

North Oakville East

210 & 374 Burnhamthorpe Road W. Urban Design Brief



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1.0 SITE CONTEXT AND OBJECTIVES

1.1 Purpose of the Urban Design Brief

The subject lands, referred to as the “Remington Lands”, are comprised of two parcels (Eno Investments Limited at 374 Burnhamthorpe Road W. and is Ankara Realty Limited at 210 Burnhamthorpe Road W.) consolidated into one draft plan of subdivision (see Figure 1.2b - Study Area Land Ownership Plan).

The study area is located south of Burnhamthorpe Road and east of Neyagawa Boulevard which form a component of the broader North Oakville Secondary Plan Area (see Figure 1.2a - Study Area Location Plan). This Urban Design Brief is submitted as part of the development application for the Draft Plan of Subdivision and will address both development parcels within the Remington Lands. The Urban Design Brief 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 Urban Design Brief focuses on the physical design of the neighbourhood, with particular reference to structuring elements, the major road network, Natural Heritage System, School, Neighbourhood Park, Stormwater Management Pond and residential areas (General Urban, Sub Urban, Neighbourhood Centre and proposed extension of the Neyagawa Urban Core areas). It will prescribe open space and built form guidelines and principles for these areas and components, while allowing some flexibility for delivering a wide range of design expressions, architectural form and styles that provide interest in the urban environment.

The Urban Design Brief emphasizes and details the integral elements that will help create an innovative, walkable, transit-friendly environment with mixed residential densities.

1.2 Study Area

The Remington Draft Plan of Subdivision occupies an area of 16.6 hectares (41.0 acres) bounded to the north by Burnhamthorpe Road W. (future William Halton Parkway) and future residential, to south by existing natural features (Natural Heritage System) and future residential, to the east by a future residential and neighbourhood park, and to the west by future residential and an elementary school block. Refer to Fig. 1.3.2 which illustrates the Remington Lands within the context of the North Oakville Master Plan.



Fig. 1.2a - Study Area Location Plan

1.3 Planning and Urban Design Documents

The proposed Remington 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:

1.3.1 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, including live/rent units, mixed use apartments and densities are proposed, accessible to transit and within walking distance to activities and amenities. The following key elements within the Remington Lands subdivision plan is 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 the Remington Lands 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*

in the southwest corner of the subject lands. As specified in the Secondary Plan, the proposed road network does not include cul-de-sacs (temporary cul-de-sac, where required, will be removed when adjacent lands surrounding the site are developed).

7.5.12 NEIGHBOURHOODS

- *A range of lot sizes, building types, architectural styles and price levels is provided to accommodate a diverse socio-economic resident segment. The proposed development includes a mix of single detached dwellings (9.15m and 11.6m lots), street townhouses (7.01m), lane-based townhouses (6.05m), live/rent units (6.1m), and future mixed use / apartment buildings with ground floor commercial.*

1.3.2 North Oakville Master Plan

The North Oakville East Master Plan forms the basis for the Remington Lands draft plan. The design and structure of the subdivision plan 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:

- General Urban - predominantly lower density residential, development will be at lower densities than those found in a Neighbourhood Centre designation;
- Sub Urban - predominantly lower density residential, such as single detached dwellings;
- Neighbourhood Centre - predominantly more dense residential with opportunities for mixed uses;
- Neighbourhood Activity Node / Neyagawa Urban Core Area - concentrated around the intersections of Street A (Carding Mill Trail) with Street C and William Halton Parkway, this area will become a hub for neighbourhood activity and social interaction with more dense residential uses and commercial opportunities.
- Natural Heritage System;
- School Site;
- Neighbourhood Park;
- Stormwater Management Pond.

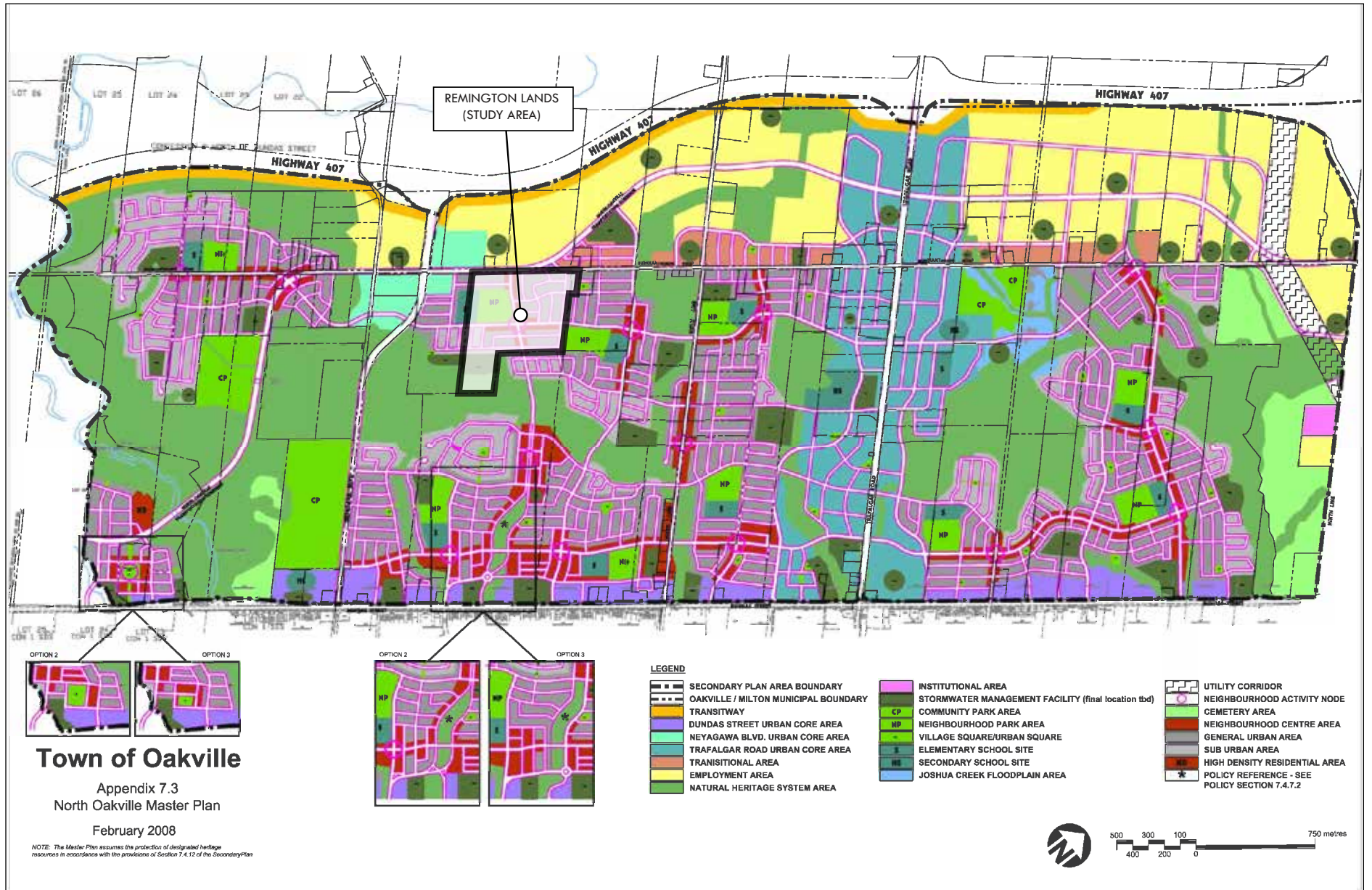


Fig. 1.3.2 - Study Area Context within the North Oakville Master Plan

1.3.3 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.

1.3.4 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 the Remington 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.

1.3.5 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.

1.3.6 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 Remington Subdivision incorporates these broader best-practice guidelines as outlined in the following categories:

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

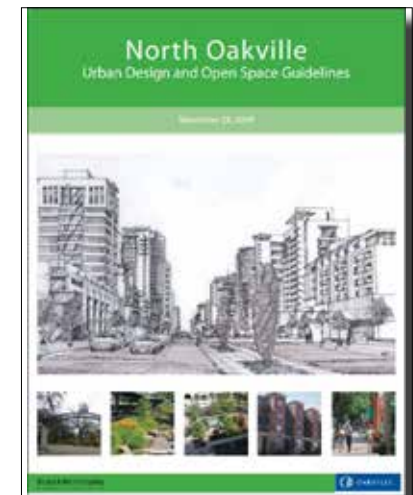


Fig. 1.3.3 - North Oakville Urban Design and Open Space Guidelines

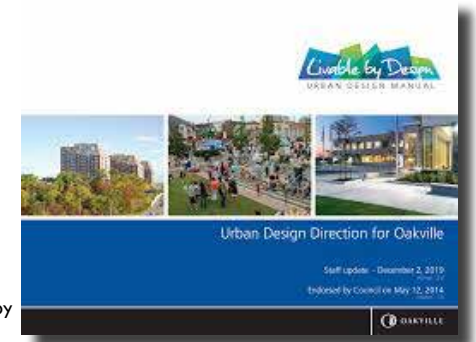


Fig. 1.3.4 - Livable by Design Manual

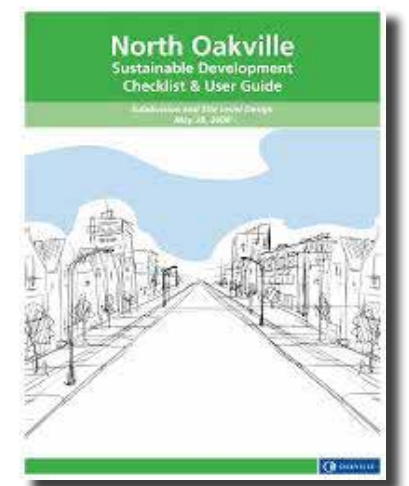


Fig. 1.3.6 - North Oakville Sustainability Checklist

1.3.7 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 and major trails, as well as a network of on-road cycle lanes and bike routes. Refer to Fig. 2.4 for more details on the proposed location of these trails in the development master plan.

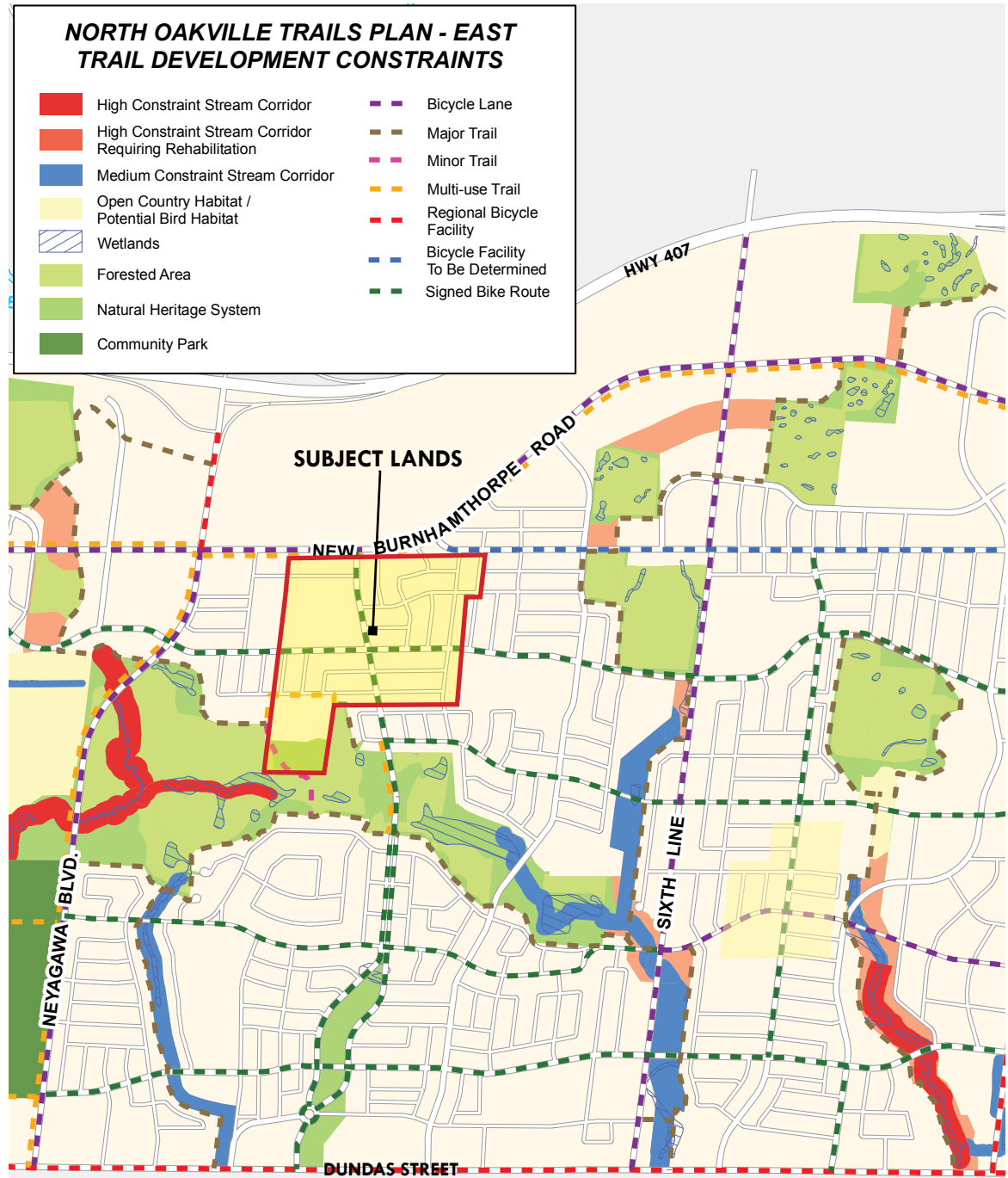


Fig. 1.3.7 - Location of Subject Lands within the North Oakville Trails Plan - East

1.4 Community Goals and Objectives

The subject lands are intended as a component of a model community and are designed to be an integral part of the larger communities of North Oakville, the Town of Oakville and Halton Region communities. In order to achieve this, the following community goals and neighbourhood objectives have been established:

1.4.1 Community Goals

- **Create a sustainable natural and open space system** by recognizing the importance of the natural environment and the established NHS within and outside the study area, as well as the need to protect and capitalize on 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 intensifying land uses in specific areas, such as along William Halton Parkway and within the Neighbourhood Centre Area in order 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 Neighbourhood Centre Area along William Halton Parkway and within the central portion of the study area, such as the park and along Streets “A” & “B”, to provide a community-wide focus for residents.

1.4.2 Neighbourhood Objectives

A set of key neighbourhood objectives has been established as part of the Remington Lands study. These are summarized as follows:

- **Neighbourhood Activity Node / Neyagawa Urban Core Area** - characterized by opportunities for more intensive uses, such as high density residential and mixed use built form, that reinforces the prominence of the area around William Halton Parkway / Street A (Carding Mill Trail) / Street C intersections and serves as a community activity hub. *(Note: the Neighbourhood Activity Node shown at Street A and Street B on the North Oakville Master Plan is proposed to be relocated further north as shown on Fig. 2.3.2).*
- **Natural Heritage and Open Space System** - protect and enhance the NHS and open space system 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.
- **Neighbourhood Park** - integrate a key open space feature that provides for active and passive uses, and serves as an important recreational and social focus area for residents.
- **Elementary School** - provide an important educational function that benefits the community and serves as a focal landmark building within the neighbourhood.
- **Transit Supportive Development** - foster transit usage by employing an interconnected and permeable active transportation network with route options to transit stops and placing high density forms in proximity to transit routes.
- **Streets** - a modified grid street pattern that provides 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 development.
- **Diversity** - provide a range of housing opportunities within close proximity of community amenities (transit, parks, schools, trails and natural features).

1.4.3 Surrounding Land Uses

Land uses in proximity to the study area consist of future development parcels (with residential, stormwater management, parks, schools and open space). The Neyagawa Urban Core Area is located north and west of the site and employment uses are located to the north of William Halton Parkway. 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 development proposals. Significant existing natural features have been designated in the southwest portion of the study area and within the adjacent lands to the south.

1.4.4 Development Summary

- The Remington Lands will be developed with a range of residential and open space uses, with potential for future commercial functions within the mixed use/ apartment blocks, consistent with the Secondary Plan and associated Master Plan.
- Proposed residential uses and built form types fall within the General Urban, Sub Urban and Neighbourhood Centre classification and may consist of single-detached dwellings, street townhouses, lane-based townhouses, live/rent units and mixed use/apartment buildings.
- The proposed plan of subdivision has higher densities occurring within the northern portion of the neighbourhood along William Halton Parkway, with lower densities occurring within the southern portion of the neighbourhood. An Official Plan Amendment proposes to extend the Neyagawa Urban Core Area designation and increase its height and density along the northern limits of the site.
- Access to the study area will occur from William Halton Parkway and Old Burnhamthorpe Road with future connections to adjacent developments to the south, east and west through a series of avenues and local roads.
- A Neighbourhood Park, School, Stormwater Management Pond and natural open space features are integrated within the development area, generally within walking distance of the surrounding residents. The Neighbourhood Park / School combination serves as a component of the neighbourhood activity node and reinforces this area as a neighbourhood focus.
- The proposed development recognizes and preserves existing NHS features, while integrating views, vistas and multi-use links through the trail network.

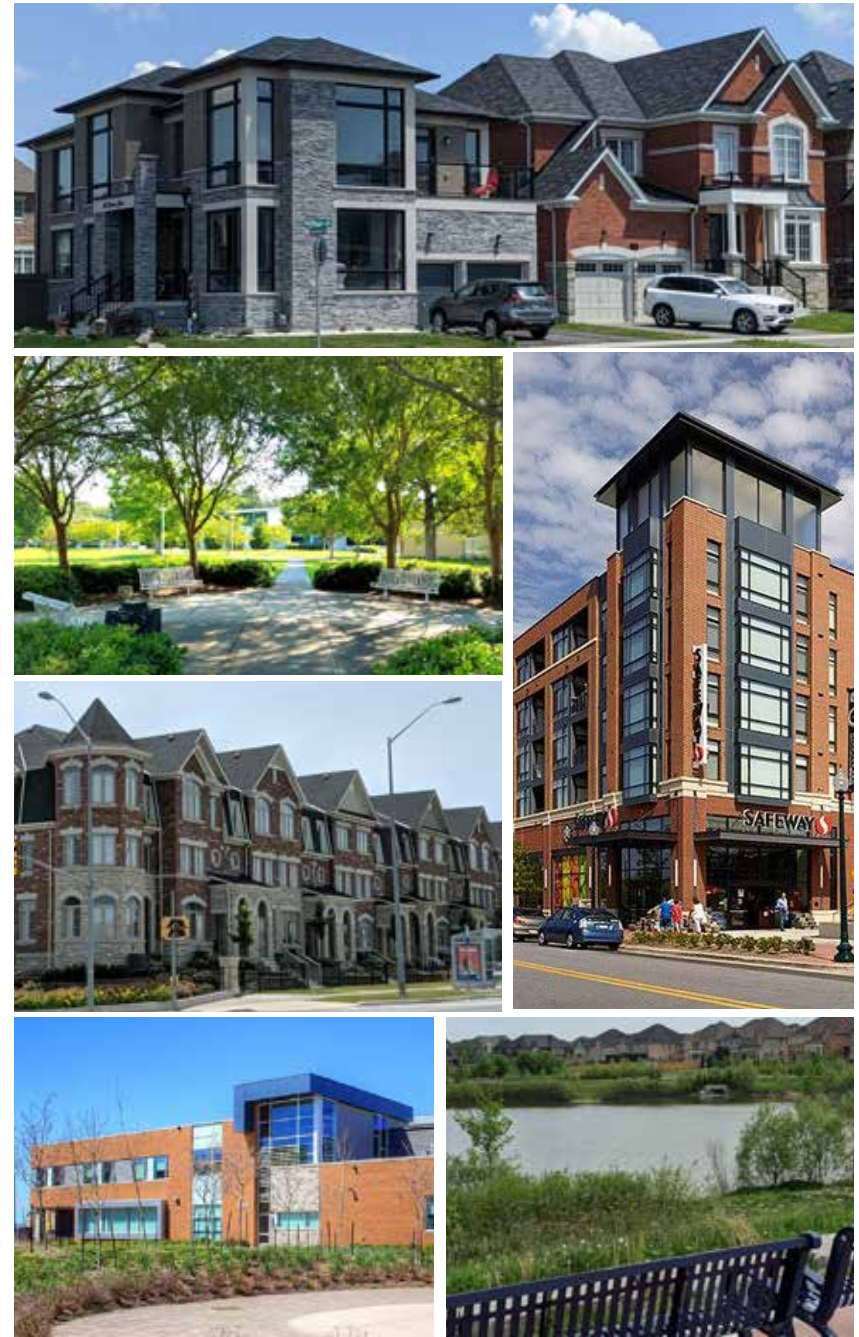


Fig. 1.4.4 - Conceptual images that represent some of the community goals for the Remington Lands study area

2.0 COMMUNITY DESIGN PLAN

2.1 Land Uses

The proposed 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:

- **General Urban Area** - single-detached, street townhouse and lane-based townhouse dwellings;
- **Sub Urban Area** - predominantly single-detached dwellings;
- **Neighbourhood Centre Area** - lane-based townhouses and live/rent units at the generally occurring along Streets “A” and “B”. Single detached and street townhouse dwellings will also occur;
- **Neyagawa Urban Core Area** - Future mixed use/ apartment blocks with potential for building heights up to 12-storeys. An Official Plan Amendment is being submitted along with this Draft Plan of Subdivision application to increase height and density along William Halton Parkway through the extension of the Neyagawa Urban Core designation;
- **Natural Heritage System** - located at the southwest portion of the subject lands, with extensive systems further to the south beyond the limits of the study area;
- **Elementary School** - located adjacent to the proposed Neighbourhood Park, will form part of a larger school site with the adjacent development to the west;
- **Neighbourhood Park** - strategically located adjacent to the elementary school to define the neighbourhood’s social focus. Another neighbourhood park is proposed immediately east of the study area on the south side of Street “B”; and,
- **Stormwater Management Pond** - located in the southwest portion of the neighbourhood adjacent to the NHS.

Low-density residential forms (single detached and townhouses) will comprise the majority of the land area within the subject lands. These forms will typically be front-loaded dwellings on lots with varying sizes, with front facades and driveways accessed from the local street network. Lane-based forms, with rear-accessed garages are also proposed in key areas.

In addition to the proposed low-density residential forms, the potential extension of the Neyagawa Urban Core Area with high-density/mixed use building forms along William Halton Parkway will contribute to defining the identity of the community and, along with the NHS, park, school, and stormwater management pond, will reinforce the character envisioned for this new neighbourhood as described in the following sections.



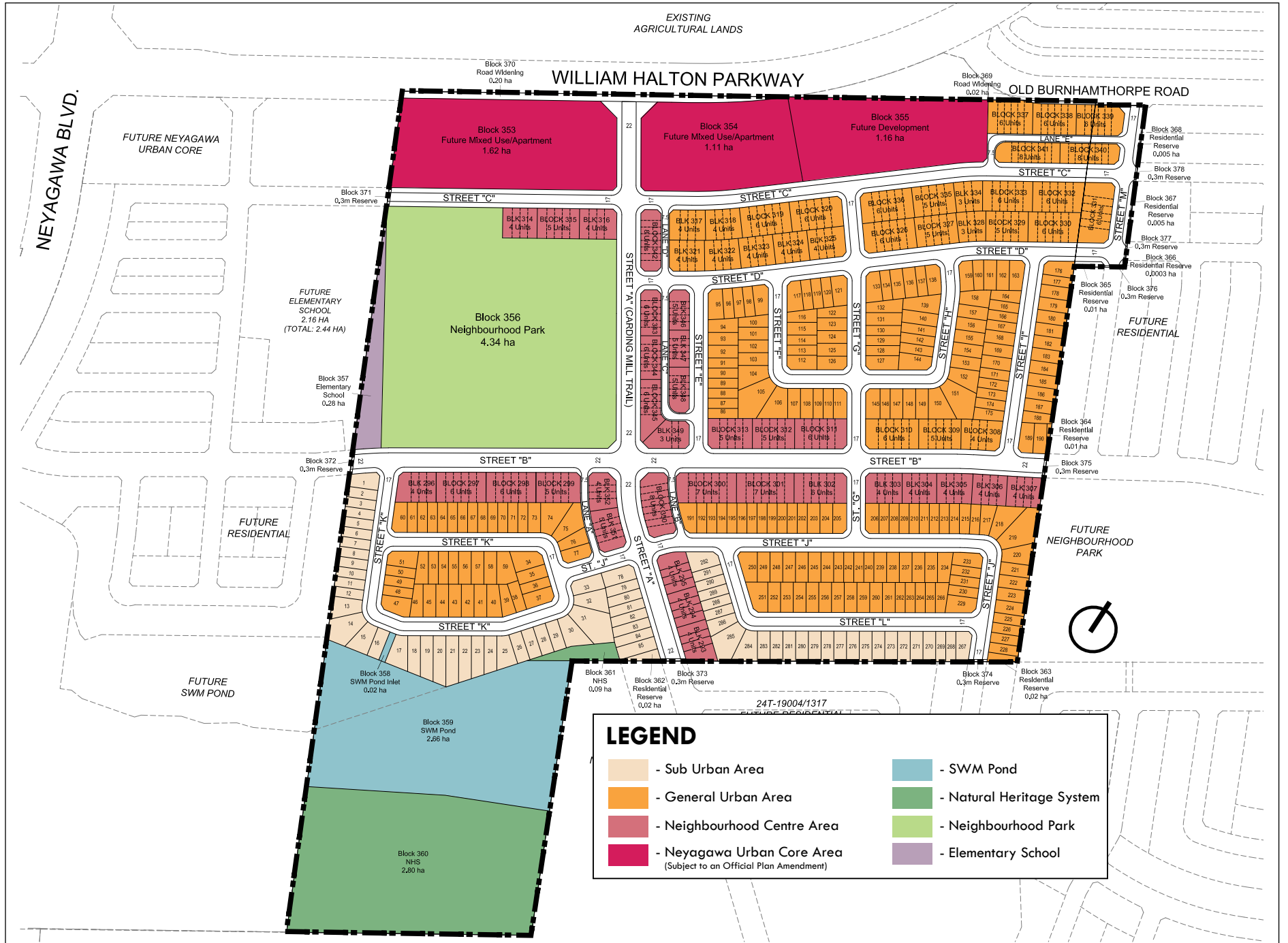


Fig. 2.1 - Land Use Plan

2.2 Structuring Elements

The structuring elements for the neighbourhood will serve as the main building components for delineating the various land uses, establishing the street hierarchy network and providing the framework of neighbourhood areas. The following section describes the key structuring elements, including the road hierarchy, the NHS, the stormwater management facility, the neighbourhood park, the elementary school site, and the Neighbourhood Activity Node and extension of the Neyagawa Urban Core area along William Halton Parkway.

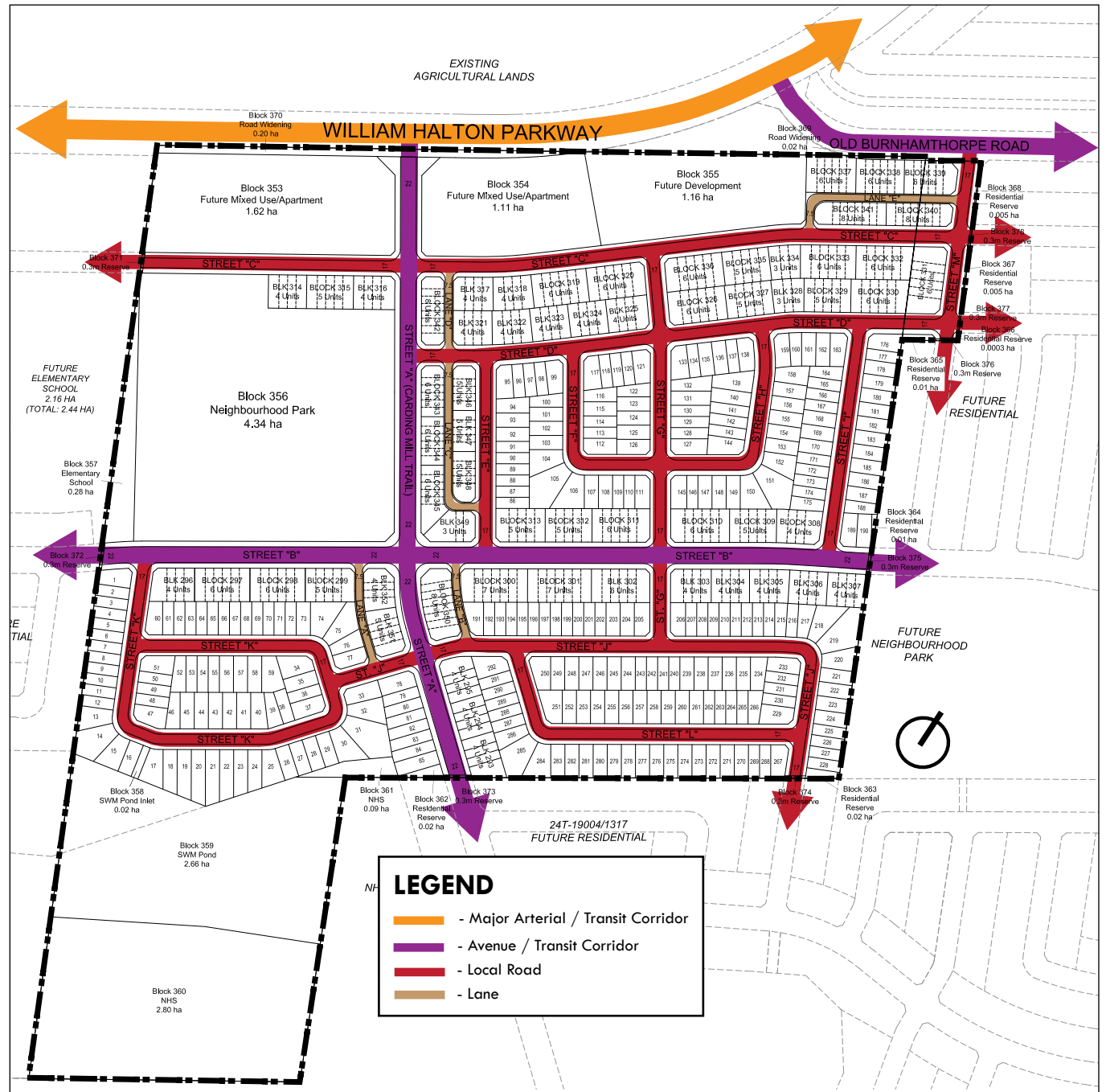


Fig. 2.2.1a - Conceptual Road Hierarchy Plan

2.2.1 Road Hierarchy

The road framework is defined by Burnhamthorpe Road W. to the north, which will become the future William Halton Parkway and Old Burnhamthorpe Road. The other primary roads are Street "A" (Carding Mill Trail) and Street "B", classified as avenue / transit corridors, which provide future linkages to the surrounding developments. Together with the local road network, these roads will link future residential, mixed-use and commercial developments with open space amenities, schools and transit facilities. This new neighbourhood will be well-served by transit corridors located within a 5 minute walk to all area residents.

The road hierarchy will consist of the following street types (refer to Fig. 2.2.1 a):

- Local Roads - 17.0m R.O.W. ; transportation corridor and neighbourhood social focus.
- Avenue / Transit Corridor - 22.0m R.O.W. (Street "A" / Carding Mill

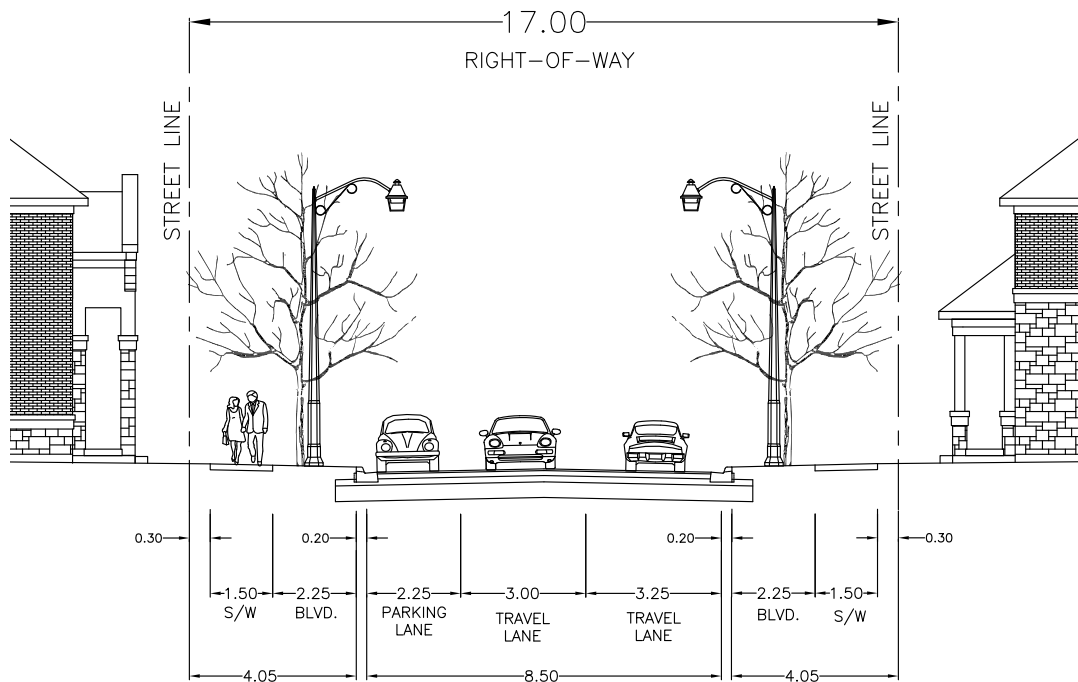


Fig. 2.2.1b - Local Road - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.0m boulevard

Trail and Street "B") and 24.0m R.O.W. (Old Burnhamthorpe Road) connector and potential transit link for access to Neighbourhood Centre Area and William Halton Parkway.

- Avenues / transit corridors serve to disperse traffic away from local streets.
- For 22m R.O.W.: 2 travel lanes / 2 parking lanes / 4.5m boulevard.
- For 24m R.O.W. : 4 travel lanes / off-peak on-street parking on both sides / 4.5m boulevard.
- Arterial / Transit Corridor - William Halton Parkway (currently known as Burnhamthorpe Road); major transportation function; town-wide transit connections; access to major land uses; final configuration to be determined.
- Lane - 7.5m wide / provides access to rear garages for dwellings along Streets "A", "B" and "E".

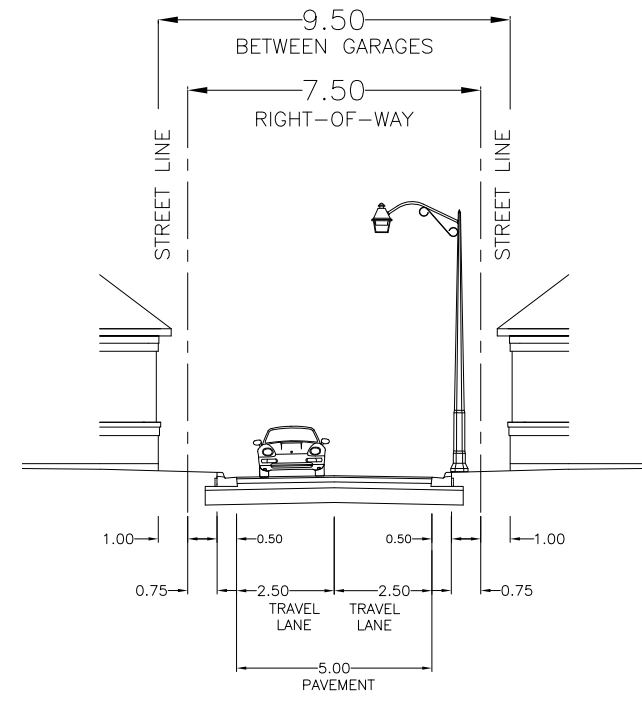


Fig. 2.2.1c - Laneway - 7.5m R.O.W. / 2 travel lanes / hard surface boulevard

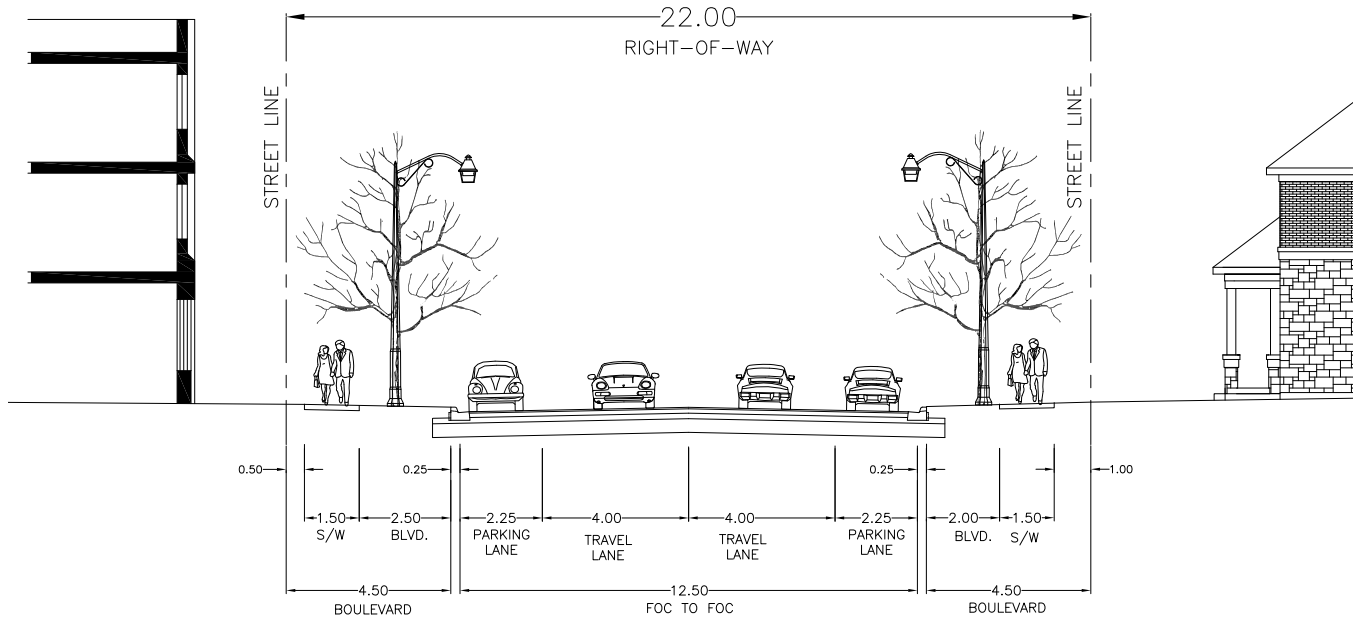


Fig. 2.2.1d- Avenue / Transit Corridor - 22.0m R.O.W. / 2 travel lanes / on-street parking on both sides / 4.5m boulevard

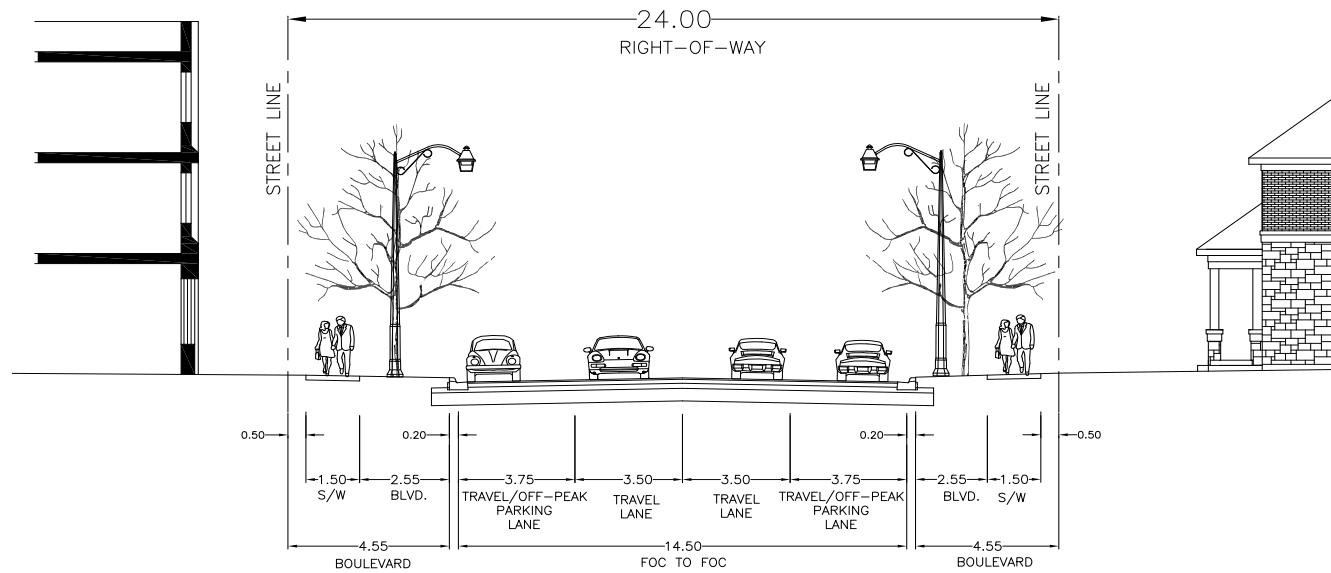


Fig. 2.2.1e - Avenue / Transit Corridor - 24.0m R.O.W. / 4 travel lanes / off-peak on-street parking on both sides / 4.5m boulevard

2.2.2 Natural Heritage System (NHS)

The proposed Natural Heritage System (NHS), a portion of which is situated in the southwest part 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, open space features and buffer elements, evolve from the prominent NHS lands and will provide important vista opportunities within walking distance of all dwellings within this neighbourhood. As well, the street grid pattern will allow convenient and logical access to the proposed trail system integrated into these features.



Fig. 2.2.2a- The proposed trail system within the NHS shall be sited and designed to mitigate impacts on the sensitive environment

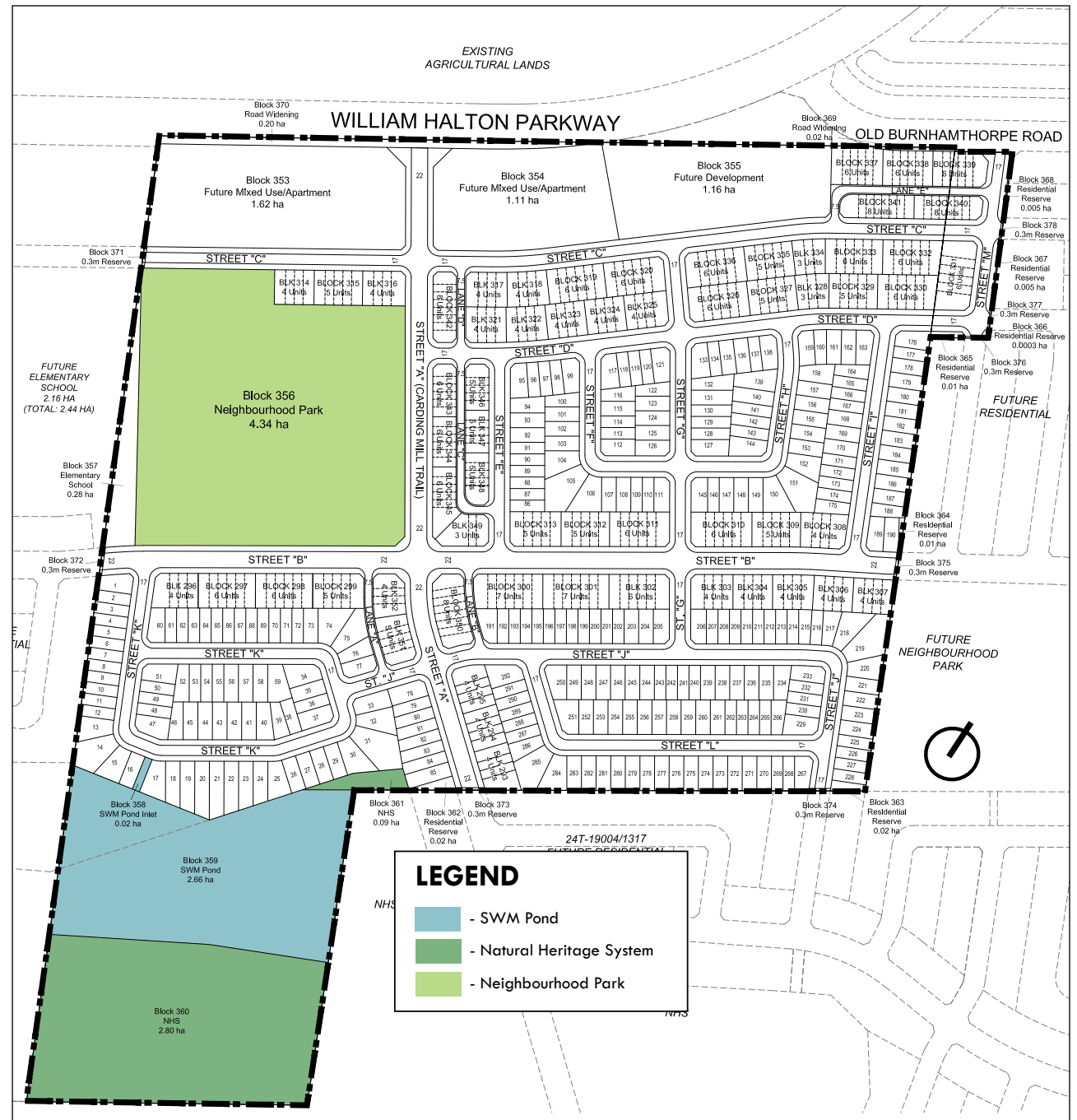


Fig. 2.2.2b - Natural Heritage System, Park and Stormwater Management Pond

2.2.3 Stormwater Management Facility

In addition to their primary water quality and control functions, stormwater management (SWM) facilities may be designed to maintain the environmental and ecological integrity of the adjacent NHS and to provide a net benefit to the environmental health of the development area, to the extent practical.

The SWM pond facility has been situated in relation to existing drainage patterns of the site and, given its proximity to the existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS. This facility shall be designed to appropriately fit within the context of the residential use area.

The design of the pond shall have regard for the following:

- Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond (dry) condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- Pedestrian trails shall be integrated to provide connections from the street pond entry to adjacent NHS trail networks.
- Trails within the pond will be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages.
- Provide information signage at the pond entry to inform the public of the importance, function and treatment of the stormwater management pond as a complementary natural open space feature.
- Black vinyl chain link fence will be required to separate proposed residential lots from the SWM pond.
- Architectural upgrades to rear elevations backing onto the SWM Pond will be required, since these dwellings will have a high degree of public visibility.
- 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.
- Shallow slopes shall be considered to accommodate public access to areas of the pond that are appropriate for pedestrian connections and viewing opportunities.

- Dense planting should be used to discourage access to sensitive landscape areas or those inappropriate for public use.
- Safety stations will be incorporated in line with best practices to ensure public safety.
- Seating nodes along the pathway incorporating benches will be provided for the public.
- Landscape planting for the pond shall comply with the North Oakville Urban Forest Strategic Management Plan (NOUFSMP) tree canopy coverage target.
- The design of the SWM pond shall require approval from the Town of Oakville and Conservation Halton and the Ministry of the Environment.



Fig. 2.2.3 - Image examples of a SWM pond facility adjacent to existing natural heritage features and residential use.

2.2.4 Neighbourhood Park

A 4.34 hectare (10.7 acres) Neighbourhood Park is situated within the western portion of the study area. The Neighbourhood Park, combined with the adjacent elementary school to the west, will be the primary open space and focal point for the surrounding neighbourhood. It will be characterized by a mix of open green spaces for passive and active play, seating amenities with shade structures, and recreational features.

The following guidelines should be considered:

- Predominantly soft landscaped allowing for a variety of active and passive use opportunities that serve the surrounding neighbourhoods.
- Provides a central green space that will serve as a key recreational and gathering space for neighbourhood residents.
- Services the broader community, as well as the immediate neighbourhood.
- Entry points shall be strategically located to ensure convenient access and should be consistent with neighbourhood themes (i.e. surrounding architectural styles and gateways).
- Shade structures and playgrounds should be designed as major focal elements for the park.
- Ensure a unique character or play experience is established for each park through park themeing and a multitude of play equipment types. Avoid repetition of play equipment types and layout.
- The location of the proposed elementary school is immediately adjacent to the park and there may be opportunities for shared facilities.
- Lighting shall be provided for facilities and pathways, as required.
- Provide reasonably level and functional open play areas for passive recreation use.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species. Tree planting should largely reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use. All planting shall ensure compliance with the North Oakville Canopy coverage requirements and North Oakville Urban Forest Strategic Management Plan.
- Potential features may include junior and senior play structures, multi-use trails, multi-purpose play courts, splash-pad, skateboard park, shade structure and seating, formal entries and seating, unprogrammed open space, structured sports field and parking facility.

- The park will be designed to serve a wide demographic.
- Park programming will be developed in concert with municipal input.
- The park will be designed to meet the AODA accessibility mandates (Accessibility for Ontario's with Disabilities Act)
- The park will be designed to promote safety and security employing the in guidelines of CPTED (Crime Prevention through Environmental Design)
- The park will be designed to promote green technology and sustainable initiatives.
- Refer to the preliminary Neighbourhood Park (Block 356) facility fit plan on the following page.



Fig. 2.2.4a - Conceptual images of Neighbourhood Park



Fig. 2.2.4b - Conceptual Preliminary Facility Fit Plan for the Neighbourhood Park (Block 356) - Prepared by Landscape Planning Landscape Architects

2.2.5 Elementary School

The elementary school block (0.28 hectares) will form part of the larger dedicated school block (2.16 hectares) in the future development lands to the west. The elementary school, together with the adjacent Neighbourhood Park, will act as a landmark focal area within the community. The site has been strategically located based on several factors including: a location that promotes maximum accessibility by pedestrians, cyclists and motorists; a location that provides maximum visibility from adjacent areas such as major roads and intersection; and, a location that provides linkages with the open space system through pairing with neighbourhood park. The site planning and development of the school site will primarily involve the District School Board and the municipality. Through the site plan process, the respective parties will have the opportunity to address their design objectives.

To the extent that community and urban design criteria affect the development of the school site, the following design criteria are provided for consideration:

- Since the school is located on a corner site (which is situated in the adjacent development lands to the west), it should be sited close to the intersection to address both street frontages in a consistent manner. Main entrances should be directly visible from the street and be given design emphasis.
- The location of the proposed elementary school immediately adjacent to the park will allow for shared-use facilities, such as a parking lot, and access to both sites.
- A strong built form relationship to the surrounding streets should be created through minimum building setbacks and accessibility to the main entry from adjacent sidewalks.
- The building should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. This may include shared access with the adjacent park, where feasible.
- Main parking areas should be located to the side or rear of the building. Vehicle circulation at the front of the school should be limited to drop off zones and visitor parking. Where parking is visible from the street, it should be screened through the use of edge landscaping and/or architectural elements.
- Pedestrian routes should be well defined and provide easy, direct

and barrier-free pedestrian accessibility to school entrances.

- Parking areas, driveways and walkways should be adequately illuminated with low level, pedestrian-scaled lighting.
- Paved surfaces on school sites should be provided in accordance with School Board requirements for parking and free play areas.
- Lighting for school buildings should be integrated into the architecture. Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties.
- Landscaping which screens parking areas and focuses attention on the school is encouraged.
- Streetscape elements established for the neighbourhood should be provided along the street frontages for institutional uses to maintain a consistent community character.
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Incorporate CPTED design principles of access control, territorial definition and natural surveillance, into site plan and landscape design.
- Refer to Section 3.2.6 for built form guidelines.



Fig. 2.2.5 - Conceptual image of school building

2.2.6 Neighbourhood Activity Node / Neyagawa Urban Core Area

The Neighbourhood Activity Node Area is proposed to be relocated from Streets A and B (as shown on the North Oakville East Master Plan) to Streets A and C (refer to Fig. 2.3.2). Also, the Neyagawa Urban Core Area designation is proposed to be extended along William Halton Parkway for the future mixed use/ apartment and future development blocks. The intent is to create an active and vibrant neighbourhood node with mixed use building heights up to 12-storeys (subject to change at the detailed design stage and in accordance with the zoning by-law). Neighbourhood Activity Node / Neyagawa Urban Core Area shall be designed with the following objectives and parameters:

Built Form Guidelines

- This area will have intensified built form including high-rise mixed use/ apartment buildings up to 12 storeys. South of Street C, townhouse forms are proposed.
- High rise and mixed use built form shall be designed and sited with a strong orientation to the street in order to create an urban streetscape character that supports a comfortable and active pedestrian environment and a vibrant public realm. This will include shopfronts accessible from the adjacent public sidewalk, high quality articulated building facades and pedestrian amenities such as shade trees, planters / landscaping, benches and wide sidewalks.
- Prominent building massing and architectural treatment should be provided at the street edge and intersections to create street animation and enable access to establishments from adjacent sidewalks.
- Lotting/blocks will have direct frontage onto the street, however, driveway access to the Avenue/Transit Corridor may be limited in some areas of the community and access to the Major Arterial/ Transit Corridor will be restricted.
- Building scale and architectural styles shall be provided in a manner that reinforces an attractive, active, human-scaled street environment.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- For additional built form criteria, refer to sections 3.0 Built Form and Section 4.0 Architectural Design Criteria.



Fig. 2.2.6a - The Neighbourhood Activity Node / Neyagawa Urban Core Area will have intensified mixed use / apartment built form and an urban streetscape character that supports a comfortable pedestrian environment

Open Space / Streetscape Guidelines

Since future development lands on the north side of William Halton Parkway are designated Employment Area, the intensified mixed use / apartment built form proposed in this area of the community will serve as an appropriate transition between these uses. For this reason, it is envisioned that an urban streetscape be provided along William Halton Parkway, supported through building design and landscape treatments.

- Boulevard treatment shall reflect adjacent building use. For example, mixed use and apartment building forms will benefit from more urbanized boulevard treatments such as decorative paving, raised planters, street furniture, etc. Moving away from the Activity Node boulevards adjacent to low-rise forms may be characterized by a grass boulevard with street tree placement between curb and sidewalk.
- Where required by specific uses, ensure provisions for accessible pedestrian connections from the street level are integrated into the boulevard design.
- Where it is deemed feasible and beneficial to adjacent land uses, strategically integrate lay-by or on-street parking allowances. Where on-street parking is provided, curb extensions may occur at intersections in order to provide additional boulevard space.
- Where applicable, bus stop locations should be integrated with the streetscape treatment, including the sizing of shelters that are appropriate to the boulevard width and respond to the street level uses of adjacent built form and driveway locations.
- Crosswalks at key intersections may be distinguished by an enhanced paving treatment.
- Street furniture, where considered, shall reflect current Town of Oakville standards, unless otherwise directed by the Town.
- Above-ground utilities shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.



Fig. 2.2.6b - Conceptual images of streetscape treatments within the Neighbourhood Centre Area, showing prominent massing at the corner and along the street edge combined with landscape corner entry element.

2.2.7 Future Adjacent Development

The future proposed developments adjacent to 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, community use facilities, such as the Neighbourhood Parks and elementary school straddle the boundary between the development areas, thereby necessitating a cohesive, integrated approach to the planning and design of the community parcels.

2.3 Streetscape Design / Gateways

Streetscape design and treatment of built form shall become the primary elements in communicating the character of the Remington Lands neighbourhood, as an extension of the adjacent future residential lands surrounding the study area. The following are some general guidelines that shall be considered in the design development of these components:

2.3.1 Streetscape Design Guidelines

- Proposed streetscape treatment shall be appropriate to the street designation as established through the proposed street hierarchy.
- 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.
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions.
- Street light poles and luminaires shall reflect approved Town standards.
- Streetscape design along local streets and portions of collector roads will typically comprise a single row of trees in grass boulevards between sidewalk and curb.
- Streetscape design within the Neighbourhood Activity Node may incorporate typically urban features to facilitate higher pedestrian traffic, potential commercial functions

and on-street parking in accordance with the approved Secondary Plan and the Zoning By-Law. These features may include tree pit covers, street furniture, distinctive light standards, hanging flower baskets, banners, lay-by or on-street parking, enhanced crosswalk treatment, etc.

- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.



Fig. 2.3.1 - Proposed streetscape treatment shall be appropriate to the street designation as established through the proposed street hierarchy

2.3.2 Gateway Design Guidelines

Potential Community Gateway locations are found at the main entry points to the study area from William Halton Parkway. As described in Sec. 2.2.6, the North Oakville Master Plan identifies a Neighbourhood Activity Node at the intersection of Street A (Carding Mill Trail) and Street B. However, in an effort to improve the function of the Activity Node, which will be better served by the mix of uses along William Halton Parkway and improve the viability for potential commercial uses, the Developer is proposing to relocate the Neighbourhood Activity Node further north on Street A (Carding Mill Trail) in the vicinity of William Halton Parkway and Street C, as shown on Fig. 2.3.2.

Through a consistent design and material palette, the Neighbourhood Activity Node and Community Gateways are an effective tool in creating a sense of entry into a discernible, cohesive neighbourhood. They are an important identifier that reflects the character and theme of the community and assist in way-finding.

The following guidelines shall apply in the design of these features:

- Entrance features, such as ornamental walls and signs, shall not be permitted. Instead, the combination of enhanced built form and landscaping will be utilized at gateway locations to create an attractive and distinct architectural presence at these primary corner locations.
- Gateways shall reinforce the character of the community



Fig. 2.3.2a -Enhanced built form and landscaping will be utilized at gateway locations

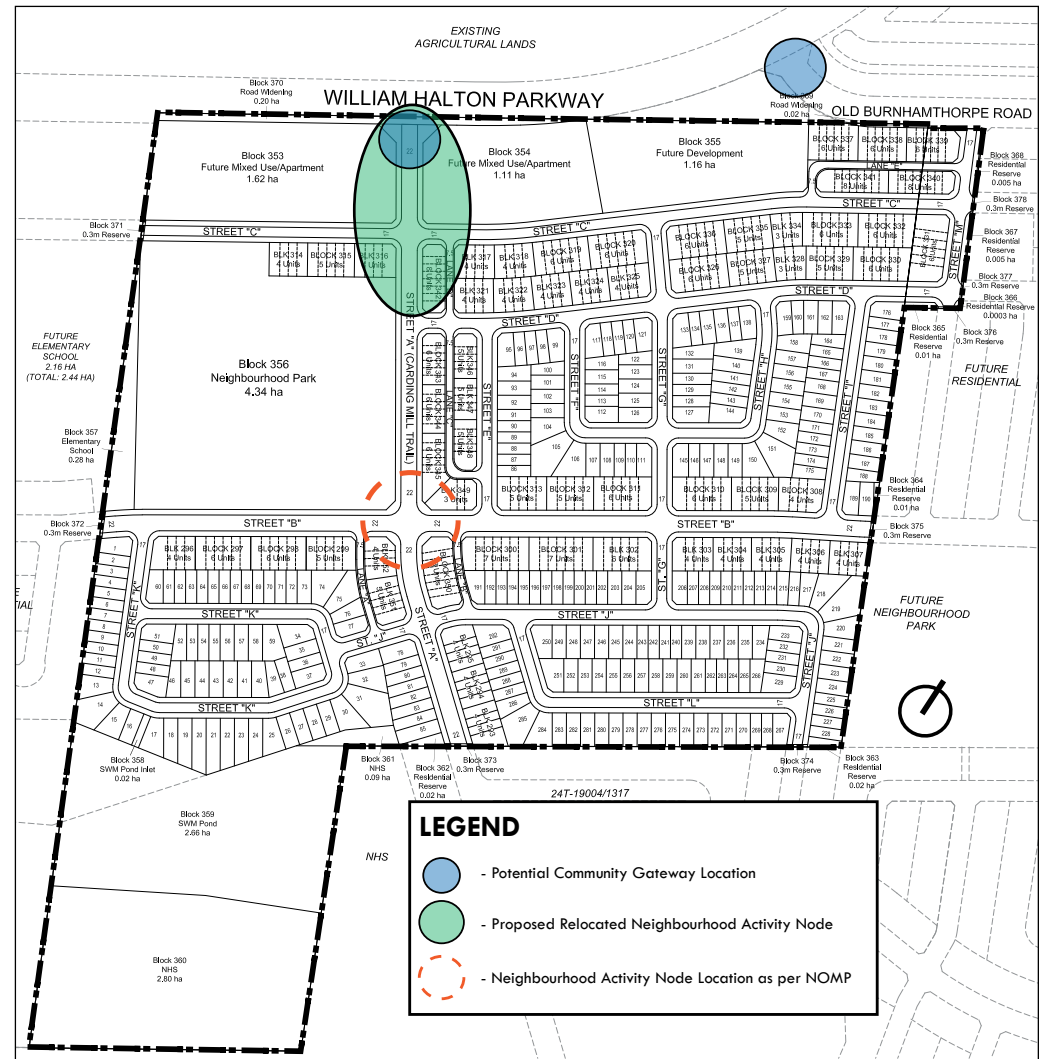


Fig. 2.3.2 - Gateways and Neighbourhood Activity Node

through a complementary material palette that picks up on the prevailing architectural style and materials.

- Only robust, durable materials and design shall be considered for gateway buildings and landscape treatments, with minimal long term maintenance requirements.
- Gateways shall provide for safe, attractive and logical pedestrian entry into the community.
- All above-ground utility boxes should be sited away from the gateway area when possible.
- Landscape treatments may consider a combination of various elements, including decorative paving, plantings and lighting.
- Plantings should consist of a limited variety of tree, shrub, grass and perennial species to minimize maintenance requirements.
- Public art should be considered in the design of development sites in gateway locations.

2.4 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 Remington Lands study area will provide access to the NHS from the adjacent streets and SWM Pond of the development. 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:

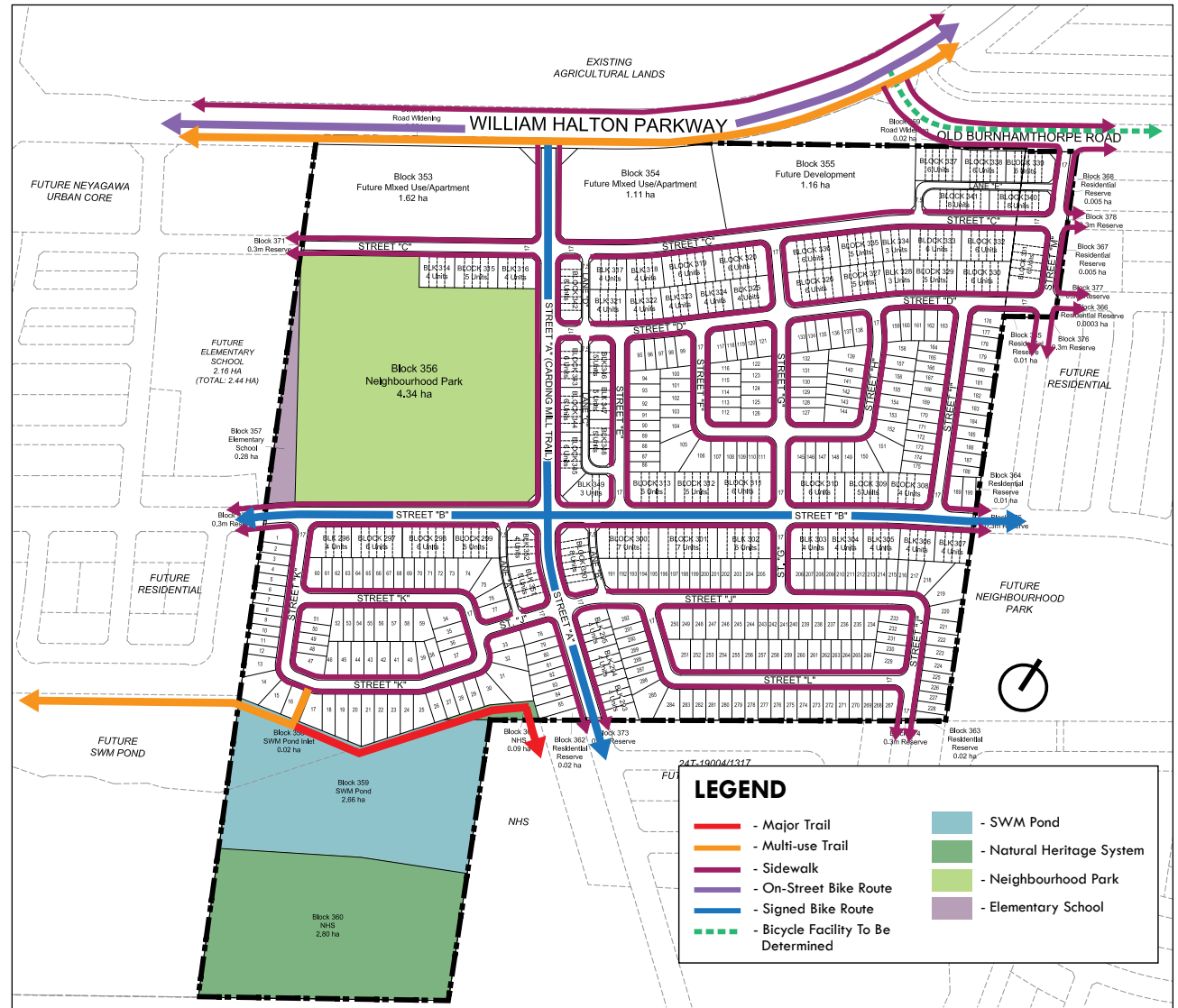


Fig. 2.4 - Conceptual plan depicting proposed trail locations within and around the Remington Lands. Plan is based on NOE Trails Plan and EIR submitted in support of this application (subject to change pending approval of a new trails plan).

- 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 take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with the SWM Pond trail and 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.
- 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.

2.5 Views and Viewsheds

Opportunities to provide strategic views and viewsheds towards the existing and proposed open space features (Park / NHS /SWM)within the Remington Lands neighbourhood should be considered where practical and integrated into the proposed street and block framework. These views and viewshed opportunities are primarily provided through the location of street frontage immediately adjacent to the neighbourhood park and through the trail network in the southwest portion of the study area.

3.0 BUILT FORM

Built form within the subject lands may include residential use (single detached, street townhouse, rear lane townhouse, live/rent townhouse) buildings, school and future mixed use/apartment buildings. 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 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:

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.



Fig. 3.1 - Built form within the neighbourhood will predominantly comprise single detached residential, but may also include varying densities and uses, potentially utilizing 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.

3.2 Built Form Typologies

Proposed building types will consist of the following:

- Residential Built Form:
 - 292 Single Detached Dwellings;
 - 214 Street Townhouse Dwellings;
 - 75 Lane-Based Townhouses Dwellings;
 - 20 Lane-Based Live/Rent Units;
 - and,
 - Future Mixed Use/Apartment Buildings with an estimated 273 units within Block 353.
- Non-Residential Built Form:
 - School Building;
 - Ground level retail in Block 353;
 - Opportunities for retail in the Mixed Use/ Apartment Blocks.

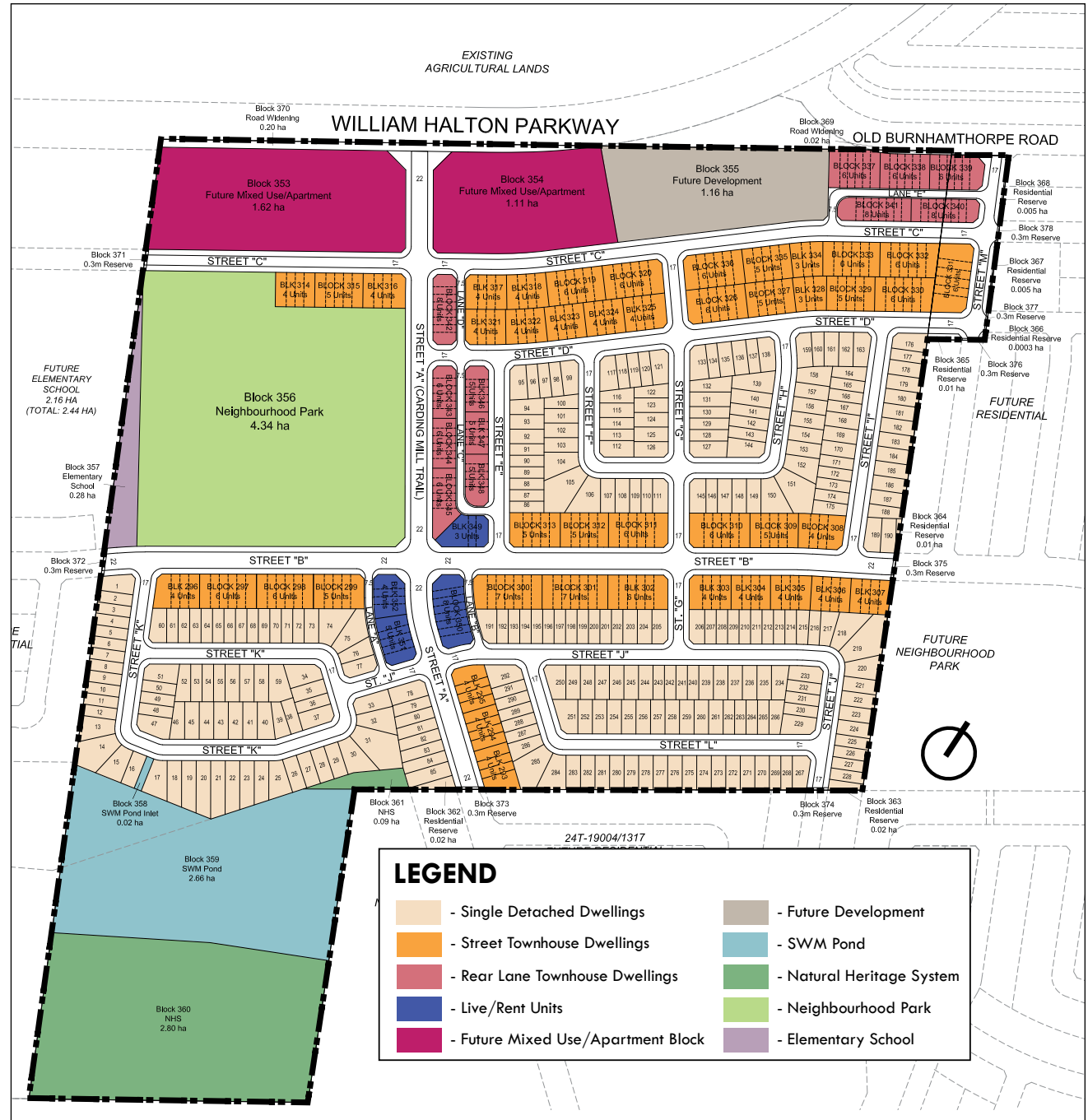


Fig. 3.2 - Built Form Typology Plan

3.2.1 Single Detached Dwellings

A large proportion of the neighbourhood will be dedicated to the use of single-detached dwellings, including lots with varying frontage widths. All single detached dwellings will have street-accessed garages.

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.

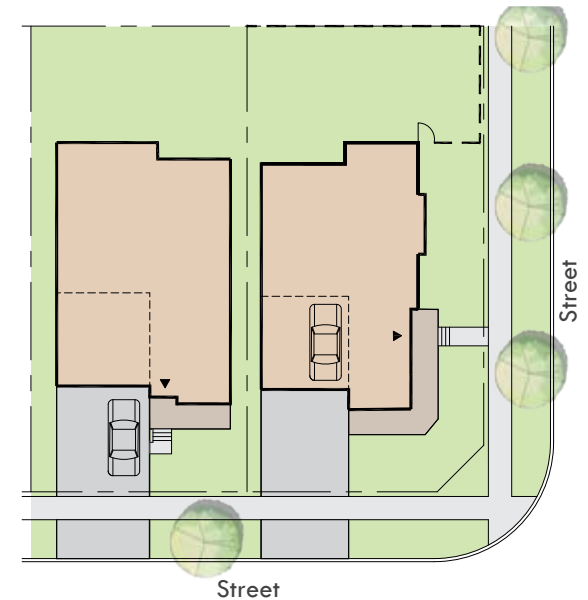


Fig. 3.2.1a - Conceptual Siting of Single Detached Dwellings



Fig. 3.2.1b - Examples of Single-Detached Dwellings



Fig. 3.2.1c - Design Characteristics of Single-Detached Dwellings

3.2.2 Street Townhouses

Street townhouses will occur throughout the neighbourhood along primary streets and in proximity to higher intensity land uses. This form of housing contributes positively to the built form character and streetscape appearance in this portion of the neighbourhood by providing a strong uninterrupted street edge presence that is more urban in character as a result of the contiguous massing. Townhouse building forms make efficient use of land, reduce energy consumption and increase the diversity of built form within a community.

DESIGN GUIDELINES:

- Since 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 3 to 8 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.
- Townhouses should feature 2- to 3-storey building massing.
- For corner dwellings, corner unit entries should be oriented to the flankage street, where feasible.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Attached garages accessed from the street should be single-car width.
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality.
- Utility meters should be carefully placed and concealed from public view subject to local utility company requirements.

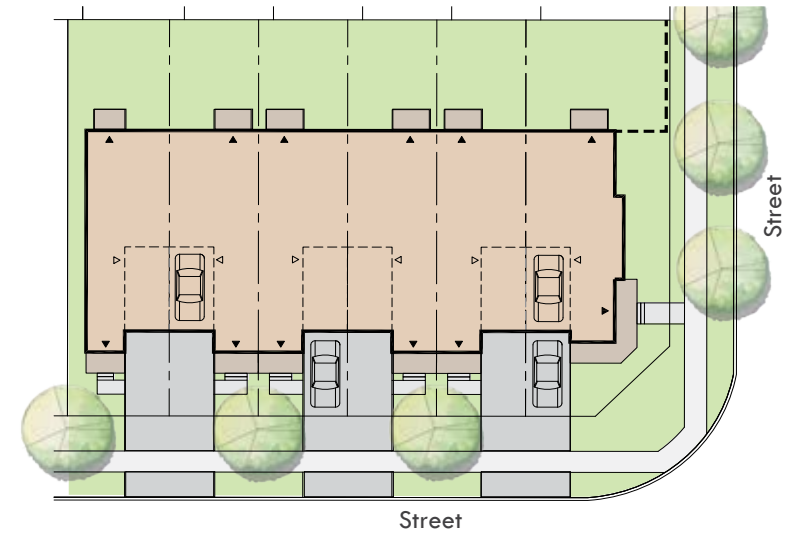


Fig. 3.2.2a - Conceptual Siting of Street Townhouses



Fig. 3.2.2b - Examples of Street Townhouse Dwellings



3.2.3 Lane-Based Townhouses

Rear Lane Townhouses with garages accessed from a public laneway located to the rear of the unit are proposed along Streets “A” (Carding Mill Trail), “B” and “E” in the central portion of the neighbourhood and in the northeast corner of the study area along Old Burnhamthorpe Road and Street “C”. 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. In addition to the relevant design principles outlined in Section 3.2.2 (Street Townhouses), the following design principles are recommended:

DESIGN GUIDELINES:

- Rear Lane Townhouses should be sited in close relation to the street with minimal setbacks, wherever feasible.
- Garages accessed from a rear laneway will be attached to 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 should have 2- to 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

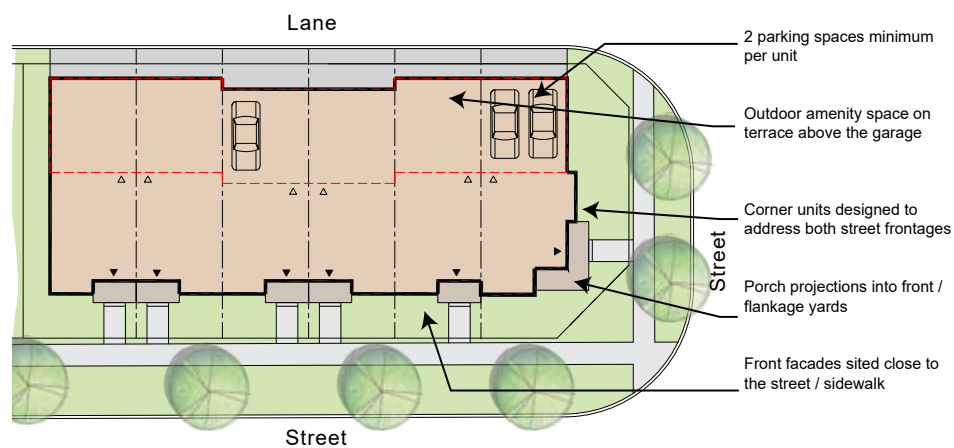


Fig. 3.2.3a - Conceptual Siting of Lane-Based Townhouses

facing both the street and the laneway.

- Refer to section 4.6.2 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 flankage yard. If this is not possible, they should be screened with landscaping.



Fig. 3.2.3a - Conceptual images of Lane-Based Townhouses

3.2.4 Live/Rent Units

Live/Rent Units are comprised of individual units grouped together into a larger architectural form (similar to Rear Lane Townhouses), with residential rental space on the ground floor and residential space above. These units will assist in increasing rental housing supply and housing affordability within the neighbourhood. Live/Rent Units will occur around the intersection of Street “A” (Carding Mill Trail) and Street “B” within the Neighbourhood Centre Area. In addition to the design criteria in Section 3.2.3, the following will apply:

DESIGN GUIDELINES:

- Building façades should be designed to create a positive and cohesive streetscape appearance. This may be achieved through architectural detailing such as differing building materials, window treatment and size, and colour.
- Building form should achieve 3-4 storey building massing.
- Main entrances should be ground-related and clearly identifiable for each individual unit.
- Corner buildings should provide façades which appropriately address both street frontages.
- Garages shall not face the street. Parking areas should be located at the rear or side of the building; where visible to the street they should be given a landscape screening treatment.
- Outdoor amenity areas for Live/Rent Units may take the form of a raised terrace, balcony or rear courtyard.
- Municipal address plaques should be provided in a well lit location on both street facing façades.
- Refer to section 4.6.2 for further design criteria related to the design of rear lane garages.



Fig. 3.2.4a - Conceptual Images of Live/Rent Units

3.2.5 Mixed Use / Apartment Buildings

At the northern edge of the subject lands, along William Halton Parkway, two Future Mixed Use/ Apartment blocks are proposed that will allow for residential apartment building forms with a commercial component at the ground level. This use will establish an animated urban character along William Halton Parkway, which has a higher order transit function. Development in this area should contribute to the creation of a positive community identity through careful consideration of architecture, building location and landscape treatment.

DESIGN GUIDELINES:

- Built form within this area may include mixed use/ apartment buildings up to 12-storeys, which is subject to change at the detailed design stage and in accordance with the established zoning by-law, with potential for ground-level commercial uses.
- Given the prominence of this area within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style and incorporate high quality materials.
- Building designs should be visually attractive with articulated facades, fenestration, interesting roof lines and prominent entrances, where possible.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- The design of buildings 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.
- Building heights should have an urban character without overshadowing nearby lower density forms.



Fig. 3.2.5a - Conceptual images showing building forms within the mixed use / apartment blocks along William Halton Parkway



- Built form shall have a strong orientation to the street corner and address both street frontages, with the architecture serving as a primary gateway element to the neighbourhood.
- Building designs for corner locations should reflect an architectural treatment appropriate to their landmark status.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to establishments from adjacent sidewalks.
- Provide fenestration along building sides fronting onto the streets to visually connect the street with the Neighbourhood Centre Area, and ensure commercial uses have windows facing onto the street.
- Ground floor heights should be taller than upper floors to accommodate commercial uses.
- Building entrances should be grade related and designed as the principal character element for the architectural treatment where possible.
- Building design and materials should establish a base, middle and top portion to help visually break up tall buildings.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Where possible, parking should be unobtrusive and oriented away from the street. Where surface parking cannot be located behind built form, it should be screened from views through plantings and other landscape treatments. On-street parking shall be provided to support commercial uses.
- Loading, service areas, garbage facilities and mechanical/utility equipment should be integrated into the design of the building or hidden from focal areas.
- To reduce impact on adjacent uses, site lighting should have cut-offs to direct light inward and downward.
- Signage shall be of a high design quality and an integral element of the building's façade. It may be internally or externally illuminated. Cut-out letter signage is preferred while backlit box signage, up-lit signage and tall freestanding pylon signage are discouraged.



Fig. 3.2.5b - Mixed Use/Apartment buildings should be designed to establish distinct base, middle and upper portions

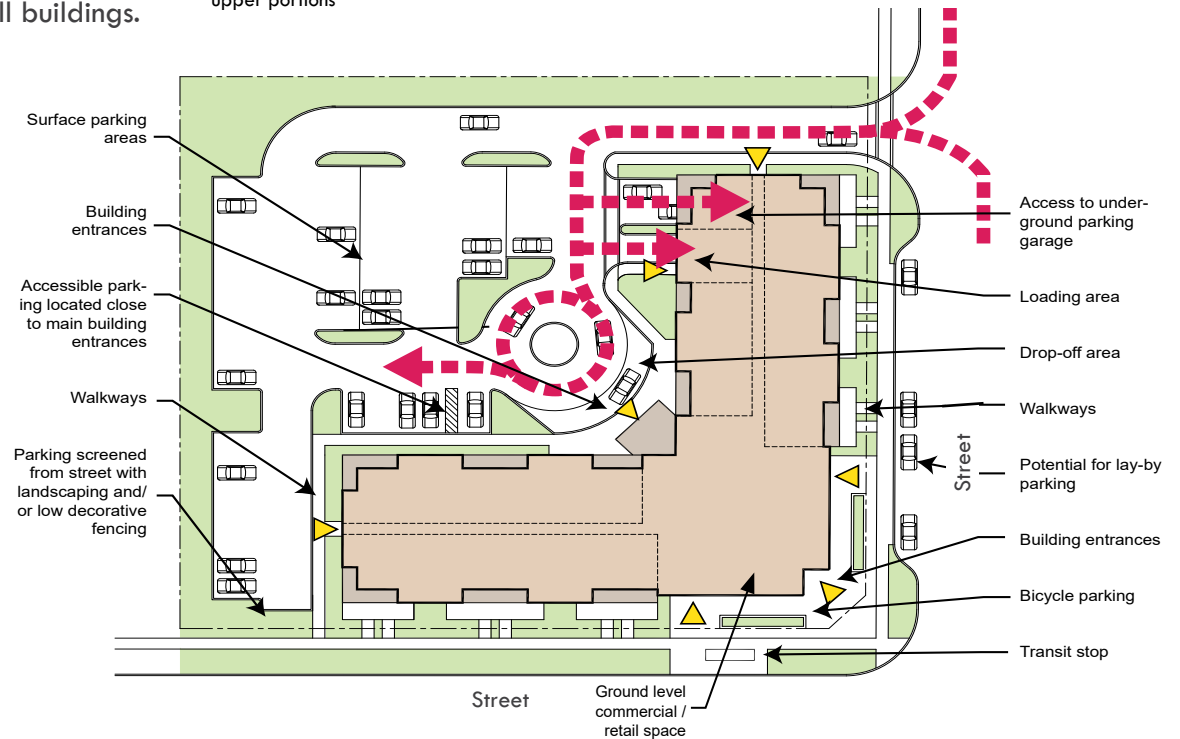


Fig. 3.2.5c - Conceptual Demonstration Plan For Mixed Use/Apartment Building

3.2.6 Elementary School Building

Schools act as landmarks within the community and help to define the character of the neighbourhood. A portion of an Elementary School site is located within the study area adjacent to the Neighbourhood Park. This site will be developed in conjunction with the future development located immediately west of the study area.

DESIGN GUIDELINES:

- School buildings should appropriately address and define the street by generally being located close to the streetline. School buildings located on corner sites should be sited close to the intersection and address both street frontages in a consistent manner.
- Buildings should be designed and sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.
- Schools should incorporate prominent building features into their design which help to reinforce their landmark status by responding to their location and public views.
- Building facades should express a distinct visual identity while harmoniously blending into the neighbourhood fabric.
- Main entrances should be directly visible from the street and be given design emphasis.
- High quality, durable building materials shall be used. Materials and colours should be complementary with the character of the residential neighbourhood.
- Signage should be incorporated into the building architecture.
- Architectural styles, materials and colours should relate to the character envisioned for the community. High quality building materials should be used.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Rooftop mechanical equipment should be screened from ground level view by integration into the roof or a parapet.



Fig. 3.2.6 - Examples of School Building

4.0 ARCHITECTURAL DESIGN CRITERIA

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 Remington Lands neighbourhood.

4.1 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. 4.1 - A variety of architectural influences will shape the character of the Remington Lands community

4.2 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 are acceptable.



Fig. 4.2a - Example of variety along the streetscape

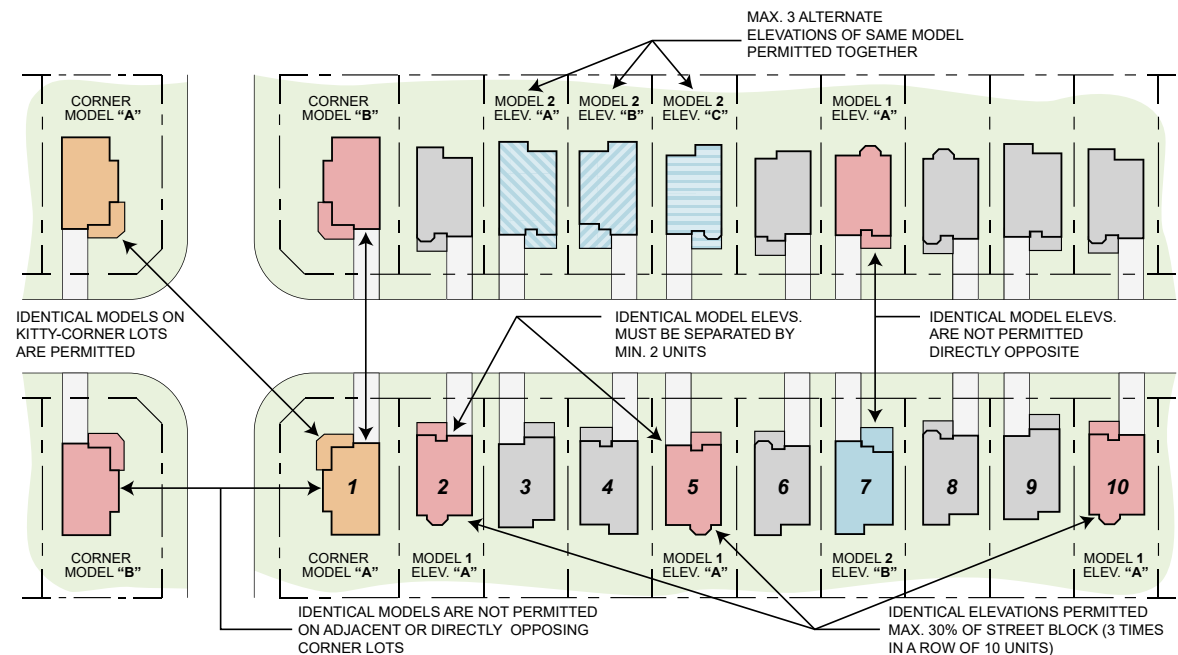


Fig. 4.2b - Diagram illustrating model variety criteria

4.3 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. 4.3a - Examples of compatible massing along the streetscape

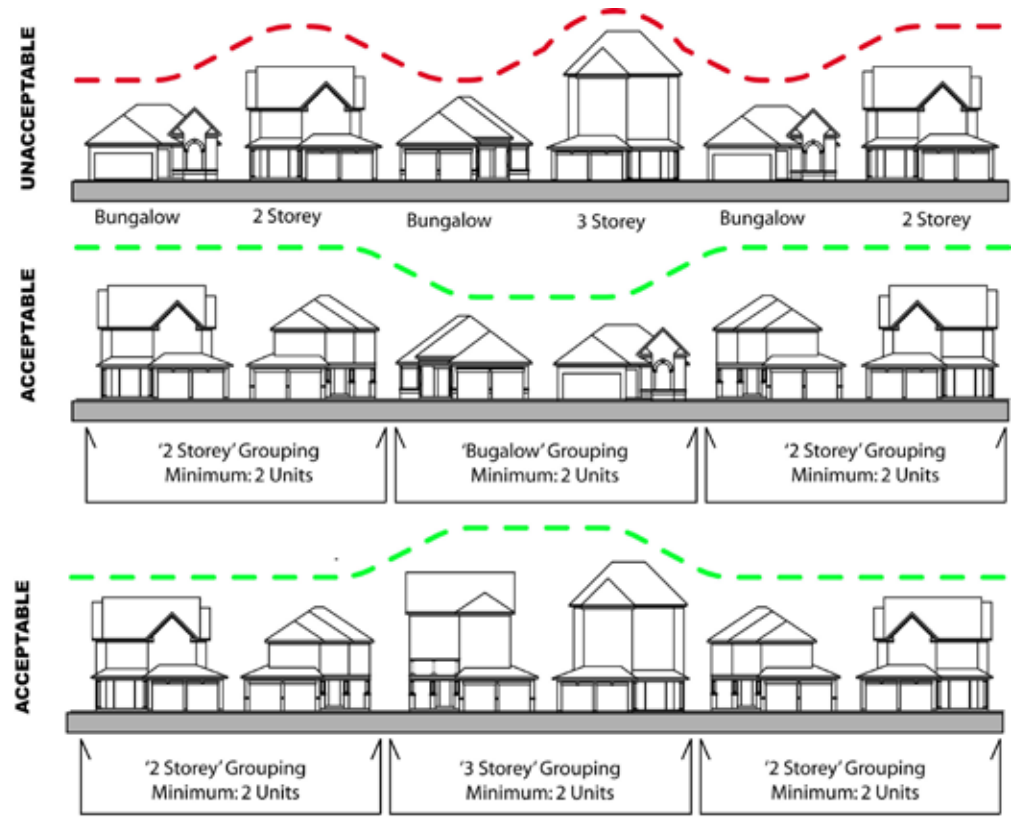


Fig. 4.3b - Diagram illustrating streetscape massing objectives

4.4 Architectural Elements

4.4.1 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.
- To provide variety along the streetscape, some dwellings may feature side entries.
- 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. 4.4.1 - Porches and porticos create visual interest within the streetscape

4.4.2 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, stucco (as appropriate to the architectural style), cement board and siding are other suitable materials.
- The use of decorative architectural detailing is encouraged.
- The selection of exterior materials that express heritage tones and textures is encouraged.



Brick

Stucco

Siding

Stone

Fig. 4.4.2 - Examples of exterior main wall cladding materials

4.4.3 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.



Frieze board

Window surrounds

Lintel/headers

Quoining

Fig. 4.4.3 - Examples of exterior main wall cladding materials

4.4.4 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. within the future mixed use/ apartment blocks).

- 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. 4.4.4 - Examples of variety in window styles

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

4.6 Garages

4.6.1 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.
- 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.
- 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:



Fig. 4.6.1 a - Street-facing garages shall not dominate the streetscape



Fig. 4.6.1 b - Examples of single and double-car garages

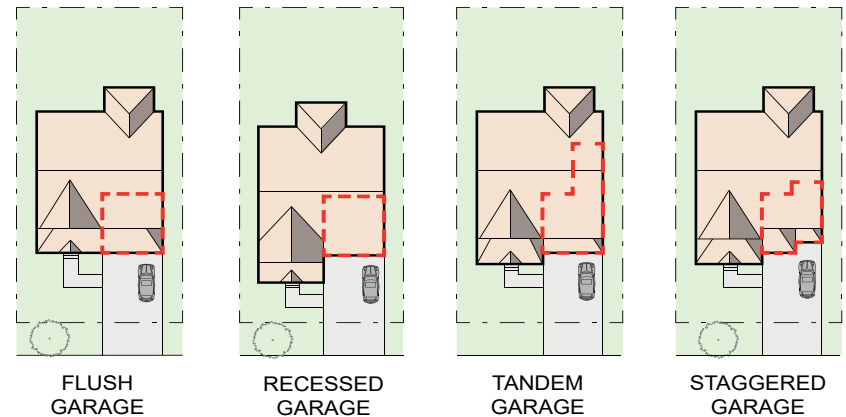


Fig. 4.6.1c - Street-accessed front facing garage options

- 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;
- Situate light fixtures above the garage door to break-up the massing.

4.6.2 Rear-Accessed Garages

- Rear-accessed garages for rear lane townhouses and live/rent units will be accessed from a rear lane and will be attached to and incorporated into the main massing of the building.
- 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.
- An outdoor amenity space located above the garage is encouraged.
- 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.
- Secondary dwelling entrances may face the lane and may be situated on the garage wall face.

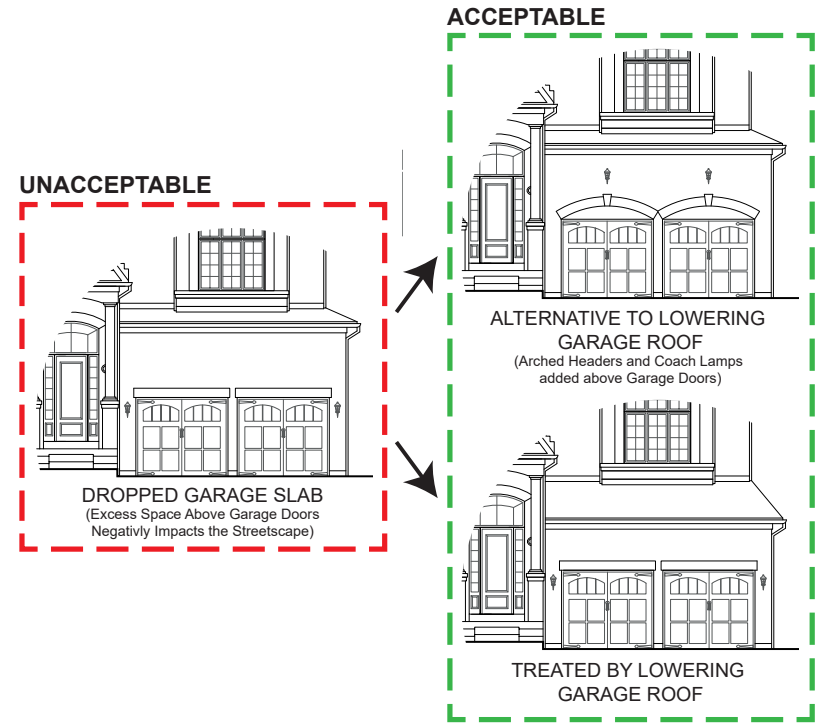


Fig. 4.6.1 d - Design solutions for dropped garage conditions



Fig. 4.6.2 - Example of rear-accessed garages

4.7 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 following design objectives should be observed to limit public visibility of utility meters:

Single Detached Dwellings:

- The preference is to flip sanitary and storm servicing laterals for corner lot dwellings to avoid a Y-connection, subject to acceptance by the approval authorities. A single connection should ideally be provided for corner lot singles to allow the utility meters to be located on the interior side yard wall face (i.e. garage side),
- Where the above is not feasible, Builders will be required to architecturally integrate / screen meters so they are not directly visible from the street.

Townhouse Dwellings:

- Since the meters for townhouses are required to be located on either the front or flankage wall face, all townhouse dwellings shall be designed with niches to ensure meters are architecturally integrated / screened from the street. An exception to this will be made for interior end units where the meters are located facing the interior side yard.
- 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.



Fig. 4.7 - Utilities should be discreetly located, integrated into the architecture or screened from public view

4.8 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.

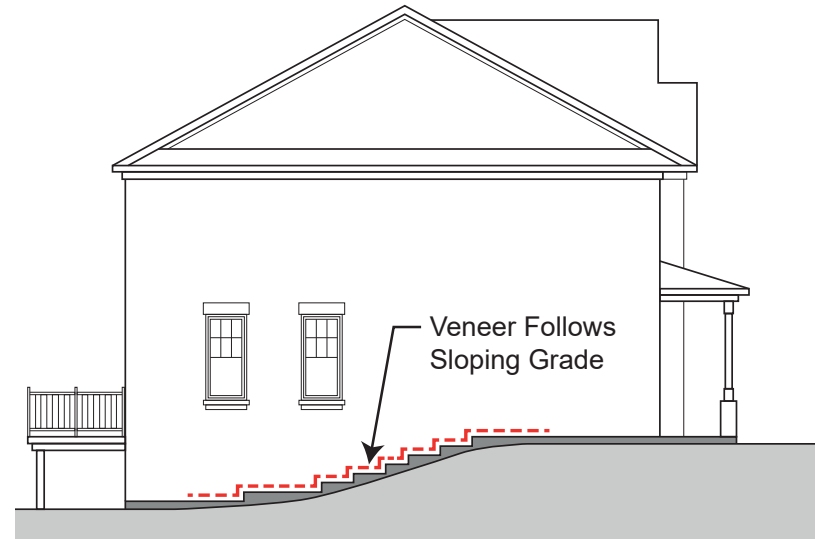


Fig. 4.8 - Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

4.9 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 Remington Lands neighbourhood, dwellings on the following priority lots will require special design consideration:

- corner lot dwellings;
- gateway / community edge buildings;
- view terminus lot dwellings;
- dwellings requiring upgraded rear and side architecture;
- dwellings facing the park, village square or school.



Fig. 4.9a - Example of a priority lot dwelling located at a corner that appropriately addresses both streets through architectural treatment (side-facing porch, wall articulation, windows, etc.)

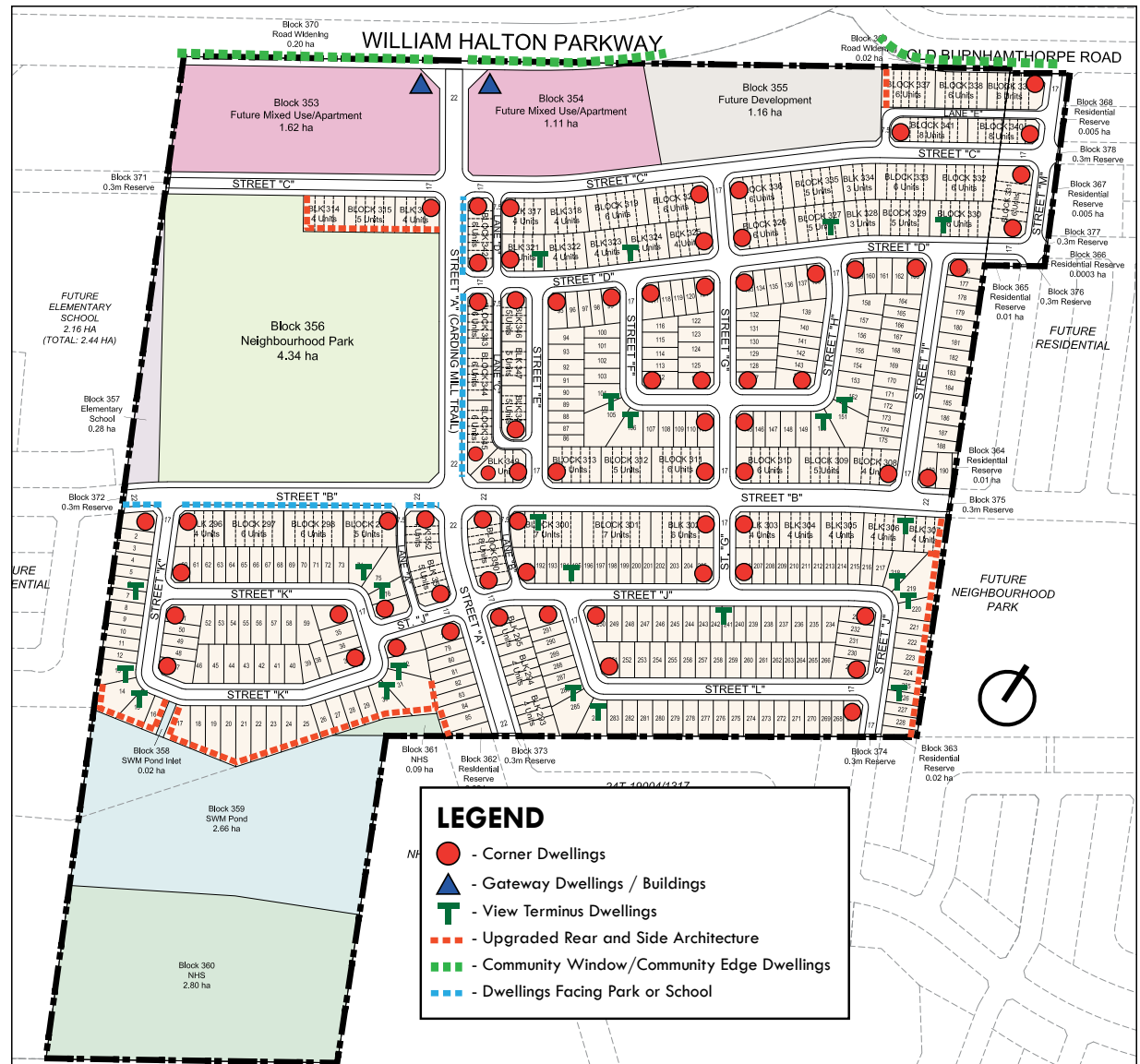


Fig. 4.9b - Priority Lot Plan

4.9.1 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.

DESIGN GUIDELINES:

- 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 walkway to the sidewalk.
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings.



Fig. 4.9.1a - Conceptual Images of Corner Lot Dwelling

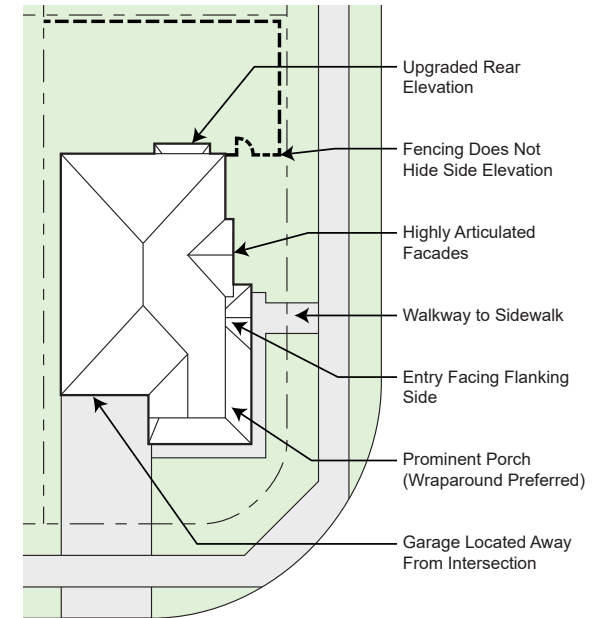


Fig. 4.9.1b - Conceptual plan view of Corner Lot Dwelling



4.9.2 Community Edge / Gateway Buildings

Community Edge Buildings are located along the northern edge of the subject lands along the William Halton Parkway and Burnhamthorpe Road W. streetscapes. Gateway Buildings are located on corner sites at the main entrances into the community from William Halton Parkway and Street “A” (Carding Mill Trail). Buildings in this area shall be designed to respect their prominence within the streetscape in order to express the image, character and high quality of the community.

DESIGN GUIDELINES:

- These buildings will have the main front façade facing William Halton Parkway and/ or Street “A” (Carding Mill Trail) and Burnhamthorpe Road W. with garages or parking areas accessed from the rear of the building and oriented away from these streets.
- Buildings should be sited close to the street to encourage an active and urban street edge.
- A walkway linking main building entrances to the public sidewalk shall be provided.
- Due to the high level of public exposure from William Halton Parkway and Burnhamthorpe Road W., these buildings will require enhanced architectural design qualities and landscaping treatments to ensure a distinct and attractive streetscape character.
- As noted in the North Oakville East Urban Design and Open Space Guidelines, prominent gateway entrances into North Oakville East should be demarcated through built form that is oriented to the corners rather than relying on hard landscaping features, such as entry walls.
- Distinctive architectural elements and dominant design features shall be employed to emphasize gateway buildings’ landmark qualities. Corner buildings require special designs which addresses the flanking elevation in a manner consistent with the front elevation.



Fig. 4.9.2 - Conceptual Images of Community Edge Buildings

4.9.3 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.

DESIGN GUIDELINES:

- 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. 4.9.3 - Conceptual image of View Terminus Dwellings

4.9.4 Upgraded Rear and Side Architecture

DESIGN GUIDELINES:

- 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.
 - Gables, raised parapets or other means of roof form articulation.
- Upgrading will be required only for those portions of the dwelling located above the limit of solid fencing and exposed to public view.



Fig. 4.9.4 - Conceptual images of Upgraded Rear and Side Architecture

4.9.5 Park and School Facing Dwellings

Dwellings that face the park and school shall be designed in a manner that appropriately responds to their importance within the streetscape and complements the design of this public open space area.

DESIGN GUIDELINES:

- These dwellings are very visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- The use of upgraded building materials, such as stone or precast detailing is encouraged to reflect the upscale nature of the community.
- Dwellings are encouraged to have wider and deeper porches which will promote ‘eyes on the street’ and will provide for an added safety feature and increase social interaction among neighbours.
- Park and School Facing Dwellings shall have a variety of model / elevation types and colour packages.
- Garages shall not project beyond the main wall of the dwelling for these units in order to promote a pedestrian friendly and well defined streetscape.



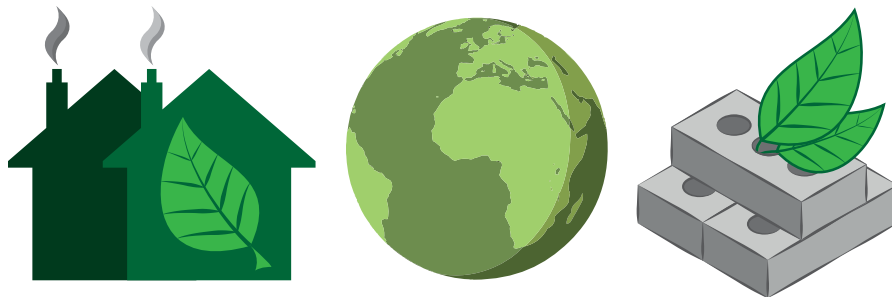
Fig. 4.9.5 - Conceptual image of Park and School Facing Dwellings

5.0 SUSTAINABILITY

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.

5.1 Sustainable Development Practices

- Mitigate stormwater flow through the integration of 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.
- Provide logical and convenient pedestrian connections and links to transit stops to promote a transit-oriented development.
- 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.



5.2 Walkability and Community Safety

Walkability is one of the cornerstones of the Remington Lands sustainability strategy. Open spaces and amenities within the development are located within comfortable walking distance of the majority of residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

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.

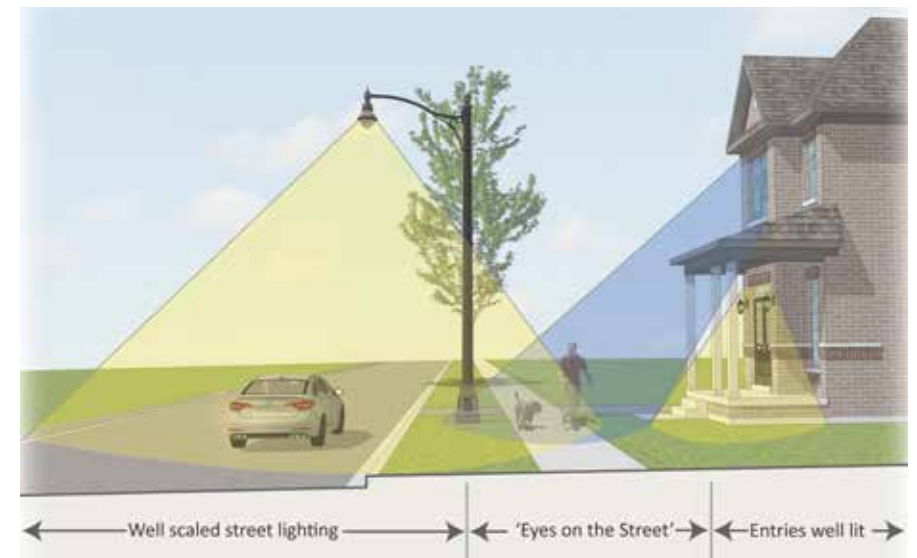


Fig. 5.2 - Buildings and Streetscapes Should be Designed to Promote an Active and Safe Community

- 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 generally be visible from the street and clearly defined.

6.0 IMPLEMENTATION

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 and with the North Oakville Urban Design and Open Space Guidelines. Architectural design and siting proposals shall be evaluated through the Town of Oakville's privately administered architectural control design review and approval process as outlined in this section of the document.

Architectural design and siting proposals for high density residential and/or non-residential built form shall be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law. The Town may request that the Control Architect play an advisory role in the design review process.

6.1 Architectural Control Process

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.

6.2 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.

6.3 Final Review and Approval

6.3.1 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.



6.3.2 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.

6.3.3 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.

6.3.4 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.

6.4 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.

6.5 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.

6.6 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.