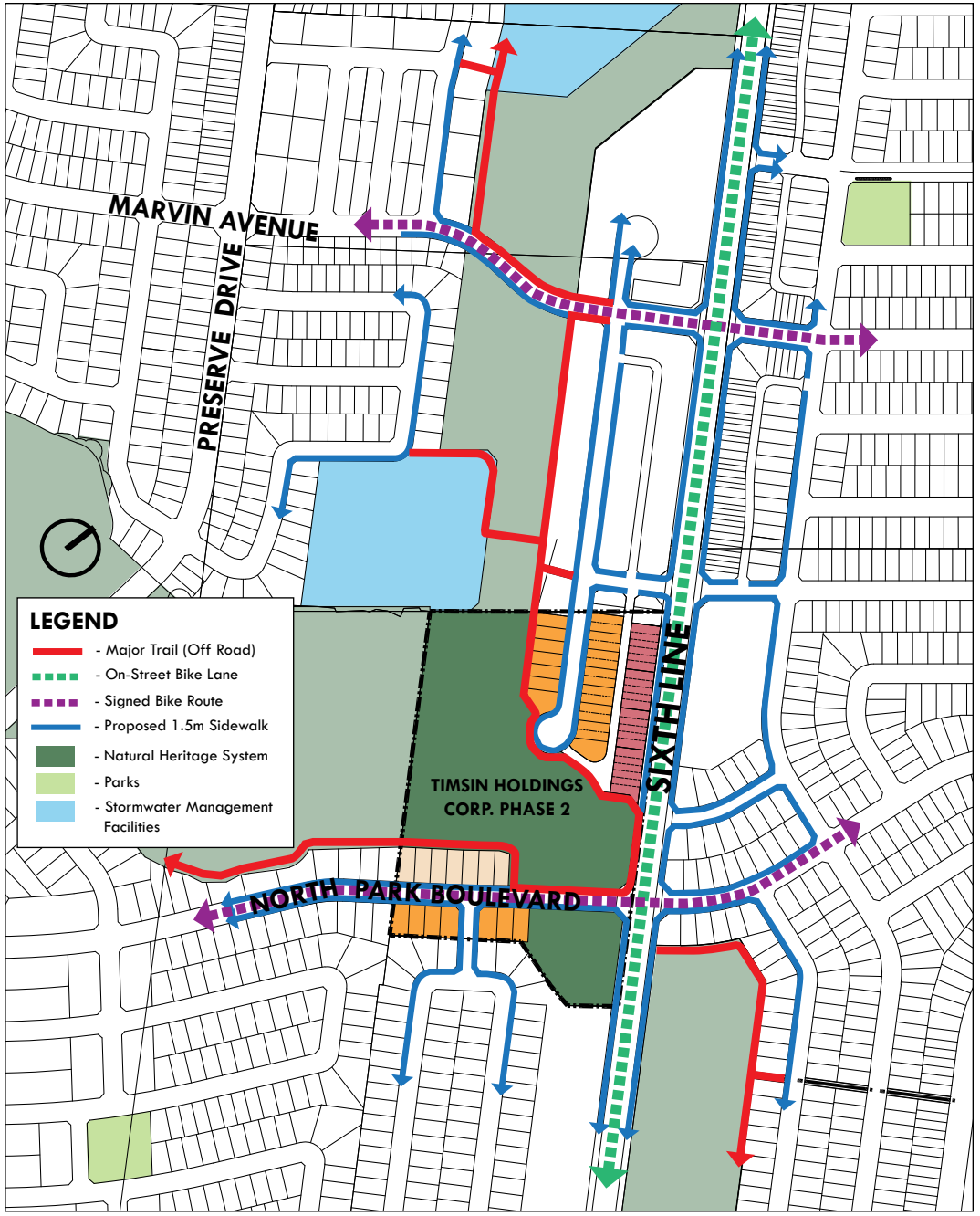

Fig. 6.1.1b - Conceptual Active Transportation Plan depicting proposed sidewalk, trail and bicycle facilities locations within and around the Timsin Holding Corp. Phase 2 area. Plan is subject to change pending approval of a new trails plan.

- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent residential rear lot lines and in keeping with the standards established for similar trail systems in Oakville.
- Trail design elements may include trailhead markers, seating areas and information signage.
- Trails located within natural features should be linked with other pathway classifications, such as signed bike routes, in order to establish a more comprehensive, interconnected system of active transportation.

6.1.2 Views and Vistas

The assets of the local Natural Heritage System will be one of the prominent and valuable visual assets which will form the edges of the Sixth Line streetscape as it travels from Dundas Street to North Park Boulevard. Opportunities to provide strategic views and vistas towards the existing and proposed open space features (NHS) within the Timsin Holding corp. Phase 2 neighbourhood should be considered where practical and integrated into the proposed street and block framework. These views and vista opportunities are primarily provided through the location of street frontage immediately adjacent to these open space features.

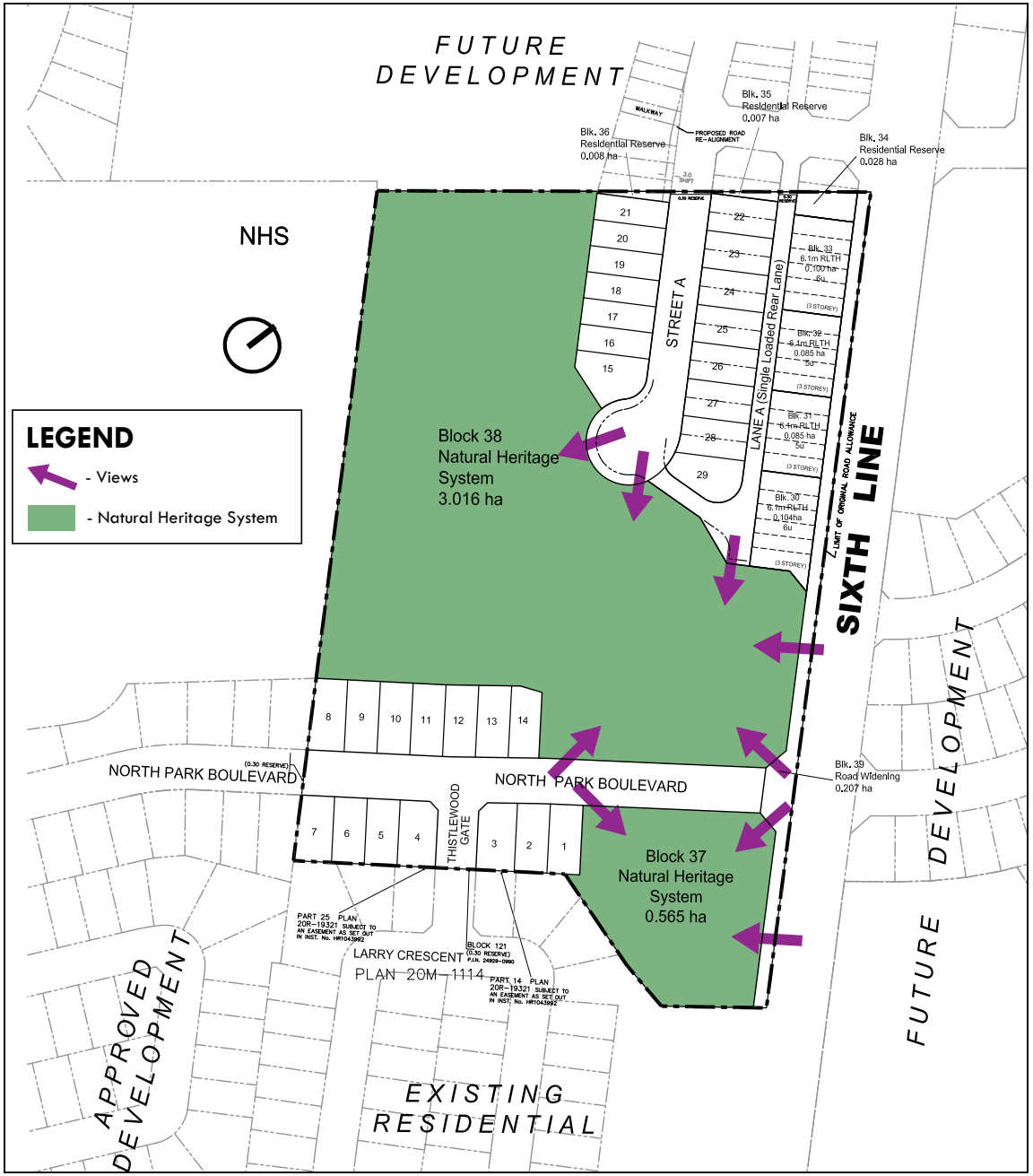

Fig. 6.1.2 - Views and Vistas Plan in the Timsin Holding Corp. Phase 2 Community

6.2 Streetscape Design

Streetscape design and treatment of built form shall also become primary elements in communicating the character of the Timsin Holding Corp. Phase 2 neighbourhood, as an extension of the adjacent existing and future residential lands surrounding the study area. All streets within the proposed development are intended to provide a comfortable pedestrian experience, with local roads having relatively lower levels of local vehicular traffic. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.

6.2.1 Minor Collector Road

Typical roadway cross-sections for the 19.0m collector road right-of-way (North Park Boulevard) includes:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb;
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence;
- 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.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding neighbourhoods / developments.
- Driveways may be paired or unpaired.

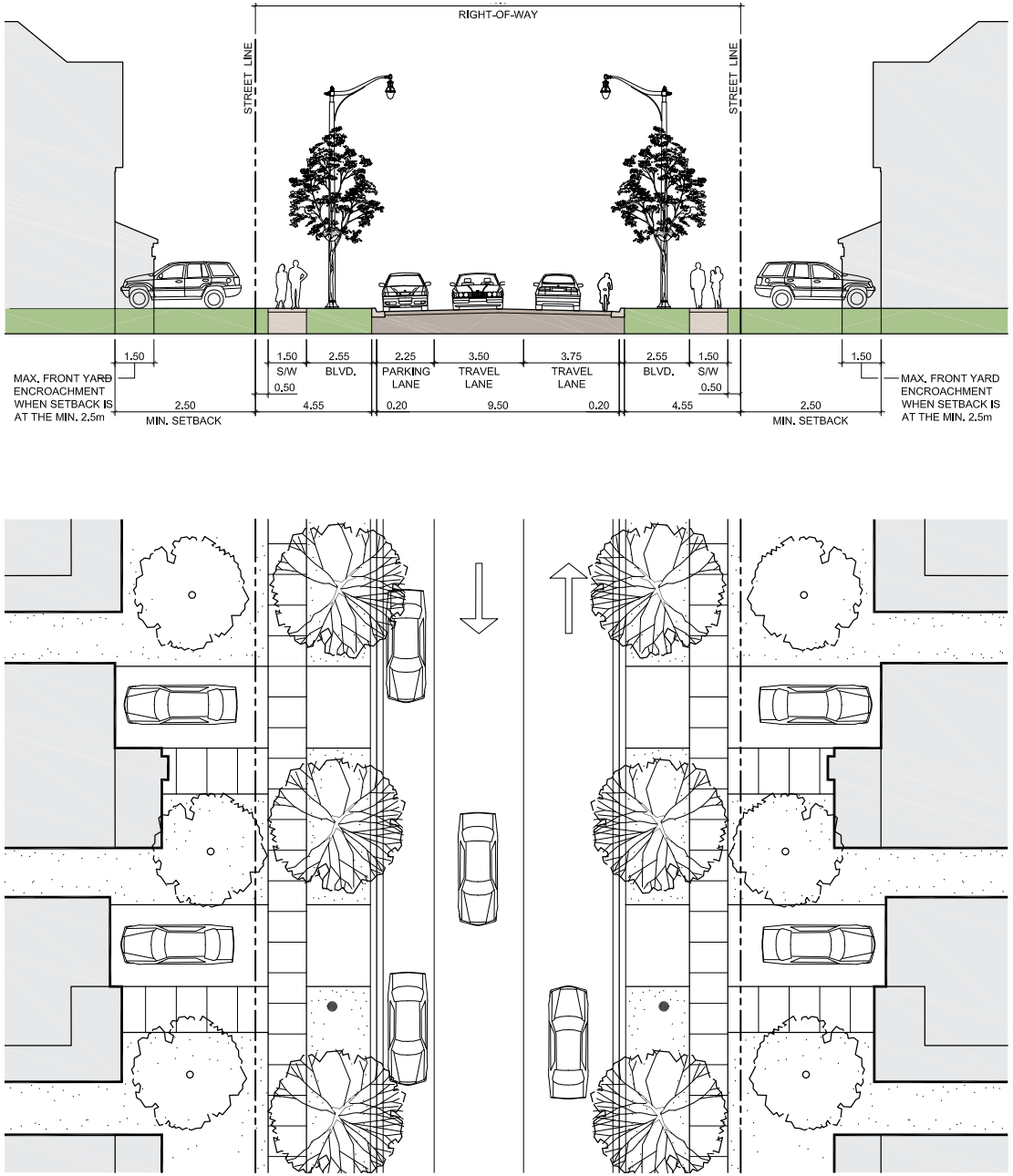

Figure 6.2.1 - Minor Collector Road - 19.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

6.2.2 Local Roads

Typical roadway cross-sections for the 17.0m local road right-of way includes:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb.
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence;
- 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.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.
- Driveways may be paired or unpaired.

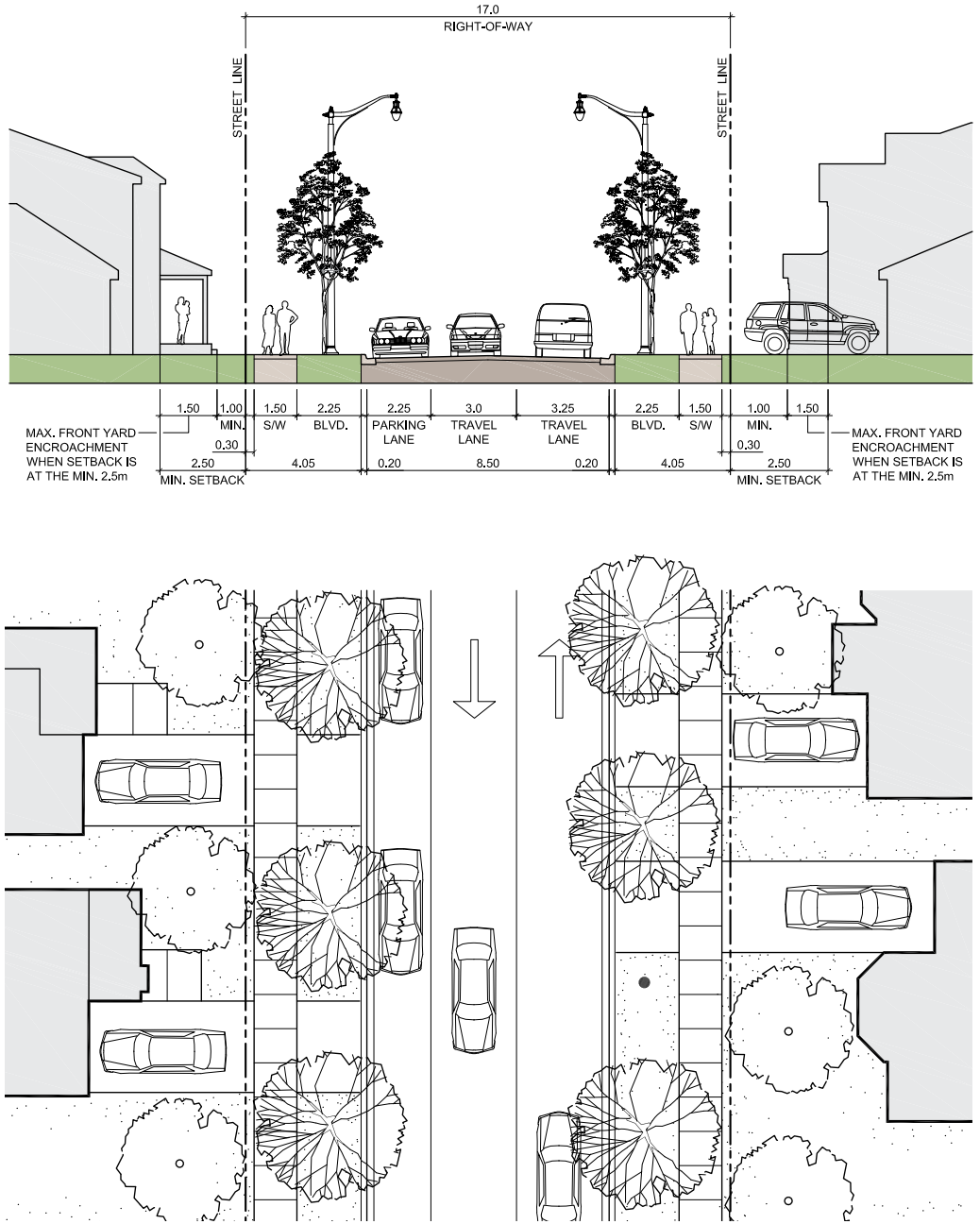

Figure 6.2.2 - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

6.2.3 Laneway

Typical roadway cross-sections for the 7.5m laneway right-of way includes:

- One lane in each direction;
- Buffer setback on both sides;
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities;
- The proposed laneway will be single-loaded to provide access to the rear garages of the townhouses fronting onto Sixth Line.
- A fence will be provided along the west side of the laneway at the rear yard interface with the semi-detached dwellings that front onto the local road (Street 'A').

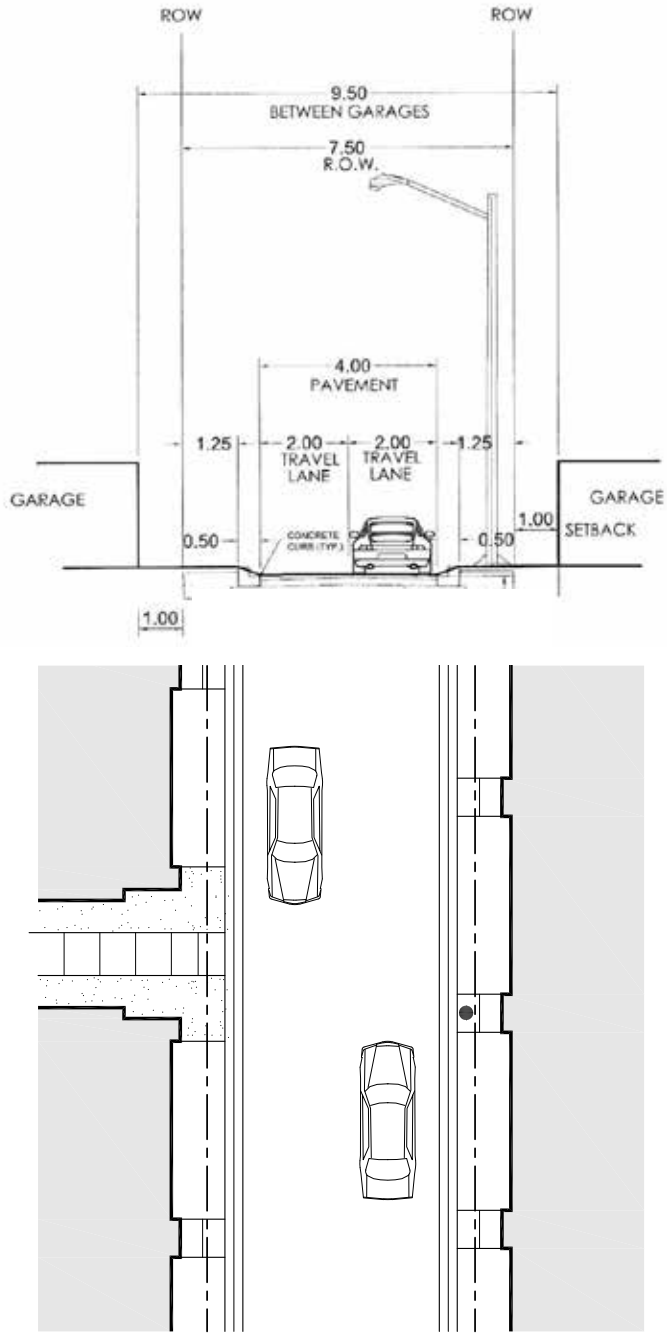

Figure 6.2.3 - Laneway - 7.5m R.O.W. / 2 travel lanes / buffer setback on both sides

6.3 Built Form

Built form within the subject lands will include residential uses consisting of single detached, semi-detached and lane based townhouse dwellings. A high quality character will be required for all new buildings, ensuring architecture that is rich and varied in its form and treatments, creating a distinctive community identity with visually appealing streetscapes. The design and siting of new built form shall comply with the requirements of the "North Oakville Urban Design and Open Space Design Guidelines", The "Livable by Design Manual ", the Secondary Plan and the Zoning By-law.

The following supplementary Built Form Guidelines and related design criteria demonstrates how new development within the subject lands will comply with the overall design objectives for the North Oakville Community. The following general built form objectives shall be applied:

6.3.1 General Built Form Guidelines

Regardless of building type or land use, the following general built form objectives shall be applied for new buildings within the subject lands:

- Architectural design shall support creative expressions, encouraging variation within a consistent program of design.
- Both contemporary and tradition-based architectural influences may be used to define and street blocks and assist with place-making initiatives.
- Built form located adjacent to public open spaces, street intersections and/or exposed to important view termini shall have architectural emphasis / enhancement to create visual interest.
- Built form shall be designed and oriented to respond appropriately to its context within the community, with respect to priority lot locations and public realm landscape design intentions.

Single Detached Dwellings

Lane Based Townhouse Dwellings

Semi-Detached Dwellings

Fig. 6.3 - Built form within the neighbourhood will include a variety of single detached, semi-detached and lane based townhouse residential that may utilize both contemporary and traditional architectural styles and themes.

- Height and massing appropriate to the street type and width shall be provided to promote a pedestrian-friendly, comfortably scaled street environment.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.
- Architectural styles, design proposals and location criteria for all built form shall be evaluated through the Town of Oakville's architectural control approval process.
- Given the lot sizes, not all dwellings will be able to accommodate ground level fenestration. Where ground level fenestration is not possible, glazing will be provided in the front doors (including full-height glass + transoms) to facilitate overlook of street and allow light penetration into the dwelling.

6.4 Built Form Typologies

Proposed building types will consist of the following:

- Residential Built Form:
  - 22 Single Detached Dwellings (8 units on 11.0m frontage, 1 unit on 12.5m lot frontage and 13 units on 13.72m lot frontage);
  - 14 Semi-Detached Dwellings (7.8m lot frontage)and,
  - 22 Lane Base Townhouse Dwellings (on 6.1m lot frontage).

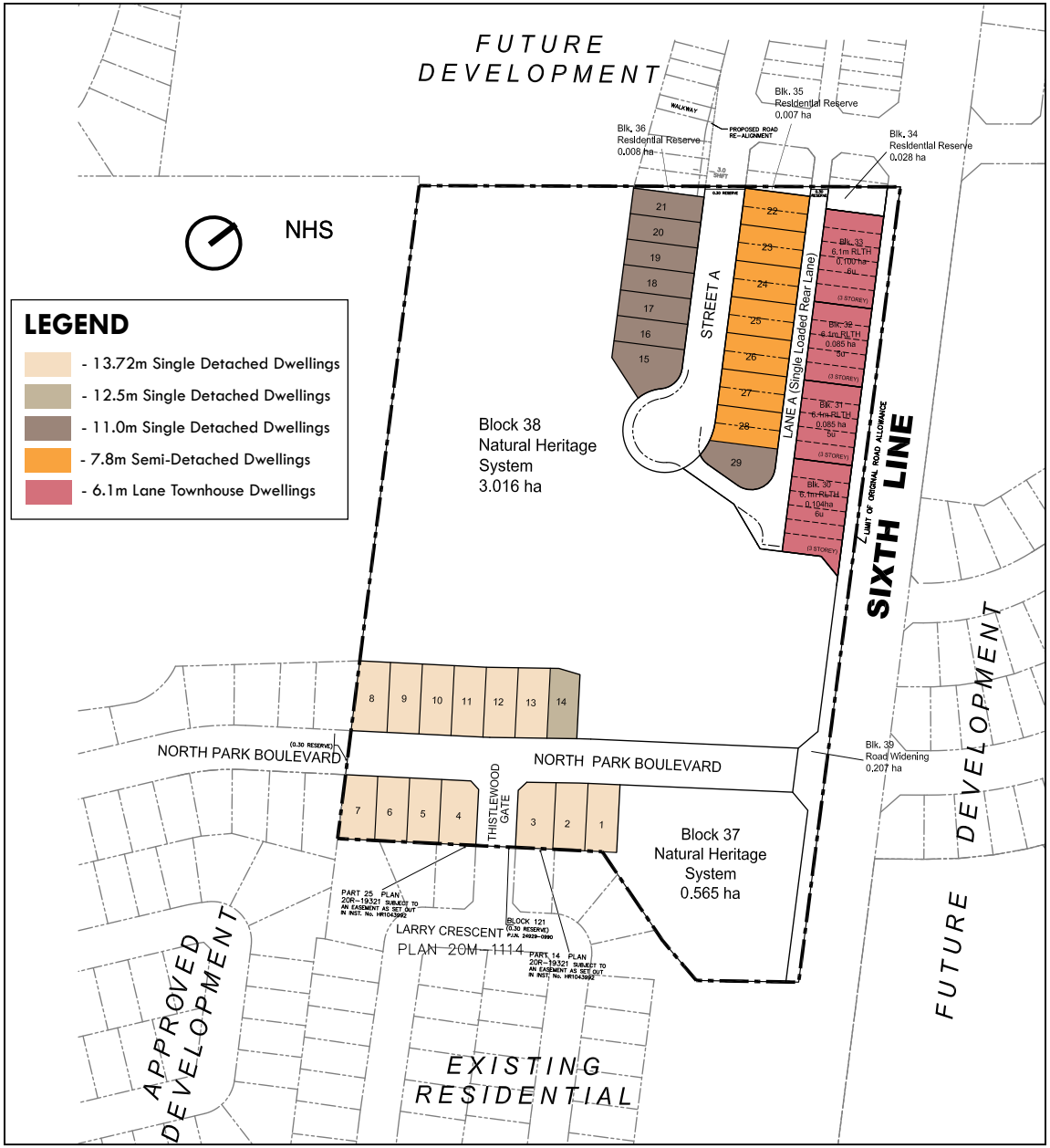

Fig. 6.4 - Built Form Typology Plan

6.4.1 Single Detached Dwellings

Single-detached dwellings will occur on lot frontages of 11.0m, 12.5m and 13.72m. These dwellings will all have street-accessed 2-car attached garages. Notwithstanding this, the single detached dwelling that backs onto the laneway may have its garage accessed from either the street or the laneway.

DESIGN GUIDELINES:

- A variety of architectural expressions and elevation treatments is required to provide visual interest within the streetscape.
- Single detached dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Each dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style.
- The majority of homes will be 2-storey. However, the use of bungalows and/or 3-storey building massing will be permitted. It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing relationships are achieved.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.

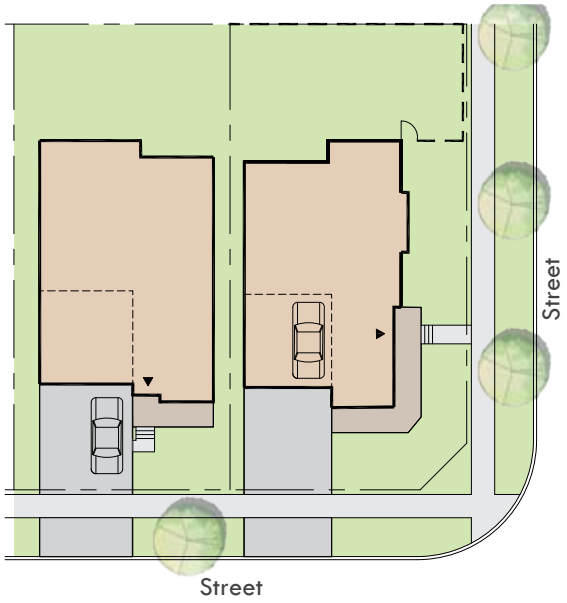

Fig. 6.4.1a - Conceptual Siting of Single Detached Dwellings

Fig. 6.4.1b - Examples of Single-Detached Dwellings

Fig. 6.4.1c - Design Characteristics of Single-Detached Dwellings

6.4.2 Semi-Detached Dwellings

Semi-detached dwellings will occur on lots with frontages of 7.8m within the northeast portion of the Timsin Holding Corp. Phase 2 neighbourhood. Semis can contribute to the mix of housing types in the development and add to the diversity of housing choice and streetscape character.

DESIGN GUIDELINES:

- The use of symmetrical and asymmetrical elevations are encouraged to generate streetscape massing variety. Both halves of the building shall be compatible in terms of design expression.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Each dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style.
- Semi-detached dwellings should have two to three storey massing. Bungalow forms are discouraged for this housing type.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Garages / driveways for semi-detached dwellings should be paired to maximize on-street parking opportunities.
- Semi-detached dwellings will have a single-car attached garage facing the street.

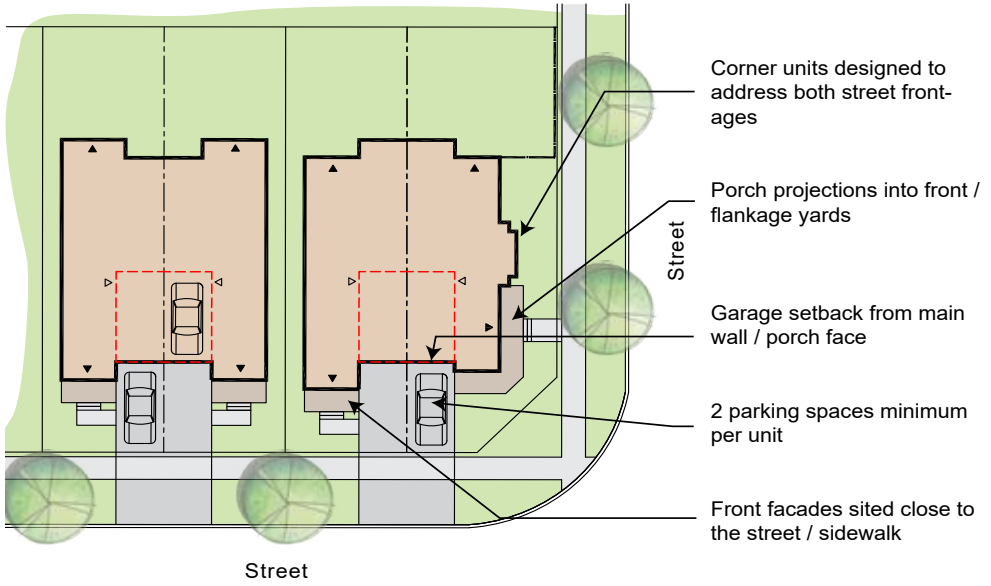

Fig. 6.4.2a - Conceptual Siting of Semi-Detached Dwellings

Fig. 6.4.2b - Examples of Semi-Detached Dwellings

6.4.3 Lane Based Townhouse Dwellings

Rear Lane Townhouses with garages accessed from a public laneway located to the rear of the unit are proposed along Sixth Line in the northeast portion of the neighbourhood on 6.1m lot frontages. This form of housing contributes positively to the built form character of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character.

DESIGN GUIDELINES:

- Since rear lane townhouses are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage.
- Building compositions should ensure continuity of massing and design, while providing variety along the streetscape.
- Townhouses block sizes may range from 5 to 6 units.
- Adequate wall articulation is required to avoid large expanses of roof or wall planes. To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- Rear Lane Townhouses should be sited in close relation to the street with minimal setbacks, wherever feasible.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Garages accessed from a rear laneway may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted.
- Outdoor amenity areas may take the form of a balcony located above the garage or may be located at-grade in the rear yard.
- Lane Townhouse dwellings will have 3-storey massing to create a dominant massing along the street edge.
- A walkway linking the front door to the public sidewalk should be provided to establish an attractive and active streetscape.
- Municipal address plaques should be provided in well-lit locations facing both the street and the laneway.
- Refer to Section 6.4.5 for further design criteria related to the design of rear lane garages.
- Utility meters and air conditioning units shall be carefully placed and concealed from public view. Placement of meters shall comply with local utility company requirements. Air conditioning units should be located away from the dwelling's front or flanking yard.

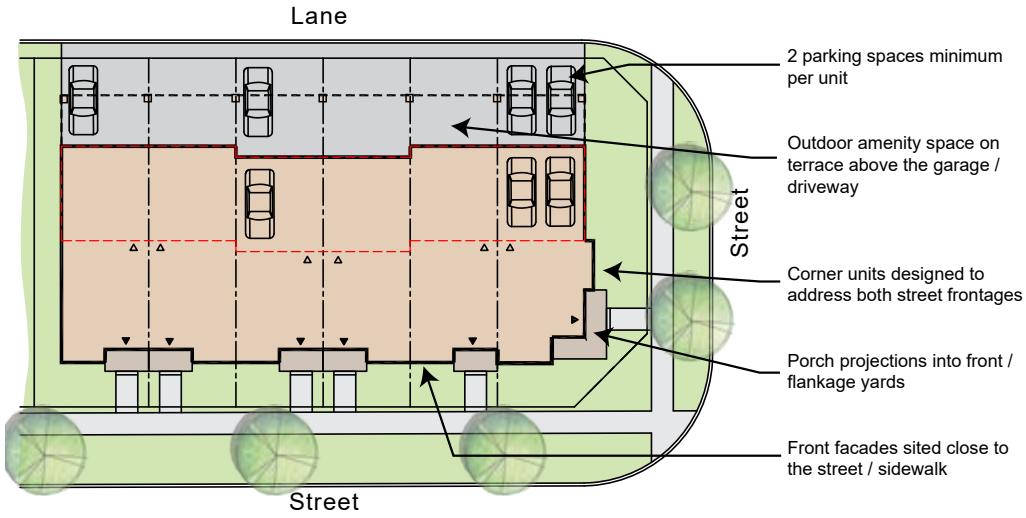

Fig. 6.4.3a - Conceptual Siting of Lane Based Townhouse Dwellings

Fig. 6.4.3b - Example of Lane Based Townhouse Dwellings

This section expands upon the general guidelines and principles for the architectural design of new buildings as set out in the North Oakville East Urban Design and Open Space Guidelines. The following criteria are provided to help achieve the overall vision for the Timsin Holding Corp. Phase 2 neighbourhood.

7.1 Character and Image

The design of new buildings should offer a harmonious mix of traditionally-inspired and contemporary architecture. The use of distinctive and well-designed architecture employing high-quality materials (brick, siding, stone and stucco to be used based on architectural style) will be the common thread linking various communities in North Oakville. The design of each building should have distinguishing elements characteristic of a single identifiable architectural style. Mixing discordant architectural styles together within a single building should be avoided. It is important that a consistent level of design quality is achieved regardless of the architectural style of the building.

Fig. 7.1 - A variety of architectural influences will shape the character of the Timsin Holding Corp. Phase 2 community

7.2 Architectural Variety

Harmoniously designed streetscapes contribute to identity and are key to establishing attractive, vibrant and livable communities. Model variety, massing, height and repetition within a group of dwellings enhances the visual appeal of streetscapes. Each street should present a variety of architectural expressions.

- Dwellings should be designed with two highly differentiated elevations. Models for which there is high demand should have additional facade treatments to avoid the effect of monotony in the streetscape.
- Identical elevations should appear a maximum of three times per row of ten single-detached dwellings and shall not be permitted directly across the street; dwellings with the same exterior colour package may be repeated a maximum of every three dwellings. For visual diversity along each street, no fewer than two detached dwellings should be present between identical elevations.
- Identical colour packages should be avoided for dwellings located opposite from one another.
- No more than three alternative elevations of a same model may be sited alongside one another. At least two different model designs (with different building footprints and floor plans) should occur per group of ten dwellings, except at gateway lots.
- With regard to corner lots (except at gateway lots), flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations of significantly different colour schemes are acceptable.

Fig. 7.2a - Example of variety along the streetscape

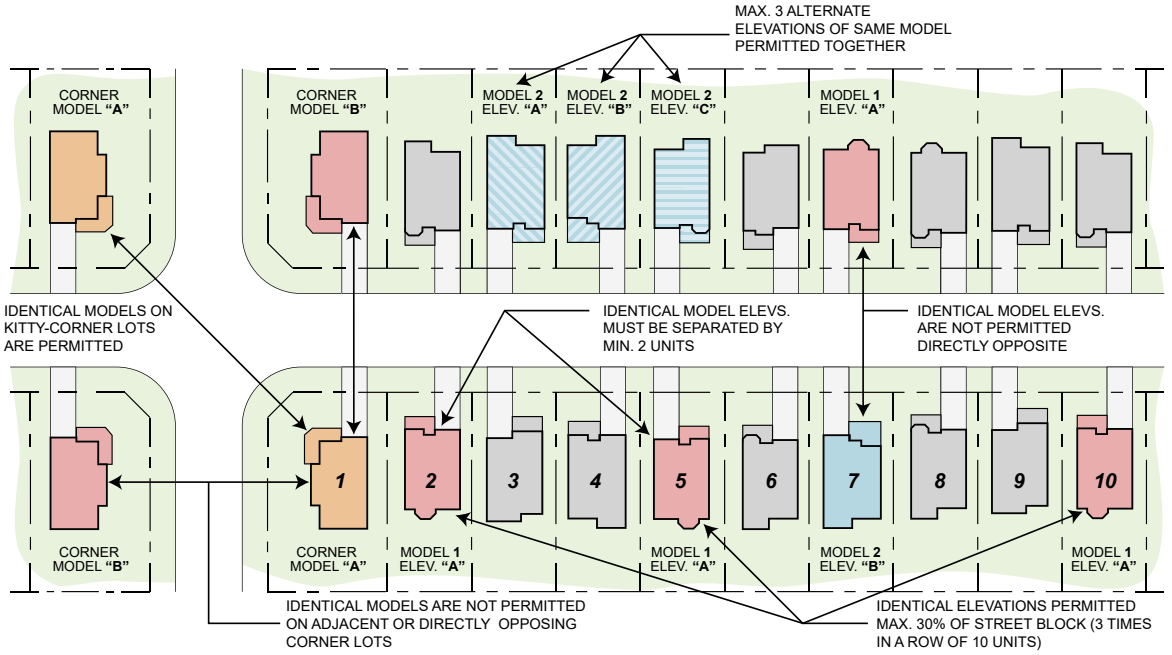

Fig. 7.2b - Diagram illustrating model variety criteria

7.3 Massing Within the Streetscape

The arrangement of buildings within the street block is a key component in providing an attractive streetscape. The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling. A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street.

The following design criteria shall be observed to ensure harmonious massing within the streetscape:

- Massing should be transitioned from the higher density areas to lower density areas by providing appropriate building designs which create harmonious streetscape massing.
- Buildings adjacent or opposite one another should be compatible in massing and height. Extreme variation in massing should be avoided. For example:
- 3-storey dwellings should not be sited adjacent to bungalows, raised bungalows or 1-1/2 storey dwellings.
- Where bungalows, raised bungalows or 1-1/2 storey dwellings are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units. Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side gabled) is employed to provide an acceptable visual transition between these house types.
- 2-storey dwellings sited amongst bungalows or 3 storey dwellings should comprise groupings of at least 2 adjacent units.
- 3-storey dwellings sited amongst 2 storey dwellings should comprise groupings of at least 2 adjacent units.

Fig. 7.3a - Examples of compatible massing along the streetscape

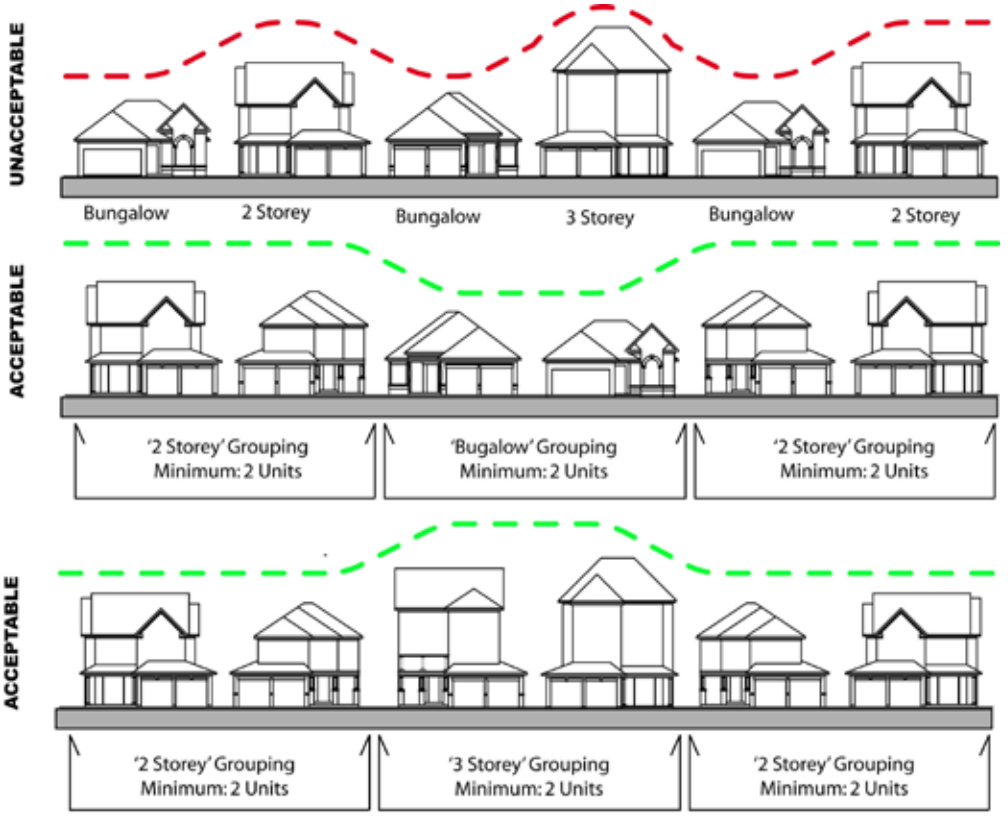

Fig. 7.3b - Diagram illustrating streetscape massing objectives

7.4 Architectural Elements

7.4.1 Porches

- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches should generally be located closer to the street than garages.
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling style.
- Main entries should be directly visible from the street and well lit.
- Where porticos are used as a covered porch with walls, they should be consistent in proportion and scale to suit the style of architecture they are intended for and be kept as open as possible.

Fig. 7.4.1 - Porches and porticos create visual interest within the streetscape

7.4.2 Exterior Materials and Colours

- The use of high-quality, durable and maintenance-free exterior building materials that are congruent with the architectural style of the dwelling is imperative. Buildings will predominantly be constructed of brick. Stone, cement board and siding are suitable accent materials.
- The use of high quality stucco may only be used as an accent material.
- The use of decorative architectural detailing is encouraged.
- The selection of exterior materials that express heritage tones and textures is encouraged.

Fig. 7.4.2 - Examples of exterior main wall cladding materials

7.4.3 Architectural Detailing

- To add visual interest to the dwelling, the use of trim elements (i.e. frieze board, gable posts, brackets, window surrounds and scalloped-shingle effects) and masonry detail elements (i.e. quoining, lintels/headers, pilasters, soldier coursing and keystones) may be used.
- Details should be authentic in appearance and consistent with the dwelling's architectural style. They should be consistent with building scale and proportion, and consider the longevity of the selected materials.

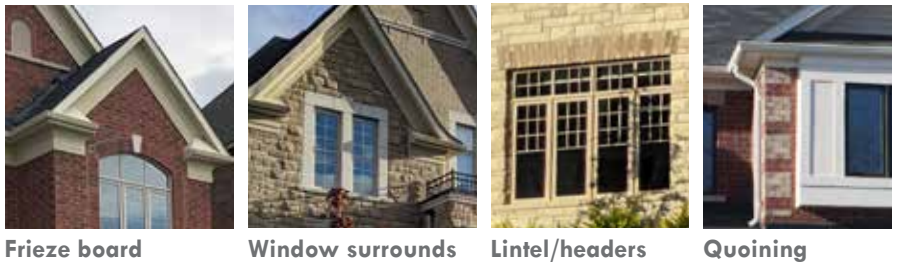

Fig. 7.4.3 - Examples of exterior main wall cladding materials

7.4.4 Fenestration

Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling. Similar principles will apply to street related retail, office or service units (i.e. live-work units).

- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- The use of maintenance-free vinyl-clad windows is encouraged.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
- Sills and lintels should be consistent with the architectural style of the dwelling.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- Window placement in combination with other architectural elements is an effective method to animate rear or side elevations exposed to public spaces where necessary.

Contemporary window configurations

Traditional window configurations

Fig. 7.4.4 - Examples of variety in window styles

7.4.5 Roof Form

Variation in roof types and forms are encouraged and may include gables, dormers, hips, ridges and mansards that are consistent with the given architectural style. Interesting roof lines should be emphasized for street facing or flanking dwellings.

- The use of upgraded or alternative materials may be considered to distinguish neighbourhoods or priority lots. Roofing materials, whether asphalt, metal, wood or composite materials shall be consistent with the architectural style.
- Roof forms should appropriately fit with neighbouring properties to establish a cohesive streetscape appearance.
- Minimum main roof slopes should be 7.9:12 pitch for side slopes and 5.9:12 for front to back slopes; Bungalows should have minimum 7.9:12 side slopes and front to back slopes.
- Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian, Contemporary / Modern).
- Roof overhangs should be a minimum of 150 mm; 300mm is preferred unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile.
- The use of false dormers shall be avoided.

Contemporary roof design

Traditional roof design

Fig. 7.4.5 - Variety of roof forms, including use of gables and dormers, helps create visual interest

7.5 Garages

7.5.1 Street-Accessed Garages

- Garage size and placement shall comply with the applicable zoning by-law and Secondary Plan policies; the use of detached and rear yard garages shall be permitted.
- Where garages are attached, they should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- Attached garages located within the front or flankage yards and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwelling.
- Street facing garages should be minimized in scale in compliance with the vision for North Oakville. The following are considered acceptable design options for attached street facing garages:
  - Integrate the garage into the main massing of the dwelling, in line with the porch projection;
  - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
  - Situate the garage to the side of the dwelling, set back from the main front wall
  - Provide a tandem garage;
  - Stagger the front facade of the garage.
- Semi-detached dwellings will have a single-car garage. Single detached dwellings on 11.0m lots or greater will have a two-car garage.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a pier is preferred, where possible. Where single 16ft (4.9m) wide garage doors are proposed they should be patterned to appear as 2 individual doors.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.

Fig. 7.5.1a - Street-facing garages shall not dominate the streetscape

Fig. 7.5.1b - Examples of single and double-car garages

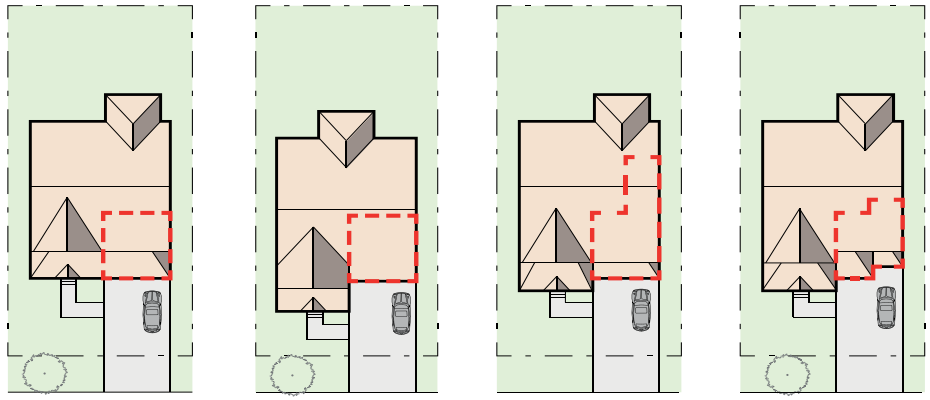

Fig. 7.5.1c - Street-accessed front facing garage options

- Light fixtures mounted to the side or above the garage door shall be encouraged, with a lamp style consistent with the architectural style of the dwelling.
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit. The following are some techniques that may be considered:
  - Increasing the garage door height;
  - Lowering the garage soffit and/or increasing the garage roof pitch;
  - Add a decorative gable louvre or feature;
  - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
  - Consider window treatments above the garage doors, as appropriate to the dwelling;
  - Provide wider and/or arched lintels over the garage door to reduce the massing;

7.5.2 Rear-Accessed Garages

- Rear-accessed garages for rear lane townhouses units (and potentially the single detached dwelling that back onto the lane) will be accessed from a public laneway and may be attached or detached to the dwelling.
- The design of garages shall be consistent with the architectural style of the principal building with respect to materials, massing, character and quality.
- Only sectional, roll-up type garage doors shall be considered.
- Habitable and/or amenity space above an attached/detached rear lane garage may be considered to animate the lane and provide a distinct character to certain neighbourhoods.
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling.
- Both single and double car garages may be permitted, depending on lot size and dwelling type.

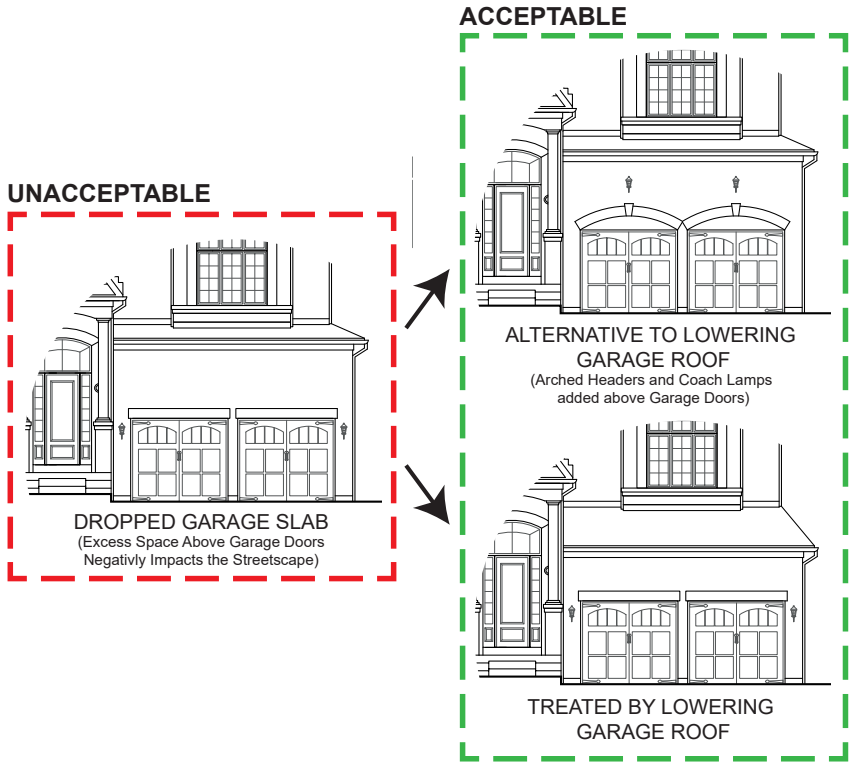

Fig. 7.5.1d - Design solutions for dropped garage conditions

Fig. 7.5.2 - Example of Rear-Accessed Garages

7.6 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard.
- Where this is not feasible, utility meters should be screened or recessed into the wall wherever possible, subject to local utility company requirements.
- The location of utility meters and method of screening shall at all times be in compliance with the requirements of the respective utility authority. It is the Builder's complete responsibility to ensure compliance with utility regulations in the design, placement and construction of these elements.

7.7 Site Grading Conditions

- Where severely sloping grade conditions occur, the builder should provide dwelling types which are adapted to suit the site.
- This is particularly important for lots having back to front sloping grade conditions (full or partial front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained.
- The following are suggested design approaches for reducing the height of elevated front entries and the impact of the large number of exterior steps they require :
- Integrate groups of steps into the front walkway over the length of the front yard.
- Turn steps toward the driveway.
- Provide a dwelling design having a lowered foyer and internal steps up to the main living level.
- Care should be taken to ensure foundation walls are not exposed. Grading should be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation walls above finished grade is exposed on all exposed elevations of the dwelling, when possible.
- Where sloping finished grades occur, finished wall materials and foundations should be stepped accordingly to minimize exposed foundation walls.

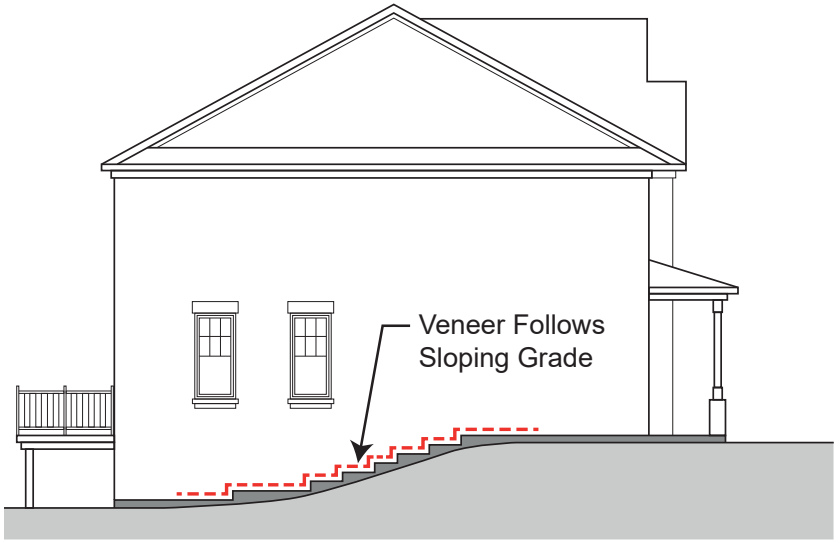

Fig. 7.7 - Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

7.8 Priority Lot Buildings

Priority Lot Buildings are those located prominently within the community as shown on the Priority Lot Plan. 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.

Within the Timsin Holding Corp. Phase 2 neighbourhood, dwellings on the following priority lots will require special design consideration:

- corner lot dwellings;
- view terminus lot dwellings; and,
- dwellings requiring upgraded rear and side architecture.

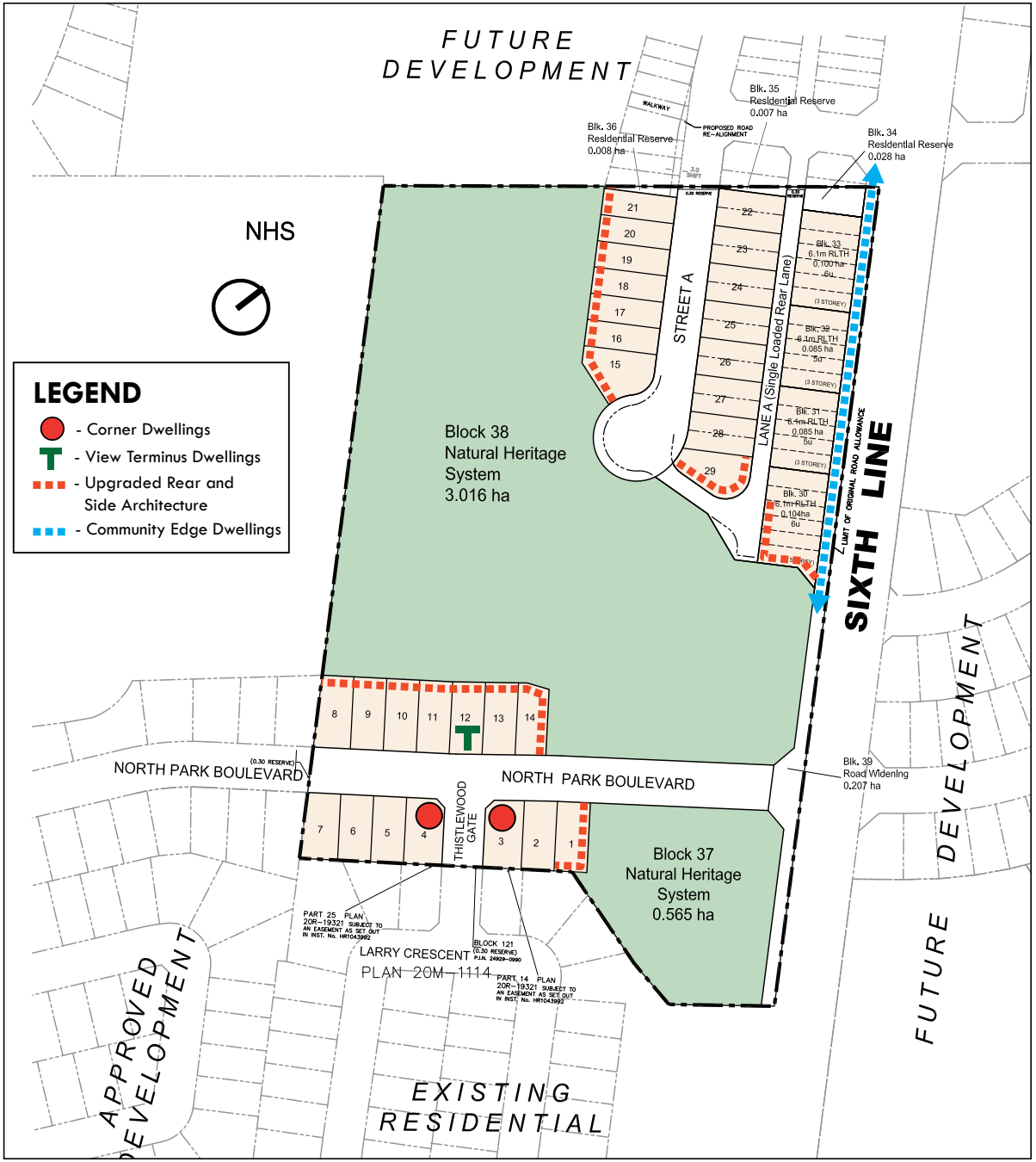

Fig. 7.8b - Priority Lot Plan

7.8.1 Corner Lots Dwellings

Dwellings on corner lots are very prominent within the streetscape and help to express the image, character and quality of the community. Corner lot dwellings require special designs which addresses the flanking elevation in a manner consistent with the front elevation.

- As noted in the North Oakville East Urban Design and Open Space Guidelines, prominent intersections should be demarcated through built form that is oriented to the corners rather than through landscaping features.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Distinctive design elements such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation or other architectural features are encouraged on the flankage side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape.
- The main entry to the dwelling is preferred to be located on the long elevation facing the flanking street (flanking main entry), however, main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted. 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.
- The main entry from the flanking elevation should be connected by a paved walkway to the sidewalk.
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings.

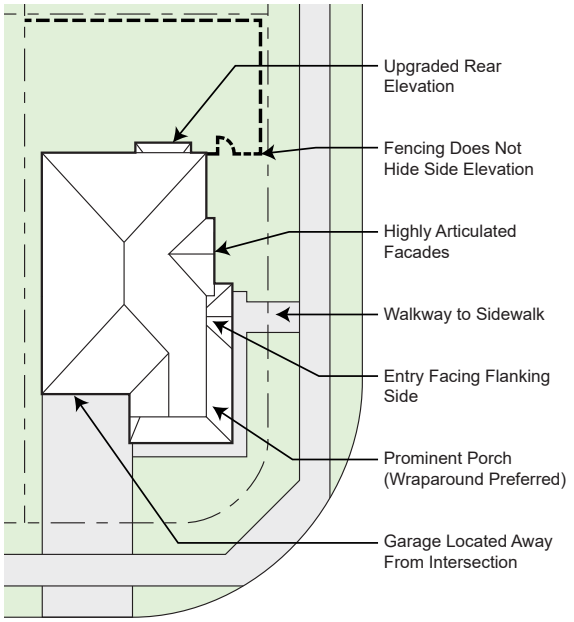

Fig. 7.8.1b - Conceptual plan view of Corner Lot Dwelling

Fig. 7.8.1a - Conceptual Images of Corner Lot Dwellings

7.8.2 View Terminus Dwellings

View Terminus Dwellings occur on lots at the top of 'T' intersections, where one road terminates at a right angle to the other. Dwellings in these locations play an important visual role within the streetscape by terminating a long view corridor.

- A dominant architectural element should be provided to terminate the view.
- Driveways should be located to the outside of a pair of View Terminus Dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.

Fig. 7.8.2 - Conceptual image of View Terminus Dwellings

7.8.3 Upgraded Rear and Side Architecture

- Where a dwelling's side or rear elevations are exposed to the public realm, both the front and exposed side and/or rear elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings (except as limited by Building Code) and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the dwellings front façade.
- Applicable enhancements on the exposed elevations include the following:
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing; and,
  - Gables, raised parapets or other means of roof form articulation;
- Use of varied façade planes (i.e. projections / recesses) is encouraged in the composition of publicly exposed rearscapes, including jogged and flush wall faces, in order to create visual interest.
- Upgrading will be required only for those portions of the dwelling located above the limit of solid fencing and exposed to public view.

Fig. 7.8.3 - Conceptual images of Upgraded Rear and Side Architecture

8.1 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. The following sustainable development practices shall be considered.

8.1.1 Low Impact Development Methods

- Mitigate stormwater flow through the integration of nearby stormwater management ponds and drainage pools.
- 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.
- Emphasizing the sourcing of local materials and manufactured components where possible.
- Provide logical and convenient pedestrian connections and links to transit stops to promote a transit-oriented development.
- Ensure pedestrian trails are connected and integrated with the sidewalks in the community.
- 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.

8.1,2 Active Transportation

Active transportation is one of the cornerstones of the Timsin Holding Corp. Phase 2 sustainability strategy. Open spaces and amenities within the development are located within comfortable walking / cycling distance of all residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections. Active transportation is supported by:

- Publicly accessible NHS located within comfortable walking distance (400m / 5 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;
- Proposed trails associated within natural features, as well as street related cycling facilities in the Timsin Holding Corp. Phase 2 development and surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian and cycling connections.

Fig. 8.1.2 - Pedestrian-scaled streets and connectivity to trails will promote active transportation

8.1.3 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.
- Site planning and building design should allow for visual on look of public spaces.
- Maintain safe sightlines at all intersections.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses.
- Ample fenestration facing public areas (streets, parks, schools, walkways, etc.) should be provided to promote casual surveillance or "eyes on the street".
- Active pedestrian streetlife and building orientation adds 'eyes on the street' to strengthen citizens' sense of security.
- Concepts of "Territorial Reinforcement" include the ample usage of front porches that create a transitional area between the street and the home.
- The presence of the garage within the streetscape should be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible.
- All entries to dwellings should be well lit.
- Main entrances should be visible from the street and clearly defined.

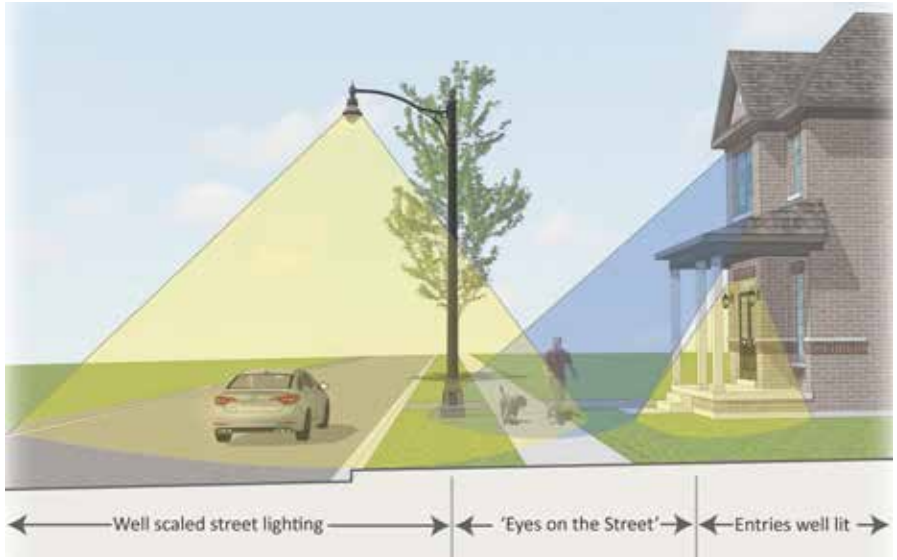

Fig. 8.1.3 - Buildings and Streetscapes Should be Designed to Promote an Active and Safe Community

9.0 IMPLEMENTATION

The UDB has addressed pertinent urban design issues as applied to the Timsin Holding Corp. Phase 2 development's overall community goals and objectives, land uses, structuring elements, streetscapes, open spaces, built form, sustainability and low-impact development strategies. The intended result is the development of a community that is reflective of the fundamental key design tenets of broader North Oakville planning area.

The Timsin Holding Corp. Phase 2 Urban Design Brief complements the approved North Oakville Urban Design and Open Space Guidelines (November 2009). The Urban Design Brief strives to consider aspects of built form and open space design that are specific to the subject lands within the overall framework of the North Oakville communities. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all North Oakville studies.

9.1 Architectural Control Process

A design review process is required for all new ground-related freehold residential construction within the subject lands to ensure new development proposals and building designs are in compliance with the requirements of this Urban Design Brief, the North Oakville Urban Design and Open Space Guidelines and the Livable By Design Manual.

Architectural design and siting proposals for residential built form shall be evaluated through an architectural control design review and approval process in accordance with Town of Oakville requirements and conditions of Draft Plan approval as described in Section 9.3 Draft Plan of Subdivision and Implementation.

9.2 Control Architect

The Control Architect shall have proven experience in the field of architectural design control within Ontario and the Greater Toronto Area, shall be a member of the Ontario Association of Architects and shall be acceptable to the Town of Oakville to perform the required design control duties.

The architectural control review and approval process by the Control Architect will be conducted expeditiously and fairly on behalf of the Town of Oakville. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder prior to any submissions.
- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

9.3 Draft Plan of Subdivision and Implementation

Conditions to be satisfied prior to Marketing and Sales:

1. That the Owner agrees to implement the Town approved Urban Design Brief for the subject lands to the satisfaction of the Town.

2. The Owner shall submit elevation drawings (all facades) and typical floor plans (all levels) for all models on lots not subject to Site Plan Approval to Planning Services Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.

3. That the Owner shall select a control architect who shall ensure all development which is exempt from Site Plan Approval process, proceeds in accordance with the Town-approved Urban Design Brief. The Owner shall submit a letter to the Town from the selected

control architect acknowledging the following:

i. a control architect has been retained for this subdivision and does not have any perceived or real pecuniary interests or conflicts with performing the required duties;

ii. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;

iii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;

iv. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review;

v. the control architect will discuss with Town staff any identified issues; and the control architect will submit stamped/ signed drawings with the building permit application in accordance with the foregoing.

9.4 Preliminary Review

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review.
- The Control Architect will liaise with Town urban design staff during the preliminary review of models to ensure the Town is apprised of proposed model designs, priority lot treatments and colour packages.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.
- Preliminary grading plans and streetscapes for individual lot sitings should be sent to the Control Architect for preliminary review prior to submission for final approval.

9.5 Final Review and Approval

9.5.1 Working Drawings

- Working drawings must depict exactly what the Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the Control Architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

9.5.1 Site Plans

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
  - model and elevation type;
  - driveway extending to street curb;
  - a note indicating rear or side upgrades, where applicable.

9.5.3 Streetscape Drawings

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevational changes may be required. The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

9.5.4 Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

9.6 Submission Requirements

- The Builder is required to submit to the Control Architect for final review and approval, the following:
  - 6 sets of engineer approved site plans;
  - 4 sets of working drawings;
  - 3 sets of streetscapes;
  - 2 sets of colour schedules;
  - set of colour sample boards (to be returned to the builder);
- The builder may also submit the above materials electronically for review and approval.
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.

9.7 Town Of Oakville Approval

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the control architect and the project engineer (site plans only), as required, prior to submission to the Town of Oakville for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the builder from complying with the requirements and approvals of the Town of Oakville and/or any other governmental agency.

9.8 Monitoring For Compliance

- The Control Architect and the Town will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the control architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder.
- The Builder will respond to the control architect in writing of their intention to rectify the problem after which the developer will be informed of the Builder's response or lack of response.
- The Developer and/or the Town may take appropriate action to secure compliance.
- Should the Town not be satisfied with the performance of the Control Architect it reserves the right to no longer accept drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect to the satisfaction of the Town. The Developer will be responsible for all cost relating to architectural control review and approval.