URBAN DESIGN BRIEF

PREPARED FOR:

Regional Official Plan Amendment ("ROPA"),
Official Plan Amendment ("OPA")
and Zoning By-law Amendment ("ZBA")

Post Residences Inc.
1493 Sixth Line, Oakville

File no. 20375 G

August, 2025

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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1.0
INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Post Residences Inc. (the "Applicant") to seek approval for a Regional Official Plan Amendment ("ROPA"), an Official Plan Amendment ("OPA") and a Zoning By-law Amendment ("ZBA") to facilitate a residential development located at 1493 Sixth Line, in the Town of Oakville (the "Subject Lands" or "Site").

The proposed development is a 6-storey apartment building including a daycare and 190 affordable rental apartment units of varying sizes. The proposed development offers a suitable intensification prospect while contributing to the provision of housing within the Oakville community.

This Urban Design Brief illustrates the proposal's conformity to the Town of Oakville Official Plan, as well as compliance with the Oakville Liveable Urban Design Guidelines, all of which are applicable to the Subject Lands. Please note that all designs and drawings are conceptual and subject to change.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Sincerely;

MHBC

Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer

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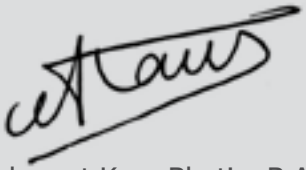
Associate | Urban Designer



Ashmeet Kaur Bhatia, B.Arch, Cert. UD, Cert. PM

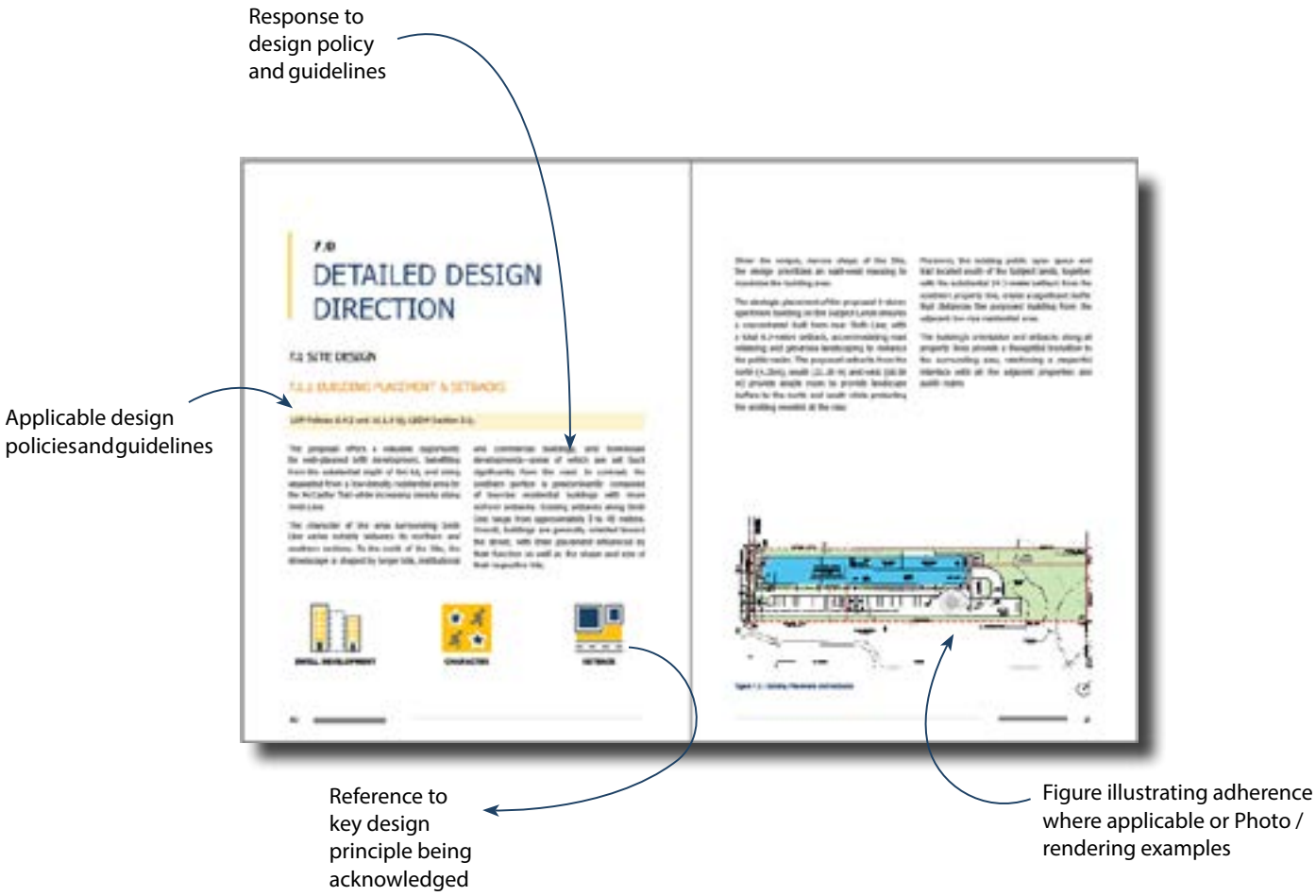
Urban Designer

2.0

HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.



3.0
SITE & CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are municipally addressed as 1493 Sixth Line, in the Town of Oakville, Regional Municipality of Halton. It is located on the east side of Sixth Line. The Subject Lands are currently vacant and only contain vegetation, including trees, and are approximately 8,092 sq.m in area, and have an approximate frontage of approximately 42 m along Sixth Line. Aerial imagery of the Site and surroundings indicates that the Site is relatively flat.

Natural Resource Solutions Inc. have assessed the woodlot at the rear of the Subject Lands through an Environmental Impact Assessment, confirming the extent of the existing woodlot and the required buffer to the proposed development.

Figure 3.1 : Location Map

3.2 SURROUNDING CONTEXT

To the immediate north of the Subject Lands is Munn's Public School. The south side of the school property, adjacent to the Subject Lands, consists of surface parking for the school, followed by the school building itself. Note that the outdoor recreational space for the school is located within an interior courtyard and at the rear of the property along the McCraney Valley Trail. Beyond, towards the north, is a 2-storey townhouse development. Directly to the east of the Site is Oakville Park and Natural Area.

To the immediate south of the Subject Lands is a public open space and the head of McCraney Valley Trail, connecting to the trail network within the Natural Area to the east. Further south are single detached homes facing Sixth Line and sport fields associated with White Oaks Secondary School and Gaetan-Gervais Secondary School.

To the west of the Subject Lands, across the street, is a 1-storey commercial plaza with surface parking along Sixth Line. South of Elm Street are single detached dwellings and townhouse developments.

Figure 3.2 : From the Subject Lands, looking north along Sixth Line

Figure 3.3 : At the entrance of McCraney Valley Trail

Figure 3.4 : From the Subject Lands, looking south along Sixth Line

Figure 3.5 : Existing Plaza across Sixth Line

Figure 3.6 shows the Context Map, demonstrating community facilities and amenities within an 400m radius (10-minute walking distance) from the Subject Lands, including retail, food services, medical services, educational institutions, parks and natural spaces.

The area surrounding the Subject Lands is serviced by local amenities and facilities, and it is expected to serve and benefit the new residents of this area.

Figure 3.6 : Context Map

3.3 RECENT DEVELOPMENT CONTEXT

An assessment of the development context in the vicinity of the Subject Lands reveals five significant development applications:

- The proposal at 1105 McCraney Street for a 6-storey special care residence, with a total of 221 residential units, has been approved.
- The proposal at 1020 - 1042 Sixth Line is for a residential development consisting of fifty-seven 3-storey townhouse units organized within eight development blocks. This application has been appealed to OLT.
- The proposal at 1295 Sixth Line is for 30 townhouse units within three blocks.
- The proposal at 2163 & 2169 Sixth Line is for a 9-storey mixed-use building with a medical office and retail uses at grade, and residential uses on the upper storeys. This proposal was approved through OLT.
- The proposal at 1226 White Oaks Boulevard, for a 20-storey rental apartment building with 203 rental units, has been approved.

The development context showcases an intensity that aligns with the suitable growth and intensification goals of Oakville, thereby contributing to the expansion of the housing stock.

Figure 3.7 : Recent Surrounding Developments

3.4 TRANSPORTATION CONTEXT

The Subject Lands are located along a significant north-south transit corridor, Sixth Line, approximately 200 m south of the intersection with Upper Middle Road East, a significant east-west corridor. Sixth Line has a future right-of-way ("ROW") width of 26 m. Aerial and survey imagery of the Subject Lands indicates that the current ROW width is approximately 20.09 m; therefore, a 2.94 m road widening dedication is provided as part of the proposed development

In the Halton Region Official Plan, Sixth Line is categorized as a Minor Arterial Road according to Map 3 – Functional Plan of Major Transportation Facilities. Similarly, in the Liveable Oakville Plan, Sixth Line is designated as a Minor Arterial Road on Schedule C – Transportation Plan.

Figure 3.8 : Halton Region OP Map 3 – Functional Plan of Major Transportation Facilities

Figure 3.9 : Liveable Oakville Plan Schedule C – Transportation Plan

The Subject Lands are served by Oakville Transit Routes 19 and 71, with a bus stop adjacent to the Subject Lands. Route 19 operates 30-minute service from Trafalgar Urban Core in the north to Oakville GO in the south. Route 71 operates as a school special, connecting students to White Oaks Secondary School from the west and north neighbourhoods.

As per the Liveable Oakville Plan, outlined in Schedule D – Active Transportation Plan, Sixth Line is recognized as having an established bike lane. Additionally, the McCraney Valley Trail runs along the south property line, connecting users to key destinations including Sheridan College, White Oaks Secondary School, Oakville Place, and the Trafalgar Urban Core. Bike lanes and sidewalks are additionally provided along Sixth Line.

Figure 3.10 : Liveable Oakville Plan Schedule D – Active Transportation Plan

4.0
DESIGN VISION

The proposed development is the outcome of meticulous planning and design by the project team, in collaboration with technical experts, Town staff, and the community. The design aligns with the Provincial Policy framework, Regional and Town policies, which will enhance the existing public realm while respecting the existing built environment and delivering affordable rental housing.

Figure 4.1 : Rendering of the Proposed Development

5.0
THE PROPOSAL

The proposal introduces a 6-storey affordable rental building that features a mix of one-, two-, and three-bedroom units, thereby contributing to the existing housing stock in the area with different housing options.

Figure 5.1 : Render of the Proposed Development

The proposed building runs east-west following the shape of the Subject Lands with a rear yard setback of approximately 68.5 m, which includes the existing Natural Area and a 10-meter buffer to the dripline of the woodlot.

An approximately 3.34 m setback is implemented from the front lot line along Sixth Line in addition to a 2.94 m road widening, increasing the overall setback to about 6.3 m from the current curb.

Along the north property line, the building is set back 4.52 m, providing room for a landscape buffer and preserving a significant number of trees along the north property line.

The south property line provides for a 21.30 m setback to the McCraney Valley Trail parcel, including a 3.0 metre landscape strip to allow for a vegetated buffer.

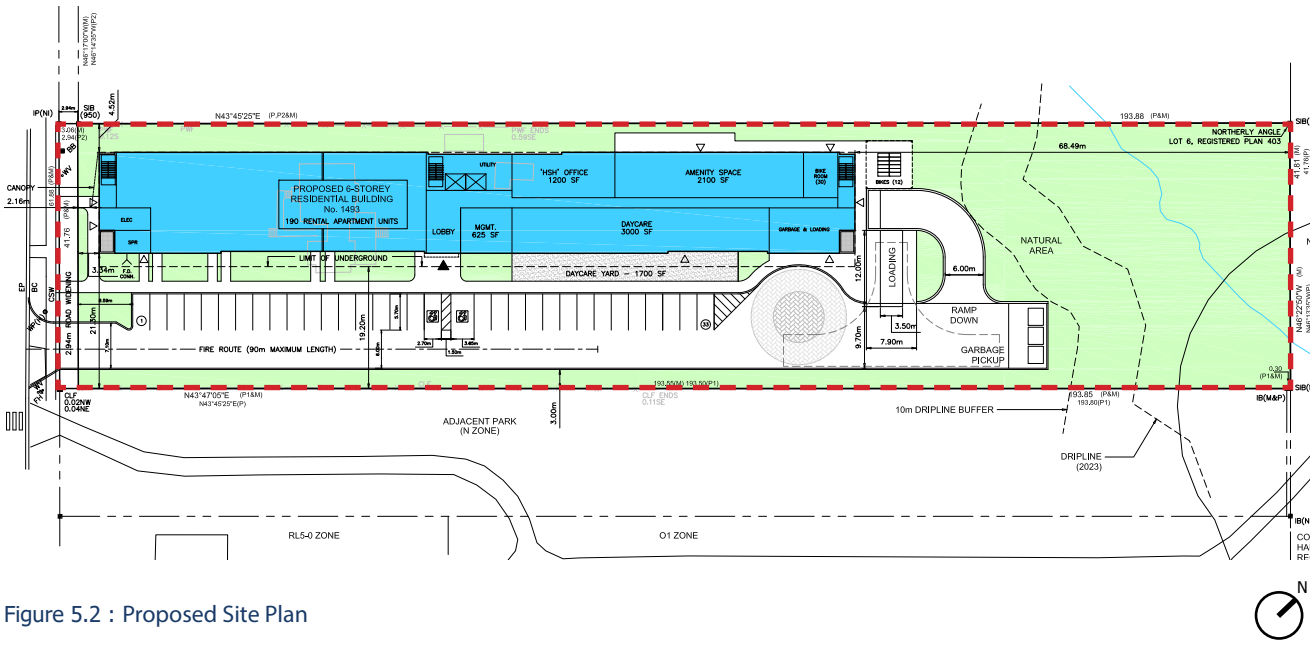


Figure 5.2 : Proposed Site Plan

The vehicular access is provided via a driveway located at the southwest corner with a driveway that runs along the south property line. Access to underground parking, loading, servicing, and garbage collection is located at the rear of the building, away from Sixth Line. In addition to 70 underground parking spaces, 33 parking spots are provided at grade, buffered from the public realm and adjacent properties.

To support the anticipated active transportation uses, the proposal offers a total of 42 bicycle parking spots, with 30 spots at grade designated for residents indoor and an additional 12 spot for visitors located at the rear.

The main residential entrance is located in the middle of the building, connected to a public sidewalk with a dedicated pedestrian pathway running along the south edge of the building. The ground floor of the proposed development contains 15 residential units in the half portion of the building closer to Sixth Line. The ground floor to the east of the main lobby contains a management office, a housing office, indoor amenity space, bicycle parking, garbage and loading space, as well as a 278 sq.m. daycare with 130 sq.m. of outdoor space.

Indoor amenity spaces have been planned for the residents on the ground floor.

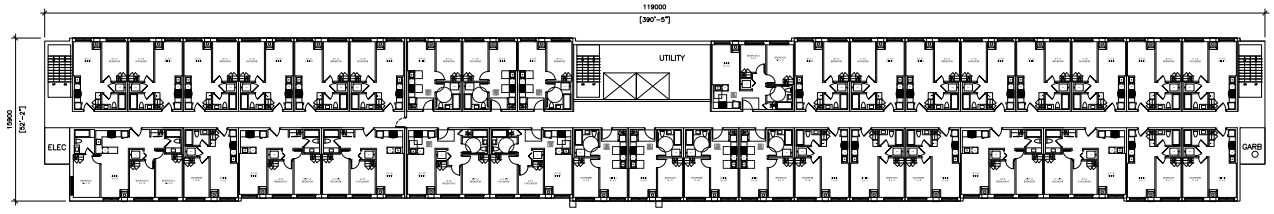


Figure 5.3 : Upper Floor Plan (Typical 2 to 6)

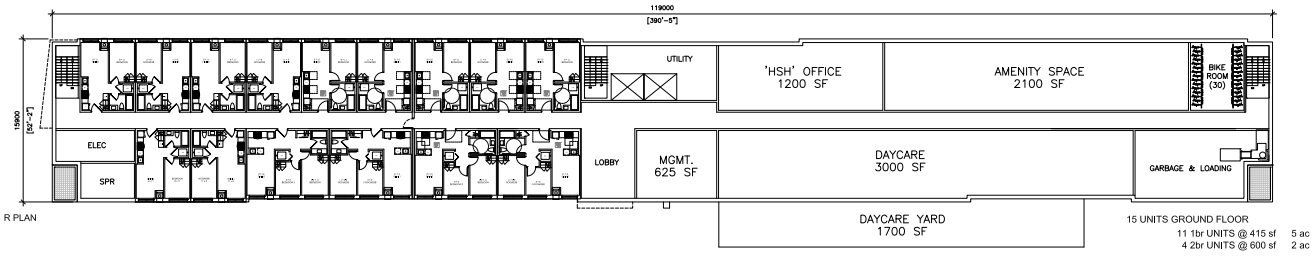


Figure 5.4 : Ground Floor Plan

Figure 5.5 : South Elevation

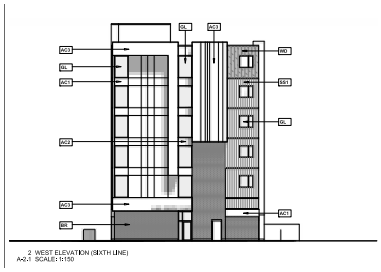


Figure 5.6 : West Elevation

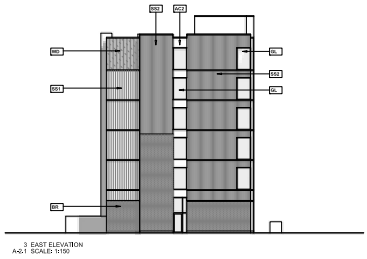
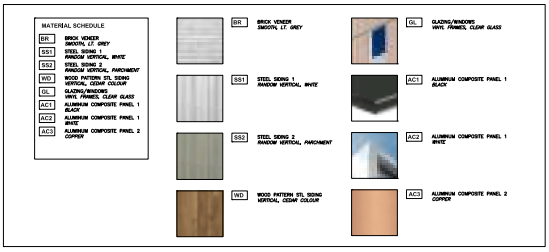


Figure 5.7 : East Elevation



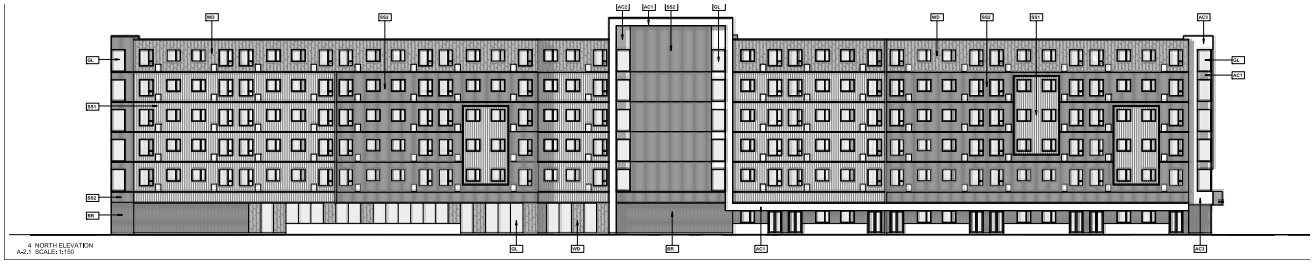


Figure 5.8 : North Elevation

6.0
POLICY CONTEXT

The existing design-related policy framework for the Subject Lands includes the Liveable Oakville Plan, the Liveable by Design Manual - Urban Design Direction.

This section delineates urban-design-related objectives and policies within this regulatory framework relevant to the proposed development.

The following sections offer a summary of different aspects of the proposed design and their correlation with the key policies.

For a full analysis of the policy and regulatory framework, this Urban Design Brief should be read in conjunction with the Planning Justification Report prepared in support of this application.

6.1 OAKVILLE LIVEABLE OFFICIAL PLAN

The Town of Oakville Official Plan, also known as the Liveable Oakville Plan ("LOP"), establishes the desired land use pattern for lands within the Town, coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated, establishes a framework and policy context for decision making; and conforms or does not conflict with provincial plans, has regard to matters of provincial interest, and is consistent with provincial policy statements.

The urban structure of the LOP identifies the Subject Lands as being 'Natural Area' on Schedule A1 – Urban Structure (Figure 6.1), and the Subject Lands are designated 'Natural Area' on Schedule I – Central Land Use (Figure 6.2).

Figure 6.1 : LOP Schedule I - Central Land Use

6.2 OAKVILLE LIVEABLE BY DESIGN MANUAL

The Town of Oakville Liveable by Design Manual ("LBDM") is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The LBDM applies to all development proposals which are subject to review and planning approval by the Town. The LBDM directs that new development is designed and executed in accordance with the following six guiding design principles:

1. Sense of Identity;

2. Compatibility;

3. Connectivity;

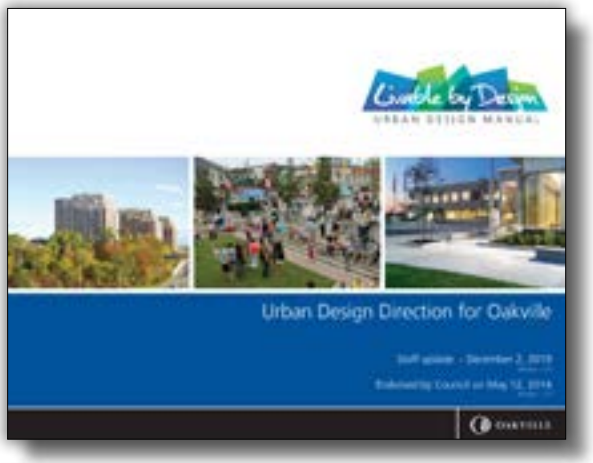
4. Sustainability; and

5. Legacy; and

6. Creativity.

The design of the proposed development adheres to these guiding principles. It aligns with the surrounding context, ensuring a high-quality built environment that accommodates growth. Complementing these principles, the LBDM offers detailed design guidance for built form. The goal is to achieve well-designed structures that harmonize with the local context, fostering liveable, functional, and visually appealing environments.

A detailed analysis of how the proposal addresses the LBDM guidelines – in conjunction with the Liveable Oakville Plan – is described in section 7.0 of this Urban Design Brief.



7.0
DETAILED DESIGN DIRECTION

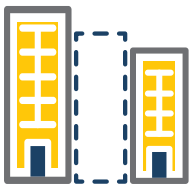
7.1 SITE DESIGN

7.1.1 BUILDING PLACEMENT & SETBACKS

LOP Policies 6.4.2 and 11.1.9 b); LBDM Section 3.1;

The proposal offers a valuable opportunity for well-planned infill development, benefiting from the substantial depth of the lot, and being separated from a low-density residential area by the Trail while increasing density along Sixth Line.

The character of the area surrounding Sixth Line varies notably between its northern and southern sections. To the north of the Site, the streetscape is shaped by larger lots, institutional and commercial buildings, and townhouse developments—some of which are set back significantly from the road. In contrast, the southern portion is predominantly composed of low-rise residential buildings with more uniform setbacks. Existing setbacks along Sixth Line range from approximately 3 to 40 metres. Overall, buildings are generally oriented toward the street, with their placement influenced by their function as well as the shape and size of their respective lots.



INFILL DEVELOPMENT

SETBACK

Given the unique, narrow shape of the Site, the design prioritizes an east-west massing to maximize the building area.

The strategic placement of the proposed 6-storey apartment building on the Subject Lands ensures a concentrated built form near Sixth Line, with a total 6.3-metre setback, accommodating road widening and generous landscaping to enhance the public realm. The proposed setbacks from the north (4.25m), south (21.30 m) and east (68.50 m) provide ample room to provide landscape buffers to the north and south while protecting the existing woodlot at the rear.

Moreover, the existing public open space and trail located south of the Subject lands, together with the substantial 21.3-meter setback from the southern property line, create a significant buffer that distances the proposed building from the adjacent low-rise residential area.

The building's orientation and setbacks along all property lines provide a thoughtful transition to the surrounding area, reinforcing a respectful interface with all the adjacent properties and public realm.

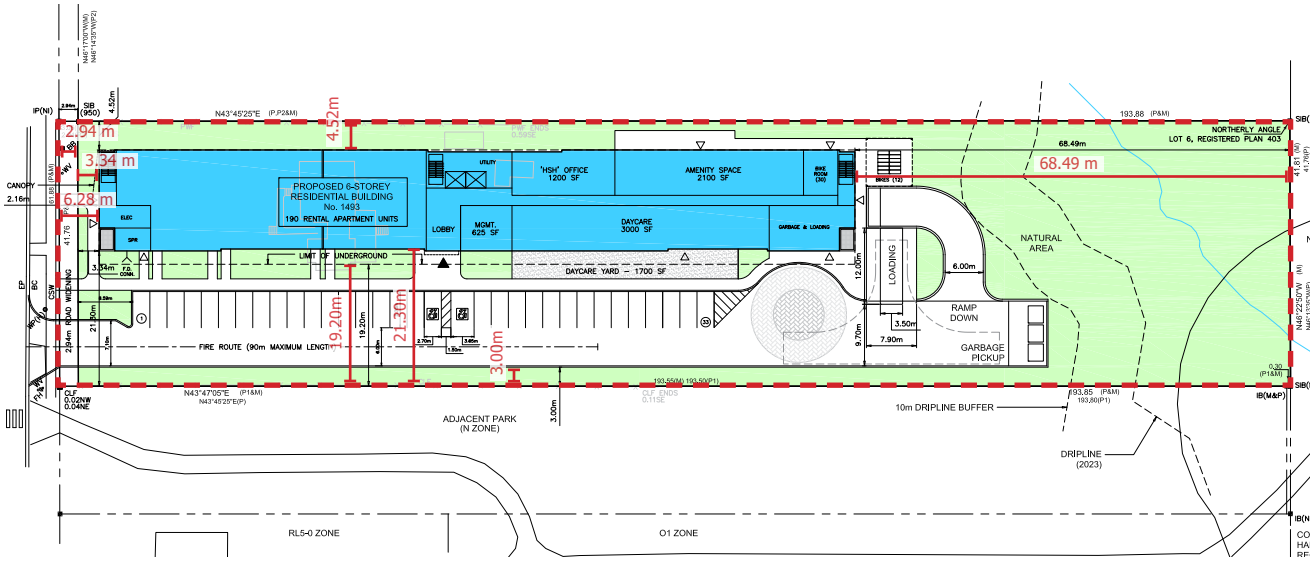


Figure 7.1 : Building Placement and Setbacks

7.1.2 ACCESS & CIRCULATION

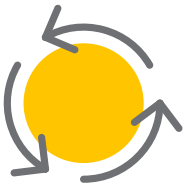
LOP Part C, Policy 6.11, 6.12; LBDM Policy 4.2

The primary residential entrance is situated in the middle of the proposed building, directly connected to Sixth Line through a pedestrian walkway. Additionally, two secondary entrances at the front and rear are provided, directly accessed and connected to the public sidewalk and the surface parking via the same pedestrian walkway, respectively.

The construction of the proposed building will adhere to the Ontario Building Code, AODA, and all required accessible standards.

The development is strategically designed with a single vehicular access point from Sixth Line, providing entry to loading and garbage collection at the rear of the building. This access point also serves the underground parking and surface parking at the rear, as well, functioning as a turnaround area.

ACCESSIBILITY



CIRCULATION

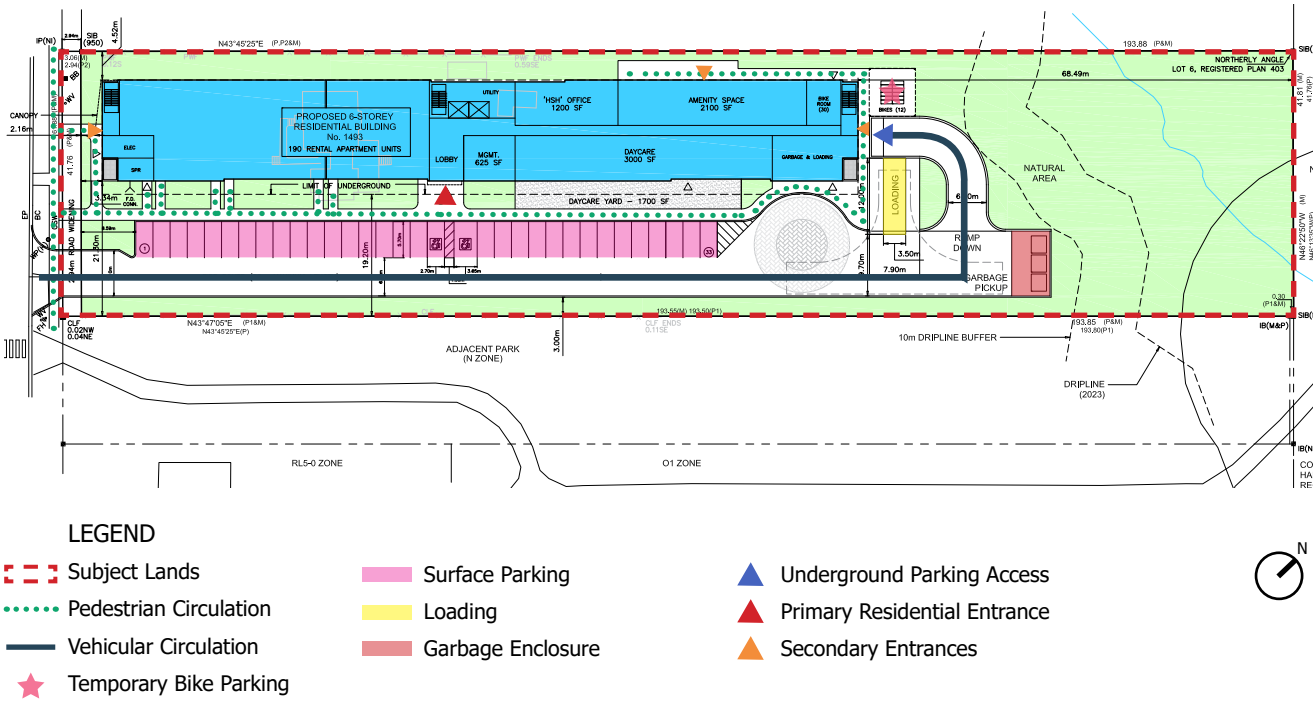


Figure 7.2 : Access and Circulation

7.1.3 LANDSCAPING

LOP Part C, Policy 6.10; LBDM Section 4.1

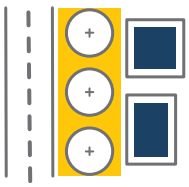
Conceptual landscaping is currently outlined on the submitted Site Plan accompanying the application. The plan delineates conceptual hard and softscaping areas.

Landscaping will be incorporated along the proposed building frontage to enhance the streetscape along Sixth Line. Further, along the north property line, the building is set back 4.52 m, providing room for a landscape buffer and preserving a significant number of trees along the north property line. Along the south property line, a 3.0 metre landscape strip is provided to allow for a vegetated buffer.

The existing woodlot at the rear of the site is being preserved, with additional tree plantings proposed along its edge where it meets the hardscape. Landscaping is also introduced along the at-grade residential units, where a combination of shrubs and trees will provide privacy for residents while simultaneously screening views of the surface parking area.

In choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions wherever possible. The proposed landscaping provides 36% canopy coverage, significantly exceeding the required 20% canopy coverage.

TREE CANOPY



LANDSCAPE BUFFER

NATIVE PLANTING

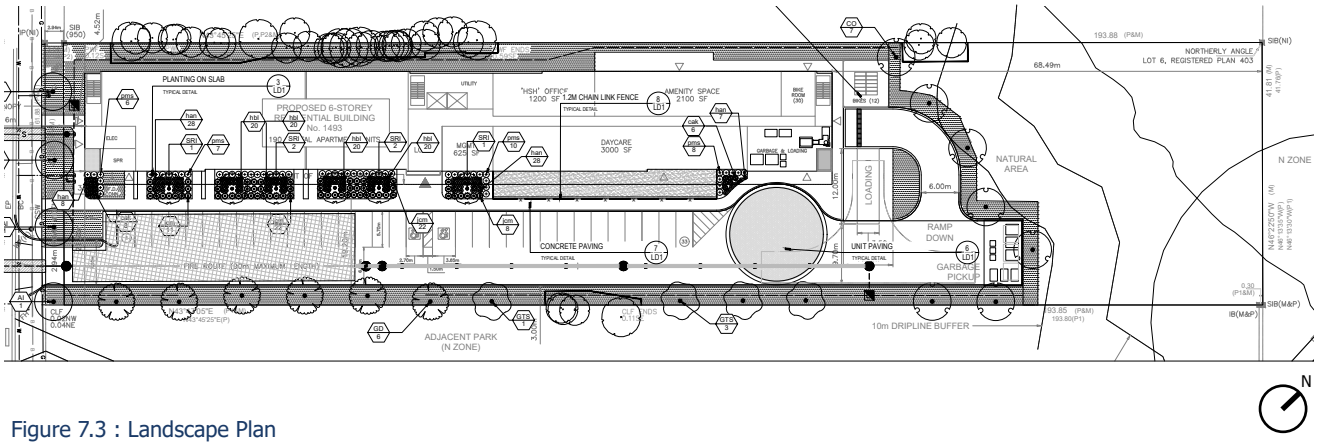


Figure 7.3 : Landscape Plan

7.1.4 PARKING, LOADING & SERVICE AREAS

LOP Part C, Policy 6.13, 6.16; Part D, Policy 11.1.9 f); LBDM Section 4.3, 4.6

In addition to 70 underground parking spaces, 33 parking spots are provided at grade, along the south edge of the proposed building. The proposed surface parking is appropriately buffered from the public realm and adjacent property to the south.

Loading and servicing areas are located at the rear of the building. They are screened from the public by the building and landscaping, providing visual relief and noise mitigation associated with the back-of-house areas. Waste storage is also located at the rear of the site within an enclosure that is further buffered from adjacent properties by landscaping (Figure 7.2).

The proposed pedestrian path is clearly defined and designed to be separated from the vehicular route and surface parking.

Services and utilities such as air handling equipment, hydro transformers, and telecommunications equipment will be positioned, screened or placed away from driveways and other main public views. Further details will be provided at the Site Plan Approval stage.

Additionally, rooftop mechanical equipment is located in the middle of the roof, ensuring that it is not visible from the public realm and integrated into the overall design of the building.

7.2 MASSING, COMPATIBILITY & ARCHITECTURAL ARTICULATION

LOP Part C, Policy 4.3, 6.9.1, 6.9.2, 6.9.5, 6.9.6, 6.9.9, 6.9.11, 6.9.13; Part D, Policy 11.1.9 a), c), d); LBDM Section 3.1

As previously noted, building heights in the surrounding area are primarily low-rise, with occasional instances of mid-rise development. The existing built form showcases a diverse mix of typologies: to the north, the landscape includes commercial plazas, large institutional buildings, and townhouse blocks, while the southern portion features single detached homes and a mid-rise building with a rectangular footprint.

The proposed building massing is straightforward, with a 6-storey streetwall along Sixth Line. The height is carried uniformly to six storeys, creating a consistent profile from front to back. The transition to the surrounding low-rise residential context is achieved primarily through the landscaped setbacks at grade and the overall siting of the building on the lot, rather than through architectural modulation of the upper levels. As mentioned under 7.1.1, a large south setback of 21.3 m, adjacent to the McCraney Valley Trail, provides for appropriate separation from the existing low-rise dwellings further to the south. To the north, the 4.52m setback abutting existing surface parking associated with the elementary school provides approximately 20m of total separation to the school building itself. The provided Shadow Study further demonstrates that no significant shadow impact is anticipated on the elementary school.

Figure 7.4 : Rendering of the Proposed Development

The building adopts a pragmatic façade composition. The design of the elevations and use of materiality clearly distinguish the base, middle, and top of the structure. The two-storey ground-related base is articulated with a different finish to create a sense of scale at street level, while the upper floors alternate between two tones of cladding to provide some visual interest. Large areas of repetition are evident, but the varied material palette helps to break down the overall mass.

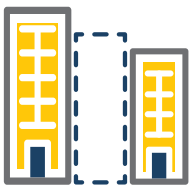
Windows are evenly spaced and uniform in size, offering natural light into units while maintaining a simple rhythm across the facade. While the architectural detailing is modest, the overall composition avoids monotony and delivers a balanced appearance.

At grade, the building accommodates residential units, a daycare, an indoor amenity space, a management office, a housing office, and bicycle parking. Given the limited frontage along Sixth Line and the modular nature of the affordable apartment design, the building cannot support active uses on this frontage. However, a secondary entrance and upper-level windows are incorporated to ensure the façade along Sixth Line remains animated and visually attractive. Along Sixth Line, the landscaped setback provides a buffer between private land and the public sidewalk. These elements contribute to a pedestrian environment that feels safe and active, even if the frontage treatment is not highly elaborate.

On the longer north and south elevations, the building's extended length has been carefully articulated to avoid a monotonous appearance. Vertical elements are introduced at the middle of both north and south elevations, breaking up the length of the building visually. Additionally, variations in material and colour help to visually segment the massing and create a sense of rhythm along the building's length. The consistent use of window groupings further contributes to this effect, adding depth and variety to the façade while enhancing natural light within the units. Together, these strategies reduce the perception of bulk and provide a more pedestrian-scaled and visually appealing presence for the development.

RHYTHM AND PATTERN

ARTICULATION



INFILL DEVELOPMENT

Figure 7.5 : South Elevation

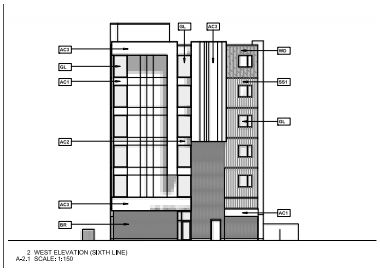


Figure 7.6 : West Elevation

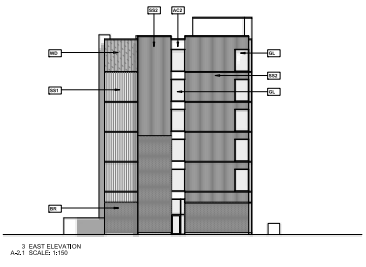
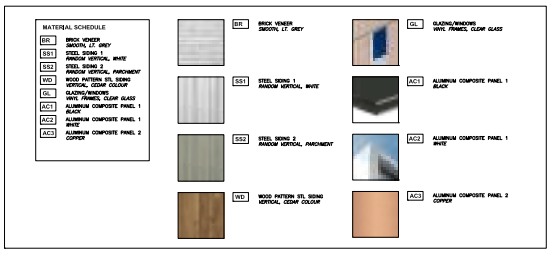


Figure 7.7 : East Elevation



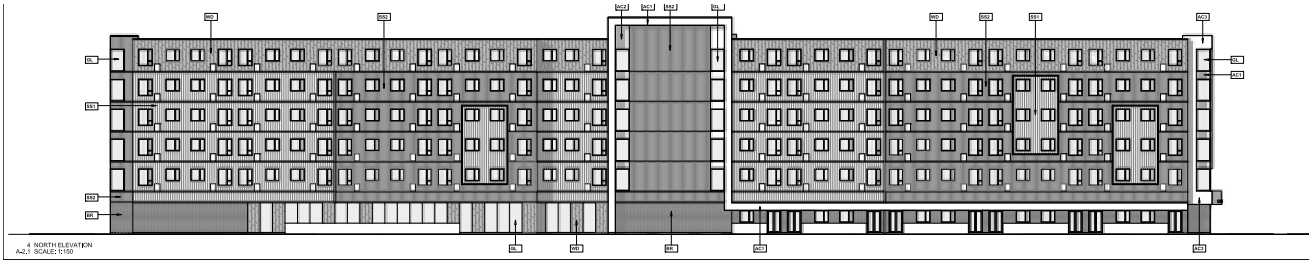


Figure 7.8 : North Elevation

7.3 SUSTAINABILITY FEATURES & MICRO-CLIMATE CONTROL

LOP Part C, Policy 8.9.4, 8.10, 10

The proposed development considers a number of sustainable design practices to ensure the resiliency of the building and surroundings.

The proposed development offers convenient access to existing bus routes. Beyond transit options, the project recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system, both in existing and new development areas, will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles.

The proposal protects and provides a buffer from the woodlot to the rear of the Subject Lands. Additionally, in choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design.

The proposed development, designed with a compact built form, aims to intensify an underutilized site, fostering energy conservation. Further sustainable strategies will be considered in the future application.

SUSTAINABILITY

ACTIVE TRANSPORTATION

NATIVE PLANTING

7.3.1 SHADOW IMPACTS

LOP Part D, Policy 11.1.9 h)

Regarding micro-climatic conditions, particularly shadowing, a Shadow Impact Study has been prepared by pml.A and is presented in the subsequent pages.

The study analyses the shadows cast by the proposed development on April 21, June 21, September 21 and December 21 at hourly intervals, beginning 1.5 hours after sunrise and ending 1.5 hours before sunset; per the Town's terms of reference.

As mentioned previously, the massing of the proposed building has been strategically located and designed to minimize any potential shadowing impacts on the surrounding streets, open spaces, and adjacent properties.

The study demonstrates that the proposed building generates minimal impacts on the surrounding area, all of which fall within the acceptable thresholds established by the Town's guidelines.

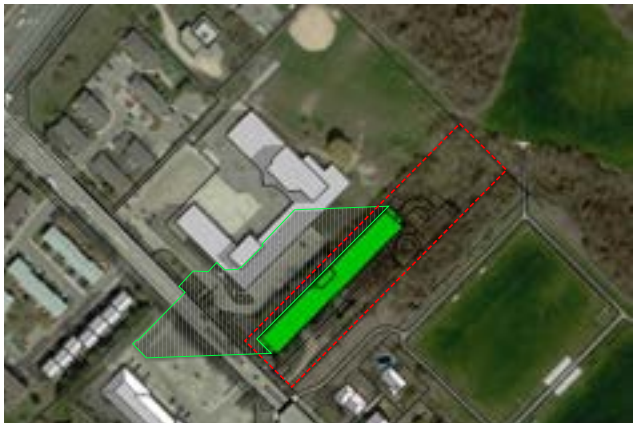


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Figure 7.9 : April 21st - Shadow Study

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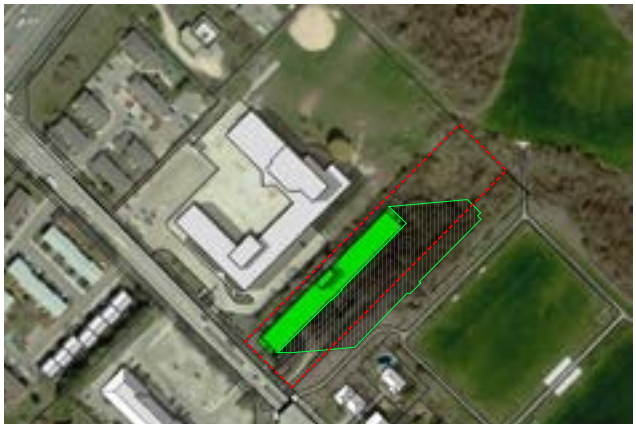

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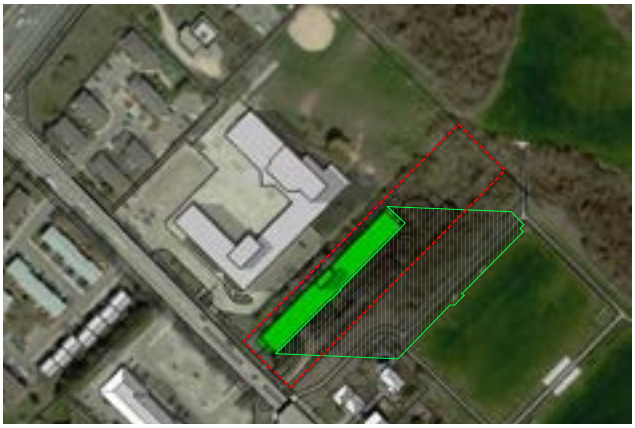

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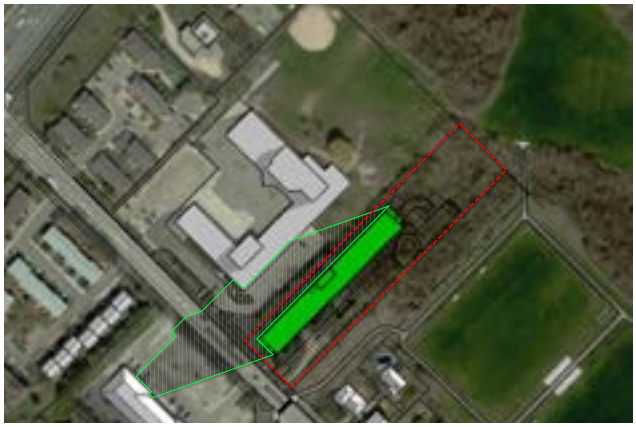
Figure 7.10 : April 21st - Shadow Study



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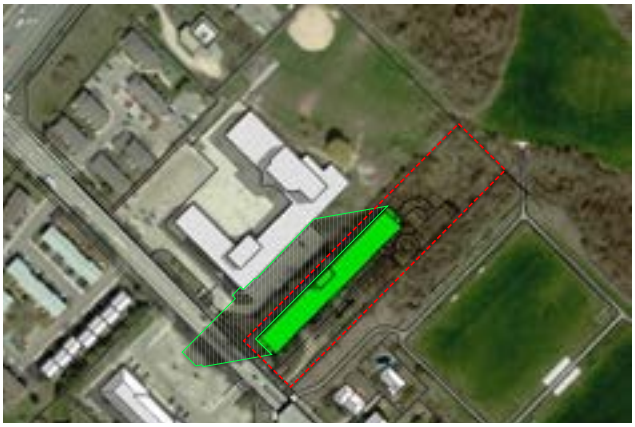

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Figure 7.11 : June 21st - Shadow Study

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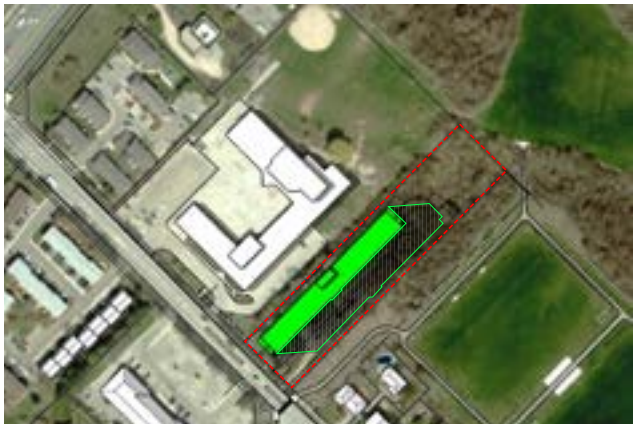

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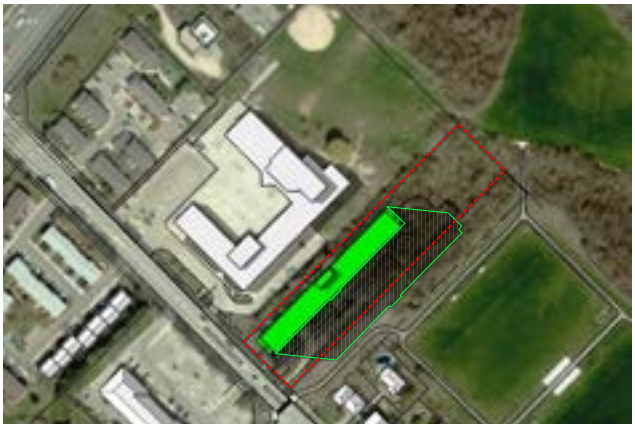

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Figure 7.12 : June 21st - Shadow Study

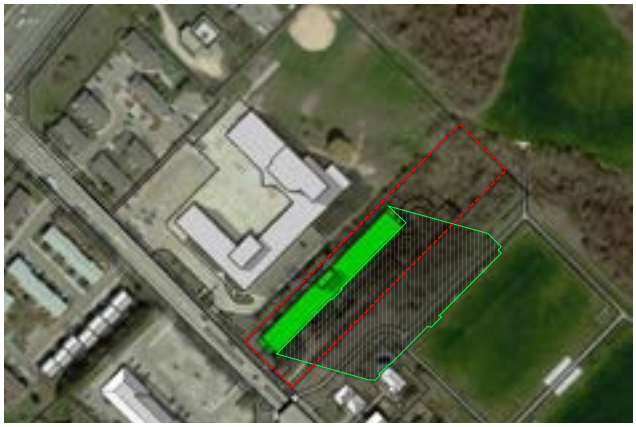

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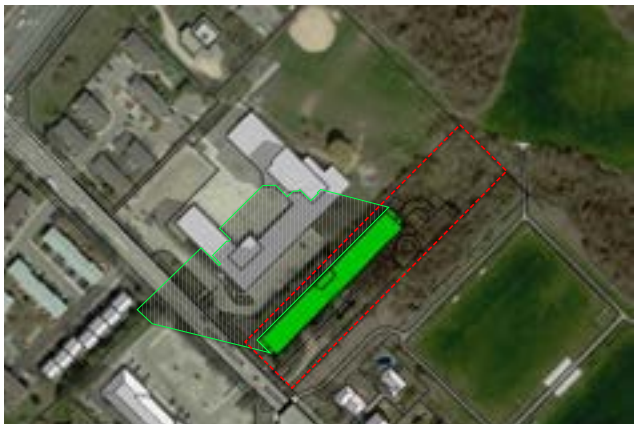
Figure 7.13 : June 21st - Shadow Study



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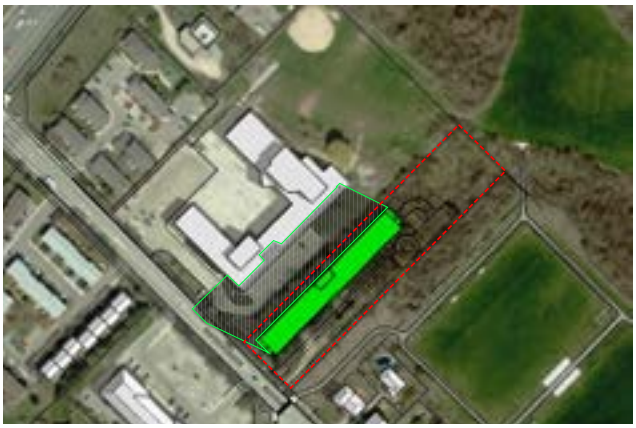

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Figure 7.14 : September 21st - Shadow Study

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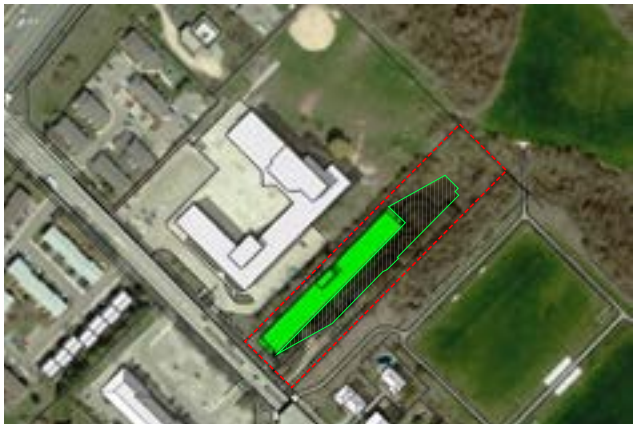

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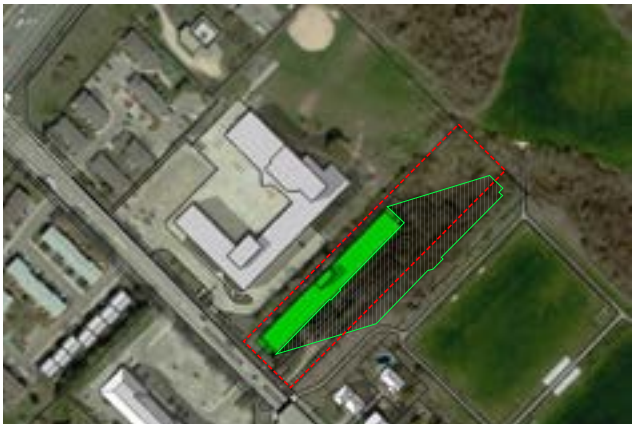

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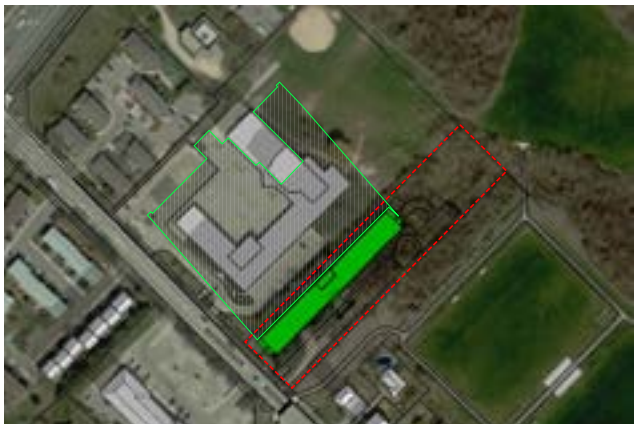
Figure 7.15 : September 21st - Shadow Study



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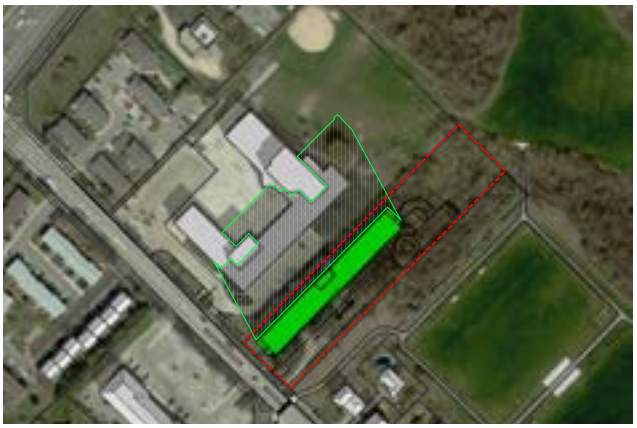

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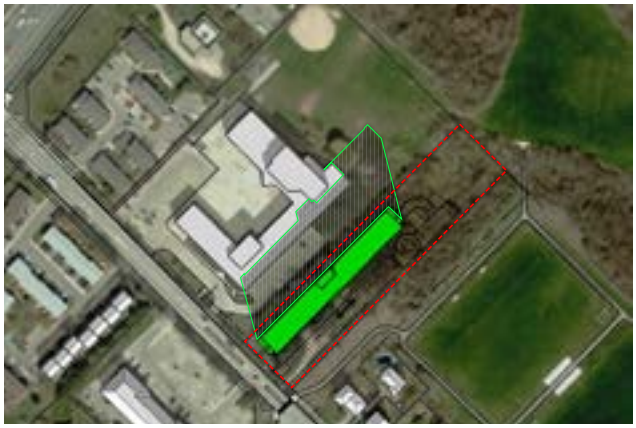

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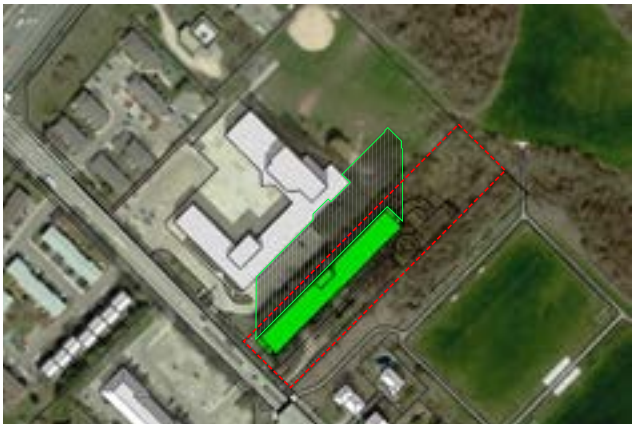

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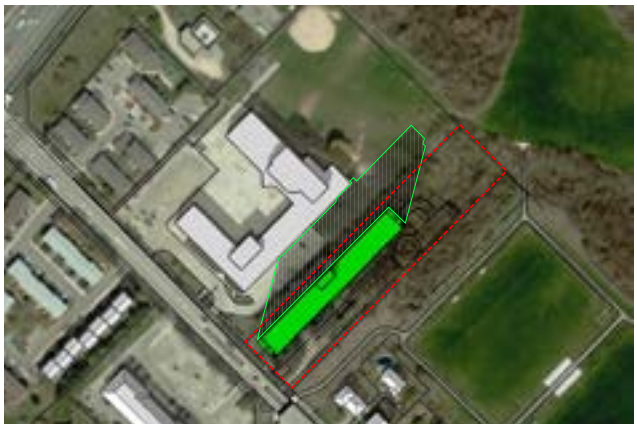
Figure 7.16 : December 21st - Shadow Study



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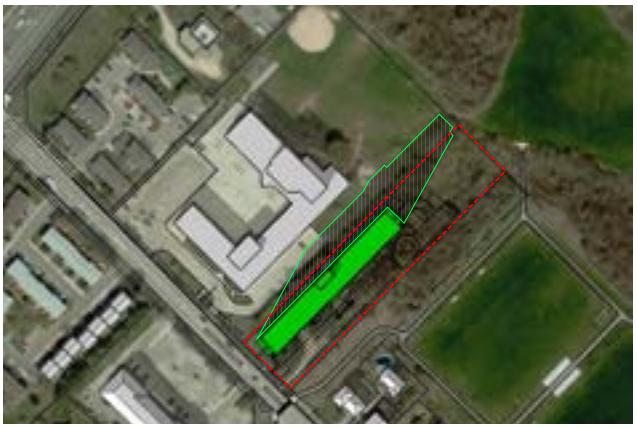

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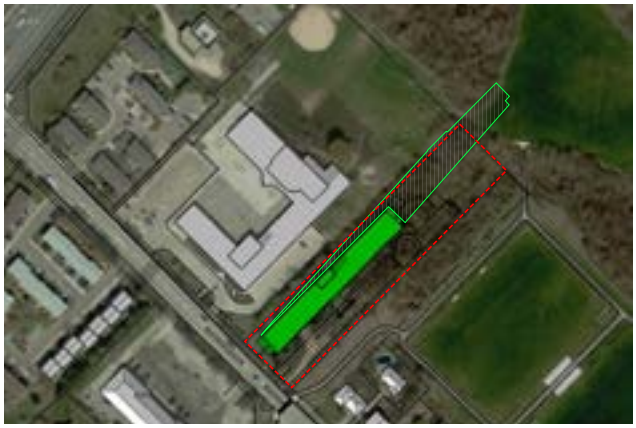

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Figure 7.17 : December 21st - Shadow Study

8.0
CONCLUSION

Positioned conveniently near the Town's transit system, bike routes, schools and parks, this location is strategically chosen for optimal accessibility. The envisioned design aims to enhance the current streetscape, appropriately responding to the scale and architecture of the surrounding context and creating a safe pedestrian environment. Enhanced landscaping and clean-lined and functional architectural design will contribute to a well-integrated built environment.

Our assessment of the Town of Oakville Liveable Official Plan and the Liveable by Design Manual indicates that the proposal adheres to the established vision and design direction.

Based on the analysis presented in this Urban Design Brief, in our opinion, the proposed development is appropriate for the Subject Lands within the existing context, contributes to the much-needed affordable housing and represents good urban design.

Design Terms

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

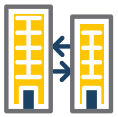
ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized-transportation

ADAPTIVE REUSE
Converting an existing building uses into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

FINE GRAIN
A pattern of street blocks and building foot-prints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments

MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

MAJOR TRANSIT STATION AREA
Areas within waking distance of an existing or planned higher order transit station

MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use

NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

TRANSIT-ORIENTED COMMUNITY
Compact, mixed-use, pedestrian-friendly developments near public transit

TREE CANOPY
Cover and shade created by the layering of deciduous tree branches and foliage

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BARRIER FREE
Public and private places and spaces, designed to accommodate persons of all ages and abilities

BUILT FORM
The physical shape of developments including buildings and structures

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits

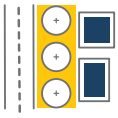
FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

HEIGHT TRANSITION
The gradual change in height between buildings within a community

INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility

NODE
A place where activity and circulation are concentrated

PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort

PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm

STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

STREETWALL
The consistent edge formed by buildings fronting on a street

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development

WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse

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