



URBAN DESIGN BRIEF

193 NAUTICAL
BOULEVARD
TOWN OF OAKVILLE

PREPARED FOR:
MENKES LAKESHORE
WOODS INC.

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INTRODUCTION

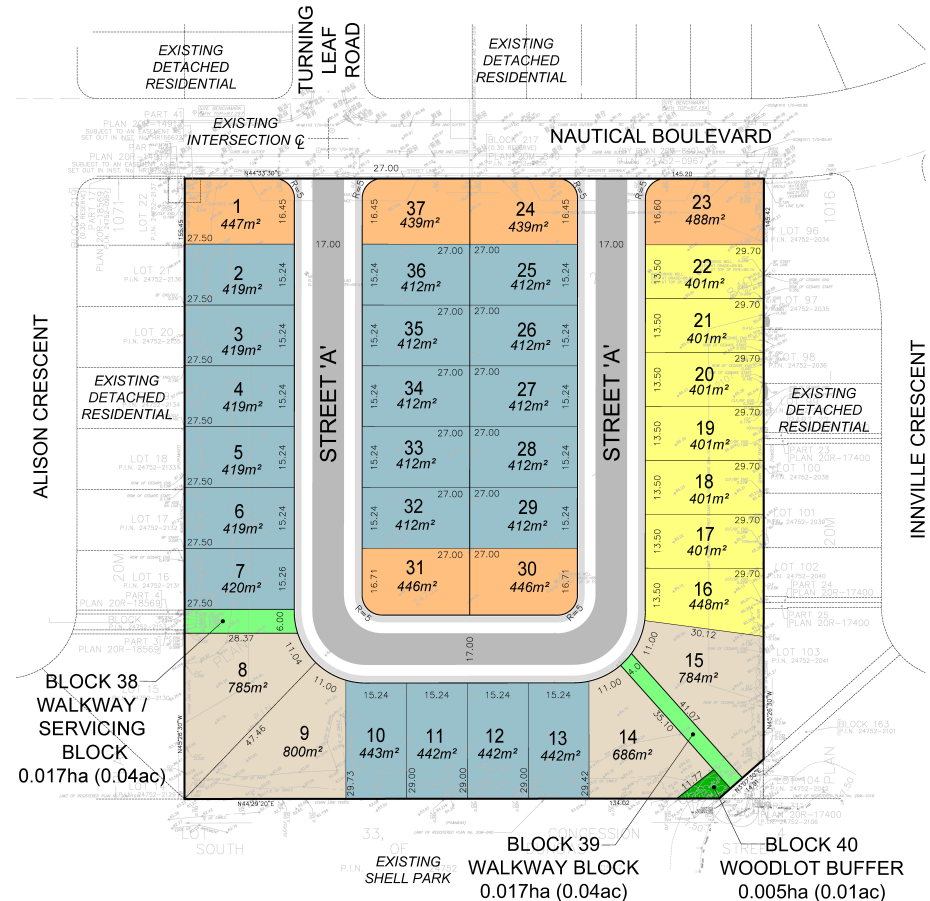
This document has been prepared in association with a Draft Plan of Subdivision file, for the lands located at 193 Nautical Boulevard, Block 220 on Plan 20M-840 (herein referred to as the “Subject Property”). This application has been submitted on behalf of by Menkes Lakeshore Woods Inc. (c/o Menkes Developments Ltd.) in February 2022.

This Urban Design Brief (“UDB”) has been prepared by Glen Schnarr & Associates Inc. to describe, at a high level, the urban design vision for the proposed draft plan of subdivision. The scope of this Urban Design Brief is limited to the proposed design of the Draft Plan of Subdivision and is largely focused on the proposed configuration and design with specific emphasis on the proposed lot frontages, areas and depths and right of way widths. Where appropriate, samples of housing types have been provided. These have been included to provide context on how those structures fit in with the neighbourhood context.

The proposed Draft Plan Subdivision seeks the approval of a residential subdivision consisting of 37 single detached residential lots, a municipal right of way, two infrastructure blocks (Block 38 - Servicing corridor, and Block 39 - Walkway block), and a woodlot buffer block (Block 40) on the Subject Property. The proposed land uses have been previously established through the Lakeshore Woods subdivision process (File No. 24T-00004). As such, beyond the proposed Draft plan of Subdivision, no other land use planning approvals are required.

The scope of this urban design brief is focused on the compatibility of the proposed draft plan of subdivision and the resultant development, single detached homes (not subject to this application), with the existing neighbourhood.

The urban design brief addresses the relevant urban design principles of the Livable Design Manual and policies of the Livable Oakville Official Plan.



SUBJECT PROPERTY

The Subject Property is located on the south side of Nautical Boulevard, east of Alison Crescent and west of Innville Crescent. The Subject Property is 2.25 hectares (5.56 acres) in area and has a frontage of 145.2 m (476.37 ft) along Nautical Boulevard. The depth of the property is 155.44 m (509.97 ft). The property is currently vacant and undeveloped but has previously been used for construction staging associated with previous subdivision phases within the Lakeshore Woods development (24T-00004). This applies to its zoning designation of Residential Low (RL6) with a special provision of sp:296. The special provision allows for a public school to be built on the property.

A municipal sidewalk is located along the frontage of the property and runs continuously from Alison Crescent to Innville Crescent. The perimeter of the Subject Property is currently secured with a chain link fence. To the east and west of the Subject Property are single family houses and to the south is Shell Park.

EXISTING CONTEXT

The Lakeshore Woods neighbourhood has been developed primarily as a residential neighbourhood. Other land uses within the neighbourhood include Shell Park, Nautical Park and a commercial plaza located at the south east corner of Rebecca Street and Great Lakes Boulevard. An extensive open space system extends from Rebecca Street southward to connect with Shell Park. The open space system includes a trail system which provides for active transportation routes through and around the neighbourhood and the surrounding community. The Region of Halton's Burloak Water Treatment Plant is located at the northerly edge of the neighbourhood.

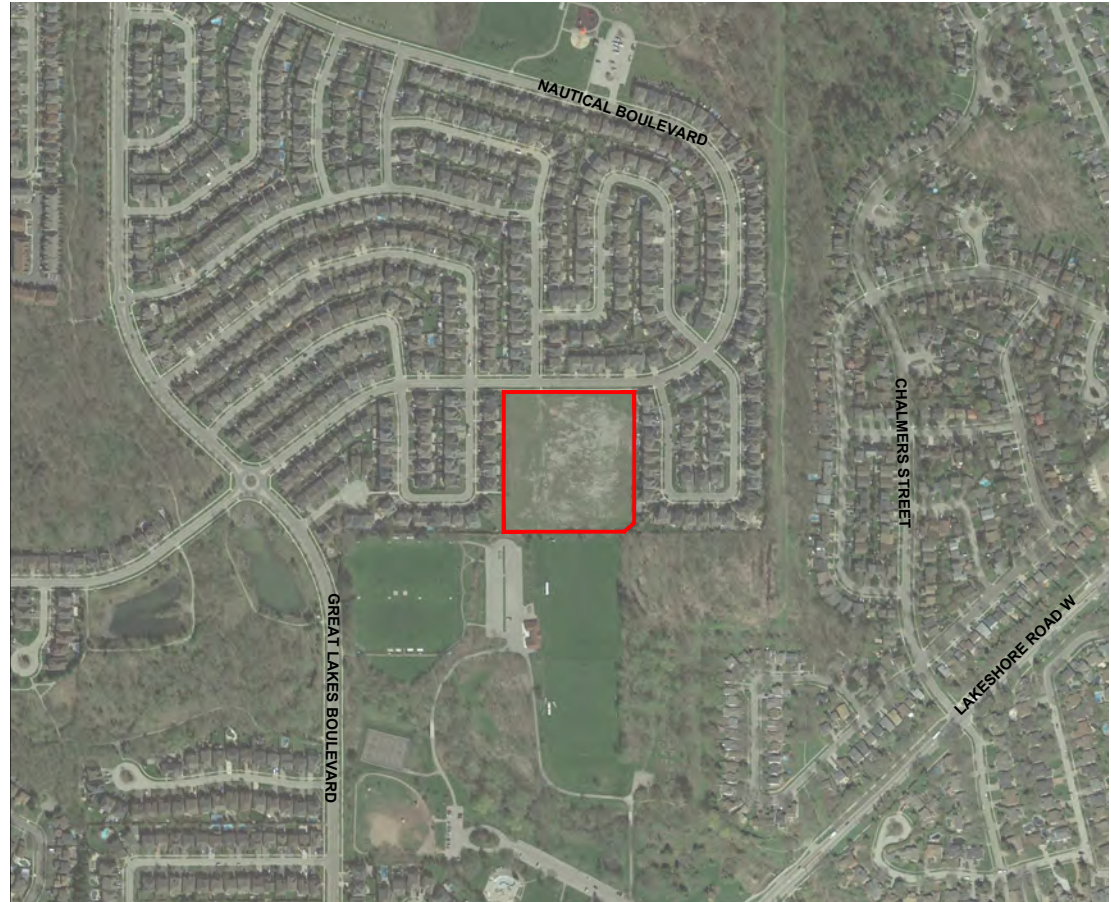


Figure 2 - Aerial Context Map



Subject Property

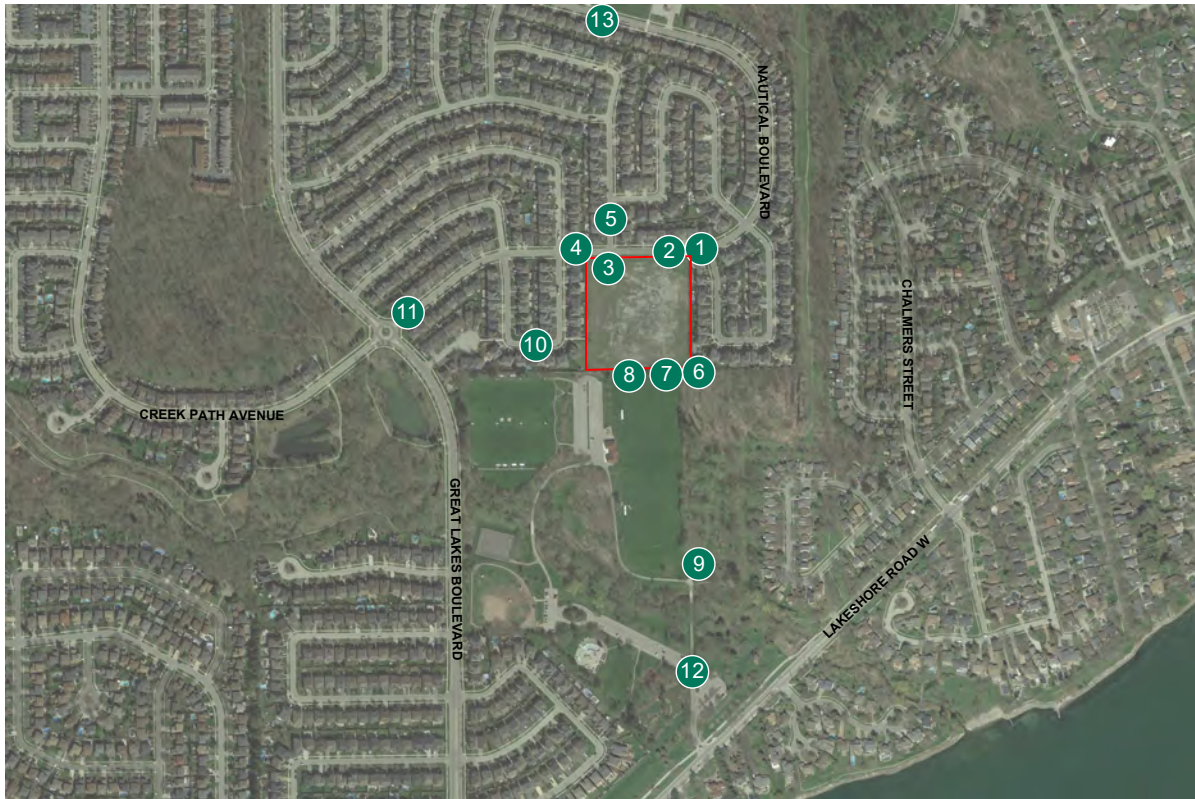


Figure 3 - Aerial Key Map

The Lakeshore Woods neighbourhood has been predominantly developed with single detached, two storey, residential dwellings. There are a few examples of single storey dwellings within the neighbourhood, however such dwellings are very limited in number compared to the prevalence of two storey dwellings. There is great diversity in the architectural design and building materiality within the surrounding neighbourhood. Most dwellings, noting the exception of corner lots, have been developed with driveways and garages within the front yard. Garages are most often setback from the main wall of the dwelling so as to provide prominence to the main entrance and front façade of dwellings. An area of medium density residential uses exists at the northwest corner of the Lakeshore Woods neighbourhood. Built forms within this area include street townhouse dwellings as well as condominium townhouses.

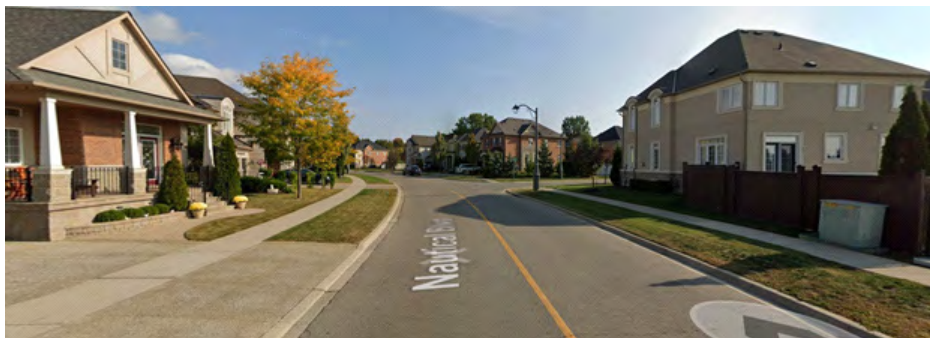


Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



SURROUNDING LAND USES

As shown on Figure 4 - Proposed Subdivision Layout and Surrounding Land Uses (Site Specific) the surrounding land uses are as follows:

- **NORTH:** Single family, detached two-storey residential lots, zoned RL6. The lot areas generally range from approximately 372 m² (4,000 ft²) to 929 m² (10,000 ft²). Lot frontages within the surrounding development range from 12.1 m (40 ft) to 15.24 m (50 ft).
- **SOUTH:** Public park, directly behind the Subject Property, known as Shell Park, and zoned O1. Adjacent to Shell Park is a Natural Area that extends from the eastern portion of the park to the south and cuts westward across the park, and is zoned as N.
- **EAST:** Single family, detached two-storey residential lots, zoned RL6. The lot areas generally range from approximately 372 m² (4,000 ft²) to 929 m² (10,000 ft²). Lot frontages within the surrounding development range from 12.1 m (40 ft) to 15.24 m (50 ft). All of the lands located on the east side of Great Lakes Boulevard and bounded by Nautical Boulevard appear to have been developed in accordance with the existing RL 6 –Residential Low 6 zoning provisions.
- **WEST:** Single family, detached two-storey residential lots, zoned RL6. The lot areas generally range from approximately 372 m² (4,000 ft²) to 929 m² (10,000 ft²). Lot frontages within the surrounding development range from 12.1 m (40 ft) to 15.24 m (50 ft).

Figure 4 - Proposed Subdivision Layout and Surrounding Land Uses

DESIGN GOAL AND OBJECTIVES

The objective of the proposed development design is to be compatible and complimentary to the existing neighbourhood. As the application is limited to a Draft Plan of Subdivision, and full zoning provisions are in place to regulate lot and building characteristics, this Urban Design Brief is limited to a discussion on the vision and objectives of the Draft Plan.

The new development will complete the build out of the Lakeshore Woods subdivision, consistent with the original design intentions and has been designed to integrate with the existing character area.

The guiding principles that have been used to formulate the proposed draft plan of subdivision include:

1. Consistent and compatible lotting patterns;
2. Compatible lot dimensions;
3. Provision of linkages and walkway blocks
4. Consistent Right of Way design, and
5. Compatible streetscape design.

Through the building permit process, it is anticipated that dwelling setbacks, lot coverage and façade treatment including architectural styles, amongst other design specific details will be reviewed in the context of the existing neighbourhood.

The subject property is subject to several policies and guidelines. This Urban Design Brief outlines a set of guidelines consistent with the objectives of the following documents:



Planning & Urban Design Policies and Guidelines

Town of Oakville Official Plan - Livable Oakville

The Livable Oakville Plan (2009 Town of Oakville Official Plan) applies to all lands within the town except the North Oakville East and West Secondary Plan areas. It sets out council's policies on how the lands should be used and growth should be managed through to 2031.

The subject lands are designated as Low Density Residential as shown on Schedule F – South West Land Use (Figure 5). The guidelines presented in the Livable Oakville Plan will be considered in the proposal.

Part C, Section 6 of the Livable Oakville Plan contains relevant urban design objectives and policies which are applicable, as follows:

- 6.1.1a)** Diversity, comfort, safety and compatibility with the existing community.
- 6.1.1c)** Innovative and diverse urban form and excellence in architectural design.
- 6.9.2** Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.
- 6.9.7** Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.
- 6.9.8** Buildings located on corner lots shall provide a distinctive architectural appearance with a high level of detailing and articulated facades that continue around the corner to address both streets.
- 6.9.10** Continuous streetwalls of identical building height are discouraged. Variety in lines should be created through subtle variations in roof form and height.

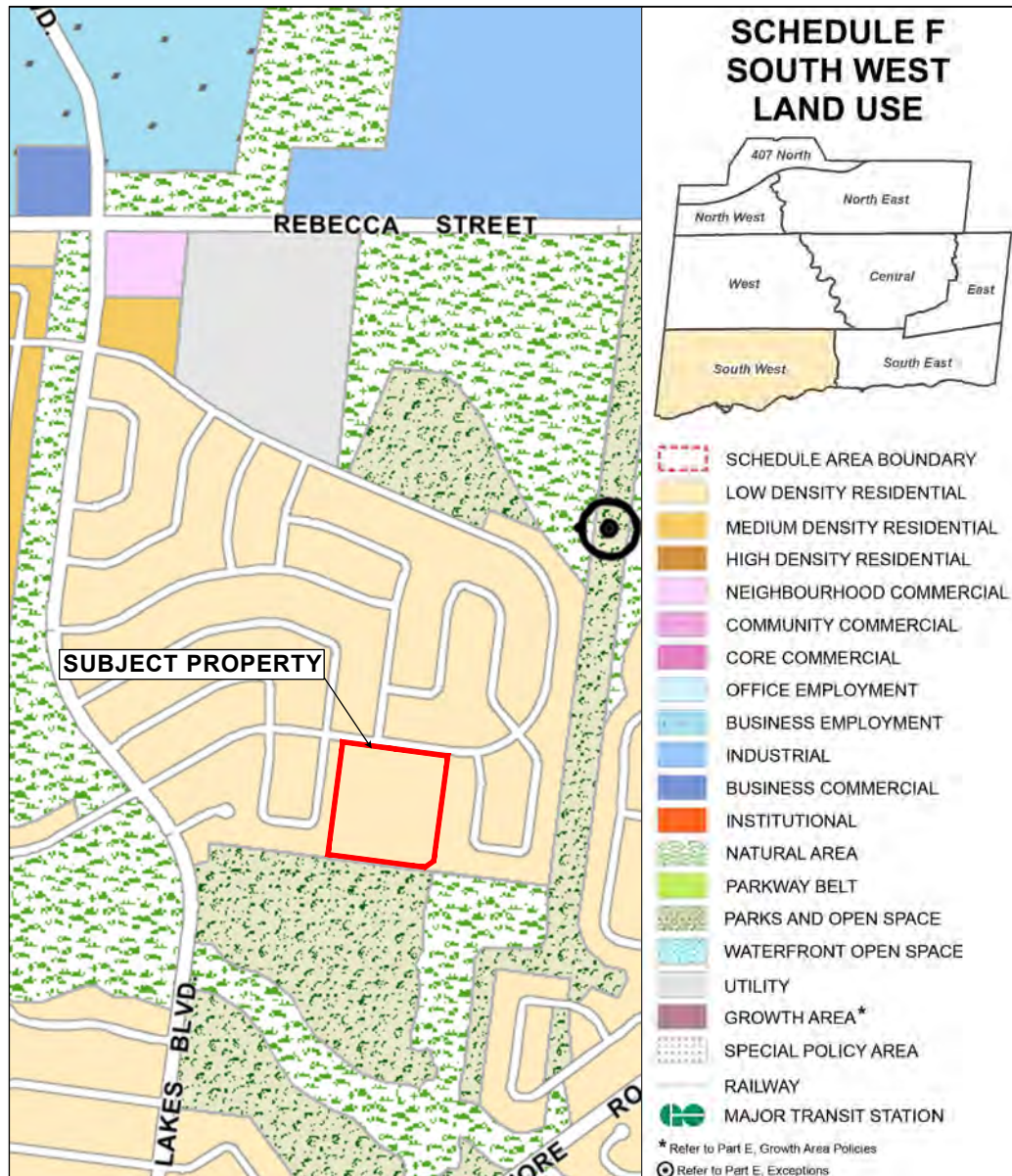


Figure 5 - Schedule F – Land Use

Section 11 of the Livable Oakville Plan sets out the policies to which development is to adhere. The following policies are relevant to the subject development. Section 11 States:

A variety of residential uses is accommodated through three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide for a full range of housing types, forms and densities. The following objectives shall apply to all Residential Areas, the following of which are relevant to the subject development:

- a) *Maintain, protect and enhance the character of existing residential areas”*

Section 11.1 States:

Development shall conform with the policies relating to urban design and sustainability set out in Part C.

Section 11.1.8 States:

- a) *Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, land division, and/or the conversion of an existing building into one or more units, may be considered where it is compatible with the lot areas and frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies of this plan.*

Section 11.1.9 States:

Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

- a) *The built form of development, including scale, height, massing, architectural*

character and materials is to be compatible with the surrounding neighbourhood.

- b) *Developments should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.*
- c) *Where development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.*
- d) *Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of development of the surrounding neighbourhood.*
- e) *Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.*

- g) *A proposal to extend the public street should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.*
- h) *Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy and microclimatic conditions such as shadowing.*
- j) *Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit.*
- k) *The transportation system should adequately accommodate anticipated traffic volumes.*
- l) *Utilities shall be adequate to provide an appropriate level of service for new and existing residents.*



Northeast corner of Turn Leaf Road and Nautical Blvd.

Design Guidelines For Stable Residential Communities

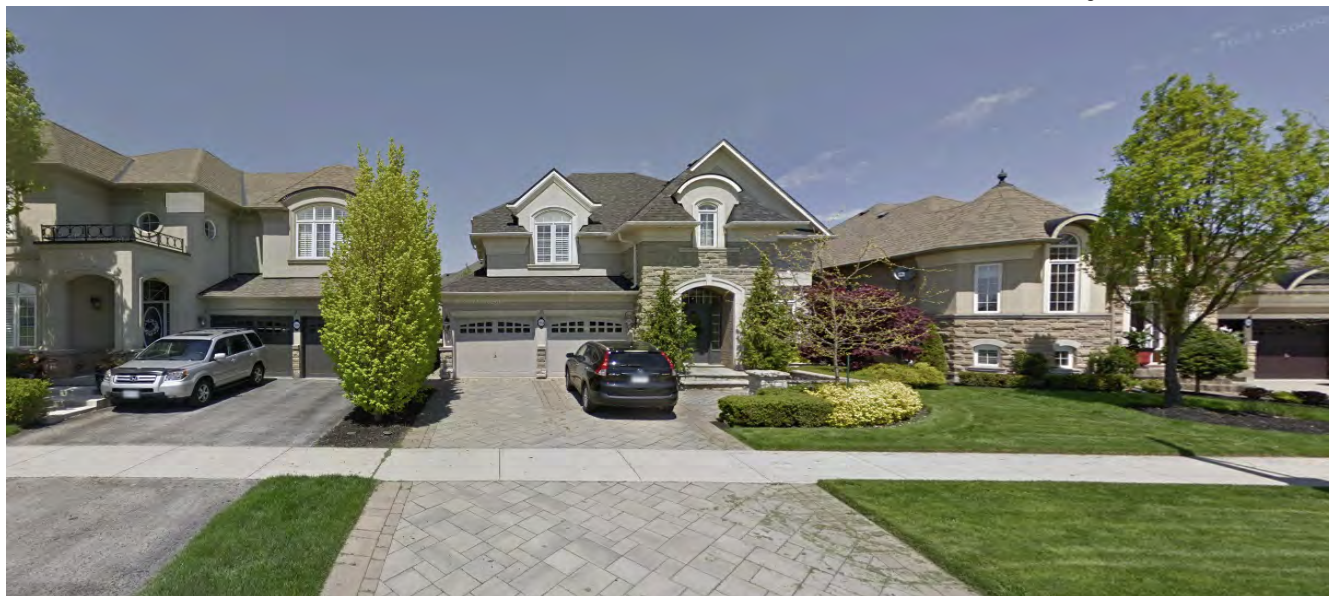
The Design Guidelines for Stable Residential Communities applies to development being proposed in existing residential communities and sets out a basic framework to guide decision-making on the physical layout, massing, functioning and relationships of proposed development in stable residential communities. Relevant guidelines pertaining to the proposed development are discussed below and will be considered where possible.

Neighbourhood context (section 3.1)

To preserve and maintain the character and established patterns of the surrounding neighbourhood, guidelines relating to neighbourhood character, lotting pattern, scale, priority lots, and rear yard privacy are discussed. Pertinent guidelines include;

- 3.1.1 (2):** New development should be designed to maintain and preserve the scale and character of the site and its immediate context and to create compatible transitions between the new dwelling and existing dwelling in the surrounding neighbourhood.
- 3.1.1 (3):** In instances where more than one new dwelling is proposed on a series of vacant lots, each dwelling should be of a distinctive design and not repetitive.
- 3.1.2 (1):** New development should be compatible with the predominant pattern of lot width, lot depth and lot area as the adjacent properties to maintain and preserve the existing neighbourhood lotting pattern.
- 3.1.2 (2):** New development should maintain the setback or average of setbacks from the street frontage as the existing dwellings in the immediate area.
- 3.1.3 (1):** New development should not have the appearance of being substantially larger than the existing dwellings in the immediate vicinity. If a larger massing is proposed, it should be subdivided into smaller building elements that respond to the context of the neighbourhood patterns.
- 3.1.4 (1):** New development on a priority lot should incorporate ample window openings and generous architectural detailing on all facades visible from the street(s) and other public spaces.
- 3.1.4 (2):** New development on a corner lot should make every effort to orient the main entrance to the dwelling towards the intersection, unless the existing dwellings on the other corner lots in the immediate area follow an alternate pattern.

Houses along the North of Nautical Blvd.



Architectural context (section 3.2)

This section focuses on preserving and maintaining the character and the established patterns of nearby properties and those within the immediate surroundings by discussing massing, height, setbacks, primary façade, architectural elements and materials, and garages and accessory structures. Relevant guidelines pertaining to the proposed development are discussed below and will be considered where possible.

3.2.3 (1): New development should be oriented and positioned on the lot to be compatible with the existing pattern of dwelling placement, in terms of front, side, flankage and rear yard setbacks.

3.2.3 (2): New development should maintain the setback or average of setbacks from the street frontage as the existing dwellings in the immediate area.

3.2.4 (1): New development should incorporate a front façade that is well articulated through the use of compatible architectural elements. Blank walls face the street are strongly discouraged.

3.2.4 (2): New development should incorporate a prominent primary entrance on the front façade to provide a clear sense of arrival. A connection/walkway between the primary entrance and the municipal sidewalk is encouraged where appropriate.

3.2.6 (1): New development with an attached garage should make every effort to incorporate this feature into the design of the building, to achieve compatibility with the overall massing, scale and style of the dwelling and the immediate surroundings.

3.2.6 (2): New development with an attached garage on the front façade should position the garage flush with or recessed behind the front façade of the dwelling. Where applicable, additional building elements, such as porches or trellises, are encouraged to extend along the garage face and primary façade to lessen the visual prominence of the garage.

3.2.6 (4): New development with an attached or detached double vehicle garage is encouraged to design the garage openings with separated overhead doors to decrease the visual impact of the garage door on the streetscape.

Site context (section 3.3)

Guidelines addressing topography, mature trees, hard and soft ground cover, green space and established landscaping, are covered in this section to preserve and maintain the character and site patterns of new development. Relevant guidelines pertaining to the proposed development are discussed below and will be considered where possible.

3.3.1 (3): New development is encouraged to incorporate soft and hard landscaping elements that are commonly found in the character and layout of the cultural landscape of the neighbourhood.

3.3.2 (1): New development should be designed with minimal paved areas in the front yard. These paved areas should be limited in width to accommodate a driveway plus a pedestrian walkway.

3.3.3 (3): New development is discouraged to place the driveway in close proximity to the property line shared with an adjacent lot which contains a driveway adjacent to that same property line. This guideline is not applicable for properties that share a common driveway access.

Livable
by design

URBAN DESIGN MANUAL



CONCEPT RENDERINGS



Liveable by Design Manual

The Livable by Design Manual (LBDM) provides comprehensive and detailed design direction for development to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and livability of Oakville and as such will be considered where possible.

Part A - Urban Design Direction for Oakville of the Manual presents a comprehensive set of guiding design principles and urban design directives applicable town-wide for all forms of development, redevelopment and capital projects, which are applicable as follows:

2.2 Streetscapes

Streetscape is the design quality of a street, the visual effect of all of its components set against the context of the built form and landscape that frame it, give it scale, and provide varying degrees of enclosure. This section primarily focuses on the pedestrian zone of the streetscape, which is organized into four sub-zones: building interface zone, pedestrian path zone, planting and furnishing zone, and curb zone.

PEDESTRIAN PATH ZONE ELEMENTS

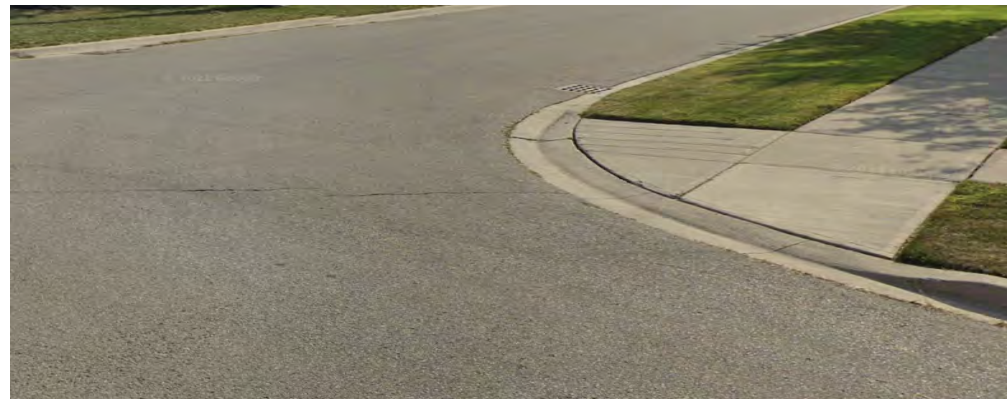
The pedestrian path zone is dedicated to pedestrian access that provides predictable, continuous, unobstructed, and barrier free movement. The width of the pedestrian path is dependent on the function of the corridor, width of the roadway, and volume of pedestrian traffic.

5. Select sidewalk surface treatments based on streetscape function, desired permeability, durability, shape flexibility, pedestrian volumes and barrier free movement.
6. Provide continuous, unobstructed, and barrier-free sidewalks on both sides of a street.
7. Incorporate traditional paving materials, such as standard scored concrete, for the majority of sidewalk surface treatments. Incorporate non-traditional paving materials to signify special locations, assist in wayfinding, define pedestrian-priority routes, and establish a hierarchy of public spaces

CURB ZONE ELEMENTS

The curb zone accommodates utilities and provides for pedestrian movement between parked vehicles and the pedestrian path. The pedestrian zone and planting/ furnishing zone may encroach into the curb zone when additional buffering is needed in high traffic areas or where an extension of the pedestrian environment is warranted.

21. Whenever possible, locate utilities and their associated control features underground.
22. Creatively integrate above-ground utility features within the streetscape design or screen/conceal them from view from the public realm.
23. Where warranted, incorporate curb extensions at the intersections of roadways and at mid-block locations to expand the pedestrian path into the roadway, to provide additional pedestrian queuing space and to shorten roadway crossings.
24. Provide barrier free curb ramps at all intersections, which include detectable warning surfaces.



Example of existing barrier-free curb ramp in adjacent neighbourhood.

Liveable by Design Manual

4.1 Landscaping

Effective landscape design defines and enhances the form, function and appeal of public and private space by reinforcing human scale and softening urban environments.

LANDSCAPE SCREENING AND BUFFERS

16. Where warranted to mitigate noise, light glare, and unsightly views, incorporate screening to obscure views and buffering to both obscure views and create a physical separation between the non-compatible use(s).

17. Design landscape screens and/or buffers with height(s), depth, materials, and location(s) that are relative to the magnitude of the undesirable impact and that provide the greatest level of concealment.

18. Design landscape screens and buffers to complement the overall landscape treatment and to incorporate a variety of natural and built elements to mitigate the negative impact. Include a variety of coniferous and deciduous species to provide year-round coverage.

19. For fences and walls visible from the public realm, incorporate: a) materials used elsewhere on site to add texture, visual interest and continuity b) distinctive vertical elements at intervals to prevent monotonous and repetitive design c) breaks in long expanses with sections of more transparent fencing combined with accent plantings

20. Position screening (opaque) or security (transparent) fencing/walls behind landscaped areas when viewed from the public realm so the landscaping enhances the fencing/walls

4.2 Pedestrian Connections

Pedestrian connections are essential linkages to the public realm that provide convenient, barrier-free and predictable access to on-site destinations.

1. Design pedestrian networks to provide direct, barrier free, predictable and safe access to and from public sidewalks, transit stops, urban squares, amenity areas, building entrances, parking areas and open spaces. Where appropriate, connect the network to pedestrian areas located on adjacent properties.

2. Design pedestrian networks as barrier-free routes consisting of continuous and direct paths, slip-resistant surfaces, textured edges, minimal interruptions from access driveways, and free of abrupt changes in grade.

3. Design pedestrian connections with distinctive and durable surface materials that clearly distinguish the pedestrian network from the vehicular environment and that create an interesting visual identity. Provide continuous walkways across driveways.

4. Design pedestrian connections that incorporate variations in paving materials, colour and/or texture to delineate pedestrian crossings, building entrance areas, passenger loading areas. Where appropriate, incorporate light colour materials, sustainable or recycled materials, and/or porous or permeable materials.

PART C – Site Design and Development Standards for Oakville establishes a benchmark by which development proposals will be reviewed in order to achieve a consistent level of quality built environments throughout the Town

1.0 Soft Landscape Standards

The purpose of incorporating soft landscaping elements into site design and development is to provide enhancements to the site and interface with the public realm, screening and buffering site elements from view from the public realm and between different uses, and provide various environmental and health benefits. The soft landscape standards address the retention of existing vegetation, selection and installation criteria for proposed plantings, soil requirements, site grading considerations, treatments for required landscape areas, and direction for greening amenity areas and surface parking facilities.

Liveable by Design Manual

2.2 Proposed Landscaping

SPECIES SELECTION

1. Species variation will depend on the amount of trees to be planted: a. if more than 10 trees are proposed, a mix of tree types should be selected b. if 20 to 40 trees are proposed, no more than 25% of the trees should be of the same genus c. if more than 40 trees are proposed, no more than 10% of the trees should be of the same genus

2. A minimum of 30% of the trees planted on a site should be native tree species. Refer to Conservation Halton Landscaping and Tree Preservation guidelines for a list of permitted native species. Locally rare native species may be accepted on a case by case basis. Cultivars of native trees will not be credited towards the minimum 30% requirement.

3. Invasive species shall not be planted. Refer to Conservation Halton Landscaping and Tree Preservation guidelines for a list of prohibited invasive species.

4. Species selection should reflect the site conditions, such as soil and light conditions, drainage, slope, aspect, moisture level and salt exposure. Use of locally sourced plant material is recommended.

5. Species selection and arrangement should provide visual interest through diversity and seasonal variety.

6. Artificial plant materials are not recommended.

SIZE AND SPACING

9. To avoid overcrowded or sparse planting beds, the spacing of shrub, perennial, and ornamental grasses should reflect the mature size of the plant.

3.0 Hardscape Standards

Hardscape refers to hard landscaping materials and treatments that typically provide for pedestrian and vehicular access and circulation routes to and through a site. The hardscape standards address the design and functionality of pedestrian routes, including walkways, ramps and stairs; vehicular access and circulation; passenger loading areas; and surface parking areas, including vehicle stalls, drive aisles, and bicycle parking facilities.

3.1 Pedestrian Circulation

NETWORK OF EXTERIOR PATHS OF TRAVEL

1. Exterior paths of travel should provide safe, direct, predictable, and barrier-free access routes that connect pedestrians with the municipal boulevard, multi-use trails, transit stops, urban squares, amenity areas, parking areas, primary building entrances and emergency exits. Where appropriate, exterior paths of travel are recommended to connect with pedestrian areas on abutting sites.

2. Exterior paths of travel should be designed and positioned to:

a. clearly demarcate the pedestrian route at driveway crossings and along other major drive aisles and internal intersections

b. guide pedestrian circulation to minimize the number of pedestrian and vehicle crossing points

c. minimize obstructions to pedestrian and driver sight lines

d. provide adequate illumination, preferably with pedestrian scale lighting fixtures



Sustainable Design Guidelines

The underlying principle of the Sustainable Design Guidelines is to approach building design with a board concern for sustainability. The aim is to decrease energy consumption, minimize the generation of pollutants that affect our air, water, and night sky, and improve our co-habitation with the natural environment while leaving the smallest of ecological footprint.

As such, the design principles described consider the widespread impact of a building and building systems with a focus on energy use, air quality for occupants, the local environment, and global impacts will be considered where appropriate, and are as follows:

1.0 Landscaping – Hard

3. SURFACE PAVING CONSIDERATIONS

3. Provide permeable or porous paving materials at snow storage areas in order to absorb snow melt on site.
4. Specify surface materials that contain recycled or sustainable materials, such as higher percentages of recycled asphalt pavement (RAP) in asphalt mixed or supplementary cementing materials (SCM) in concrete mixes.
5. Specify high albedo surface materials, such as concrete, light coloured asphalt or unit pavers, to decrease heat absorption and ambient surface temperatures (urban heat island effect)". Light coloured surface paving should have an SRI of at least 29 and/or a USEPA Energy Star labelling requirement.

6. All paving material and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

7. Changes in paving colour and texture may be considered to delineate pedestrian crossings, entrance areas, loading areas, dedicated parking areas (accessible, carpool), bike storage, etc.

3. IRRIGATION

1. Where possible utilize xeriscape planting techniques, selecting drought-tolerant plant species to conserve water. The first preference is to avoid the requirement for irrigation systems.
2. Consider landscape alternatives to large expanses of turf (sod) requiring intensive maintenance and watering.
3. If irrigation is required (general planting), consider using non-potable sources (roof, parking lot, grey water).
4. If landscape irrigation is desired or required, consider using an efficient drop irrigation system connected to a non-potable source (roof, parking lot, grey-water) in combination with existing centralized irrigation control systems.
5. Prior to design and implementation, items 3 and 4 will need to be discussed in detail with the Landscape and Facilities and Construction Management departments.

3.12 Interior Fit-up

Building materials for interior fit-up can impact the environment from both a raw materials and end-of-life perspective. Consideration must be given to the environmental impact of re-using existing (where possible), or with new products; the manufacturing process, the recycled content and the supply and installation of the product. Once installed or in use, the product will also have an environmental impact with respect to VOC content, indoor air quality and method of disposal.

1. GENERAL

2. Select materials high in recycled content
3. Select interior building systems that are easy to deconstruct and re-use
4. Select materials that can be recycled at the end of their useful life
5. Select wood products certified under the Forest Stewardship Council (FSC). Request Chain-of-Custody certificates from suppliers for all FSC wood products.
6. Select materials fabricated from rapidly renewable sources.
7. Where possible, re-use products taken from other demolition projects.

3. DOORS

2. Where windows are set in doors ensure a minimum bottom rail/sill and mid-rail height of 150mm.

TOWN OF OAKVILLE ZONING BY-LAW 2014-014

Zoning By-laws generally regulate the use of a lot in terms of uses permitted and minimum and maximum lot and building regulations. In this instance, the proposed draft plan of subdivision has been designed in full accordance with the in-effect zoning provisions including minimum lot area and minimum lot frontage.

The Town of Oakville Zoning By-law 2014-014 zones the Subject Property as RL6-296 (Residential Low 6) Zone. The Residential Low 6 Zone permits a variety of residential types, including detached dwellings.

The proposed residential lots have been designed to fully comply with all the relevant zoning standards including building height, maximum lot coverage and residential floor area and minimum required setbacks as shown in the materials submitted as part of the Draft Plan application. Compliance with the existing zoning regulations will assist in ensuring that the proposed development is compatible with the surrounding existing development.

Zoning Regulation	Required	Provided
Minimum Lot Area	250.0m ²	401m ²
Minimum Lot Area - Corner Lot	285.0m ²	439m ²
Minimum Lot Frontage	11.0m	13.50m
Minimum Lot Frontage - Corner Lot	12.5m	16.45m
Minimum Front Yard	3.0m	Dwellings will be designed to comply
Minimum Flankage Yard	3.0m <small>*Minimum setback from a daylight triangle is 0.7m</small>	Dwellings will be designed to comply
Minimum Interior Side Yard	1.2m and 0.6m	Dwellings will be designed to comply
Minimum Rear Yard	7.0m	Dwellings will be designed to comply
Minimum Rear Yard - Corner Lot with Interior Side Yard of 3.0m	3.5m	Dwellings will be designed to comply
Maximum Number Of Storeys	2	Dwellings will be designed to comply
Maximum Height	10.5m	Dwellings will be designed to comply
Maximum Dwelling Depth	N/A	Dwellings will be designed to comply
*Maximum Residential Floor Area Ratio (2017-025)	75%	Dwellings will be designed to comply
Maximum Lot Coverage For the Dwellings (2017-025)	N/A	Dwellings will be designed to comply

The surrounding area is predominately zoned RL6, with the immediate surrounding area containing single detached dwellings. As exhibited in the Draft Plan, the proposal closely mimics the surrounding lot fabric in terms of lot area and frontages. Additionally, meeting the zoning requirements of RL6, such as minimum front, flankage, and rear yards, etc. will help ensure that the proposed development is compatible with the existing context.

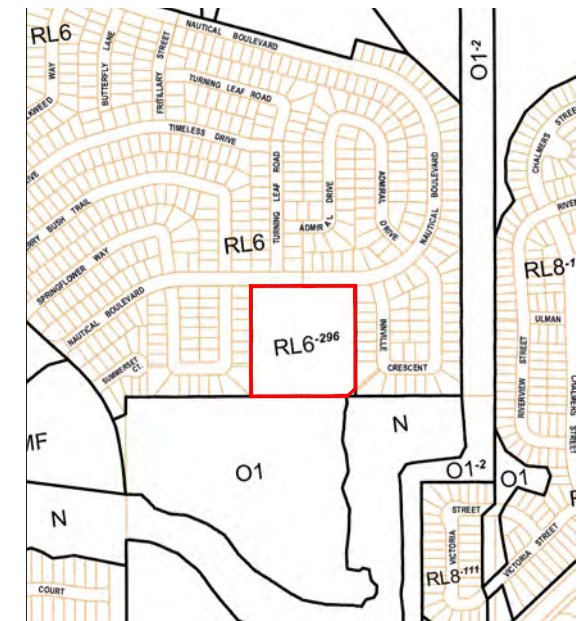


Figure 6 - Draft Zoning By-law Map

LOT PATTERN

Lots are organized around a new crescent (Street A). The lots are sited in a manner consistent with those on adjacent sites thereby creating a compatible back yard to back yard relationship. This is not the same condition for corner lots, however the corner lots are similar in their design with the surrounding area. This is generally consistent with the existing lotting fabric in the area and creates a logical lot pattern within the proposed plan of subdivision.

Lots are generally designed to have a smaller frontage with a longer depth. This is consistent with the existing lotting fabric in the area. The predominant lot size is approximately 15 meters by 27 metres, with different (however similar) lot sizes resulting from the shape of the parcel and the creation of new Street A.

The lotting pattern is in keeping with the lotting pattern design guidelines found in the Design Guidelines for Stable Residential Communities in particular guidelines 3.1.2 (1), 3.1.2 (2), and 3.1.2 (3). The depth of lots range from approximately 27 metres at the smallest, with the lots in the exterior bend on the south side of Road A being slightly deeper at about 40 metres. This brings the proposed lot pattern into closer conformity with the surrounding lots. Since this can be considered an infill development, logical and strategic use of the site in developing lot patterns is an important consideration. The current layout presents, in our opinion, the most efficient use of the site, which is consistent with the original intent of Subdivision file 24T-00004.

While there is no minimum coverage requirement within the RL6 zone, building scale and massing are regulated by both building setback requirements and a maximum residential floor area ratio. As such, the development of the proposed lots would allow for homes that would comply with the RL6 zoning. Given the consistency

in lot sizes surrounding the Subject Property, any proposed dwellings will be generally consistent with and compatible with the surrounding development.

PEDESTRIAN AND VEHICULAR CONNECTIVITY

The proposal contemplates a new street (Street A) which connects the site with Nautical Boulevard at both north eastern and north western sections of the site, creating a continuous road network. The draft

plan includes sidewalks on the inner and outer edge of the street, consistent with the Town's Standard (3.1.5.7. Sidewalks – Sidewalk Location Criteria) connecting to the existing pedestrian network.

Further, there are two proposed walkways (Block 38 and Block 39) located within the subject lands. One is in the south western corner of the subject lands, connecting to an existing path way stretching from the adjacent residential block on Alison Crescent. The other pathway is in the south portion of the Subject Property, in the centre of the bottom portion of the u-shaped Street A. This pathway would provide access to Shell Park and surrounding nature trails.

Additionally, exterior paths of travel will be designed and positioned to clearly demarcate the pedestrian route and guide pedestrian circulation to minimize the number of obstacles between pedestrians and vehicles. Pedestrian scale lighting fixtures will also be implemented to provide adequate illumination and increase visibility of pedestrians within the Subject Property.

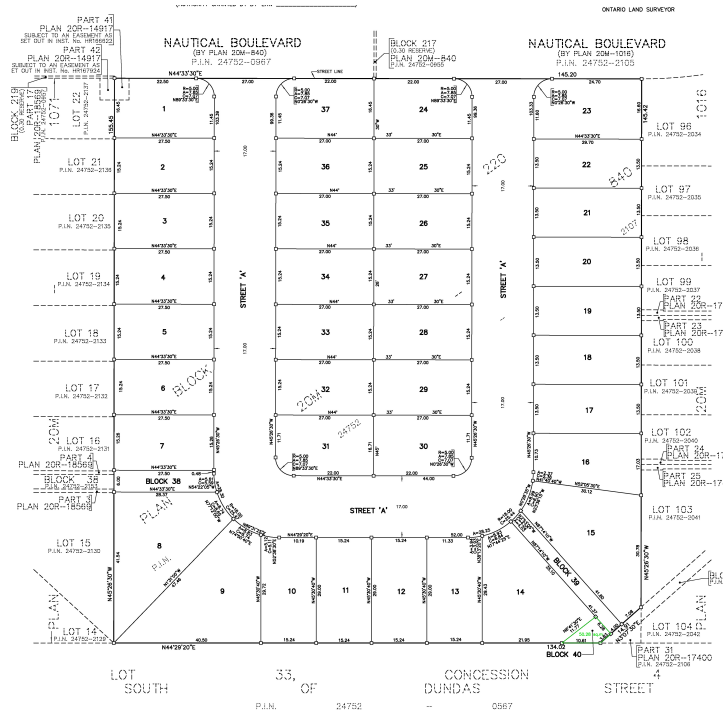


Figure 7: RPE Draft Plan of Subdivision



Streetscape with Sidewalk on One Side



Streetscape with Sidewalk on Both Sides

LANDSCAPE STANDARDS

A Landscape Architect will be retained effectively design and develop the soft and hard landscaping that will accompany the proposal. The proposal will take into consideration the existing landscaping of the adjacent neighbourhood to ensure cohesion with the surrounding areas. The selection of vegetation used for soft landscaping will be deliberate and specific to the soft landscaped area of the Subject Property.

In keeping with section 4.1 of the Liveable by Design Manual, no additional transformers are to be located on Nautical Blvd., if at all possible. The location of utilities will be confirmed during the detailed engineering design and consideration will be made so that utilities are placed in non-prominent locations. Additionally, it is anticipated that the Town's target of 20% tree canopy cover will be achieved through the preservation of existing trees and new boulevard trees and will be provided through the detailed landscape and engineering design process.

STREETSCAPE DESIGN

Street A will be designed to connect seamlessly into the existing road network. Right-of-way widths, sidewalks and boulevards can be designed to compliment the surround neighbourhood streets. The new street will be similar in nature to Alison Crescent, with a sidewalk that follows the outside of the street originating and terminating at Nautical Boulevard and will also include an interior sidewalk that also originates and terminates at Nautical Boulevard.

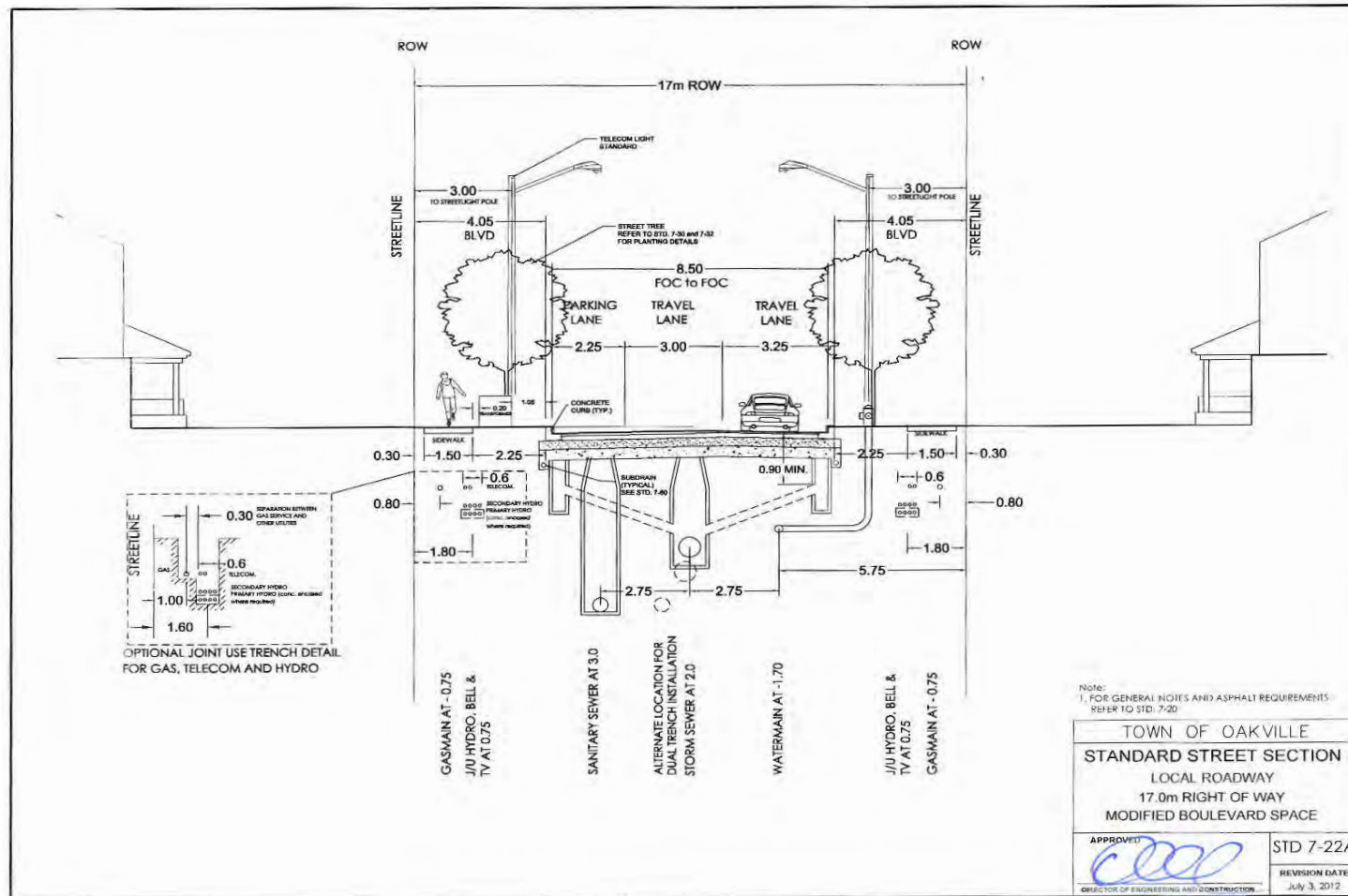
SUSTAINABILITY FEATURES

In order to conform to the design guidelines outlined in the Sustainable Design Guidelines document, specific building materials will be determined for the detailed engineering submission. During this stage, energy efficiency measures and green building technologies may be considered .

STREETSCAPE MASSING AND ROOF FORM

The proposed 17 meter right of way appropriately provides for two storey dwellings – at a maximum height of 10.5 metres as per the Zoning By-law regulations. Two-storeys is an appropriate scale for the size of the ROW and existing neighbourhood. The two-storey heights will provide for building massing's which are proportionate when considering the required front yard and side yard setbacks.

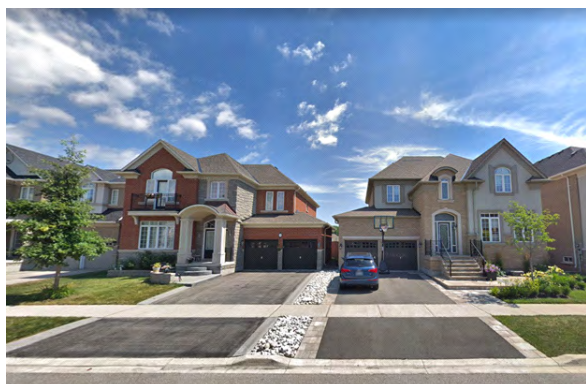
Streetscape massing is intended to be keeping with design guidelines found in *the Design Guidelines for Stable Residential Communities* in particular guidelines 3.2.1 (1), 3.2.1 (2), 3.2.3 (1), and 3.2.3 (2).



ARCHITECTURAL STYLE

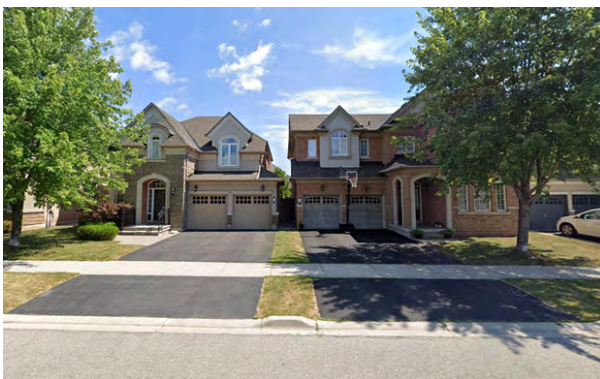
The architectural style in the surrounding area is traditional in form. Brick is the predominant material used, in a range of colours and often with stone and stucco accents. New development will be designed thoughtfully to compliment the existing neighbourhood context. With consideration to the built form of the surrounding area, the design of the proposed buildings will complement the adjacent surroundings through incorporating compatible proportions, height and setback transitions, and enhanced façade articulation and materials.

According to the Design Guidelines for Stable Residential Communities (Section 3.2.4.6), the rear facades adjacent to the existing Shell Park will have a great public visibility from the adjacent park. Models on lots that back onto Shell Park can consider upgraded features to avoid a blank wall. Such upgrades can include upgraded windows, gables, and frieze boards at main roof soffits.

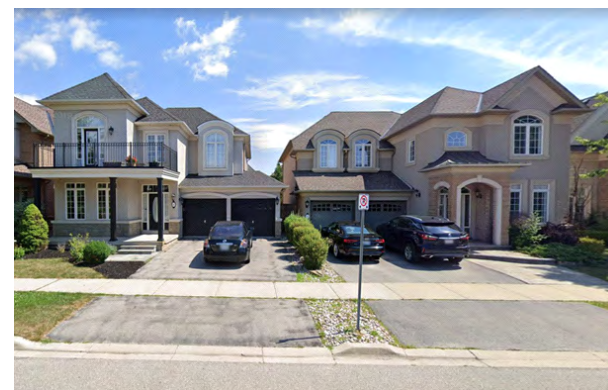


The existing vegetation along Shell Park is to remain, and will continue to provide a buffer between the proposed lots and Shell Park. In addition, retaining walls are not presently contemplated along the interface of Shell Park and the proposed lots.

We acknowledge that the grade difference along the eastern edge of the Subject Property, along Innville Crescent, may trigger overlook and privacy concerns with potential decks backing into the rear yard of the existing properties. At this stage of the development, we cannot predict the certainty of the issue, and will be thoroughly and effectively addressed at the detailed engineering submission process.



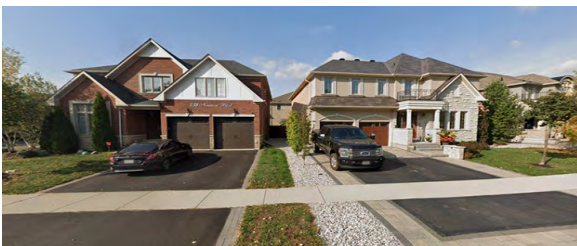
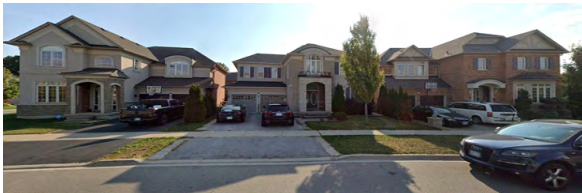
Since this UDB is limited to the plan of subdivision, we have provided examples of single detached dwellings (previous Menkes developments) within Oakville which will inform the architectural style contemplated for the proposed subdivision. The example renderings found on page 26 of this UDB provide for a variety of potential model types and elevations including the use of different exterior materials.



ARCHITECTURAL CHARACTER AND VARIETY

The architectural character and variety will take into consideration design guidelines found in the *Design Guidelines for Stable Residential Communities* in particular guidelines 3.2.4 (1), 3.2.4 (2), 3.2.6 (1), 3.2.6 (2), and 3.2.6 (4) and will be defined more through the permit process when detailed plans are available. In order to maintain the built form of the stable residential community, the proposed dwellings on the Subject Property will consist of single detached dwellings, as permitted through the Zoning By-law.

Consideration will be made to reinforce the use of complementary, but not identical, exterior materials, colors and architectural features. Each model will be designed with two differentiated elevations. Popular models may have more than two elevations. Identical front elevations of a model and brick packages will be separated by a minimum of two dwellings and will not be sited directly across the street from each other.



CORNER AND PRIORITY LOTS

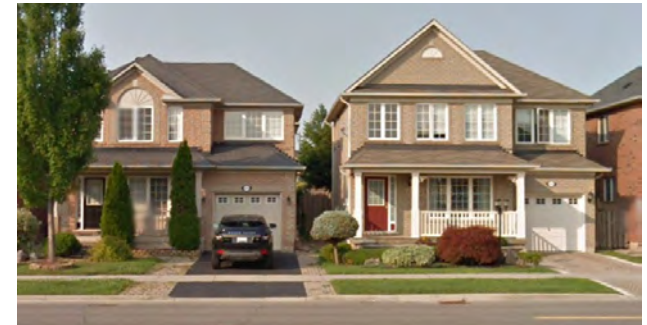
Priority lots are located on corner lots and view terminus lots. Special considerations for siting, landscape design, and architecture are required so they act as gateways. Special attention should be made to the massing, height, opening, materials and detailing for exposed elevations of the corner lot dwelling. Designs intended for internal lots can be permitted for corner lots, provided there is upgraded elements, where possible, such as upgraded windows, gables or wraparound façade materials. If the main entrance is located on the short elevation, sufficient articulation, projecting bays, and generous fenestration can be considered on the flankage.

Distinctive design elements are required on the flankage, such as wraparound porch, porticos, bay windows, generous fenestration, articulation, gables, dormers and tower feature. The main entry to the dwelling should be located on the long elevation or wrapped around to face the corner. A privacy fence is required to enclose the rear yard of the corner lot; however, it should not hide the flanking elevation. Where lot depths permit and possible by zoning, greater front yard setbacks can be considered.

It should be noted that although Lots 30 & 31 may be perceived as corner lots, these lots are situated interior to the site and therefore not subject to upgraded or special design considerations of typical corner and/or priority lots. Instead, Lots 30 & 31 can consider upgraded side yard elevations which can include updated windows and gables.

Both front and exposed rear elevations will be of equal quality in terms of materials, amount and proportions of openings (except as limited by Building Code) and attention to detail. Distinctive design elements will be included on the rear elevations, such as, articulation (where zoning permits), gables, and upgraded windows. Variety among rear wall articulation will be included for long stretches of lots having highly exposed rear elevations in order to avoid monotony.

In keeping with guidelines 3.1.4 (1), 3.1.4 (2), and 3.1.4 (4) of the *Design Guidelines for Stable Residential Communities*, new development on these lots will incorporate elevated architectural detailing, front onto main streets, and minimize privacy fencing.



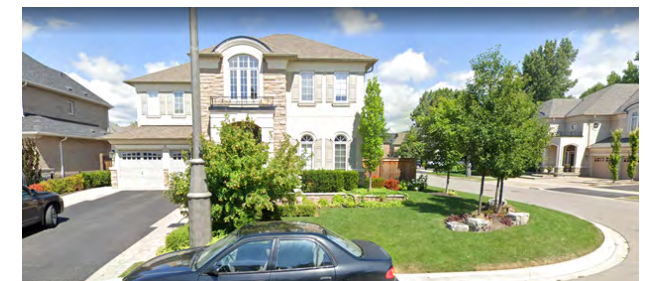
Example of View Terminus Lots



Example of Corner Priority lot

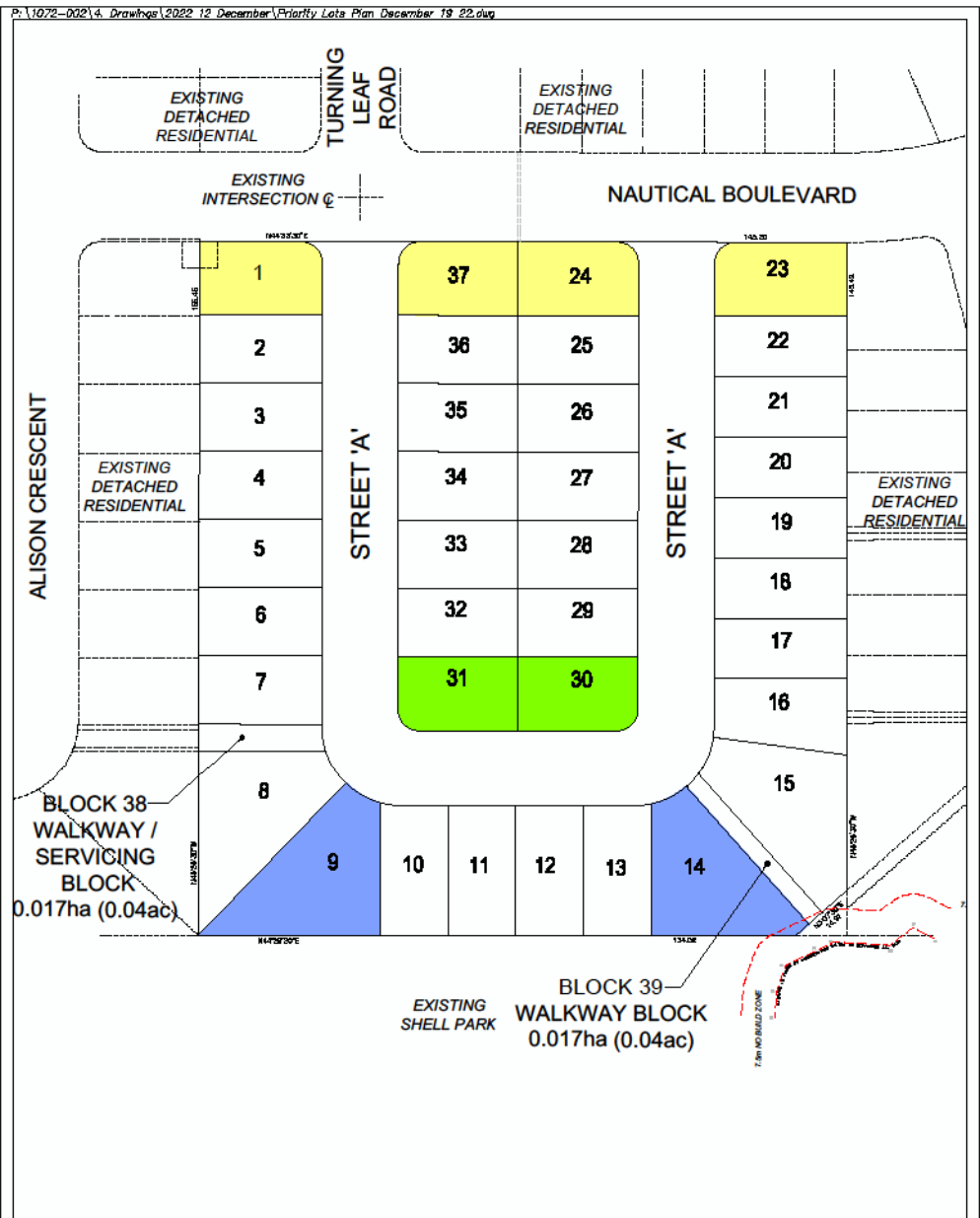


Example of Corner Priority lot



Example of Corner Priority lot

Priority Lot Plan



PRIORITY LOT PLAN

Legend

- Corner Dwellings
- Upgraded Side Yard Elevation
- View Terminus Dwellings



Scale 1:800
DECEMBER 19, 2022



Design Review Process

A design review process is required for all new 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, Town of Oakville Official Plan – Livable Oakville, Design Guidelines for Stable Residential Communities and any other applicable documents.

Architectural design and siting proposals for residential built form shall be evaluated through an architectural control design review and approval process in accordance with the Conditions of Draft Approval.

Prior to Draft Plan Approval:

- a. The Urban Design Brief must be revised and finalized to the satisfaction of town staff.

Prior to sales and marketing:

- a. The Owner agrees to implement the Town-approved Urban Design Brief to the satisfaction of the Town.

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

- i. The control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;
- ii. The control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;
- iii. The control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review; and
- iv. The control architect will discuss with Town staff any identified issues.
- v. The builder will submit drawings stamped/signed by the control architect with the building permit application in accordance with the foregoing.

c. The control architect shall submit elevations and typical lotting plans of all lots to Planning Services Urban Design staff, for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief.

The 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 generally comprise the following steps:

- Orientation meeting with the Developer/Builder prior to any submissions
 - Model review with town staff, and approval.
 - Review of elevations/typical lotting plans with Town of Oakville Planning Services Urban Design staff.
 - Review and approval of exterior materials and colours.
- Periodic site monitoring for compliance.

CONCEPTUAL RENDERINGS



Streetscape Rendering



Single Detached Lot Rendering



Single Detached Lot Rendering



Single Detached Lot Rendering



Corner Lot Rendering



Corner Lot Rendering



Single Detached Lot Rendering



Corner Lot Rendering

