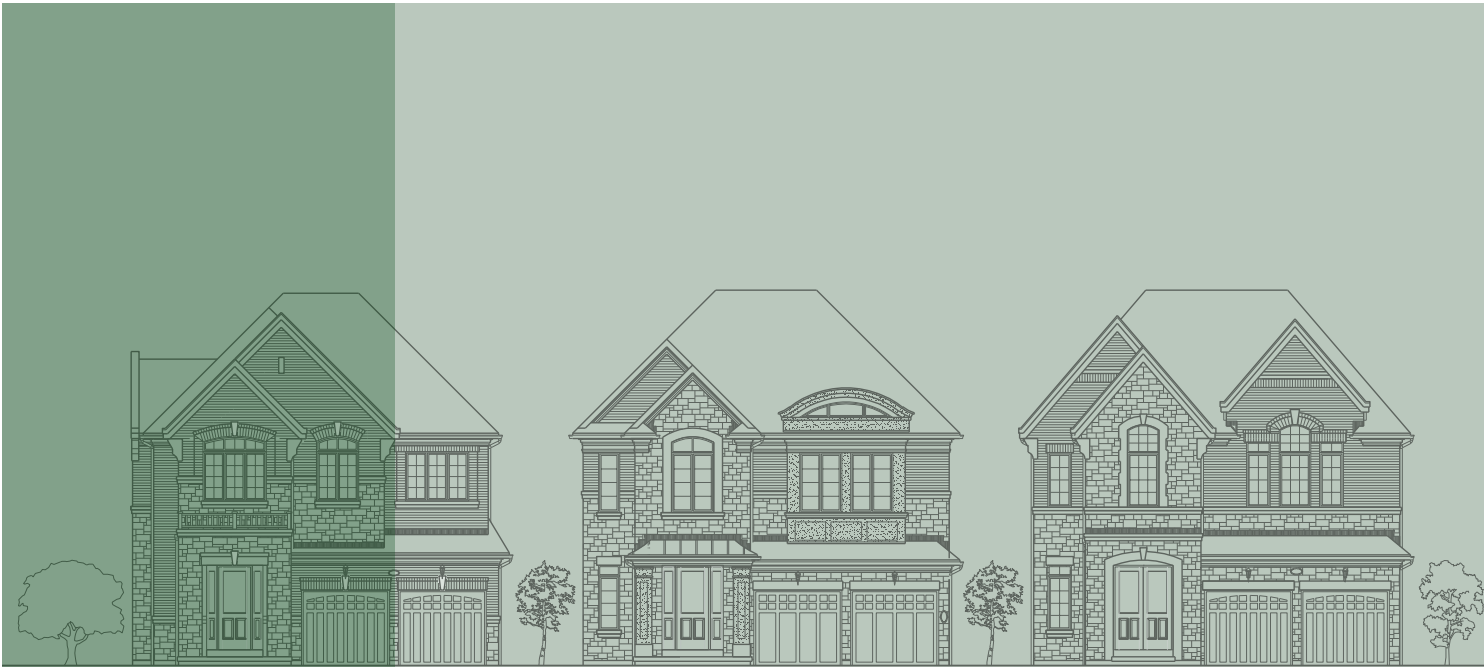


# 304 & 318 SPRUCE STREET

## URBAN DESIGN BRIEF



MAR 2024





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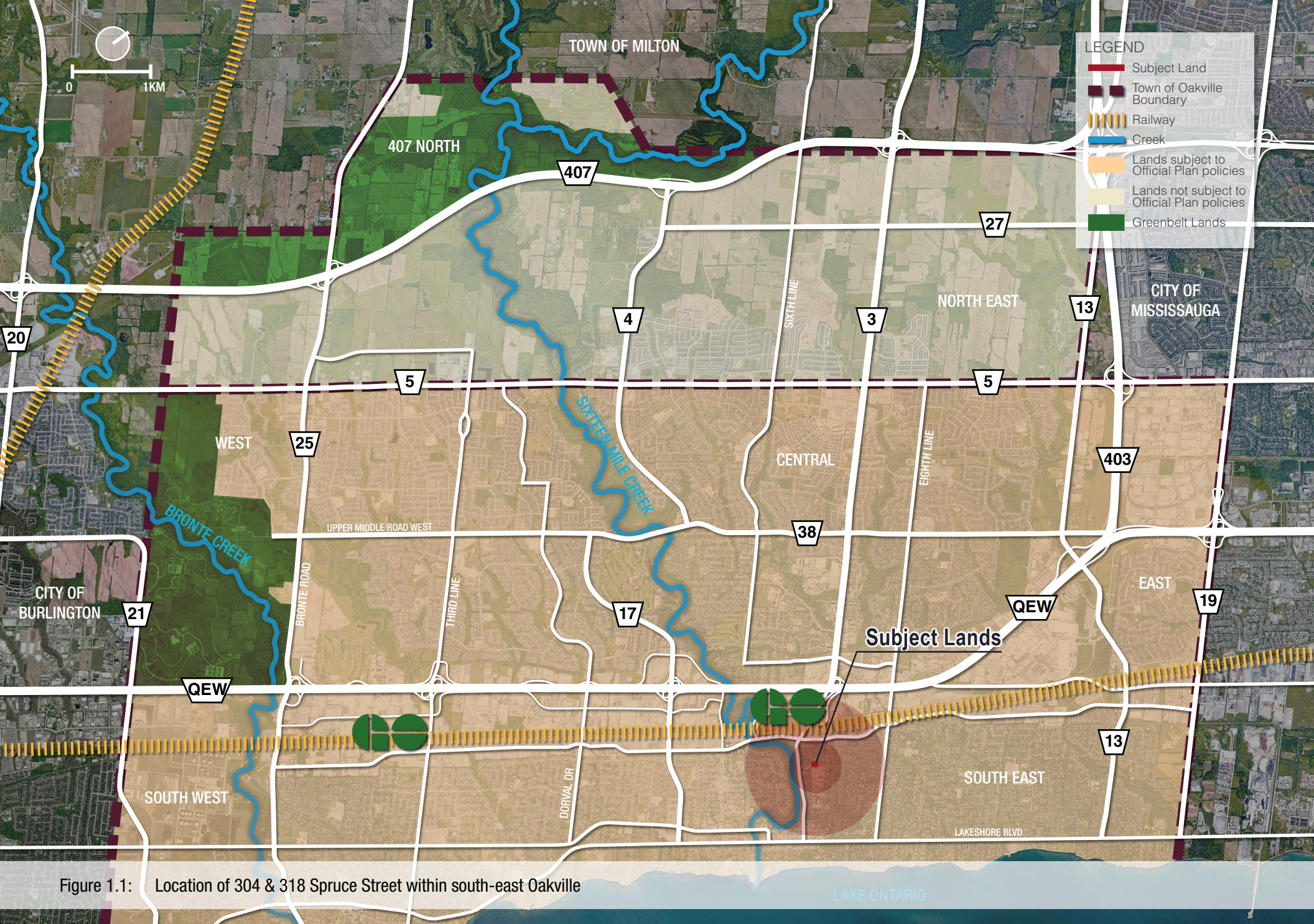


Figure 1.1: Location of 304 & 318 Spruce Street within south-east Oakville



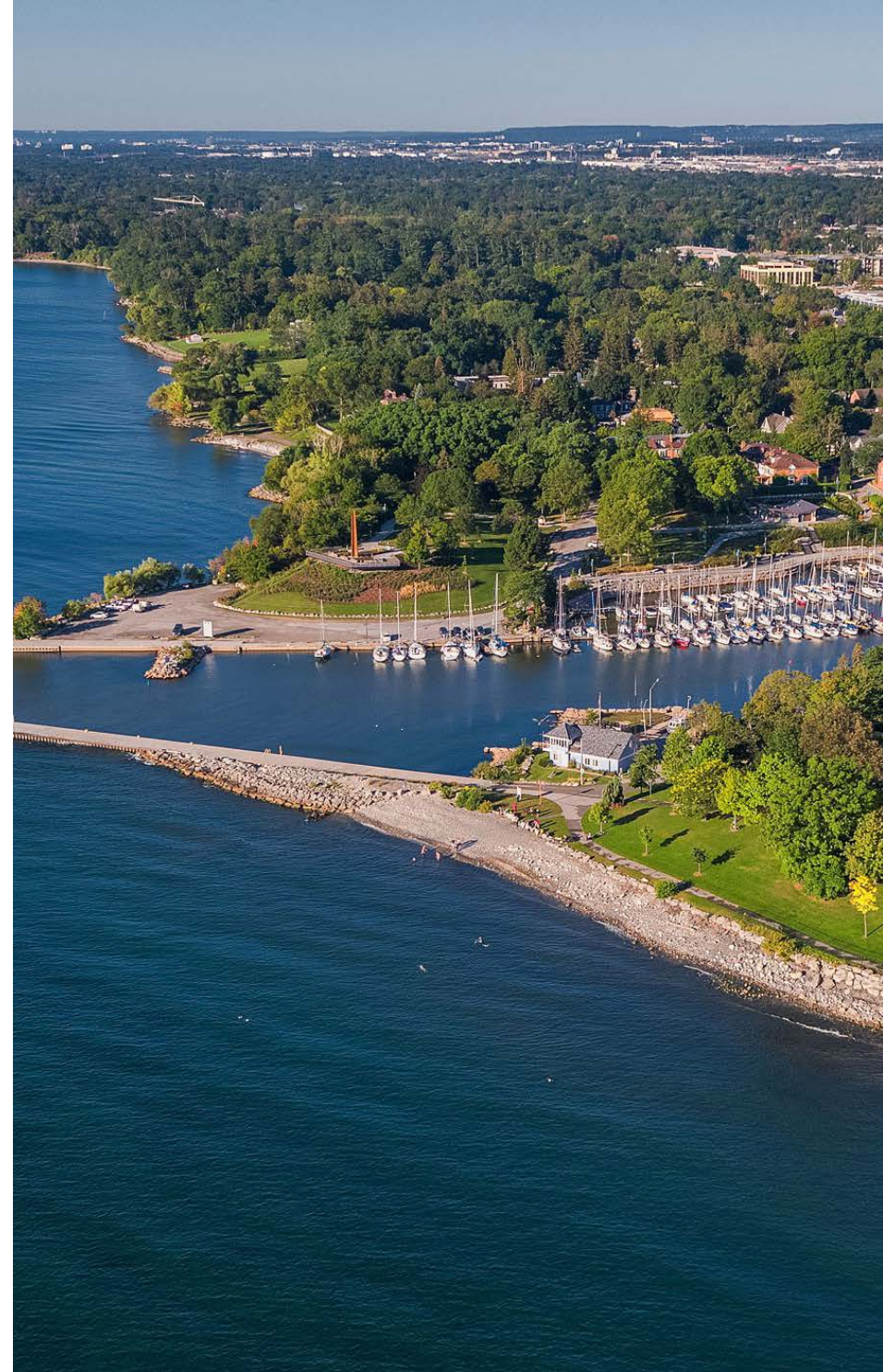
# 01 INTRODUCTION

## 1.1 PURPOSE OF THE DOCUMENT

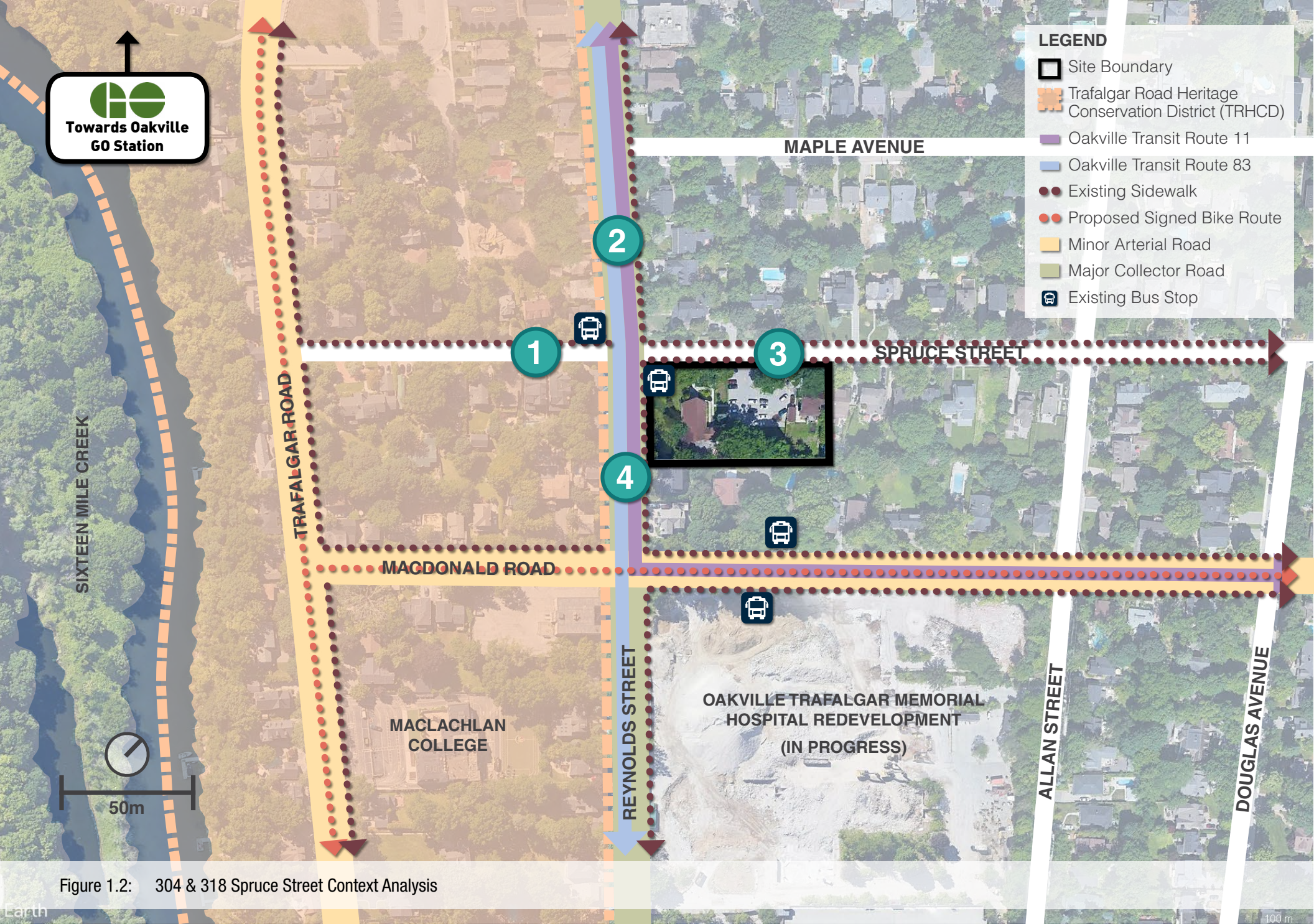
Spruce Rose Inc. has retained NAK Design Strategies to prepare this Urban Design Brief (UDB) document in support of a Zoning By-law Amendment and Draft Plan application to permit a single detached homes development.

The single detached development (hereinafter referred to as “Subject Site”) is located on the south-east corner of Spruce Street and Reynolds Street, in south-east Oakville.

This UDB describes and illustrates the design strategy for the single detached homes development. The development’s design vision and guiding principles prescribe open space and built form guidelines and principles, while allowing some flexibility for delivering a wide range of design expressions, architectural form and styles that provide interest in the urban environment.

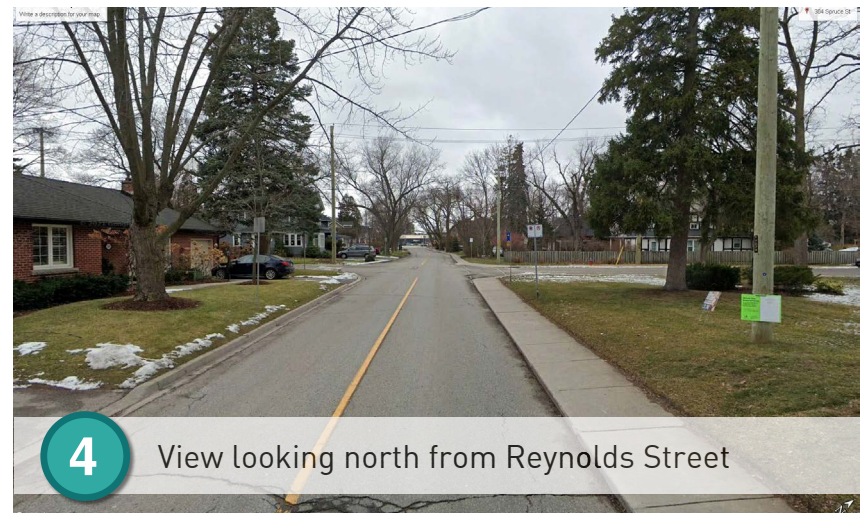
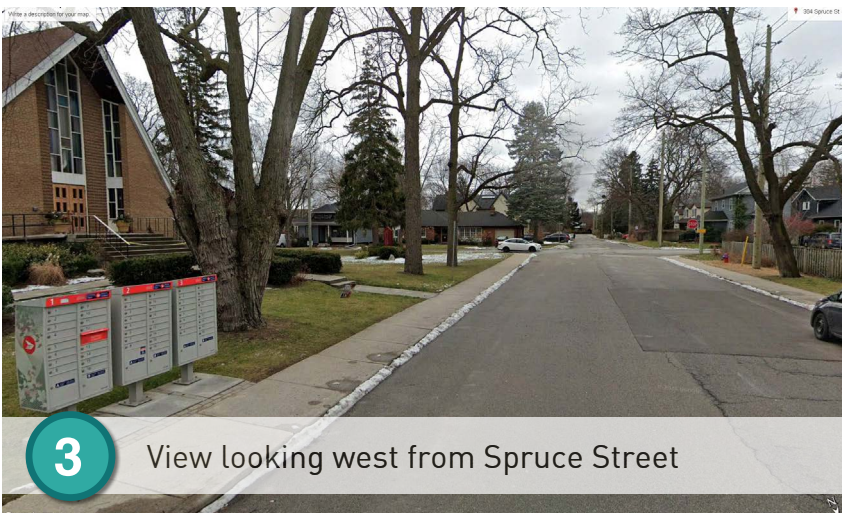
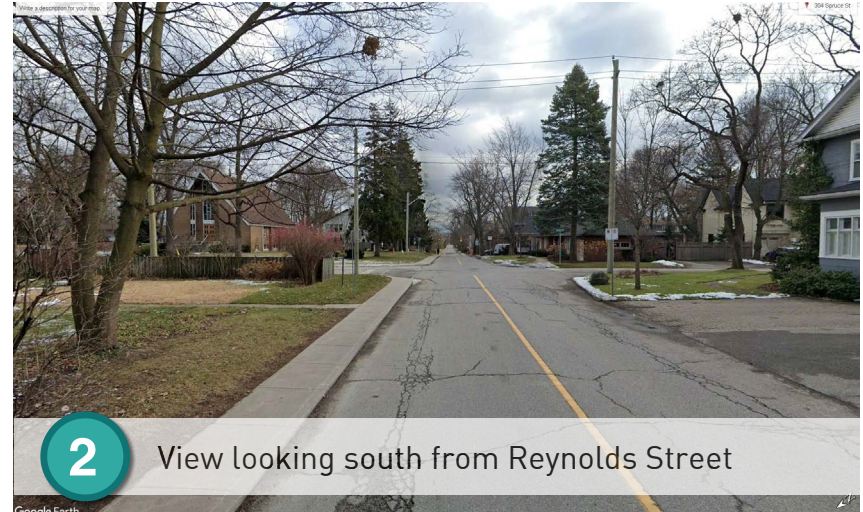








# CONTEXTUAL ANALYSIS







## 2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The Subject Site is situated within an area that has a mature, residential landscape. The land responds to the topography of the Sixteen Mile Creek Valley, located to the west. The surrounding area comprises a diverse, well-maintained scenic setting of private front yards that are defined by landscape elements such as hedges, low ornamental fences, planting beds, grass boulevards, and treelined sidewalks with tree canopies.

## 2.2 SURROUNDING LAND USES & BUILT FORM CHARACTER

The surrounding area consists of mainly low density residential uses. However, other land uses in the area include:

- **North:** low density residential;
- **East:** low density residential;
- **South:** low density residential, Oakville Trafalgar Memorial Hospital Redevelopment; and
- **West:** low density residential, Sixteen Mile Creek.

Built form around the Subject Site is primarily single detached dwellings that are 2-3 storeys in height, and dwellings are set back generously from the property line, which allow for front yard landscaping and trees.

Located in proximity to the Trafalgar Road Heritage Conservation District (TRHCD), the built form west of Subject Site has a considerable range and diversity in its architectural heritage. Distinct styles include the nineteenth century (Second Empire, Gothic Revival, and Italianate), the twentieth century (Four Square, Tudor Revival, Period Revival, Craftsman and Bungalow), as well as post WWII Victory Housing.





### **2.3 VIEWS & VISTA FROM THE SITE**

Public access views and viewsheds are integral components of an attractive, walkable, and sustainable community. Public views and viewsheds can also create strong points of reference for orientation and foster a sense of community identity.

In keeping with the overall vision for the area, it is important to maintain views to natural landscape features, such as Sixteen Mile Creek, as well as residential landscape elements such as front lawns, tree plantings, fences, and distinctive treelined and canopied streetscapes.

### **2.4 GATEWAYS & LANDMARKS**

While the Subject Site is not located within the TRHCD, the surrounding area contains several buildings of architectural significance due to workmanship, age, beauty, and uniqueness, offering several landmarks.

### **2.5 TRANSPORTATION NETWORKS**

Outlined in the Livable Oakville Official Plan, Reynolds Street is classified as a Minor Arterial Road, which carries higher volumes of traffic and promotes transportation alternatives. Spruce Street is a local road that runs east-west. Through the Official Plan, the Town proposes signed bike lanes on two nearby roads - Trafalgar Road and MacDonald Road. Their proximity to the Subject Site enables access to the greater cycling network. Currently, Spruce Street has sidewalks on both sides of the street and Reynolds Street has a sidewalk on one side of the street.

This area of south-east Oakville is serviced by two Oakville Transit routes - 11 and 83. The 11 bus route travels from the Oakville GO Station, south on Reynolds Street and then east on Macdonald Street, towards Clarkson GO Station. Route 83 is a school route, travelling from Oakville GO Station, south on Reynolds Street and then travels west towards Thomas A. Blakelock High School. Situated on the corner of Spruce Street and Reynolds Street, the Subject Site is steps away from both the 11 and 83 bus route. The site's access to regional transit services encourages the use of alternative modes of transportation.

# POLICY CONTEXT

## 3.1 THE LIVABLE OAKVILLE PLAN (2009 OAKVILLE OFFICIAL PLAN)

The Livable Oakville Plan (2009 Town of Oakville Official Plan) sets out policies on how the land should be used and how growth should be managed. It currently applies to all lands within the Town except the land outlined in the North Oakville East and West Secondary Plan. Aligning with the policy framework, the character of the Subject Site recognizes and reflects the following guiding principles:

- *Preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods (2.2.1a);*
- *Enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life (2.2.2a);*
- *Foster the Town's sense of place through excellence in building and community design (2.2.2c);*
- *Achieve sustainable building and community design (2.2.3c); and*
- *Encourage growth and intensification (including infill, redevelopment, and greyfield and brownfield sites) in lands outside of identified Growth Areas provided that the overall urban structure is upheld the character is preserved (4.3).*

## 3.2 LIVABLE BY DESIGN MANUAL (PART A)

The Livable by Design Manual (LBDM) Part A - Urban Design Direction for Oakville applies to all development proposals that are subject to approval by the Town of Oakville. Part A provides detailed design direction for the public realm, built form, and site development.

The purpose of the design manual is to:

- Visually articulate the strategic direction and design objectives of the Oakville Official Plan;
- Set clear expectations for preferred design and development outcomes;
- Establish an assessment framework for the review of development proposals; and
- Provide guiding design principles and urban design direction for the creation of detailed design documents.



### **3.3 LIVABLE BY DESIGN MANUAL (PART C)**

The Livable by Design Manual (LBDM) Part C - Site Design and Development Standards establishes a benchmark by which development proposals will be reviewed in order to achieve a consistent level of quality built form throughout the Town.

The objectives of this document is to:

- Set clear expectations and standards for development;
- Document established current practices and incorporate best practices;
- Institute requirements and benchmarks; and
- Establish uniformity in the development review process to achieve consistency in site design and development.

# 04 VISION, GUIDING PRINCIPLES & OBJECTIVES



VISION

***It is envisioned that the proposed development will be designed in a manner that is respectful of, and compatible with, the existing and emerging development within the surrounding community.***

## 4.1 DESIGN VISION

The Town is committed to achieving a high standard of urban design and architectural quality to provide an innovative and diverse urban form that promotes a sustainable, dynamic, and livable environment.

The Subject Site is approximately 0.41ha (1.01ac) in size, has a frontage of approximately 95.74m (314 ft) on Spruce Street, and a depth of approximately 44.26 m (145 ft) on Reynolds Street. It is currently developed with a church building, parking lot, and 1.5 storey single detached home that fronts onto Spruce Street.

The design vision for the proposed development includes seven (7) 2-storey single detached homes, with three fronting onto Reynolds Street and four fronting onto Spruce Street. These single detached homes will be designed to complement the prevailing character of existing built form in the area, with prominent landscaping that will contribute to the streetscape.



## 4.2 COMMUNITY GUIDING PRINCIPLES & OBJECTIVES

In support of making a positive contribution to the Town of Oakville's development goals, and following community guiding principles have been established for the Subject Site:

### PROVIDE ATTRACTIVE BUILT FORM



Encourage a high standard of design that reflects the existing character of the Town and Region, enhances the existing and planned surrounding context, and creates a sense of place and civic pride.

### CONTRIBUTE TO HOUSING CHOICE IN THE COMMUNITY



Recognize the benefits of integrating more housing options that animate the street and contribute to the community character.



### CREATE A COMFORTABLE & ACCESSIBLE PUBLIC REALM

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



### PROVIDE LOGICAL CONNECTIONS WITH ADJACENT EXISTING & FUTURE COMMUNITIES

Ensure the Subject Site is part of a well-connected and cohesive community framework with strong pedestrian and vehicular links to the adjacent residential neighbourhoods.



### PROVIDE ACCESS & VISIBILITY TO SURROUNDING NATURAL AREAS

Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability while maintaining the integrity of all environmental systems.





Figure 5.1: 304 & 318 Spruce Street Development Framework



# 05 DEVELOPMENT FRAMEWORK

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Due to its location, the Subject Site is an ideal area for a single detached dwelling development, and the proposed design is appropriate considering the existing conditions and adjacent future developments.

## 5.1 BOUNDARY INTERFACES

The Subject Site interfaces with existing low density residential uses along Spruce Street and Reynolds Street. This edge condition should respect and enhance the characteristics of the residential street on which it interfaces.

The Subject Site also backs/flanks existing low density residential homes. There should be sufficient space to ensure there is adequate privacy between the proposed and existing buildings.

## 5.2 PATTERN OF LAND USES

Situated within a primarily low density residential land use area, the design of the Subject Site should consider the following:

- Compatibility with the low density residential environment;
- Complementarity with the existing uses; and
- Discouragement of land uses that would have detrimental effects upon the residential and open space character of the surrounding area.

## 5.3 OPEN SPACE

With respect to the parks and open space system, the design of the Subject Site should consider the following:

- Maintain/preserve individual trees, treelines, and grass boulevards; and
- Enhance public spaces, notably boulevards with appropriate landscaping, where practical.

# DEVELOPMENT PLAN

In an effort to reduce energy consumption, increase the diversity of built form within a community, and provide strategic transit supportive density, the proposed development plan within the Subject Site includes:

- A total of seven (7) two-storey single detached homes - three (3) fronting onto Reynolds Street and four (4) fronting onto Spruce Street.



Figure 6.1: Three single detached dwellings fronting onto Reynolds Street



Figure 6.2: Four single detached dwellings fronting onto Spruce Street



# 07 DETAILED DESIGN DIRECTION

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## 7.1 PRIORITY LOTS

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

The following guidelines should be considered for the dwelling on the corner lot:

- Street intersections should be framed through built form that has a strong orientation to the corners;
- Dwelling designs should be appropriate for corner lot locations. Dwellings intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment;
- Both street frontages for corner lot dwellings should reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.;
- A privacy fence should be provided to enclose the rear yard of corner lot dwellings (Refer to Section 7.2); and
- Distinctive architectural elements, such as porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.

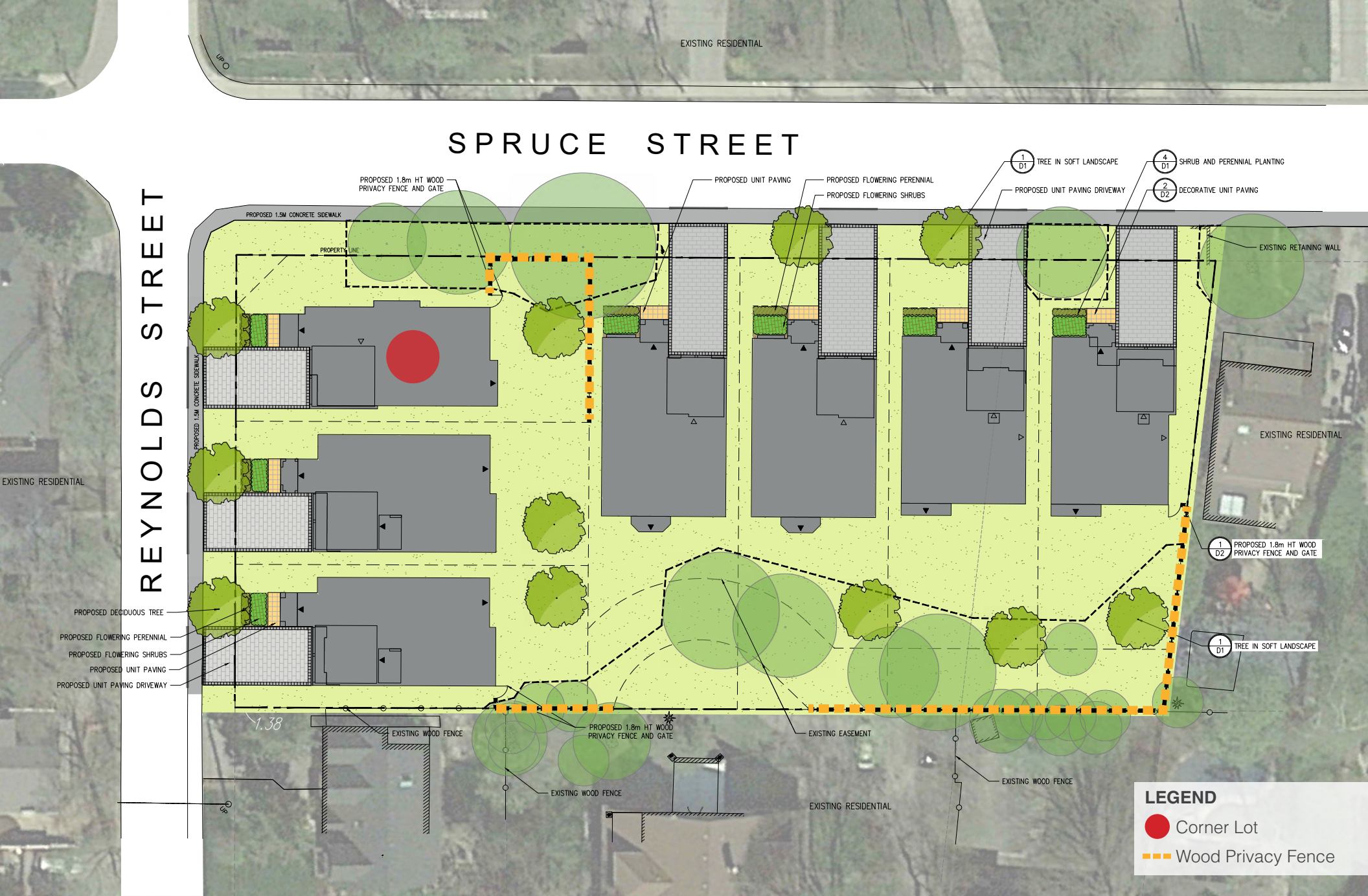


Figure 7.1: 304 & 318 Spruce Street Conceptual Landscape Plan



## 7.2 REAR YARD PRIVACY

A wood privacy fence will be required for the development to address barrier, privacy, and acoustic requirements. In areas of high visibility, fencing should be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements (Refer to Figure 7.1).

### *DESIGN GUIDELINES:*

- Fencing design should be coordinated and consistent throughout the development;
- Fencing design should reinforce or complement the character and identity of the development;
- Fencing should comprise only robust, sturdy components for long term durability; and
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.



Figure 7.2: Wood screen fence along residential flankage condition.

### 7.3 SETBACKS

The design and placement of the proposed built form should be compatible with the existing and planned surrounding neighbourhood. These guidelines are intended to complement the urban design direction outlined in the Livable Oakville Official Plan. Please see Section 6 of the Official Plan for more information.

With an emphasis on enhancing the streetscape, the three (3) single detached dwellings fronting Reynolds Street and the four (4) single detached dwellings fronting Spruce Street are setback 6.0m from the property line with space for ample landscaping. In doing so, the building placement supports the pedestrian scale of the street, while providing diversity of built form and architectural expression.



Figure 7.3: Dwellings are setback to enable ample landscaping.



## 7.4 HEIGHT & MASSING

An attractive streetscape relies in large part on the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

### *DESIGN GUIDELINES:*

- At intersections, building entrances/architectural features should be emphasized to create visual cues for site orientation;

- The height and massing of proposed single detached dwellings should reflect a scale and massing that is complementary to the existing building stock and an appropriate pedestrian scale;
- For appropriate height transition, a maximum height difference of 1.5 storeys should be provided between buildings immediate adjacent to one another; and
- To maintain compatibility and appropriate built form transition with the surrounding residential neighbourhood with a general height of 1.5 to 2 storeys, the proposed single detached dwellings should be a maximum of 2 storeys in height.



Figure 7.4: Height and massing appropriate for pedestrian scale.





Figure 7.5: Examples of dwellings with brick as primary building material, with stone foundation and asphalt roof shingles.

## 7.5 ARCHITECTURAL ELEMENTS & MATERIALS

The Livable by Design Manual (LBDM) directs new developments to incorporate a high standard of design and a variety of materials that are aesthetically compatible, functional, easily maintained, energy efficient, and sustainable.

Each building type should be articulated with high-quality materials and design elements that contribute to an enhanced public realm. Elements such as window bays, over-hangs, canopies, ample fenestration, and exterior material patterns play a key role in articulating a relationship to adjacent areas and structures.

### *DESIGN GUIDELINES:*

- Cladding materials such as brick, stone, metal, glass, wood and in-situ concrete of high architectural quality may be used. High quality stucco should only be used as an accent material;
- Local materials should be encouraged to avoid unnecessary long distance transport of building materials, and materials that have been sustainably harvested should be encouraged;
- Materials and architectural details should be consistent and complement the dwelling's style/design; and
- Mechanical systems and utilities should be screened from public view.



## 7.6 FACADES

A high quality built form character should be achieved for the proposed single detached dwellings, which aim to deliver architecture that is rich and varied in its form and treatments, creating a cohesive and visually appealing streetscapes.

The design of all single detached dwellings within the Subject Site should offer a harmonious mix of architectural themes derived from traditional architectural styles. To encourage a sense of safety and more eyes on the street, main building entrances and large windows make up most of the facade.

### *DESIGN GUIDELINES:*

- A high level of architectural treatments should be used for all façades visible from the public realm to contribute to the pedestrian environment and complement the community character; and
- Façades visible from the public realm should be designed with variety in architectural elements (i.e., varied wall planes and roof lines, human scale proportions, large windows, porches/entranceways, complementary high-quality materials).



Figure 7.6: Examples of dwellings with brick as primary building material, with stone foundation and asphalt roof shingles.

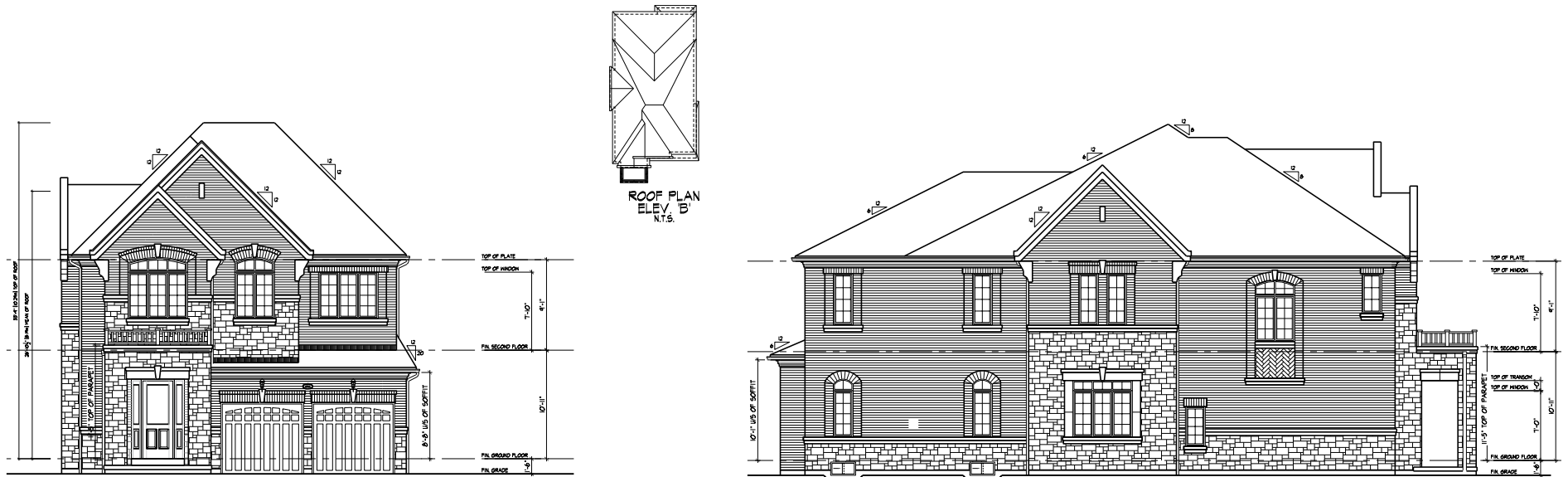


Figure 7.7: Unit 4105 (Corner) - Front (left) and Flankage (right) Elevation 'B'.



Figure 7.8: Unit 4106 - Front Elevation 'A' (left) and 'B' (right).



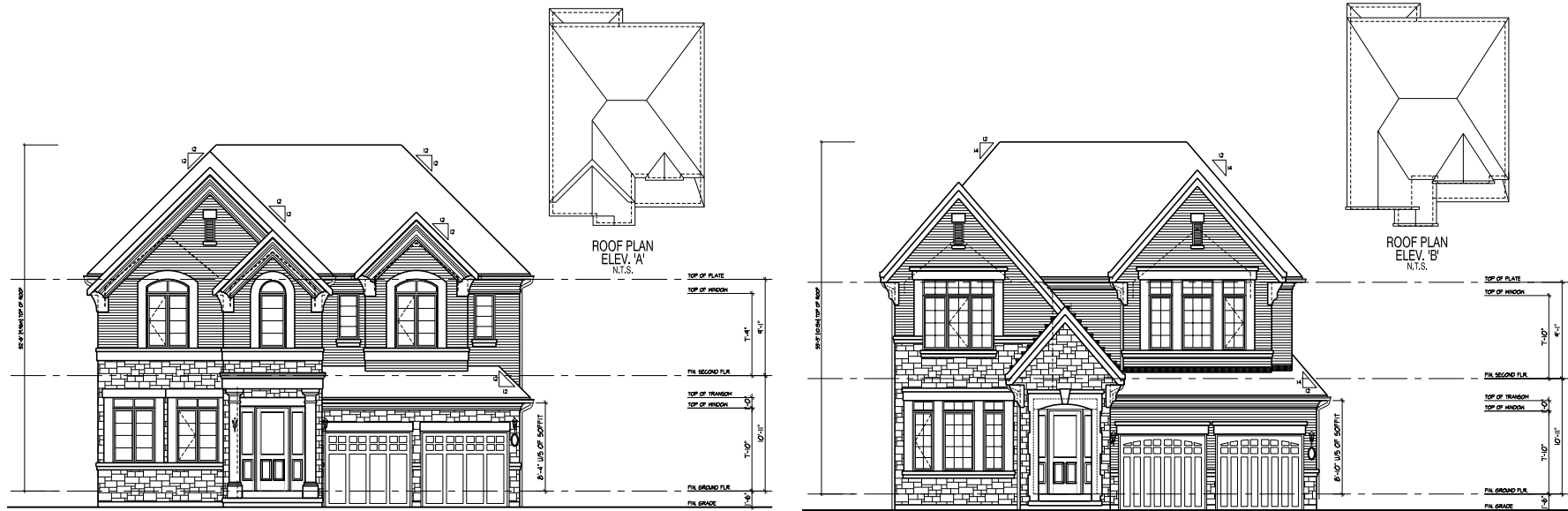


Figure 7.10: Unit 5003 - Front Elevation 'A' (left) and 'B' (right).

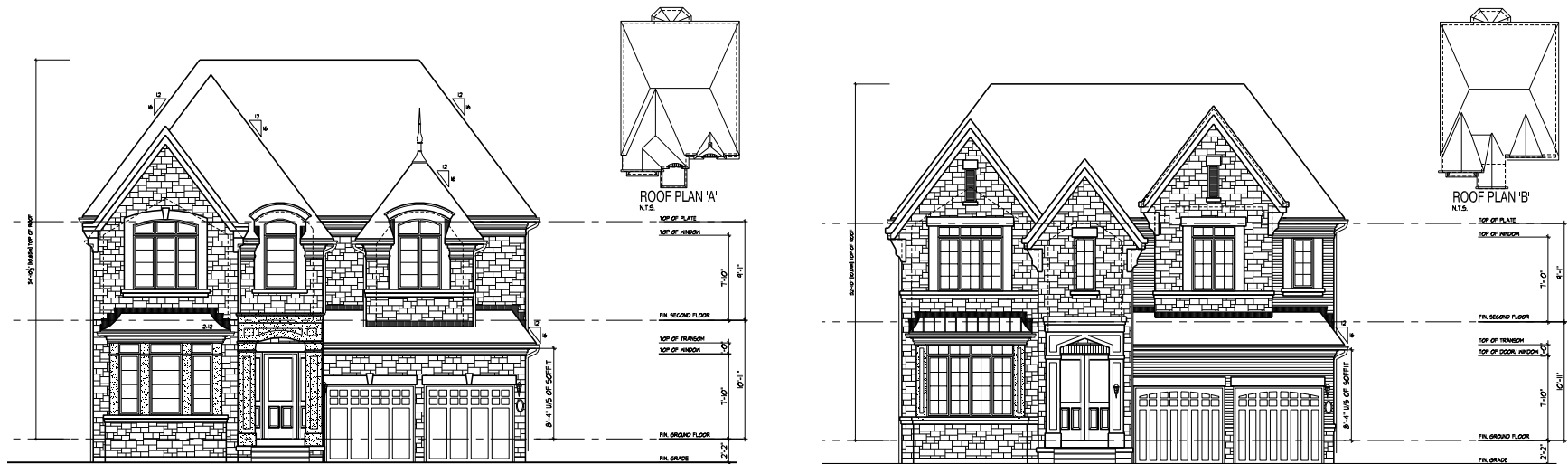


Figure 7.9: Unit 5004 - Front Elevation 'A' (left) and 'B' (right).



## 7.7 DRIVEWAYS & WALKWAYS

Minimizing the presence of driveways and attached garages within the streetscape is a key requirement for all dwelling designs within the development.

### *DESIGN GUIDELINES:*

- Where appropriate, the width of the driveway should always be minimized to reduce its presence on the streetscapes;
- The exterior width of the driveway should not exceed the exterior width of the garage; and
- Driveways should be located away from intersections and away from daylight triangle or rounding.



Figure 7.11: Examples of driveways with decorative paving .



## 7.8 ATTACHED GARAGES

Where the garage is oriented towards the street, its mass should be recessed back and integrated into the overall shape of the building so that its presence is not dominant along the streetscape. Front-facing garages should be encouraged to have several possible design options to maintain elevation variety.

### *DESIGN GUIDELINES:*

- Garages should be complementary with regard to character and quality of the principal dwelling;
- Acceptable design options for attached street-facing garages include:
  - Integrating the garage into the main massing of the house, flush with the porch;
  - Integrating the garage into the main massing of the house, flush with the main wall;
- Locating the garage at the side of the house, recessed behind the main front wall face and/or porch is encouraged;
- Projecting garages from the front wall or porch face is discouraged and should be avoided even if on limited basis;
- Dwellings on lots with frontage 11.0m or greater may have a double car garage;
- Dwellings on estate size lots with frontages of 18.0m or greater should provide a variety of garage design options. These lots may have a three-car garage, provided the garage face is staggered;

- Only sectional, roll-up type garage doors should be considered. A variety of garage door styles should be provided;
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred; and
- Where dropped garage conditions occur on rear to-front sloping lots, alternative architectural treatment should be employed to minimize the massing between the top of the garage door and the underside of the soffit.



**Figure 7.12:** Different garage designs help mitigate visual dominance and monotony along residential streetscapes.

## **7.9 COMPATIBILITY WITH ADJACENT SURROUNDINGS**

The proposed architectural design and massing should consider the existing character of dwellings within the area, as well as provide appropriate and complementary transitions to the surrounding proposed and established communities.

### ***DESIGN GUIDELINES:***

- Potential land use impacts should be minimized by grouping similar uses together and by providing appropriate transitions between different uses; and
- Suitable interface for all buildings, streets, and open spaces facing adjacent lands should be demonstrated.



## 7.10 LANDSCAPE CONCEPT

The streetscape plays a key role in enhancing the character, identity, and safety of a community. Through a carefully considered combination of elements within the right-of-way, an inviting and unique public realm experience can be created.

In the Subject Site, front yards have ample landscaping opportunities that will promote the overall vision of the area. With 6.0m setbacks for the dwellings along both Reynolds Street and Spruce Street, landscaping should include a mix of deciduous tree planting, deciduous shrub/perennials, as well as coniferous shrubs.

### *DESIGN GUIDELINES:*

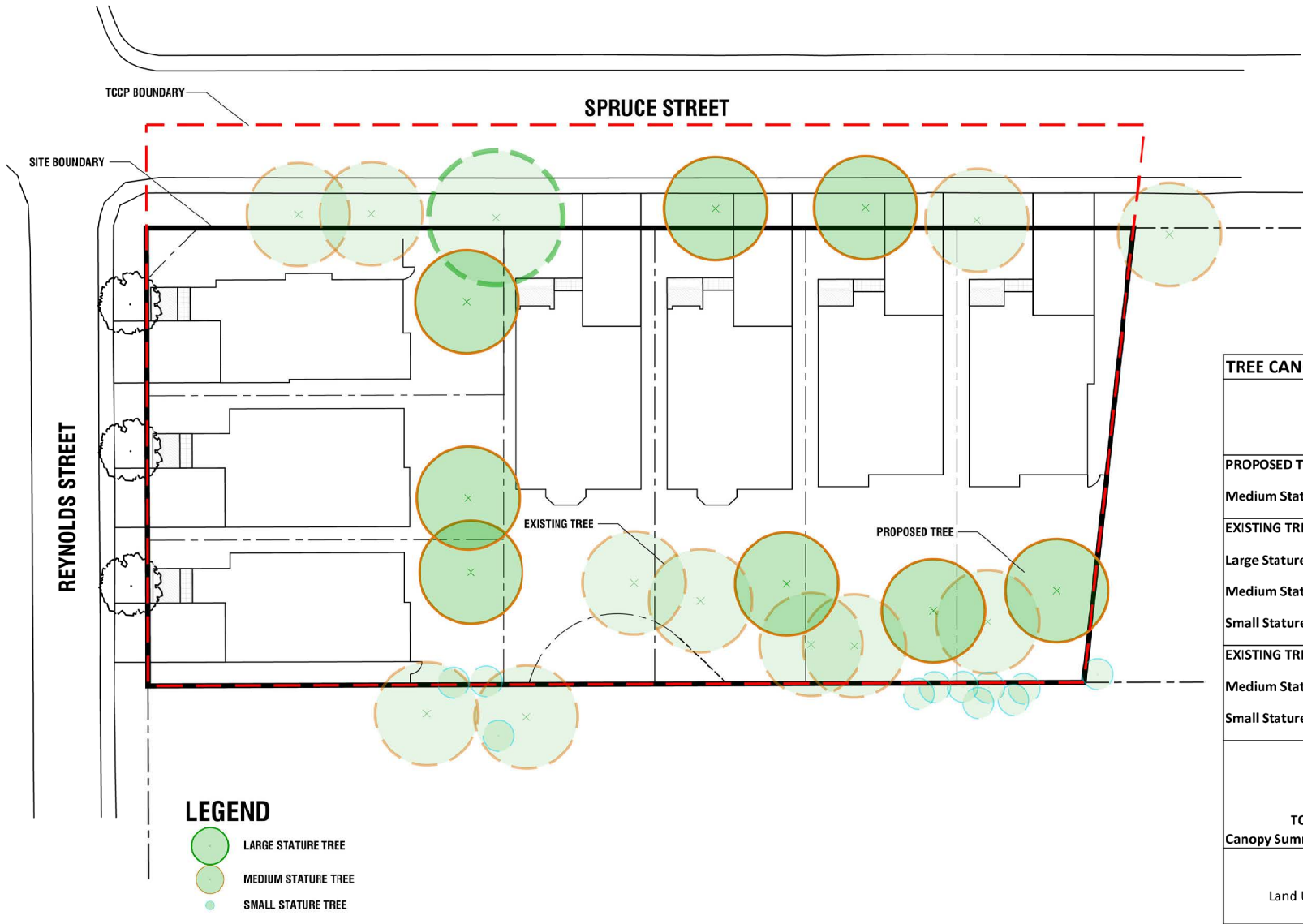
- The use of native, non-invasive tree species is encouraged for streets, particularly those tolerant of urban conditions (pollution, salt, drought, soil compaction);
- Rear and flankage yards should be landscaped with plantings and/or fences to achieve functional and attractive screening;
- Front and flankage yards should have landscape features that provide visual interest, highlight walkways, enhance building and site features, screen undesirable building elements, and contribute to the quality of the public realm; and
- The selection of proposed tree species should be from the Town of Oakville's recommended list (Please refer to LBDM Section 4.1).



Figure 7.13: Front yard landscaping.



Figure 7.14: Perennial beds.



TREE CANOPY CALCULATION CHART			
	# of Trees	Crown Area per tree (m2)	Canopy Area Sub-total (m2)
<b>PROPOSED TREES ON SITE</b>			
Medium Stature Trees	8	78.5	628
<b>EXISTING TREES ON SITE</b>			
Large Stature Trees	1	154.0	154
Medium Stature Trees	8	78.5	628
Small Stature Trees	2	7.0	14
<b>EXISTING TREES OVERHANGING SITE</b>			
Medium Stature Trees	3	78.5	236
Small Stature Trees	9	7.0	63
<b>CANOPY COVERAGE</b>			
TREE TOTAL	31		1,723 m <sup>2</sup>
OVERLAP / OFF-SITE			483 m <sup>2</sup>
TOTAL (excluding overlap)			1,239 m <sup>2</sup>
<b>Canopy Summary</b>			
		Site Area	5,083 m <sup>2</sup>
		Site Canopy Cover	24.4%
		Land Use Canopy Cover Target	20%

Figure 7.15: 304 & 318 Spruce Street Tree Canopy Coverage & Calculation



## 7.11 TREE CANOPY COVERAGE

A tree canopy coverage plan has been prepared for 304 & 318 Spruce Street to demonstrate how the standards will be achieved within the Subject Site. The tree canopy coverage within the Subject Site area can be calculated based on the amount of landscape area that could possibly be covered by canopy. This study and analysis focuses on the trees within site boundary.

The street tree canopy coverage calculation for the study area is a preliminary estimate based on the proposed Draft Plan of Subdivision.

The preliminary tree canopy coverage results are as follows (refer to Figure 7.16):

- 304 & 318 Spruce Street Site Area - 0.51 ha. (5,083 sq.m)
- Total Tree Canopy Coverage Area (excluding overlap) - 0.12 ha. (1,239 sq.m.)
- Site Canopy Coverage = 24.4%

The Land Use Canopy Cover Target is 20%. Therefore, the Subject Lands exceed the target with a Site Canopy Coverage of 24.4%.





# 08 IMPLEMENTATION

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The Urban Design Brief (UDB) is required as part of a Zoning By-law Amendment and Draft Plan application identified through the Town of Oakville's Pre-Consultation process. The UDB has addressed pertinent urban design issues as applied to 304 & 318 Spruce Street's overall goals and objectives, land uses, streetscapes, and built form.

The proposed design of 304 & 318 Spruce Street aligns with the Livable Oakville Plan and the guidelines set forth in the Livable by Design Manual (LBDM). The UDB strives to consider aspects of built form and landscape design that are specific to the site, within the overall framework of the surrounding Oakville communities. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all relevant Oakville policy context.

The UDB will be reviewed, modified, and approved by Town of Oakville staff and will form part of the approvals package for the 304 & 318 Spruce Street proposal. Detailed design will be implemented through the final development design and Site Plan Approval process.



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