



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 focussed 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 and two infrastructure blocks (Block 38 - Servicing corridor and Block 39 -Walkway block) 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.

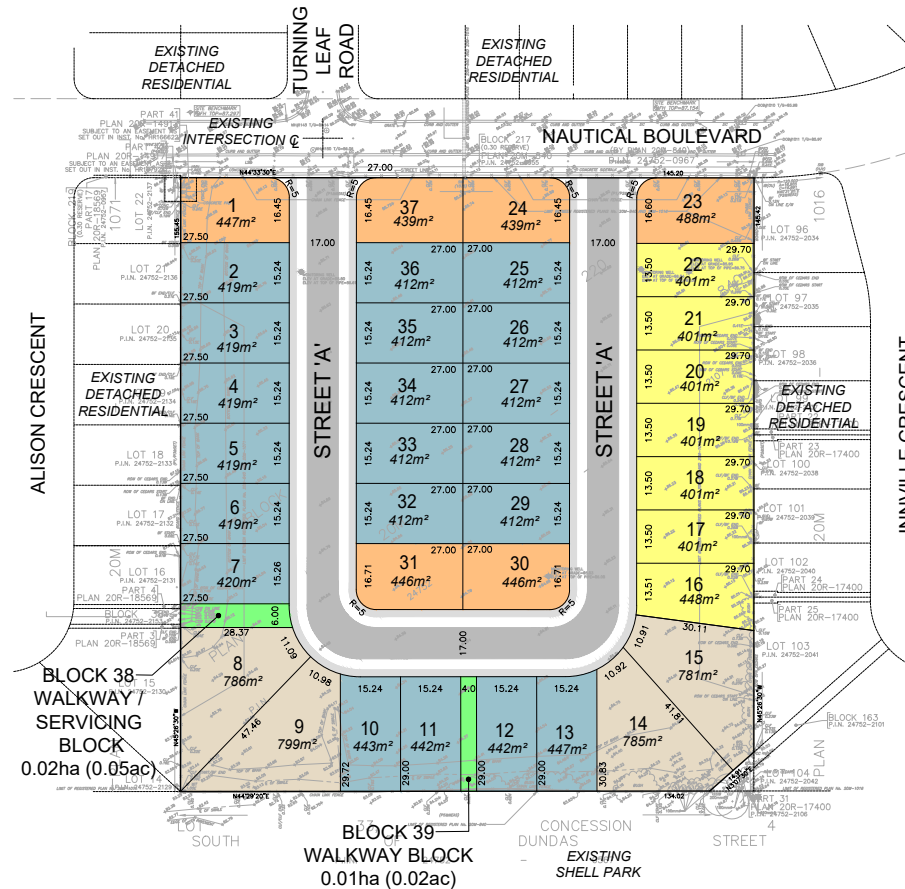


Figure 1 - Draft Plan of Subdivision

SUBJECT PROPERTY

The Subject Property is located on the south side of Nautical Boulevard, east of Alison Crescent and west of Inville 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 Inville 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.

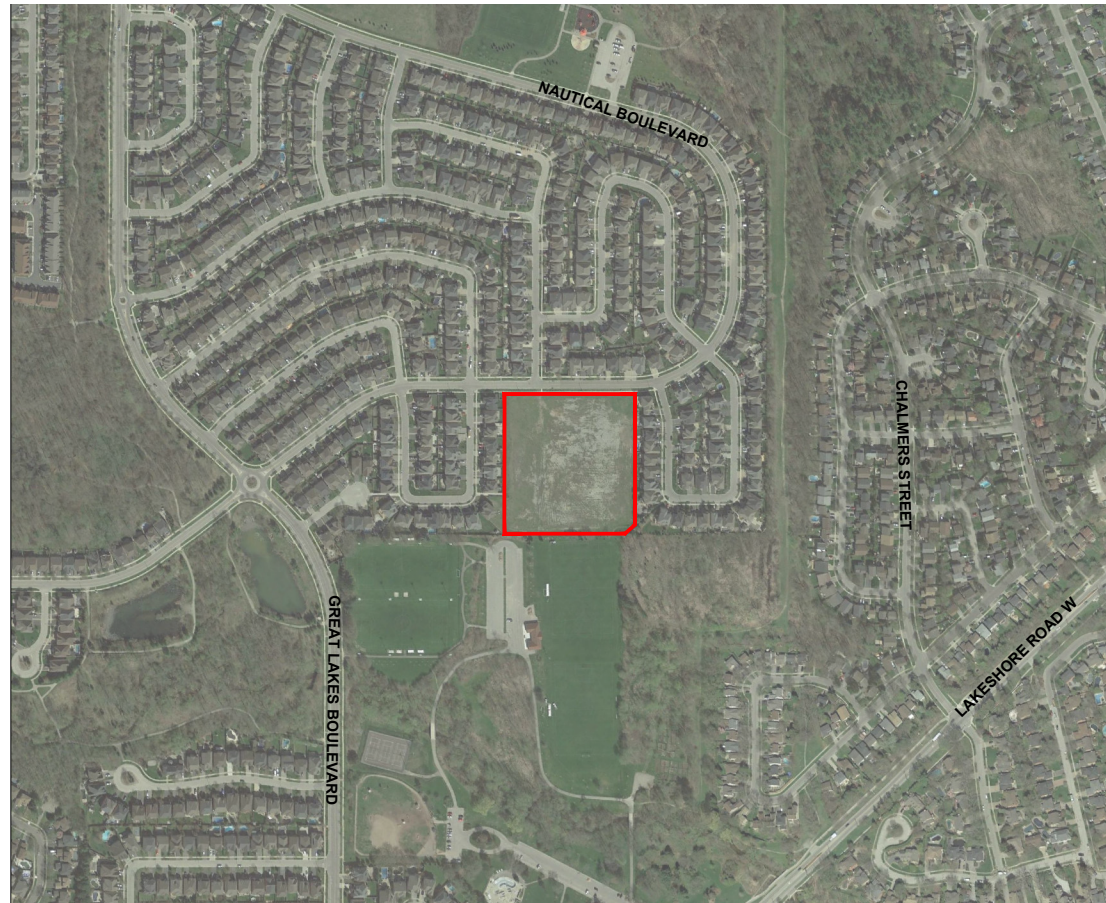


Figure 2 - Aerial Context Map



Subject Property

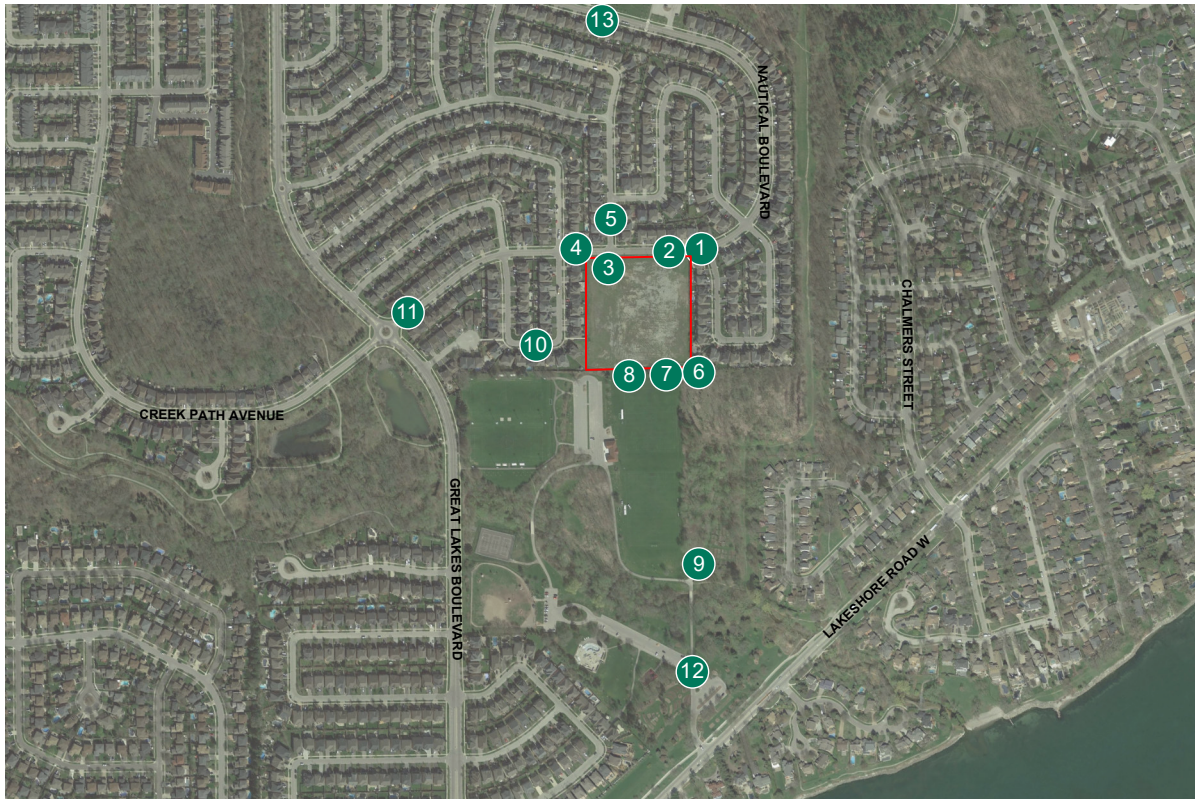


Figure 3 - Aerial Key Map

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.

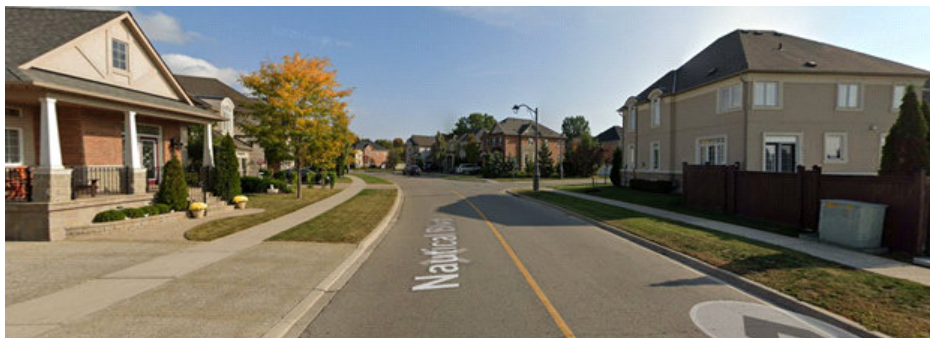


Photo 1

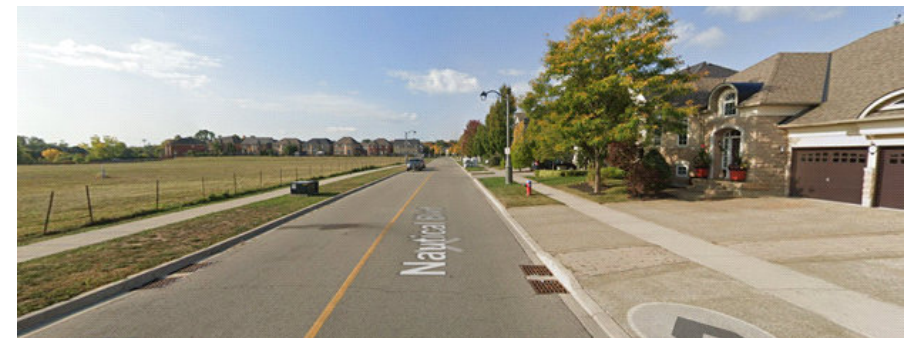


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Figure 4 - Proposed Subdivision Layout and Surrounding Land Uses

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 Nautilus 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).

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 are 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).

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.

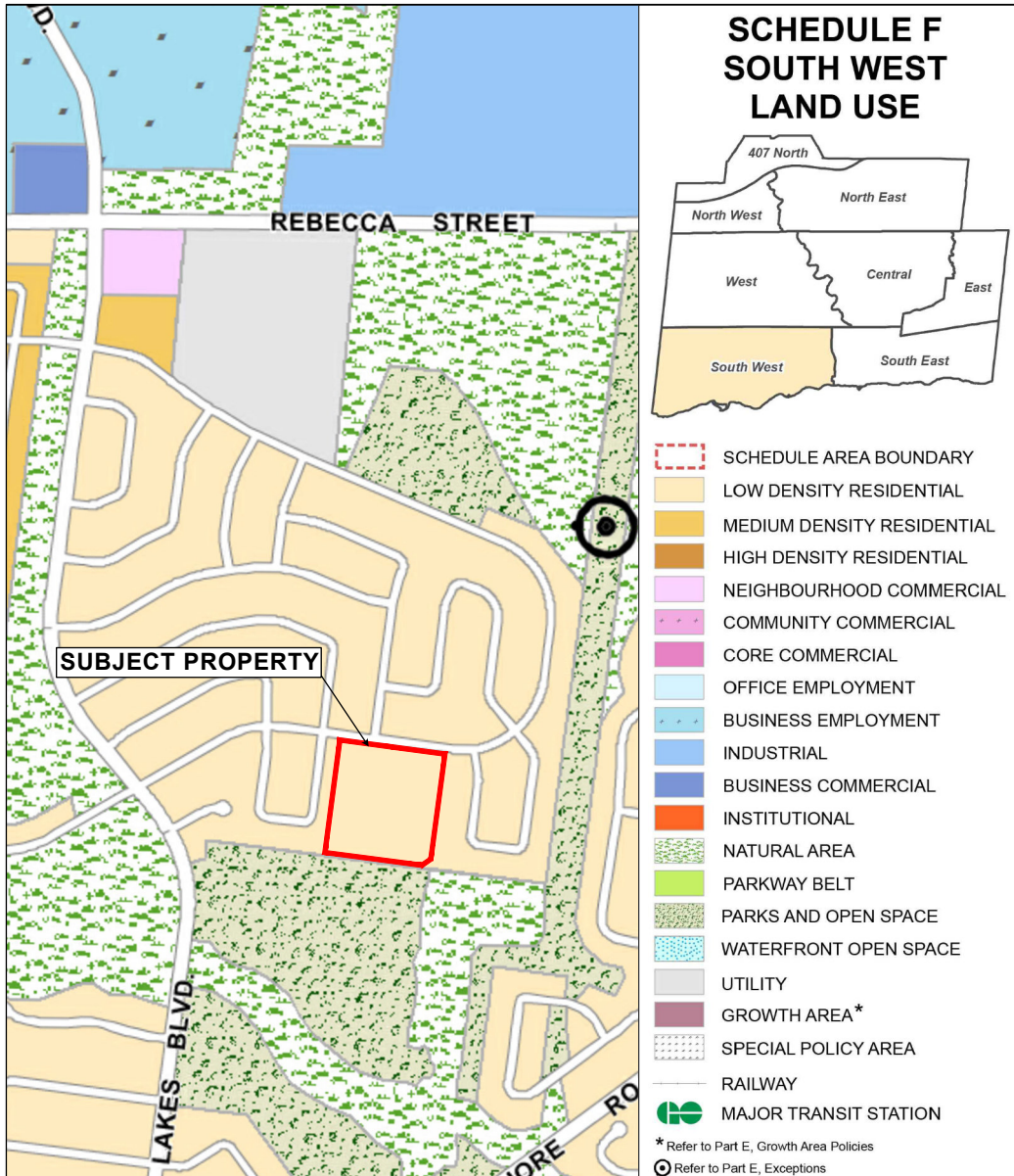


Figure 5 - Schedule F – Land Use

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.*

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.

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.

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 include;

- 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 include;

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.

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	371-938m ²
Minimum Lot Area - Corner Lot	285.0m ²	439-488m ²
Minimum Lot Frontage	11.0m	12.8-15.24m
Minimum Lot Frontage - Corner Lot	12.5m	14.02m
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.

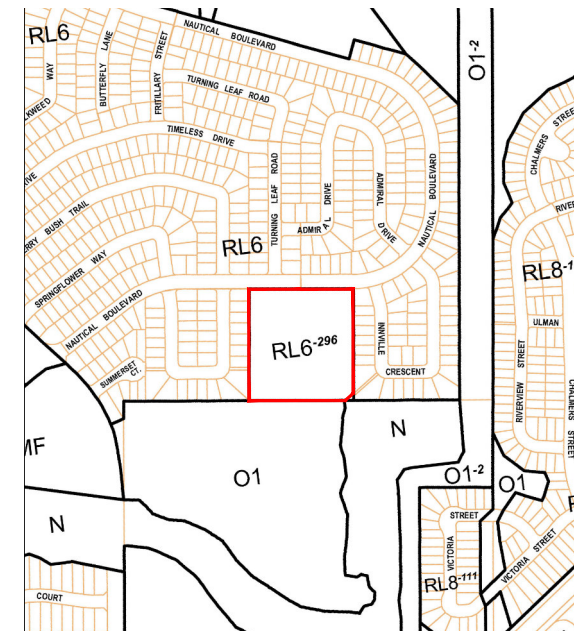


Figure 6 - Draft Zoning By-law Map

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 metres 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.

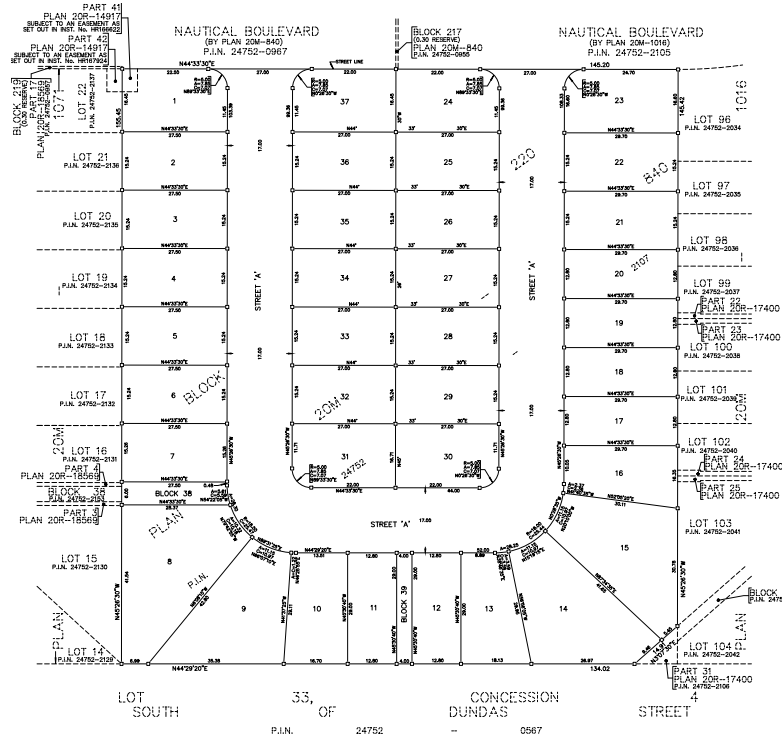


Figure 7 - RPE Draft Plan of Subdivision

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 surrounding 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.



Streetscape with Sidewalk on One Side



Streetscape with Sidewalk on Both Sides

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.

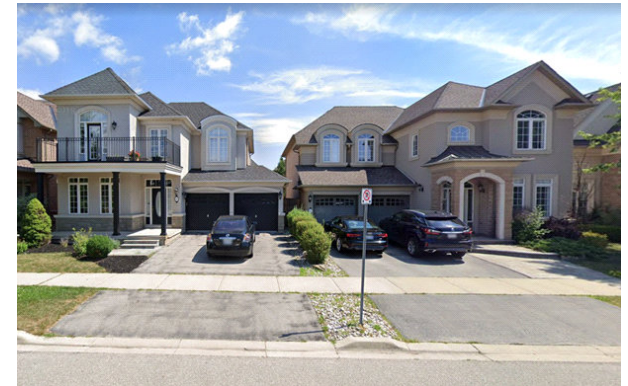
Streetscape massing is intended to be keeping with design guidelines found in *the Design Guidelines for Stable Residential Communities* in particular guidelines 3.2.1 (1), 3.2.1 (2), 3.2.3 (1), and 3.2.3 (2).



ARCHITECTURAL STYLE

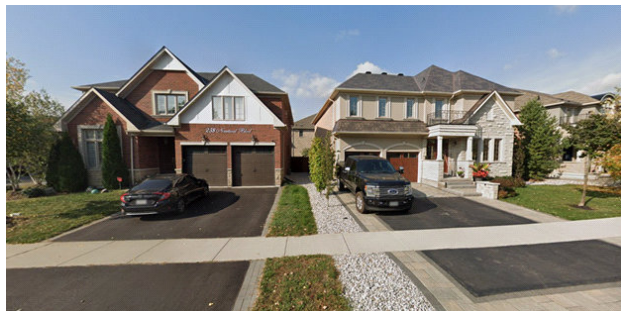
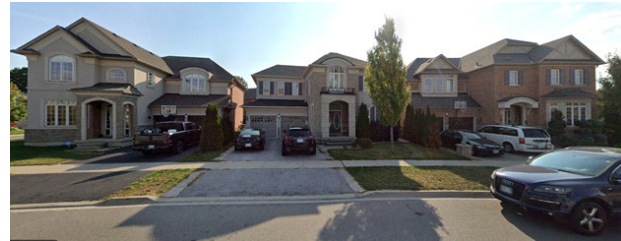
The architectural style in the surrounding area is traditional in form. Brick is the predominant material used, in a range of colours and often with stone and stucco accents. New development will be designed thoughtfully to compliment the existing neighbourhood context.

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. These images can be found on page 19 of this UDB.



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.



CORNER AND PRIORITY LOTS

Priority lots are located on corner lots and view terminus lots, such as at the end of the proposed crescent. Special considerations for siting, landscape design, and architecture is required so they can act as gateways and help to establish visual reference points within the neighbourhood. 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 the upgraded or special design considerations of typical corner and/or priority lots. Only flankage facade treatment will be required for these lots (side upgrade).

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 Corner Priority lot



Example of Corner Priority lot



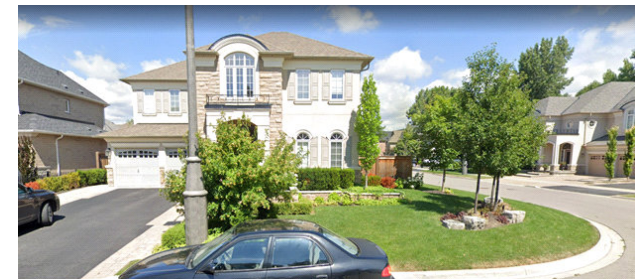
Example of Corner Priority lot



Example of Corner Priority lot



Example of Corner Priority lot



Example of Corner Priority lot

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

