Green Ginger Phase 2

Urban Design Brief

Prepared for Green Ginger Developments Inc. & Clear Day Investments Inc.

Prepared by The Planning Partnership

May 2023

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Policy Context

This Urban Design Brief has been prepared as part of a comprehensive Draft Plan submission for the Green Ginger Phase 2 subdivision, owned by Green Ginger Developments Inc. & Clear Day Investments Inc. The purpose of the brief is to:

- Provide insight on the design of the proposed community.
- Illustrate how the design of Green Ginger has regard for the policies and design strategies that are outlined in the following overarching planning and urban design documents:
  - The North Oakville East Secondary Plan
  - The North Oakville Master Plan (Appendix 7.3 - August 13, 2007)
  - The North Oakville East Urban Design and Open Space Guidelines
  - The North Oakville Sustainability Checklist
  - The North Oakville East Trails Plan
  - The North Oakville Proposed Zoning Standards
  - Liveable By Design Manual-Urban Direction for Oakville
- Provide a consistent approach to the design of both the public and private realms in the creation of an attractive, pedestrian-scaled and cohesive neighbourhood with a distinct visual identity.
- Provide an urban design vision and design guidance for the Green Ginger Subdivision by addressing the nature, intensity and quality of development in both the public and private realms. This document complements work already carried out in the Liveable By Design Urban Design Manual (LBDM), an Urban Design Direction for Oakville and will form a portion of Part B for the LBDM.

This document illustrates a consistent approach to developing the lands that make up the Green Ginger Community. The images and graphics in it are conceptual only and have been provided to illustrate design principles for this development. They should not be literally interpreted as the end product.

This document is an extension of and should be read in conjunction with the Green Ginger Phase 1 Urban Design Brief.

Context Analysis

The Green Ginger Draft Plan falls within the Trafalgar Urban Core Area 3 and 4 designation of the North Oakville East Secondary Plan (NOESP; Section 7.6.4.6 and 7.6.4.7). A full range of medium to high density residential, retail and service commercial, entertainment, cultural, business, office and institutional uses are permitted and mixed use development is also encouraged. Both Urban Core Area 3 and 4 are to include primarily residential buildings as well as office and institutional uses. The Green Ginger Draft Plan of Subdivision is comprised of 2 Phases delineated by the Natural Heritage System so, Phase 1 includes the lands south and west of this area, and Phase 2 includes the lands north and east of it. This brief has been prepared for Green Ginger Phase 2 and should be read in conjunction with the Urban Design Brief for Green Ginger Phase 1 (rev. September 2013)

High density residential uses are contemplated along Trafalgar Road and transition to medium density residential uses to the west to address the adjacent areas planned for medium and low density residential purposes. Access to the Green Ginger Draft Plan Phase 2 will be provided from Trafalgar Road by means of two east/west roads, Threshing Mill Boulevard and Wheat Boom Drive; these two roads will also connect Phase 2 to Phase 1 and the greater North Oakville Community through Sixth Line and Sixteen Mile Drive. Strong north/south streets (Streets A and I) and Marvin Avenue connect Phase 2 to future neighbourhoods to the north.

The plan is organized around a strong component of open spaces and a hierarchy of streets. A north south open space system frames the community to the west and is integrated as an important green amenity for both Phases 1 and 2. The plan is divided into neighbourhoods by a grid like system of streets. Each neighbourhood focuses on an open space component while the portion of the plan adjacent to Trafalgar Road offers the opportunity for a strong mixed-use area that serves both the new community and adjacent areas. Phase 2 locates mid to higher density blocks adjacent to Trafalgar Road in the form of apartment buildings. To the west, the community transitions to the Phase 1 neighbourhood in the form of lane-based and street townhouses. As in Phase 1, Phase 2 provides a range of building types which are consistent with the surrounding areas/developments and serve to create a coherent and unique sense of place.

Figure 1: Green Ginger Property Location within Town of Oakville

Figure 2: Green Ginger Property Location within the North Oakville East Secondary Plan

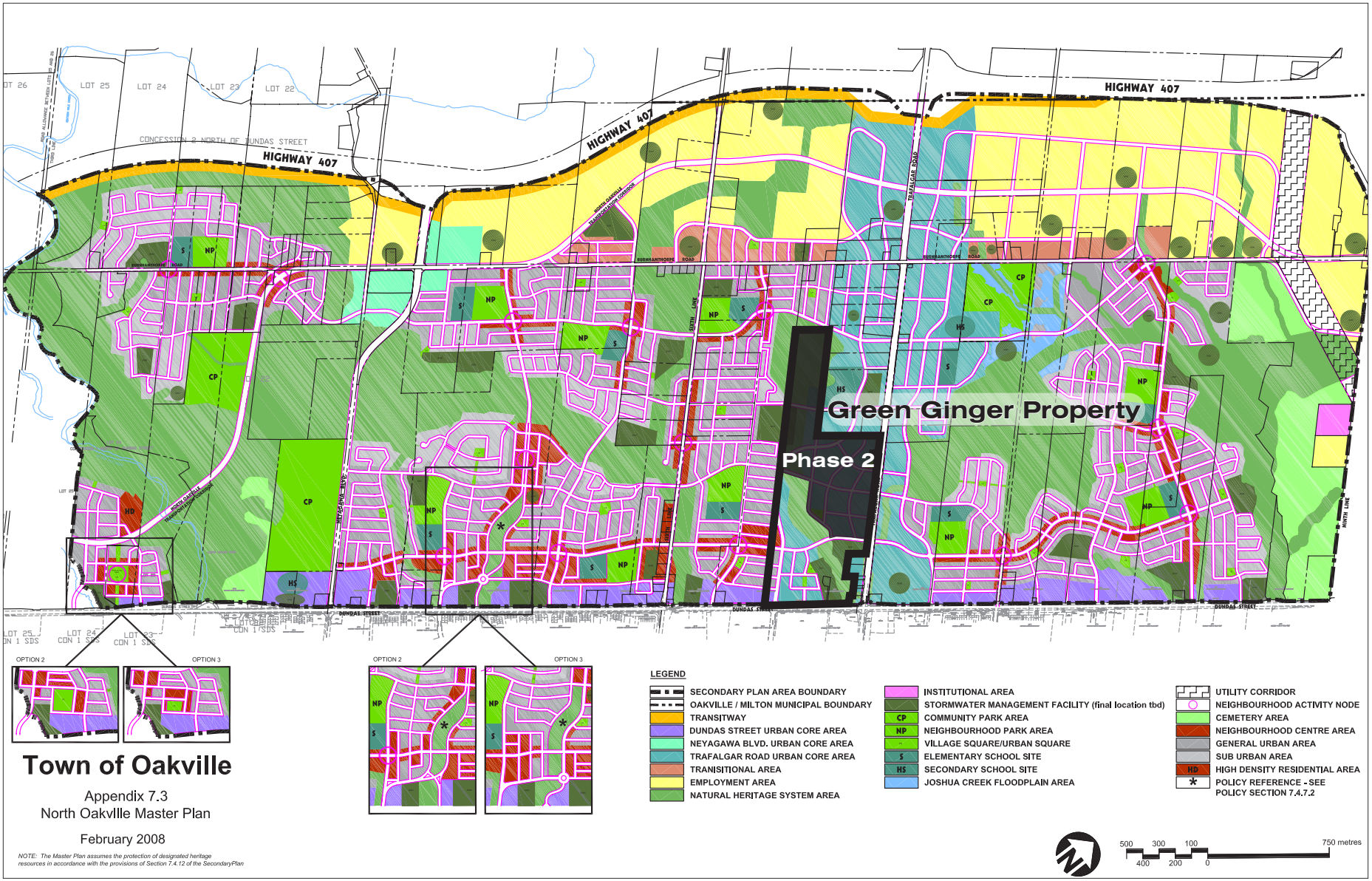

Figure 3: North Oakville Master Plan 2008 (Appendix 7.3 to the NOE Secondary Plan)

Design Vision, Guideline Principles and Objectives

A number of documents provide the policy and design direction for the development of the North Oakville East Community. The design of the Green Ginger Phase 2 neighbourhood reflects the principles found in the following documents.

Liveable by Design Manual (LBDM)

The LBDM is a tool for creating livable places in Oakville which are not only vibrant and attractive but functional and establish a definable sense of place. The LBDM consists of three components:

- **Part A** makes up the Urban Design Direction document for Oakville and provides clear and detailed design strategy for new development.
- **Part B** is be comprised of a series of documents, including this Urban Design Brief, which provide comprehensive design direction for specific districts and development plans.
- **Part C** includes site development standards and design details for specific development plans.

The Urban Design Direction for Oakville, Part A of the LBDM (section 1.4), identifies six guiding design principles for new development:

1. **Sense of identity –** *creating distinct and vibrant communities*
2. **Compatibility –** *fostering compatibility and context-specific design.*
3. **Connectivity –** *enhancing connectivity and accessibility*
4. **Sustainability –** *integrating sustainability and resilience.*
5. **Legacy –** *preserving built heritage, cultural and natural resources.*
6. **Creativity –** *inspiring creativity and innovation.*

The North Oakville East (NOE) Secondary Plan

The North Oakville East (NOE) Secondary Plan (OPA 272, 2009) establishes the detailed planning framework for future development of lands in North Oakville East of Sixteen Mile Creek.

The NOE Secondary Plan (section 7.2) envisions that North Oakville East will develop as an urban community that reflects **'Oakville's distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry and green linkages continuing to define Oakville's unique landscape.'** This Vision is supported by general development objectives with respect to the environment and open space, residential development, employment, transportation, servicing, cultural heritage and urban design. It further provides a general arrangement of these elements, as illustrated in

Figures NOE 1 - Community Structure, NOE 2 - Land Use Plan, NOE 3 - Natural Heritage Component of Natural Heritage and Open Spacer System including Other Hydrological Features and NOE 4 - Transportation Plan which, along with detailed land use policies, implements the policies of the Official Plan, reflects the North Oakville Master Plan 2008 (Figure 3), and establishes the foundation for the development of the Green Ginger community.

The North Oakville Urban Design and Open Space Guidelines

The North Oakville Urban Design and Open Space Guidelines (2009) establishes 'the physical design concepts that will lead to the development of a high quality, sustainable and integrated employment and residential community'. It outlines a vision for community development and states that 'each neighbourhood will include at its centre, and within an approximate 5-minute walk from most areas of the neighbourhood, a Neighbourhood Activity Node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes. It further states that 'In addition, commercial facilities or similar uses will be encouraged to be located at the Neighbourhood Centre Activity Node'. The guidelines contain a detailed set of objectives, illustrated recommendations and guidelines that are intended to work alongside the North Oakville Master Plan to expand the Town's capacity for urban living, employment and recreation and as such, they will be used as the basis for evaluating individual applications for development within the Secondary Plan area in addition to other Town documents/standards including:

- North Oakville Sustainable Development Checklist and User Guide 2008
- The North Oakville Trails Plan 2013 (updated Map 2019)
- Active Transportation Master Plan 2017
- North Oakville Zoning By-law 2009-189, as amended

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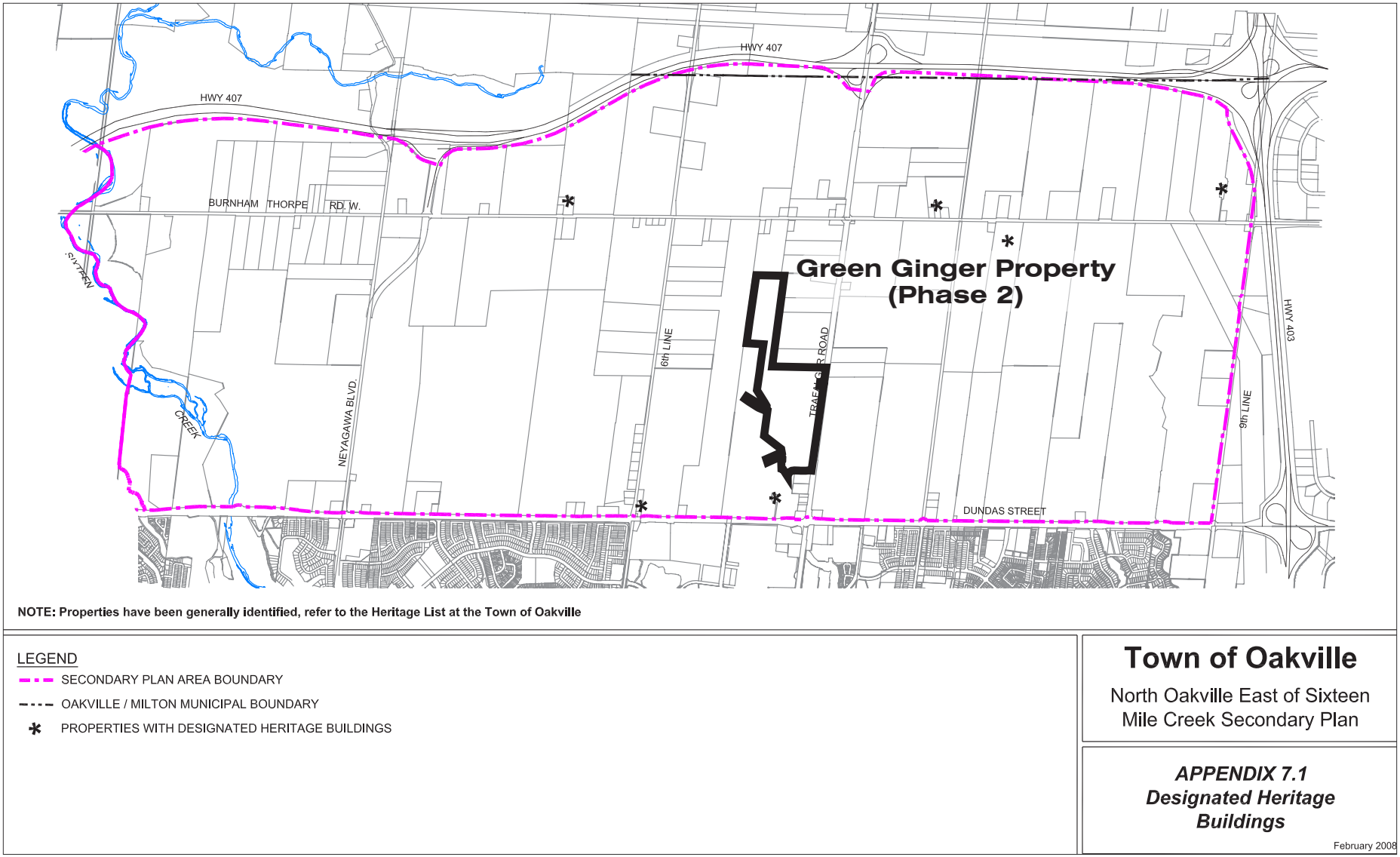


Figure 4: Appendix 7 - Designated Heritage Buildings, North Oakville East Secondary Plan

Urban Design Objectives

The Green Ginger Phase 2 subdivision is consistent with the design principles of the North Oakville East Urban Design and Open Space Guidelines, and builds upon the guiding design principles outlined in the Urban Design Direction for Oakville (section 1.4 LBDM). The site has an important location within North Oakville being bordered by an significant natural area (East Morrison Creek) on the west, and having frontage along Trafalgar Road, a crucial transit route through the community.

The North Oakville area is planned to **save and protect the Natural Heritage System**. The extension of natural features into each neighbourhood, wherever possible, reinforces the nature of the Green Ginger community as one that is rooted in the natural environment.

Trafalgar Road, an important north/south connecting street through Oakville, is the urban edge to the new community and its envisioned urban core. The built form proposed in this area provide for **mixed-use opportunities**, while acting as an **appropriate transition** to the lower density area to the west.

An important objective for Green Ginger is to generate a **walkable community** that is well connected to surrounding amenities.

Green Ginger is designed as a **sustainable community** which uses compact development as a means of growth opportunity and supports alternate transportation methods throughout.

Green Ginger incorporates creative model design to inspire unique and innovative communities which establishes a **distinct identity**.

Articulated mid-rise and townhouse developments complement and enhance the character of the streetscape

Green Ginger is Walkable

The community design results in three neighbourhoods. The higher density apartment area acts as an urban edge to Trafalgar Road and is framed on the west by the two medium density neighbourhoods, which are focused on two urban squares within easy walking distance of one another. Streets are spaced and oriented to encourage walking throughout the community and specially to the system of open spaces, making walking an integral component of living in Green Ginger.

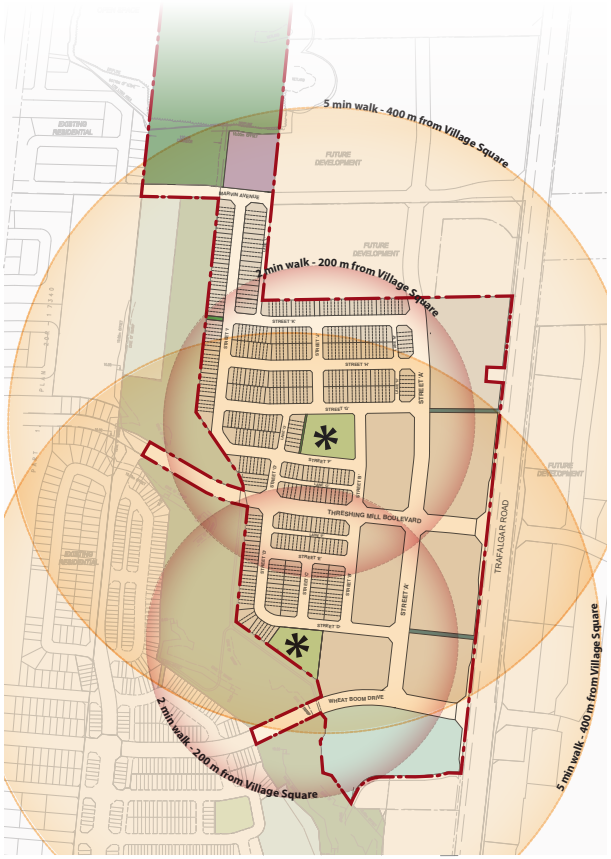


Figure 5: Walkability Plan / 5-10 min. Walk

Green Ginger Is Connected

The design of Phase 2 of the community incorporates strong connections that allow the residents to walk throughout. This includes: two east/west character streets, Threshing Mill Boulevard and Wheat Boom Drive, that reach into the Phase 1 community across the natural feature (East Morrison Creek); two urban squares, one of them integrated into the natural feature area, which are connected by a north/south local road, and to Trafalgar Road by public accessible walkways through the urban core blocks; to the north, a secondary school centrally located to the broader community and linked to the overall natural environment connections; and, mid-block connections and neighbourhood roads provide linkages to the natural heritage system.

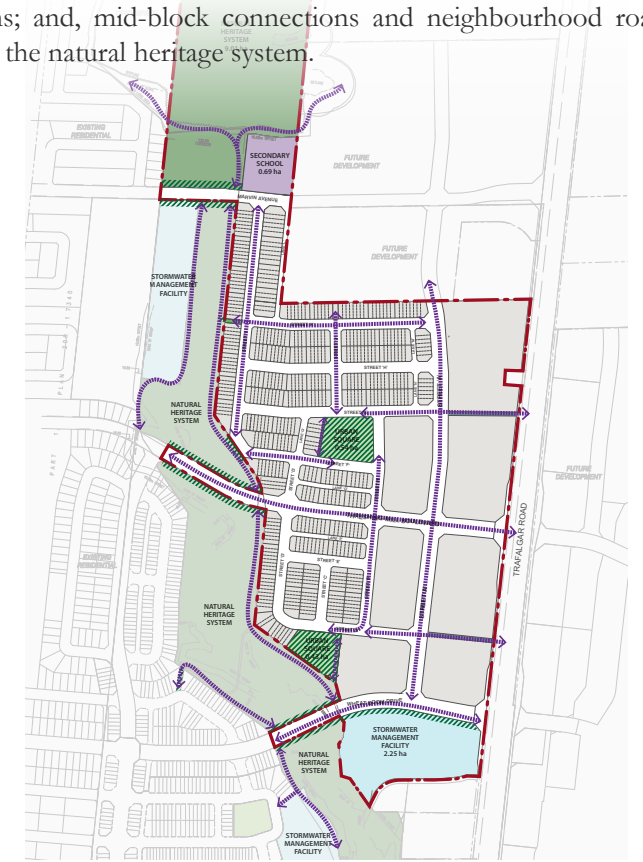


Figure 6: Connectivity Plan

Urban Design Features

Urban Design Components

The Green Ginger Phase 2 subdivision is envisioned to be a walkable and connected neighbourhood within the North Oakville East community, building on principles of compact and pedestrian-oriented design. The main urban design components of the subdivision include the following:

1. An urban edge defined by higher density forms of development located along and framing the west side of Trafalgar Road. This area provides the opportunity for mixed-use built form massing to frame two gateways into the greater North Oakville Community.

2. A north/south 'spine road' (Avenue/Transit Corridor - Street A) that is framed by a continuous street wall condition through a combination of high to mid-rise blocks and lane-based townhouses. It provides a connection to the neighbourhoods to the north.

3. East-West neighbourhood character streets that connect the Green Ginger Phase 2 community to Trafalgar Road to the east and the Phase 1 community to the west.

4. Parks (urban squares) and open space facilities for the neighbourhood.

5. Development that provides "eyes on the park", enhancing the focal nature of these spaces while creating passive surveillance to enhance safety.

6. Gateway conditions at key locations where entry/arrival to the community occurs from the boundary roads.

7. Future and existing trails and bicycle paths that connect the neighbourhood to the other neighbourhoods in the North Oakville East Community, as well as the broader community.

8. A Secondary School site, which will serve the broader community and is linked to the Natural Heritage and trail systems.

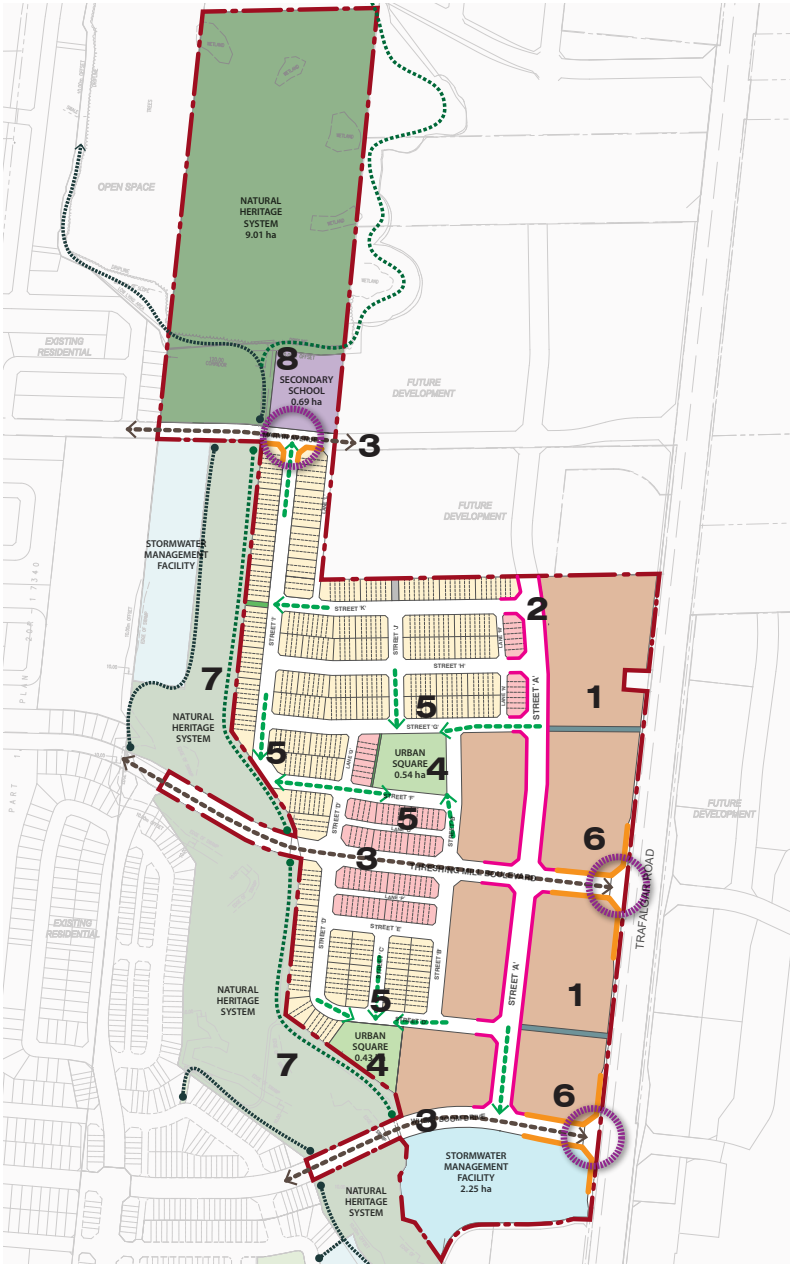


Figure 7: Community Design Components Plan

Buildings as gateway features

Public feature at storm water management facility

Streetview into naturalized spaces

Gateways and Edges

Gateways to the new community will be located at the intersection of Trafalgar Road with Threshing Mill Boulevard and Wheat Boom Drive, as well as at the north entrance to the community from Marvin Avenue. In these locations the building designs, placement and massing will be used to reinforce the corner condition, with the opportunity to create landmarks within the community.

While the new community is clearly part of a larger one, with continuity in street and block patterns, it also has clearly defined/discernible edges. These include the Trafalgar Road edge along the east and the East Morrison Creek corridor along the west. The Trafalgar Road 'Urban' edge will be characterized by more intense forms of development, including mid to high-rise buildings that will be arranged within these blocks to create animated and pedestrian-oriented streets.

The 'Open Space' edge (creek corridor) provides a contrast to the built environment of the neighbourhoods, creating a 'green' backdrop to the units that are located in the western portion of them.

Public Realm Elements

The Public Realm is an important aspect of the community; it functions as both connecting elements in the form of streets and trails, and focal elements through the urban squares and the open space system.

Views and vistas are part of the public realm experience; these have been considered in the layout of the streets and blocks, as well as the location of a park and stormwater management facility to enhance visual access to the creek corridor.

Other elements of the public realm include mailbox locations and trail heads. While the final locations of mailboxes will be determined in consultation with Canada Post, consideration should be given to locations within parks, open spaces and central areas within the urban core blocks.

Street Hierarchy

The functional hierarchy of streets is generally consistent with that illustrated in the Master Plan street network in the North Oakville Master Plan (Appendix 7.3 and Figure NOE4). The system of streets, which provides for connections, consist of the following:

- An existing **Major Arterial/Transit Corridor (Trafalgar Road - up to 50m ROW)** that runs along the east side of Phase 2 of the Green Ginger community, accommodates high order public transit and will connect urban areas and nodes in different municipalities.
- **Avenue / Transit Corridor (Streets A, Threshing Mill Boulevard and Wheat Boom Drive - 24m ROW) and Connector/Transit Corridor (Marvin Avenue - 19m ROW).** These are collector streets that will accommodate public transit and have a higher level of public realm quality, through the design of the streetscape including trees, feature planting, paving, lighting and signage design. They provide access to neighbourhoods across the Natural Heritage System to the west, including Green Ginger Phase 1. To the east, they intersect with Trafalgar Road to provide access, traffic capacity and permeability to the proposed higher density use areas. Street A provides a north/south connection through Phase 2 of the Green Ginger Plan, while Threshing Mill Boulevard, Wheat Boom Drive and Marvin Avenue provide access to Phase 1 of the community to the east.
- Local Streets **(Streets B to K - 17m ROW).** Local Streets play a dual role as neighbourhood socialization spaces, and transportation corridors. The design requirements, while less substantial than for Transit Corridors and primary collectors, must support the dual role of the local streets.
- There are four locations where laneways **(Lanes L to Q - 7.5m to 11m ROW)** are proposed; they support lane-based townhouse blocks fronting onto either Avenue/ Transit Corridors (Street A and Threshing Mill Boulevard), the northern urban square, or Streets E, F and I. This condition allows for truly pedestrian streetscapes along these roads, including continuous sidewalks and tree planting without driveway interruptions, and an animated, 'eyes-on-the park' type of frontage along the square.

The streetscapes included in the following pages are based on the North Oakville Urban Design and Open Space Guidelines, which should be consulted for detailed cross sections of the Streets.

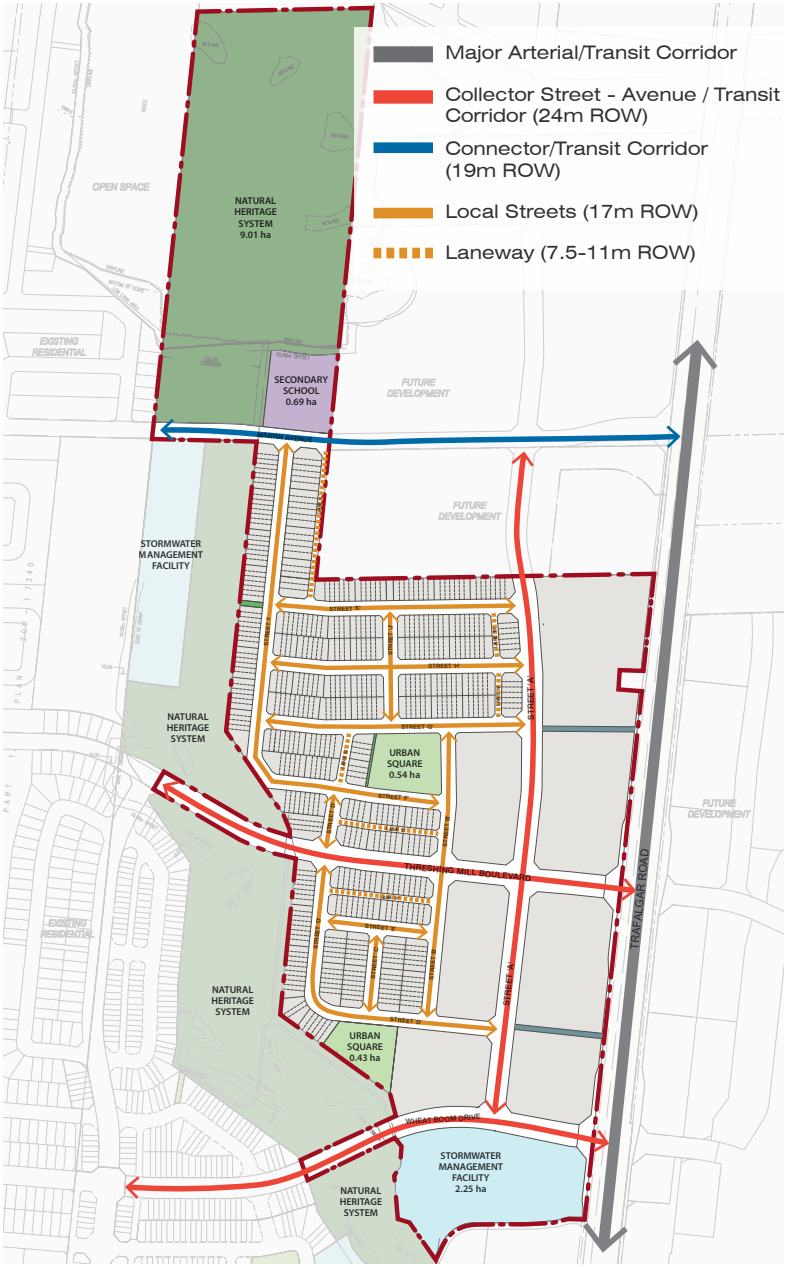
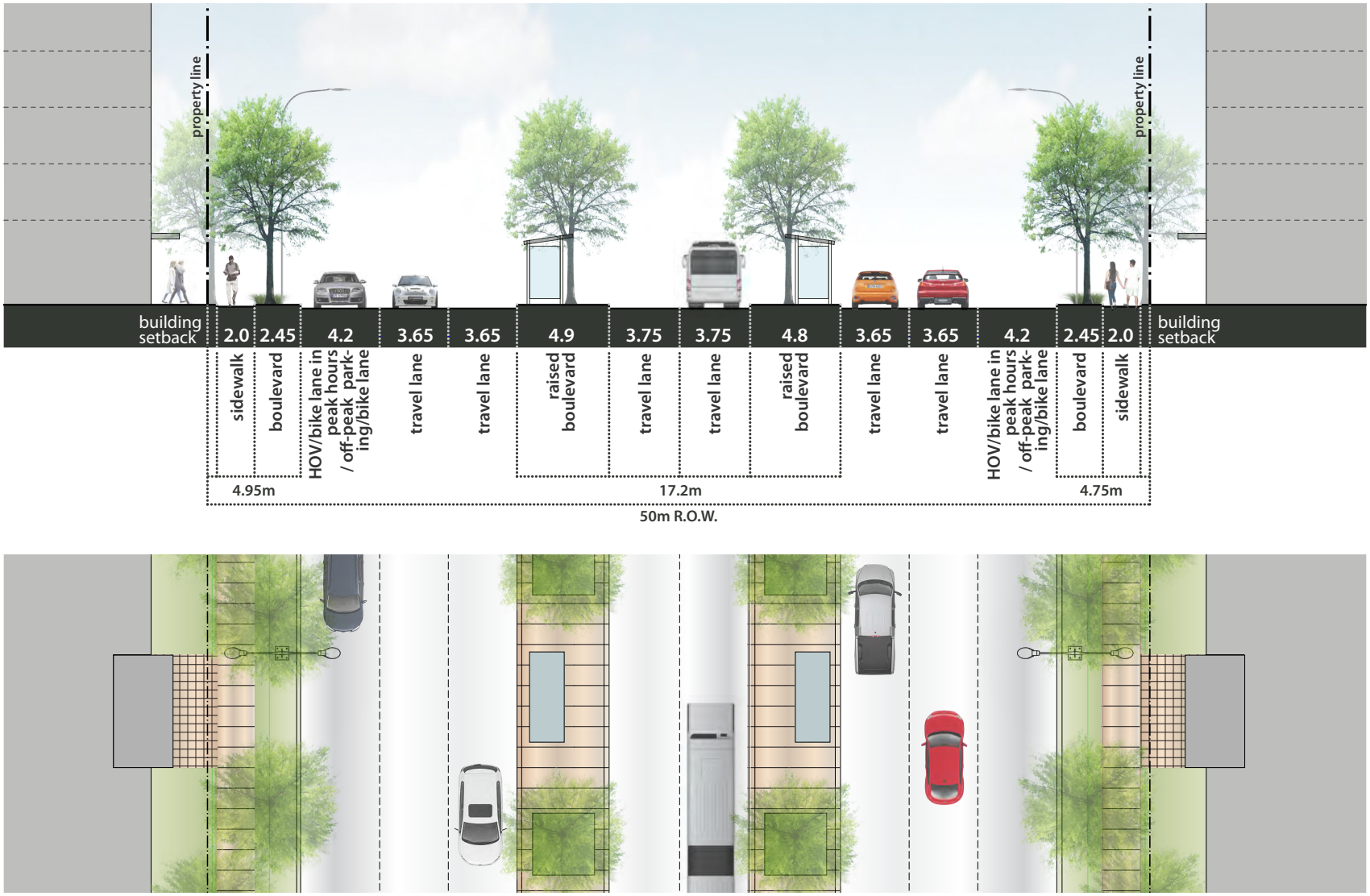


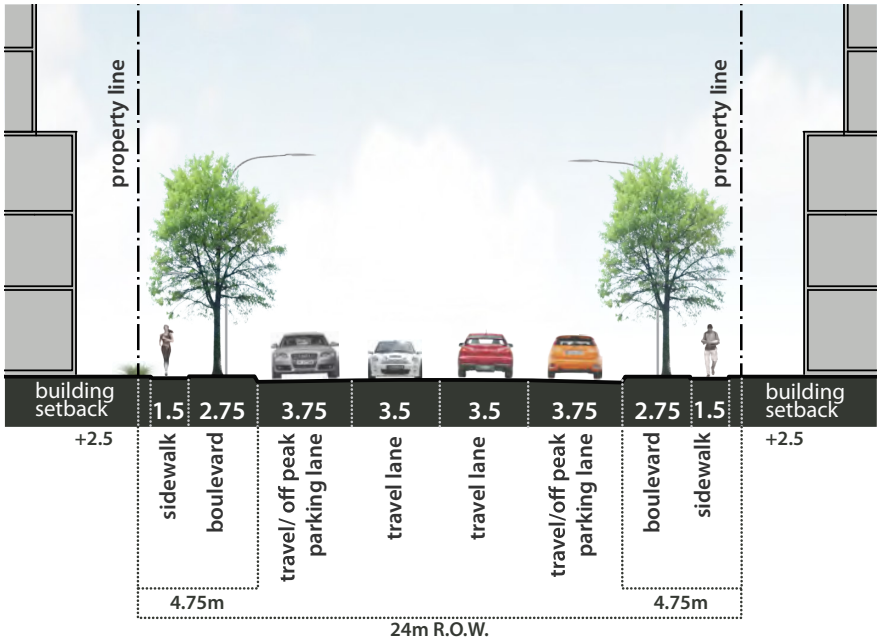
Figure 8: Community Transportation Network Plan

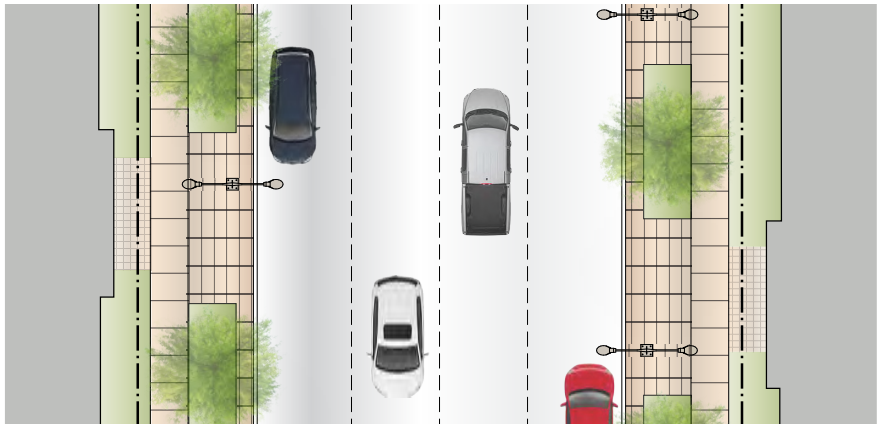
Trafalgar Road



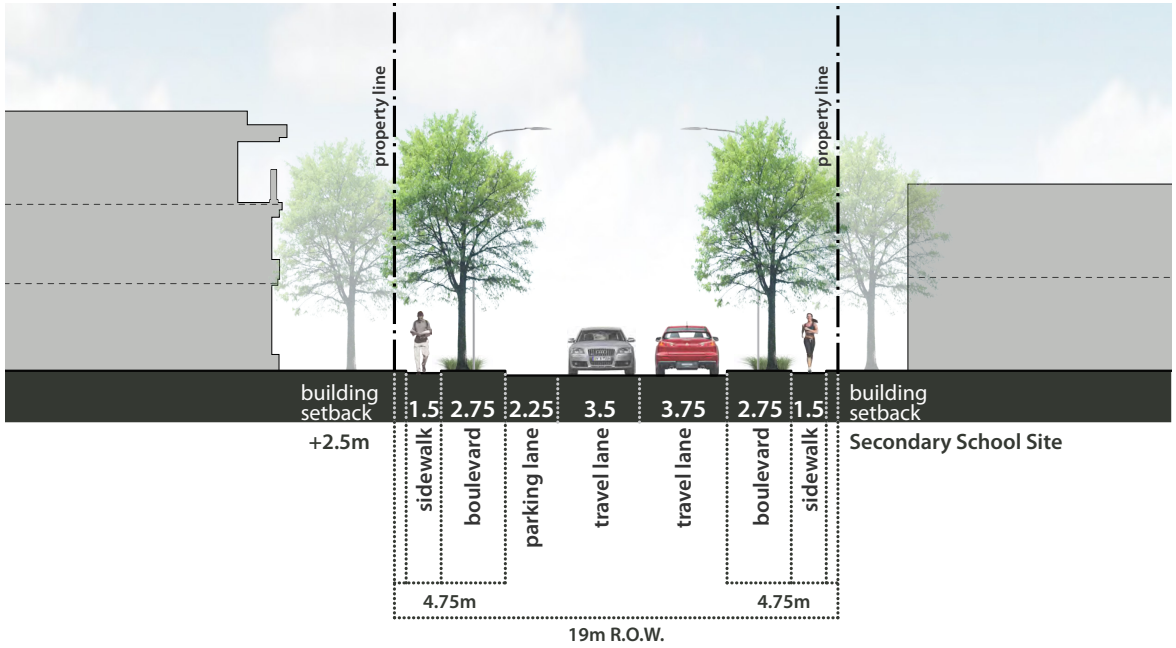
Avenue / Transit Corridor - 24m ROW (Collector Street)

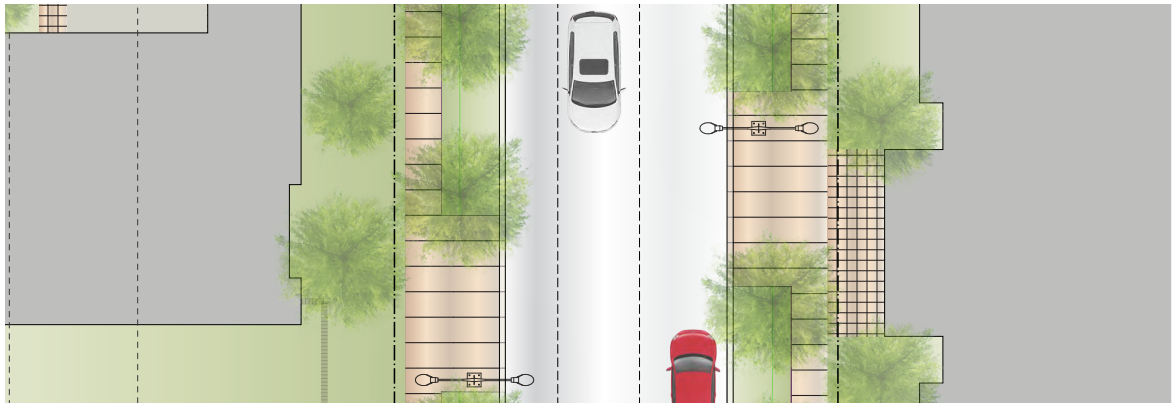
* Threshing Mill Boulevard and Wheat Boom Drive to be designed to include a Signed Bike Route, as per TIS.
Cross section below reflects the streetscape envisioned for Street A.



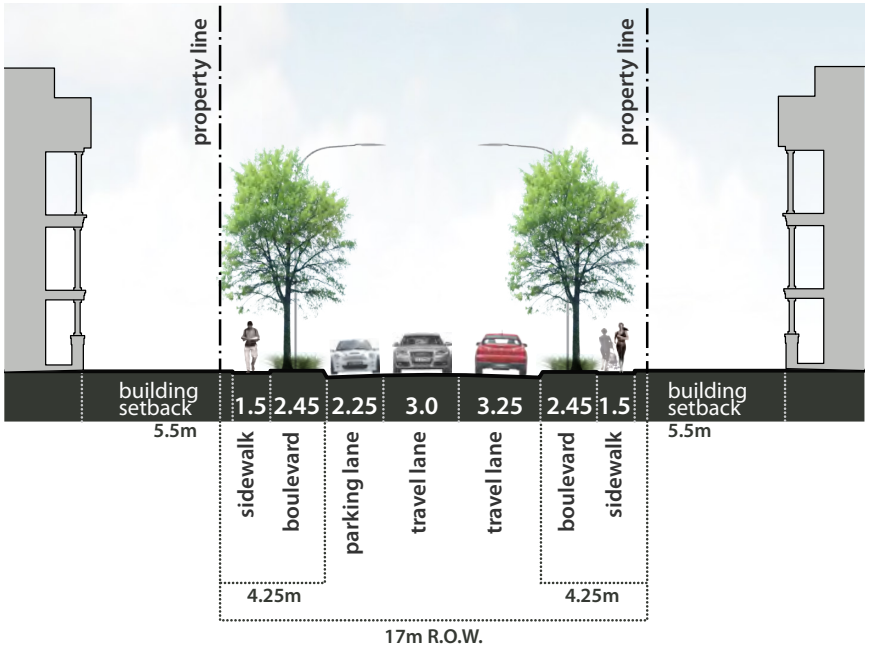


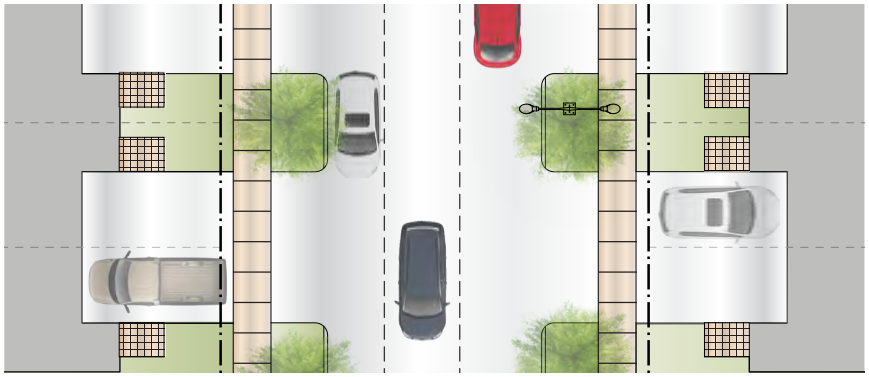
Connector/Transit Corridor - (19m ROW)



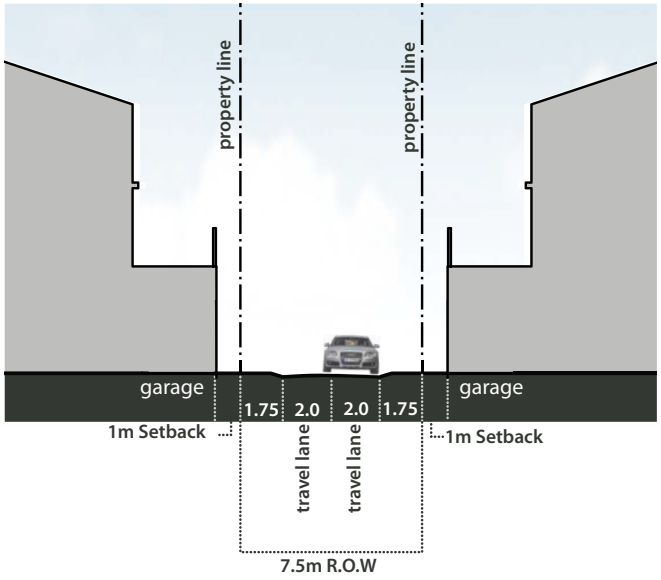


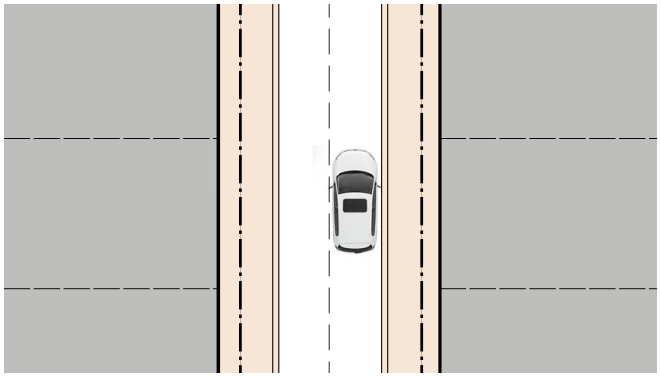
Local Streets - 17m ROW





Laneway - 7.5m ROW





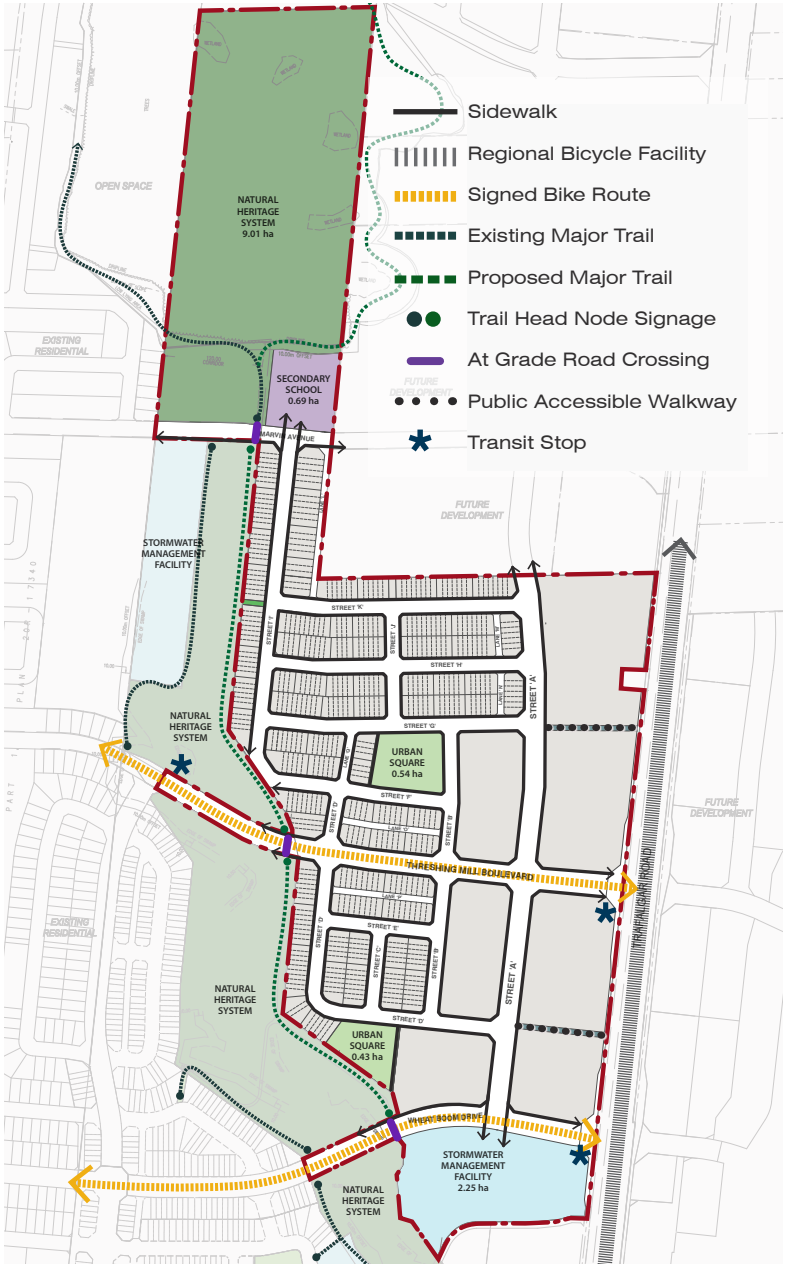


Figure 9: Pedestrian Circulation / Trails Plan

Open Space Hierarchy

The open space hierarchy is a key component in defining the character of the Green Ginger Phase 2 subdivision. It includes the following components.

Natural Heritage System (NHS)

An important component of the Green Ginger Draft Plan of Subdivision is the Natural Heritage System and Open Space Areas. This Natural Heritage System is comprised of Core #9 - Trafalgar Woodlot (Core Preserve Area) and a Linkage Preserve Area, including a High Constraint Stream Corridor (MOC4) and a Medium Constraint Stream Corridor (MOC5A). The boundaries of this system have extensively influenced the development of the proposed Green Ginger Draft Plan and have generally been maintained throughout the proposed Draft Plan in accordance with the North Oakville East Secondary Plan, NOCSS and OMB Minutes of Settlement. The linkage is accessible from neighbourhood roads and road crossings. Core #9 extends, as part of a larger system, beyond the limits of this Draft Plan area and will ultimately be accessible through land holdings outside this Draft Plan.

Urban Squares

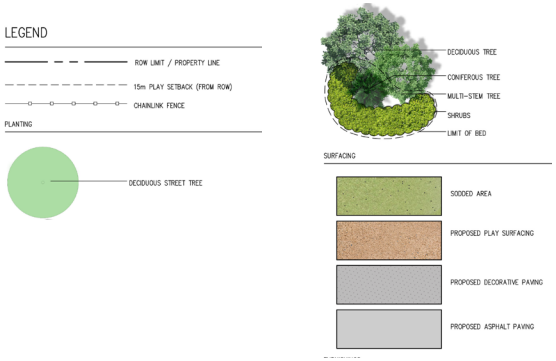
Two urban squares are provided in the plan and are located within a 200m radius (3 to 5 minute walk) of residents in the north and south portions of the community. The northerly square is located at the centre of the neighbourhood providing a focus for that portion of the community. The second square is located adjacent to the NHS and acts as a focus to the southerly neighbourhood and a connection to the NHS and trail along it. Both urban squares shall be designed taking into consideration the design directions outlined in Section 2.5 of the LBDM.

Storm Water Management Facility

A storm water management (SWM) facility block is proposed for the Phase 2 plan. It is located consistently with that illustrated in Figure NOE3 of the NOESP, adjacent to the Natural Heritage System, acting as an extension of the open space system. Given the close proximity of the SWM facility to the Dundas and Trafalgar intersection, it will act as a strong visual identity for the community to the north and a main entry point into the proposed development. Therefore, extra attention should be paid to the facility design, which should incorporate the following guidelines:

- SWM facilities shall meet the Town's requirements.
- The SWM facility will be a key features within the community contributing to its appearance and ambience, while achieving functional objectives related to flow moderation and water quality.
- The SWM facility should not be fenced, but rather will be designed with trails, overlooks and where appropriate, interpretive signage so that it is an integral part of the greenlands system.
- Public trails should, where possible, encircle the SWM facility.

Figure 10: Urban Square 1 - Concept Plan



Naturalized SWM Facility

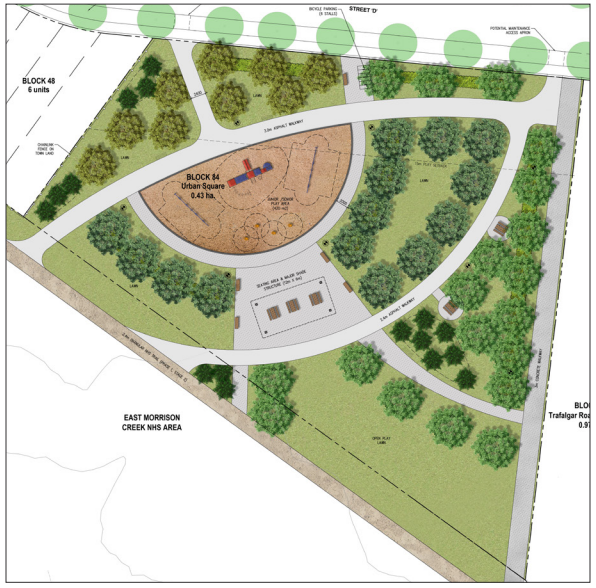
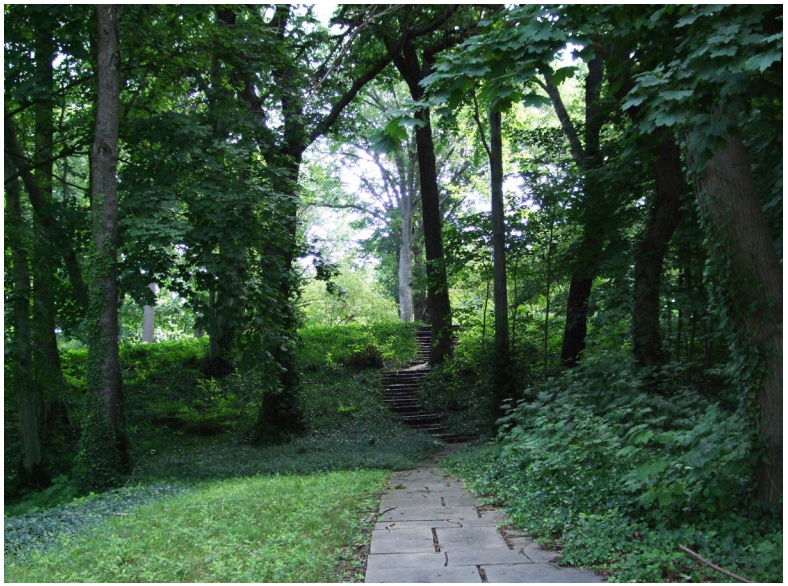


Figure 11: Urban Square 2 - Concept Plan



Above: naturalized trail / Below: trail within the boulevard

Trails

A trail is proposed adjacent to Morrison Creek Open Space (Core Area #9 of the NOESP). Where trails interface with the Natural Heritage System, they will be consistently planned and designed with the requirements set out in the NOESP Trails for a variety of uses. Major valley trails are located generally on the west side of the NHS in Phase 2 of the Green Ginger Community.

The locations and types of trails are subject to the North Oakville Trails Plan, with final alignments to be staked/approved in consultation with Town of Oakville and Conservation Halton staff.

The proposed preliminary trails have adopted the following considerations (see Figure 9: Green Ginger Phase 2 Pedestrian Circulation/Trails Plan on page 17 of this document):

- The trail network follows the eastern boundary of the NHS.
- Trail crossing located at pedestrian street crossing locations.
- Trail overlook opportunity located along norther portion of the trail adjacent to northern storm water management facility.
- A portion of trail that follows the edge of the window street (intersection of Streets F and I) which may be amalgamated with the municipal sidewalk and boulevard.
- The trail continues north of Marvin Avenue and loops around the proposed Secondary School site.

Units Adjacent to Urban Squares

The proposed Urban Squares shall be framed by the surrounding built form. They will be defined through either fronting townhouse blocks or flanking townhouse elevations, in combination with decorative fencing treatments. The proposed treatment will be in keeping with the following:

- The decorative fencing will be constructed of material in the style of wrought iron and will have a substantial gauge. Chain link fence shall not be permitted.
- The fencing shall be permeable, include landscaping arranged on the private lot side and include substantial shrub planting to provide privacy for the rear yards of adjacent lots.
- The fencing should have a top railing and not exposed pickets, which could potentially cause injury.
- The fencing of flanking units shall be a maximum 1.2m in height along the majority of the flanking edge and may increase to 1.5m in height, in line with the rear plane of the townhouse unit.
- Units adjacent to/facing an urban square will have porches and main entries located on the front/flanking elevation facing the park.

Example of Urban Square framed by built form, landscaping and street furniture

Example of decorative fencing to enhance the Urban Square

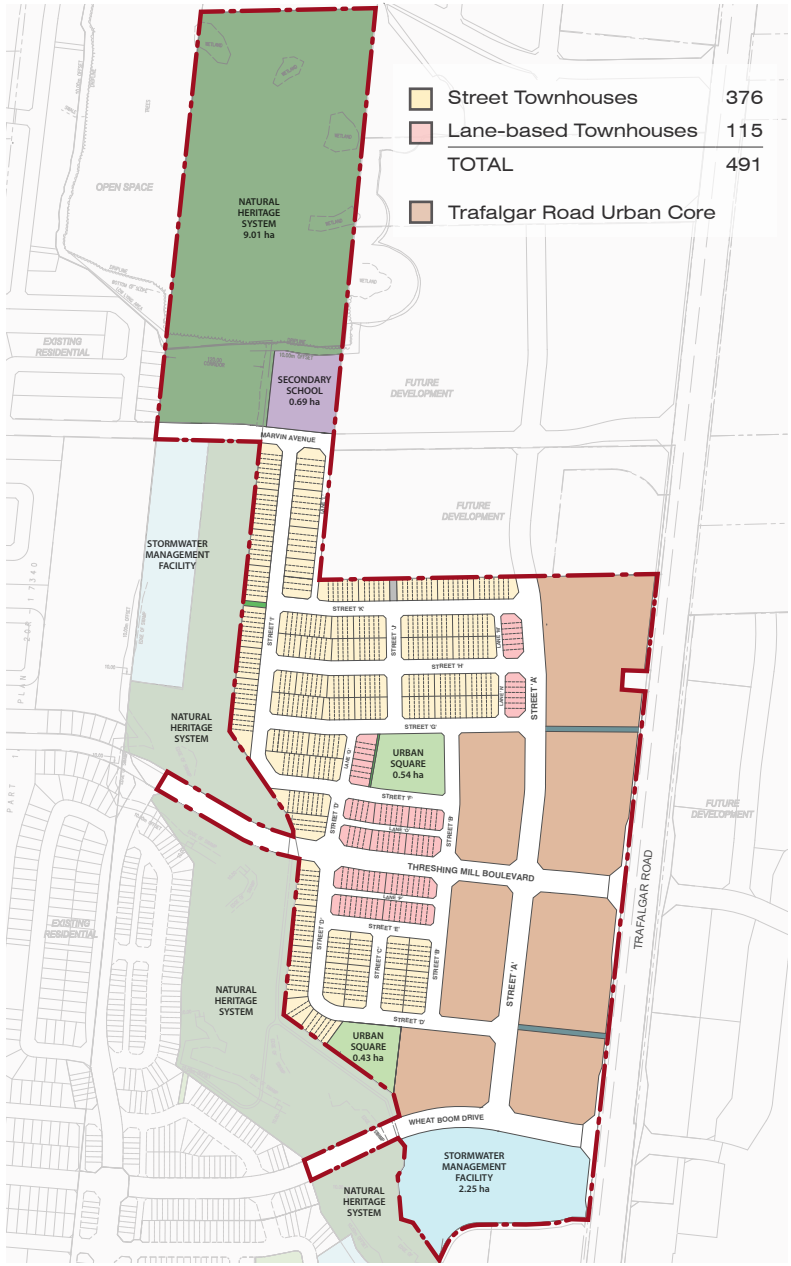


Figure 12: Community Concept Plan

Development Master Plan

The plan for Phase 2 of the Green Ginger community is based upon a coherent hierarchy of streets and parks, as well as the natural heritage system, and other community features as proposed in the North Oakville Master Plan (Appendix 7.3).

The Phase 2 Green Ginger Master Plan incorporates the following elements:

- Higher density mixed-use area in the form of mid to high-rise apartment buildings in the urban core blocks adjacent to Trafalgar Road.
- Medium density residential area in the form of townhouse blocks (street and lane-based forms) to the west and north, and mid-rise apartment buildings as built form transition to the east (from the high-rise buildings along Trafalgar Road to the townhouse blocks on the west).
- Two urban squares acting as a focus for each of the neighbourhoods, north and south of Threshing Mill Boulevard.
- Three neighbourhood character streets:
  - Extensions of Wheat Boom Drive and Threshing Mill Boulevard which will provide access to the new community from Trafalgar Road and connect it to Phase 1 to the west.
  - Street A, a new north/south street connecting the neighbourhood to the larger community to the north.
- A storm water management facility feature on the southeast corner of the new community, providing a natural gateway feature from Trafalgar Road into Phase 2.

Structural Elements

Trafalgar Road Urban Core

Mid-rise and high-rise buildings with underground parking are planned for the Trafalgar Road Urban Core blocks. They will be designed to accommodate potential commercial/retail uses and residential units, and their aesthetics will reflect the base/middle/top configuration through the use of materials and architectural elements/articulation. These buildings will have their main facades fronting onto Trafalgar Road, Wheat Boom Drive, Threshing Mill Boulevard and Street A, as well as the proposed public parks, so they act as the entrance/gateway for the new neighbourhoods. Special attention to the corner treatment of buildings at the intersection of these streets is important. Access to underground parking will be provided from neighbourhood streets (local streets), where possible.

The objective is to generate an urban scale along Trafalgar Road and gateway buildings at the entrance to the community.

The planning and design of blocks 75 to 81 in the Trafalgar Road Urban Core will be subject to Site Plan Application review.

Townhouse Units

Townhouse units represent the medium density components of the community. Townhouse units will be 3 storeys in height with parking provided either as front integrated garages, at the rear and accessed from a lane, or, in some cases, as common parking areas. As with other ground related residential units, townhouses will be oriented to the street.

As garages are a major component of the front elevation of street townhouses, and townhouse units are smaller and narrower than other types of low-rise residential units, street townhouses will be limited to singe car garages (garage doors).

Townhouse units fronting onto Threshing Mill Boulevard, Wheat Boom Drive and Streets A will be rear accessed units, with no garage/driveway at the front.

The objective is to ensure that the detailing and materials used in the design of Townhouses resemble those of other ground related homes.

Mid and high-rise buildings frame urban streetscapes

Examples of coordinated street furniture

Public Realm

The design of the public realm shall be guided by Section 2.2 of the LBDM, including that of pedestrian path zones, planting and furnishing zones, as well as the design of the building interface zones. Additionally, principles of universal design shall be incorporated, with reference to the Oakville Universal Design Standards for Town Facilities (2015) and, with consideration for barrier-free access, multi-sensory visual and audio access and placement and arrangement of design elements to enhance access and the use of public spaces for persons of varying abilities.

Street Furniture

Street furniture requirements are outlined in the urban design and open space guidelines section 3.9 Street Furniture which includes, but is not limited to, benches and other forms of seating, bicycle racks, waste receptacles, signage, street lights, transit shelters, public art, mailbox facilities, and above-ground utilities, which are found within the public right-of-way.

The choice of colour palette, materials and style of street furniture can help define a particular neighbourhood or amenity feature in a development and differentiate more urban mixed- use corridor functions from those of predominantly local road residential uses.

The North Oakville East Urban Design and Open Space Guidelines require that any proposed street furniture is selected in consultation and coordination between the Town and all affected Developers, to ensure that these features are complementary and consistent with the North Oakville community.

Public Landscaping

Public landscaping guidelines are outlined in the urban design and open space guidelines section 3.10 Public Landscaping and deal mainly with urban tree planting and their role in connecting and integrating the open space and Natural Heritage System with the urban areas of the community.

There are opportunities in the Green Ginger Phase 2 Draft Plan to provide private enhanced tree planting to assist in creating a strengthened pedestrian environment. In particular Streets A, B and J are meant to produce pedestrian spines connecting the neighbourhood from north to south, while the extensions of Threshing Mill Boulevard and Wheat Boom Drive provide east to west connections. Where there are flankage conditions or areas of wide setbacks, a second row of trees might be part of the landscape master plan.

The guidelines outline the importance of trees being incorporated into the public street design to frame all streets and pathways, to provide shade and comfort to pedestrians and to enhance the visual quality of the street.

In addition to these guidelines, the North Oakville Urban Forest Strategic Management Plan should be consulted for further details on street trees and any public landscaping, which will require consultation and coordination between the Town and the Developer.

Tree lined streets provide shade and compact pedestrian zones

Special landscaping creates attractive public spaces

Above: enhanced tree lined streetscape / Below: double-row of trees complement the open space block

Tree Canopy Coverage

Introduction

The Green Ginger Phase 2 Tree Canopy Coverage Analysis represents a general assessment of the projected tree canopy coverage for these lands within Oakville. The Green Ginger Phase 2 lands are located along Trafalgar Road, north of the intersection of Trafalgar Road and Dundas Street East. It is predominantly designated as part of the Trafalgar Urban Core Area, but also includes a portion designated as Natural Heritage System Area. A storm water management facility, two urban squares, and a portion of land reserved for a secondary school are also part of the Phase 2 plan.

This analysis quantifies, at a conceptual level, how these lands may contribute to the tree canopy coverage. It will estimate the projected coverage for streets and parks based on standard calculation methods outlined in the North Oakville Urban Forest Strategic Management Plan (NOUFSMP). It will also address potential measures within the Green Ginger Phase 2 lands that will help meet the criteria established within the NOUFSMP for achieving the Town of Oakville's long term objective of a 40% tree canopy cover, including criteria related to soil volume, tree health and tree spacing. This analysis will be informed by the current conceptual block plan, with future driveway and utility constraints considered as an average based on similarly developed residential streetscapes.

Study Area

The Green Ginger Phase 2 lands constitute an area of approximately 39.44 hectares. It is bounded on the east by Trafalgar Road and to the south and west by lands designated as a Natural Heritage System that runs in a north-westerly direction from the junction of Trafalgar Road and Dundas Street West. On the north the lands are bounded by future residential development lands.

North Oakville Urban Forest Strategic Management Plan (NOUFSMP)

The North Oakville Urban Forest Strategic Management Plan is a high level strategy and planning study prepared to provide the Town of Oakville with recommendations and guidelines for achieving a sustainable, healthy urban forest for the North Oakville lands. This strategy is an extension of the Town's long term vision to achieve tree canopy coverage of 40%.

North Oakville comprises approximately 4,000 hectares of land, with roughly 1,600 hectares of tree canopy coverage required to achieve the 40% target. The designated Natural Heritage System (NHS) accounts for approximately 1,200 hectares of North Oakville's land area, making it a significant contributor to achieving the 40% target. The remaining approximately 400 hectares of coverage is expected to be achieved through land development that includes streetscapes, parks, buffers, cemeteries, storm water management facilities, etc.

The NOUFSMP describes targets, measuring criteria and recommendations in order to standardize canopy cover calculation for future development lands.

Tree Classification and Sizing

The canopy coverage plan shall comply with the following guidelines showing total projected canopy coverage as follows:

- Small Stature Tree = 7 metre diameter/spread - 7 square metres.
- Medium Stature Tree = 10 metre diameter/spread - 78.5 square metres.
- Large Stature Tree (14+m spread) = 14 metre diameter/spread - 154 square metres.

A canopy coverage bonus area of 1.5 times the existing canopy can be credited for preserved existing trees of the subject site (not included in this analysis).

Projected Street Tree Canopy Coverage

As a general proposed standard, the NOUFSMP recommends achieving a 20% street tree canopy coverage for residential developments. Opportunities for streetscape planting may be affected by the objective of achieving a more dense, compact and transit-oriented neighbourhood. Even so, the NOUFSMP recommends a ratio of at least 1 tree per lot as a standard rule.

Projected Parkland Canopy Coverage

The Town of Oakville's projected possible canopy cover for urban squares is 77% but the NOUFSMP requires a minimum coverage of 50%. Canopy coverage reflects an estimate of the proportion of the ground area that is covered by tree and shrub crowns, expressed as a percentage value. Where canopies merge or overlap, the combined area contributes to the coverage requirement, as opposed to including the canopy area of each overlapping tree.

Soil Volumes

Adequate soil volumes should be provided as follows:

- Small Stature Trees (Max. 9m Spread) - minimum $15m^3$ of soil.
- Medium Stature Trees (Max. 13m Spread) - minimum $30m^3$ of soil.
- Large Stature Trees (Min. 14m Spread) – minimum $45m^3$ of soil.

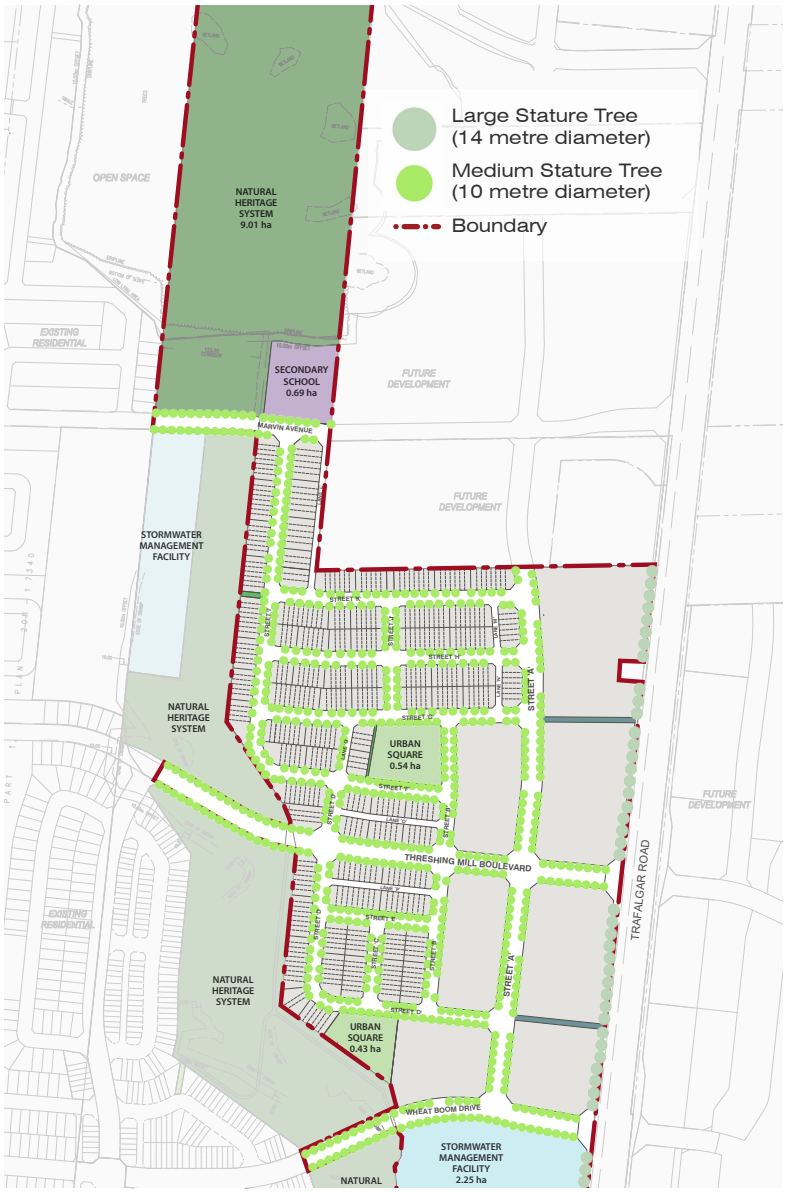


Figure 13: Street Tree Canopy Coverage Plan

Green Ginger Phase 2 Tree Canopy Coverage

Within the Green Ginger Phase 2 lands, the canopy coverage contribution will be achieved through the proposed streetscape treatment, urban squares and SWM facility, in combination with the Natural Heritage System (NHS) area on the north end. Although not measured specifically in this analysis, a secondary contribution may be considered through front and rear yard landscape treatments. Refer to table on page 29 for details on tree canopy coverage calculations per land use.

Street Tree Canopy Coverage

The street tree canopy coverage calculation for Green Ginger Phase 2 is a preliminary estimate based on a conceptual community plan. It considers all street trees to be planted within grass boulevards. Given the nature of the community, it is not expected that engineered soils will be used.

Street trees have been calculated based on the following:

- Local Streets (Residential area), Collector Streets - Avenues/Transit Corridors and Connectors/Transit Corridors - 1 medium stature tree generally every 10m to 11m (both sides).
- Trafalgar Road (on-site, west side only) - 1 large stature tree generally every 14m.

This assessment is a preliminary estimation and a more comprehensive streetscape plan will be undertaken as part of a detailed landscape design. At this stage, driveway locations, above and below-ground utility requirements are not defined and assumptions were made in this regard.

The preliminary street tree canopy coverage results in the following:

- Total Area – approx. 265,200 m^2 (includes residential area (13.27 ha), arterial + avenue roads (3.89 ha), urban core blocks and public accessible walkways (9.36 ha) / excludes NHS (9.01 ha), parkland (urban squares - 0.97 ha), SWM Facility (2.25 ha), and school site (0.69 ha)).
- Total Street Tree Canopy Coverage Area (based on medium and large stature trees) – approx. 58,743 m^2.
- Tree Canopy Coverage = 22%

Parkland and SWM Facility Tree Canopy Coverage

The canopy coverage target for parkland is 50% and for SWM facilities is 15%. The preliminary park and SWM facility tree canopy coverage is a projected estimate based on conceptual facility fit plans.

These projections have been calculated based generally on the Town's NOUFSMP. It should be noted that, although the facility fit diagrams may show tree canopy overlap, these will be refined in the detailed landscape design state to ensure the projected tree canopy coverage is achieved.

Urban Squares 1:

- Total Urban Square 1 Area – approx. 5,400 m^2.
- Total Tree Canopy Coverage Area – approx. 2,655 m^2.
- Tree Canopy Coverage = 49%

Urban Square 2:

- Total Urban Square 2 Area – approx. 4,300 m^2.
- Total Tree Canopy Coverage Area– approx. 2,376 m^2.
- Tree Canopy Coverage = 55%

Storm Water Management Facility

The design of the SWM facility is conceptual and subject to modification as part of the landscape design process. All tree sizes have been included in the design and assessment including small stature, medium stature, and large stature trees.

- Total Storm Water Management Facility Land Area – approx. 22,500 m^2.
- Total Tree Canopy Coverage Area (based on medium stature trees) – approx. 5,524 m^2.
- Tree Canopy Coverage = 25%

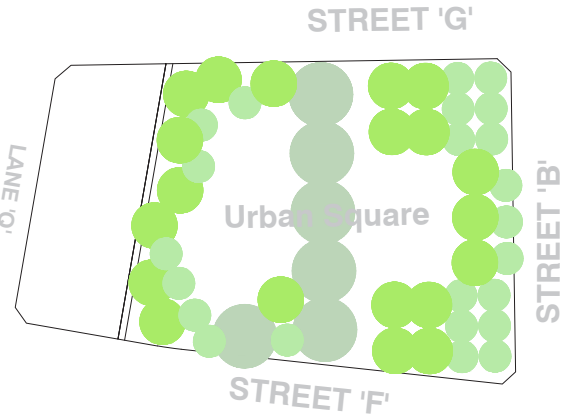


Figure 14: Urban Square 1 Conceptual Tree Canopy Coverage Plan

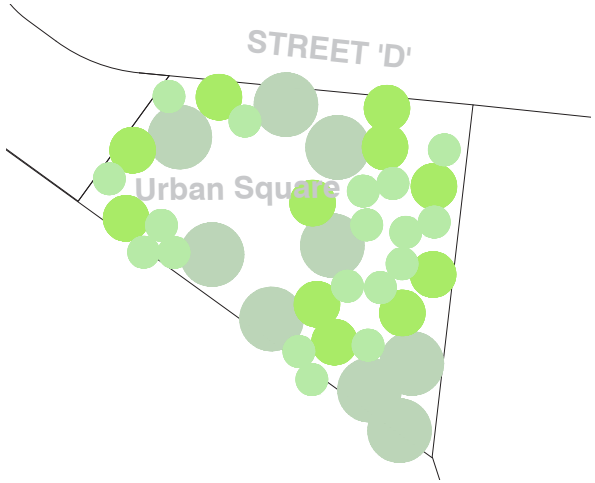


Figure 15: Urban Square 2 Conceptual Tree Canopy Coverage Plan

Figure 16: Storm Water Management Facility Conceptual Tree Canopy Coverage Plan

Natural Heritage Area Coverage

The northern-most portion of the development site includes 9.01ha dedicated as a Natural Heritage System that connects to the East Morrison Creek Natural Heritage System. As the NHS area consists of a woodlot intended for retention, the canopy coverage for this area will likely be greater than 90%.

Conclusion

The intention of the Town of Oakville is to establish 40% tree canopy coverage through the town, and particularly through new development projects in North Oakville. While the Green Ginger Phase 2 development is currently still in early stages and all landscapes included within the project are entirely conceptual, this Tree Canopy Coverage plan has demonstrated the ability of this design to meet or exceed the Town's tree canopy coverage targets for designated residential, mixed-use, public use (school), arteria + avenue roads, parkland, and storm water management facility areas.

Tree Canopy Coverage per Land Use

			Small Stature Trees (7m dia.)		Medium Stature Trees (10m dia.)		Large Stature Trees (14m dia.)			
Land Use	Target Coverage	Area * (ha)	Units	Area (7m2/tree)	Units	Area (78.5m2/tree)	Units	Area (154m2/tree)	Combined Tree Area	Actual Coverage
Residential	20%	13.27	0	0	422	33127	0	0	33127	25%
Arterial + Avenue Roads **	34%	3.89	0	0	240	18840	44	6776	25616	66%
Parkland (urban squares)	50%	0.97	41	287	31	2433.5	15	2310	5031	52%
SWM Facility	15%	2.25	26	182	19	1491.5	25	3850	5524	25%

* Area calculated based on Draft Plan of Subdivision dated March 16, 2023

** Includes Trafalgar Road, Street A, Threshing Mill Boulevard and Wheat Boom Drive

Sustainability

Sustainable Development

The North Oakville Sustainable Development Checklist items and the North Oakville Urban Design and Open Space Guidelines provide direction on sustainability and the proposed development includes aspects of them in terms of Development Form, Energy Efficiency and Water Management.

Development Form

The proposed development is in keeping with the Secondary Plan's objective to maximize the potential for sustainable development through the following elements:

- A modified grid that promotes not only transit but pedestrian use through increased connectivity and permeability;
- An array of housing forms, including medium density, apartments and the possibility of mixed use development within the urban core area;
- The Natural Heritage System and the Open Space System incorporated into the proposed development, enhancing the protection of these areas as essential structuring elements of the community;
- The parks, open space system and storm water management facility are all within a 400m or approximately 5-minute walking distance from anywhere in the community;
- Neighbourhood permeability increased through the use of pedestrian scaled block lengths (150m to 180m); and,
- Connections to adjacent developments are maximized to facilitate interconnections between neighbourhoods and amenities.

Energy Efficiency

Energy-efficient construction practices are highly encouraged and may include insulation upgrades, high performance windows, improved draft-proofing, high-efficiency heating, air conditioning and hot water systems, sealed ducts for improved air distribution and Energy Star appliances.

Water Management

Protecting and conserving water is an objective of both the Secondary Plan and the Urban Design and Open Space Guidelines, and is encouraged in the community; this may include:

- Water conservation appliances/fixtures;
- Green roofs, where possible and appropriate; and,
- Innovative SWM facility design as part of open space system.

Enhanced connectivity thought pedestrian walkways at open space

SWM facility as structural component of the community

Streets shall provide multiple travel uses

Example of coordinated and attractive street furniture

Streetscapes

The streets in Green Ginger Phase 2 are designed to provide a variety of transportation and active transportation options. They will prioritize the needs of pedestrians, cyclists, and transit users while creating comfortable and attractive spaces for social interaction.

All streetscapes designs shall be in keeping with the Town's requirements including the following documents:

- LBDM, Section 2.0 Design Direction for the Public Realm (2014)
- Switching Gears: Transportation Master Plan (2013)
- Municipal Roadway Lighting Standards (2012)
- Active Transportation Master Plan (2009)
- Design of Public Spaces (DOPS)
- Oakville Universal Design Standards (v2.1)

General Streetscape Guidelines

- All streets, including Avenue/Transit Corridors and Local Streets, should accommodate treed boulevards, a grass verge and 1.5 metre sidewalks on both sides of the street, as per Town approved design standards.
- Where possible, larger caliper native tree species should be planted to achieve a desirable tree canopy.
- On-street parking shall be accommodated along Avenue/Transit Corridors during off-peak hours. On-street parking enhances traffic calming and also acts as a buffer between traffic and pedestrian zones.
- Street furniture such as lighting, benches, garbage receptacles, etc. will be coordinated throughout the Green Ginger community to create an attractive and cohesive appearance.
- In order to maintain sufficient illumination levels, streetlights should be selected to provide both roadway and sidewalk oriented lighting.
- A continuous street wall of building facades shall create comfortable and enclosed pedestrian spaces.
- Public art should be considered in prominent / high visibility locations, such as gateway locations and public amenity spaces.

Roads

- Trafalgar Road will be designed to contain a 'Regional Bicycle Facility'.
- Threshing Mill Boulevard is to be designed as a 'Signed Bike Route', and is also identified in the TIS as a 'Local Service' route.
- Sidewalks will be provided on both sides of all local streets.
- Transit stops are identified in three locations:
  - Trafalgar Road / Wheat Boom Drive.
  - Trafalgar Road / Threshing Mill Boulevard.
  - Threshing Mill Boulevard / Ernest Appelbe Boulevard.
- Transit stops shall be designed to offer amenities such as seating areas, lighting and climate protection, where possible and appropriate.
- Building facades, entrances and public spaces shall be oriented and positioned directly toward the street.

Connections

An important component of the Green Ginger plan is an integrated system of paths and linkages to tie the neighbourhoods together and enhance the opportunity to move throughout the community. This includes walking and cycling. The following guidelines shall be read in conjunction with the North Oakville East Trails Plan (NOETP):

- Bicycle lanes shall be clearly delineated through the use of signage, dedicated lanes on traffic roads and/or surface road painting.
- Multi-use trails shall be paved to accommodate a variety of uses including bicycle traffic.
- Trails along the eastern edge of the Morrison Creek Natural Heritage System shall be designed so as not to impact on the environment through the use of a naturalized surface.
- Where the trail abuts a window street it shall be amalgamated into the municipal sidewalk and boulevard area as a multi-use trail to accommodate a variety of uses.
- Trail signage shall be coordinated throughout the community and located at road crossings where the trails meet and at lookout locations.
- Special paving and surface treatments shall be considered at pedestrian crosswalks.

Example of a road bicycle lane

Example of bicycle signage

Marked pedestrian crosswalks

Example of public art

Gathering space for residents

Urban square framed by townhouses

Public Space

Public amenity areas distinguish the character of a community and provide special gathering spaces for residents. Special consideration shall be given to the design of these important locations. The following guidelines shall apply:

Gateways

Entryways at gateways into the community should consider the following design treatments:

- Special paving treatment.
- Public art or an entry feature to mark the location.
- Enhanced built form treatment (see 'Building Treatment along Community Edges' on page 53).
- The design of fences along the flanking side of extended curbs should be upgraded and coordinated with any gateway features.

Urban Squares

- Ensure a sufficient tree canopy to provide shade.
- Use decorate paving materials to define pedestrian areas.
- Provide lighting fixtures to properly illuminate pedestrian areas and ensure safety.
- Coordinate furniture (lighting, seating, etc.) with that of the rest of the community.
- Consider public art structures.

Built Form Character

Building forms in Phase 2 of the Green Ginger Community will incorporate the same high quality townhouse block designs that are currently approved for Phase 1, as well as those approved for the Redoak/Capoak development located to the east. The architectural details and siting design guidelines included in the 'Architectural Design Criteria' of the Green Ginger Phase 1 Urban Design Brief (rev. September 2013), served as based for the guidelines included in this brief; some additions and revisions have been incorporated to properly address the development proposed in Phase 2.

The objective of the built form is to reinforce the character and scale of the streetscapes as pedestrian areas. The key to it's success is to create an architectural expression which works together with the community design, producing the desired aesthetic. It is the synergy of design at both scales that results in the appropriate built form.

This section of the brief provides general guidance for the design of built form and how it shall address the streetscape and open space in the private realm.

Variety of Housing Types

Throughout the community there will be a range of residential forms including street and lane-based townhouse units, as well as apartment buildings.

Street Townhouse

Street townhouse units are 3 storeys in height with parking provided as front loaded garages. As with other related residential units, street townhouses are oriented to the street and the garages are a major component of the front elevation.

As street townhouse units are smaller and narrower than other types of low-rise residential units, garage doors are usually limited to single car garages.

Lane-based Townhouse

3-storey lane-based townhouse blocks are proposed in the current plan, strategically located to face Street A and Threshing Mill Boulevard, as to avoid driveways into these important roads. They are also incorporated along the west and south edges of the northern urban square, as well as along the east side of Street I. Front entries will be located facing the streets/park edge, and connected to the adjacent sidewalk.

Apartment Buildings

Apartments buildings are multi-unit and multi level structures with parking provided at-grade or as structured parking above or below grade. Units are usually organized along a common area (hall) that, in combination with stairs/elevators and a common

Figure 17: Street townhouse block model

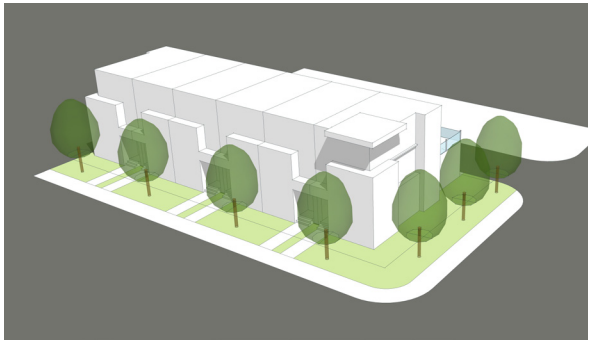


Figure 18: Lane-based townhouse block model

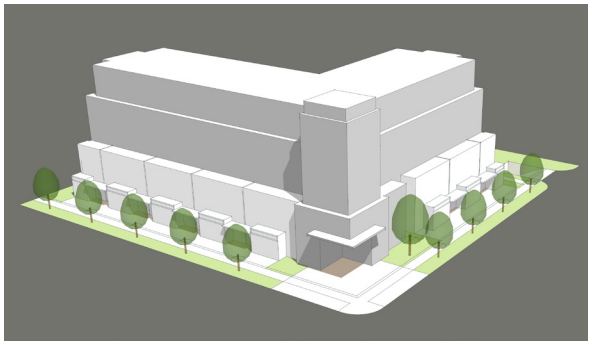


Figure 19: Apartment Building model

6-storey mixed-use building along an urban corridor

3-storey townhouse blocks line residential streetscapes

lobby, serve as access to them. Apartment buildings could include residential or non-residential uses at the ground level.

In the Green Ginger Phase 2 community, mid and high-rise apartment buildings are located in the blocks comprising the Trafalgar Road Urban Core. Heights range from 6 to 30 storeys, and in all cases, parking is provided underground. Refer to page 43 for content related to the development of these blocks.

Architectural Elements (Townhouse Blocks)

In order to develop a community that has variety and yet a consistent level of quality, consideration must be given to some recurrent elements that will be found in and correspond to each residential typology. The following architectural elements will need to be carefully considered on proposed townhouse block designs.

Siting, Orientation and Placement

- Townhouse blocks should be oriented towards the streetscape or adjacent open spaces.
- Townhouse blocks should be placed close to the street edge to provide a sense of enclosure to and frame the streetscape.
- Townhouse blocks should be separated at least 2m (side separation distance) for emergency access.
- Townhouse blocks of different elevation type should be located along the streetscape to ensure an animated and varied frontage.
- Identical blocks (same unit configuration and elevation type) should not be place adjacent to each other unless where only 2 townhouse blocks are present in a single streetscape.
- Identical blocks are encouraged at gateway conditions where this may contribute to enhancing the sense of entrance (see page 49).

Massing

- New built form should provide appropriate transitions to surrounding built form through the massing and scale of townhouse blocks.
- Individual units on a townhouse block should be defined through articulated massing and rooflines.

Articulation and Architectural Style/Expression

- Highly articulated elevations with enhanced entry elements, wrap-around porches, ample fenestration and wall plane changes should be provided.
- Individual units should be delineated and emphasized through the appropriate articulation of the wall and roofline, and the use of architectural elements such as balconies, bay windows and dormers.

- Flankage units should display a consistent level of articulation, architectural detail and materials on both the front and exterior elevation.
- The architectural style/expressions should be consistent throughout the community. Designs of residential units and their relationship to one another should be considered on a streetscape level, ensuring that all models are visually compatible and integrative, yet provide visual variety through massing, roof forms and elevation design.
- Architectural treatments, materials and colours should be consistent along all elevations of a townhouse block.
- Where contemporary units are mixed with traditional ones, ensure:
  - Their design resemble the characteristics of adjacent units including window proportions and their placement, which should complement the horizontal and vertical rhythm of those of adjacent built form;
  - They use complimentary cladding materials.
- Elevations should be designed to provide a balanced facade composition with large windows to emphasize the unit design's massing.
- To emphasize doorway entries, designs may include flat canopies with deep overhangs and massing elements such as a cantilevered upper storey or recess.
- Flat roof designs will be permitted where appropriate to the design of the block.
- The use of materials and colours that are consistent with those used on other existing or proposed built form in the community is encouraged.

Garages

The design of garages can have a major impact on the visual character of the individual unit and the collective streetscape. The proposed Draft Plan of Subdivision avoids garages along primary streets in the community (Street A, Threshing Mill Boulevard and Wheat Boom Drive) through the location of high to mid-rise built form as well as the lane-based townhouse fronting onto them.

The design and material of garages must complement, not dominate, the main elevation to assist in creating a cohesive and pleasant streetscape.

Builders are encouraged to provide a variety of garage types and door styles, including attached front loaded garages and lane accessed garages.

Builders are responsible for ensuring that all relevant provisions of the Town's Zoning By-law are met, including minimum setbacks and permitted driveways widths. The guidelines noted below are in addition to these provisions.

Articulated elevation emphasize entrances and minimize garage impact

Example of a recessed garage condition on contemporary townhouse design

Example of a flush garage condition

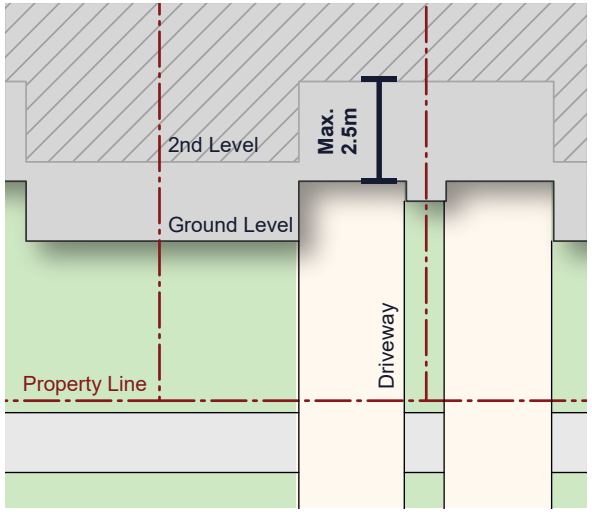


Figure 20: Maximum stepback above garages

- Attached garages shall be a natural extension of the unit's design, massing, and materials.
- All garages shall be flush or recessed from the main wall face of the unit.
- A second storey, built over the garage, may be setback a maximum 2.5m from the front face of the garage.
- Garage door widths on main elevations should be minimized and should not occupy more than 50% of the lot width.
- All garage doors on main elevations shall be single doors and designed as a feature of the unit elevation.
- Garages may be located in rear yards by means of rear laneways. Garages may be detached or attached to the unit.
- Double car garages shall only be permitted on lane-based units (rear access).
- Ensure high quality, contemporary style garage doors such as:
  - Flush, smooth surface finishes on garage doors.
  - Full vision door with aluminum frame. A variety of transparencies for glass panels may be used such as clear, frosted, obscured, etc.)

Driveways

- Driveways should be paired, wherever possible, to provide opportunities for on-street parking and more landscaping/greening in front yards.
- The maximum driveway width shall not exceed the width of the garage door plus 1m.
- A variety of materials for driveway treatments is encouraged.
- Driveways should be located on the lot furthest from parks, open space features, public walkways, schools and intersections.

Building Entrances

Entry Features

- Highlight entry features as the main elements on block front/flankage elevations.
- The front entries of adjacent units should be pair, wherever possible, to create a more prominent presence on the main elevation of the block.
- All entry features in a townhouse block should be identical, or similar/complementary and organized to reflect a recognizable specific pattern.
- Entry features shall be emphasized by incorporating:
  - Articulated designs including architectural detailing, framing materials, variation of materials/colours and built form/massing elements such as porches and porticos and arches.

- Articulated front steps.
- Where appropriate, flat roofs and canopies with deep/generous overhangs and massing elements such as a cantilevered or recessed upper storeys.

- Main entry doors should be located and oriented to address the adjacent public realm (street or open space).
- Porches should be deep enough to allow a seating area (a minimum of 1.5m depth, although a 1.8m depth is encouraged where possible).
- Porches should be designed as part of the block/unit's architectural expression with complementary materials and simple lines that are in conformity with the overall design of the block.
- An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.
- Steps shall be designed as an integral component of the unit and, in proportion to the overall unit design.
- Where more than three risers leading to the porch/entrance are required, these steps shall be poured in place or precast unit steps (with a ledge for masonry veneering) and shall have ground floor masonry cladding returned on the exposed side of the steps.
- Where railings are used, they shall be consistent with the character of the unit/block. Select maintenance-free, pre-finished railings in a range of colours, preferably in a neutral colour palette, and provide at least two colours options. Consider non-traditional porch and balcony railings such as wood or glass etc.

Lane-based townhouse block with articulated flankage elevation including main entrance

Projecting canopies and changes in planes/materials help highlighting entrances

Flat roofs with projecting overhangs provide articulation

Roofs

- Variety in the design and articulation of townhouse block roofs should be employed in order to break up their mass.
- Townhouse blocks should incorporate rooflines to distinguish and emphasize the individual units while at the same time, unifying the block.
- For traditional building designs:
  - A variety of roof configurations is required including accent gables dormers, porches and variation of roof ridges both parallel and perpendicular to the street. Accent materials in gables such as decorative materials is encouraged.
  - To provide visual interest and variety, different roof slopes are allowed and encouraged. Roofs should generally have a minimum front to back pitch of 4.75:12. Side slope roof pitches are encouraged to be a minimum of 10:12.
  - The soffit shall have a consistent minimum overhang of between 225mm (9”) and 300mm (12”).
- Where contemporary designs are contemplated, roofs and entry features should reflect the nature of the design style.
  - Flat roofs, low pitch roof designs and entry canopies are encouraged where they reflect and complement the contemporary style of the units.
  - Design distinct rooflines, cantilevered or with generous overhangs.
  - Ensure roof planes/details compliment the articulation of the wall below.
- Ensure flat roofs include:
  - Distinct rooflines, cantilevered or with generous overhangs.
  - A strong cornice line.
  - An elevated parapet.
- Stacks, gas flues and roof vents shall be located on the rear slope of the roof, or least visible slope, and be coordinated with roof colour. Gas flues should be located as close to the roof ridge as possible to minimize their height.
- False dormers shall be avoided.

Entry Doors and Windows

- Entry doors are to be made of a material and colour in keeping with the architectural expression of the unit (i.e. wood, steel or glass materials and complementary colours)
- Single entry doors are encouraged to incorporate sidelights and/or transoms. Where these are not possible due to floor plan arrangement, a vision panel (glazing) should be provided in the entry door.
- Sliding doors are not permitted on front or flankage elevations that face street/park frontages.
- Window styles and materials should be in keeping with the architectural style and be proportional to the overall elevation.
- A variety of window styles and detailing, along with accent windows, are encouraged (i.e. casement, single and double hung windows, various muntin bar styles, transom details, stack bond brick surrounds, keystones, sill detailing, etc.). However, individual blocks are to have consistent window styles, treatment and types on all publicly exposed elevations
- The use of fake windows or "black glass" windows shall be avoided.
- For contemporary designs, consider:
  - Larger and greater number of windows devoid of trim.
  - Wrap around corner windows.
  - Panoramic windows.
  - Window walls and skylights.
  - Non-symmetrical placement of windows.
  - Geometric pattern of window placement on building elevations.

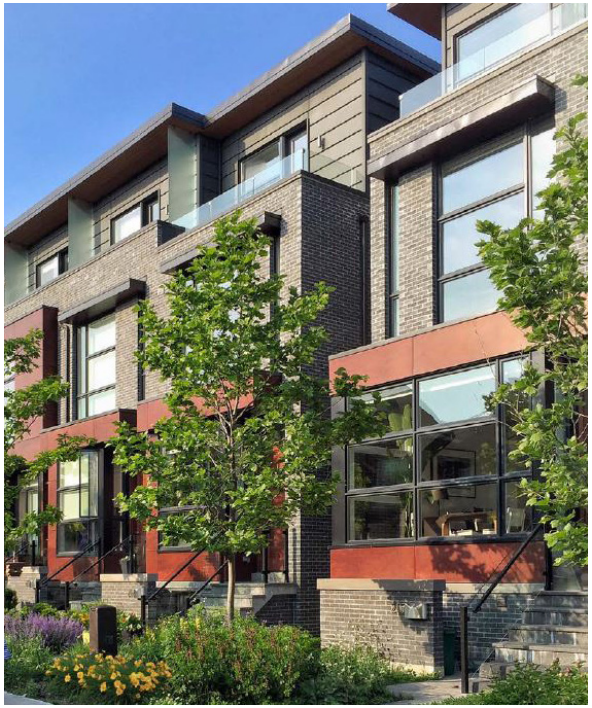
Exterior Materials and Colours

General

- Ensure materials complement the unit/block's architectural style.
- Incorporate contemporary materials, patterns and textures, where appropriate.
- A variety of high quality materials is encouraged including brick masonry, stone, high quality fibre cement siding (i.e. hardi-board), and stucco. For contemporary design, encourage high quality stone or smooth finish cementitious siding cut to larger calibre pieces.
- Other materials, such wood, corrugated steel paneling, metal, marble, concrete, high quality shingle and metal roofing, will be considered and are subject to approval by the control architect.

Complementary materials of high quality enhance the design of buildings

Detailed Design Direction



Colour and material palettes used to complement and enhance the building's articulation

- Where vinyl, high quality fibre cement siding (i.e. hardi-board) or stucco are used, a masonry base of either brick or stone shall be provided.
- On interior lots, the material used for the front facade shall wrap around the building side a minimum of 1200mm (4'-0"), to a change of wall plane or a rain water leader on interior side elevations.
- On interior lots, where stone is used on the front elevation and there is no logical termination point on the side elevations, a "finger-joint", or similar detail transitioning to brick should be incorporated.
- Generally, there should be one or two wall cladding materials on a block, with a third being allowed for architectural features or accents only.
- Flankage or rear building elevations exposed to public views or spaces (such as streets, parks, walkways, etc.) should have materials and details consistent with those of the front elevation.
- Masonry detailing in keeping with the style of the building is encouraged including: base corbelling, belt coursing, precast quoining, precast sills and surrounds, lintels and keystones.
- Front doors shall remain the focus of the front elevations and enhanced by way of door colour, entry design and porch detailing.
- Use of keystones in large opening surrounds, such as over large windows, is encouraged.
- The base of a building shall have masonry wall cladding to within 250mm to 300mm of finished grade. Where grade conditions apply, the brick/stone shall be stepped at intervals within the same range.
- Chimneys located on exterior walls are to be constructed of brick and must have proper detailing such as precast caps.

Exterior Colours

- A variety of colour packages shall be offered to avoid monotony within a community.
- Specific colour packages suitable to contemporary designs should be developed.
- The entire streetscape of a block shall be considered and coordinated when determining the colour scheme for individual townhouse blocks. A varied but complementary range of colour packages should be provided along a single streetscape.
- Avoid siting identical colour packages on adjacent/fronting blocks, with the exception being in the following locations:
  - On a single streetscape/block where only 2 townhouse blocks (with a maximum of 6 units each) are located.
  - At gateway locations where blocks / lots directly face on another.

- Different material colours in an specific colour package shall be harmonious and compatible. There shall be no jarring contrasts, and where transition or change in materials occurs, they shall complement and/or blend with each other.

Utility/Service Meters, AC Units and Garbage

The location of utility/service metres, AC units and garbage facilities should be considered as integral part of the unit(s) design.

- Utility meters should be located and screened to limit their exposure to public view. Integrate them into the architectural design of the unit/block and keep them in scale with the elevation on which it is located.
- Townhouse blocks may have utility and service meters discretely grouped in one location, where their presence has been architecturally addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang.
- Consider centralized remote monitoring for utility meters.
- For flat roofs, locate AC units on the roof, setback from the roof edge, as to avoid their exposure to the public realm, or at the back of the unit (e.g. decks and backyards).
- Consider space within garages for garbage storage.

Use architectural design elements to create opportunities to screen utility meters

Landscaping used to screen utility meters

Discretely gang utility meters, where possible

Walls incorporated into the design to screen utility meters

Trafalgar Road Urban Core

As described in the Development Master Plan section, the Trafalgar Road Urban Core, comprising blocks 75 to 81 of the Draft Plan, will be developed in the form of mid to high-rise buildings, with parking provided underground.

Tall and mid-rise buildings are grouped at the urban core and provide a transition in height from tall towers of 15-30 storeys along Trafalgar Road and 6-8 storey mid-rise buildings along Street A, Threshing Mill Boulevard, Wheat Boom Drive and the east side of Street B, to lower built form (3-storey townhouses) towards the west and north.

Buildings on the urban core will be placed to frame the streets and the proposed public parks, with active uses at grade, while creating landscaped courtyards to the interior of each block.

Towers along Trafalgar Road will be organized to accentuate gateways and minimize shadow/wind impacts on adjacent streets, open spaces, and blocks. Furthermore, tower heights will be staggered and reflect variations of at least 5 storeys to create visual interest within the skyline and improve access to sunlight and sky view. 30 to 20-storey towers will address the gateway conditions at the intersections of Trafalgar Road with Threshing Mill Boulevard and Wheat Boom Drive respectively.

Appropriate setbacks and angular planes will be incorporated to podiums, mid-rise buildings, and towers to ensure a smooth transition from taller to lower height buildings, and enhanced pedestrian-oriented streetscapes. (Refer to Built Form on page 47).

Two blocks of 3-storey lane-based townhouses are proposed on the north portion of block 81 along Street A, to reflect the built form proposed on facing blocks, providing for a seamless transition to future development to the north.

Final building heights will be determined at the Site Planning stage per the approved zoning bylaw.

Figure 21: Trafalgar Road Urban Core Concept Plan

Pedestrian movement will be supported by a coordinated and integrated system of walkways along the interior courtyards, which will provide for visual and physical connections between the blocks. Additionally, two 6m public accessible walkways, running east-west, are proposed between blocks 78 and 79, and 80 and 81, enhancing pedestrian access from the new community to Trafalgar Road.

Vehicular access to the Urban Core blocks/buildings will be provided through shared driveways accessed from Streets A, B, G and Wheat Boom Drive, with circulation being kept interior to the blocks. Access to parking and servicing/loading areas will also be provided from these streets and screened from public view.

The following guidelines should apply when designing the buildings of the Trafalgar Road Urban Core.

Site Organization and Placement of Buildings

- Buildings should be arranged to:
  - Frame Trafalgar Road, Street A, Wheat Boom Drive and Threshing Mill Boulevard, as well as the proposed public parks, through consistent street wall/podium setbacks.
  - Protect and create view corridors and vistas.
  - Enhance the pedestrian character of the public realm, while maximizing safety.
  - Maximize opportunities for open/green spaces on site.
  - Maximize views and privacy for building residents.
  - Protect and enhance sky views.
- Community permeability/connectivity should be enhanced through:
  - Pedestrian mid-block connections and multiple block access-points. Ensure mid-block linkages are at least 6m wide and align them to the adjacent pedestrian system (i.e. sidewalks, walkways, trails) to the west .
  - Privately owned public spaces (POPS) at strategic locations and where greater setbacks provide for such opportunities (e.g. parkettes, plazas, mid-block connections, etc.).
  - Ensure these spaces are visible, accessible and linked to the adjacent public pedestrian system (sidewalks/trails).

Residential units/retail uses at the base of mid-rise buildings animate streetscapes designed to complement and support such uses

Pedestrian connectivity is supported by mid-block connections and POPS

Consolidated access to underground parking and internalized servicing/loading areas, provided from a secondary street

Servicing/loading areas and access to underground parking located to the side of the building, away from the public realm

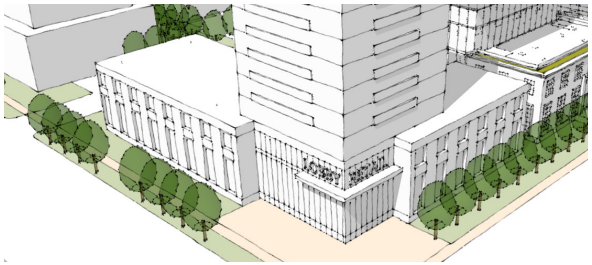


Figure 22: Less than 50% of the tower extends to the ground without the presence of a podium

- Passenger pick-up/drop-off areas should be located internal to the site, or at the rear or side of buildings.
- Access to parking (including at-grade and underground parking), servicing and loading areas should be:
  - Provided from secondary streets (neighbourhood streets) or private lanes at the rear or side of the building, where possible. Otherwise, they should be discretely integrated to the building elevation and designed to minimize their impact on the streetscape (i.e., recessed walls, enhanced doors and narrow driveways).
  - Consolidated/paired to avoid and minimize pedestrian obstructions and curb cuts.
- At-grade parking and servicing/loading areas shall be located to the rear/side of buildings, away and screened from public view through a combination of architectural and landscape elements. Ensure material reflect/complement those of the building.
- Wherever possible, incorporate servicing/loading areas interior to the building.
- Locate storage units away from public frontages, interior to the site and screened from public view. Ensure their structures:
  - Do not encroach into front or exterior yards, or project from the main wall of the building.
  - Complement the main building in terms of design and materials.
- The building main elevation(s) should be oriented to primary street frontages.
- For buildings with residential uses at grade, place podium close enough to the property line to create a sense of surveillance (eyes-on-the-street) while ensuring appropriate privacy for residents.
- For buildings with non-residential uses at grade, place podium close to the property line/street edge to establish a direct relationship between the streetscape and internal uses.
- For mid-rise buildings abutting open space/parks, provide a 7.5m setback from the shared property line. Above the base building (to a maximum of 10.5m above grade) incorporate setbacks that follow a 45 degree angular plane taken from the base building top to achieve appropriate transitioning.
- Tallest buildings/greatest massing should be located along Trafalgar Road and towards main intersections (gateways), away from lower built form to the west.
- Building at gateway locations should be designed as landmark buildings with prominent and distinct built form/massing. Refer to page 53.
- Corner sites are encouraged to locate taller parts of the development at the corner, oriented to both intersecting streets or public spaces.
- It is recommended that no more than 50% of tower-like buildings (taller components) extend to the ground without the presence of a podium, to ensure no negative shadow/impact is produced.

- Allow for reduced or 0m side setback to create a continuous street wall and when side elevations do not have windows.
- Appropriate building separation distances allow for adequate privacy and protect/frame views/ sky views. Provide at least:
  - 15m (or 7.5m to side/rear property lines or lane/trail/easement centre line) between residential elevations of: fronting buildings of maximum 4 storeys; mid-rise buildings with secondary windows facing each other; or, high/mid-rise buildings and three storey townhouse blocks.
  - 20m between residential elevations of mid-rise buildings (6 to 12 storeys) with fronting windows or 10m to side/rear property lines or lane/trail/easement centre line.
  - 25m between residential elevations of high-rise buildings (12+ storeys) with fronting windows or 12.5m to side/rear property lines or lane/trail/easement centre line.
  - For side elevations, 7.5m between an elevation with windows and a blank wall.
- Balconies might encroach in the separation between buildings while not contributing excessively to the building/tower massing.
- Courtyards, patios and other common spaces at grade should be designed as amenity spaces, with soft and hard landscaping, seating areas and pedestrian circulation throughout and beyond the development.
- Hard surfaces should be minimized and have a function on site.
- Public art should be considered to address and enhance strategic locations such as the intersections of Trafalgar Road and Wheat Boom Drive and Street A and Threshing Mill Boulevard.

Figure 23: Trafalgar Road Urban Core Conceptual Cross-Section

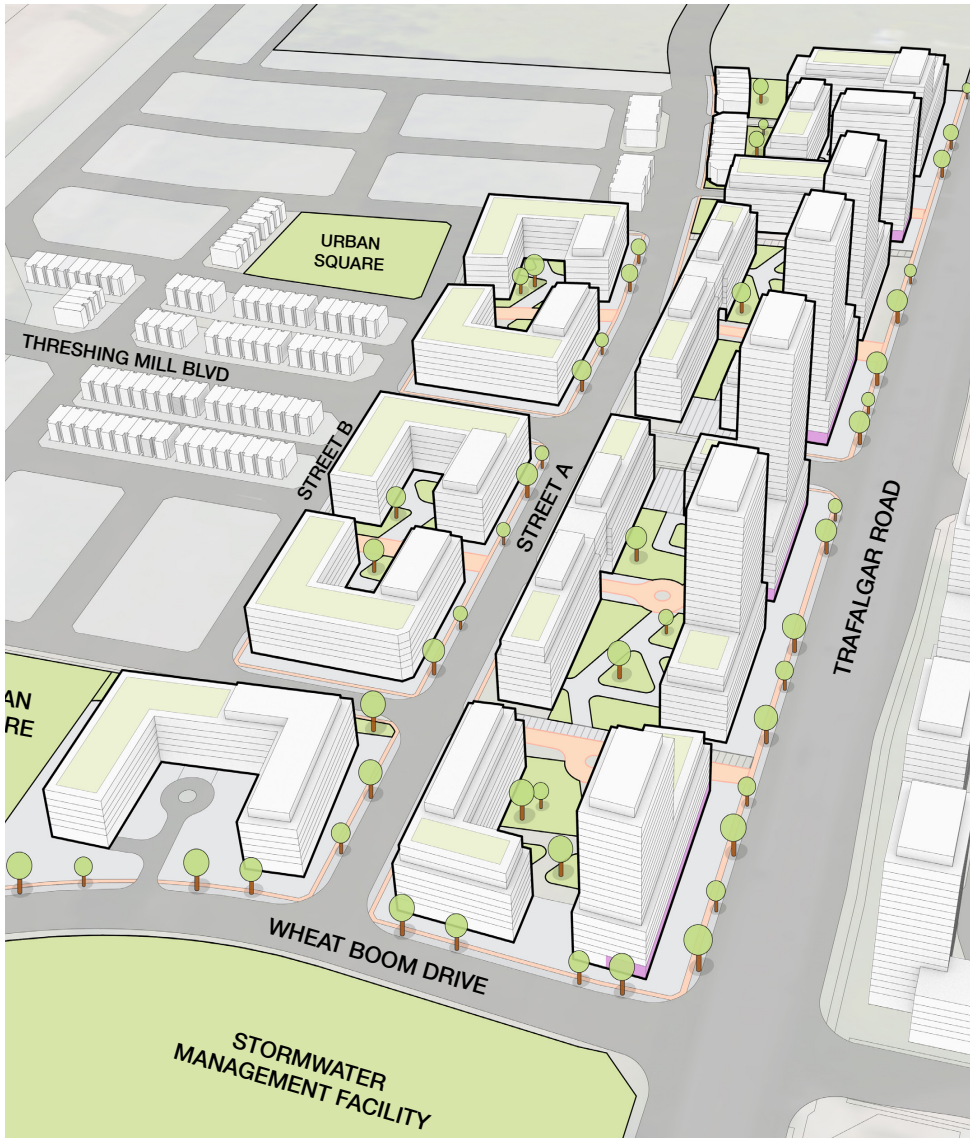


Figure 24: Trafalgar Road Urban Core Conceptual Massing

Built Form

Note: with the exception of the podium immediately below a high-rise building, mid-rise buildings attached to high-rise components will be govern by guidelines set for mid-rise developments.

Massing and Height

- It is encouraged to incorporate massing breaks and/or significant changes in plane at least every 55m to avoid massing that overwhelms the pedestrian zone. Ensure breaks are minimum 3m deep and 6m wide, where feasible, to provide for effective vertical breaks.
- The height of the building podium (except for the buildings along Trafalgar Road) should be limited to 80% of the right-of-way width up to a maximum of 6 storeys. The height of the building podium along Trafalgar Road should be limited to 8 storey.
- For buildings up to 6 storeys, reinforce the pedestrian scale of the streetscape/streetwall by incorporating a physical or visual break after the 2nd or 3rd floors (i.e. material change when on the same plane; cantilever podium; stepback above the 2nd or 3rd level).
- When abutting residential blocks with lower built form, appropriate transitions in height should be provided; consider terracing podium down towards the adjacent lower development.
- For residential developments, the ground floor should be minimum 4.0m high. For mixed-use developments with non-residential uses at grade, the ground floor should be minimum 4.5m high.

- For developments/blocks with more than one building, a range of heights (variation) should be provided, and a height hierarchy/strategy related to site conditions and context (existing and planned) should be established. Provide for height variations of at least 5 storeys between towers, to ensure a staggering effect that can be perceived at street level while enhancing the skyline
- Towers should be designed to:
  - Have floorplates of a maximum of 750 m2, or per the zoning bylaw requirement.
  - Be placed to minimize shadow/wind impacts.
  - Allow for a maximum of 50% of their elevations to extend to the ground without the presence of a podium.

Staggered towers of various heights and small floorplates result in an animated skyline and maximized sky views.

High-rise tower recessed from articulated, pedestrian-scaled podium

Taller ground floor emphasizes the presence of habitable spaces along the streetscape and provides for flexibility in at-grade uses

Enhanced corner treatment, with taller component at the corner, equally addresses both elevations with highly articulated design and complementary materials

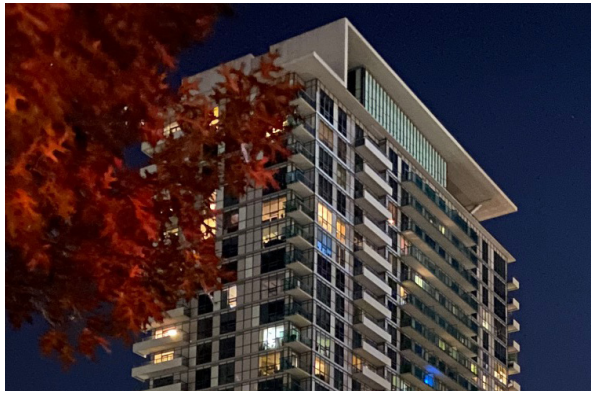
Different uses on the same elevation are accentuated through different setbacks, stepbacks and architectural treatments

Articulation and Architectural Style/Expression

- Buildings should be designed cohesively in terms of architectural style, proportions, rhythm and materials, while clearly differentiating between the base, middle and top components of the building.
- Floorplates should be designed to accommodate the building's program and break its mass, to create interesting and articulated buildings.
- The design of the building elevations should:
  - Be articulated, both vertically and horizontally, through changes in planes and materials, step backs, windows and balconies, base bands, as well as other types of fenestration and architectural details.
  - Reflect the internal uses and clearly distinguish different uses on the same elevation through distinct but complementary architectural treatments (windows/entrances proportions, materials, colours).
  - All display the same architectural style and proportions; however, the level of detail might differ in relation to each elevation's exposure to the public realm.
  - Include a break in plane/massing at least every 55m (long elevations).
  - Include active uses, fenestration and an articulated wall along mid-block connections (public accessible walkways).
- The design of podiums should:
  - Animate the public realm and promote safe environments by locating active uses at grade. Allocate the type of use (retail, commercial uses, day-care facilities, residential, etc.) in relation to the adjacent street's hierarchy.
  - Include vertical articulation elements or fractures to provide breaks on long street walls, while allowing opportunities for outdoor spaces and covered mid-block connections.
- For corner buildings, it is encouraged that the tallest component of the development be placed at the corner (intersection) and the design of both elevations be consistent in terms of architectural details and materials.
- Building entrances should:
  - Be located strategically so they are highly visible and well connected to the public realm while avoiding conflict with adjacent uses.
  - Be prominent on the elevation and accessible, providing visual interest/focal points.
  - Include weather protection elements such as canopies and cantilever components.
- Incorporate secondary entrances at strategic locations (back/side of the building or at mid-block connections/courtyards).

- For residential developments, consider incorporating townhouse units at the podium and use porches, overhangs and cantilevers at entrances to emphasize individual units.
- For live-work and non-residential units at grade:
  - Maintain the ground floor at or slightly above the sidewalk grade, where possible.
  - Incorporate canopies, overhangs and cantilevers at entrances to emphasize individual units. Design these elements in combination with signage, wherever possible.
  - Balance the amount of glazing at the ground level with energy efficiency.
- All elevations exposed to public view should include windows and balconies. Consider different but proportionate sizes to animate the elevations while reflecting internal uses.
- The design of ground level elevations, especially those related to lobbies and common areas/ amenities, should incorporate a high level of glazing.
- Balconies should be maintained within the site's property lines and be minimum 1.5m deep to provide enough usable space. Provide weather protection if possible.
- Blank walls should be avoided along any elevation exposed to public view, including mid-block connections (public accessible walkways - private blocks). If not possible, consider art and/or special wall treatment (screens, green walls, metallic/wooden textures, etc.) for blank walls exposed to the public view.

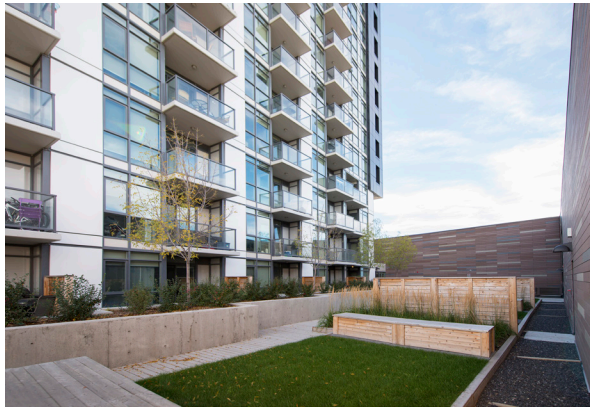
Courtyards and breaks in the building's massing height provide relief for long elevations



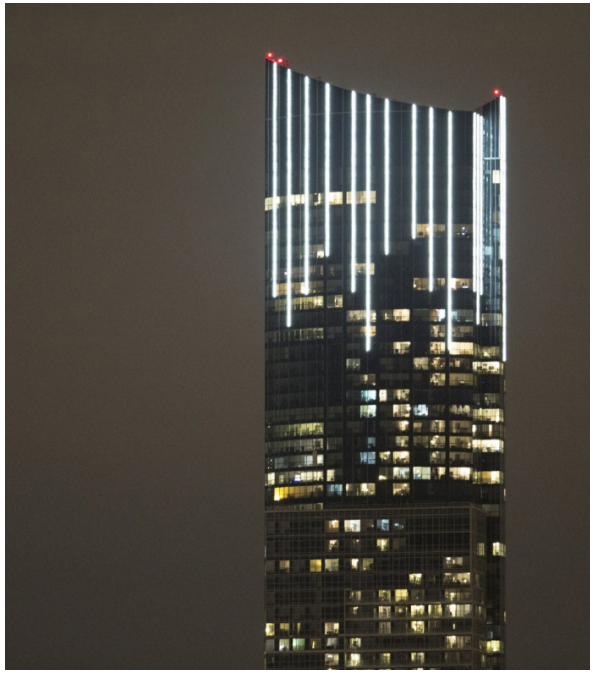
Articulated roof design defines building top

Enhanced building entrance connected to the sidewalk

Varied but complementary window/balcony treatment



Green terraces at podium's roof



Artful lighting highlights the tower top and creates a distinctive visual element in the skyline

- The top of the building should be designed to be visually appealing and clearly defined, while complementing the architecture of the overall building. Consider:
  - Incorporating design elements that add interest to the overall skyline and provide a sense of orientation.
  - Addressing important locations through top designs that act as visual gateways.
  - Incorporating lighting. Ensure no negative impacts on adjacent buildings and migratory birds.
- Common amenities may be located at rooftops, top of podiums or where a substantial step back provides for enough space for them to be appropriately accommodated.
- Terraces should be designed to include soft and hard landscaping, appropriate lighting and shaded seating areas.
- Green rooftops enhance the building appeal from the street, reduce urban heat island effects and improve air quality and noise insulation. They should be considered where planting could thrive.

Materials

- Building materials should:
  - Be of high quality and durable.
  - Complement the design of the building and the adjacent streetscape.
  - Be consistent among elevations.
- Lighter materials should be used to minimize the building mass, and heavier ones to emphasize important elements of the building design and its articulation.
- The use of materials that imitate another natural/ more expensive material should be avoided.

High quality materials elevate the architectural design

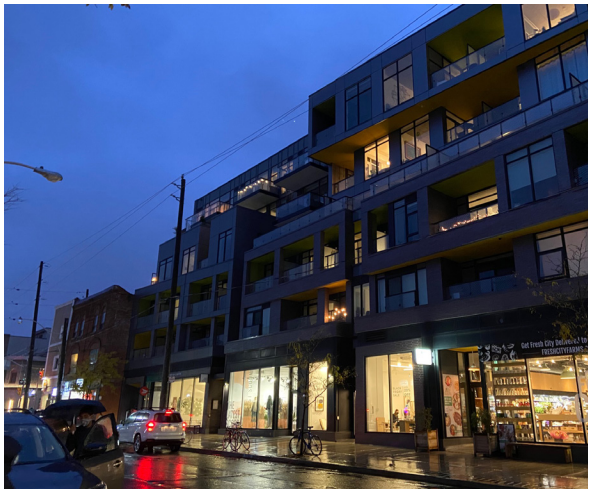
- Energy efficient measures and materials are strongly encouraged.
- Lighting should complement the elevation design and reflect the uses on it. Incorporate high efficiency lighting (LED) wherever possible.
- Bird strikes should be minimized by:
  - Avoiding untreated reflective glass or clear glass that reflects trees and the sky.
  - Ensuring glass has visual markers and reflections are muted within the first 12m of building height.
  - Locating and managing lighting to reduce reflections that might confuse migratory birds.

Mechanical Rooms

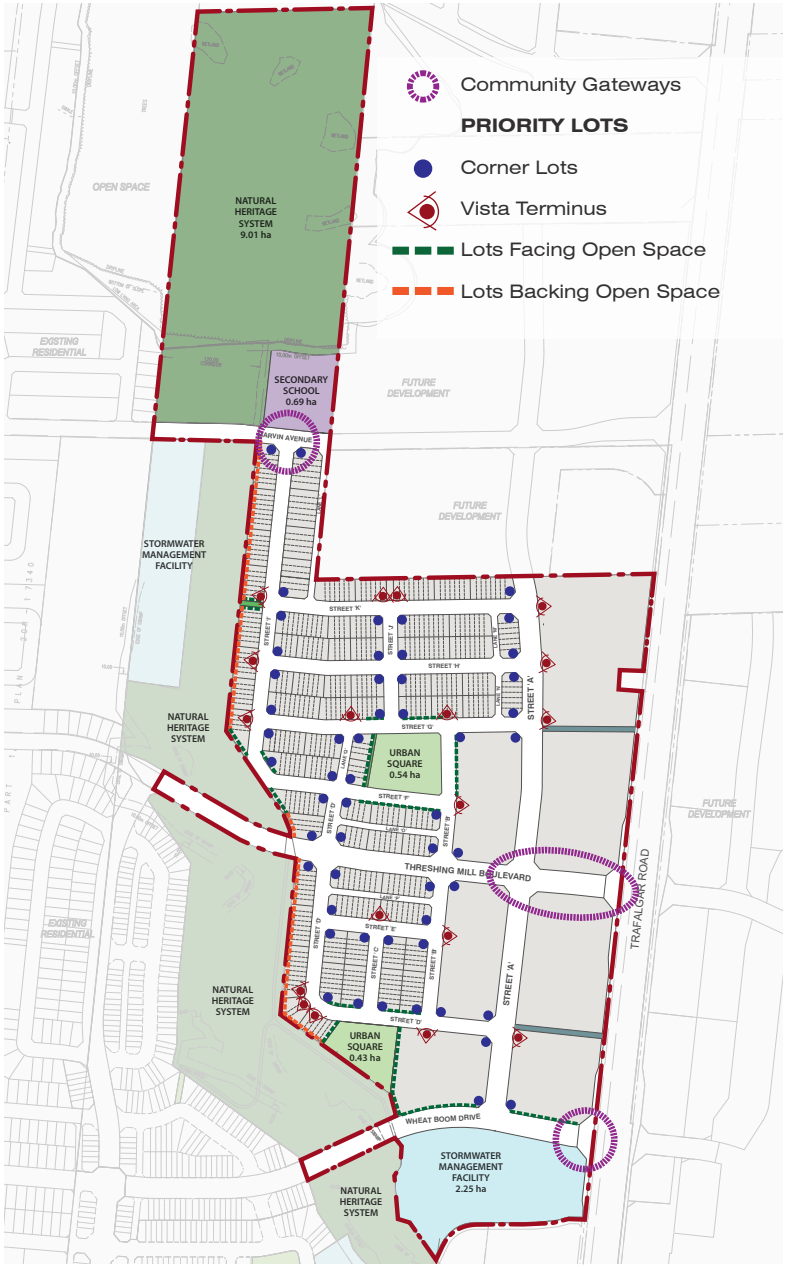
- Mechanical rooms should be located to the centre of the building rooftop so they are not visible from the public realm, and/or incorporated into the rooftop design.
- Where possible, design usable spaces (i.e. amenity or living areas) to screen mechanical rooms.
- Mechanical equipment should be screened with structures in materials complementary to those used on the building elevation.
- If visible, mechanical rooms exterior structure should be used to complement and enhance the design of the building top.

Mechanical rooms screened through structures that complement the overall building design

Materials complement the buildings scale and architectural treatment while enhancing the elevations articulation



Strategic use of glazing differentiates uses on the same elevation



Building Treatment along Community Edges

Community Gateways

Gateway units/buildings are located at the entry to the community from the surrounding roads. Gateway built form should be designed with the following principles in mind:

- Gateway units/buildings should be given special consideration in architectural design, massing, orientation, siting and materials, and shall be of high architectural quality;
- For low-residential areas, pairing of similar model units on lots directly opposite to each other to establish and enhance a gateway condition is encouraged;
- For mid and high-rise buildings, tallest component of the development should be placed at the gateway and special attention given to the design of the base (podium) and top components (e.g. unique roof design).
- Units/buildings shall include active uses at gateways location/corner and are encouraged to incorporate enhanced entry elements such as wrap-around porches/canopies, greater massing and roof structures, to not only animate the elevation but also the streetscape character at these locations;
- Landscape planting and landscape features should be provided to accentuate gateways; and,
- The architecture and landscape of buildings should be coordinated with the architecture and landscaping of community entry features.

Figure 25: Community Edges and Priority Locations Plan

Priority Locations

Corner Units/Buildings

These guidelines apply to all corner lots, to units flanking primary streets, and units where side yard to front yard conditions exist.

- Special model designs for corner lot conditions should be developed with at least two elevations per model.
- Side and rear elevations visible from the street should have consistent materials and architectural details as per the front elevation.
- Where the floor plan allows, a front door is encouraged on the side (flankage) elevation of the unit, with access to the sidewalk if it exists. Other design solutions should be considered which allow the main entrance to address the corner.
- Entry doors should be visible from and oriented to the street.
- Unit designs should include animated flankage elevations, are encouraged to provide articulation through changes in planes, and incorporate a special architectural feature at the corner such as wrap-around porches/windows and/or prominent massing.
- Blank walls shall be avoided on flankage elevations.
- For mid and high-rise buildings, the tallest component of the development should be placed at the corner (intersection) and the design of both elevations should be consistent in terms of architectural details and materials. Special features should be considered:
  - Wrap around elements, terminated at logical places such as a change in planes.
  - Unique roof designs.
  - Projecting elements.

Buildings Facing/Flanking Parks and Open Space

- Front, side and rear elevations exposed to active public spaces including parks, open spaces, wood lots, and SWM facilities, should be highly articulated. A combination of ample fenestration, bay windows, dormers and material changes may be used to achieve this objective.
- Elevations facing/flanking parks and open spaces should have a living space related to them and/or porches/amenities to visually address and further animate these community features, while providing a sense of safety and overview.
- The location of windows as well as porches and entry doors facing parks and parkettes is strongly encouraged to provide opportunities for overview and safety.
- Side and rear elevations should generally reflect the design of the front elevation, including employing consistent materials and architectural details.

Wrap-around windows, side main entrances and articulated designs are used to address corner conditions

- Architectural detailing on the front elevation shall continue from front to side elevations, where visible to the public (i.e. staggered lot configurations exposing side walls).
- Projecting porches are encouraged to emphasize the entrance as well as to mitigate the visual presence of the garage.
- Driveways and garages of units adjacent to parks/open space should be located on the opposite side, furthest away from the public space.
- Window openings on elevations facing public space should be maximized to provide a sense of overview and safety.

Buildings Backing onto Open Space

Rear elevations exposed to active public space including open spaces, wood lots, storm water management facilities, greenway links, and pedestrian walkways should:

- Be highly articulated with a combination of ample fenestration, changes in planes, bay windows, dormers, material changes, etc.
- Be designed to generally reflect the design of the front elevation, including employing consistent materials and architectural details.
- Maximize window openings to provide a sense of overview and safety.

View Terminus Lots

View terminus lots or 'T' intersections and Elbow Streets should be given special architectural considerations.

'T' intersections occur when one road terminates at right angles to another; consideration should be given to units at the top of the 'T' intersection and the two last lots on either side of the road that terminates at the intersection. Elbow Streets occur at a bend on the road, with more than one unit at the end of the street.

- Architecture on lots at the end of 'T' intersections should have elevation designs that utilize elements such as enhanced massing, coordinated fenestration, masonry detailing, and entry elements.
- Units sited on the curb of elbow streets should be considered as a group to create a transitional view-line.
- Driveways and garages should be located away from the view terminus, with emphasis on the portion of the elevation related to habitable spaces and landscaping.

An articulated elevation including a porch and side main entrance frames and animates the adjacent parkette

Subdivision Agreement

The following condition will be included in the Draft Plan of Subdivision Agreement:

- That the owner agrees to retain a control architect to provide the architectural control for all units except for those which are subject to Site Plan Approval. Prior to issuance of a building permit, sitings and elevations for all units, except for those which are subject to Site Plan Approval, must be approved by the control architect for compliance with the approved Urban Design Brief and Architectural Design Guidelines.

Design Review Process

A design review process is required for all new residential construction within the subject lands to ensure new development proposals and building designs are in compliance with the requirements of this Urban Design Brief, the North Oakville Urban Design and Open Space Guidelines, and any other applicable documents.

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

Prior to Draft Plan Approval:

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

Prior to sales and marketing:

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

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

   i. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;

   ii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;

   iii. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review;

   iv. the control architect will discuss with Town staff any identified issues; and,

   v. the builder will submit drawings stamped/ signed by the control architect with the building permit application in accordance with the foregoing.

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

Architectural design and siting proposals for development within the Urban Core Blocks shall be evaluated through the Town of Oakville's Site Plan Approval process.

The Control Architect shall have proven experience in the field of architectural design control within Ontario and the Greater Toronto Area, shall be a member of the Ontario Association of Architects and shall be acceptable to the Town of Oakville to perform the required design control duties.

The architectural control review and approval process by the Control Architect will generally comprise the following steps:

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

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