

SIXTH OAK

SIXTH LINE AND BURNHAMTHORPE ROAD WEST

URBAN DESIGN BRIEF

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Second Submission

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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

The Sixth Oak development study area described in this Urban Design Brief (UDB) consists of a combined 23.12 hectares (57.13ac) of land that is designated as part of the North Oakville Secondary Plan Area. The development's design vision and guiding principles are rooted in the Town's North Oakville East Secondary Plan, reflecting North 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.*"

1.1 Design Vision

Reflective of the planned North Oakville East Secondary Plan land uses, Sixth Oak will comprise a proposed secondary school (6.07 ha), employment lands (5.77 ha), natural heritage system (NHS) (combined 9.33 ha), and a stormwater management (SWM) pond (1.23 ha).

1.2 Community Guiding Principles & Objectives

The Sixth Oak development is designed to be an integral part of the surrounding communities in North Oakville. In order to achieve this, the following community goals and objectives have been established:

1.2.1 Community Guiding Principles

Sixth Oak shall be designed and developed to fit seamlessly within the framework provided by the North Oakville Master Plan and will complement the surrounding land uses. The established goals for the community include the following:

- **Create a sustainable natural heritage and open space system**
Meet the environmental objectives required to create a long-term sustainable NHS in an urbanized setting. A responsibly conceived land use fabric that is derived from a robust NHS will enhance the livability of the community.
- **Provide access and visibility to open space**
Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability while maintaining the integrity of all environmental systems.
- **Locate secondary school to create a community focal point**
Recognize that schools help define a neighbourhood's character and promote a strong sense of community for residents. Establishing schools at prominent locations along arterial streets anchor them as a community landmark, and also ensure they can be serviced by transit.
- **Provide for a range of employment uses**
Create employment districts which provide a range of high quality employment opportunities with access to major freeways, arterial road, and transit systems, and promote a live/work relationship through adjacencies to planned residential developments.
- **Provide logical connections with adjacent existing and future communities**
Recognize the importance of ensuring Sixth Oak is part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhoods.

1.2.2 Neighbourhood Objectives for Sixth Oak

A set of core neighbourhood objectives have been established as part of the Sixth Oak planning and design. The following apply to the Sixth Oak subject lands described in this UDB:

- **Natural Heritage System** - The development recognizes and enhances the significant NHS and links it through adjacent emerging communities by providing visually and physically interconnected spaces throughout the surrounding low and medium density residential neighbourhoods.
- **Open Space System** - The Open Space component of the North Oakville Natural Heritage and Open Space System includes open space areas such as SWM facilities and schools. The proposed Sixth Oak SWM pond and secondary school will be designed to connect with and enhance the adjacent NHS, ensuring public safety, views, and accessibility.
- **Transit Supportive Development** - The proposed Sixth Oak secondary school will be sited in a prominent location so that it will be well served by transit. Sidewalks, cycling allowances, lane configurations, and trails are all designed with accessibility, walkability, and safe cycling in mind.

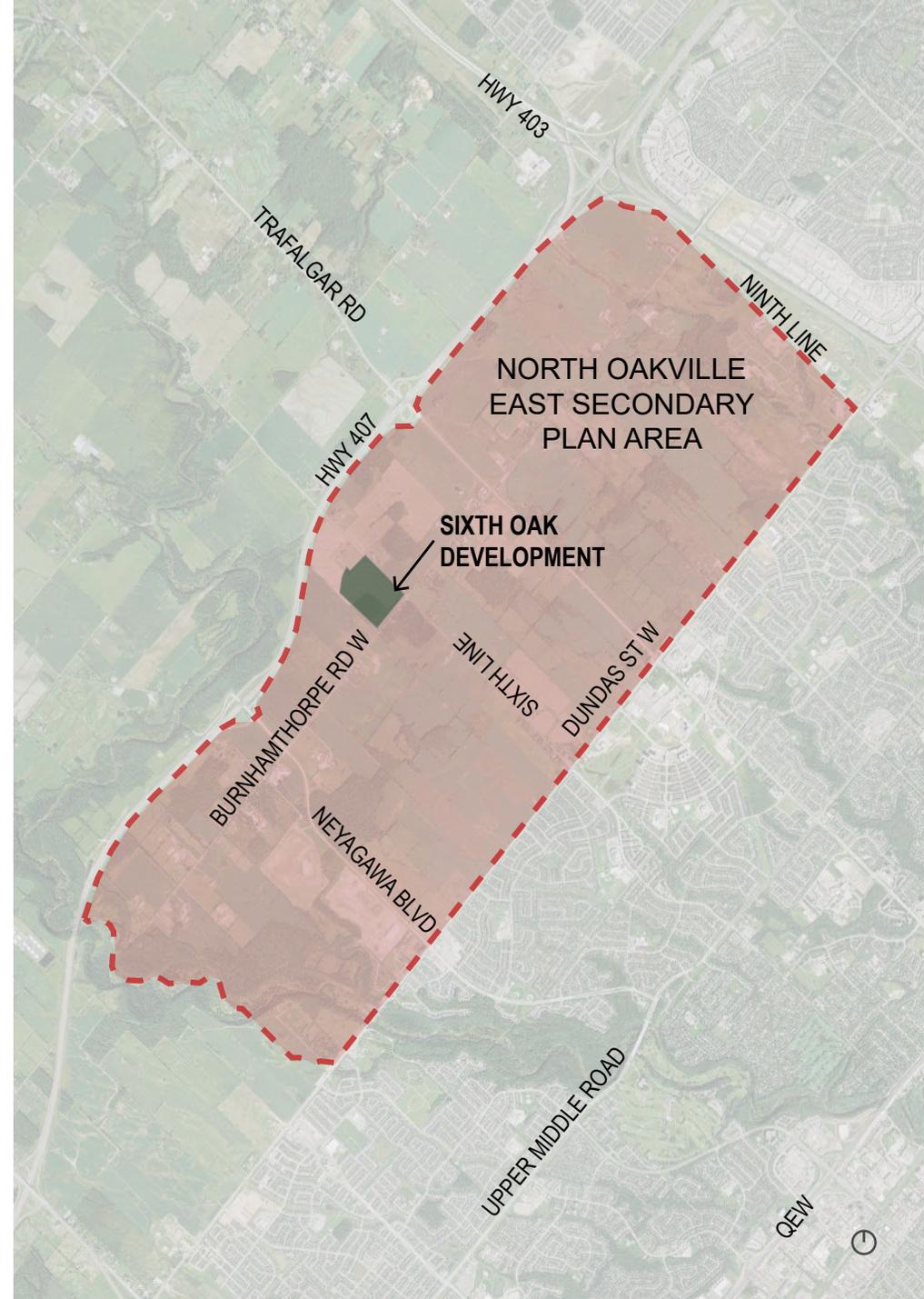


Fig. 1.0 - The Sixth Oak development lands within the North Oakville East Secondary Plan Area

2.0 CONTEXTUAL ANALYSIS

The development site for Sixth Oak is situated north of Burnhamthorpe Road West and along the west side of Sixth Line.

2.1 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas. A significant woodland feature is located toward the south-west corner of Sixth Oak. This designated NHS feature extends north through the subject lands to connect with an existing feature east of Sixth Line, as well as south into the adjacent Star Oak Development.

2.2 Surrounding Land Uses & Built Form Character

The Sixth Oak lands are surrounded by existing residential development to the east and future residential developments to the west and south, and bounded by the future William Halton Parkway (North Oakville Transportation Corridor) to the north, Burnhamthorpe Road West to the south, and Sixth Line to the east. North of William Halton Parkway are future employment lands and Highway 407. The Highway 407 interchange is just over 2km from the subject lands.

Along the south side of Burnhamthorpe Road West are existing residential lots. Built form in the surrounding future residential developments will include a variety of single detached homes and townhouses. To the east and south of the subject lands along Sixth Line, rear lane townhouses and 6-8-storey mixed use built form contribute to the urban character of the Neighbourhood Centre Area and Neighbourhood Activity Node, providing amenities and services for the wider community.



South-east bird's eye view from the Sixth Oak development site, facing the Sixth Line and Burnhamthorpe Road West intersection and the existing residential lots



Newly constructed rear lane townhomes along Sixth Line, directly across from the Sixth Oak subject lands



Newly constructed roundabout at William Halton Parkway and Sixth Line, looking south-west toward the Sixth Oak subject lands



Existing single detached houses on Preserve Drive, south-west of Sixth Oak



Existing single detached houses under construction backing onto NHS channel along east side of Sixth Line, south-east of Sixth Oak



Bird's eye view of newly constructed rear lane townhomes on Ernest Appelbe Boulevard, south-east of Sixth Oak



Fig. 2.2f - Sixth Oak Development Subject Lands

2.3 Views & Vistas from the Site

Given the extensive NHS lands bisecting the site and connecting it to the wider natural open space network of North Oakville, in addition to the proposed SWM pond, there are opportunities to preserve the views and vistas to significant features. The south-west to north-east NHS will directly inform the proposed development sites and views will be maintained from internal site networks (i.e. parking lots, trails, etc.) and public open spaces (i.e. SWM pond, school fields, etc.), where feasible. Refer to *Fig. 6.1.5 Views and Vistas* for potential viewsheds and view corridor opportunities within the Sixth Oak development master plan.

2.4 Gateways & Landmarks

Since Sixth Oak is intended to complement the surrounding residential communities through the development of a secondary school and employment lands, traditional landscape gateway elements will not be a component of this proposed development. Open space features comprising the SWM pond and NHS along Burnhamthorpe Road West will signify entry from the south-west.

Placement of the school building at the intersection of Burnhamthorpe Road and Sixth Line may serve a landmark function from the south-east. The building may be designed with enhanced architectural treatment to define it as a community focal point.



Fig. 2.3 - Image example of a trail situated within the buffer lands of an NHS feature, next to an emerging residential community

2.5 Transportation Networks

Although there are no public transit services running to the subject lands, in the fullness of time bus services will be implemented along Sixth Line and the existing and planned William Halton Parkway, which will swing north of the site and the current Burnhamthorpe Road West. Currently, east-west bus routes run south of the subject lands, on Sixteen Mile Drive and Dundas Street East, with a bus stop approximately 1km south at the intersection of Dundas Street East and Sixth Line.

The development of this site will provide opportunities for pedestrian and cycling networks that link with the greater community. In addition to bike lanes proposed for Sixth Line and a yet to be determined bike facility on Burnhamthorpe Road West, south of the subject lands a Major Trail running east-west has been recently constructed, consistent with the North Oakville Trails Plan - East.



Fig. 2.5 - Oakville Transit bus services will be implemented along Sixth Line and the existing and planned William Halton Parkway

3.0 POLICY CONTEXT

The proposed development for Sixth Oak is subject to several planning studies and processes. This UDB outlines a set of guidelines consistent with the objectives of the following documents:

3.1 North Oakville Master Plan

The design and structure of the Sixth Oak development complies with the North Oakville Master Plan (Appendix 7.3 - February 2008), which illustrates the structuring elements, land uses, and overall design of the North Oakville Planning Area and sets out the policies and figures of the Secondary Plan to be implemented. The proposed development is consistent with this master plan with respect to the general allocation of land uses. These land uses are designated as follows:

- Employment District - a full range of employment uses. In addition, limited retail and service commercial uses serving the employment area shall be clustered at the intersections with Arterial, Avenue, and Connector roads;
- Transitional Area - an interface and buffer between the more intensive concentration of industrial, office, and service employment uses located in the Employment District designation, and adjacent residential uses. Institutional uses are permitted in Transitional Areas;
- Stormwater Management Facility; and
- Natural Heritage System Area.



Fig. 3.1 - North Oakville Urban Design and Open Space Guidelines will serve as the basis for the site planning and detailed design of the Sixth Oak development

3.2 North Oakville Urban Design and Open Space Guidelines

The Sixth Oak development will reflect the North Oakville East Urban Design and Open Space Guidelines that outline the physical design components necessary for the development of a high quality, sustainable and integrated community. The planning and design of this new development is based on the Town's detailed set of objectives, illustrated recommendations and guidelines that will impact urban living, employment and recreation, implementing the broad policies of the North Oakville East Secondary Plan.

3.3 North Oakville East Secondary Plan

The character and pattern of the Sixth Oak lands recognizes and preserves natural heritage features, integrating open spaces, views, vistas, and pedestrian systems. An employment area and secondary school are proposed, accessible to future transit and Highway 407, and within walking distance to activities, amenities, and adjacent residential communities. The following key elements in the Sixth Oak development plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.1 Environment and Open Space

- To preserve and protect significant woodlands, the proposed development creates a sustainable natural heritage and open space system, which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.

7.2.3.3 Employment

- The Sixth Oak development will create employment districts which provide for a range of employment opportunities with access to major freeways, arterial roads, and transit systems, while integrating the area's natural heritage component of the natural heritage and open space system.

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

- The plan for the Sixth Oak development recognizes that the primary purpose of the NHS is to protect and preserve key ecological features and, where appropriate, enhance and expand upon this natural environment. Protecting this system will also contribute to the enhancement of air and water resources, and provide for limited passive recreational needs.

7.5.4 GENERAL DESIGN DIRECTIONS

- Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to the SWM pond and school, will be an important consideration in the design of the Sixth Oak development.
- Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height. The proposed secondary school building at the intersection of the Burnhamthorpe Road and Sixth Line arterial streets shall be sited and massed toward the intersection.

7.5.17 EMPLOYMENT DISTRICT

- The Employment District will permit a full range of employment uses. In addition, limited retail and service commercial uses serving the employment area shall be clustered at the intersections with Arterial, Avenue, and Connector roads.

3.4 North Oakville Trails Plan

The North Oakville Trails Plan is a key component of the transportation strategy for the Town's Vision 2057 and Secondary Plan area, recognizing that trails are an essential part of linking new communities, reducing reliance on roads, encouraging walking and cycling, and controlling access into the NHS system. The hierarchy of trails includes multi-use trails, major trails, and minor trails, as well as a network of on-road cycle lanes and bike routes.

The trails plan for the Sixth Oak development adheres to the general trail network including:

- A north-south bicycle lane along Sixth Line;
- An east-west bicycle lane along Burnhamthorpe Road West;
- An east-west bicycle lane and multi-use trail along the future William Halton Parkway;
- A major trail situated primarily along the southern flankage of the NHS woodland and through the proposed school block.

Refer to Fig. 6.1.2 Trail Network Plan for more details on the proposed location of these trails in the development master plan.

3.5 North Oakville Sustainability Checklist

The North Oakville Sustainability Checklist is an important tool for assessing the sustainability of planned developments. Based on North Oakville Secondary Plan policies, the checklist is meant to be a tool to encourage sustainable development practices. The planning and design of the Sixth Oak development incorporates these broader best-practice guidelines as outlined in the following categories:

- Development Form;
- Air Quality / Energy Efficiency;
- Water Management; and
- Natural Heritage.

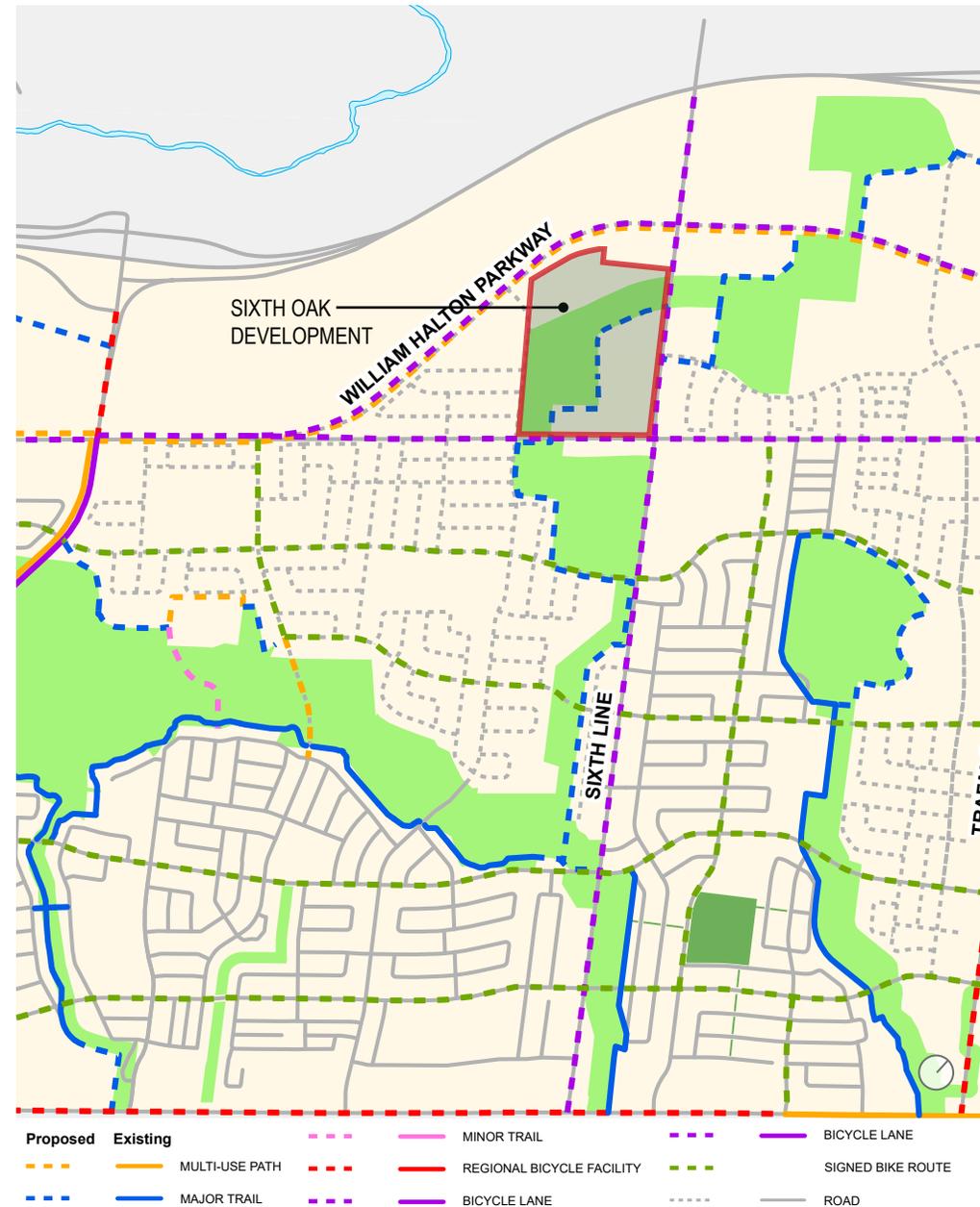


Fig. 3.4 - The location of Sixth Oak within the North Oakville trails Plan - East

3.6 Livable by Design Manual

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

The guiding design principles are the foundation for the urban design direction presented in the LBDM and include:

- Sense of identity;
- Compatibility;
- Connectivity;
- Sustainability;
- Legacy; and
- Creativity.

Part C of the LBDM includes a comprehensive set of detailed standards and technical direction to achieve the best possible site development and functionality. It informs the general site and building design guidelines for the school and employment area provided in Section 6.0 of this UDB. For more detailed built form and site development standards, the following sections of the LBDM should be referenced:

- 2.1 Canopy Cover
- 3.2 Low rise non-residential buildings
- 4.1 Landscaping
- 4.2 Pedestrian connections
- 4.3 Parking
- 4.4 Lighting
- 4.5 Signage
- 4.6 Service, loading, and storage areas

3.7 North Oakville Urban Forest Strategic Master Plan

The North Oakville Urban Forest Strategic Management Plan (NOUFSMP) 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 in order to meet the Town's 40% target by 2057, as reflected in the Official Plan - The Livable Oakville Plan.

The following demonstrates the NOUFSMP recommended canopy cover targets for the Sixth Oak land uses:

- Transitional Area (Secondary School) - 15%
- Employment District - 20%
- Natural Heritage System (south of 407, as per LBDM Part C) - 50%
- Stormwater Management Pond - 15%

While the recommended canopy cover targets are generally achievable for the employment lands, NHS, and SWM pond, the secondary school block will have a large field, surface parking, drop-off areas, school buildings, and possibly portables - land areas which cannot contribute to canopy cover. The Halton District School Board (HDSB) will work with the Town to create appropriate landscape areas during the Site Plan Control process, suitable to a high school land use.

4.0 DEVELOPMENT FRAMEWORK

The development framework for the surrounding residential communities will serve as the main building components for delineating the various land uses in the Sixth Oak development. The following section describes these key structuring elements.

4.1 Boundary Interface / Future Adjacent Residential Communities

The future adjacent residential development planned beyond the south, east, and west interfaces of Sixth Oak has directly influenced the structure and layout of the community through the continuation of the NHS. The extension of William Halton Parkway, north of the subject lands, and the proximity of Highway 407 complement the site's proposed employment land uses, consistent with the North Oakville East Secondary Plan.

The detailed design process shall ensure conformity with Town of Oakville urban design policies, such as those included in Sections 2.0 and 3.0 of the LBDM, for the interface between the proposed development and the surrounding public roads, the adjacent SWM pond and NHS, and the existing residential east of Sixth Line.



Fig. 4.1 - Plan showing land uses on the Sixth Oak subject lands, within the surrounding residential development

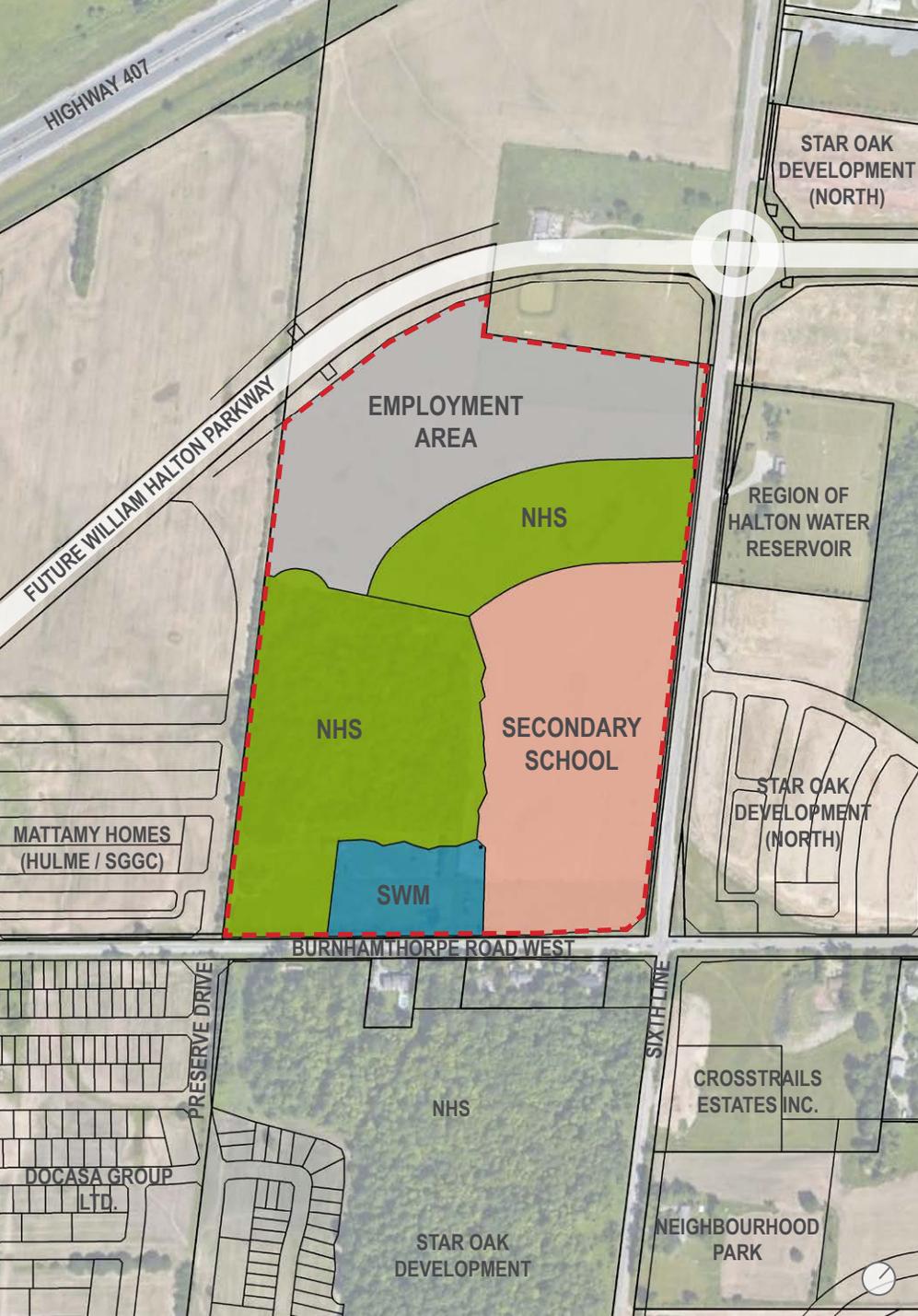


Fig. 4.2 - Sixth Oak Development Land Use Plan

4.2 Pattern of Land Uses

The Sixth Oak development will be characterized by a mix of non-residential land use blocks that will define its character and function, corresponding with the Town's land use designations planned for this site. The uses within the subject lands include:

- **Transitional Area** - Secondary school at the intersection of Sixth Line and Burnhamthorpe Road West;
- **Employment Area** - Future employment uses consistent with those permitted in the North Oakville East Secondary Plan, north of the proposed NHS and south of the future William Halton Parkway extension;
- **NHS Lands** - Preserved woodland comprising a significant area toward the south-west corner of Sixth Oak, and extending north through the subject lands to connect with an existing feature east of Sixth Line, as well as south into the adjacent Star Oak Development;
- **SWM Pond** - Connecting with the NHS to the west and contributing to a prominent visually linked open space system.

LEGEND

- TRANSITIONAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM
- SWM POND

4.3 Street Network

The road hierarchy surrounding and within the Sixth Oak development consists of the following street types (refer to Fig. 4.3a):

- Highway 407 - located 500m north of the subject lands;
- William Halton Parkway - along the northern boundary / the development of which is separate from the Sixth Oak site;
- Arterial Road - Sixth Line along the eastern boundary and Burnhamthorpe Road West along the southern boundary / the development of which is separate from the Sixth Oak site;
- Collector Road - Preserve Drive along the western boundary / the development of which is separate from the Sixth Oak site;
- Internal Vehicular Network - 6 metre drive aisles are clearly defined on the secondary school site plan and allow for accessibility and navigation. The site is accessed via a driveway on Burnhamthorpe Road West, as well as a driveway on Sixth Line. Parking areas have been designed to meet the Livable By Design Manual criteria for landscaping and pedestrian navigation.

Cross-sections of the surrounding public streets are provided on the pages that follow, and demonstrate how streetscapes can contribute to tree canopy coverage and a positive public realm experience. The policies in Section 7.7.2 of the North Oakville East Secondary Plan provide detailed direction with respect to the design of typical streets, while the North Oakville Urban Design and Open Space Guidelines address directions for public frontages and other design treatments.

LEGEND

-  HIGHWAY 407
-  PARKWAY
-  ARTERIAL ROAD
-  COLLECTOR ROAD
-  INTERNAL VEHICULAR NETWORK

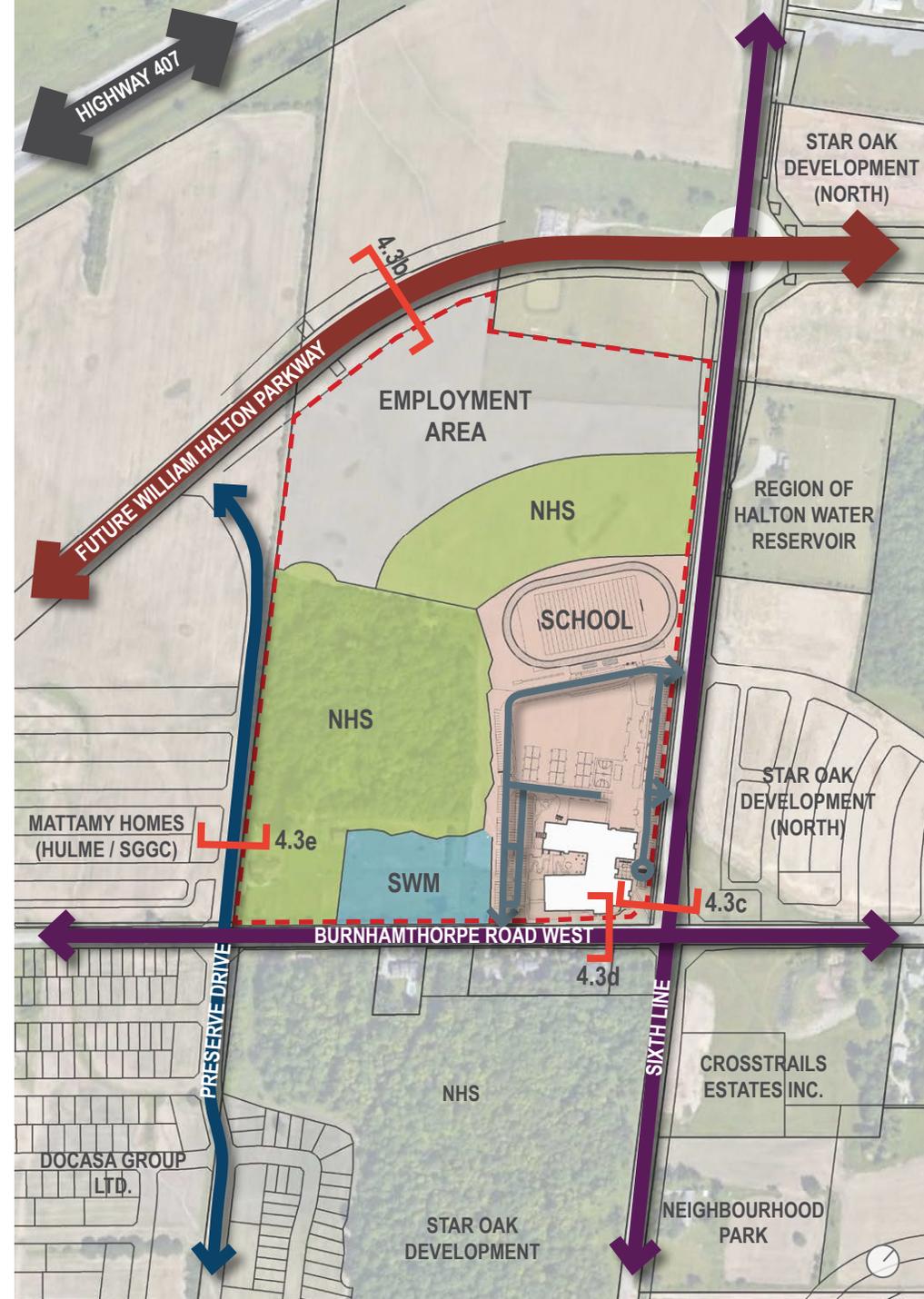


Fig. 4.3a - Road Hierarchy Plan for Sixth Oak within the surrounding community

WILLIAM HALTON PARKWAY

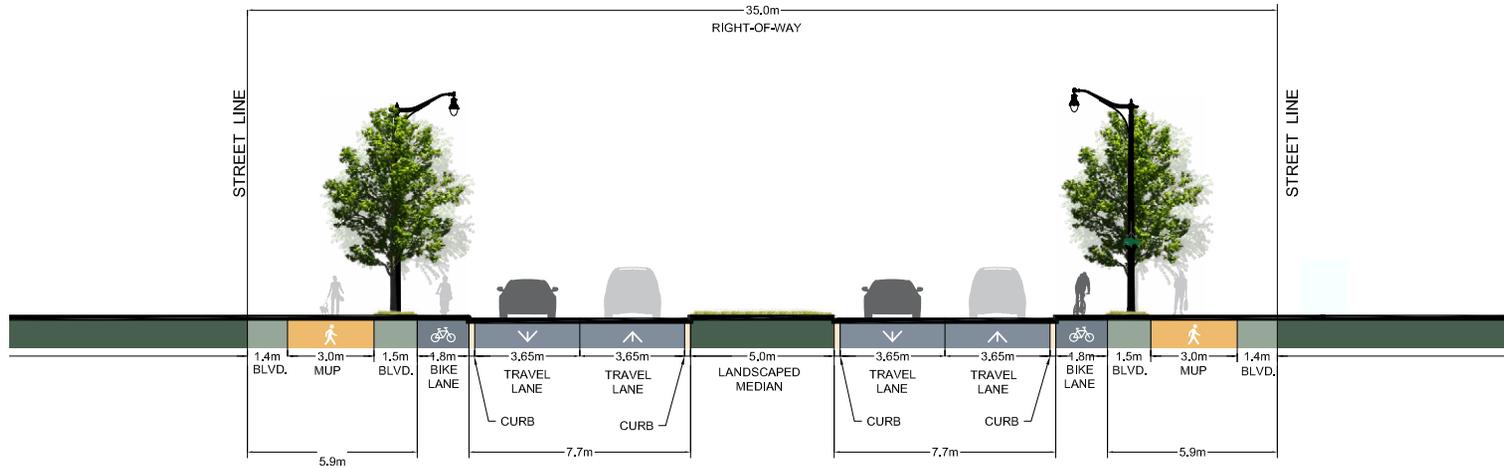


Fig. 4.3b - Cross-section of 35m William Halton Parkway Right-of-Way looking southwest (source: New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek Class Environmental Assessment Study, Environmental Study Report, 2010)

SIXTH LINE

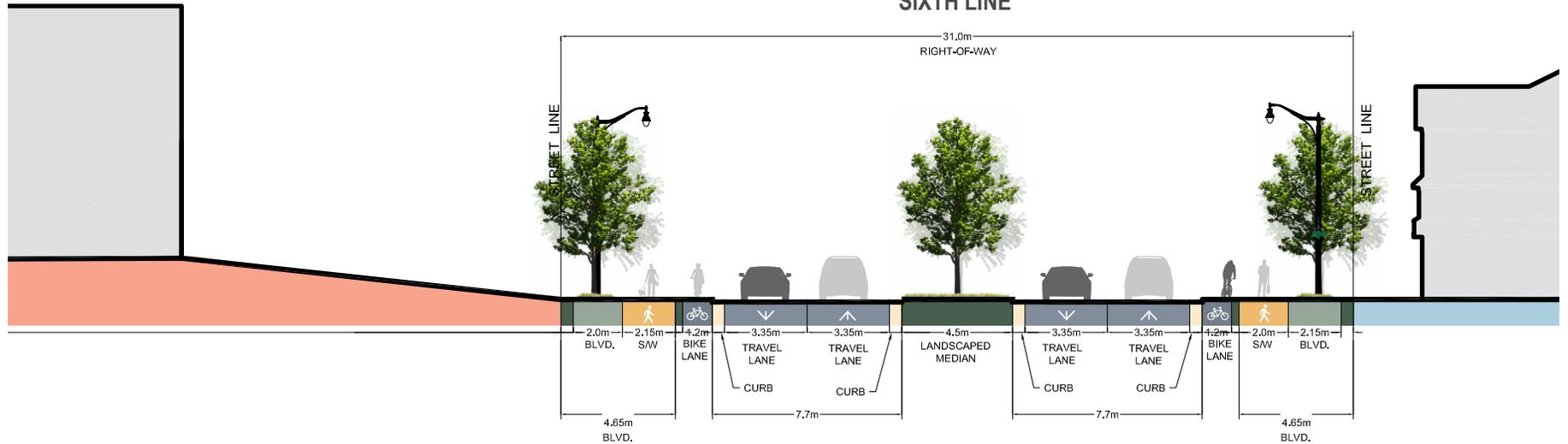


Fig. 4.3c - Cross-section of 31m Sixth Line Arterial Road Right-of-Way looking north (source: Sixth Line from Dundas Street to Highway 407 ETR Class Environmental Assessment Study, Environmental Study Report, 2014)

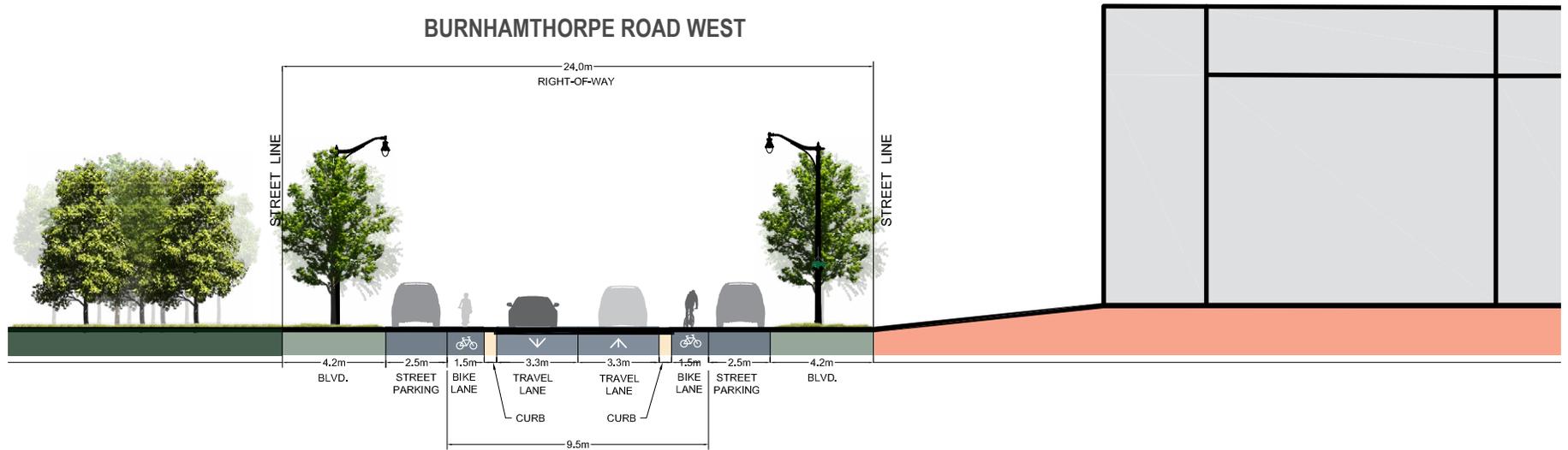


Fig. 4.3d - Cross-section of 24m Burnhamthorpe Road West Arterial Road Right-of-Way looking west (source: Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment, Environmental Study Report, 2014)

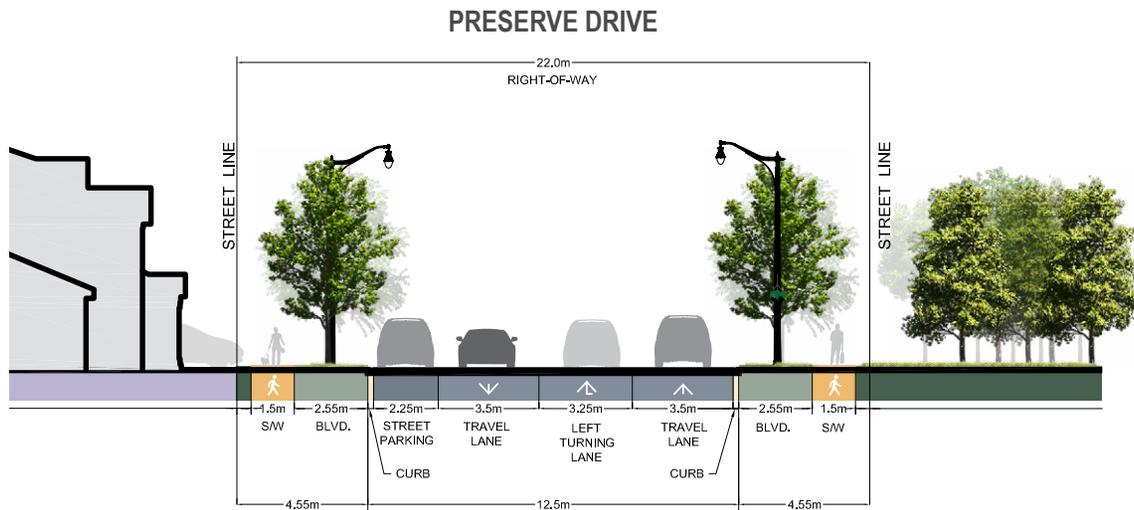


Fig. 4.3e - Cross-section of 22m Preserve Drive Collector Road Right-of-Way looking north

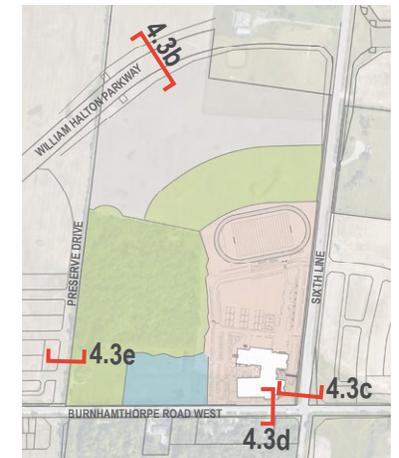




Fig. 4.4 - Natural Heritage System defines the structure of the Sixth Oak development

4.4 Natural Heritage System

Protecting the NHS within the study area will help to ensure an ecologically diverse, healthy, and sustainable open space system in an urbanized setting. The broader area objective is to preserve the existing natural environment and provide corridor connections to achieve multiple environmental objectives and targets related to wildlife habitat and links, community diversity, and water management, etc., that will be balanced and implementable.

The proposed land use fabric for the Sixth Oak development has evolved from the prominent NHS lands that bisect the site. As part of the comprehensive open space system, a trail network reflecting the North Oakville Trails Plan - East has been integrated through the NHS, extending to the north-east (refer to 6.1.3 Trail Network). View opportunities of NHS have also been identified in 6.1.4 Views and Vistas.

LEGEND

- SIXTH OAK NATURAL HERITAGE SYSTEM
- NATURAL HERITAGE SYSTEM OUTSIDE OF SUBJECT LANDS

5.0 DEVELOPMENT MASTER PLAN

The Sixth Oak development will comprise a proposed secondary school (6.07 ha), employment lands (5.77 ha), natural heritage system (NHS) (combined 9.33 ha), and a SWM pond (1.23 ha). Access to the secondary school will be from Burnhamthorpe Road West and Sixth Line. Although a site plan for the employment lands north of the NHS is not yet developed, access will likely occur from Sixth Line and William Halton Parkway.

A linked network of public open spaces (NHS, SWM pond, and school) with integrated trail connections is proposed through the subject lands, strategically located within reasonable walking distances from surrounding residential communities. The proposed development recognizes and preserves existing NHS features, while integrating views, vistas, and pedestrian/cycling links through the trail network.

There are five key elements that characterize the Sixth Oak development and form the overall development master plan: NHS lands, trail connections, the SWM, the secondary school, and the employment lands.

LEGEND

- TRANSITIONAL AREA (SCHOOL)
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM
- SWM POND

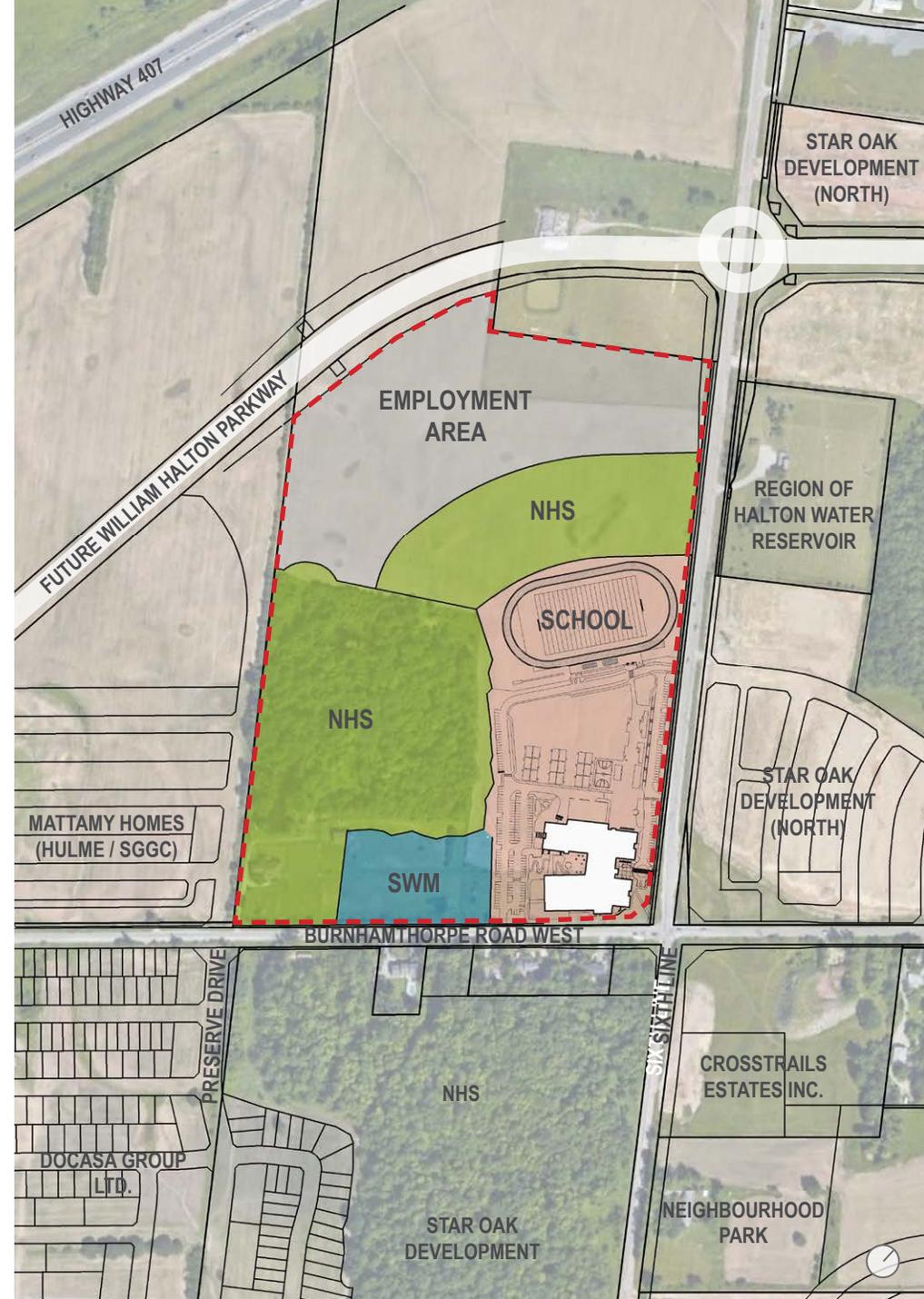


Fig 5.0 - Development Master Plan for Sixth Oak



Fig. 6.1 - Sixth Oak Open Space Plan

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

As part of the overall planning and coordination of amenities, an interconnected network of open spaces are proposed within the Sixth Oak development.

As a significant component of the subject lands, the NHS and SWM blocks offer opportunities for trail connectivity to natural areas and strategic views toward open space features from the public and private realms, particularly from the secondary school grounds, Burnhamthorpe Road West, and the employment area to the north.

6.1.1 Secondary School Site

The proposed 6.07 ha (15.00 ac) secondary school, combined with the adjacent SWM pond and NHS, will be one of the primary open spaces and focal points for the surrounding communities. The school site's conceptual program design includes an artificial turf field, running track, and potential winter sports dome, practice field, basketball court, entry courtyard, student plaza, tech court, cafe courtyard, and a play area associated with a proposed childcare use. As the proposed design is conceptual, it is subject to change following submission of this UDB.

LEGEND

- SCHOOL
- PARK
- NATURAL HERITAGE SYSTEM
- SWM POND

6.1.2 SWM Pond

The proposed 1.23 ha (3.04 ac) SWM pond will function as water quality and quantity control for the development, and as a publicly accessible open space amenity. This facility has been located in relation to existing natural drainage patterns of the site, will augment the extent of natural areas, and will provide passive recreation opportunities with trail connections and viewshed opportunities. To better integrate the stormwater functions with its surrounding land uses, the design of this feature shall have regard for the following:

- The design of the pond shall appropriately address its street frontage along the south side to enhance its visibility within the community as a valuable open space amenity.
- A regular spaced row of coarse-leaved, native canopy trees shall be provided along the street frontage in combination with areas of naturalized planting.
- Planting shall be naturalized throughout to consist of whips, multi-stem shrubs, ornamental grasses, and riparian, aquatic, and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- Pedestrian trails shall be integrated to provide connections from the pond street entry. This trail will be contained within the pond boundary and it may be combined with the maintenance access road to minimize non-vegetative surfaces, while providing opportunities for pedestrian interaction.
- Due to their less sensitive function and landscape screening opportunities, SWM ponds may be considered in locating utility infrastructure related to the functioning of the pond / subdivision, satisfactory to the Town, as an alternative to more sensitive public realm locations (parks, street rights-of-way, etc.). Should these utility structures be placed within the pond facility, they should be well integrated with the landscape to minimize visual impacts on the public realm.
- Information signage shall be provided at the pond entry / lookout area to inform the public of the importance and treatment of the SWM pond as a functioning natural open space feature.
- The design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton, and the Ministry of Environment, Conservation and Parks.



Fig 6.1.2a - Example of a stormwater management pond adjacent to a natural heritage system that functions as an important ecological and community amenity through a naturalized planting strategy and controlled pedestrian interaction



Fig 6.1.2b - Example of a stormwater management pond lookout and trail connection

6.1.3 Trail Network

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with Figure NOE4 of the Secondary Plan, the trails system proposed for Sixth Oak will provide access to the NHS from the adjacent streets, primarily within the established buffer zone. The trail will connect to planned or existing pathways and cycling facilities throughout the broader community as a comprehensive pedestrian and cycling linkage network. Where feasible, trails should be accessible and visible from adjacent streets, the secondary school, and the employment area.

In compliance with the North Oakville East Trails Plan, the following trail types are proposed within Sixth Oak:

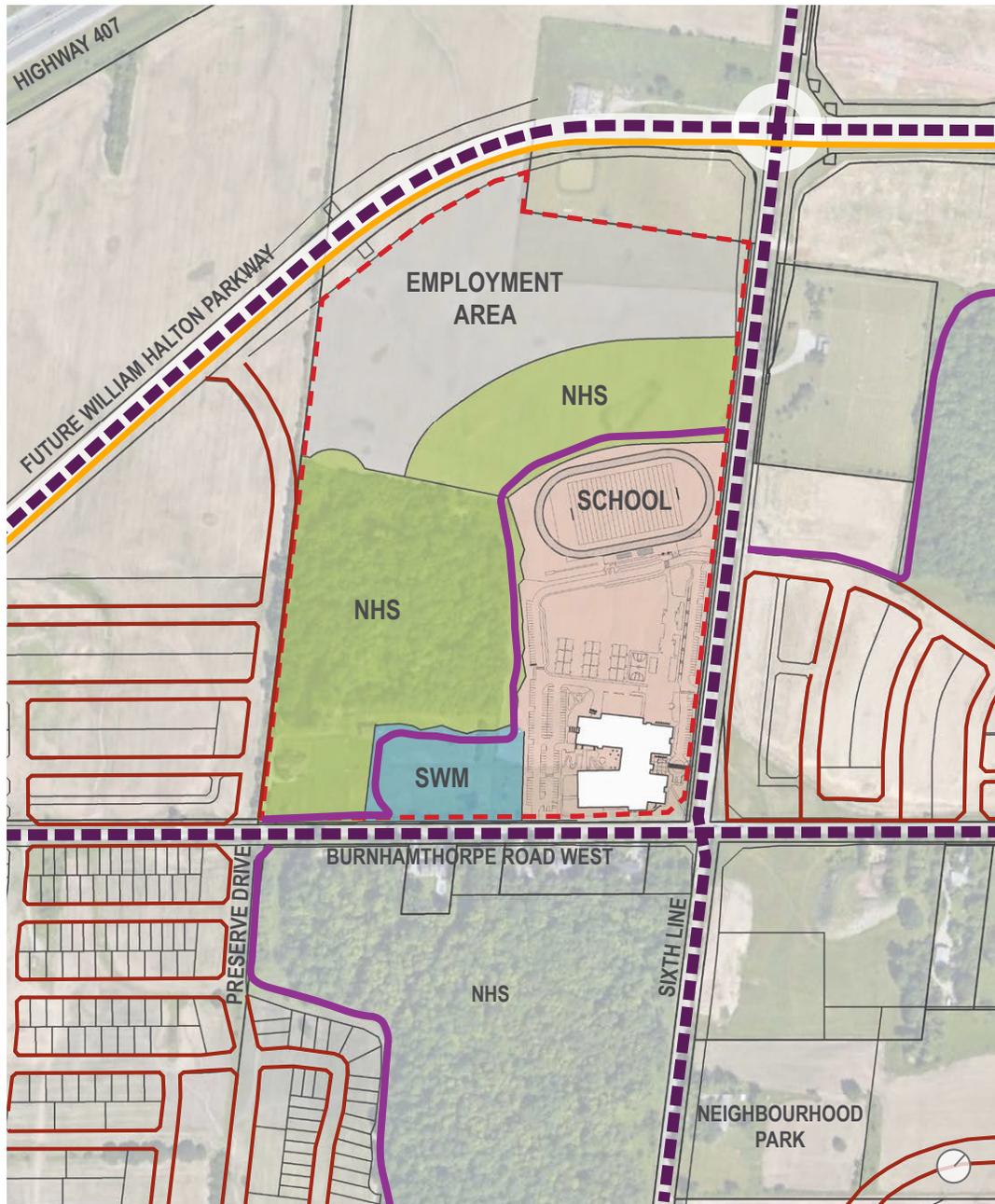
- **Major Trail** - A south-west to north-east trail through the woodland and NHS, connecting with the secondary school and proposed major trail to the north and south.
- **Bicycle Lane** - Providing a north-south connection along Sixth Line and an east-west connection along Burnhamthorpe Road West, connecting with other bike routes and major trails; providing an east-west connection along the future William Halton Parkway.
- **Multi-use Trail** - Located along the future William Halton Parkway, providing an east-west connection to adjacent communities.



Fig. 6.1.3a - A Major Trail integrated with the NHS lands will be connected to the proposed broader trail network

The trail design shall comply with the North Oakville East Urban Design and Open Space Guidelines and satisfy the objectives of the North Oakville East Trails Plan. The following guidelines shall apply to the Sixth Oak development:

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use. It is expected that both asphalt and screenings will be considered.
- Trails may vary in size to allow two-way cycling, based on Town of Oakville standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent lot lines. Where necessary, buffer planting shall be situated between the employment area and the trail to help screen views. Planting placement and species type shall ensure sightlines are maintained to reinforce safe trail use, consistent with CPTED principles.
- The integration of a lookout may be considered at the pond entry off the Burnhamthorpe Road West street frontage in the south-west corner of the pond, which may provide seating and decorative features (decorative paving, information signage, shade structure) at this desirable view opportunity.



LEGEND

- ON-STREET BIKE LANE
- MAJOR TRAIL / 2.4m SIDEWALK
- MULTI-USE TRAIL
- 1.5m SIDEWALK



Fig. 6.1.3b - Trail network plan depicting proposed trail locations within Sixth Oak and surrounding neighbourhoods. Plan based on 2008 North Oakville East Trails Plan (subject to change pending approval of a new trails plan)

Fig. 6.1.3c - Strategically situated information signage can inform users of the important functions, regulations, and wayfinding related to the NHS

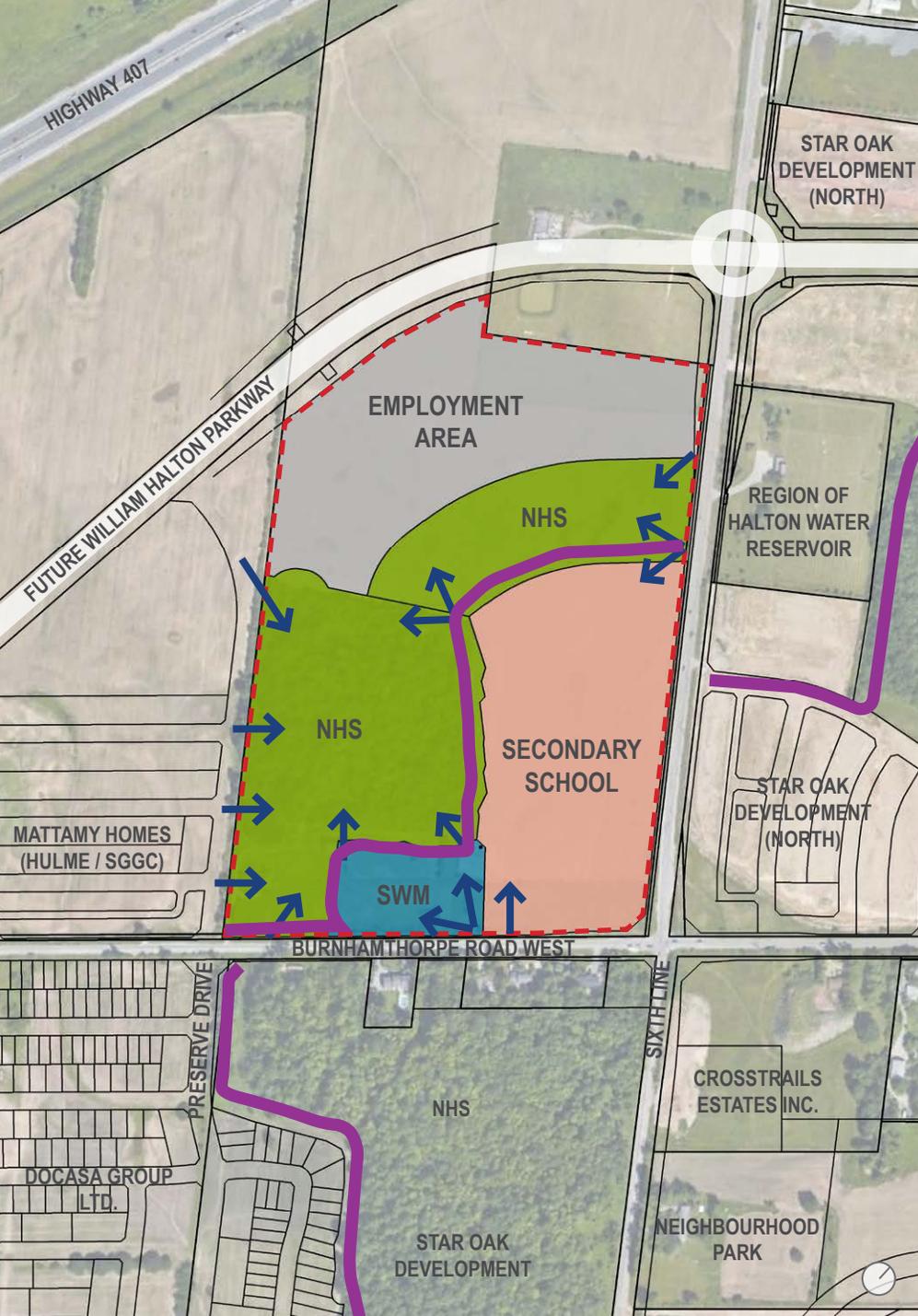


Fig. 6.1.4 - Views and Vistas Plan in Star Oak Development

6.1.4 Views and Vistas

Opportunities to provide strategic views and viewsheds toward the existing NHS woodlot in the south-west and the introduced NHS connections, SWM pond, and school block within Sixth Oak shall be integrated into the proposed block framework. These views and viewshed opportunities are primarily provided through the location of the existing arterial street frontages immediately adjacent to these open space features and facilities, as well as the Major Trail proposed through the NHS features.

If the plans for a sports dome to cover the proposed artificial turf field in the winter months are realized, its location north of the Major Trail and south of the NHS linkage should not negatively impact views from the trail into the significant NHS woodlot feature to the west.

Figure 6.1.4 illustrates these opportunities.

LEGEND

-  VIEWS
-  TRAIL / MAINTENANCE ACCESS

6.2 School Design Guidelines

The proposed secondary school site is 6.07 ha, located at the intersection of Burnhamthorpe Road West and Sixth Line. The school building frontage is oriented along Sixth Line, with portables interior to the site, along the western edge. A childcare use is proposed along Burnhamthorpe Road West, accessible from the parking lot. As part of the conceptual design, the proposed outdoor amenity features may include an artificial turf field, running track, and potential winter sports dome, practice field, basketball court, entry courtyard, student plaza, tech court, cafe courtyard, and a play area associated with the proposed childcare use, all of which may be subject to change.

6.2.1 School Site Design

Section 4.0 of Oakville's LBDM provides design direction for site organization elements. The following elements within the school block of the Sixth Oak site have been designed with consideration for the LBDM directives:

A. Location of Building Entrances & Accessibility

The secondary school has been strategically located to provide safe and logical accessibility by pedestrians, cyclists, and motorists, and to achieve maximum visibility from surrounding areas through linkages with the open space system and trail network.

The main entrance is accommodated on Sixth Line, creating an entrance court that will be prominent and clearly visible from the intersection. As shown in Figure 6.2.1a, accessible walkways are proposed directly from the sidewalk and from the intersection, and will be incorporated into the site grading. Given the extent of the building setback from the street, the landscape design will ensure a barrier free, human scale public realm.

As high schools have many programs that require grade access, several secondary entrances are located on all sides of the building and provide barrier-free access to the various wings.

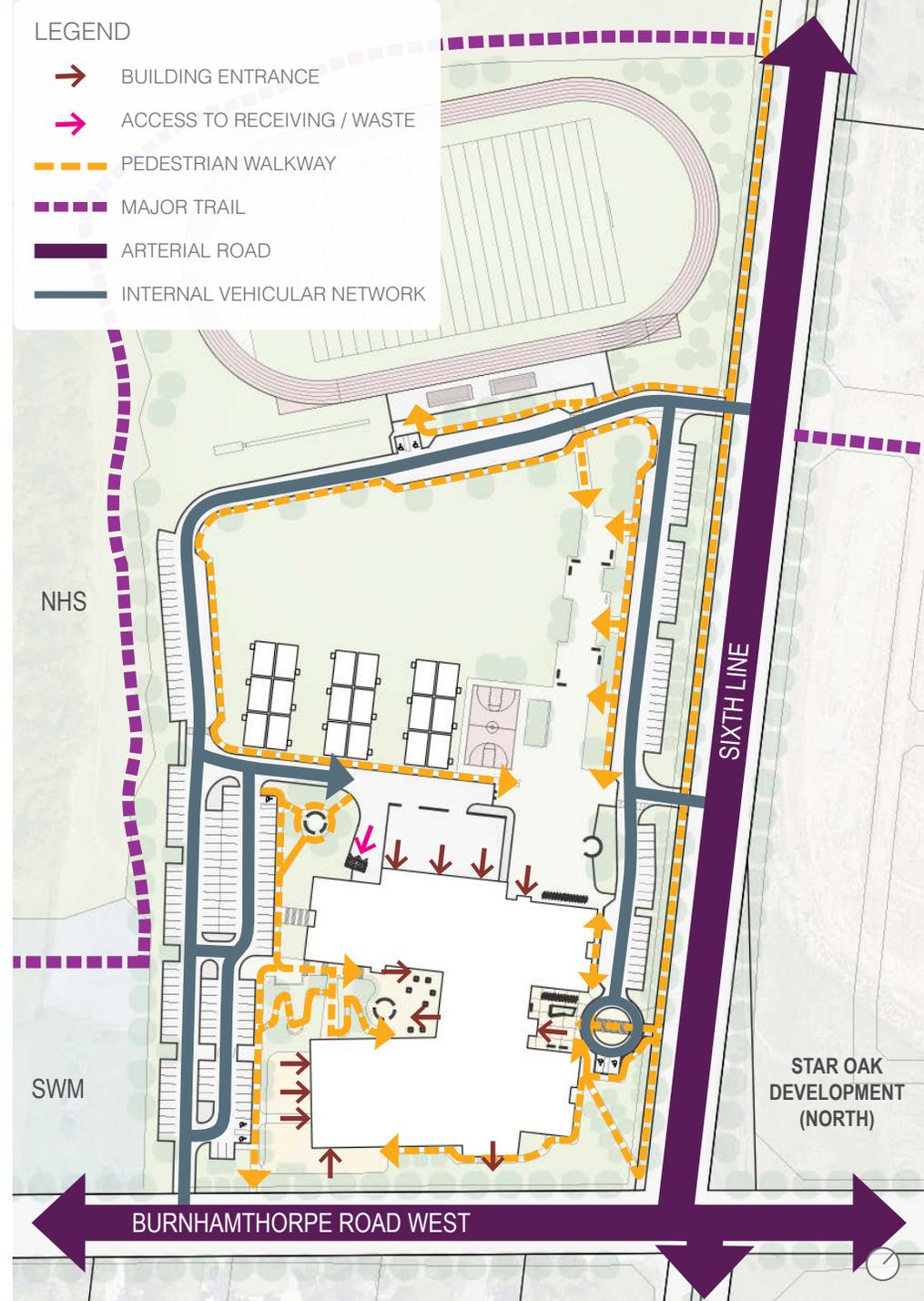


Fig. 6.2.1a - Sixth Oak Secondary School Conceptual Site Design Plan

B. Vehicular & Pedestrian Circulation

Vehicular access to the secondary school site is provided from Sixth Line in two locations and Burnhamthorpe Road West in one location. Parent pick-up and drop-off areas are located west and north of the practice field, and a bus pick-up and drop-off area is located along Sixth Line, subject to change through Site Plan Approval review.

Pedestrian circulation is abundant throughout the site, as well as from various locations along Sixth Line and Burnhamthorpe Road West. Refer to Figure 6.2.1a for the conceptual site design plan.

C. Parking, Loading & Service Areas

The majority of parking spaces are directed to the rear of the building, thus screening these areas from public view. The proposed development provides for a total of 205 parking spaces, which meets the requirements of the HDSB in accommodating staff, visitors, and parent traffic. This includes 7 accessible parking spaces, all of which are located at grade and dispersed to the various program areas (i.e. main entrance, child care centre, portables, field / running track). Bicycle parking is also provided within the entry court and student plaza, easily accessible from Sixth Line.

Recycling and waste facilities are located to the rear of the building and are accessed from an internal vehicular route to reduce any impact of garbage collection on the public realm. Similarly, vehicular access to the tech court is located away from public view. Refer to Figure 6.2.1a for the conceptual site design plan.

D. Streetscape

The school built form configuration allows for the proposed building to create a prominent streetscape and continuous street wall along both Sixth Line and Burnhamthorpe Road West.

The design of the Sixth Line streetscape will include sidewalks, boulevards with street trees, bicycle lanes, 2 travel lanes in each direction, and a planted median. The design of the Burnhamthorpe Road West streetscape will include boulevards with street trees, on-street parking, bicycle lanes, and 1 travel lane in each direction.

The building will frame both street frontages with a well designed and articulated façade. Consistent with the Livable Oakville policy direction, the proposed secondary school will contribute to the creation of a cohesive streetscape by placing several building entrances toward the street, with a direct pedestrian connection to the corner intersection, and ample tree planting, which will contribute to a sense of enclosure, augmented by the trees within the right-of-way, as shown in Figure 6.2.1b.

E. Landscaping & Amenity Areas

The conceptual school site design proposes a landscape planting plan that provides for a significant amount of new trees along the public street frontages, both within the public boulevard and between the building or parking areas and the property line, contributing to a sense of enclosure. All parking areas will incorporate continuous shrub bed planting to screen the parking from the street and adjacent uses.

As the secondary school block will have many program areas which cannot contribute to canopy cover, the HDSB will work with the Town to create appropriate landscape areas during the Site Plan Approval process, suitable to a high school land use. Where programming allows, landscape areas internal to the site may be planted with large caliper trees to assist in meeting the Town's tree canopy target of 15% for uses in the transitional area.

A series of passive amenity areas are proposed throughout the school site, including an entry court, cafe court, and landscaped student plaza that extends from the building north to the track, all of which are enhanced by seating areas and tree cover. Refer to Figure 6.2.1b for the conceptual landscape design plan.

F. Sportsfields & Courts

Active programming proposed within the school site includes a basketball court, practice field, child care play area, and an artificial turf field, running track, and potential winter sports dome. If approved, the dome will only be up between October and May, subject to change in weather.

The residential development to the east is approximately 31 metres away from the school block and the Sixth Line arterial road represents a clear demarcation between residential uses and the school. In addition to the natural noise buffering that will occur through its proximity to the NHS, additional vegetation along Sixth Line can be used to assist in screening and buffering the field and potential dome. Evergreen planting near the eastern edge of the field may be considered to help shield the dome during the winter. The location of the field and potential dome has been placed as far north on the site as possible to mitigate any impacts upon the existing and future residential areas.

G. Lighting

Exterior light standards will be proposed in areas throughout the secondary school site to increase safety and comfort. The light standards will complement the architectural expression of the built form and site design and comply with the directives set out in Section 4.4 of the LBDM.

By-law Enforcement has noted, and field photometrics confirm, that there will be no lighting impact on the adjacent residential uses from the sportsfield lighting or from the dome when lit. However, lighting of the sportsfield and potential dome shall comply with the recommendations set out in the Municipal Lighting Study Part 1: Lighting of Sports Fields in Residential Neighbourhoods (2010), as well as Section 4A of the Public Nuisance By-law 2007-142, which shall be addressed at the Site Plan Control stage.



Fig. 6.2.1b - Sixth Oak Secondary School Conceptual Landscape Design Plan



Fig 6.2.2b - The school site should incorporate planting to contribute to the Town's tree canopy coverage target, as well as for screening, shading, and micro-climate purposes

H. Guidelines

- The layout and design of the school block should allow for connections to the Major Trail within the NHS, any multi-use pathways within the SWM pond, and adjacent sidewalks.
- The impact of parking and drop-off / pick-up facilities should be minimized from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Conflicts between pedestrian and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct, and barrier-free access to school entrances.
- Parking areas, driveways, and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Paved surfaces on school sites shall be provided in accordance with the applicable HDSB requirements for parking and barrier-free play areas.
- Where ground level signage is used it shall be designed as a landscape feature, integrating other components such as planting, lighting, etc.
- Loading, service, and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers, and HVAC equipment shall be located away from prominent public views.
- Plant species shall be selected based on the following attributes:
 - Growing requirements (growing space, soil volume, and soil medium);
 - Environmental characteristics of the site (moisture, light levels, soil qualities, and other micro-climate conditions);
 - Intended function (enhancement, shading, screening, and/or buffering); and
 - Characteristics of the plant at maturity (crown volume, trunk size, and root flare).

6.2.2 School Built Form Design

Section 3.2 of Oakville's LBDM provides direction for the development of low-rise non-residential buildings, such as schools. The building design directives contained within the LBDM are directly applicable to the Sixth Oak school site, and the proposed building will be designed as such.

A. Height & Massing

The proposed building seeks a maximum building height of 25 metres, which accounts for the particulars of grading on site. The proposed building height will create a strong presence along Sixth Line and will also extend along the Burnhamthorpe Road West frontage.

Due to the grade differential on the site, a slope occurs along Sixth Line towards the intersection and along Burnhamthorpe Road West to the west. To accommodate the grades, ensure accessibility to the intersection, and avoid a blank retaining wall, a drop in building height appears to occur from the east to the west along Burnhamthorpe Road West, but the massing remains 3-storeys at the intersection. Refer to Figures 6.2.2a to 6.2.2c.

B. Setbacks & Building Treatment at Grade

The building along Sixth Line is set back 22 metres from the street with an approximate 1.7 metre grade differential. It is set back +/- 26 metres from the Sixth Line and Burnhamthorpe Road West intersection with an approximate 2.2 metre grade differential, which allows for grading to be designed with soft landscaping, accessible walkways to the main entrance from the intersection, and without retaining walls. Along Burnhamthorpe Road West, the building follows the street grades as they slope down towards the west, and a blank façade is avoided by tucking the childcare use under the gym.

Unlike elementary schools, secondary schools have many programs that require grade access. Locating the proposed building at the intersection has compromised the extent of available grade access around the school, which, combined with the magnitude of the existing grade differential across the site, does not allow the building to be lowered any further at the intersection. Consistent with the LBDM, the design direction orients the building towards the public streets of Sixth Line and Burnhamthorpe Road West, with gentle sloping to ensure a barrier free, human scale environment.

E. Corner / Gateway Building Treatment

Schools serve as landmark buildings within the community. The secondary school has been strategically sited at a prominent intersection to anchor it as a community focal point. The corner building design will showcase a distinct architectural appearance and a high degree of detailing at this gateway location that is compatible with, and sensitive to, both the emerging built forms and adjacent residential uses.

C. Transition to Adjacent Uses & Built Form

The building placement is considered to be compatible with the surrounding existing and planned land uses. The residential development to the east is approximately 31 metres away from the school block, and the Sixth Line arterial road provides an appropriate transition between residential uses and school uses. Vegetation will also be proposed to assist in screening the proposed field and potential dome, which will have no adverse impacts on the residential area to the east.

F. Façade Treatments, Elements & Materials

The building design will showcase a distinct architectural appearance and a high degree of detailing along both property frontages. This will help support a continuous architectural façade visible on both Sixth Line and Burnhamthorpe Road West. The 3-storey gym massing along Burnhamthorpe Road West will be articulated with abundant glazing – a 21st century learning feature being provided in all new HDSB schools.

The LBDM directs new developments to incorporate a high standard of design and a variety of materials that are aesthetically compatible, functional, and easily maintained. Further building detail and materiality will be examined during the future Site Plan Control process, however, the conceptual building design incorporates high quality materials and prominent architectural massing that is compatible with, and sensitive to, the surrounding land uses, as well as reflective of the building's high visibility location at the intersection of Sixth Line and Burnhamthorpe Road West.

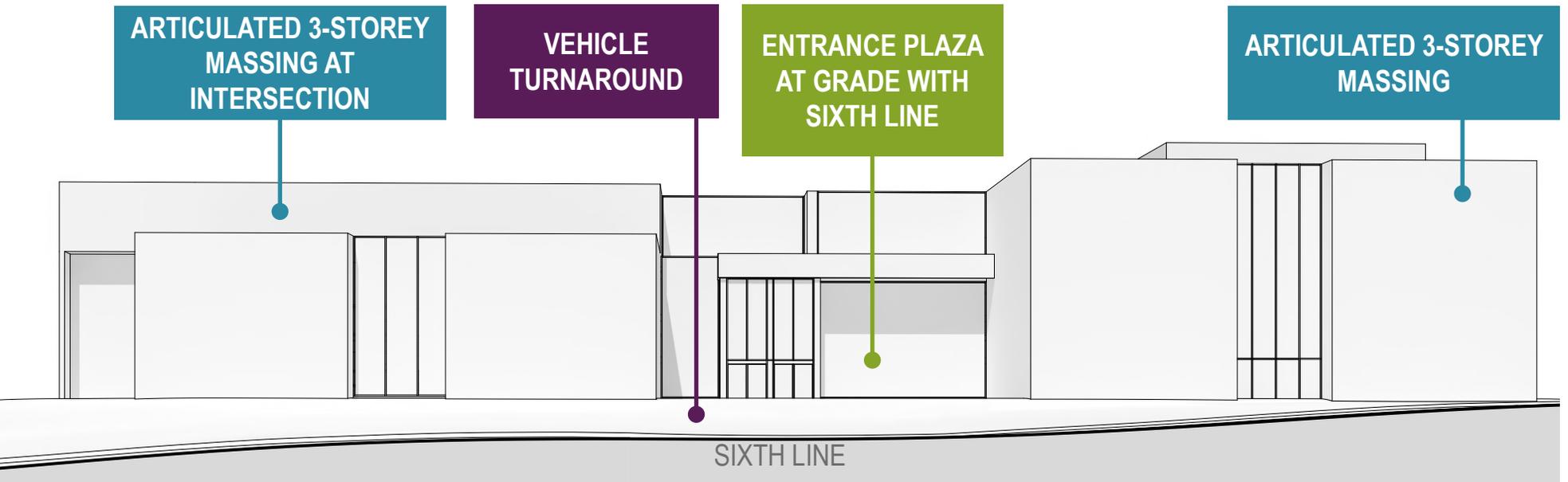


Fig 6.2.2a - Massing elevation of the proposed school along Sixth Line

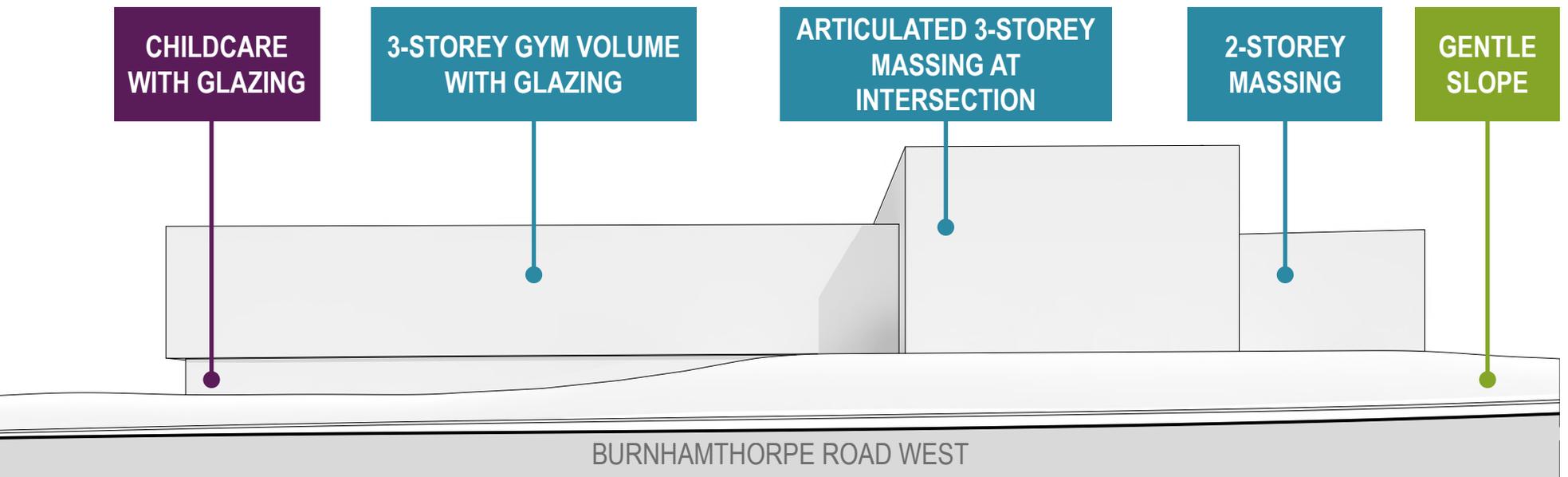


Fig 6.2.2b - Massing elevation of the proposed school along Burnhamthorpe Road West

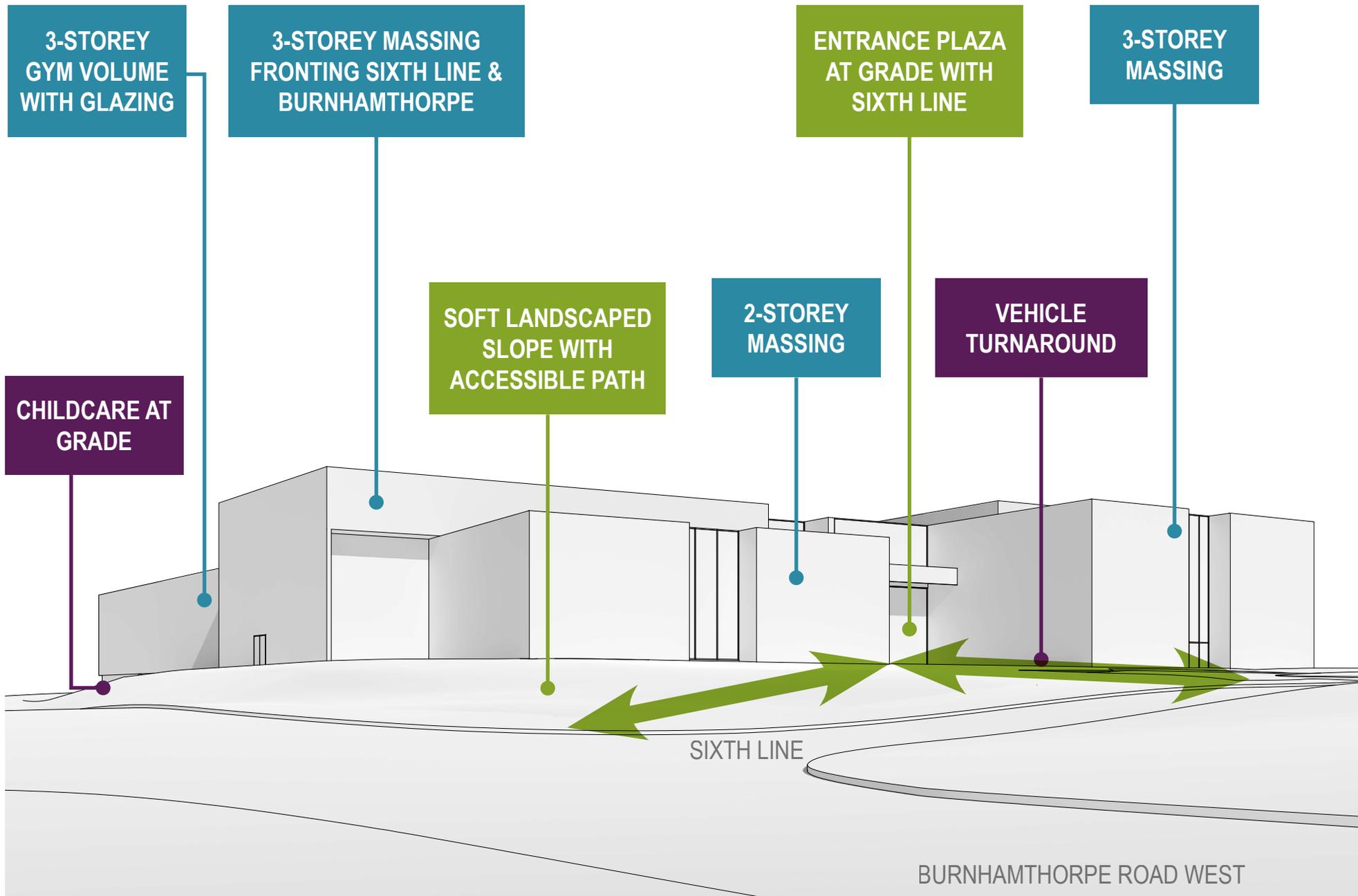


Fig 6.2.2c - Massing view of the proposed school from the Sixth Line and Burnhamthorpe Road West intersection with topography



Fig 6.2.2a - The school building should form a strong street edge through minimum building set-backs and direct access to the main entry from adjacent sidewalks



Fig 6.2.2b - The school should incorporate prominent building features into its design, which will help to reinforce its landmark function

G. Guidelines

- The building should form an edge along Sixth Line, and in the future along Burnhamthorpe Road West, creating a strong built form relationship at the corner through minimum building set-backs and direct access to the main entry from adjacent sidewalks.
- For corner buildings, vertical elements, expressive massing and architectural features shall be incorporated to accentuate the corner and address both frontages.
- For building façades greater than 30 metres in length, modulations (projections/recesses) in the massing and variety in architectural detailing shall be incorporated to divide the horizontal dimension of the building and give the appearance of a collection of finer grain structures.
- Main entrances shall be directly visible from the street and be given design emphasis.
- Window and door openings along the public realm shall be maximized.
- Architectural styles, materials, and colours should relate to the character envisioned for the surrounding community. High quality building materials shall be used, including brick or stone as the main wall materials.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school shall, typically, be limited to drop-off zones.
- Public views to natural features, heritage resources, or identified view corridors shall be maintained.
- Lighting for school buildings shall be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage shall be incorporated into the building architecture.
- The visibility of surface parking areas from the public realm shall be minimized.
- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Rooftop mechanical equipment shall be screened from ground level view by incorporating sight screens or integrating into the roof or a parapet.

6.3 Employment Area Design Guidelines

The employment area proposed in the north portion of the Sixth Oak subject site, along the future William Halton Parkway, will allow for a full range and choice of suitable sites for employment uses, which support a wide range of economic activities and ancillary uses. Capitalizing on its prime location, the employment district will have easy access to Highway 407 and future public transit along Sixth Line.

The primary goal for the development of the employment lands is to create a consistently high quality built environment through the combination of site planning, building massing, architectural detail, materials, and landscape / streetscape treatments.

6.3.1 Employment Area Uses

The precise range of uses and density of development shall be stipulated in the zoning by-law and will not adversely impact the proposed secondary school use to the south. Limited retail and service commercial uses may be clustered at the intersection of Sixth Line and William Halton Parkway.

6.3.2 Employment Area Site Design

The following site design guidelines should be considered when preparing a site plan for the future employment lands:

- No outdoor storage will be permitted.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- On-site pedestrian routes shall be well defined and provide easy, direct and barrier-free pedestrian access to main entrances of the building.
- The number of driveway entries from roadways shall be managed to reduce interruptions to pedestrian walkways and increase opportunities for street tree planting and landscaping treatments, while providing sufficient access for efficient site circulation.
- Where large parking areas are proposed, they shall be located to the rear or side of the building's primary frontage or façade. Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways.



Fig 6.3.2a - Employment sites shall be designed to achieve a comfortable and attractive pedestrian-scale environment



Fig 6.3.2b - Large parking areas should be broken into smaller human-scale blocks defined by landscaping



Fig 6.3.2c - Buildings shall be designed and sited to have a positive relationship to the street, with the length of the building façade exposed to the street view



Fig 6.3.2d - Pedestrian walkways, entrances, and parking areas shall be adequately illuminated

- A double row of parking and a central drive aisle may be permitted between the front of the building and the street for site circulation and parking purposes.
- Where parking areas are visible from the street, they should be screened through the use of enhanced edge landscaping and/or architectural elements.
- Buildings shall be designed and sited to have a positive relationship to the street, with the primary façade parallel to the roadway and located close to the minimum setback to appropriately address, define, and relate to the adjacent street edge.
- The office component of light industrial buildings shall be located closer to the street than the warehouse functions to maximize opportunities for windows facing the street.
- For sites adjacent to the NHS, the use of a multi-building campus design may be considered with buildings sited and designed to overlook and integrate with these features.
- Loading, service, and garbage areas shall be located away from prominent street views and shall be integrated into the building design or screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odors and vibrations on adjacent properties.
- The length of the building façade exposed to the street view shall be optimized. Building frontage shall be proportional to the lot frontage.
- Utility meters, transformers, and HVAC equipment shall be located away from prominent public views.
- Noise attenuation measures shall be provided, as required, where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings / structures to reinforce the image of the community.
- Pedestrian walkways, entrances, and parking areas shall be adequately illuminated.
- All lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- All proposed signage shall be of a high design quality and shall at all times be in compliance with the Town's sign by-laws.
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complementary to the building design. Ground-related signage may be designed to incorporate landscaping / planting beds.

6.3.3 Employment Area Built Form Design

The following built form guidelines should be considered when designing future employment area buildings:

- A unique built form identity may be developed for each employment parcel.
- Plain, unarticulated, box-like building designs with large blank walls will not be permitted.
- Glazed areas shall be maximized along street frontages. Windows shall be large, well proportioned and compatible in scale with the building mass and architectural style.
- For building façades greater than 30.0m in length, significant modulations (projections/recesses) in the massing and variety in architectural detailing shall be incorporated to divide the horizontal dimension of the building and give the appearance of a collection of finer grain structures.
- Primary entrances are encouraged to be the focal point of the building.
- Articulated roof form is encouraged through the use of parapets, cornices, and roof elements.
- High quality, durable building materials shall be used. This may include, but should not be limited to architectural glass, steel panels, polished stone, brick, and textured concrete panels. High quality stucco shall be incorporated only as an accent material.
- Building façades which are highly visible from the public realm shall provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, lighting, and materials to express a distinct visual identity, while harmoniously blending into the neighbourhood fabric.
- Corner buildings shall be sited close to the intersection and address both street frontages in a consistent manner. Access points for corner lot buildings shall be located away from the intersection.



Fig 6.3.3a - Main entrances shall be designed with emphasis, using high-quality exterior cladding materials



Fig 6.3.3b - Signage shall be designed to be characteristic of the architectural identity of the building while respecting the desire for corporate logos



Fig 6.3.3c - The visibility of surface parking areas from the public realm shall be minimized

- Buildings shall be designed and sited to minimize the impact of overshadowing, blocked views, and overlook onto adjacent residential properties.
- The visibility of surface parking areas from the public realm shall be minimized.
- Public views to natural features, heritage resources, or identified view corridors shall be maintained.
- Rooftop mechanical equipment shall be integrated into the roof design and screened from prominent public view.
- Building signage shall be designed to be characteristic of the architectural identity of each development while respecting the business community's desire for corporate logos.
- Building signage may be internally or externally illuminated. Cut-out letter signage is preferred.



Fig 6.3.3d - Rooftop mechanical equipment shall be integrated into the roof design and screened from prominent public view

6.4 Sustainability Features

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption, and vehicular traffic volumes.

Walkability is one of the cornerstones of sustainable design. Open spaces and amenities within Sixth Oak are located within a comfortable walking distance of surrounding residential communities. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

Sustainability is supported by:

- A publicly accessible NHS, SWM pond, and secondary school, located within comfortable walking distance of surrounding residential communities.
- The secondary school located within active transportation distance from residential catchment areas, thus reducing automobile trips compared to the original location of the school.
- Proposed trails associated within natural features, as well as street related cycling facilities in Sixth Oak and the surrounding neighbourhoods, linked with the sidewalk network, offering convenient and enjoyable pedestrian and cycling connections.
- The efficient arrangement of employment uses and tenures in proximity to residential areas to minimize travel time, traffic, greenhouse gases, servicing costs, and energy costs.

To the maximum extent permitted by the Ministry of Education's project funding, the school site and building design will be aligned with the Town of Oakville's Climate Emergency related greening initiatives. The development will feature low impact development (LID) stormwater management systems, including storing rainwater roof runoff for irrigation and on-site infiltration trenches, underground rough-ins for future EV charging stations, a high-performance building envelope for energy efficiency, and premium heat pump mechanical system, LED lighting and occupancy sensors for energy savings.

Further, the following sustainable development practices should be considered for all land uses within Sixth Oak:

6.4.1 Transportation Alternatives

- To encourage a reduction in automobile usage, ensure pedestrian circulation is integrated into the design of the community;
- Ensure the sizing of parking facilities meets zoning requirements and tenant needs, and avoid constructing unnecessary hardscaping, where possible; and
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections and integrating bicycle racks, rings, or posts, where appropriate.

6.4.2 Lighting

- Achieve a balance between safety, security, and reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires, and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.

6.4.3 Materials

- Encourage light-coloured roofs, if feasible, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials, if feasible, to avoid unnecessary long distance transport of building materials; and
- Encourage the use of materials that have been sustainability harvested, if feasible.



Fig 6.4.5a - Prioritize the use of xeriscape planting, which performs well in urban environments due to drought tolerant and low-maintenance characteristics



Fig 6.4.5b - Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within parking lots

6.4.4 Hardscaping

- Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, aesthetic considerations, and maintenance. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.
- Where feasible, select porous paving materials, such as porous concrete or asphalt and/or precast turf-grid products;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- Encourage the use of light coloured surface materials, such as concrete or light asphalt to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- Select, design, and install all paving materials to withstand traffic impacts and maintenance requirements.

6.4.5 Softscaping

- Specify naturalized, low maintenance planting, where appropriate;
- Prioritize the use of xeriscape planting techniques, selecting drought-tolerant species to conserve water;
- Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, etc;
- Utilize landscape features, such as berms, tree and shrub groupings, and 'green' walls to screen undesirable views to adjacent or nearby uses (traffic, commercial buildings, parking);
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings, public open spaces, and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat, and allows breezes to flow through;
- Use evergreens as a windscreen to mitigate the impact of wind on a site; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

7.0 IMPLEMENTATION

The UDB has addressed pertinent urban design issues as applied to Sixth Oak's overall goals and objectives, land uses, structuring elements, open spaces, built form, sustainability, and low-impact development strategies. The intended result is the development of a community that is reflective of the fundamental key design tenets of the broader North Oakville planning area.

The Sixth Oak UDB complements the approved North Oakville Urban Design and Open Space Guidelines (November 2009). The UDB strives to consider aspects of built form and open space design that are specific to the subject lands within the overall framework of the North Oakville communities. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all North Oakville studies.

All lands in the North Oakville East Secondary Plan Area shall be designated as a site plan control area. However, the site plan control by-law shall establish circumstances where development is to be exempt, including low density development and freehold townhouses, which are subject to the subdivision approval process or site alteration permit process. Since the Sixth Oak development site proposes only non-residential uses, including NHS, SWM pond, secondary school, and employment area uses, detailed site plans will be required by the Town of Oakville. Site plans will be reviewed in relation to the North Oakville Urban Design and Open Space Guidelines and the Livable by Design Manual.



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