



# Argo Neyagawa

Burnhamthorpe Road West &  
Neyagawa Boulevard

**URBAN DESIGN BRIEF**

December 2023

*First Submission*

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Prepared for:  
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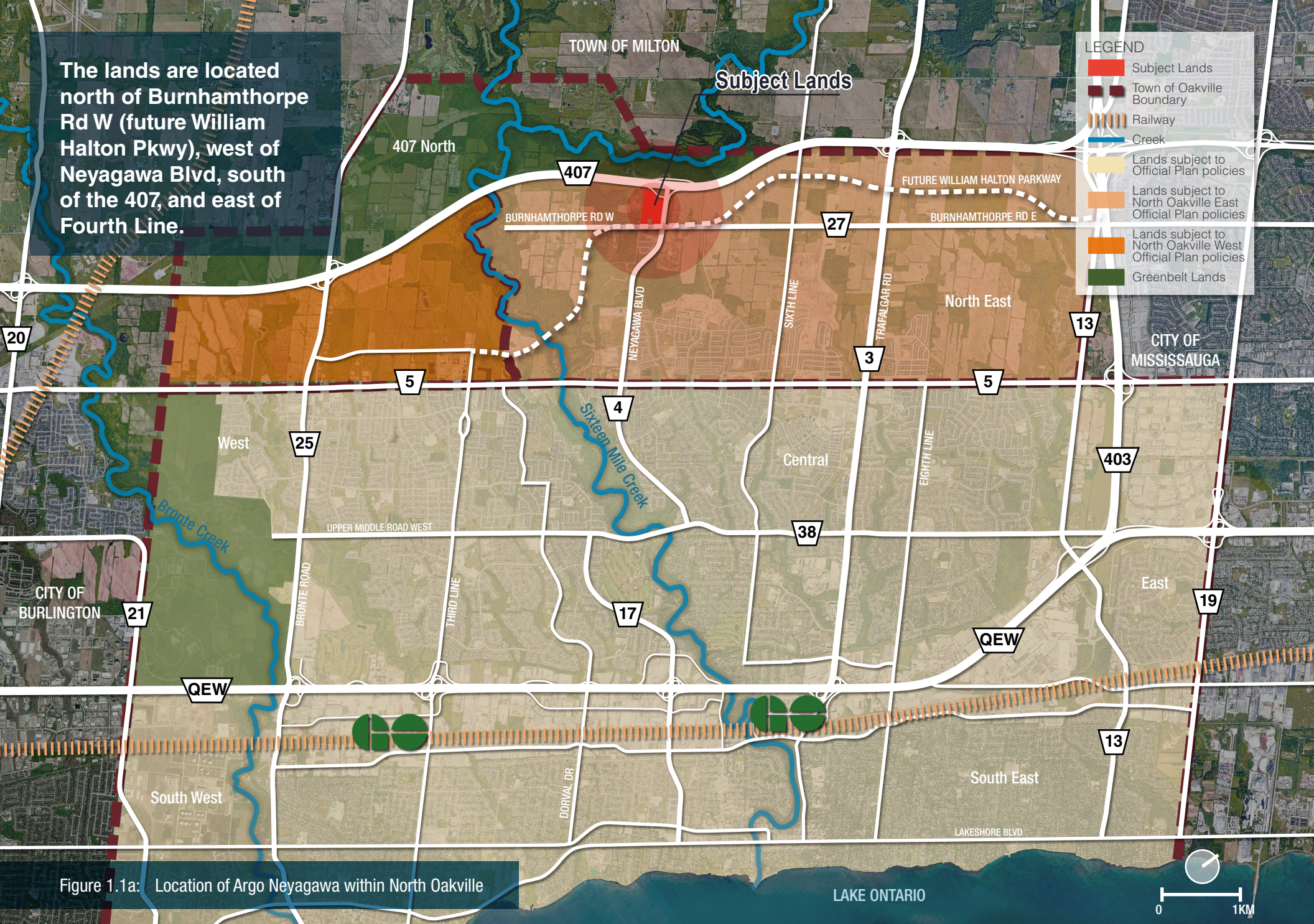
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design strategies

**ARGO**  
DEVELOPMENT CORP

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# 1.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

VISION

***Argo Neyagawa will be an integral part of North Oakville, providing diversified housing options, and a design that is supportive of higher order transit and a focal point for the Neyagawa Urban Core.***

## 1.1 DESIGN VISION

The Argo Neyagawa lands are approximately 11.28 hectares (27.90 acres) in size and located in North Oakville at the northwest corner of Burnhamthorpe Road West (the future William Halton Parkway) and Neyagawa Boulevard, south of Highway 407, in the Neyagawa Urban Core, an identified Strategic Growth Area.

This Urban Design Brief (UDB) describes and illustrates the design strategy for the development of mixed-use condominium apartments, medium density residential blocks comprising a variety of condominium townhouses, a stormwater management pond, and a segment of the potential 407 Transitway.



## 1.2 COMMUNITY GUIDING PRINCIPLES & OBJECTIVES

Argo Neyagawa will be designed and developed to enhance its high visibility location, to fit seamlessly within the structure of the surrounding developing neighbourhoods, and to provide diversified and transit-supportive housing options.

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



### **Contribute to diversifying housing options in the community**

Recognize the benefits of integrating higher density options that are a sustainable alternative to traditional single-detached residential developments, adding to the growth of the community and a sense of belonging.

### **Provide attractive built form**

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

### **Promote transit-supportive densities to foster sustainable development**

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

## **Create a comfortable pedestrian-friendly public realm and streetscape**

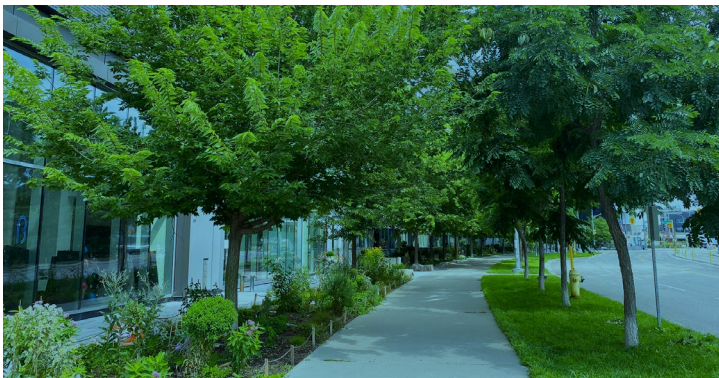
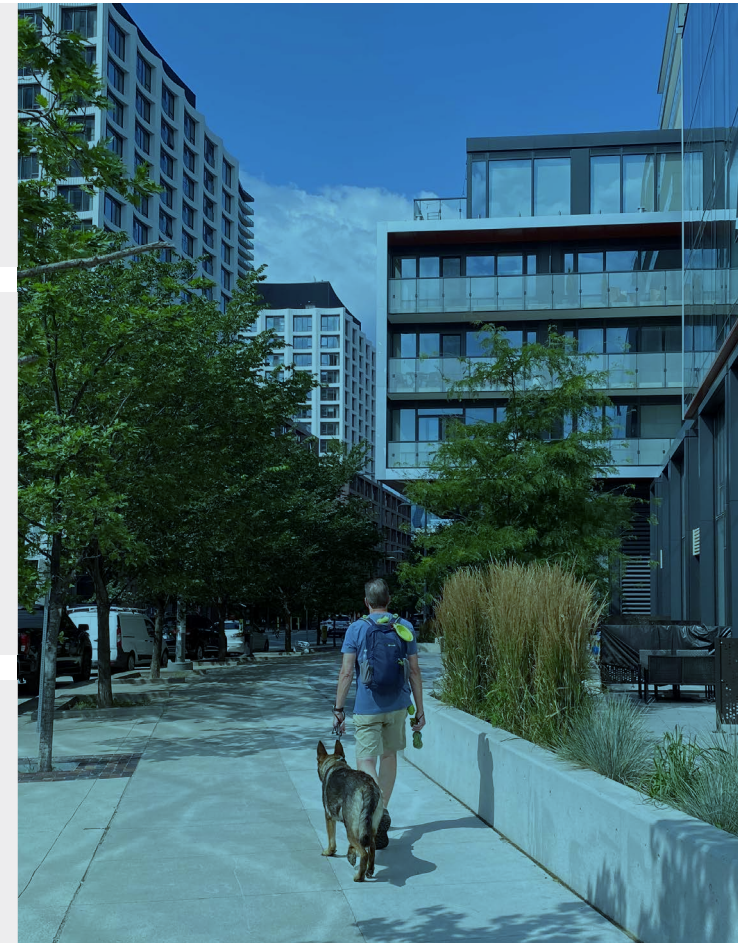
Provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

## **Provide logical connections with adjacent existing and future communities**

Recognize the importance of ensuring Argo Neyagawa is part of a well-connected and cohesive community framework with strong pedestrian and vehicular links to the adjacent residential neighbourhoods, nearby urban core communities, and active transportation routes.

## **Balance parking and access requirements with pedestrian areas**

Provide a balance between “public” spaces for vehicular accessibility and “private” outdoor amenity spaces for pedestrians to enjoy.



## **Integrate tree planting into development design**

Ensure public streets and proposed setbacks can accommodate the necessary soil volumes to achieve the Town’s targeted tree canopy coverage goals.

Argo Neyagawa is located south of the 407 & proposed 407 Transitway, adjacent to existing and future developments designated as Urban Core Areas



Figure 2.1a: Argo Neyagawa & surrounding context



# 2.0 CONTEXTUAL ANALYSIS

## 2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The subject lands exhibit a gently sloping terrain with scattered pockets of sparsely wooded areas. There are no significant natural features within the subject lands. A one-storey single detached home with outbuilding and associated outdoor storage is located within a holdout property along the southern boundary of the site at 501 Burnhamthorpe Road West.



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



Figure 2.1c: View of existing hold out property from Burnhamthorpe Road West



Figure 2.1d: View of the property from the northeast corner of Burnhamthorpe Road West & Fourth Line



Figure 2.2a: King's Christian Collegiate located south of Argo Neyagawa

## 2.2 SURROUNDING LAND USES & BUILT FORM CHARACTER

Argo Neyagawa is bordered to the north by Highway 407, with a segment of the proposed future 407 Transitway inside its development boundaries. East of Neyagawa Boulevard are future development lands, classified as Neyagawa Urban Core Area in the North Oakville East Secondary Plan, intended to provide a mixed use area to accommodate a range of commercial, residential, and institutional uses. The lands south of Burnhamthorpe Road West (future William Halton Parkway) are also classified as Urban Core Area, and are developed with King's Christian Collegiate and a new residential subdivision comprising townhomes and single detached dwellings. Immediately to the west is Fourth Line, which terminates at Highway 407 and provides access to six existing residential properties. The subject lands, as well as the lands to the west between Fourth Line and the Natural Heritage System (NHS) beyond, are currently Employment Lands in the North Oakville East Secondary Plan.

Substantial NHS lands are located east and west of Neyagawa Boulevard to the south. Southeast of the NHS (Neyagawa Woods) is the Preserve Community, which extends east to Sixth Line and South to Dundas Street West. Existing homes in the Preserve are generally traditional-inspired single detached dwellings and townhomes. Live-work units also contribute to the urban character of the Neighbourhood Centre Area, providing amenities and services for the wider community.



Figure 2.2b: Community in the Urban Core Area south of Argo Neyagawa



Figure 2.2c: Argo Neyagawa and surrounding existing and future land uses



Figure 2.4a: Image example of built form that helps to reinforce a gateway corner location

## 2.4 GATEWAYS & LANDMARKS

There are currently no identifiable gateways or landmarks within the subject lands or adjacent surrounding lands. Argo Neyagawa’s proposed development will contribute to establishing a gateway for this Urban Core Area with high/medium-rise built form and an appropriate landscape treatment at the corner of Neyagawa Boulevard and William Halton Parkway. Gateway features can help identify a community by creating a sense of arrival, serving as placemaking and wayfinding elements, and enhancing the visual quality of the public street. Together with the proposed built form, the proposed gateway will help define the character of the development from the surrounding context.



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

## 2.5 TRANSPORTATION NETWORKS

Argo Neyagawa is bordered to the north by Highway 407, with a segment of the future 407 Transitway inside its development boundaries. Burnhamthorpe Road West (the future William Halton Parkway) runs along the site’s south boundary, with Neyagawa Boulevard to the east and Fourth Line to the west. The proposed community will comprise an efficient internal road network with connections to William Halton Parkway, Neyagawa Boulevard, and Fourth Line.

Oakville Transit bus routes are planned to run north-south along Neyagawa Boulevard and east-west along the future William Halton Parkway, both designated as secondary transit corridors as per the North Oakville East Secondary Plan. The development of Argo Neyagawa with mixed use and medium to high density residential will provide transit-supportive densities, complemented by adjacent active transportation connections along these key corridors.

# 3.0 POLICY CONTEXT

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

## 3.1 NORTH OAKVILLE EAST SECONDARY PLAN

The proposed development plan fits seamlessly within the structure of the surrounding developing neighbourhoods and provides diversified and transit-supportive housing options. A range of housing types and densities are proposed, accessible to future transit and within walking distance to activities and amenities. The following key elements within the Argo Neyagawa plan are consistent with the general objectives outlined in the North Oakville East Secondary Plan:

**“The Neyagawa Urban Core is intended to provide a mixed use area to accommodate a range of commercial, residential and institutional uses as a focal point for the western portion of the Planning Area.”**

*North Oakville East Secondary Plan  
Section 7.5.16 - Neyagawa Urban Core*

## 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.

### 7.2.3.4 Urban Design

The Argo Neyagawa plan is designed to promote diverse building designs for an active and safe pedestrian environment; create streetscapes that enhance scale and pedestrian comfort; encourage built form that minimizes the impact of garages and service areas; foster mixed-use developments in key areas; and embraces housing variety and diverse architecture.

### 7.2.3.5 Transportation

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

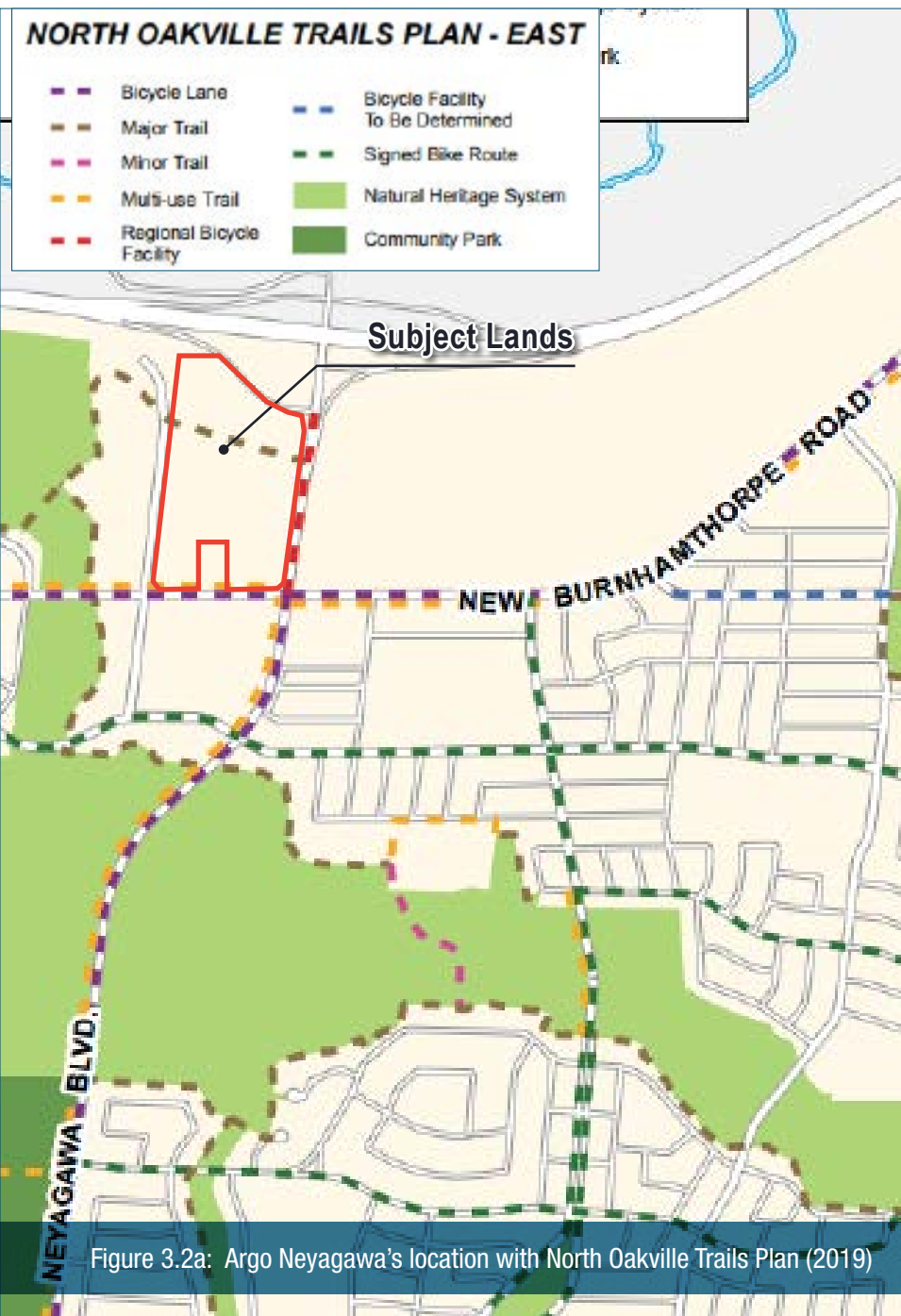


Figure 3.2a: Argo Neyagawa's location with North Oakville Trails Plan (2019)

### 3.2 NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

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

### 3.3 NORTH OAKVILLE TRAILS PLAN

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

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

- A north-south Regional Bicycle Facility along Neyagawa Boulevard;
- An east-west bicycle lane and Multi-use Trail along New Burnhamthorpe Road / the future William Halton Parkway;
- A Major Trail through the north portion of the development block, leading to the NHS to the west and south.

### 3.4 LIVABLE BY DESIGN MANUAL (LBDM)

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

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

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

### 3.5 NORTH OAKVILLE SUSTAINABILITY CHECKLIST

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

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

### 3.6 NORTH OAKVILLE URBAN FOREST STRATEGIC MASTER PLAN

The North Oakville Urban Forest Strategic Management Plan (NOUFSMP) 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 in order to meet the Town's 40% target by 2057. The following demonstrates the NOUFSMP recommended canopy cover targets for the Argo Neyagawa land uses:

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

As shown in Section 6.3, the Argo Neyagawa block plan achieves 37% residential canopy coverage for local roads.

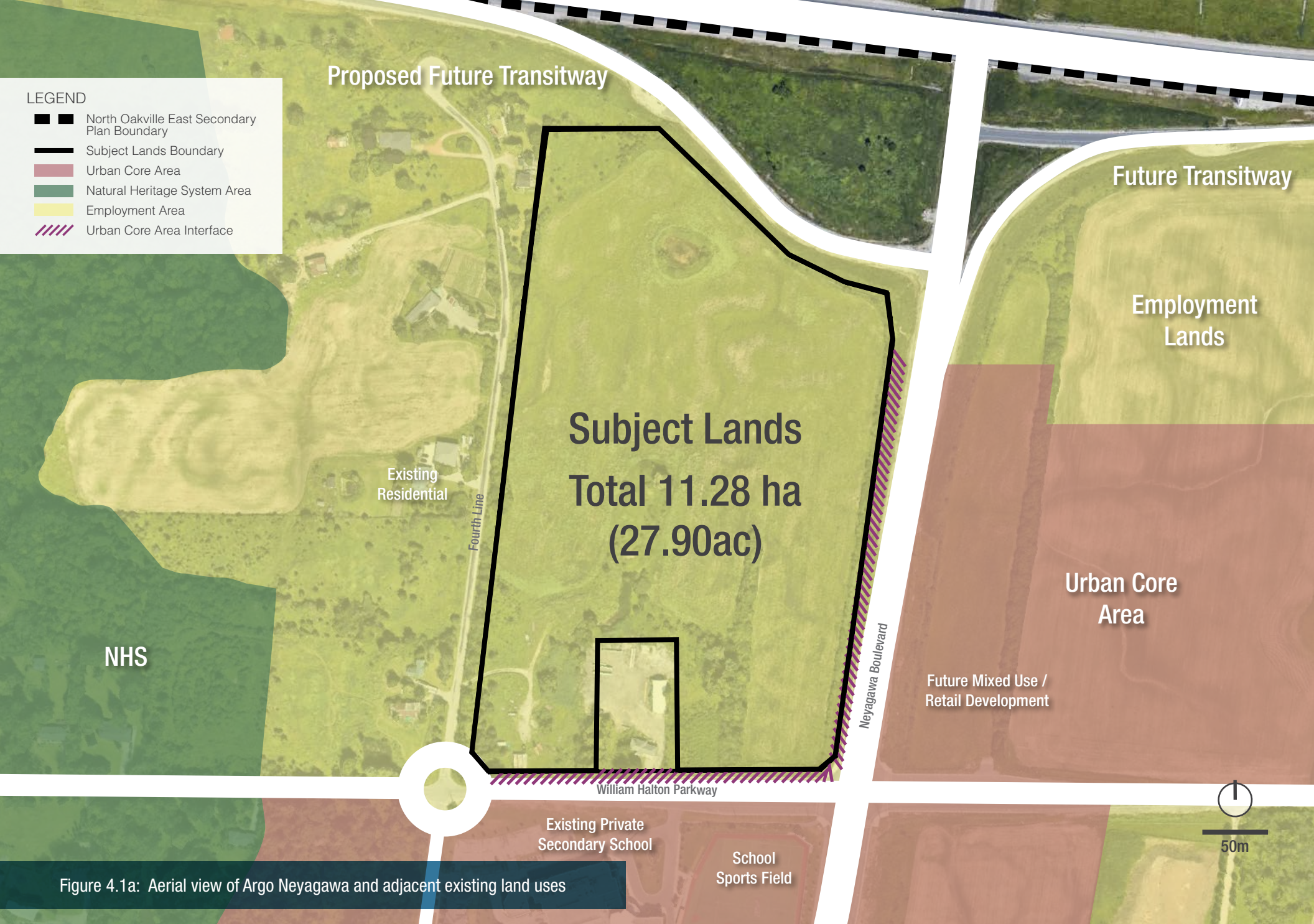


Figure 4.1a: Aerial view of Argo Neyagawa and adjacent existing land uses



# 4.0 DEVELOPMENT FRAMEWORK

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

## 4.1 BOUNDARY INTERFACE

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

The proposed land use is also consistent with Livable Oakville, with buildings oriented towards the corner of Neyagawa Boulevard and the future William Halton Parkway, reinforcing the gateway location with high/mid-rise built form.

The Argo Neyagawa lands are framed by public streets on the east, south, and west sides. Future commercial is anticipated on the east side of Neyagawa Boulevard, and residential development to the south. On the west side of Fourth Line are existing single detached dwellings and the NHS designated beyond. To appropriately respond to the street interfaces, built form will be designed with frontage along adjacent public streets, integrating the development into the Urban Core Area and activating the public realm.

Along the north of the subject lands, the proposed future 407 transitway corridor is a compatible interface with the existing highway off-ramp.

**LEGEND**


-  North Oakville East Secondary Plan Boundary
-  Subject Lands Boundary
-  Medium Density Block
-  Mixed Use Block
-  Stormwater Management Pond
-  Urban Core Area
-  Natural Heritage System Area
-  Employment Area
-  Transitway
-  Proposed Trail
-  Urban Core Area Interface
-  Transitway Interface



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

## 4.2 PATTERN OF LAND USES

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

- **Medium Density Residential** - comprises a significant portion of the land area, and will typically include condominium townhouse dwellings with front drive elevations and driveways accessed from the local and condominium street network;
- **Mixed Use** - strategically positioned at the corner of Neyagawa Boulevard and William Halton Parkway to create a built form gateway with local commercial opportunities at this major intersection and complement future surrounding land uses;
- **Stormwater Management Pond (SWM)** - an urbanized SWM facility is located at the corner of William Halton Parkway and Fourth Line;
- **Future 407 Transitway and Transitway Buffer** - runs east-west along the northern portion of the subject lands.

## 4.3 OPEN SPACE

Livable Oakville directs for the development of an extensive recreational trail system as part of a larger and comprehensive active transportation network. As shown in Figure 6.2a, Argo Neyagawa proposes a major trail between the development limit and the future Transitway buffer. This trail will connect to Neyagawa Boulevard and sidewalks to the existing and proposed pedestrian cycling routes that weave through the surrounding developments. By extension, the nearby NHS to the west will be linked to this trail.

An urban SWM pond is located along the William Halton Parkway frontage, which will offer a walking path that connects into the community for resident enjoyment.

## 4.4 VIEWS AND VISTAS

Opportunities to provide strategic views and viewsheds towards the SWM pond should be integrated into the community's design, with views from the internal street network and viewsheds along the William Halton Parkway street frontage. Given the proximity of the NHS and Open Space System to the west, views from the high-rise buildings in the mixed use block will be maximized through the orientation of the buildings and the use of balconies, terraces and a roof top garden.

LEGEND










-  North Oakville East Secondary Plan Boundary
-  Subject Lands Boundary
-  Arterial Road
-  Local Road
-  19.0m Local Street
-  17.0m Local Street
-  Condo Roads / Lanes
-  Urban Core Area
-  Natural Heritage System Area
-  Employment Area



Figure 4.5a: Street network within and surrounding the conceptual Argos Neyagawa development

## 4.5 STREET NETWORK

The overall framework for the community is defined by the Neyagawa Boulevard along the east extent, and Burnhamthorpe Road West / the future William Halton Parkway to the south. The proposed configuration of public streets and condominium roads that will link future residential, mixed-use development with open space amenities and transit facilities.













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

- **Neyagawa Boulevard / Arterial Road** - a north-south community connector and Secondary Transit Corridor / borders the subject lands on the east;
- **William Halton Parkway / Arterial Road** - currently Burnhamthorpe Road, William Halton Parkway is planned as a major east-west community connector and Secondary Transit Corridor that borders the subject lands on the south;
- **Fourth Line / Local Road** - borders the subject lands on the west, extends and joins a proposed local street in the north west side of the community;

- **Local Street / 19.0m R.O.W.** - east-west connector and neighbourhood social focus;
- **Local Street / 17.0m R.O.W.** - north-south connector and a neighbourhood social focus;
- **Condo Roads / Lanes** - refined through future site plan applications.

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

LEGEND

-  North Oakville East Secondary Plan Boundary
-  Subject Lands Boundary
-  Back to Back Townhouse
-  Dual Frontage Townhouse
-  Rear Lane Townhouse
-  High Density Residential
-  Stormwater Management Pond
-  Urban Core Area
-  Natural Heritage System Area
-  Employment Area
-  Future Transitway
-  Future Proposed Trail

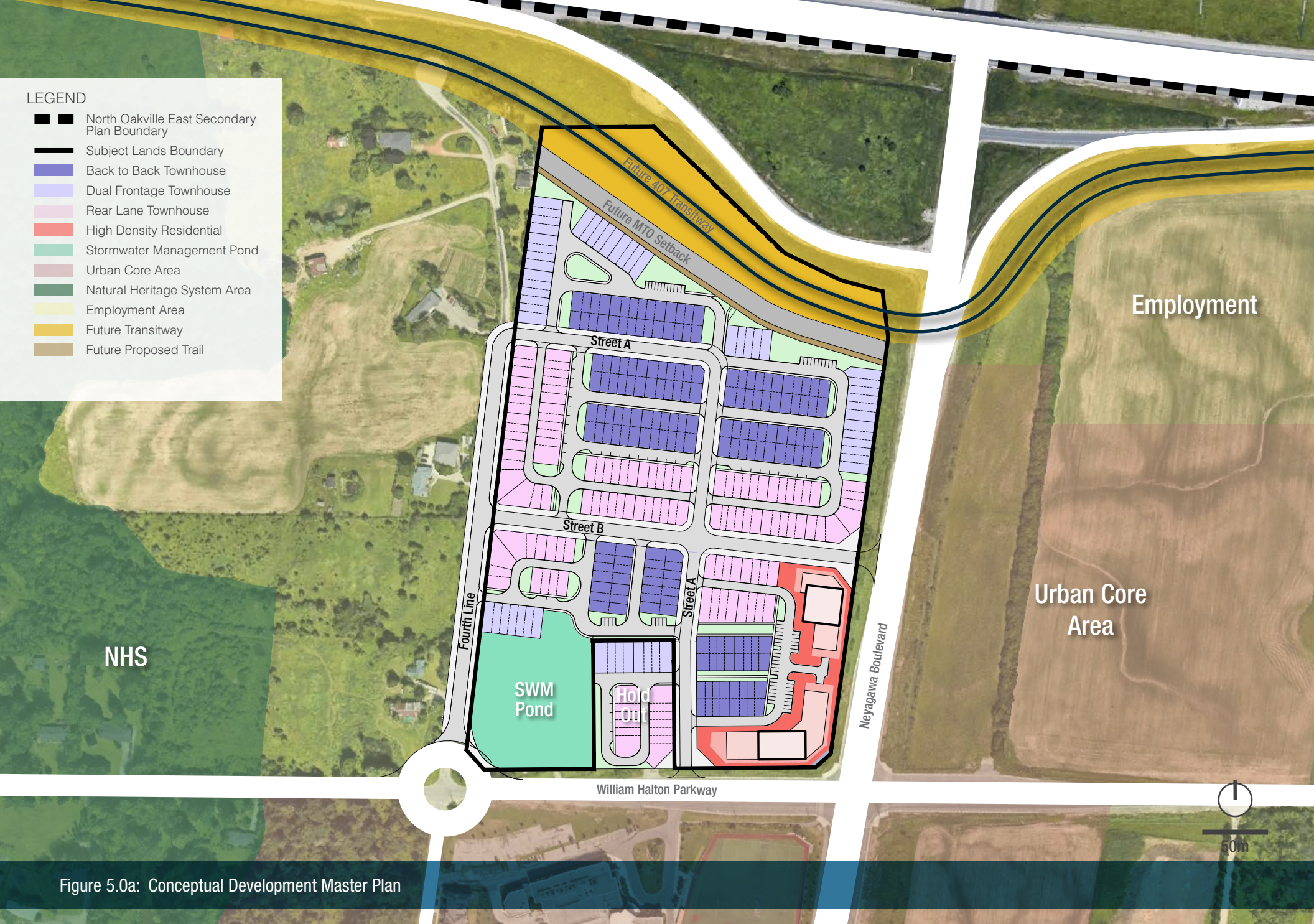


Figure 5.0a: Conceptual Development Master Plan

# 5.0 CONCEPTUAL DEVELOPMENT PLAN

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The conceptual development plan for Argo Neyagawa proposes a medium to high density mixed use and residential development with well-crafted built form that will be appropriately integrated with the future Urban Core Area to the east and south. Primary access to the proposed development is from Neyagawa Boulevard and William Halton Parkway, with secondary access from Fourth Line.

The proposed Street 'A' is a public road that serves as primary entrance on the east and the main east-west community connector. Street 'B' provides the primary entrance from the south, and loops north-south through the community, connecting to Fourth Line in the northwest corner of the subject lands.

A range of townhouses are anticipated to comprise the majority of the land area within Argo Neyagawa's five (5) condominium blocks. Consistent with the general land use patterns in Livable Oakville, the proposed development plan designates greater density toward the corner of Neyagawa Boulevard, and William Halton Parkway which will help frame this node in the Urban Core Area. Opportunities for mixed use with local convenience retail will help establish an urban character and activate the public realm.

The mixed use block may comprise a range of building typologies including high/mid-rise condominium buildings, back to back townhouses, stacked townhouses, and rear lane townhouses, with the highest density uses situated directly along Neyagawa Boulevard and William Halton Parkway.

The key elements that characterize Argo Neyagawa and form the overall development master plan include: medium density residential, high density / mixed use, and amenities including the urban SWM pond and Major Trail.



Figure 6.1a: Example rendering of mixed use built form providing an active interface in an urban core area



# 6.0 DETAILED DESIGN DIRECTION

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## 6.1 STREETScape

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

- Street tree species will adhere to approved Town of Oakville specifications;
- All planting will be in accordance with approved Town standards; and
- Street light poles and luminaires will reflect approved Town standards, complementary to the surrounding communities.

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

### **6.1.1 ARTERIAL ROADS / TRANSIT CORRIDORS**

Neyagawa Boulevard and the future William Halton Parkway (Regional Road) are designated as secondary transit corridors for North Oakville that serve as a key structuring element for the Argo Neyagawa and the future Urban Core Area. William Halton Parkway will replace Burnhamthorpe Road's regional road function and will be characterized by a mix of uses, potentially including high density residential, commercial, employment and public open space.

The following describes some of the proposed streetscape elements:

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

### **6.1.2 LOCAL STREETS**

Local streets are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Argo Neyagawa contains two (2) local street types that should facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. Block lengths should be limited to promote a pedestrian friendly environment and visual variety. Town standard roadway cross-sections for potential 19.0m and 17.0 right-of-way local roads include:

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

### **6.1.3 CONDOMINIUM ROADS / LANES**

Internal private condominium roads will be designed to reinforce a pedestrian focus and ensure safe connections within the community. They provide an urban front door interface with the adjoining street, allow variation in the built form product, and enable some efficiencies in block layout to achieve a more compact urban village environment. Laneways may be proposed within the mixed use block and in condo blocks with rear lane townhouses where there is higher public visibility and an uninterrupted street frontage is desired.

Condominium roadway and laneway cross-sections will be designed through future site plan applications.

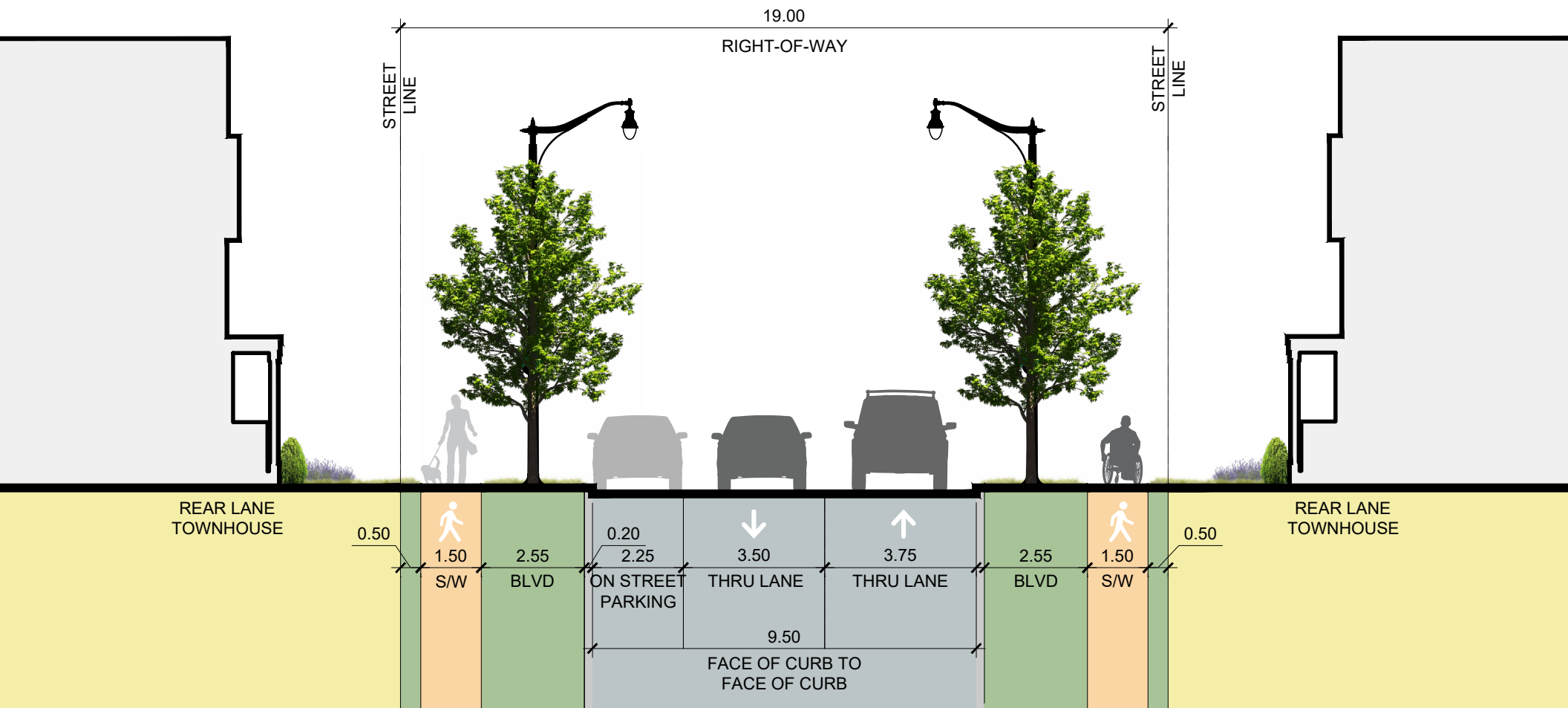


Figure 6.1b: 19.0m Local Road Right-of-Way

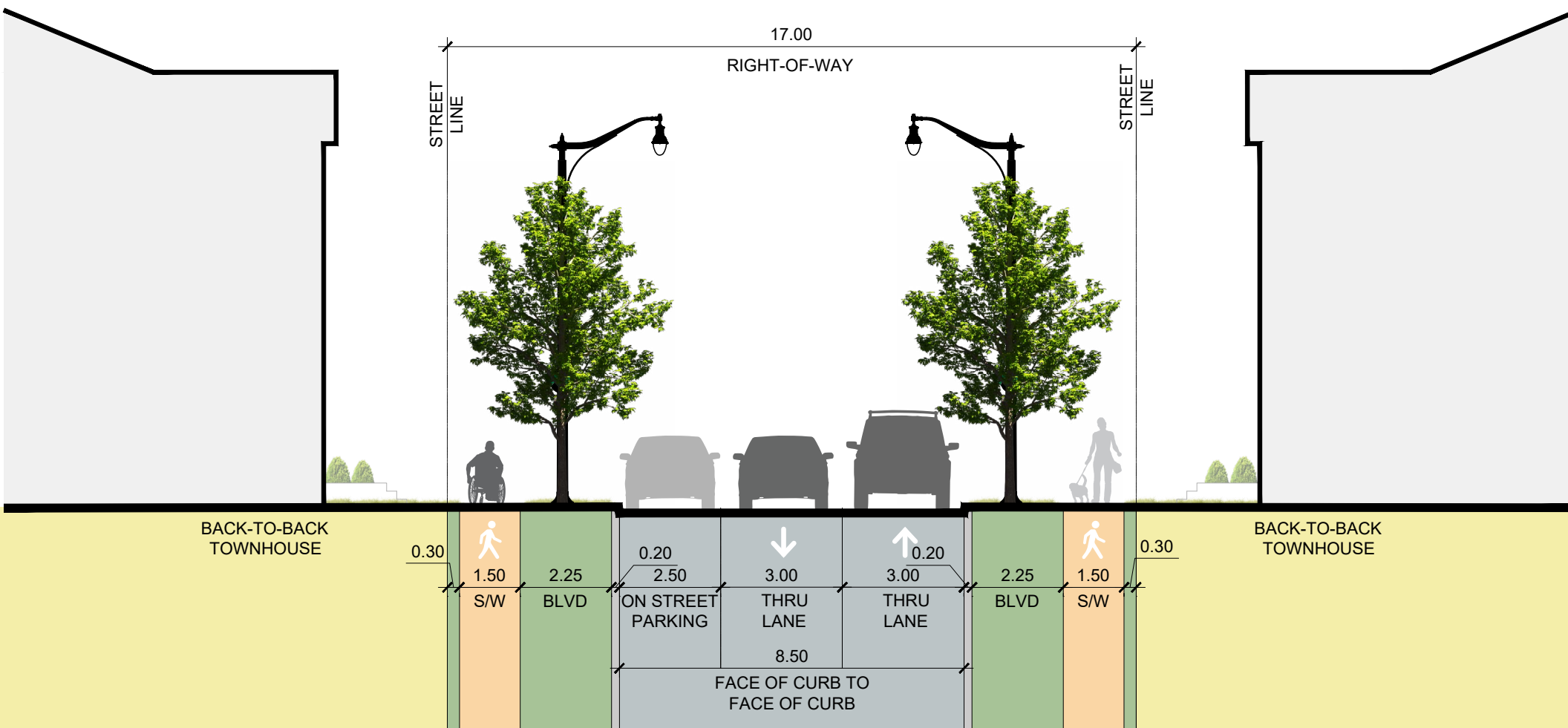


Figure 6.1c: 17.0m Local Road Right-of-Way

## 6.2 OPEN SPACE & CONNECTIONS

As part of Argo Neyagawa's overall planning and coordination of amenities, a series of active transportation connections and open space are proposed within the development. The Major Trail block along the north and NHS lands further west offer opportunities for future trail connectivity to this Town-wide open space network.

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

### 6.2.1 PROPOSED TRAILS

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with the North Oakville Trails Plan, May 2013, the trails system proposed for the Argo Neyagawa study area will provide access to the proposed Major Trail from the adjacent streets. In doing so, the trail will connect to planned or existing pathways throughout the broader community as a comprehensive pedestrian linkage network.

The following trail locations and types should be integrated into this community:

- Neyagawa Boulevard - A north-south Regional Bicycle Facility;
- William Halton Parkway- on-road bike lanes combined with off-road (boulevard) multi-use trails;
- Major Trail (multi use, 2.1-2.4m width) - east-west through the north portion of the community, connecting to the NHS to the west and south;
- SWM Pond Trail - multi-use trail, combined with maintenance access.

The following general guidelines may apply to proposed trails:

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

LEGEND

- North Oakville East Secondary Plan Boundary
- Subject Lands Boundary
- Bicycle Lane
- Major Trail
- Multi-use Trail
- Regional Bicycle Facility
- Proposed Sidewalk
- Proposed SWM Pond Trail
- Stormwater Management Pond
- Urban Core Area
- Natural Heritage System Area
- Employment Area

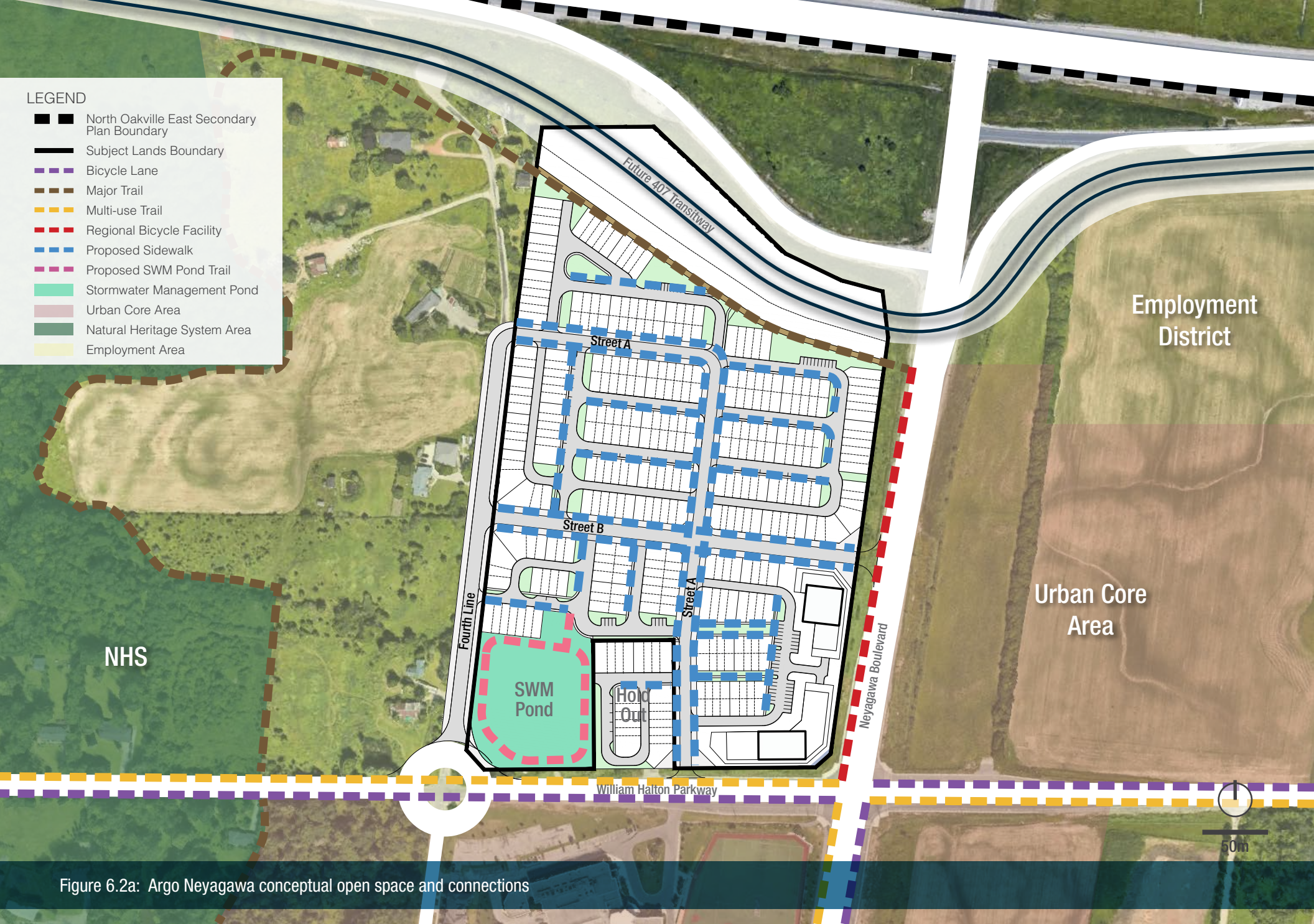


Figure 6.2a: Argo Neyagawa conceptual open space and connections

### 6.2.2 STORMWATER MANAGEMENT POND (SWM)

A single urban SWM pond (0.93 ha. / 2.30 ac) will be situated along the William Halton Parkway frontage within the Argo Neyagawa study area. The facility is designed to appropriately fit within the context of a mixed-use residential community. In addition to its primary water quality and control function, the SWM pond will be designed to provide a net benefit to the environmental health of the development area, to the extent practical.



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

- A regular spaced row of coarse-leaved canopy trees should be provided along the street frontage in combination with areas of naturalized planting.
  - The integration of lookouts may be provided at the pond entry as a public amenity that may provide seating and decorative features (decorative paving, information signage, shade structure, formal planting) at desirable view opportunities along the street interface.
  - Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with Conservation Halton standards.
  - Pedestrian trails should be integrated to provide connections from the street pond entries.
  - Trails within the pond should be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages.
  - Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Information signage may be provided at the pond entry/lookout area to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
  - The design of the SWM pond should require approval from the Town of Oakville and Conservation Halton.



Figure 6.2b: A stormwater management pond along the Dundas Urban Core in North Oakville's Preserve Community

LEGEND

-  North Oakville East Secondary Plan Boundary
-  Subject Lands Boundary
-  Total Applicable Land Area
-  Tree Canopy Coverage Area

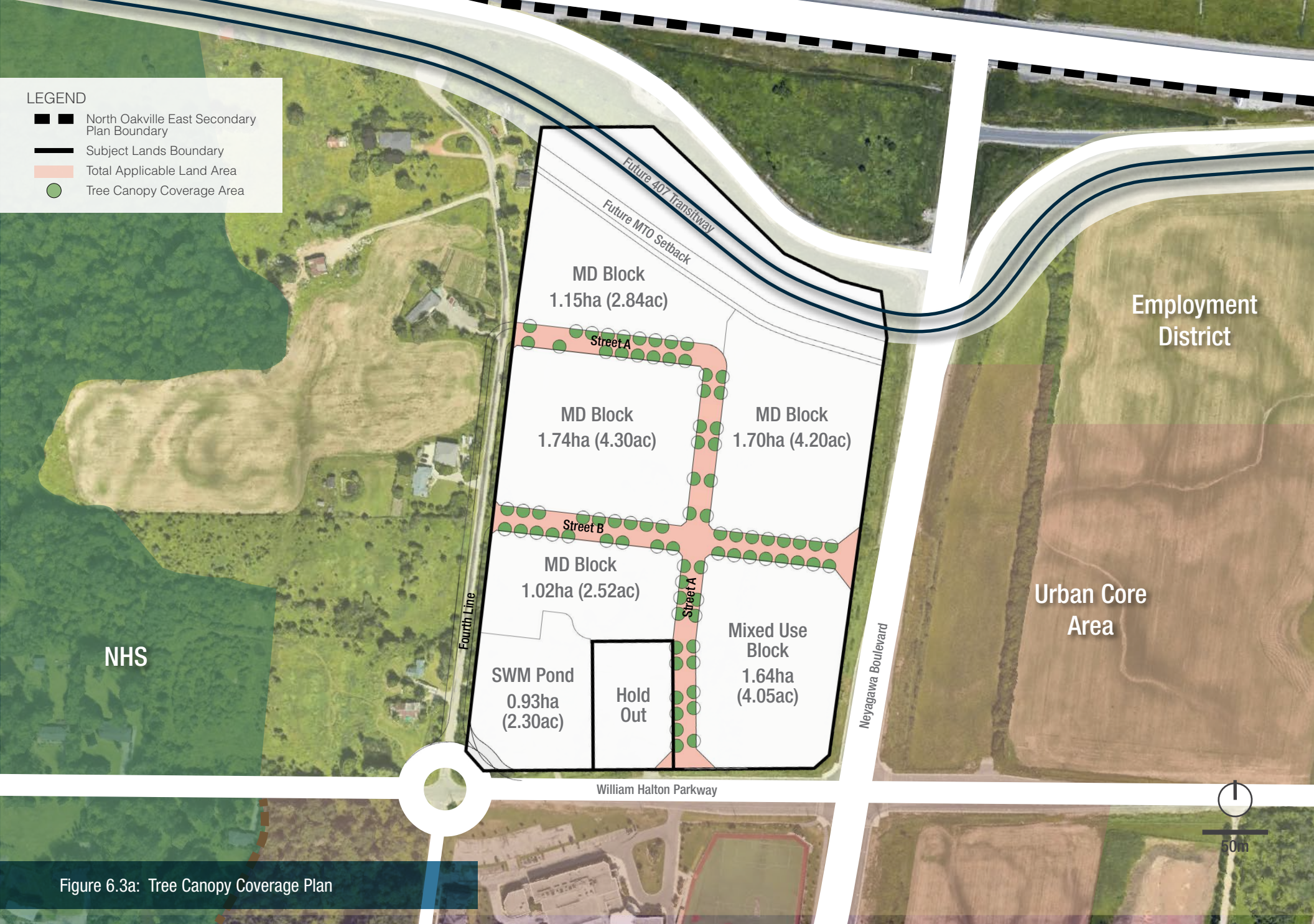


Figure 6.3a: Tree Canopy Coverage Plan



## 6.3 TREE CANOPY COVERAGE

### 6.3.1 NORTH OAKVILLE URBAN FOREST STRATEGIC MANAGEMENT PLAN

The North Oakville Urban Forest Strategic Management Plan (NOUFSMP) 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. As per the Town's development application guidelines, while the NOUFSMP applies to all development applications north of Dundas Street, Council has directed that it be used to inform development proposals south of Dundas Street.

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

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

- Local Roads - 20%
- Arterial Roads - 34%
- Residential (all types) - 20%
- SWM - 15%

#### *Tree Classification and Sizing*

The canopy coverage plan should comply with the following guidelines -

- Small stature trees (3-9m spread) = 7.0 sq.m / 3.0m dia.
- Medium stature trees (10m spread) = 78.5 sq.m / 10m dia.
- Large stature trees (14m+ spread) = 154.0 sq.m / 14.0m dia.

#### *Street Tree Canopy Coverage Calculation*

A preliminary canopy and tree cover plan has been prepared for Argo Neyagawa to demonstrate how the standards will be achieved within the site area. The tree canopy coverage within the site area can be calculated based on the amount of landscape area that could possibly be covered by canopy. As this study focuses on the public realm, the analysis includes street tree canopy coverage on public rights-of-way. Within the subject land boundary, the condominium blocks, mixed use block, SWM pond, and future Transitway are excluded from the study area in this analysis, as they will be subject to future site plan applications and the Town's tree canopy coverage requirements will be evaluated at that time. Future site plan applications will include half of abutting local roads in their site specific canopy coverage calculation.

The street tree canopy coverage calculation for the study area is a preliminary estimate based on the proposed Draft Plan of Subdivision. The street trees in this assessment have been designated as medium stature, until such time a more comprehensive streetscape plan can be undertaken as part of a detailed landscape plan review process.

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

- Argo Neyagawa Site Area - 11.28 ha. (27.90ac.)
- Total Applicable Land Area - 13,112.17 square metres of local road area
- Total Tree Canopy Coverage Area (based on 10 dia. medium stature trees) - 4,797.26 sq.m.
- **Argo Neyagawa Tree Canopy Coverage = 37%**



Figure 6.4a: Rendering example of 3-storey rear lane townhouses that provide a strong uninterrupted streetscape condition

## 6.4 BUILT FORM

The built form component proposed for Argo Neyagawa should encompass two general land use categories, Mixed Use High/Mid-Rise, and Medium Density Residential. A high quality built form character should be achieved for all designations, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes.

### 6.4.1 MIXED USE HIGH/MID-RISE BUILDINGS

The mixed use high-rise buildings are conceptually located in the south east corner of the Argo Neyagawa development area, where it has frontage on Neyagawa Boulevard along the east side and the future William Halton Parkway on the south side.

Given its location and surrounding land uses, this is an appropriate location for higher density residential built form, with opportunities for local/neighbourhood commercial. Its location at this intersection will bring intensification in close proximity to the transit functions along both these Secondary Transit Corridors, with southward connections to Dundas Street.

Streetscape fronting the mixed-use buildings should reflect its unique urban condition within the community, while at the same time providing a cohesive character along the Urban Core Area.

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

### *Orientation*

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

### *Height & Massing*

- As per Section 3.1 of Livable by Design Manual (Part A), high-rise building forms “typically feature a defined base that can emphasize human scale and create a pedestrianized environment, a middle section that reduces the potential appearance of bulk, and a top section that can create an interesting skyline.”
- Building design and siting should give careful consideration to overall form, massing, proportions, and rhythm of repeating elements to achieve a streetscape that relates to the desired pedestrian scale.

- Prominent built form massing and architectural treatment shall be provided at the street edge to create street animation and enable direct access to units from adjacent sidewalks.
- Articulation of the building façades is encouraged to break up the massing, such as dividing the architectural detailing into smaller elements, and incorporating layered elements, modulations, projections and recesses.

### *Architectural Elements & Materials*

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

## 6.4.2 MEDIUM DENSITY RESIDENTIAL

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

### *Building Types*

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

### *Orientation*

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

### *Height & Massing*

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



Figure 6.4b: Contemporary townhouses fronting a walkway/private amenity area within a condo block



Figure 6.4c: Rear lane townhouses with a strong orientation to the street and minimal setbacks provide an appropriately scaled street edge

### *Architectural Elements and Materials*

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

### *Services / Utilities*

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

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

### *Street Townhouses:*

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

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



Figure 6.4d: Conceptual Elevations of Rear Lane Townhouses

### *Rear Lane Townhouses:*

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

Rear lane townhouses will have 3-storeys, including a loft, and a double car, rear-facing garage accessed from the laneway, accommodating 2 cars per unit.

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

- The main dwelling facade should be sited to create a strong and active street edge.
- Garages will be accessed from a rear laneway and will be attached to the dwelling.
- Garages should be complementary to the main dwelling in terms of materials, massing, character, and quality. They should be designed and arranged to provide an attractive visual environment within the rear laneway.
- Front entrances are encouraged to be directly linked to the public or private (condominium) sidewalk with a walkway.
- Outdoor amenity areas for rear lane townhomes may take the form of a functional raised terrace/balcony (with integrated garages), and rooftop terraces.



Figure 6.4e: Contemporary front elevation example of rear lane townhouses.



Figure 6.4f: Contemporary rear elevation example of rear lane townhouses.



Figure 6.4g: Contemporary side elevation examples of rear lane townhouses.



Figure 6.4h: Conceptual Elevation Sketches of Dual Front Townhouses



### *Dual Front Townhouses:*

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

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

- The main dwelling facade should typically be sited no further than 3.0m from the front lot line to create a strong and active street edge.
- Garages will be accessed from a private street and will be attached to the dwelling.
- Garages should be complementary to the main dwelling in terms of materials, massing, character, and quality. They should be designed and arranged to provide an attractive visual environment within the rear private street.
- Front entrances should be directly linked to the sidewalk with a walkway.
- Definition of the private front yard space may occur through the use of low fencing, garden walls, and/or edge planting.
- Outdoor amenity areas for dual front townhomes may take the form of a balcony.



Figure 6.4i: Conceptual Renderings of Back to Back Townhouses

### ***Back to Back Townhouses:***

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

- Façades should be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, gables, porches, and roof overhangs unless deemed inappropriate to more modern architectural styles.
- Garages should not project beyond the front wall of the main building.
- The treatment of balconies facing the street is critical to the overall design quality of the facade. A well-articulated balcony and railing design should be consistent with the architectural theme of the building and should integrate high quality, durable, and low maintenance materials.
- Privacy screens, coordinated with the design treatment of the townhouse, should be considered between neighbouring units to provide privacy.
- Entrances to each unit should be at-grade, where possible, and accessed with minimal to no stairs, subject to grading constraints.

### ***Stacked Townhouses:***

Stacked Townhouses may occur within medium and mixed-use density blocks within the community. This building type is typically a multilevel condominium housing form (typically 4 storeys, comprising individual units stacked on one another) with underground or surface parking. This building type provides a low-rise, compact built form yielding relatively high densities.

- Stacked townhouses may have 3-4 storey building massing;
- Buildings should typically be sited no further than 4.0m from the road right-of-way to help frame a pedestrian friendly environment.
- Parking areas may occur as surface parking or underground structures. Main parking areas and garages shall be located away from main streets.
- Private outdoor amenity requirements will be met by functional balconies or shared amenity spaces.
- Façades should be developed to create a 'main street' appearance, incorporating architectural elements appropriate to the design theme of the development.
- Flat roofs may be permitted to allow for rooftop terraces;
- Pedestrian walkways within stacked townhouse blocks should provide safe and direct access between dwelling entrances, parking areas, amenity areas and adjacent streets.
- Main entrances should be ground-related, requiring minimal stairs to access, subject to site grading conditions.

LEGEND















-  North Oakville East Secondary Plan Boundary
-  Subject Lands Boundary
-  Back to Back Townhouse
-  Dual Frontage Townhouse
-  Rear Lane Townhouse
-  High Density Residential
-  Stormwater Management Pond
-  Urban Core Area
-  Natural Heritage System Area
-  Employment Area
-  Corner Unit
-  View Terminus/Elbow Unit
-  Open Space/SWM Pond Facing Units
-  Upgraded Rear/Side Architecture



Figure 6.5a: Argo Neyagawa Priority Lots

## 6.5 PRIORITY LOTS

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

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

### 6.5.1 CORNER LOT UNITS

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

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



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

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

### 6.5.2 VIEW TERMINUS / STREET ELBOW UNITS

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

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

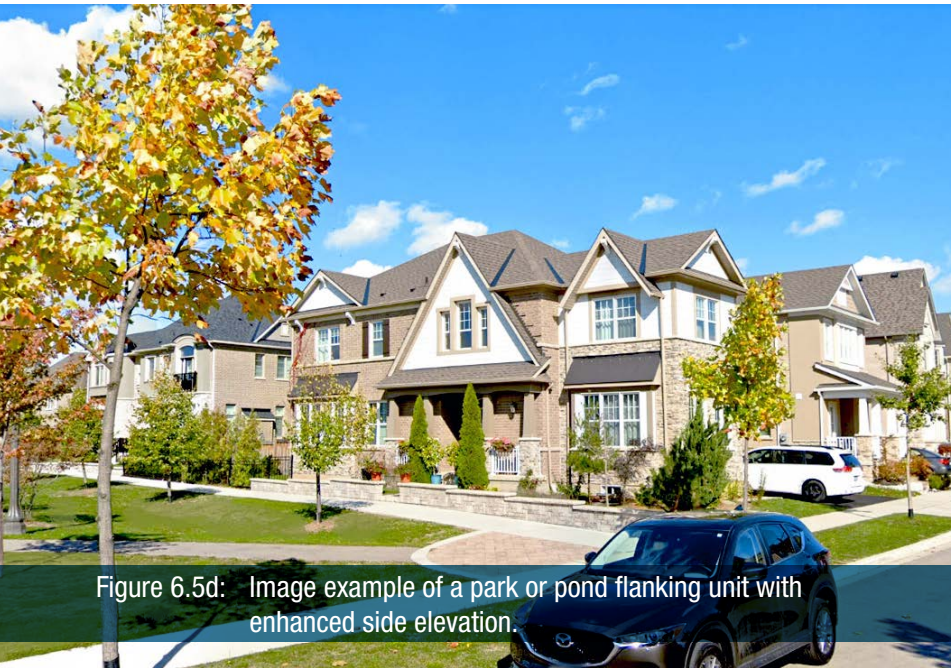


Figure 6.5d: Image example of a park or pond flanking unit with enhanced side elevation.

### 6.5.3 OPEN SPACE/ SWM POND FACING UNITS

Given the prominence of the SWM pond, built form that fronts onto these open spaces should be designed in a manner that considers and complements the exposure from these public open spaces. The following guidelines may apply to townhouses fronting the SWM pond:

- Given that these dwellings are visible across the pond from William Halton Parkway, an enhanced built form treatment consistent with the architectural style should be implemented, such as prominent front porches, pronounced, well-proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. should be integrated into the elevation design, consistent with the architectural style.
- As zoning and architecture permits, dwellings are encouraged to feature large porches to promote ‘eyes on the street’, which results in an informal monitoring of the park and its activities.

### 6.5.4 UPGRADED REAR AND SIDE ARCHITECTURE

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

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



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

## 6.6 SUSTAINABILITY FEATURES

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

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

Walkability in the Argo Neyagawa community is supported by:

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

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

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

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

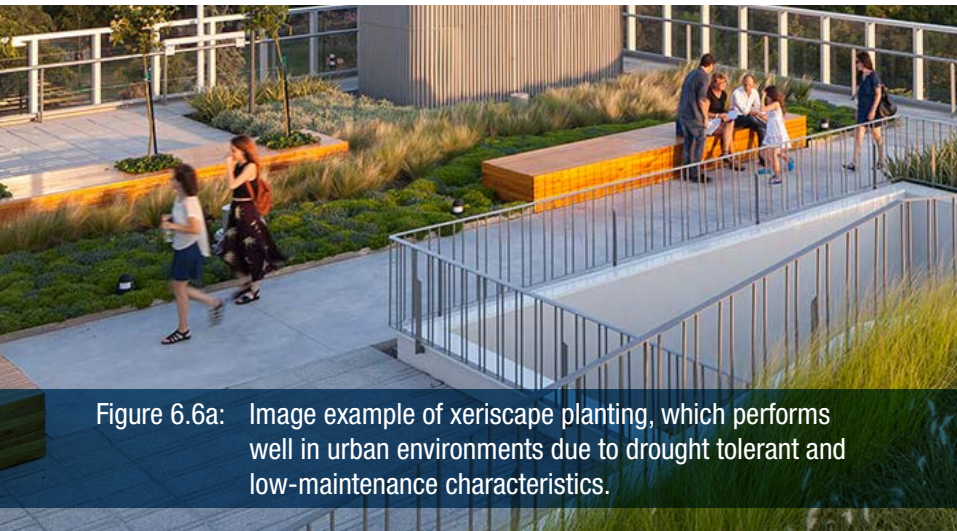


Figure 6.6a: Image example of xeriscape planting, which performs well in urban environments due to drought tolerant and low-maintenance characteristics.



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

### **6.6.1 COMMUNITY SAFETY**

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

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



# 7.0 IMPLEMENTATION

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

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

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

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

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

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

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



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